



## Chapter 5—Environmental Consequences

### 5.1 Introduction and Methodology

For purposes of this section, Preferred Alternative 8 that was identified in the Draft Environmental Impact Statement (DEIS) will be referred to as “Alternative 8”. The Preferred Alternative for the Final Environmental Impact Statement (FEIS) will be referred to as the “Refined Preferred Alternative 8”.

Since the publication of the DEIS, the following substantive change has been made to this section:

- References made to the ISTDM were updated to Version 6.2 in **Section 5.1.2, Overview of Tier 2 Methodology**, and **Table 5.1-13**.

#### 5.1.1 Overview of Tier 1 Methodology

This section summarizes the methodology used for evaluating environmental impacts in the Tier 1 FEIS. This information is included in this document in order to provide context for the evaluation of environmental impacts in Tier 2.

The Tier 1 EIS had a 26-county Study Area, encompassing approximately one-quarter of the State of Indiana, and involved the consideration of alternatives approximately 141 to 156 miles in length. The alternatives under consideration were geographically widespread, resulting in the need to consider environmental issues across a broad area.

##### 5.1.1.1 Key Concepts Used in Tier 1: Study Bands, Corridors, and Working Alignments

In the Tier 1 EIS, five major alternatives (Alternatives 1 through 5) were analyzed. Several of these had multiple “options” for connecting to Indianapolis; each option was labeled with a letter (A, B, or C). Including these Options, there were a total of 12 distinct alternatives considered in the EIS. These 12 alternatives were: 1, 2A, 2B, 2C, 3A, 3B, 3C, 4A, 4B, 4C, 5A, and 5B. **Figure 5.1-1** (figures are located at the end of the chapter unless otherwise noted) shows these 12 alternatives, along with the 26-county Study Area. To provide a set of tools for analyzing environmental impacts of these alternatives, the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) defined each alternative in Tier 1 as a set of three overlapping bands (see **Figure 5.1-2**).

- **Study Band:** The “study band” referred to a two-mile-wide band within which the environmental data-gathering efforts were focused for each alternative.
- **Corridor:** The “corridor” was generally 2,000 feet wide, but its width was narrower in some places and broader in others.

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- **Working Alignment:** The “working alignment” was a potential location for a highway right-of-way within the 2,000-foot-wide corridor. The working alignments ranged in width from 240 to 470 feet. See Tier 1 FEIS, Appendix E, “Typical Sections,” for detailed information on the widths of each working alignment.

**5.1.1.2 Calculation of Environmental Impacts in Tier 1****Use of GIS in Tier 1**

The basic tool used for estimating the environmental impacts of each alternative in Tier 1 was the project’s Geographic Information System (GIS), which is an electronic database that consists of a series of data layers. The Tier 1 GIS database included layers containing each of the study bands, corridors, and working alignments, as well as more than 170 layers containing the locations of various environmental resources and other features.

The Tier 1 GIS database was used to generate maps showing the relationship between each alternative and specific environmental resources and other features. Some of these maps were contained in Chapter 5 of the Tier 1 FEIS, *Environmental Consequences*; additional maps were included in the Environmental Atlas, which is contained in a separate volume, but also is part of the Tier 1 FEIS. The Tier 1 GIS also was used to calculate the impacts of each of the working alignments. The impact calculations were given in the tables contained in Chapter 5 of the Tier 1 FEIS and elsewhere in that document.

**Methodology for Calculating Impacts in Tier 1**

The direct impact calculations shown in the Tier 1 FEIS reflect the impacts *within the footprint of the working alignment of each alternative*, subject to the following qualifications:

- **Impacts of I-70 Widening and SR 641 (Terre Haute Bypass) Projects.** The impacts associated with the planned widening of I-70 and the completion of SR 641 were not counted as part of the impacts for the alternatives presented in Tier 1. Instead, the impact calculations were based on the impacts of each alternative from its southern terminus at I-64 near Evansville to the point at which the alternative connected with I-70 or SR 641 (or I-465 in the case of those alternatives that do not use any portion of I-70 or SR 641). This approach was followed because the completion of SR 641 (Terre Haute bypass) and the widening of I-70 were expected to occur without regard to whether I-69 is completed.
- **Use of Existing SR 37 and US 41 Right-of-Way.** Several alternatives incorporated portions of existing SR 37 and US 41. Both of these routes are four-lane, divided highways with at-grade access points (partial access control, with signalized and unsignalized intersections). Upgrading these routes to meet freeway standards (which do not allow for at-grade access) would require additional right-of-way for interchanges, local service (frontage) roads, and other improvements. For sections of alternatives that followed these routes, the impact estimates in Tier 1 reflected only the additional right-of-way that would be needed beyond the existing SR 37 or US 41 right-of-way.





- **Corridors with Multiple Variations.** In the Tier 1 FEIS, some of the corridors included multiple variations.<sup>1</sup> Each variation had slightly different impacts. Consequently, the impact totals for these alternatives were presented as ranges in the FEIS. The ranges reflected the different levels of impacts associated with the various working alignments that were developed in these areas.
- **Interchanges.** The Tier 1 FEIS assumed potential interchange locations. Interchange locations and access issues are being refined in this and other Tier 2 National Environmental Policy Act (NEPA) documents. These potential locations were determined using the following criteria:
  - The functional classification of intersecting roadways
  - The traffic volumes on intersecting roadways
  - Service to significant communities which otherwise would be isolated
  - Distance between interchanges
  - Ability to relocate/consolidate state highways which are close to each other
  - The number of interchanges serving particular communities
  - The presence of sensitive resources (such as karst) and thus the desire to minimize potential indirect impacts in those areas

The Tier 1 FEIS noted that, during Tier 2, some interchange locations could be eliminated and new locations could be added.

The Tier 1 FEIS assumed right-of-way needs of approximately 10 acres for each potential interchange but noted that the actual amount of land could be greater than or less than 10 acres depending upon the interchange configuration. The Tier 1 FEIS also noted that the 10-acre estimate of land for an interchange included only the land needed for the interchange; impacts from indirect development as a result of the interchange were incorporated into the Cumulative Impacts analysis in Section 5.26 of the Tier 1 FEIS.

- **Rest Areas.** Specific rest area locations were not identified in the Tier 1 FEIS. However, to avoid underestimating the right-of-way needs for the I-69 alternatives, the acreage for four potential rest areas (two northbound and two southbound) were included in the total right-of-way needs for each alternative in the Tier 1 FEIS. The Tier 1 FEIS assumed that approximately 40 acres would be needed for each rest area, for a total of 160 acres. The land acquired for the rest areas was assumed to be agricultural land. In addition, solely for the purposes of calculating impacts, the land for rest areas was assumed to be prime farmland. A rest area was identified in Section 3, and is described in the Section 3 FEIS

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<sup>1</sup> Along US 41 there were several alternatives with multiple corridor variations. Locations were near Fort Branch (Alternatives 1, 2A, 2B, and 2C); near Vincennes (Alternatives 1, 2A, 2B, and 2C); and near Sullivan (Alternative 1).

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and ROD as a element of the project whose construction is deferred (Section 3 ROD, Section 2.2). Rest area locations in Section 6 will be analyzed in the EIS for that project.

**5.1.2 Overview of Tier 2 Methodology**

Tier 2 Environmental Impact Statements have been completed for four different sections of I-69 between Evansville to Indianapolis. They are as follows:

- Section 1 (I-64 near Elberfeld to SR 64 near Oakland City). The Tier 2 FEIS for Section 1 was approved on October 17, 2007, and the FHWA Record of Decision (ROD) was approved on December 12, 2007.
- Section 2 (SR 64 near Oakland City to US 50 east of Washington). The Tier 2 FEIS for Section 2 was approved on February 25, 2010, and the FHWA ROD was approved on April 30, 2010.
- Section 3 (US 50 east of Washington to US 231 near Scotland). The Tier 2 FEIS for Section 3 was approved on December 1, 2009, and the FHWA ROD was approved on January 28, 2010.
- Section 4 (US 231 near Scotland to SR 37 south of Bloomington). The Tier 2 FEIS for Section 4 was approved on July 13, 2011, and the FHWA ROD was approved on September 29, 2011. The Section 4 project is currently under construction and is anticipated to be completed by the end of 2014.

Sections 1 through 3 are open for traffic. Construction is underway for Section 4.

This FEIS/ROD is being prepared for Section 5, which is located on SR 37 from just south of Bloomington and traverses north to its terminus, south of SR 39 in Martinsville.

Section 6 is located from SR 39 in Martinsville north to I-465 in Indianapolis. The DEIS for this Section has not been prepared.

The purpose of Tier 2 studies is to develop a range of alternatives within the approved Tier 1 corridor. These Tier 2 studies include preliminary engineering. Alternatives may go outside of the corridor, if necessary, to avoid significant impacts. In Tier 2 studies, aerial photographs were field-verified to map and delineate resource locations and boundaries. Also, field surveys were conducted to determine the presence of and potential for resources. The Tier 2 studies will develop final alternatives within the corridor and determine detailed mitigation measures.

There are specific methodological differences between the analyses in Tier 1 and Tier 2 studies, consistent with the relative scope of each analysis. Following are some of the key methodological differences between the impacts analysis in Tier 1 and Tier 2 studies:

- **Resource Impact Analysis.** The I-69 Evansville to Indianapolis Tier 1 EIS identified environmental resources and estimated impacts based on GIS data layers. These layers varied in level of detail and accuracy depending on the original data source. The data



sources used constituted the best available source for resource information covering the entire 26-county Tier 1 study area. Limited field checks were conducted during Tier 1 to verify these GIS data layers. In Tier 2, however, resource data have been developed and/or refined for the project corridor based on a complete field reconnaissance of the corridor as well as with the aid of high resolution aerial photography. For example, Tier 1 Land Use/Land Cover data used United States Geological Survey (USGS) Land Cover based on satellite imagery with 30 meter resolution. In contrast, Tier 2 Land Use/Land Cover data used a combination of high resolution aerial photography produced specifically for the project corridor (0.5-foot resolution) with updated aerial photography available from public sources and included select field reconnaissance to verify the data.

- **Aerial Mapping.** Tier 1 mapping utilized statewide mapping that was flown in 1998 with revisions flown in 1999. This mapping was provided with a resolution of 1 foot. Mapping for Tier 2 was flown in the winter of 2003-2004. This mapping was flown with ground control to create digital topographic mapping and generation of Digital Terrain Models (DTM). Additional publicly available digital terrain data was flown in the spring of 2010 for Monroe County. This data was used to supplement the original ground modeled DTM surface. The Tier 1 evaluation documented impacts within a two-mile corridor and ultimately developed a preferred corridor of 2,000-foot width (varying in width at select locations). The Tier 2 mapping was confined to the 2,000 foot corridor selected in Tier 1 but was provided at a higher 0.5-foot resolution.
- **Design of Alternatives.** Tier 1 was constrained to a two-dimensional plan view of the “potential” footprint of the corridor. As documented in Appendix E of the Tier 1 FEIS, typical sections for impact analysis were established based upon the number of lanes and the physiographic region. Typical footprints of interchanges were developed. A standard construction length of one-half mile was used to estimate the cost for each potential overpass; for the purpose of impact calculations, it was assumed that the overpasses had no new footprint beyond the mainline typical section. These standard/typical footprints were then overlaid with environmental GIS layers to perform the impact analysis. Field verification of environmental resources was performed on a limited basis. The finished product (preferred alternative) in Tier 1 was a corridor, generally 2,000 feet wide. A geometrically defined alignment was not part of the preferred alternative.

Tier 1 identified two different typical cross sections to be used for impact and cost estimates in Section 5. The more rural portions of the project used a six-lane, divided section with a grass median and local access roads separated from the mainline by grassed slopes and open ditches. In highly urbanized areas, the project used an elevated, eight-lane section and paved median with opposing traffic separated by a concrete median barrier. New local service roads were to be constructed at existing grade, separated from the mainline by a mechanically stabilized earth wall and a paved buffer.

Tier 2 used controlled aerial mapping to define geometrics for the mainline, over-passing roadways, and local access roads. Site-specific traffic volumes were used to develop interchange configurations (e.g., diamond, cloverleaf, single-point, split diamond, folded diamond). These interchange configurations/designs were then modified to



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avoid/minimize impacts to environmentally sensitive features. The DTM from the aerial mapping was used to generate vertical profiles and cross-sections of the various alignments. Assumptions about the design profiles and typical sections for the screening of alternatives are documented in **Section 3.2.2.3, Preliminary Alternatives**, and are based on INDOT's Design Manual (IDM) and the American Association of Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*.

Tier 2 traffic modeling and level of service (LOS) evaluations were performed, and it was determined that traffic levels permitted a reduction in the number of lanes for both the rural and urban areas from what was assumed in Tier 1. As part of the 2007 Tier 2 screening of alternatives, the rural section proposed was a four-lane divided section, and the urban section was a six-lane divided section. In 2012, the design year for the Section 5 project was extended to 2035, and the 2010 census data was incorporated. Subsequent Tier 2 traffic modeling and LOS evaluations refined the rural section to include a six-lane suburban type section extending north to the vicinity of Sample Road.

During the 2007 Tier 2 screening of alternatives, elements that remained under consideration after the initial Tier 2 screening process were grouped into two alternatives (Alternatives 4 and 5), which are studied in this Final Environmental Impact Statement (FEIS). The 2007 alternatives included a mainline with grassy medians, setback separation from parallel local access roads (where needed), and generally followed existing SR 37. They included slight shifts from SR 37 east at Fullerton Pike, west between SR 45/2<sup>nd</sup> Street and Tapp Road, east north of Arlington Road, and west between Sample Road and Chambers Pike.

Since 2007, additional design features that lessen impacts have been evaluated. These further avoid developed areas in Bloomington and natural resources throughout the corridor. They optimize use of existing pavement, grade, structures, and right-of-way. INDOT and FHWA agreed that the development of alternatives may include median barriers, retaining walls, guardrails, and (in specific locations) engineering design exceptions. While proposed design exceptions are being reviewed by FHWA during the NEPA stage, formal approval of design exceptions would occur after the Tier 2 studies are completed and final design is underway. These elements were applied to two "minimal impact alternatives" (Alternatives 6 and 7), as well as a "hybrid alternative" (Alternative 8), and Refined Preferred Alternative 8, as described in **Chapter 3, Alternatives**. Some of the interchanges and grade separations considered are similar to those in Alternatives 4 and 5.

As part of the Tier 2 alternative development, generalized typical sections, potential interchange types, and initial alternatives were explored. These typical sections are shown on **Figure 5.1-3** for Alternatives 4 and 5 and on **Figure 5.1-4** for Alternatives 6, 7, 8, and Refined Preferred Alternative 8. **Chapter 3, Alternatives**, provides further discussion of the alternatives.



Rights-of-way for the Section 5 alternatives (both sets of design criteria) are shown in **Figure 3-11** for Alternatives 4 and 5 and **Figure 3-12** for Alternatives 6 and 7. Alternative 8 and Refined Preferred Alternative 8 are shown on **Figures 3-13 and 3-14**. These figures are the tabbed alternative maps following **Chapter 3, Alternatives**. Consideration will be given during the subsequent design phase for use of certain design refinements as a measure to possibly reduce direct impacts and/or construction costs. Potential impacts upon the irreversible or irretrievable commitment of resources were determined in the development of alternatives with the design criteria and their associated rights-of-way. Implementation of some or all of the design refinements will not increase the impacts identified throughout **Chapter 5, Environmental Consequences**.

- **Range of Impacts and Costs.** Due to the different physical characteristics of most of Section 5 (as compared with Sections 1 through 4), the design criteria used in Section 5 differ from those applied in Sections 1 through 4. As is described in **Appendix D, Cost Estimation Methodology**, several design criteria are used in Section 5 that were not applicable in the previous sections. These criteria include rock cut slope treatments and fill slope treatments. Application of this range of criteria leads to a significant variation in the horizontal footprints of alternatives, between 25% and 40% (150 to 250 feet) in various locations in Section 5.

The ranges of costs and impacts illustrate what the actual costs and impacts will be after design and construction occur. The selection of a preferred NEPA alternative will be made by comparing the range of impacts, integration into existing infrastructure, and costs for alternatives in **Chapter 6, Comparison of Alternatives**.

- **Access Roads.** Tier 1 included access roads only at locations where it was determined that an existing roadway was physically isolated from the surrounding road network. An analysis of access roads to individual properties was not performed. Tier 2 investigates the logistical impacts and the economic feasibility of providing/maintaining access to individual properties. The impacts of drive time/distance (user costs) and the preliminary value of the affected properties determine the potential need for a given access road. Access roads for the build alternatives are identified in **Section 5.3.4, Travel Patterns and Accessibility**, and **Section 5.6, Traffic Impacts**. Post-Tier 2 design efforts will be required to make a final determination on providing access roads. Some access roads identified in this FEIS may not be provided in final design, if the determination is made that it is more cost-effective to purchase a property than to provide access to it.
- **Rest Areas.** Specific locations for rest areas were not identified in Tier 1. A total of two rest areas were assumed in each direction, and the costs and impacts for these were included for Tier 1 alternatives. It was assumed that the four rest areas would have construction costs totaling \$28,600,000 (in year 2001 costs) and that each would impact 40 acres of agricultural land (160 acres, total). In Tier 2, specific rest area locations are planned for Section 3 and Section 6. The costs and impacts of a rest area were included in the Section 3 FEIS, and locations for a rest area will be analyzed in the Section 6 EIS. There are no rest areas proposed for Section 5.





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**Tables 5.1-1** through **5.1-14** compare methodologies for the Tier 1 and Tier 2 analyses of the major impact categories, including the following: wetlands, cultural resources, threatened and endangered species, farmland and agriculture, land use, water quality and floodplains, air quality, economic, social, cumulative, noise, visual, traffic, and forests. The Tier 2 analyses shown below describe Tier 2 activities in Section 5. Some of these have been modified from what was provided in the Section 1 through 4 Tier 2 EISs to account for the use in this study of a new statewide travel model (Indiana Statewide Travel Demand Model, Version 6.2) and new I-69 corridor model.

**Table 5.1-1: Methodology for Analysis of Wetland Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify wetlands within study bands using NWI wetland maps. Identify high value and sensitive wetlands through previous studies and resource agency coordination. Conduct field studies, as needed.	Conduct field studies to identify wetlands impacted by each alternative. Wetland boundaries will be estimated within the corridor. Delineate wetlands impacted by preferred alternative.  Impacts within existing SR 37 right-of-way have been included within the overall impact totals; features within SR 37 right-of-way have been noted as a separate subtotal.
Estimate NWI wetland impacts of working alignments.	Complete Indiana Wetland Rapid Assessment Procedure (INWRAP) analysis for wetlands impacted for all alternatives. Use construction limits to determine wetland impacts, as per United States Army Corps of Engineers (USACE) requirements for Clean Water Act (CWA) Section 404 and state issued Isolated Wetland and CWA Section 401 permits.  Impacts within proposed construction limits have been included within the overall impact totals; features within SR 37 right-of-way have been noted as a separate subtotal.
Define buffer zones around high quality and sensitive wetland complexes.	Obtain USACE's and Indiana Department of Environmental Management's (IDEM) approval of wetland determinations.

**Table 5.1-2: Methodology for Analysis of Cultural Resource Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify known sites within study bands.	Conduct full assessments of effects on individual resources.
Consult with SHPO and local historians to identify unrecorded historic sites potentially affected by working alignments (APE = two-mile-wide study band).	Resolve adverse effects, as appropriate.
Identify reported archaeological sites and High Probability Areas.	Conduct archaeological field survey in areas potentially impacted by preferred alternative.  Impacts within the heavily disturbed areas of the existing SR 37 are not included in the archaeological field surveys.
Define buffers around significant resources.	





**Table 5.1-3: Methodology for Analysis of Threatened and Endangered Species (T/E) Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify potential habitat and resident T/E species within study bands using Indiana Department of Natural Resources (IDNR) database and identify possible areas for wildlife impacts.	Conduct comprehensive field surveys, including sampling, trapping, and capturing.
Review the probability of occurrence for listed species in and near the corridor.	Analyze specific impacts based on the final preferred alternative.

**Table 5.1-4: Methodology for Analysis of Farmland and Agriculture Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify farmland, including prime farmland, within study bands.	Map farmland in and around alternatives.
Estimate farmland (including prime farmland) acres potentially affected by working alignments.	Determine total farmland (including prime) acres potentially impacted by alternatives. Assess the potential annual loss in crop production using data from most recent three-year period. Determine severance of existing farm operations and creation of point row tracts using property information obtained as GIS shapefiles from the county assessor.
Coordinate with Natural Resource Conservation Service (NRCS) in order to develop a methodology using existing GIS data to assess farmland impacts for each alternative.	Prepare NRCS-CPA-106 in coordination with NRCS.

**Table 5.1-5: Methodology for Analysis of Land Use Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify major land uses or land cover within study bands (GAP analysis, e.g., forests, croplands, wetlands, quarries, residential).	Field verify land use depicted on aerial photographs.
Identify areas with comprehensive land use plans and evaluate project consistency with plans.	Update review of comprehensive land use plans and evaluate project consistency with plans. Incorporate input from Expert Land Use Panel.
Estimate range of converted acres.	Determine acres converted by alternatives.  Impacts within the existing SR 37 are already devoted to transportation use and are not incorporated in the acres converted.



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**Table 5.1-6: Methodology for Analysis of Water Quality and Floodplain Impacts in Tier 1 and Tier 2**

Tier 1		Tier 2	
Identify water bodies, impaired water bodies, general floodplains, and karst within study bands.		Conduct field studies to evaluate the physical habitat available to support biological communities.	
Review baseline water quality information and literature.		Conduct Qualitative Habitat Evaluation Index (QHEI) and Headwater Habitat Evaluation Index (HHEI) surveys to classify existing water quality. Conduct field studies to identify karst features within alternatives.	
Estimate acres of water bodies, physiographic karst areas, and general floodplains impacted by working alignments.		<p>Determine acres of water bodies and Federal Emergency Management Agency (FEMA) floodplains impacted by each alternative. Determine number of karst features impacted by alternatives through identification of karst features within the corridor and areas hydrologically linked to the corridor. Project development in accordance with the Karst Memorandum of Understanding (MOU). Procedural steps 1-4 of the Karst MOU will be implemented during NEPA phase.</p> <p>Impacts within existing SR 37 right-of-way have been included within the overall impact totals; features within SR 37 right-of-way have been noted as a separate subtotal.</p>	

**Table 5.1-7: Methodology for Analysis of Air Quality Impacts in Tier 1 and Tier 2**

Tier 1		Tier 2	
Identify nonattainment and maintenance areas within 26-county Study Area.		Analyze project level air quality along alternatives.	
		Determine air quality dispersion impacts among alternatives, as applicable.	
Coordinate with Metropolitan Planning Organizations (MPOs) to satisfy conformity requirements.		Coordinate with MPOs and INDOT to satisfy conformity requirements.	

**Table 5.1-8: Methodology for Analysis of Economic Impacts in Tier 1 and Tier 2**

Tier 1		Tier 2	
Identify impacts to personal income, businesses, tourism, industry, and employment for Study Area and for all of Indiana using Regional Economic Models, Inc. (REMI) <sup>2</sup> model.		Assess economic impacts on localized basis.	
Identify regional breakdown of impacts within 26-county Study Area.		Consult with local and county officials to determine economic development plans.	

<sup>2</sup> REMI is an economic forecasting and policy analysis model which evaluates the economic effects of transportation improvements.



**Table 5.1-9: Methodology for Analysis of Social Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify residences and communities, including minority and low-income communities, within study bands.	Identify parcels to be impacted and land owners to be relocated by alternatives.
Estimate range of possible relocations.	Identify relocation issues.
Adjust working alignment to minimize relocations.	Provide more precise estimates of number of relocations.

**Table 5.1-10: Methodology for Analysis of Cumulative Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify effects of major planned projects upon existing land use development trends in 26-county Study Area.	Refine assessment of impacts based on current and planned development and consultation with local and county officials.
Model effects of these projects to estimate cumulative impacts over 26-county Study Area.	
Identify potential mitigation measures.	Refine and confirm mitigation measures.
Indirect and other impacts estimated for Year 2025.	Identify indirect and other impacts estimated for Year 2035.

**Table 5.1-11: Methodology for Analysis of Noise Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify existing activities, land use, and levels of truck and car traffic with study bands.	Conduct field studies to determine existing noise levels along proposed alternates for model validation purposes. Existing noise levels include traffic from existing SR 37 and other proximate transportation facilities.
Estimate noise levels in bands radiating from working alignment using existing traffic data.	Predict noise levels resulting from alternatives and develop mitigation measures, if necessary (e.g., noise barriers).

**Table 5.1-12: Methodology for Analysis of Visual Impacts in Tier 1 and Tier 2**

Tier 1	Tier 2
Identify type of setting crossed by working alignment.	Refine assessment of visual impacts by walking the alternatives.
Estimate views of and from working alignments to determine impacts.	
Evaluate potential for context-sensitive design elements.	Identify specific elements of working alignment appropriate for context-sensitive design.  Since Section 5 of I-69 involves the conversion of existing SR 37 to an interstate, the analysis of resource impacts are compared to those impacts attributable to the existing roadway.

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**Table 5.1-13: Methodology for Analysis of Traffic and Traffic Impacts in Tier 1 and Tier 2**

Tier 1		Tier 2	
Traffic forecasts provided by Indiana Statewide Travel Demand Model (ISTDM) Version 3. Base year for ISTDM is 1998 and forecast year is 2025.		Traffic forecasts provided by more detailed corridor model, which uses as input forecasts provided by ISTDM. For both ISTDM Version 6.2 and corridor model, base forecasts are for Year 2010 and the forecasts are Year 2035.	
Traffic forecasts based upon land use forecasts for Year 2025. Land use forecasts were extrapolated from a 1998 base year.		Traffic forecasts based on land use forecasts for Year 2035. Land use forecasts incorporated 2010 Census data, as well as input from the Expert Land Use Panel.	
Traffic model forecasts traffic flows on state highways and limited number of major local roads.		Traffic model forecasts traffic flows on local roads throughout study corridor. Generally, traffic flows are forecasted for all roads of functional classification of major collector and higher.	
Traffic forecasts suitable for evaluating performance on Purpose and Need throughout 26-county Study Area. Traffic forecasts also suitable for evaluating capacity requirements and level-of-service on major state highways.		Traffic forecasts suitable for evaluating performance on local Purpose and Need in several-county Study Area. Traffic forecasts also suitable for evaluating access treatment alternatives, such as grade separations and access roads.	

**Table 5.1-14: Methodology for Analysis of Forest Impacts in Tier 1 and Tier 2**

Tier 1		Tier 2	
Identify forest impacts using USGS Land Cover GIS data, which is a subset of the National Land Cover Data (NLCD). The NLCD was developed by the USGS with the United States Environmental Protection Agency (USEPA) to produce a consistent, land cover data layer for the continental United States. The land cover layer is based on satellite imagery with 30-meter resolution. This data is current through 1992.		Identify forest impacts through photo interpretation of 2010 aerial photographs supplemented by field reconnaissance. It includes groups of trees larger than one acre and wider than 120 feet. Forest was grouped into USDA Forest Classifications (Cherry-Ash-Yellow Poplar, Oak-Hickory, etc.) based upon field reconnaissance.	
Estimate the acreage of possible forest impacts within the working alignment.		Identify acreage of forest impacts, type of forest to be impacted (USDA Forest Classifications), acreage of core forest impacts, and indirect forest impacts.  Impacts within existing SR 37 right-of-way have been included within the overall impact totals; features within SR 37 right-of-way have been noted as a separate subtotal.	

### 5.1.3 Phased Construction

INDOT is pursuing innovative finance and delivery to deliver this project to the community as quickly as possible in order to alleviate concerns about the need for improvements to SR 37 that have been expressed by various members of the community in preparation for the opening of I-69 Section 4. With innovative financing and delivery projects, it is likely that a single construction contract would be issued. Within this contract, construction segments in Section 5 are likely to may be shorter. They would be prioritized for construction based on several factors, including but not limited to: operational and safety needs at a particular location, access for local residences and businesses with current direct access to SR 37, maintenance of traffic during construction, condition of the existing SR 37 pavement, timing of planned construction on the local road network adjacent to the project, and acquisition of necessary right-of-way in particular



areas slated for construction at a given time. Project sequencing and timing will be determined once the procurement process is completed. Possible construction sequencing is outlined in **Appendix FF**, *Construction Sequencing and Prioritization*. The innovative finance and delivery team may offer an alternative sequencing plan for review and acceptance by INDOT.

Safety priorities, including removing at-grade crossings through the urban area, will continue to be of primary concern. Staging of capacity improvements may be prioritized based on the year improvements are needed. As explained in **Appendix TT**, *3<sup>rd</sup> Lane Analysis Memorandum*, the operational need for the third lane is not anticipated until sometime after the year 2025; 2035 is the design year for this environmental study. INDOT is ready to begin right-of-way services once the use of federal funds is authorized. Regardless of procurement strategy chosen, all applicable state and federal requirements and adherence to INDOT standards and specifications will be required.

Since INDOT does not expend monies for innovative finance and delivery the same way it does for traditional design-build / design-bid-build projects, anticipated costs by year are not provided in the Tier 2 Section 5 FEIS.

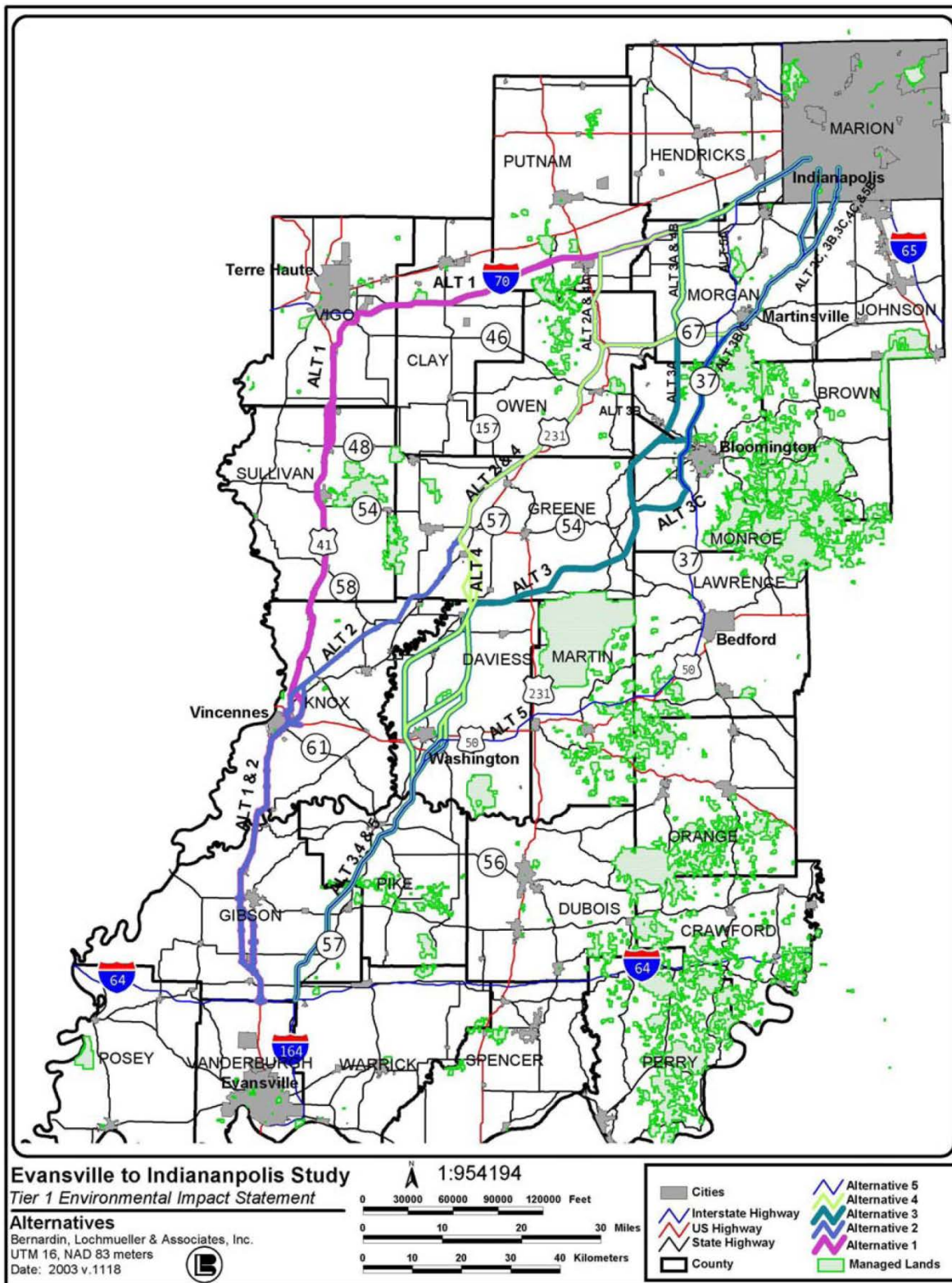
Traffic will be maintained on existing SR 37 during the construction of I-69. With the exception of those properties which are acquired in full (resulting in a relocation), any residential or commercial drives will be provided with access to a public roadway during the construction.

**Section 5.1 Figure Index**

*(Figures follow this index.)*

<b>Figure Reference</b>	<b>Number of Sheets</b>
Figure 5.1-1: Tier 1 FEIS Alternatives within the Study Area	1 Sheet
Figure 5.1-2: Illustration of Study Band Corridor and Working Alignment	1 Sheet
Figure 5.1-3: Tier 2 Section 5 – Conceptual Typical Sections for Alternatives 4 and 5	1 Sheet
Figure 5.1-4: Tier 2 Section 5 – Minimal Impact Typical Sections for Alternatives 6, 7, 8, and Refined Preferred Alternative 8	2 Sheets





### Figure 5.1-1: Tier 1 FEIS Alternatives within the Study Area

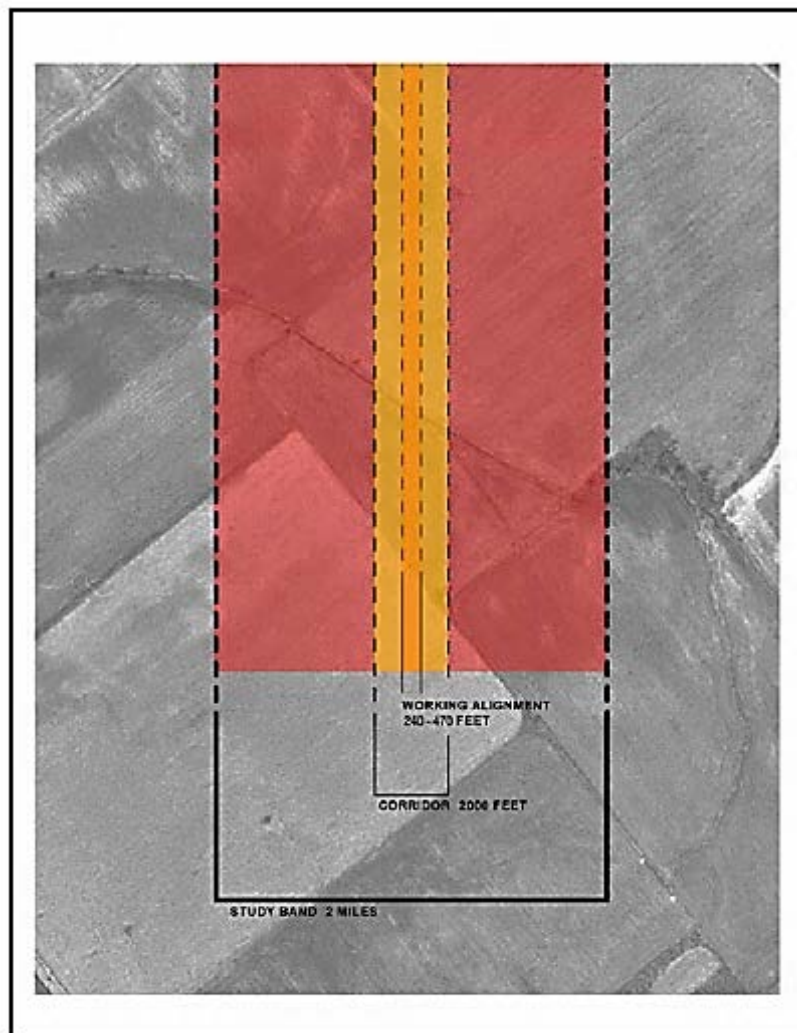


Figure 5.1-2: Illustration of Study Band Corridor and Working Alignment



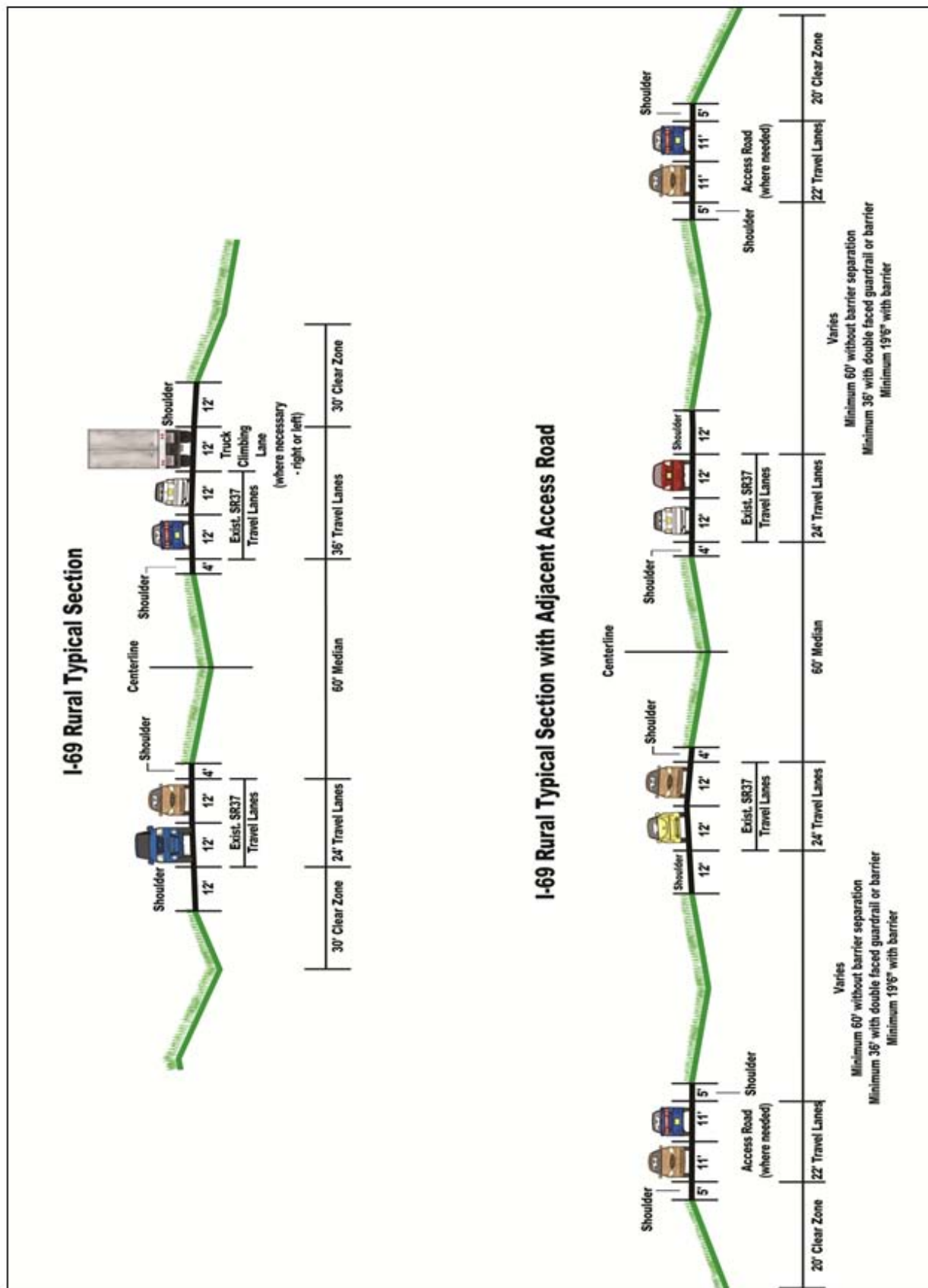


Figure 5.1-4: Tier 2 Section 5 – Minimal Impact Typical Sections for Alternatives 6, 7, 8, and Refined Preferred Alternative 8 (Sheet 1 of 2)







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## **5.2 Social Impacts**

For purposes of this section, Preferred Alternative 8 that was identified in the Draft Environmental Impact Statement (DEIS) will be referred to as “Alternative 8.” The Preferred Alternative for the Final Environmental Impact Statement (FEIS) will be referred to as the “Refined Preferred Alternative 8.”

Since the publication of the DEIS, the following substantive changes have been made throughout this section:

- Updated relocations, property impacts, and right of way and relocation costs to incorporate Refined Preferred Alternative 8.
- Updated billboard impacts for all six alternatives based on availability of new data set.
- Updated cost estimates for Alternatives 4-8 to remove a contingency mark-up, to account for revised billboard data, and to correct processing errors related to quantifying administrative fees and unimproved parcel costs.

### **5.2.1 Introduction**

Construction of I-69 Section 5 could have both positive and negative social impacts on communities directly affected by the new highway. This chapter discusses residential, commercial, and institutional displacements (also known as relocations), along with availability of replacement housing and replacement commercial and farm property. As with any large highway project, one of the main impacts includes relocation of households and businesses. People often find going through the process of land acquisition difficult and emotionally unsettling.

This chapter also discusses likely and foreseeable impacts on local neighborhoods and community cohesion. Community cohesion is the degree to which local residents have a sense of belonging to their community or neighborhood. The relocation of households, businesses, and community facilities can negatively affect the normal functions of a community. Further, relocating households from a neighborhood can reduce the level of social support and neighbor-to-neighbor interaction which may reduce cohesiveness of the community or neighborhood.

Section 5 of I-69 entails upgrading an existing multi-lane, divided transportation facility to a full freeway design. Most of the right-of-way used for the Section 5 project is already devoted to transportation use. The resource impacts in this chapter include only those outside of the existing rights-of-way for SR 37 and other transportation facilities.

Because Section 5 involves upgrading existing SR 37, this project includes more displacements than other I-69 sections that involve new terrain development. The total number of residences (single family homes or individual duplex units) potentially acquired for right-of-way ranges from 115 to 225, depending on the alternative. Potential apartment complex impacts range from



0 units to 24 total units.<sup>1</sup> Total business and institution impacts range from 18 to 80. By contrast, the sum of all four previous sections (Sections 1 through 4) include only 172 to 176 total residential displacements and nine total business displacements (see Section 4 FEIS, Appendix KK, Tables 7 and 8). While relocation assistance compensates businesses for reestablishing their operations at another location, businesses may not be able to serve the same customers and communities.

Numerous community outreach activities have been held during development of this project. Discussions with local residents and communities within the immediate project area have included ways to minimize impacts resulting from construction of I-69. Needs of the larger area of Southwest Indiana for jobs, economic vitality, improved mobility, and safety must be evaluated with respect to the potential direct impacts on individual property owners and local communities.

### 5.2.2 Methodology

Geographic Information System (GIS) tools were used to assess potential impacts of the six alternatives under consideration, including Refined Preferred Alternative 8. Local service roads have been incorporated into alternatives in some locations where landlocked parcels otherwise would have been created or existing access would have been severed. The impacts presented include the impacts associated with those local service roads. During final design, some local service roads may prove not to be cost-effective,<sup>2</sup> and those service roads would then not be constructed and the landlocked parcels would be acquired. Parcels acquired in this manner can often be sold to an adjacent landowner, thereby allowing the existing land use to continue.

Efforts were made to minimize relocation impacts during development of the alternatives. The relocation estimates are based on the alignments for each alternative and the development of interchange ramps/loops, access roads, and overpasses/underpasses that may extend beyond the approved corridor (as permitted by the Tier 1 Record of Decision [ROD]). Houses and businesses were located on aerial photos and then field checked for accuracy. Recently constructed structures not shown on aerials were noted and counted in the relocation totals if they were likely to be impacted.

Public input was sought (see **Section 11.3, Public and Community Outreach**) to understand access issues related to I-69 that could impact area residents, farm operations, and businesses. Residences and residential clusters that could lose direct access to an existing roadway were evaluated to determine whether it was feasible to provide local access. Local access roads will be re-evaluated in final design as a means to maintain access.

Right-of-way and relocation costs include costs for acreage and improvements required for actual construction, relocation costs, costs for acquiring structures and improvements resulting from lost access, and administrative fees. These costs are estimates only and are based on a field

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<sup>1</sup> These units are contained within up to 3 apartment buildings that would be impacted entirely by the alternative. As such, each unit within a potentially impacted building were accounted for as a potential relocation.

<sup>2</sup> A local service road is considered “cost effective” if the cost of providing it is less than the cost of purchasing the property and relocating the residence or business.

survey and aerial photo interpretation. Utility relocation costs have not been included in these estimates because they are included as a separate component of construction costs (see **Table 6-10**, in **Section 6.4**, *Selection of the Preferred Alternative*). These costs are for comparison purposes only. They would change after more precise right-of-way requirements have been determined during design.

### **5.2.3 Potential Displacements**

The relocation planning for potential displacements resulting from this federally-funded project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR (Code of Federal Regulations) Part 24, and Title VI of the Civil Rights Act (42 U.S.C. §2000(d) et seq.). The following sections discuss potential residential, commercial, and institutional displacements. The mitigation section further discusses the rights of displaced residents and businesses under the Uniform Act.

#### **5.2.3.1 Residential Displacements**

For each alternative, a residence is shown as acquired if it is located within the project right-of-way, if reasonable access to the property could not be maintained, or if the parcel would become an uneconomic remnant (too small to be viable to or usable by the owner). The displacement of residences is estimated based on anticipated right-of-way requirements, subject to revision during the design and right-of-way acquisition phases of project development. In general, the greatest concentrations of relocations occur in areas of proposed interchanges given the larger interchange footprints. Other displacements are located along the corridor related to mainline adjustments and access road development.



**Figure 5.2-1: Single Family Residence**

*Source: Section 5 Project Team Field Visit*

Within Section 5, the total number of residences (single family homes or individual duplex units) potentially acquired for right-of-way ranges from 225 in Alternative 4 to 115 in Refined Preferred Alternative 8. Potential apartment complex impacts range from 24 total units in Alternatives 4 and 5 to zero total units in Alternative 7. Refined Preferred Alternative 8 would potentially acquire four units. The majority of residences are single-family dwellings. A smaller portion of potentially affected residences include duplexes, which contain two residential units, and mobile homes.

House conditions generally were evaluated using standard windshield survey techniques during field visits by the Section 5 Team. Affected residences appear to range in age from new to over 100 years. Residence conditions range from fair (in need of minor repair) to excellent (new or



like new). The majority of residences appear fair (in need of minor repair) or good (in need of painting and/or other cosmetic improvements). Many properties on which these homes are located generally appear well maintained, while others are overgrown with vegetation and/or include various collections of personal property. The majority of associated structures (garages, sheds, barns, etc.) appear to be in fair or good condition, while some of the structures appear dilapidated (not structurally sound or major repairs needed). The two apartment complexes appear to be in good to excellent condition.

**Figure 5.3-5 to Figure 5.3-10** (the tabbed map set in **Section 5.3, Land Use and Community Impacts**) identifies locations of residential displacements for each alternative. **Table 5.2-1** shows the potential number of single family residential, duplex, and apartment unit relocations for each alternative by estimated market value ranges of the residences and associated improvements. The dollar values include the cost of a typical home site and, where applicable, the estimated cost to acquire other associated improvements within the right-of-way. Such improvements include garages, sheds, and farm-related structures (such as barns). Full and partial takings were estimated based on the percentage of the parcel impacted by an alternative.

As shown in **Table 5.2-1**, an additional 24 residential displacements would occur through apartment building impacts under Alternatives 4 and 5. Alternatives 6, 8, and Refined Preferred Alternative 8 would affect four total apartment units. Alternative 7 would affect zero units. A four-unit apartment complex located on the west side of SR 37 along Crossover Road could be affected by access roads associated with Alternatives 4, 5, 6, 8, and Refined Preferred Alternative 8. Another four-unit apartment complex located on the west side of SR 37 near Stonebelt Drive could be affected by Alternatives 4 and 5 based on access road development. In addition, one apartment building associated with the Canterbury House development could be acquired with Alternatives 4 and 5 from associated adjustments along the railway north of the apartment building. This building includes 16 residential units.

<b>Table 5.2-1: Estimated Market Value Ranges of Potentially Displaced Single-Family Residences, Duplexes, Apartment Units, and Associated Improvements</b>						
<b>Cost Ranges</b>	<b>Number of Residences and Duplexes per Alternative</b>					
	<b>Alternative 4</b>	<b>Alternative 5</b>	<b>Alternative 6</b>	<b>Alternative 7</b>	<b>Alternative 8</b>	<b>Refined Preferred Alternative 8</b>
<b>\$ 0 – \$49,999</b>	12	9	6	4	5	6
<b>\$ 50,000 – \$99,999</b>	25	27	18	19	16	15
<b>\$ 100,000 – \$149,999</b>	82	73	46	43	48	43
<b>\$ 150,000 – \$199,999</b>	63	62	41	36	46	27
<b>\$ 200,000 – \$249,999</b>	28	27	17	14	24	16
<b>\$ 250,000 – \$299,999</b>	7	6	2	4	3	5
<b>\$ 300,000 and above</b>	8	7	4	3	5	3
<b>Total</b>	<b>225</b>	<b>211</b>	<b>134</b>	<b>123</b>	<b>147</b>	<b>115</b>



**Table 5.2-1: Estimated Market Value Ranges of Potentially Displaced Single-Family Residences, Duplexes, Apartment Units, and Associated Improvements**

Cost Ranges	Number of Apartment Units per Alternative					
	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8
\$ 0 – \$200,000	8	8	4	0	4	4
\$200,000 – \$400,000	0	0	0	0	0	0
\$400,000 – \$600,000	16	16	0	0	0	0
<b>Total</b>	<b>24</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>
Residential Totals	Total Number of Residential Units per Alternative					
	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8
	249	235	138	123	151	119
Source: Monroe County & Morgan County Assessors Data - Net Assessed Value, and Michael Baker Jr., Inc. estimations (based on field observations and aerial photo interpretation).						
Note: Final decisions regarding displacements will be made during final design and right-of-way acquisition phases.						

Refined Preferred Alternative 8 was developed to minimize and avoid displacement impacts to the extent practicable based on anticipated construction limits, resulting in 32 less residential relocations than Alternative 8 (the DEIS Preferred Alternative). Under Refined Preferred Alternative 8, the following residences are not considered potential displacements. Nevertheless, use of final design elements may be necessary to avoid impacting these structures. Right-of-way limits at these locations will be further adjusted based on final design:

- A residence east of existing SR 37 near the northern terminus of Section 5
- A residence west of existing SR 37 along Norm Anderson Road
- A residence west of existing SR 37 south of Vernal Pike and Packinghouse Road

Laws and programs have been developed to ensure adequate consideration and compensation for persons whose property is required for the project so that the property acquisition process is as equitable as possible. These laws and programs include the Uniform Act and the Indiana Department of Transportation's (INDOT's) relocation program and relocation advisory assistance program, which satisfies the requirements of Title VI of the Civil Rights Act. While preliminary engineering for each alternative has been designed to minimize impacts to existing houses and businesses, some property takings are necessary.

In general, interchange development produces more potential residential displacements given the larger footprint of interchange features. In addition to interchange areas, the Section 5 corridor also includes areas along existing SR 37 where less concentrated displacements would occur. The distribution of potential residential relocations is shown in **Figure 5.3-5** to **Figure 5.3-10** (the tabbed map set in **Section 5.3, Land Use and Community Impacts**). Concentrations of





residential relocations can be an indicator of disruptions to the community. Additional discussion about neighborhoods occurs in **Section 5.2.3.5, *Neighborhoods***, and **Section 5.2.3.6, *Community Cohesion***.

### **Household Characteristics**

As noted, depending on the alternative, residential displacements in Section 5 would range from 115 to 225 for single family residences and duplexes with an additional zero to 24 displacements associated with apartment units. For purposes of estimating relocation costs, the majority of residences described above are considered single-family owner-occupied houses. Other residential categories include mobile homes, duplexes, farm homesteads, and apartments. Estimated market values range from less than \$50,000 to over \$300,000 with the majority estimated to be less than \$200,000.

Year 2010 Census data indicates 23,681 households are present within the Census Tract Block Groups that make up the Study Area. Of these, 77.6% are family households, of which 57.3% are married couples. Because the population in the Study Area is predominately white (89.3% of the population (see **Section 4.2, *Human Environment*, Table 4.2-5**)), this racial makeup likely would hold true for households that would be potentially relocated.

As noted in **Section 4.2, *Human Environment* (Table 4.2-4)**, 12.2% of the Study Area population includes individuals aged 65 and older. While it is probable that residential relocations would include some elderly persons, field review and public outreach have indicated that there would not be a disproportionate impact on the elderly. None of the alternatives impact any group housing for seniors or residential areas or developments with a concentration of elderly residents. Outreach with residents in the corridor during various public involvement activities has indicated that the population within the corridor is a mix of all age groups.

The median household incomes for Census Tract Block Groups within the study area ranged from \$17,734 to \$77,443 (see **Section 4.2, *Human Environment*, Table 4.2-10**). See **Section 5.8, *Title VI / Environmental Justice***, for a discussion of the effects of the project on minority and low-income populations in Section 5.

### **5.2.3.2 Commercial and Institutional Displacements**

#### **Businesses**

The project corridor in Section 5 is mainly urban and suburban in and around Bloomington and more rural north of Bloomington to Martinsville. As discussed in **Section 4.2.4, *Economic Characteristics***, the major employment sectors in Monroe County include government (including Indiana University and other educational institutions), health care, and manufacturing. Businesses adjacent to the corridor are primarily retail, service, or industrial. The rural areas in Morgan County do contain some farmland where impacts could occur relating to acquisition of cultivable land, pasture, and/or farm structures (e.g., barns and garages).





A business was considered potentially acquired if it is located within or directly adjacent to construction limits or if reasonable access to the property could not be maintained. The displacement of businesses is estimated based on anticipated right-of-way requirements and is subject to revision during the design phase of project development. **Table 5.2-2** shows the potential number of business relocations for each alternative based on estimated market value ranges of businesses and their associated improvements.

<b>Table 5.2-2: Estimated Market Value Ranges of Potentially Displaced Businesses</b>						
<b>Market Value Ranges</b>	<b>Number of Businesses per Alternative</b>					
	<b>Alternative 4</b>	<b>Alternative 5</b>	<b>Alternative 6</b>	<b>Alternative 7</b>	<b>Alternative 8</b>	<b>Refined Preferred Alternative 8</b>
<b>\$ 0 – \$99,999</b>	3	2	1	1	2	1
<b>\$ 100,000 – \$199,999</b>	4	5	5	4	3	2
<b>\$ 200,000 – \$299,999</b>	5	5	3	1	3	1
<b>\$ 300,000 – \$399,999</b>	4	4	2	0	2	2
<b>\$ 400,000 – \$499,999</b>	12	11	2	2	2	4
<b>\$ 500,000 – \$599,999</b>	7	4	5	6	5	1
<b>\$ 600,000 and above</b>	42	40	15	13	15	6
<b>Total</b>	<b>77</b>	<b>71</b>	<b>33</b>	<b>27</b>	<b>32</b>	<b>17</b>
<i>Source: Monroe County &amp; Morgan County Assessors Data - Net Assessed Value, and Michael Baker Jr., Inc. estimations (based on field observations and aerial photo interpretation).</i>						
<i>Note: Final decisions regarding displacements will be made during final design and right-of-way acquisition phases.</i>						

**Table 5.2-3** summarizes potential business displacements for each alternative, including number of employees, areas from which customers travel, and site requirements necessary for relocation. This data is available from business survey feedback. Surveys were distributed during July 2012, to assess impacts and potential relocation options for potentially displaced businesses. Business owners' concerns or comments about the project have been gathered and tracked throughout the course of the project and have been evaluated and considered as part of the alternative development process. Further evaluation of business impacts and refinements associated with the Refined Preferred Alternative 8 are documented in this FEIS. Additional information about business surveys is available in **Appendix A, Business Needs Survey**.

**Table 5.2-4** summarizes other business impacts, including partial property acquisitions and number of parking spaces affected. Some businesses will be impacted by partial right-of-way acquisition that also may affect lawns, signage, and landscaping, and may require driveway reconstruction. Additional discussion of business and employment impacts, including detailed descriptions of potential road network and I-69 access changes, is summarized in **Section 5.5, Economic Impacts**.

Refined Preferred Alternative 8 was developed to minimize and avoid displacement impacts to the extent practicable based on anticipated construction limits, resulting in 15 less commercial relocations than Alternative 8 (the DEIS Preferred Alternative). The use of final design features are anticipated to be necessary to avoid displacement of the Monroe Hospital Administration and Billing building (located west of existing SR 37 and south of Fullerton Pike). As such, right-of-way limits at this location will be further adjusted in final design.



**Figure 5.2-2: Monroe Medical Arts Businesses**

Source: Section 5 Project Team Field Visit

Billboards located within the right-of-way of each alternative would be considered displaced with development of I-69. Billboards are identified in **Figure 5.3-5** to **Figure 5.3-10** (the tabbed map set in **Section 5.3, Land Use and Community Impacts**). In total, Alternative 4 would affect 44 billboards, Alternative 5 would affect 44, Alternative 6 would affect 44, Alternative 7 would affect 42, Alternative 8 would affect 43, and Refined Preferred Alternative 8 would affect 44. Regarding billboards, as I-69 Section 5 is developed, INDOT will comply with provisions of federal requirements in 23 CFR Part 750, the 1972 agreement between the Governor

of Indiana and the United States Department of Transportation, and Monroe County's zoning ordinance for signs.

Additionally, some agricultural parcels could be affected by I-69 development. Where farm homestead structures are acquired and parcel size is large enough, relocation and farming operations could potentially be re-established on the portion of the property not within the right-of-way. In Section 5, ten farm homesteads could be affected. Two to three farm homesteads could become landlocked and therefore displaced in the vicinity of Cooksey Lane from Alternatives 4, 5, 6, 8 and Refined Preferred Alternative 8. One could be displaced by development of the Liberty Church Road overpass associated with Alternative 4 and the interchange associated with Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8.

Another farm homestead could be affected by the Alternative 5 Liberty Church Road interchange even farther east along Liberty Church Road. Two more farm homesteads could be displaced by Alternative 4, one near the potential Paragon Road/ Pine Boulevard interchange east of the corridor and another along a potential access road near Kinser Pike on the west side of the corridor. The Kinser Pike interchange associated with Alternative 4 and the overpass associated with Alternative 5 could affect another farm homestead west of the Section 5 corridor. I-69 mainline and access road development could displace an additional one to two farm homesteads under all six alternatives west of the corridor and south of Wylie Road. The potential impacts of the project on farmland and agricultural production are discussed in **Section 5.4, Farmland Impacts**, and **Section 5.24, Indirect and Cumulative Impacts**.



Table 5.2-3: Potential Business, Institutional, and Major Utility Displacements

Displacement - Business or Institution Name	Address	Category	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Ref Pref Alt 8	Type <sup>1</sup>	Est. # Employees <sup>1</sup>	Customer or Congregation Area <sup>2</sup>	Site Requirements for Relocation <sup>2</sup>	Map ID <sup>3</sup>	Survey Received
MONROE COUNTY														
A Touch of Grace	2310 S Hickory Leaf Drive	Business	•	•					Retail Trade	5	--	--	b1256	No
Aldi	2035 S Liberty Dr	Business	•	•					Retail Trade	20	--	--	b0288	No
Anderson Construction	1750 - 1754 W 17th St	Business	•	•					Construction	20	--	--	b0496	No
Arby's	W 3rd St	Business	•	•					Accommodation and Food Services	20	--	--	b0341	No
Aspen Dental	330 N Jacob Dr	Business		•					Health Care and Social Assistance	10	--	--	b0369	No
AT&T	260 N Jacob Drive	Business	•	•					Information	10	--	--	b0361	No
Beams Health and Wellness Spa	3201 W Fullerton Pike	Business	•	•	•	•	•		Arts, Entertainment, and Recreation	15	--	--	b1259	No
Bloomfield State Bank	2111 S Liberty Dr	Business	•	•					Finance and Insurance	15	--	--	b0275	No
Bloomington Holiness Church	S Judd Ave	Institution	•	•	•	•	•	•	Other Services	5	Bloomington	None identified	b0086	Yes
Bob Evans	3233 W 3rd St	Business	•	•					Accommodation and Food Services	30	--	--	b0331	No
BP Gas Station	7340 N Wayport Rd	Business	•	•					Retail Trade	5	--	--	b0721	No
C & H Stone Co.	4000 S Rockport Rd	Business	•	•	•		•	•	Mining	26	Bloomington and out of state	65-acre site for mining	b0089	Yes
Carpenters Local 1664	1800 W 17th Street	Business	•	•					Construction	10	--	--	b0505	No
Circle K	7340 N Wayport Rd	Business	•	•					Retail Trade	5	--	--	b0720	No
City of Bloomington Pump Station	N Business 37	Utility		•	•	•	•		Utilities	0	--	--	b1270	No
Computer Clubhouse	2310 S Hickory Leaf Drive	Business	•	•					Retail Trade	5	--	--	b0271	No
Dave O'Mara Contractor	2520 Industrial Dr	Business			•	•	•		Construction	20	--	--	b0415	No
Decatur Vein Clinic	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	10	--	--	b1258	No
Dotlich Crane Service	1325 N Crescent Road	Business	•	•	•	•	•	•	Construction	10	--	--	b0488	No
Empty Suite 5	2530 Industrial Dr	Business	•	•					Vacant	0	--	--	b1201	No
Empty Suite 7	2530 Industrial Dr	Business	•	•					Vacant	0	--	--	b1203	No
Empty Suite 8	2530 Industrial Dr	Business	•	•					Vacant	0	--	--	b1204	No
Exterior Finishes, Inc.	2351 Industrial Dr	Business	•						Construction	5	--	--	b0399	No
Force - Athletic Revolution	3201 W Fullerton Pike	Business	•	•					Arts, Entertainment, and Recreation	10	--	--	b1183	No
Former Ivy Tech Buildings	Canterbury Ct	Business	•	•					Vacant	0	--	--	b0525	No
Former Ivy Tech Buildings	Canterbury Ct	Business	•	•					Vacant	0	--	--	b0528	No
Former Ivy Tech Buildings	Canterbury Ct	Business	•	•					Vacant	0	--	--	b0531	No
Former Ivy Tech Buildings	Canterbury Ct	Business	•	•					Vacant	0	--	--	b0532	No



Table 5.2-3: Potential Business, Institutional, and Major Utility Displacements

Displacement - Business or Institution Name	Address	Category	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Ref Pref Alt 8	Type <sup>1</sup>	Est. # Employees <sup>1</sup>	Customer or Congregation Area <sup>2</sup>	Site Requirements for Relocation <sup>2</sup>	Map ID <sup>3</sup>	Survey Received
Full Gospel Tabernacle	8799 N Crossover Road	Institution	•	•					Other Services	5	Bloomington, Martinsville, Mooresville, Columbus, Edinburgh	None identified	b0891	Yes
Great Clips	260 N Jacob Drive	Business	•	•					Accommodation and Food Services	10	--	--	b0360	No
Gynecology Associates	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	15	--	--	b1257	No
Indiana University Health Cancer Prevention Center	2620 Cota Drive	Business	•	•					Health Care and Social Assistance	10	--	--	b0153	No
John Naylor Trucking	4919 N Kinser Pike	Business	•						Transportation and Warehousing	10	--	--	b0609	No
Ken Nunn Law Office	104 S Franklin Rd	Business	•	•					Professional, Scientific, and Technical Services	81	Bloomington, Ellettsville, Bedford, and Indianapolis	None identified	b0370	Yes
LT Automotive	Hensonburg Rd	Business	•	•	•	•	•		Other Services	10	--	--	b0442	No
Mann Plumbing	1750 - 1754 W 17th St	Business	•	•					Construction	10	--	--	b1198	No
McDonald's	230 S Franklin Rd	Business	•	•				•	Accommodation and Food Services	70	--	--	b0344	No
Midwest Underground Suite 13	2530 Industrial Dr	Business	•	•					Information	10	--	--	b1208	No
Monroe Co. Pizza	3151 W 3rd Street	Business	•						Accommodation and Food Services	20	--	--	b0328	No
Monroe Hospital Administrative Building	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	50	Bloomington, Ellettsville, Green and Lawrence counties	None identified	b1184	Yes
Monroe Hospital Sleep Center	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	10	--	--	b1262	No
Monroe Operations	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	10	--	--	b1261	No
Monroe Primary Care	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	10	--	--	b1260	No
Nature's Way	7330 N Wayport Road	Business	•	•	•	•	•	•	Retail Trade	45	Statewide Service Provider	Compost site, holding area with irrigation to maintain, parking for 28 fleet vehicles, parking for 40+ employees, parking for retail business at Thompsons' Furniture	b0718	Yes

**Table 5.2-3: Potential Business, Institutional, and Major Utility Displacements**

Displacement - Business or Institution Name	Address	Category	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Ref Pref Alt 8	Type <sup>1</sup>	Est. # Employees <sup>1</sup>	Customer or Congregation Area <sup>2</sup>	Site Requirements for Relocation <sup>2</sup>	Map ID <sup>3</sup>	Survey Received
Outback Steakhouse	3201 W 3rd St	Business	•	•					Accommodation and Food Services	58	Bloomington, Martinsville, and Ellettsville	None identified	b0338	Yes
Penn Station Subs	260 N Jacob Drive	Business	•	•					Accommodation and Food Services	10	--	--	b0362	No
Prall & Co.	1800 W 17th Street	Business	•	•					Professional, Scientific, and Technical Services	10	--	--	b1195	No
Professional Golfcar Corp	2370 W Fullerton Pike	Business	•	•	•	•	•	•	Retail Trade	29	Entire state of Indiana, Kentucky, Ohio, and Michigan	Five to seven acres of land for storage of inventory	b0093	Yes
Rural/Metro Ambulance	2525 W Fullerton Pike	Business	•	•	•	•	•	•	Health Care and Social Assistance	10	--	--	b0081	No
RWS Storage	8112 N Lee Paul Rd	Business	•	•	•	•	•	•	Real Estate and Rental and Leasing	5	Bloomington, Martinsville, Ellettsville, Morgan and Monroe counties	None identified	b0825	Yes
Scholar's Inn Bakehouse	573 W Simpson Chapel Rd	Business	•	•					Accommodation and Food Services	55	Bloomington and Indianapolis	Loading dock; water and sewer system	b0809	Yes
Scientia, LLC (formerly vacant)	2525 W Fullerton Pike	Business	•	•	•	•	•	•	Professional, Scientific, and Technical Services	15	--	--	b0080	No
Scottish Inn	126 S Franklin Rd	Business	•	•					Accommodation and Food Services	10	--	--	b0352	No
Shiisa Quilts Suite 6	2530 Industrial Dr	Business	•	•					Retail Trade	5	--	--	b1202	No
Signs Now	2500 Industrial Dr	Business			•	•			Professional, Scientific, and Technical Services	6	Bloomington	None identified	b0413	Yes
Sky Blue Hair Salon and Spa Suite 9	2530 Industrial Dr	Business	•	•					Arts, Entertainment, and Recreation	10	--	--	b1205	No
Southern Indiana Family Practice	3201 W Fullerton Pike	Business	•	•	•	•	•		Health Care and Social Assistance	10	--	--	b0060	No
Starbucks	260 N Jacob Drive	Business	•	•					Accommodation and Food Services	15	--	--	b0359	No
Steak 'n Shake	2010 S Liberty Dr	Business	•	•					Accommodation and Food Services	20	--	--	b0280	No
Sturgis Garage and Wrecker Services	2438 Hensonburg Rd	Business	•	•	•	•	•	•	Other Services	8	Bloomington and Ellettsville	Acreage for storage and parking	b0421	Yes
The Light Source	945 W Simpson Chapel Road	Business	•	•	•		•	•	Retail Trade	5	--	--	b0802	No
Therapeutic Massage Suite 14	2530 Industrial Dr	Business	•	•					Arts, Entertainment, and Recreation	10	--	--	b1209	No
Theraplay, Inc. Suite 11	2530 Industrial Dr	Business	•	•					Health Care and Social Assistance	10	--	--	b1206	No





Table 5.2-3: Potential Business, Institutional, and Major Utility Displacements

Displacement - Business or Institution Name	Address	Category	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Ref Pref Alt 8	Type <sup>1</sup>	Est. # Employees <sup>1</sup>	Customer or Congregation Area <sup>2</sup>	Site Requirements for Relocation <sup>2</sup>	Map ID <sup>3</sup>	Survey Received
Thompson's Furniture	7336 N Wayport Road	Business	•	•	•	•	•	•	Retail Trade	10	Bloomington, Martinsville, Ellettsville, Morgan and Monroe counties	Parking area, semi truck access, loading dock access	b0722	Yes
Thompson's Furniture	6525 N SR 37	Business	•	•					Retail Trade	10	Bloomington, Martinsville, Ellettsville, Morgan and Monroe counties	Parking area, semi truck access, loading dock access	b0633	Yes
TK Constructors	8310 N Lee Paul Rd	Business	•	•	•		•	•	Construction	4	Bloomington, Martinsville, and Ellettsville	None identified	b0842	Yes
Trane Parts	2325 Industrial Dr	Business	•						Retail Trade	5	--	--	b0400	No
U-haul Moving and Storage	8650 N Crossover Road	Business	•	•	•		•		Real Estate and Rental and Leasing	5	--	--	b0873	No
Under construction	2620 Cota Drive	Business	•	•					Vacant	0	--	--	b1269	No
Vacant	8650 N Crossover Road	Business	•	•	•		•		Vacant	0	--	--	b1180	No
Vacant	945 W Simpson Chapel Road	Business	•	•	•		•	•	Vacant	0	--	--	b1263	No
Vacant	2980 W Whitehall Crossing Blvd	Business	•						Vacant	0	--	--	b0396	No
Vacant	4011 Monroe Medical Park	Business	•	•					Vacant	0	--	--	b0036	No
Washington Township Water Pump Building	N Wayport Rd	Utility	•	•	•	•	•	•	Utilities	1	--	--	b0692	No
Wayport Kennels	7657 N SR 37	Business	•	•	•	•	•	•	Other Services	11	Bloomington, Martinsville, Ellettsville, Bloomfield, Greene County, and Indianapolis	Boarding permits provided by Monroe County, along with special zoning	b0775	Yes
Weight Watchers Suite 12	2530 Industrial Dr	Business	•	•					Other Services	10	--	--	b1207	No
Wylie's Floor Covering	100 E Sample Road	Business	•	•	•	•	•	•	Retail Trade	17	Bloomington, Martinsville, Ellettsville, Nashville, Bedford	Acreage and city water	b0735	Yes
Yates Engineering Services Suite 1	2530 Industrial Dr	Business	•	•					Professional, Scientific, and Technical Services	10	--	--	b0418	No
Monroe County Business, Institution, Utility Totals <sup>4</sup>			74	71	30	24	29	17						



Table 5.2-3: Potential Business, Institutional, and Major Utility Displacements

Displacement - Business or Institution Name	Address	Category	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Ref Pref Alt 8	Type <sup>1</sup>	Est. # Employees <sup>1</sup>	Customer or Congregation Area <sup>2</sup>	Site Requirements for Relocation <sup>2</sup>	Map ID <sup>3</sup>	Survey Received
MORGAN COUNTY														
Brian's Off Road Shop	2600 Old SR 37 S	Business	•		•	•	•		Retail Trade	5	Bloomington, Martinsville, Ellettsville, Indianapolis, around Indiana, out of state	None identified	b1178	Yes
Hillview Motel	2600 SR 37 S	Business	•		•	•	•		Accommodation and Food Services	3	Martinsville, out of state	None identified	b1138	Yes
Hunter Self Storage	2600 SR 37 S	Business	•	•					Real Estate and Rental and Leasing	2	Martinsville	None identified	b1147	Yes
Hunter's Towing	2600 SR 37 S	Business	•		•	•	•		Other Services	3	Indiana and out of state	None identified	b1177	Yes
Fastenal	2876 SR 37 South	Business		•					Retail Trade	20	--	--	b1128	No
Melissa A. Schiff, CPA, PC and Schiff Properties	2597 Old SR 37 South	Business	•		•	•	•		Professional, Scientific, and Technical Services and Real Estate and Rental and Leasing	10	Bloomington, Martinsville, Indianapolis, Mooresville	Semi access	b1138	Yes
New Testament Baptist Church	4060 SR 37 South	Institution	•	•					Other Services	5	Martinsville	None identified	b1090	Yes
Shot Maker's Golf Complex	2932 Godsey Road	Business	•	•	•	•	•		Arts, Entertainment, and Recreation	5	--	--	b1122	No
Stat Engineering	3490 SR 37 South	Business		**	**	**	**	•	Professional, Scientific, and Technical Services and Real Estate and Rental and Leasing	5	--	--	b1269	No
The Idle Zone Sales and Repair	3490 SR 37 South	Business		•	•	•	•	•	Retail Trade	6	Bloomington, Martinsville, Ellettsville, Indianapolis, central Indiana	Acreage and fence	b1123	Yes
Morgan County Business, Institution, Utility Totals <sup>4</sup>			7	5	6	6	6	2						
MONROE AND MORGAN COUNTY TOTALS <sup>4</sup>			81	76	36	30	35	19						

Source: Michael Baker, Jr., Inc. 2012 and business needs survey.

<sup>1</sup>Business type was determined using business survey feedback or field review and is classified by NAICS code. The estimated number of employees is based on survey feedback; field review; or review of business, type, size, and comparable establishments.

<sup>2</sup>Provided in business surveys.

<sup>3</sup>Map ID corresponds to **Figure 5.3-5** to **Figure 5.3-10** (tabbed map set following **Section 5.3**).

<sup>4</sup>Major utilities (i.e., the Washington Township Water Pump Building) are not counted in relocation costs and overall relocation totals. Such features are counted in utility costs associated with construction. Accordingly, totals in Table 5.2-3 do not correlate with totals in Table 5.2-1, Table 5.2-2, and Table 5.2-5.

\*\* Additional business space was reconstructed and leased in the Idle Zone building during Fall 2012. This business addition occurred after DEIS analysis and publication and therefore is counted as a relocation impact for Refined Preferred Alternative 8 only.





Table 5.2-4: Potential Impacts to Parking from Partial Right-of-Way Acquisitions by Alternative in Section 5									
Business or Institution Name	Map ID*	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8	Parking spaces affected	Parking spaces remaining
Monroe County									
Poynter Sheet Metal	b0868	•	•	•	•	•	•	10 - 20	65 - 75
Vacant Building on N. Lee Paul Road	b0827	•	•	•		•		0 - 5	45 - 50
Simpson Chapel Methodist Church	b0813			•				0 - 5	20 - 25
Oliver Winery	b0822	•	•	•	•	•		5 - 10	60 - 65
Circle K / BP Gas	b0720 / b0721	•	•					0 - 5	20 - 25
Gibraltar Design	b0645			•		•		5 - 10	20 - 25
Thompson's Furniture	b0633 / b0722			•		•	•	15 - 25	10 - 20
Hoosier Energy	b0627			•	•	•	•	5 - 30	100 - 125
State Beauty Supply / Vacant Building	b0602		•	•				5 - 10	15 - 30
Indiana Door & Hardware Specialties, Inc. / USAF Recruiting / AECOM Anderson Construction / Mann Plumbing Carpenters Local 1664 / Prall & Co., Inc. CPA	b0506 / b1196 / b1197 / b0496 / b1198 / b0505 / b1195	•	•					0 - 10	35 - 45
Office Building	b0409	•	•					10 - 20	15 - 25
MCD Machine, Inc.	b0397	•						0 - 5	20 - 25
Chase Bank	b0387		•					1 - 10	20 - 30
O'Charleys	b0373	•	•					10 - 20	70 - 80
Olive Garden	b0366	•	•					30 - 40	100 - 110
DoMo Sushi and Steak	b0365	•	•					15 - 30	55 - 70
Texas Roadhouse	b0357	•	•					35 - 40	110 - 115
Golden Corral	b0356	•	•					25 - 35	70 - 80
Wendys	b1211		•					0 - 5	35 - 40
Arby's	b0341	•	•					10 - 15	30 - 35
Marathon	b0345	•						0 - 5	15 - 20
5/3 Bank	b0332	•						0 - 5	15 - 20
Hardees	b0333	•	•					15 - 20	30 - 35
Monroe Co. Pizza	b0328	•	•					5 - 30	40 - 65
Bounds and McPike Carpet Mart	b0326	•	•					10 - 15	0 - 5
AMC Showplace	b0318	•	•					50 - 55	> 100

**Table 5.2-4: Potential Impacts to Parking from Partial Right-of-Way Acquisitions by Alternative in Section 5**

Business or Institution Name	Map ID*	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8	Parking spaces affected	Parking spaces remaining
Stephens Honda	b1247	•						0 - 15	> 100
Stephens Hyundai	b0301	•				•		20 - 30	90 - 100
Coca-Cola	b0298	•	•					0 - 5	20 - 25
Bloom Marketing Group / Finelight Employment Plus	b1249 / b1250		•					5 - 10	45 - 50
Sam's Club / Sam's Club Gas / Vacant Building	b0278	•	•		•	•	•	100 - 200	> 300
Worldwide Automotive Service	b0205	•	•					10 - 20	25 - 35
Rural/Metro Ambulance / Vacant	b0081	•	•	•	•	•		0 - 5	> 20
Monroe Hospital Administration and Billing / Force - Athletic Revolution / Southern Indiana Family Practice Center / Gynecology Associates / Decatur Vein Clinic / Beams Health and Wellness Spa / Monroe Primary Care / Monroe Operations / Monroe Hospital Sleep Center	b1184/ b1183/ b0060/ b1257/ b1258/ b1259/ b1261/ b1262			•	•	•	•	20 - 25	50 - 55
Monroe Hospital	b1184	•	•					20 - 25	90 - 95
<b>Monroe County Total</b>		<b>26</b>	<b>25</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>5</b>		
<b>Morgan County</b>									
Serious Sports, Inc.	b1132	•	•					1 - 10	25 - 35
Hillview Motel / Melissa A. Schiff, CPA, PC	b1138/ b1181		•				•	10 - 20	0 - 5
Brian's Off Road Shop	b1178		•					5 - 10	5 - 10
Fastenal	b1128	•						1 - 5	5 - 10
Zion's Hill Baptist Church	b1023	•	•					35 - 40	40 - 45
<b>Morgan County Total</b>		<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
<i>Source: Michael Baker, Jr., Inc. 2012 and business needs survey.</i>									
<i>• = single business displacement, note some businesses are within the same structure/building.</i>									
<i>Note: Final decisions regarding displacements will be made during design and right-of-way acquisition phases.</i>									
<i>*Map ID corresponds to <b>Figure 5.3-5</b> to <b>Figure 5.3-10</b> (tabbed map set following <b>Section 5.3</b>).</i>									



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## **Institutions**

For this analysis, institutions are classified as an established organization dedicated to public service or culture, such as churches, schools, hospitals, libraries, or other civic or community resources. Along with business impacts, institutional displacements are summarized in **Table 5.2-3**.

**Section 5.3, *Land Use and Community Impacts***, includes detailed discussion of potential project impacts to community resources. With I-69 development, three churches could be subject to displacement:

- **Bloomington Holiness Church:** The Bloomington Holiness Church is located at 3210 W. Fullerton Pike in Bloomington and is within the Section 5 corridor west of SR 37. This church is currently situated in the northwest quadrant of Fullerton Pike and SR 37. The building is less than 3,000 square feet in size on a 1.7-acre parcel. Development of I-69 under all six alternatives includes upgrading the Fullerton Pike intersection with SR 37 to an interchange with I-69. As a result of interchange development, the Bloomington Holiness Church would be displaced.
- **Full Gospel Tabernacle:** The Full Gospel Tabernacle is located at 8799 N. Crossover Road in Monroe County and is within the Section 5 corridor west of SR 37. The building is over 4,000 square feet in size and the property includes a 2,500 square foot outbuilding. The parcel size is 3.2 acres. This church would be displaced under Alternatives 4 and 5 as a result of local access road development. This church would not be displaced with Alternatives 6, 7, 8, or Refined Preferred Alternative 8.



**Figure 5.2-3: Bloomington Holiness Church**

*Source: Section 5 Project Team Field Visit*



**Figure 5.2-4: Full Gospel Tabernacle**

*Source: Section 5 Project Team Field Visit*



**Figure 5.2-5: New Testament Baptist Church**

Source: Section 5 Project Team Field Visit

- New Testament Baptist Church:**  
 The New Testament Baptist Church is located at 4060 SR 37 South in Morgan County and is within the Section 5 corridor west of SR 37. The building is over 3,000 square feet in size and it sits on a 1.6-acre parcel. This church would be displaced under Alternatives 4 and 5 as a result of local access road development. This church would not be displaced with Alternatives 6, 7, 8 or Refined Preferred Alternative 8.

## Summary

Table 5.2-5 provides residential relocation and business displacement cost estimates in year 2015 dollars, anticipated for each alternative.

**Table 5.2-5: Right-of-Way Acquisition and Displacement Cost Estimates**

Alternative	Number of Potential Residential Displacements	Number of Potential Apartment Displacements	Number of Potential Business Displacements	Number of Potential Institutional Displacements	Acres of new Right-of-Way	Number of Parcels (full and partial impacts)	Total Estimated Displacement Cost*
Alternative 4	225	24	77	3	801.53	887	\$166.97M
Alternative 5	211	24	71	3	761.70	779	\$145.56M
Alternative 6	134	4	33	1	347.46	565	\$60.49M
Alternative 7	123	0	27	1	319.05	547	\$55.86M
Alternative 8	147	4	32	1	373.37	580	\$65.08M
Refined Preferred Alternative 8	115	4	17	1	327.06	437	\$50.21M

Source: Michael Baker, Jr., Inc.

\* Costs in 2015 dollars.

Note: Major utilities (e.g., the Washington Township Water Pump Building) are not counted in relocation costs and overall relocation totals. These features are counted in utility costs associated with design. With inclusion of utilities, totals in Table 5.2-3 do not correlate with totals in Table 5.2-1, Table 5.2-2, and Table 5.2-5.

### 5.2.3.3 Available Replacement Housing

Housing displacements for this project vary from small houses to large houses on large tracts of land. Sufficient housing appears to be available to accommodate the expected number of relocations. Considerable land is available both for farming and for future growth and development. However, the availability of housing can only present a picture of the real estate market at one specific time and conditions may change over time, although no known reasons





exist to expect a significant change in the availability of housing. The data for this analysis were collected in the summer of 2012.

Available replacement housing information was obtained from two real estate websites that are accessible by the general public: (1) a national site, [www.zillow.com](http://www.zillow.com) and (2) a local site, <http://www.tuckeroir.com/index.html>. Rental property information was obtained from [www.rentals.com](http://www.rentals.com), [www.rent.com](http://www.rent.com), and [www.apartments.com](http://www.apartments.com). These sites allow users to search a specific place and cite specific housing criteria, including a price range. The geographical area used for the search included Bloomington, Martinsville, and Monroe and Morgan counties within the vicinity of the Section 5 corridor. **Table 5.2-6** summarizes the websites' results regarding properties for sale in these areas. The list does not include residences for sale by owner.

<b>Table 5.2-6: Price Ranges of Available Single Family Residences for Sale (Summer 2012)</b>								
<b># Bedrooms</b>	<b>\$0-\$50K</b>	<b>\$50-\$100K</b>	<b>\$100-\$150K</b>	<b>\$150-\$200K</b>	<b>\$200K-\$250K</b>	<b>\$250K-\$300K</b>	<b>\$300K+</b>	<b>Total</b>
2 Bedrooms	16	120	111	25	10	9	17	<b>308</b>
3 Bedrooms	11	156	323	187	94	54	71	<b>896</b>
4+ Bedrooms	1	21	58	97	69	78	233	<b>557</b>
<b>Total</b>	<b>28</b>	<b>297</b>	<b>492</b>	<b>309</b>	<b>173</b>	<b>141</b>	<b>321</b>	<b>1761</b>
<i>Source: Michael Baker Jr., Inc.</i>								

During Summer, 2012, approximately 30 properties were available for rent within 1.5 miles of the project corridor. Only two of the listings were near Martinsville and the rest of the properties were located in the Bloomington area. Rental properties included studios, one to five bedroom apartments, condos, townhomes, and single family homes. According to the rental websites, the rental price per month for a one to two bedroom rental ranged from \$400 to approximately \$1,200 and rent for a three to five bedroom rental ranged from \$785 - \$3,100.

According to the listings, more than adequate housing is available in most price ranges to accommodate any necessary residential relocations. As a result, these relocations likely could be accomplished using normal relocation procedures. Any potential sites for the relocation of these residences would need to comply with zoning regulations in Monroe and Morgan counties or in the City of Bloomington.

Housing of Last Resort<sup>3</sup> will be available if needed. This program would be used if comparable replacement housing were not available or if it would be unavailable within the displacee's financial means (and the replacement payment exceeds the state legal limitation). Depending on the size of affected lots, there is a possibility that some of the potentially displaced residents could relocate on the same property, outside the proposed right-of-way of the future road. Other public projects that may produce displacements within Morgan and Monroe counties include

3 The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided. This program is used, as the name implies, only as a "last resort," when there is no adequate opportunity for relocation within the area.





Sections 4 and 6 of I-69 development. In addition, Monroe County's Fullerton Pike/Gordon Pike/Rhorer Road project is underway, but potential displacement and property impacts have not been identified at this time. Given the widespread availability of replacement housing and the varying project locations and schedules, displacements that result from these other projects are not expected to compete directly for available housing with property owners displaced by I-69 Section 5.

#### **5.2.3.4 Availability of Commercial and Institutional Property**

Refined Preferred Alternative 8 would displace 17 businesses, whereas Alternative 4 would displace 77 businesses, Alternative 5 would displace 71 businesses, Alternative 6 would displace 33 businesses, Alternative 7 would displace 27 businesses, and Alternative 8 would displace 32 businesses. In addition to business relocations, under Refined Preferred Alternative 8 and Alternatives 6,7, and 8, one institution would be displaced by the project. Alternatives 4 and 5 would displace three institutions. Given these displacement totals, the project team utilized [www.showcase.com](http://www.showcase.com), [www.cimls.com](http://www.cimls.com), [www.loopnet.com](http://www.loopnet.com), and [www.homefinder.org](http://www.homefinder.org) to evaluate potential for displaced entities to relocate to a suitable property type and location based on business needs. During Summer 2012, sufficient quantities of available property were found to be available to accommodate the variety of commercial and institutional facilities that could be displaced in both Monroe and Morgan counties.

Within Monroe County Refined Preferred Alternative 8 would potentially displace 15 businesses. Alternative 4 would displace 71 businesses, Alternative 5 would displace 67, Alternative 6 would displace 27, Alternative 7 would displace 21 businesses, and Alternative 8 would potentially displace 26 businesses. Alternatives 4 through 8 would displace three medical business buildings: the Monroe Hospital Administrative Building, the Rural/Metro Ambulance, and the Monroe Medical Arts Building. The Monroe Medical Arts Building contains the Southern Indiana Family Practice, Gynecology Associates, Decatur Vein Clinic, Beams Health and Wellness Spa, Monroe Primary Care, Monroe Operations, and the Monroe Hospital Sleep Center. These businesses are located near Fullerton Pike and SR 37. Alternatives 4 and 5 would also potentially displace the Indiana University Health Cancer Prevention Center located south of Tapp Road on the east side of SR 37. Refined Preferred Alternative 8 would displace Rural/Metro Ambulance. These businesses may need to relocate in close proximity to Monroe Hospital, but they are not a part of the institutional hospital building.

In Monroe County, commercial property is available for sale or lease in the project vicinity in sufficient quantity and in potentially desirable locations to accommodate businesses affected by the project. As of Summer 2012, approximately 140 commercial properties were available for sale or lease within the Bloomington area. These properties included industrial, retail, mixed-use, vacant land, and office space that could accommodate potential relocations within the Section 5 corridor. There are approximately 60 listings for existing office space, 42 listings for retail, 26 listings for mixed use, and 12 listings for commercial/industrial.

In Monroe County, all six alternatives would displace the Bloomington Holiness Church located north of Fullerton Pike and west of SR 37. Alternatives 4 and 5 would potentially displace the Full Gospel Tabernacle located near Crossover Road. Currently, records show one existing



institution for sale. Two listings are available for land ranging in size from six acres to 38 acres. Other relocation options may exist in buildings listed as mixed use that may possibly accommodate a church. In total, Bloomington included 26 listings for mixed use properties.

Within Morgan County, the Refined Preferred Alternative 8 would potentially displace two businesses. Six potential business displacements could occur under Alternatives 4, 6, 7, and Alternative 8. Alternative 5 would potentially displace four businesses in Morgan County. One institution, the New Testament Baptist Church of Martinsville, would be displaced under Alternatives 4 and 5. This church is located at 4060 SR 37 South, Martinsville.

Commercial and institutional properties appear available in the project vicinity in sufficient quantity and in potentially desirable locations to accommodate potential relocations of displaced businesses and institutions. As of Summer 2012, 30 properties were available for sale or lease for commercial use. Commercial property listings included office, industrial, and retail spaces. Furthermore, research indicated two for sale listings available for vacant land ranging from 0.9 acres to 4.6 acres in the Martinsville area.

#### 5.2.3.5 Neighborhoods

As noted in **Section 4.2.1.5, *Neighborhoods and Community Cohesion***, the demographic study area contains 83 neighborhoods, while the 2,000-foot project corridor contains about 30 neighborhoods. Care was taken in development of each alternative to ensure that properties not being acquired and neighborhoods near the corridor would retain access to I-69. For properties not being acquired, access that was available to and from SR 37 has been accounted for in each alternative through inclusion of interchanges and access roads.

Some of the Section 5 neighborhoods would be affected directly by the alternatives, but most of these neighborhoods would experience only minimal impacts due to partial property acquisitions and/or changes in access. Partial property acquisitions would leave the affected property with a parcel size that is still considered viable or worthwhile. The location of possible interchanges and the treatment (grade separation, relocation, or closing) of local roads that currently have access to SR 37, but may not have access to I-69, could affect neighborhoods through changes in local travel patterns and accessibility.

Changes in travel patterns are direct impacts that are very specific to each neighborhood. During the project team's on-going coordination with potentially affected residents, business owners, and community service providers, individuals generally supported alternatives that improved existing access. Conversely, individuals expressed concern with specific impacts to their property or increased travel distances. In many cases, especially in the Bloomington area, alternate travel paths are available and individuals may select an alternate route depending on that trip's destination. Discussions were held with emergency responders, school districts, and the general public to determine what routes they considered critical for access to their service areas. This information was among the data used to identify routes that should remain open. Detailed discussion of travel patterns and accessibility is included in **Section 5.3, *Land Use and Community Impacts***.



**Figure 5.3-5 to Figure 5.3-10** (the tabbed map set in **Section 5.3, Land Use and Community Impacts**) identifies locations of neighborhoods in relation to alternatives, potentially displaced structures, and potential access changes. **Table 5.2-7** summarizes residential displacements by neighborhood.

<b>Neighborhood / Apts / MHP</b>	<b>Alt 4</b>	<b>Alt 5</b>	<b>Alt 6</b>	<b>Alt 7</b>	<b>Alt 8</b>	<b>Refined Preferred Alt 8</b>
Mosswood Estates	0	0	0	0	0	0
Squirrel Run Estates	0	0	0	0	0	0
Rolling Glen Estates	0	0	0	0	0	0
Farmers Field Acres	0	0	0	0	0	0
Archers	0	0	0	0	0	0
Stansifer	5	4	1	1	1	0
Baily West	0	0	0	0	0	0
Eagleview	0	0	0	0	0	0
Clear Creek	0	0	0	0	0	0
Highlands	0	0	0	0	0	0
Bachelor Heights	0	0	0	0	0	0
Hays	0	0	0	0	0	0
Somorsbe	0	0	0	0	0	0
Willow Creek	0	0	0	0	0	0
Country Club Hills / Manor	0	0	0	0	0	0
Homestead	0	0	0	0	0	0
Garden Acres	0	0	4	4	4	4
Woodhaven Estates	0	0	0	0	0	0
Van Buren Park	18	20	13	14	20	14
Woodland Springs Apts.	0	0	0	0	0	0
Hickory Heights MHP	0	0	0	1	4	2
Poplar Hill	2	2	1	2	2	2
Leonard Springs	2	3	0	3	3	3
Westwood	0	0	0	0	0	0
Wapehani Hills Apts.	0	0	0	0	0	0
Oakdale Square	0	0	0	0	0	0
Basswood Apts.	0	0	0	0	0	0
Bradford Ridge Apts.	0	0	0	0	0	0
Park Square Apts.	0	0	0	0	0	0
Highland Village	0	0	0	0	0	0
Canterbury House Apts.	16	16	0	0	0	0
Forest Ridge / Copper Beech Apts.	0	0	0	0	0	0
Fair Meadows	0	0	0	0	0	0
Cory Lane Estates	0	0	0	0	0	0
Shady Acres	0	0	0	0	0	0
Longview MHP	0	0	0	0	0	0
Maple Grove / Kimble Drive	2	2	0	0	0	0
Unnamed MHP	0	0	0	0	0	0
Waterman	0	0	0	0	0	0



**Table 5.2-7: Number of Residential Displacements\* in Section 5 Neighborhoods, Apartments, and Mobile Home Parks**

Neighborhood / Apts / MHP	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Refined Preferred Alt 8
Forest Homes	0	0	0	0	0	0
Dryer	0	0	0	0	0	0
E & N MHP	0	0	0	0	0	0
Garden Hill MHP(s)	0	0	0	0	0	0
Arlington Park Apts.	0	0	0	0	0	0
Arlington Place	0	0	0	0	0	0
Chandlersville	0	0	0	0	0	0
Stonelake Park	0	0	0	0	0	0
Cascade Park	0	0	0	0	0	0
Fritz Terrace	0	0	0	0	0	0
Norwest Woods	0	0	0	0	0	0
Stoneybrook	0	0	0	0	0	0
Northwood Estates	0	0	0	0	0	0
Marlin Hills	0	0	0	0	0	0
Kinser Pike / Acuff	0	0	0	0	0	0
Lancaster Park / Cambridge Spring	0	0	0	0	0	0
Arlington Park	0	0	0	0	0	0
Stone Hedge Manor	0	0	0	0	0	0
Shelburne Estates / Forest	0	0	0	0	0	0
Muirfield	0	0	0	0	0	0
Bell Road / Kinser Pike	11	5	2	2	1	2
Showers	7	7	1	1	2	1
Stonebelt / Purcell	11	11	6	3	6	5
Wayport Road	1	1	3	1	3	0
Canyon Estates	0	0	0	0	0	0
Sample Road	4	4	4	2	4	4
Natures Haven	0	0	0	0	0	0
Green Cedar Hills	0	0	0	0	0	0
Windsor Private	0	0	0	0	0	0
Fox Hill Estates	0	0	0	0	0	0
Crossover/Dittemore	8	9	6	0	6	5
Dittemore Road	0	0	0	0	0	0
Chambers Pike	6	6	5	4	5	4
Sylvan Lane	2	2	1	1	1	1
Ralston Woods 5 Acre Lots	0	0	0	0	0	0
Burma Road	0	0	0	0	0	0
Bryants Creek	0	0	0	0	0	2
Turkey Track	13	6	0	0	0	0
Old SR 37 (north)	1	2	1	1	1	1
Hacker Creek	1	2	2	2	1	0
Liberty Valley	0	0	0	0	0	0
Lands End	0	0	0	0	0	0
Lynn Drive	0	0	0	0	0	0
Legendary Hills	0	0	0	0	0	0



**Table 5.2-7: Number of Residential Displacements\* in Section 5 Neighborhoods, Apartments, and Mobile Home Parks**

Neighborhood / Apts / MHP	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Refined Preferred Alt 8
Subtotal - Within a Neighborhood / Apts / MHP	110	102	50	42	64	50
Subtotal - Outside of a Neighborhood / Apts / MHP	139	133	88	81	87	69
<b>TOTAL RESIDENTIAL DISPLACEMENTS*</b>	<b>249</b>	<b>235</b>	<b>138</b>	<b>123</b>	<b>151</b>	<b>119</b>

Source: Michael Baker Jr., Inc.

MHP = Mobile Home Park

\*Potential displacement values include single family homes, individual duplex units, and individual apartment units.

Note: Neighborhoods are identified on **Figure 5.3-5** to **Figure 5.3-10** (tabbed map set following **Section 5.3**).

### 5.2.3.6 Community Cohesion

Community cohesion is generally defined as the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Community cohesion and neighborhood impacts can, therefore, be examined by evaluating changes affecting residents, businesses, and parking availability resulting from displacements and partial acquisitions.



**Figure 5.2-6: Business Units Near the Corridor**

Source: Section 5 Project Team Field Visit

Community cohesion is also affected by displacement and partial acquisitions of residential and non-residential property.

Non-residential properties might include retail trade, finance, insurance, services, government agencies, or non-profit organizations. Among the various impacts of the construction of a highway or other major transportation improvement project, the acquisition of real property, including residences and businesses, is the action that often incurs the most concern among those directly involved. A displacement involves the full acquisition of a property that would require the occupants of residential and non-residential units to be displaced by the project. Residents would relocate to another property, as would any businesses intending to remain in operation. A partial acquisition is when a small area of a property is acquired, but use of the property and dwelling structures, including multi-family units, typically would remain.





As described in the Neighborhoods Section above, a number of residences and properties would be displaced from neighborhoods in the Section 5 Study Area. Because the neighborhoods have developed along the existing SR 37, their eastern or western boundaries tend to fall in line with the boundaries of existing SR 37 right-of-way. This trend can be seen in **Section 4.2, Human Environment, Figure 4.2-1**. For that reason, residential displacements tend to occur along the fringe of neighborhoods, which generally has less impact on the cohesive nature of most affected neighborhoods.

One exception is the Turkey Track Neighborhood, situated on the west side of proposed I-69 near Paragon Road. This neighborhood is identified in **Figure 5.3-5** to **Figure 5.3-10** (the tabbed maps following **Section 5.3, Land Use and Community Impacts**). Alternatives 4 and 5 interchanges or local access roads would affect this neighborhood. The neighborhood is U-shaped (see **Section 4.2, Human Environment, Figure 4.2-1**), with the center/bottom of the U pointing eastward. Both alternatives would sever the neighborhood at this location into two separate portions. The local access roads proposed for both Alternatives 4 and 5 would provide access for residents to both sides of the neighborhood, but the character of the neighborhood would change given the presence of new interstate features.

Assessing community cohesion also takes into account displacements of key businesses and essential services. **Section 5.5, Economic Impacts**, describes the numbers and types of businesses that would be displaced. Key business and institutional relocations that could impact community cohesion include Bloomington Holiness Church, Full Gospel Tabernacle, New Testament Baptist Church, medical services in the Monroe Medical Arts building, Aldi grocery store, several restaurants in Bloomington, numerous retail stores, Indiana University Health Cancer Prevention Center, and Bloomfield State Bank. For any of these businesses and institutions and other similar facilities that choose to relocate, their new location may require some residents to travel farther while others may need to travel less for the same service or for employment at these businesses.

#### 5.2.3.7 Unique Relocation Situations

The Section 5 Study Area includes one unique relocation situation. The Wayport Kennels is a home-based business. Due to the zoning requirements, relocating the home and kennel to another property zoned for such uses would be difficult. The kennel is situated on two affected properties north of Sample Road and south of Simpson Chapel Road. These properties would be affected by all six alternatives, including Refined Preferred Alternative 8. Given this situation, special advisory services would be available to the property owner in accordance with the Uniform Act.

The Section 5 Team has received no evidence that any handicapped individuals would be relocated based on feedback and observations from public and stakeholder meetings, project office visits, and DEIS comments. In the event handicapped individuals would be affected by a relocation, special advisory services would be available to the property owner in accordance with the Uniform Act.





### 5.2.4 Mitigation

In the development and evaluation of alternative alignments within the Section 5 corridor, extensive efforts have been made to avoid or minimize impacts to residents, businesses, institutions, and communities.

Public involvement has played a major role in this project. Local government officials and residents, as well as members of the potentially affected farming and business communities, have had opportunities to provide comments/input into the project's development. Public input identified potential loss of access to residences, farmland, businesses, and other land uses and destinations as major concerns related to the project.

Changes to existing roads would require changes in motorists' travel patterns, lengthening local travel time for some and reducing it for others. Overall, travel time and motoring safety are expected to improve throughout the corridor as a result of any alternative selected because of the limited access nature of I-69 compared with numerous uncontrolled access points along existing SR 37. Under current conditions, the uncontrolled access points pose higher collision risks as vehicles stop suddenly to turn from the highway onto local streets or driveways.<sup>4</sup> Access and travel time to Evansville to the south and destinations such as Bloomington and Indianapolis to the north would be improved by construction of I-69.

Maintaining access via access roads, overpasses, and alignment shifts has been carefully studied during the development of alternatives and, where feasible, these features have been incorporated into the alternatives., **Figure 5.3-5 to Figures 5.3-10** (the tabbed maps following **Section 5.3, Land Use and Community Impacts**) identifies proposed access roads and road closures for each alternative.

The following measures would be utilized to mitigate adverse social impacts:

**Local Access Roads**—Where reasonable and cost effective, local access roads (e.g., reconnected local roads, service roads, and road relocations) would be used to maintain accessibility for residences, farm operations, businesses, churches, schools, and other land uses.

**Road Closures**—Efforts would be made to minimize the disruption of local public crossroads and bicycle facilities and to minimize impacts to emergency response and school bus routes. Alternatives were developed that avoid closure of local roads where possible. In some locations the Interstate would overpass the local roads, while in other instances the local roads would bridge the Interstate. With I-69 development, Alternative 4 would include 59 road closures, Alternative 5 would include 61 closures, Alternative 6 would include 65 road closures, Alternative 7 would include 61 closures, and Alternative 8 and Refined Preferred Alternative 8 would include 62 closures. These closures are summarized in **Section 5.3, Land Use and Community Impacts, Table 5.3-3**.

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<sup>4</sup> See **Section 2.3.3, Highway Safety**, Table 2-1, which shows that in Indiana, Interstate highways have fewer than half the number of crashes (per 100 million vehicle miles) than other state highways. The higher-level design features cited here result in lower crash rates on Indiana highways.



**Displacements/Relocations**—Refined Preferred Alternative 8 was developed to minimize and avoid displacement impacts to the extent practicable based on anticipated construction limits. Under Refined Preferred Alternative 8, the following residences/business are not considered potential displacements. Nevertheless, use of final design elements may be necessary to avoid impacting these structures. Right-of-way limits at these locations will be further adjusted based on final design:

- A residence east of existing SR 37 near the northern terminus of Section 5
- A residence west of existing SR 37 along Norm Anderson Road
- A residence west of existing SR 37 south of Vernal Pike and Packinghouse Road
- Monroe Hospital Administration and Billing building (located west of existing SR 37 and south of Fullerton Pike).

As previously discussed in this section, relocation resources and relocation assistance advisory services would be available to all residential or nonresidential displacements without regard to race, creed, color, national origin, or economic status, as required by Title VI of the Civil Rights Act, Title VIII of the Civil Rights Act (42 U.S.C. §3601 et seq.), and Executive Order 11063 (27 FR 11527, November 24, 1962). And, in accordance with Environmental Justice Executive Order 12898, it is anticipated the project would not have a disproportionately high and adverse effect on minority or low-income populations.

All acquisitions and relocations required by this project will be completed in accordance with the Uniform Act and Title VI of the Civil Rights Act. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person. INDOT will take required actions to ensure fair and equitable treatment of persons displaced as a result of this project up to and including providing replacement housing of last resort, as defined in 49 CFR §24.404. Relocation resources for this project are available to residential and business relocatees without discrimination. At the time right-of-way is acquired, a relocation agent would be assigned to this project to ascertain the needs and desires of the potentially displaced persons to provide information, answer questions, give help in finding replacement property, and issue last resort housing payments, if needed. Advisory services will be made available to farms and businesses, with the aim of minimizing the economic harm to those businesses and farm establishments.

If a displaced resident cannot be relocated due to the unavailability of comparable housing, or because comparable housing is not available within the statutory limit of the Uniform Act, then housing of last resort will be made available to these persons. Last resort housing includes, but is not limited to, rental assistance, additions to existing replacement dwellings, construction of new dwellings, and dwelling relocation. Replacement dwellings must meet the requirements of decent, safe, and sanitary standards as established by the Federal Highway Administration (FHWA).



Resources would be available to all relocated residents without regard to race, creed, color, sex, national origin, or economic status, as required by the Uniform Act and Title VI of The Civil Rights Act. Financial assistance will be available to eligible persons displaced by this project. Payments received are not considered as income under the provisions of the Internal Revenue Code of 1954; or for the purposes of determining any person's eligibility, or the extent of eligibility, for assistance under the Social Security Act or any other federal law.

### **5.2.5 Summary**

The Section 5 project corridor includes use of existing SR 37, which means many of the relocation impacts are associated with development of interchanges and access roads.

#### **Residential Relocations**

The total number of single family homes and duplex units potentially acquired for right-of-way ranges from 225 in Alternative 4 to 115 in Refined Preferred Alternative 8. Potential apartment complex impacts range from 24 total units in Alternatives 4 and 5 to zero total units in Alternative 7. Refined Preferred Alternative 8 would potentially acquire 4 units. The majority of residences are single-family dwellings. A small portion of potentially affected residences include duplexes, which contain two residential units, and mobile homes. Estimated market values range from less than \$50,000 to over \$300,000 with the majority estimated to be less than \$200,000.

The Wayport Kennels property would represent a unique relocation situation due to zoning requirements for this type of business. Unique relocation situations may be anticipated with selection of any of the alternatives. When such situations arise, special advisory services would be available in accordance with the Uniform Act. Any potential site for relocation of Wayport Kennels would need to comply with zoning regulations in Monroe and Morgan counties or in the City of Bloomington.

#### **Business Displacements**

The removal of businesses and institutions can result in the loss of essential services on which residents rely and can reduce the sense of community in the subject area. The total number of businesses potentially acquired for right-of-way ranges from 77 in Alternative 4 to 17 in Refined Preferred Alternative 8. Business impacts can also include partial property acquisitions that could affect parking, signage, landscaping, and driveway access. Business owners' concerns and comments about the project have been gathered and tracked throughout the course of the project and have been evaluated and considered during alternatives development.

#### **Institution Displacements**

Three churches could be displaced as a result of I-69 development. Under all six alternatives, Bloomington Holiness Church would be affected by the Fullerton Pike interchange development. With Alternatives 4 and 5, both Full Gospel Tabernacle and New Testament Baptist Church would be displaced as a result of local access road development.



#### **Availability of Relocation Properties**

As of Summer 2012, over 1,700 residential listings were available in most price ranges to accommodate any necessary residential relocations. In addition, approximately 30 rental properties were available for rent within 1.5 miles of the project corridor. As a result, Section 5 relocations likely could be accomplished using normal relocation procedures.

In both Monroe and Morgan counties, commercial and institutional property is available for sale or lease in the project vicinity in sufficient quantity and in potentially desirable locations to accommodate businesses and institutions affected by the project. During Summer 2012, over 170 properties were available for sale or lease within the Section 5 Study Area. These properties included industrial, retail, mixed-use, vacant land, and office space that could accommodate potential relocations within the Section 5 corridor.

Any potential sites for the relocation would need to comply with zoning regulations in Monroe and Morgan counties or in the City of Bloomington.

#### **Neighborhoods and Community Cohesion**

Community cohesion and neighborhood impacts can be examined by evaluating changes that affect residents, businesses, and parking availability through displacements and partial acquisitions. Over 15 of the 83 Section 5 neighborhoods could be affected directly through potential residential relocations generally occurring near the fringe of neighborhoods. In addition, key relocations that could impact community cohesion include Bloomington Holiness Church, Full Gospel Tabernacle, New Testament Baptist Church, medical services in the Monroe Medical Arts building, Aldi grocery store, several restaurants in Bloomington, numerous retail stores, Indiana University Health Cancer Prevention Center, and Bloomfield State Bank. Relocation of these businesses and institutions and other similar facilities may require residents to travel farther for the same services or for employment at these businesses.

In addition, travel patterns changes could also directly affect each neighborhood. During the project team's on-going coordination with potentially affected residents, businesses, and community facility providers, individuals generally supported alternatives that improved existing access. Conversely, individuals expressed concern with specific impacts to their property or increased travel distances. In many cases, especially in the Bloomington area, alternate travel paths are available, and individuals may select an alternate route depending on that trip's destination. Coordination over access and travel patterns and alternative refinement will continue as feedback is received from members of the public, emergency responders, and other interested parties.

**Section 5.2 Figure Index**

<b>Figure Reference</b>	<b>Number of Sheets</b>
Figure 5.2-1: Single Family Residence	(p. 5.2-3)
Figure 5.2-2: Monroe Medical Arts Businesses	(p. 5.2-8)
Figure 5.2-3: Bloomington Holiness Church	(p. 5.2-17)
Figure 5.2-4: Full Gospel Tabernacle	(p. 5.2-17)
Figure 5.2-5: New Testament Baptist Church	(p. 5.2-18)
Figure 5.2-6: Business Units Near the Corridor	(p. 5.2-24)



### **5.3 Land Use and Community Impacts**

For purposes of this section, Preferred Alternative 8 that was identified in the Draft Environmental Impact Statement (DEIS) will be referred to as “Alternative 8.” The Preferred Alternative for the Final Environmental Impact Statement (FEIS) will be referred to as the “Refined Preferred Alternative 8.”

Since the publication of the DEIS, the following substantive changes have been made to this section:

- **Section 5.3.3, *Land Use and Zoning*** – updated direct and indirect land use impacts to include Refined Preferred Alternative 8, including **Tables 5.3-1** and **5.3-2** and addition of **Figure 5.3-1B**. This section also includes updates about Bloomington Monroe County Metropolitan Planning Organization’s *Transportation Improvement Program* amendment and INDOT’s Long-Range Transportation Plan and Statewide Transportation Improvement Program.
- **Section 5.3.4, *Travel Patterns and Accessibility*** – updated changes in local access as included in Refined Preferred Alternative 8, including **Tables 5.3-3** and **5.3-4** and revisions to **Figure 5.3-3**.
- **Section 5.3.5, *Community Facilities and Services*** – updated community facility and service impacts to include Refined Preferred Alternative 8; to include responses to DEIS comments; and to address impacts and mitigation related to fire, ambulance, and police response. This section also includes updates to **Table 5.3-5** and addition of **Figures 5.3-11** through **5.3-14**.
- **Figures 5.3-5** through **5.3-9** – updated figures to include design alignments for the mainline, interchanges, and local access roads; corrected Alternative 8 relocations. Also added **Figure 5.3-10** for Refined Preferred Alternative 8.

#### **5.3.1 Introduction**

Predicting how the construction of Section 5 of the I-69 Evansville to Indianapolis project will impact land use and support community planning objectives along the corridor is a vital step in the community impact assessment process. A Community Impact Assessment (CIA) was prepared to identify the existing socioeconomic conditions in the Section 5 study area; to obtain data for analysis of the social and economic impacts on the study area as a result of the project; and to help identify measures to minimize or mitigate these impacts. The results of the CIA are incorporated within **Section 4.2, *Human Environment (Community Impact Assessment)***, and provide basis for the evaluation of impacts presented in several sections of **Chapter 5, *Environmental Consequences***, including this section.

Section 5 of I-69 entails upgrading an existing multi-lane, divided transportation facility to a full freeway design. Most of the right-of-way used for the Section 5 project already is devoted to transportation use. Accordingly, the impacts to most natural resources in Section 5 will be





lessened (on a per-mile basis) in comparison with Sections 1 through 4, which are being constructed on new terrain. The resource impacts in this chapter include only those outside of the existing rights-of-way for SR 37 and other transportation facilities.

The construction of a new interstate facility, whether on new terrain or over an existing facility, affects the rate of growth and the land use development patterns of properties in the vicinity of the new highway. This section discusses anticipated land use changes due to direct impacts and indirect impacts of I-69 Section 5 project construction. A full analysis of indirect and cumulative project impacts appears in **Section 5.24, *Indirect and Cumulative Impacts***.

Many communities along all sections of I-69 stand ready to take advantage of the economic development opportunities resulting from the project. The potential positive and negative impacts of project development must be evaluated. Determining precisely how the new I-69 facility will impact regional and local growth patterns is not possible, but efforts have been made to assess potential impacts to communities along the corridor. Changes in accessibility along the new facility will create a number of impacts, both positive and negative, to local communities. Local residents would have to use existing or new interchanges to reach the proposed highway. Where connectivity of existing public roads would be severed by I-69 in Section 5, connectivity would be maintained via overpasses/underpasses or road relocations, or on other routes that are within a reasonable distance of the severed roadway, as detailed in **Section 5.3.4, *Travel Patterns and Accessibility***. These changes would alter existing travel patterns, and in some cases could increase local travel times, but would decrease travel times for a much larger number of generally longer trips.

This section also discusses the positive and negative impacts to community facilities and services such as schools, churches, hospitals, cemeteries, and emergency services. A community facility or service is generally defined as any public or private organization that a local population relies upon for goods and services. This chapter analyzes how the proposed project enhances or impedes the local population's ability to make full use of their community facilities and services.

## **5.3.2 Methodology**

### **5.3.2.1 Land Use Impacts**

The review of land use impacts, discussed in **Section 5.3.3, *Land Use and Zoning***, includes (1) a review of land use plans adopted by counties in the study area (if available) and (2) an evaluation of the alternatives to determine consistency with land use plans and to quantify the direct and indirect impacts of each alternative on different types of land use.

#### **Direct Impacts**

Direct impacts are defined by the Council on Environmental Quality (CEQ) Regulations as "effects which are caused by the action and occur at the same time and place" (40 CFR §1508.8 (a)). The direct land use impacts of this project consist of land used for right-of-way for the alternatives. This impact was quantified by combining the proposed right-of-way for each alternative with the land use data layer in the project Geographic Information System (GIS). The land use data layer was determined based on an update of existing GIS-based resources provided



by the Monroe County Planning Department and the Indiana Geological Survey. GIS updates included aerial photography interpretation, field review, and coordination with expert land use panels. Within the Section 5 corridor, 13 general categories of land use were identified for evaluation: single-family residential; multi-family residential; mobile home parks; commercial; industrial; transportation, communication, and utilities; churches and cemeteries; public use and institutional; agricultural; upland; water; wetland; and mines/quarries.

**Section 4.2.2.1, *Current Land Use* (Table 4.2-13)**, briefly describes these land use categories and summarizes the occurrence of each within the Section 5 corridor. Using the land use and right-of-way data, together with field reconnaissance for verification, direct land use impacts have been estimated for each alternative. The total acreages include the right-of-way needs for the mainline, interchanges, grade separations, and frontage roads. **Table 5.3-1** summarizes the estimated direct impacts (i.e., amount of acreage within the proposed rights-of-way) to land uses for each alternative. The table lists the acreage of land in each use category that would be transformed if the alternatives were to be constructed

#### **Indirect Impacts**

Indirect impacts are defined by the CEQ Regulations as “effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable” (40 CFR §1508(b)). This project has the potential for indirect land use impacts. For example, new highway access often spurs land use changes, such as new businesses/industries that create job opportunities that, in turn, attract employees to an area, spurring residential development. For this project, an example of an indirect impact would be the change in use of a particular piece of property as a result of a project alternative. These changes in land use are anticipated to occur in areas that are currently undeveloped and have not been identified as part of a proposed development. However, development on these lands as a result of the proposed action is reasonably foreseeable in response to the project.

To identify where land use changes induced by the project would be expected to occur, maps of traffic analysis zones (TAZs) within Monroe and Morgan counties were used as a tool to coordinate with the Expert Land Use Panel in both counties in a series of meetings. **Section 5.3.3.2, *Indirect Impacts***, provides a summary of indirect land use changes, while the methodology and analysis is explained in greater detail in **Section 5.24, *Indirect and Cumulative Impacts***.

#### **Cumulative Impacts**

Cumulative impacts include the direct and indirect impacts of the proposed action, combined with the impacts of other past, present, and reasonably foreseeable future actions—whether or not caused by the project—in the same general geographic area (see 40 CFR §1508.7). For example, cumulative impacts on land use would include impacts resulting from other development projects that are independent of the I-69 project, in addition to land use changes that are direct and indirect results of the I-69 project. **Section 5.24, *Indirect and Cumulative Impacts***, presents a detailed discussion of both indirect and cumulative land use impacts, including the methodology for estimating those impacts.



### 5.3.2.2 Community Impacts

For purposes of analyzing community impacts, the “study area” in this section is the same as the study area defined by the 19 Census Tract Block Groups described in **Section 4.2, Human Environment (Community Impact Assessment)**.

The evaluation of community impacts involved in preparing a CIA included review of the trends and status of social and demographic characteristics for the State of Indiana, Morgan and Monroe counties, and the Section 5 study area. The CIA also uses data from the 2010 United States Census, 2006-2010 American Community Survey, local planning agencies, and information obtained through an extensive public outreach program.

The background social and demographic data used in evaluating community impacts is provided in detail in **Section 4.2, Human Environment (Community Impact Assessment)**. The social impacts related to relocation of homes and businesses and potential impacts on community cohesion are described in **Section 5.2, Social Impacts**. The public outreach program is discussed in detail in **Chapter 11, Comments, Coordination, and Public Involvement**.

**Section 5.3.4, Travel Patterns and Accessibility**, deals with impacts to travel patterns and local access. **Section 5.3.5, Community Facilities and Services**, discusses impacts to community facilities within the study area. A review of GIS data comparing community resources with potential right-of-way acquisitions and access changes provided the preliminary community impact analysis; however, extensive public outreach was used to verify the GIS analysis and qualitative data regarding quality of life. Feedback provided through this outreach was used to refine the alternatives and develop Refined Preferred Alternative 8. The public outreach effort is described in **Chapter 11, Comments, Coordination, and Public Involvement**.

Public outreach efforts supporting the CIA included (1) a staffed project office hosting visits from the public and others seeking to learn about or comment on the project; (2) small group meetings/workshops such as the Expert Land Use Panel (ELUP), the Section 5 Community Advisory Committees (CAC), business organizations, local emergency responders, etc.; (3) coordination with local staff and public officials from Morgan County, Monroe County, the City of Bloomington, the Town of Ellettsville, and the City of Martinsville; (4) two large-scale public information meetings; (5) surveys mailed to businesses, emergency service providers, schools, and churches identified as being potentially affected by the project either directly (through acquisition) or indirectly (through changes to access); (6) in-person follow-up to businesses that did not respond to the mailed survey; and (7) a project website by means of which the public can view current project information and submit comments.

Comments received from the public were often specifically related to concerns about individual properties; however, the most frequently expressed general concerns – from the public, businesses, local officials, emergency responders, and others – related to potential impacts to local roads and established travel patterns, as well as impacts to community facilities and services.



Regarding travel patterns and accessibility, care was taken in developing the Refined Preferred Alternative 8 to ensure properties would have access to a public road. If reasonable access to the property could not be maintained, then relocation has been considered. In other words, access that was available to and from SR 37 has been accounted for in the alternatives through the inclusion of interchanges and new access roads. Particular attention was paid to identifying and maintaining connectivity of emergency response routes where practicable. Further collaboration with emergency responders will continue during design through individual or group meetings and other correspondence.

To identify potential impacts of the project on local community facilities, a field inventory of all such facilities in the study area was conducted and surveys were sent to local businesses, emergency service providers, schools, and churches. These surveys and other documentation related to community resources are contained in **Appendix A**, *Business Needs Survey*, **Appendix G**, *Survey of Churches*, and **Appendix I**, *Survey of Schools*. Minutes of the CAC meetings are included in **Appendix CC**, *CAC and Public Information Meeting Summaries*. Minutes of the participating agency meetings are included in **Appendix B**, *Participating Agency Meeting Summaries*.

### 5.3.3 Land Use and Zoning

This section addresses total impacts of the I-69 alternatives upon land use, land use patterns, and community planning within the Section 5 study area. For purposes of this study, a *comprehensive plan* for a county is defined as an official public document adopted by a county or local municipality as a policy guiding decisions about the physical development of that municipality. A *zoning ordinance* is defined as an official public document adopted by a county or local municipality to implement a comprehensive plan through a map and written regulations. As described in **Section 4.2.2.2**, *Land Use Plans and Zoning*, the Section 5 study area overlaps with a number of land use plans, zoning documents, transportation plans, and Metropolitan Planning Organization (MPO) Long Range Plans that affect Monroe County, Morgan County, the City of Bloomington, the Town of Ellettsville, and the City of Martinsville.

**Section 4.2.2.2**, *Land Use Plans and Zoning*, also describes, where applicable, how each of the plans relates to SR 37 and/or the proposed development of I-69. **Section 4.2.2.1**, *Current Land Use* (**Table 4.2-13**), summarizes how much land (in acres) is presently categorized for use by SR 37 and what other types of land uses are contained within the Section 5 corridor.

Monroe County has zoning ordinances and a comprehensive plan. With the exception of the City of Bloomington, Town of Ellettsville, and Town of Stinesville, the Monroe County Plan Commission reviews development proposals and conducts comprehensive land use planning for Monroe County.

In terms of municipal land use planning and zoning, Monroe County, the City of Bloomington, Morgan County, and the City of Martinsville all discuss either SR 37, I-69, or both in their comprehensive plans. The *Monroe County Comprehensive Plan* (2012) encourages continued commercial growth within the “Bloomington Urbanizing Area.” A portion of the Section 5 study area is included in the Bloomington Urbanizing Area. The *Monroe County Comprehensive Plan* describes that SR 37 was identified by the State of Indiana as a future corridor for the



proposed extension of I-69 and designates future land uses on the south end of the Bloomington Urbanizing Area adjacent to SR 37 as estate residential and employment.

On the north end of the Bloomington Urbanizing Area and adjacent to SR 37, the *Monroe County Comprehensive Plan* calls for rural residential and estate residential. This plan also states that “the presumed use of Rural land shall be the current use.” With exception of the “Bloomington Urbanizing Area” vicinity, the remaining Monroe County portion of the Section 5 study area is within the “Rural” planned land use category. The *Monroe County Comprehensive Plan* identifies two “Rural” areas outside of the “Bloomington Urbanizing Area.” These are the “Rural Residential” and “Farm and Forest” categories. This plan promotes limited growth in these areas by requiring appropriate infrastructure and/or adequate contiguous resilient land for septic systems.

The *Monroe County SR 37 Corridor Plan* was developed in 2010 as a result of the I-69 Planning Grant Program. The plan recommends that the Morgan/Monroe County Line to Sample Road portion of the SR 37 corridor should be protected from both short-term and long-term development to preserve the natural landscape. South of Chambers Pike, the corridor plan states that this area will eventually be developed with housing consistent with large lot rural character.

In addition to the SR 37 Corridor Plan, the following policy statements are included in the *Monroe County Comprehensive Plan*:

- A. Future growth and development will avoid the disturbance of vulnerable land.
- B. Maintain sparse and low density with the subdivision of rural property.
- C. The presumed future use of rural property shall be the current vested use.
- D. Individual property rights shall be considered when establishing community interest and goals.
- E. The scope of commercial use for rural property that depends upon natural resources available from the land shall be limited to operations related to agriculture or quarrying. Farm-related commercial and industrial uses that are not dependent upon the nature of the land shall not be permitted on rural property.
- F. The conversion of rural property to urban property shall occur when either:
  - a. Inclusion of the rural property fits into an adjacent urban property area (requirement for contiguous growth) or,
  - b. Creation of a new urban property area with the adoption of a new Designated Community Plan that approximates the mean area of the existing Designated Communities.
- G. Designated Community Plans shall include a full array of field studies demonstrating the availability of adequate public infrastructure and services required for the planned community area, e.g., the Sewer Service Extension Area maps developed in partnership with the Monroe County Plan Commission and the City of Bloomington Utilities Service Board for the Bloomington Urbanizing Area.





- H. Development in urban areas shall provide in aggregate a range of options for residential density, and intensity of commercial and industrial activity.
- I. Urban property shall use sanitary sewers.
- J. Any development adjoining vulnerable land shall provide adequate buffers to minimize the impact of property use upon the vulnerable land.
- K. Urban areas shall designate business and employment activities with areas of sufficient size and capacity to meet the identified needs over the planning horizon.
- L. Prior to development in urban areas, availability of sufficient infrastructure to support expected residential, commercial, and industrial activities must be present or provided.

The City of Bloomington reports in the 2002 *Growth Policies Plan* that the west side of SR 37 through Bloomington is a critical component of growth and development for the community. Through the corridor plan for SR 37, the City established growth and development objectives that it would like to meet for this area. Construction of I-69 could affect the city's corridor plan, but overall the interstate would improve access to the Bloomington area. Ultimately, it would support the City's goal to make the community a prime location for regional employment.

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) extended invitations to Monroe and Morgan counties, the cities of Bloomington and Martinsville, and the Town of Ellettsville to become participating agencies for the Section 5 environmental studies. All five organizations accepted and have been afforded an opportunity for early and timely input from local experts/local communities under this umbrella. Regular monthly meetings have occurred as part of the environmental studies.

Morgan County seeks to encourage growth in areas near population centers where infrastructure already exists. Similarly, county officials aim to discourage development where it could jeopardize established agricultural, rural, and small community resources and features. The *Morgan County Comprehensive Plan* (2010) encourages manufacturing and industrial development to be confined to the SR 37, SR 144, SR 67, and I-70 corridor within Morgan County. The plan also encourages large-scale commercial and retail development to be confined along the SR 37 Corridor.

Representatives from Morgan County, Martinsville, and Mooresville worked together on the *Morgan County SR 37/SR 144 Corridor Plan* (Economic Growth Team, 2010). The 2010 *Morgan County SR 37/SR 144 Corridor Plan* was made in anticipation of I-69 being built through Morgan County, following the footprint of the existing SR 37. The County supports development of I-69 so long as it does not disturb existing communities and so long as interchanges are placed near existing communities where they will not encourage sprawl into previously undeveloped portions of the county.





The *City of Martinsville Comprehensive Plan* (2010) documents plans to both capitalize on the proposed I-69 expansion and mitigate its impacts on the environment and community infrastructure. The plan outlines strategies to plan for the extension and anticipated impacts of I-69. It also includes the *Morgan County SR 37/SR 144 Corridor Plan* (Economic Growth Team, 2010) that has been developed to guide decisions for what is best for the community today and in the future when I-69 reaches Martinsville. The 2010 Corridor Plan suggests ways to ensure the community gets the best and highest use from SR 37, whether it is upgraded to an interstate or not.

In terms of regional planning, I-69 Section 5 specific improvements are included in the Bloomington/Monroe County Metropolitan Planning Organization's (BMCMPPO) *2030 Long Range Transportation Plan* for I-69 Corridor Improvements through Monroe County. The interchange/overpass/access treatments listed "are those recommended by the MPO, not necessarily the final design treatments endorsed by INDOT." In INDOT's Long-Range Transportation Plan, *Indiana's 2013-2035 Future Transportation Needs Report*, I-69 Section 5 is identified as a high priority corridor. Furthermore, I-69 Section 5 is identified in INDOT's *2014-2017 Statewide Transportation Improvement Program* (STIP) with the estimated cost to complete the project. The *Bloomington/Monroe County MPO Transportation Improvement Program Fiscal Years 2014–2017*, adopted in July, 2013 also includes the construction of Section 5 within the BMCMPPO's Planning Area.

The acreages of identified land uses within the project corridor are provided in **Section 4.2.2.1, Current Land Use (Table 4.2-13)**. I-69 Section 5 is much more urbanized than Sections 1 through 4 of the Tier 2, I-69 Corridor, with 39% of land within the Section 5 project corridor currently developed. A dominant land use feature throughout the Section 5 project corridor is the existing SR 37 right-of-way, which accounts for 22% of the total project corridor area and is primarily composed of developed land uses. Direct and indirect land use impacts are summarized in **Table 5.3-1**.



# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 5 – Final Environmental Impact Statement

**Table 5.3-1: Direct and Indirect Land Use Impacts, by Alternative**

Types of Land Use	Total Land Area (Acres) Required for Right-of-Way, by Alternative					
	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Refined Preferred Alt 8
Developed Land	1,046.83	1,040.54	929.05	913.94	940.14	933.46
Agriculture Land	151.20	162.08	67.22	72.23	69.24	61.79
Upland Habitat <sup>1</sup>	549.87	502.70	307.56	294.90	320.34	296.48
Water <sup>2</sup> - Open Water (Lakes, Ponds)	0.61	0.27	0.33	0.11	0.32	0.02
Water <sup>2</sup> - Streams	13.57	13.59	11.49	11.23	11.70	10.24
Wetland Habitat <sup>3</sup> Aquatic Bed / Emergent / Forested / Scrub/Shrub	14.19	18.24	13.15	8.20	13.13	5.75
Mines/Quarries	2.45	2.41	0.25	0.00	0.25	0.22
Total Right-of-Way Required <sup>5</sup>	1,768.10	1,729.38	1,320.15	1,291.70	1,346.05	1,299.65
<i>Existing SR 37 Right-of-Way</i>	966.57	967.68	972.69	972.65	972.68	972.59
<i>Additional Right-of-Way Required for I-69 Section 5<sup>4</sup></i>	801.53	761.70	347.46	319.05	373.37	327.06
Agricultural Land, Indirect Impacts by Year 2035 (29 to 31 TAZs)	32	37	33	37	37	37
Forest Land, Indirect Impacts by Year 2035 (29 to 31 TAZs)	40	47	41	47	47	47
<b>TOTAL DIRECT AND INDIRECT IMPACTS</b> including existing right-of-way (rounded)	1,840	1,813	1,394	1,376	1,430	1,384
<b>TOTAL DIRECT AND INDIRECT IMPACTS</b> excluding existing right-of-way (rounded)	874	846	421	403	457	411

Source: Michael Baker Jr., Inc.

<sup>1</sup> Includes non-wetland forest, herbaceous cover, and scrub/shrub areas.

<sup>2</sup> Open water does not equal the open water (PUB) totals presented in **Section 5.19**, Water Resources, because the open water totals in this table only include the portion of the water that is within the alternative right-of-way limits. **Section 5.19**, Water Resources, totals include the entire open water area (except for Weimer Lake), even if only a portion of it is impacted by an alternative.

<sup>3</sup> Wetland totals presented here are areas within the right-of-way limits. The wetland totals presented in this table do not include the open water (PUB) wetland type and will differ from those provided in **Section 5.19**, Water Resources.

<sup>4</sup> New right-of-way is the additional right-of-way required for each alternative. It does not include lands that are already within state and local right-of-way. This estimate may change during final design and right-of-way negotiations with land owners.

<sup>5</sup> Total right-of-way is the sum of all lands that would be within an alternative's right-of-way, including the direct conversion of existing SR 37 and local right-of-way and new right-of-way required. This includes both privately owned lands that would be acquired and those lands already within existing SR 37 right-of-way. The total right-of-way is less than the sum of impacts to land use types (by 8.3 to 10.6 acres depending on the alternative), due to overlaps between land use types. The area for some small streams in forested areas is not subtracted from the forest land cover.



**Figure 5.3-1** shows general land uses within the project corridor in relation to alternatives. (Figures are located at the end of the chapter.) Types of land use impacts are similar between alternatives, with approximately half of the direct impacts occurring to developed lands. The developed lands category includes lands within transportation use such as existing SR 37. Approximately 804 to 810 acres of existing SR 37 right-of-way will become part of the project within the Monroe County portion of the Section 5 project area. In addition, about 163 acres of existing SR 37 right-of-way will become part of the project within the Morgan County portion of the Section 5 project area. Existing SR 37 right-of-way in both counties is already owned by the State of Indiana.

The specific location of interchanges is important in determining whether the I-69 project would stimulate and enhance these growth patterns, see **Section 6.3, *Development of the Preferred Alternative***, for further discussion of the interchange impacts. The design of the interchanges will continue to be refined after the Tier 2 process is completed. Differences in design are not expected to affect the level of indirect impacts associated with an interchange.

### 5.3.3.1 Direct Impacts

For this project, the direct impact would be the use of a particular property for right-of-way for an alternative. Depending on the alternative, the land use impacts, outside of the existing SR 37 and local right-of-way, range from about 319.05 acres of land for Alternative 7 to 801.53 acres for Alternative 4. Direct land use impacts for Refined Preferred Alternative 8 total 327.06 acres. Existing transportation rights-of-way represent about 55% of the total land within the right-of-way for Alternative 4 and up to 75% for Alternative 7 and Refined Preferred Alternative 8.

The existing SR 37 and local roadway right-of-way is included within the total right-of-way for each alternative. This existing right-of-way includes primarily developed land, but can include other land use types such as upland, wetland, and water. Developed land comprises the majority of land use within each alternative. As shown in **Table 5.3-1**, total developed land uses within the proposed right-of-way range from 913.94 acres for Alternative 7 to 1,046.83 acres for Alternative 4. The Refined Preferred Alternative 8 would require approximately 933.46 acres of developed land, representing about 72% of the total amount of land within the proposed right-of-way. Developed land comprises approximately 39% of the land use within the Section 5 corridor.

Upland habitat (including non-wetland forest, herbaceous cover, and scrub/shrub areas) would be the second most impacted land use type acquired for right-of-way; ranging from a low of about 294.90 for Alternative 7, to a high of approximately 549.87 acres for Alternative 4. The Refined Preferred Alternative 8 would require approximately 296.48 acres, representing about 23% of the total amount of land within the proposed right-of-way. Currently, upland habitat comprises about 46% of the land cover in the corridor.

Agricultural land would be the third most impacted land use type. Approximately 61.79 acres of agricultural land would be acquired for Refined Preferred Alternative 8, representing about 5% of the total amount of land within the proposed right-of-way. Currently, agricultural lands comprise about 13% of the total corridor.



Total direct wetland habitat impacted within the right-of-way ranges from approximately 5.75 acres for Refined Preferred Alternative 8 to 18.24 acres for Alternative 5. The majority of the wetland habitat impacts are to emergent wetlands (PEM) and forested wetlands (PFO). These totals do not include the open water (PUB) wetland type. **Section 5.19, Water Resources (Table 5.19-3)**, lists each of the 46 wetland complexes impacted by one or more of the six alternative right-of-ways, their potential jurisdictional status, and the acreage impacted by each alternative.

#### 5.3.3.2 Indirect Impacts

The project could indirectly influence the location and timing of new developments and affect the expected rate of growth. A typical scenario is the conversion of farmland or other undeveloped land to residential, highway-oriented commercial, or a mix of uses, particularly around new interchanges with existing crossroads. As noted, approximately 46% of the project corridor is upland habitat and 13% is agricultural land.

In some locations, the land is so attractive for future development that the No Build and Build Condition project growth (based upon the household or jobs development ratios) actually exceeds the amount of “available” agricultural and forest land. In these situations, development is occurring on land that is already developed and would result in greater densities. Examples of induced development resulting in greater densities include a high-rise apartment building that would exceed the 4.82 households/acre value for Monroe County or when existing buildings would be replaced by larger or taller buildings. **Table 5.3-2** shows the locations and amounts of anticipated indirect land use changes as a result of induced growth (i.e., increase households and jobs).

A total of 95 acres of induced growth would be anticipated in all build alternatives. Due to the developed land uses along the corridor, it is assumed that 11 to 23 acres of induced development would result in higher densities on already developed land. The remaining 72 to 84 acres of induced growth would result in the conversion of agricultural lands and forests to housing units and employment areas. Collectively in the TAZs that are anticipated to experience induced growth, agricultural lands and forest are the predominant land uses, with ranges between 37% and 41% (see **Section 5.24, Indirect and Cumulative Impacts, Table 5.24-1**).

In Monroe County assuming 35% of induced growth on non-developed land resulting from Section 5 would affect available agricultural lands and 65% would affect available forest, the predicted impact ranges from 13 acres of agricultural land and 25 acres of forest impacts in Alternatives 4 and 6 to 17 acres of agricultural land and 31 acres of forest impacts in Alternatives 5, 7, 8, and Refined Preferred Alternative 8.

In Morgan County assuming 55% of induced growth on non-developed land resulting from Section 5 would affect available agricultural lands and 45% would affect available forest, the predicted impact ranges from 19 acres of agricultural land and 15 acres of forest impacts in Alternative 4 and 20 acres of agricultural land and 16 acres of forest impacts in Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8.

**Section 5 – Final Environmental Impact Statement**

The Expert Land Use Panel for the Section 5 project (see **Appendix E**, *Expert Land Use Panel Meeting Notes*, for a summary of its activities) determined that indirect land use changes would differ among alternatives based upon different interchanges that each provides. Specifically, three different sets of land use forecasts are provided. One set represents Alternative 4 (**Figure 5.3-2**); another set represents Alternatives 5, 7, 8, and Refined Preferred Alternative 8 (**Figure 5.3-3**); and the third set represents Alternative 6 (**Figure 5.3-4**). Between 29 and 31 TAZs are shown to have indirect impacts to land use, depending on the alternative.





Table 5.3-2: Number of Jobs, Households, and Acres Induced With I-69 Section 5 Alternatives

Traffic Analysis Zone (TAZ)	Size of TAZ (acres)	Alternative 4					Alternatives 5, 7, 8, and Refined Preferred Alternative 8					Alternative 6				
		Induced Number of Housing Units	Induced Number of Jobs	Induced Acres for Housing*	Induced Acres for Jobs**	Total Induced Acres Changes & % of Total TAZ Acres	Induced Number of Housing Units	Induced Number of Jobs	Induced Acres for Housing*	Induced Acres for Jobs**	Total Induced Acres Changes & % of Total TAZ Acres	Induced Number of Housing Units	Induced Number of Jobs	Induced Acres for Housing*	Induced Acres for Jobs**	Total Induced Acres Changes & % of Total TAZ Acres
Monroe County***																
5300426	242	29	0	6.0	0.0	6.0	0	5	0.0	0.3	0.3	21	0	4.4	0.0	4.4
5300728	-	-	-	-	-	-	0	7	0.0	0.4	0.4	-	-	-	-	-
5300901	370	7	0	1.5	0.0	1.5	5	0	1.0	0.0	1.0	-	-	-	-	-
5300903	694	36	0	7.5	0.0	7.5	26	0	5.4	0.0	5.4	8	0	1.7	0.0	1.7
5300904	1163	7	0	1.5	0.0	1.5	6	0	1.2	0.0	1.2	-	-	-	-	-
5300905	1709	12	0	2.5	0.0	2.5	9	0	1.9	0.0	1.9	-	-	-	-	-
5300907	556	11	0	2.3	0.0	2.3	9	0	1.9	0.0	1.9	2	0	0.4	0.0	0.4
5300911	562	14	0	2.9	0.0	2.9	10	0	2.1	0.0	2.1	3	0	0.6	0.0	0.6
5301504	211	32	0	6.6	0.0	6.6	-	-	-	-	-	23	0	4.8	0.0	4.8
5301511	122	13	0	2.7	0.0	2.7	-	-	-	-	-	9	0	1.9	0.0	1.9
5301903	429	0	3	0.0	0.2	0.2	0	3	0.0	0.2	0.2	0	2	0.0	0.1	0.1
5302301	173	0	7	0.0	0.4	0.4	112	0	23.2	0.0	23.2	105	0	21.8	0.0	21.8
5302501	230	6	0	1.2	0.0	1.2	4	0	0.8	0.0	0.8	-	-	-	-	-
5303311	78	0	17	0.0	1.0	1.0	-	-	-	-	-	0	10	0.0	0.6	0.6
5303502	187	14	0	2.9	0.0	2.9	0	3	0.0	0.2	0.2	10	0	2.1	0.0	2.1
5303601	-	-	-	-	-	-	0	36	0.0	2.0	2.0	0	19	0.0	1.1	1.1
5304601	321	0	81	0.0	4.6	4.6	0	67	0.0	3.8	3.8	0	78	0.0	4.4	4.4
5304603	582	0	78	0.0	4.4	4.4	0	65	0.0	3.7	3.7	0	77	0.0	4.3	4.3
Monroe County Subtotals	7,629	181	186	37.4	10.6	48 0.6%	181	186	37.5	10.6	48 0.6%	181	186	37.7	10.5	48 1.1%
Morgan County****																
5500407	2,021	21	0	4.8	0.0	4.8	29	0	6.6	0.0	6.6	29	0	6.6	0.0	6.6
5500408	2,196	19	0	4.3	0.0	4.3	26	0	5.9	0.0	5.9	26	0	5.9	0.0	5.9
5500504	687	0	14	0.0	1.0	1.0	0	14	0.0	1.0	1.0	0	14	0.0	1.0	1.0
5500507	1474	0	6	0.0	0.4	0.4	0	6	0.0	0.4	0.4	0	6	0.0	0.4	0.4
5500601	264	0	8	0.0	0.5	0.5	0	8	0.0	0.5	0.5	0	8	0.0	0.5	0.5
5500814	460	0	14	0.0	1.0	1.0	0	14	0.0	1.0	1.0	0	14	0.0	1.0	1.0
5500903	110	0	10	0.0	0.7	0.7	0	10	0.0	0.7	0.7	0	10	0.0	0.7	0.7
5501005	701	10	0	2.3	0.0	2.3	14	0	3.2	0.0	3.2	14	0	3.2	0.0	3.2



Table 5.3-2: Number of Jobs, Households, and Acres Induced With I-69 Section 5 Alternatives																
Traffic Analysis Zone (TAZ)	Size of TAZ (acres)	Alternative 4					Alternatives 5, 7, 8, and Refined Preferred Alternative 8					Alternative 6				
		Induced Number of Housing Units	Induced Number of Jobs	Induced Acres for Housing*	Induced Acres for Jobs**	Total Induced Acres Changes & % of Total TAZ Acres	Induced Number of Housing Units	Induced Number of Jobs	Induced Acres for Housing*	Induced Acres for Jobs**	Total Induced Acres Changes & % of Total TAZ Acres	Induced Number of Housing Units	Induced Number of Jobs	Induced Acres for Housing*	Induced Acres for Jobs**	Total Induced Acres Changes & % of Total TAZ Acres
5501009	69	13	0	3.0	0.0	3.0	18	0	4.1	0.0	4.1	18	0	4.1	0.0	4.1
5501013	68	15	0	3.4	0.0	3.4	21	0	4.8	0.0	4.8	21	0	4.8	0.0	4.8
5501015	281	33	24	7.5	1.6	9.1	48	11	11.0	0.8	11.8	48	11	11.0	0.8	11.8
5501016	64	0	24	0.0	1.6	1.6	0	11	0.0	0.8	0.8	0	11	0.0	0.8	0.8
5501706	604	0	44	0.0	3.0	3.0	0	30	0.0	2.1	2.1	0	30	0.0	2.1	2.1
5501726	-	-	-	-	-	-	0	30	0.0	2.1	2.1	0	30	0.0	2.1	2.1
5502308	305	23	10	5.3	0.7	6.0	0	15	0.0	1.0	1.0	0	15	0.0	1.0	1.0
5502309	253	22	10	5.0	0.7	5.7	0	15	0.0	1.0	1.0	0	15	0.0	1.0	1.0
Morgan County Subtotals	9,557	156	164	35.6	11.2	47 0.7%	156	164	35.6	11.4	47 0.4%	156	164	35.6	11.4	47 0.4%
Total	17,186	337	350	73	22	95 0.7%	337	350	74	22	95 0.5%	337	350	74	22	95 0.6%

Source: BLA TAZ Shapefiles, May 2012 (Year 2010) and June 2012 (Year 2035)

Notes:

\*Monroe County utilized 4.82 units/acre; Morgan County used 4.38 units/acre.

\*\*Monroe County utilized 17.8 jobs/acre; Morgan County used 14.6 jobs/acre.

\*\*\*Induced growth in these Monroe County TAZs was independently verified by the Section 5 Expert Land Use Panel and is anticipated to impact 35% agricultural / 65% forest land. These percentages are applied where growth is expected to occur on non-developed land.

\*\*\*\*Induced growth in these Morgan County TAZs was independently verified by the Section 5 Expert Land Use Panel and is anticipated to impact 55% agricultural / 45% forest land. These percentages are applied where growth is expected to occur on non-developed land.

Subtotals have been rounded.



One means of keeping roadway-induced development within established development areas is by restricting access to the roadway. Restricting access generally discourages strip development along new roadways. As part of the interstate highway system, I-69 would be designed with full control of access, meaning that access to I-69 would be allowed only at interchanges. Roads with interchanges providing access to the interstate also would have some level of access control. For example, entrances to these roads are not allowed for a minimum distance from the interchange ramps (for the I-69 project, these access control limitations typically extend 600 to 1,200 feet from the ramp termini). This design both controls the location of development and improves traffic flow and safety in the vicinity of the interchange.

Another means of controlling the location and type of development is through land use planning. The Section 5 project is included in the *Monroe County Comprehensive Plan* (2012). The Monroe County plan identifies land in the “Bloomington Urbanizing Area” along and in the vicinity of SR 37 for commercial and industrial development. However, the plan also recommends preservation of sensitive environmental resources and undeveloped rural lands. See **Section 5.24.3, Analysis (Indirect and Cumulative Impacts)**, for more information about the Monroe County plan.

The *Morgan County Comprehensive Plan* (2010) was developed with funding from the I-69 Community Planning Program and encourages manufacturing and industrial development, as well as large-scale commercial and retail development, to be confined to major highways such as SR 37. Included within this plan is the *Morgan County SR 37 / SR 144 Corridor Plan*, which states that Morgan County supports development of I-69 so long as it does not disturb existing communities and so long as interchanges are placed near existing communities where they will not encourage sprawl into previously undeveloped portions of the county. The plan also includes environmental preservation policy objectives such as protecting floodplains from development or limiting development in floodplains to uses devoted to green space preservation and flood control.

#### 5.3.4 Travel Patterns and Accessibility

Throughout the Tier 2 Section 5 public involvement process, accessibility has been one of the topics most often raised by local government officials, business owners, and residents. Access to the interstate highway and maintaining access to land within the Section 5 corridor have been highlighted as key factors to be considered in choosing the final alignment for I-69 Section 5.

The location of possible interchanges and the treatment (grade separation, relocation, or closing) of local roads, which currently have access to SR 37 but may not have access to the new facility, could affect land use through changes in local travel patterns and accessibility. Interchanges and travel patterns/local public road connectivity are discussed below, including changes for the alternatives that may have occurred as previously proposed by the Tier 1 study and/or as previously presented/discussed with the public during Tier 2 project development for Section 5.

The ability to access parcels severed (split into more than one piece) by the new road is also a consideration when determining local accessibility. Because Section 5 involves conversion of existing SR 37, severed parcel impacts are minimal compared with new terrain I-69 sections. I-69 is a fully-controlled access facility; therefore, the only access will be at interchanges. While



access to most severed parcels would be available via adjacent roads/access roads, etc., some parcels would be landlocked. The decision whether to provide access to or acquire landlocked parcels, uneconomic remnants,<sup>1</sup> and/or severed parcels may not be addressed until final design of this project. Changes in access can also directly affect local land use plans for planned and approved development. It is assumed that full access will support planned development, while less direct access is not as supportive of local development plans.

### **5.3.4.1 Interchange Access**

Tier 1 FEIS Volume III shows potential interchanges for consideration in the Tier 2 studies. In the Tier 1 ROD, Sections 2.1.6 and 2.3.4 state that interchange locations are a Tier 2 decision. At the same time, potential interchanges from Tier 1 represent a logical starting point for Tier 2 interchange analysis. The Tier 1 Section 5 interchange locations studied in Tier 2 include Fullerton Pike, SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, SR 46, Kinser Pike, Walnut Street, Sample Road, and Pine Blvd./Paragon Road.

Existing SR 37 interchanges were afforded preference due to the substantial disruption to local travel patterns, as well as increased impacts and costs if excluded from the Section 5 alternatives. These include the interchanges at SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, SR 46, and Walnut Street (partial); however, alternatives were considered which modified the interchange types. Potential alternative interchanges to the Tier 1 referenced locations were included based upon traffic volumes from the I-69 corridor model and input from participating agencies and other local government representatives, ELUP, CACs, and public comments. Tapp Road, Vernal Pike, Chambers Pike, and Liberty Church Road are examples of such alternative locations.

The Tier 2 preliminary alternatives and the preliminary recommendations for alternatives, as discussed with the Section 5 CACs and presented to the public at the July 20, 2005 public information meetings, included three initial alternatives (Alternatives 1, 2, and 3) with various combinations of interchanges and grade separations. A series of local access roads parallel to I-69 were developed for each alternative between the interchanges. During the 2007 alternative screening process, the elements that remained under consideration following the screening process were grouped into two alternatives (Alternatives 4 and 5).

Since the 2007 alternatives development process, INDOT reviewed these alternatives to consider design features which could lessen impacts to the natural and human environment. INDOT included these design features in two minimal impact alternatives (Alternatives 6 and 7). Alternatives 4, 5, 6, and 7 were presented at the April 24, 2012 public information meeting. The DEIS included evaluation of Alternatives 4, 5, 6, 7, and 8 (the DEIS Preferred Alternative). Alternative 8 was developed as a hybrid alternative to balance the project's needs with anticipated impacts.

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<sup>1</sup> Uneconomic remnants include point rows, i.e., the formation of an acute angle along the edges of fields that limits or restricts the ability of farm equipment to access the area for farming purposes and strips of land along an edge of a field that are too narrow to farm productively.



Following publication of the DEIS, further refinements to access have been incorporated into the Refined Preferred Alternative 8 as part of the development of the FEIS and in response to DEIS comments. See **Section 3.2, *Alternative Development Process* (Table 3-1)**.

**Figure 5.3-5 to Figure 5.3-10** (the tabbed maps following this chapter) show the interchange locations for the six build alternatives in relation to community resources. An index map showing the associated page number for each interchange is included in **Figure 5.3-1**.

All six build alternatives include an interchange at Fullerton Pike.

Alternatives 4 and 6 propose an overpass at Tapp Road, while the Refined Preferred Alternative 8 and Alternatives 5, 7, and 8 propose a split-diamond interchange between Tapp Road and SR 45/2<sup>nd</sup> Street. Alternative 4 includes a tight diamond interchange at SR 45/2<sup>nd</sup> Street, and Alternative 6 uses the existing interchange.

At the SR 48/3<sup>rd</sup> Street interchange, Alternative 4 includes a tight diamond interchange and Alternative 5 includes a single-point interchange. Alternatives 6, 7, 8, and Refined Preferred Alternative 8 include reuse of the existing interchange. Additionally, the Refined Preferred Alternative 8 includes construction of additional lanes along exit ramps to improve operational performance of this interchange.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8 use the existing SR 46 interchange.

Alternative 4 includes an interchange at Kinser Pike. Alternatives 5, 7, 8, and Refined Preferred Alternative 8 include an overpass at Kinser Pike. Alternative 6 has neither an interchange nor an overpass at Kinser Pike, and calls for closure of Kinser Pike access at I-69.

Alternatives 4 and 6 include an overpass at Walnut Street. Alternatives 5 and 8 include a new interchange at Walnut Street with redesigned structures/approaches to reduce the skew and avoid impacts to historic Monroe County Bridge 913. Refined Preferred Alternative 8 and Alternative 7 use the existing partial interchange.

All six build alternatives include an interchange at Sample Road.

The Refined Preferred Alternative 8 and Alternatives 4, 5, 6, and 8 include a Chambers Pike overpass, while Alternative 7 includes closure of highway access at Chambers Pike.

Alternative 4 includes an interchange at Paragon Road and eliminates Liberty Church Road direct access to I-69. Alternative 5 includes a Liberty Church interchange and Paragon Road overpass. Alternatives 6, 7, 8 and Refined Preferred Alternative 8 include a Liberty Church interchange and eliminates Paragon Road direct access at I-69.

All build alternatives include eastern and western local access roads.

For the design year 2035, I-69 in Section 5 is projected to operate at an acceptable Level of Service (LOS), which is LOS D or better in the urban areas and LOS C or better in the rural areas. Refer to **Section 5.6, *Traffic Impacts***, for more information.



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A brief discussion on interchange options follows. Interchanges are described per alternative at each specific location. These interchanges are not interchangeable between alternatives and locations. **Section 5.3.4.2, *Travel Patterns and Local Road Connectivity***, provides additional detail regarding impacts and community concerns associated with interchange and local access changes.

**SR 37 Interchange (in Section 4)**

Providing direct access between I-69 and the residential areas (in Section 5) immediately northeast of the SR 37 interchange was considered during the preliminary development of alternatives in Section 5. However, the SR 37 interchange (part of the Section 4 project) would become too complex if a fourth (northeasterly) leg were added. Providing an interchange at That Road was also considered but would be too close to the SR 37 interchange per FHWA interchange spacing guidance.

**Fullerton Pike Interchange**

An interchange is proposed at Fullerton Pike to provide access to southern areas of Bloomington, which will integrate with the *Monroe County Thoroughfare Plan* that includes a southern by-pass of Bloomington. The interchange also provides linkage to Monroe County's Fullerton Pike/Gordon Pike/Rhorer Road project, included in the Bloomington Monroe County Metropolitan Planning Organization's (BMCMPPO) 2030 Long Range Transportation Plan and the 2014-2017 Transportation Improvement Program. An interchange at Fullerton Pike would also provide access to the Monroe Hospital, as well as the Fullerton Tax Increment Fund (TIF) District.

The interchange is located at the existing Fullerton Pike and SR 37 signalized intersection and would include construction of additional lanes and shoulders along I-69, a bridge structure, approach ramps, and additional right-of-way. During the initial Tier 2 Study, the proposed interchange at Fullerton Pike included a mainline shift to the east of existing SR 37 in order to minimize impacts to the Monroe Hospital, reduce residential and karst impacts, and allow Fullerton Pike to return to existing grade before the Fullerton Cemetery, which is near the Fullerton House. While this mainline shift to the east of I-69 would be maintained in both Alternatives 4 and 5, the Section 5 mainline has been reconfigured at the southern terminus to match final design of the Section 4 mainline and SR 37 interchange to the south.

In contrast, in the vicinity of the Fullerton Pike interchange, Alternatives 6, 7, 8, and Refined Preferred Alternative 8 generally stay within the existing SR 37 right-of-way. The use of existing SR 37 alignment, pavement, right-of way and folded approach ramps, reduced the aerial extent of the interchange. The interchange layout is expected to consist of a folded diamond interchange with I-69 entrance ramp loops on the northwest and southeast quadrants. This design was preferred because mainline traffic would be less likely to experience delays from merging with reduced speed on-ramp traffic than by deceleration for a reduced speed off-ramp. As part of Alternative 7, Fullerton Pike interchange on the east side of I-69 would be shifted southward to reduce impacts to quarry operations and to North Clear Creek Historic Landscape District located on the north side of Fullerton Pike. Please refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 1 of each figure).



#### **Tapp Road Interchange**

Based upon input from the City of Bloomington, the ELUP, and Monroe County, an option for access at Tapp Road was incorporated into the preliminary alternatives at the existing Tapp Road and SR 37 signalized intersection. Providing a full interchange would require collector distributor (CD) roads on I-69 through the urban section of Bloomington, due to traffic merging and FHWA interchange spacing guidelines. The initial alternative screening process had recommended eliminating a proposed single-point interchange at Tapp Road (as part of a CD system) and instead considered a split-diamond interchange at this location. Alternatives 4 and 6 propose an overpass at Tapp Road. Alternatives 5, 7, 8, and Refined Preferred Alternative 8 propose a split-diamond interchange between Tapp Road and SR 45/2<sup>nd</sup> Street. The interchange construction would include additional lanes and shoulders along I-69, a bridge structure at Tapp Road, use or replacement of an existing bridge structure at SR 45/2<sup>nd</sup> Street, approach and access ramps, and additional right-of-way.

The split-diamond interchange at Tapp Road and SR 45/2<sup>nd</sup> Street would be designed to maintain access to I-69 while avoiding weave issues associated with closely spaced interchange access points. There would be limited access unidirectional (one way travel only) access roads carrying traffic between Tapp Road and SR 45/2<sup>nd</sup> Street on both sides of I-69. The split-diamond interchange maintains the development potential on eastern Tapp Road with access to I-69, spreads traffic loads with additional access to southwest Bloomington, and reduces traffic volumes on Leonard Springs Road and Tapp Road west of I-69. The split-diamond interchange would also reduce travel through western neighborhoods and provide an additional access point to reduce traffic volumes on SR 45/2<sup>nd</sup> Street. The split-diamond interchange would increase traffic volumes on Tapp Road east of I-69, but would reduce historically congested volumes on SR 45/2<sup>nd</sup> Street. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 2 of each figure).

#### **SR 45/2<sup>nd</sup> Street Interchange**

Because SR 45/2<sup>nd</sup> Street is a state highway with significant traffic volumes, an interchange was maintained at this location in all six alternatives. The alternative screening process recommended three different interchange designs for the existing SR 37 interchange. Alternative 4 uses a tight diamond interchange at SR 45/2<sup>nd</sup> Street, Alternative 6 uses the existing folded diamond interchange (with loop ramps on the north side of SR 45/2<sup>nd</sup> Street), and Alternatives 5, 7, 8, and Refined Preferred Alternative 8 use a split-diamond interchange at Tapp Road and SR 45/2<sup>nd</sup> Street (as discussed above). These recommendations were based on knowledge that exit ramps used with folded diamond interchanges (such as the existing interchange) have potential to cause backups from ramp traffic onto the mainline; significant right-of-way impacts and cost could be reduced with reuse of the existing interchange; a significant amount of INDOT-owned right-of-way is available to accommodate various urban interchange configurations; and right-of-way costs and business impacts could be further reduced. A single-point interchange would require realigning SR 45/2<sup>nd</sup> Street to reduce the skew across I-69. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 2 of each figure).

**SR 48/3<sup>rd</sup> Street Interchange**

Because SR 48/3<sup>rd</sup> Street is a state highway with significant traffic volumes, an interchange was maintained at this location in all six alternatives. The alternative screening process has included various interchange designs to improve the existing SR 37 interchange. Alternative 4 uses a new tight diamond interchange, Alternative 5 uses a single-point interchange, and Alternatives 6, 7 and 8 use the existing tight diamond interchange (with potential additional turning ramps depending on traffic forecasts). The Refined Preferred Alternative 8 uses the existing tight diamond interchange, with inclusion of additional lanes along exit ramps. A tight diamond interchange lowers bridge costs compared to a single-point interchange. The interchange construction would include additional lanes and shoulders along I-69, the use or replacement of the existing bridge structure, approach and access ramps at SR 48/3<sup>rd</sup> Street, and additional right-of-way.

The City of Bloomington initially stated a preference for a single-point interchange design for SR 48/3<sup>rd</sup> Street, with the assumption that it would minimize impacts. However, the City would also consider alternate interchange types which would meet the operational needs at this interchange. Monroe County did not specify a preferred layout for this interchange. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 2 of each figure).

**Vernal Pike/17<sup>th</sup> Street Interchange, Underpass, or Overpass**

Monroe County stated a preference for interchange access at Vernal Pike. However, a Vernal Pike interchange would exceed the FHWA minimum interstate interchange spacing guidelines relative to the SR 46 interchange. In order to address this spacing, a CD system and reconstruction of the SR 46 interchange (to accommodate the CD roads) would be required to meet the Monroe County recommendation for an interchange at Vernal Pike; therefore, an interchange at Vernal Pike is not included in the Refined Preferred Alternative 8 or other alternatives addressed in the FEIS.

If an interchange were not included, then both the City of Bloomington and Monroe County recommended that a grade separation with I-69 be considered at this location. While this would eliminate the existing SR 37 signalized intersection at Vernal Pike, a grade separation would maintain connectivity across I-69 and maintain access to the industrial areas west of I-69. The grade separation is consistent with the 17<sup>th</sup> Street project included in the Bloomington Monroe County Metropolitan Planning Organization's (BMCMPPO) 2030 Long Range Transportation Plan.

**SR 46 Interchange**

Because SR 46 is a state highway with significant traffic volumes, an interchange was maintained at this location in all six alternatives. The use of the existing folded-diamond interchange reduces impacts to adjoining historic districts, forest, streams, infrastructure, and a local Superfund site. Under all six alternatives, including the Refined Preferred Alternative 8, the existing interchange can remain with minor improvements to ramp termini. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 4 of each figure).



#### **Kinser Pike Interchange**

An interchange was considered at this location as an alternative to an interchange at Walnut Street. A Kinser Pike interchange would include construction of an extension from the existing SR 37 and Kinser Pike intersection down to the Walnut Street and Bayles Road intersection. During initial coordination, the City of Bloomington indicated their preference for a Kinser Pike interchange in support of their TIF district, but have since withdrawn this support in favor of other locations. While a Kinser Pike interchange would reduce impacts in the Beanblossom Valley, the Kinser Pike location is along a karst terrain ridge that would overlook the Maple Grove Road Rural Historic District to the west of I-69. Both the neighborhood association and the State Historic Preservation Officer (SHPO) commented on potentially increased noise and visual impacts to the district related to both the interchange itself and the increased potential for induced growth to the west of I-69.

Recommendations from the screening process for Alternative 4 included an interchange at Kinser Pike and an overpass at Walnut Street, while Alternative 5 provided an overpass at Kinser Pike and an interchange at Walnut Street. Alternative 4 now includes a “T” intersection and closer tie-in with existing Kinser Pike on the west to reduce costs, right-of-way, and impacts to karst and farmland. Refer to **Figure 5.3-5** (Page 6 of the figure). The Refined Preferred Alternative 8 and Alternatives 5, 7, and 8 include an overpass at Kinser Pike and use existing Kinser Pike west as an access road to connect with either a Walnut Street interchange or overpass. Alternative 6 provides neither access nor an overpass at Kinser Pike, but provides access for the properties west of I-69 via a new local access road paralleling the I-69 mainline across to either a Walnut Street overpass or Sample Road interchange. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 6 of each figure).

#### **Walnut Street Interchange**

An interchange at this location is recommended based upon its listing in the Tier 1 ROD and because this interchange is historically the gateway into Bloomington. This interchange also incorporates the reuse of historic bridge Monroe No. 913 as part of a local access road across Beanblossom Valley. While there is an existing interchange at SR 37 and Walnut Street, it is a “partial” interchange with only a southbound exit ramp and bridge and a northbound entrance ramp. Either an interchange or overpass was included in all of the alternatives at Walnut Street. Alternatives 4 and 6 include an overpass at Walnut Street. Alternative 5 would incorporate a new interchange at Walnut Street, and Alternative 7 would use the existing partial interchange and would require special authorization from FHWA to retain this feature. Alternative 8 included two options at Walnut Street:

- Option A would include a single-point interchange with construction of additional lanes and shoulders along I-69; replacement of existing bridge structures at I-69, (Griffy Creek, Beanblossom, and Beanblossom “overflow”), approach and access ramps; and additional right-of-way. The interchange would serve all four turning movements to comply with FHWA guidelines for construction of a fully-directional interchange on new facilities.
- Option B would also include additional lanes and shoulders along I-69, but would use the existing bridge structures at I-69, Griffy Creek, Beanblossom, and Beanblossom



“overflow”; approach; and access ramps. While Option B would reduce impacts in Beanblossom Valley, reduce costs, and was supported in comments from resource agencies, this option would require FHWA approval since does not comply with FHWA guidelines for construction of a fully-directional interchange on new facilities.

Monroe County and the City of Bloomington have indicated their preference for a Walnut Street interchange and have also expressed a desire for treatments which would highlight this location as a gateway to Bloomington. Walnut Street provides a popular ingress and egress route into Bloomington and Indiana University (IU). Since the Walnut Street interchange diverts traffic headed to downtown Bloomington from other interchanges such as SR 46 and 3<sup>rd</sup> Street, alternatives that include the Walnut Street interchange are expected to have better traffic distribution. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Page 6 of each figure).

The Refined Preferred Alternative 8 includes re-use of the existing partial interchange as described above for Alternative 8 (Option B). FHWA has approved the use of the partial interchange at this location (see **Appendix RR**, *Walnut Street Interchange Selection Report*).

### **Sample Road/Chambers Pike Interchange**

An interchange at this location is based upon the listing in the Tier 1 ROD, topographic and cemetery avoidance constraints, and the ability to provide access to a cluster of churches, residences, and commercial parcels between Beanblossom Valley and the Morgan-Monroe State Forest. An interchange at the I-69 and Sample Road intersection was included in all except one of the preliminary alternatives. Year 2035 traffic forecasts showed that interchanges at both Sample Road and Chambers Pike are not warranted (the combined total is less than 10,000 VPD) and an interchange at Sample Road would serve twice the traffic of an interchange at Chambers Pike (see **Section 5.6**, *Traffic Impacts*).

Therefore, an interchange at Sample Road is proposed for all six build alternatives, and an overpass at Chambers Pike is being advanced for the Refined Preferred Alternative 8 and Alternatives 4, 5, 6, and 8. The interchange construction would include additional lanes and shoulders along I-69, a bridge structure, approach ramps, and additional right-of-way. The interchange layout is expected to consist of a single-fold interchange with a loop in the northwest quadrant. This design was allowed because mainline traffic would be less likely to experience delays from merging with traffic entering at a reduced speed than by traffic decelerating to exit or traffic from off-ramps backing up onto the mainline. The inclusion of folded approach ramps reduces the footprint of the interchange and would result in fewer impacts to a deep valley in the southwest quadrant. Alternative 7 would have access roads on both the eastern and western sides of I-69 and would eliminate both the Chambers Pike interchange and overpass. Refer to **Figure 5.3-5** to **Figure 5.3-10** (Pages 8 to 10 of each figure).

If both interchange locations were proposed, it would not comply with the FHWA three-mile minimum interstate interchange spacing for rural areas. Monroe County originally stated support for both interchange locations; however, if only one were to be built, the county stated a preference for the Sample Road interchange. The County remains supportive of the Sample Road interchange with an overpass at Chambers Pike Overpass.





An interchange at Sample Road is based upon the listing in the Tier 1 ROD, topographic and cemetery avoidance constraints, and the ability to provide access to a cluster of churches, residences, and commercial parcels between Beanblossom Valley and the Morgan-Monroe State Forest. Year 2035 traffic forecasts showed that interchanges at both Sample Road and Chambers Pike are not warranted (the combined total is less than 10,000 vehicles per day [VPD]) and an interchange at Sample Road would serve twice the traffic of an interchange at Chambers Pike (see **Section 5.6, Traffic Impacts**).

#### **Paragon Road/Liberty Church Road Interchange**

A potential interchange at Paragon Road was included in Tier 1 and was retained as an access to the nearby Morgan-Monroe State Forest. An alternative interchange location at Liberty Church Road was included based upon support of Morgan County and the City of Martinsville and local economic development, utilities, and City expansion plans.

The Indiana Department of Natural Resources (IDNR) has indicated that access via the Liberty Church location was preferable to Paragon Road due to the reduced impacts to the Morgan-Monroe State Forest. Through this portion of I-69, all Section 5 alternatives would affect Morgan-Monroe State Forest. Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8 would require acquisition of 7.64, 5.71, 1.22, 0.07, 0.10, or 0.38 acre(s) of managed lands for right-of-way, respectively. Additional information about Morgan-Monroe State Forest is provided in **Section 5.22, Managed Lands and Natural Areas**.

The City of Martinsville has extended utilities and is in the process of annexing east of existing SR 37, including Jordon Road to the east and Liberty Church Road to the south. The area west of I-69 at Liberty Church Road (which has significant amounts of floodplains) has limited development potential and is a potential location for a municipal well field (see **Section 11.3.1, Outreach Activities**).

Alternative 4 includes the Paragon Road interchange and Liberty Church Road overpass. Alternative 5 includes the Paragon Road overpass and Liberty Church Road interchange. These alternatives would also include a western access road using Turkey Track Road north from Paragon Road running parallel to I-69 to Liberty Church Road; and an east side access road that would connect portions of Old SR 37 north to the Liberty Church Road interchange/overpass, with no access road to the south. Refer to **Figure 5.3-5, Figure 5.3-6, and Figure 5.3-10** (Pages 12 and 13 of each figure).

The Refined Preferred Alternative 8 and Alternatives 6, 7, and 8 include a Liberty Church Road interchange with either a folded diamond or narrow diamond interchange and would eliminate the Paragon Road interchange or overpass, requiring closure of Paragon Road access to I-69. The Refined Preferred Alternative 8 includes a diamond interchange at Liberty Church Road, shifted slightly to the north to minimize impacts to the adjacent floodway on the west side of the highway. This change at Paragon Road would reduce construction costs and residential impacts and would maintain local access patterns. Access to Paragon Road/Pine Boulevard would be provided by a western access road using reconnected portions of Turkey Track Road. Access to the Morgan-Monroe State Forest would be provided by an eastern access road using reconnected portions of Old SR 37. The City of Martinsville and Morgan County preferred a grade separation



at Paragon Road if there were an interchange at Liberty Church Road and indicated strong support for an interchange at Liberty Church Road. Refer to **Figure 5.3-7** and **Figure 5.3-8** (Pages 12 and 13 of each figure).

Year 2035 traffic forecasts showed that the Paragon/Pine interchange would serve about 600 VPD less than the Liberty Church/Godsey interchange (see **Section 5.6, Traffic Impacts**). When combined with the input from the ELUP, IDNR, City of Martinsville, and Morgan County, the Paragon/Pine interchange was only included in Alternative 4 while the Liberty Church/Godsey interchange was included in Alternatives 4, 5, 6, 7, 8, and the Refined Preferred Alternative 8. The interchange construction for either location would include reconstructed lanes and shoulders along I-69, a bridge structure, approach ramps, and additional right-of-way.

#### **5.3.4.2 Travel Patterns and Local Public Road Connectivity**

The need to control access to interstate systems can result in the severance and closure of local public roads, requiring motorists to change established routes and adjust to new travel patterns to familiar destinations. This adjustment could have negative impacts on emergency responders, school bus routes, home service deliveries, businesses, residents, community facilities, and farmers in the project area. The change in travel patterns related to road closings could produce longer trips and slower response times for emergency responders. Businesses, residents, and community facilities may lose direct access to the corridor, resulting in longer trips. Farm operators, many of whom must access widely scattered fields with large, slow-moving farming equipment, would incur added distances which would result in lost time, reduced productivity, and higher costs.

Conversely, the ability of emergency responders to reach major medical centers, such as Bloomington, Indianapolis, and Evansville, employees and residents to reach regional commercial and employment centers, and farmers to reach regional markets would be improved because I-69 would provide a substantial travel time savings (see **Section 3.3, Screening of Alternatives**). Additionally, limited access along I-69 reduces the potential for conflict points, provides for more uniform travel speeds, and improves safety for all corridor users. Community related impacts, including beneficial and adverse impacts, are discussed in **Section 5.3.5, Community Facilities and Services**.

The Tier 1 study identified potential grade separations at many locations along the Section 5 corridor in order to maintain travel patterns and local public road connectivity. These grade separations and accessibility to land uses were discussed throughout the Tier 2 Section 5 public involvement process, including Section 5 CAC meetings and the July 20, 2005 public information meeting. Grade separations for most local roads, as recommended by the Tier 1 study, generally would be implemented under the various alternatives. The treatments of some local roads, however, have changed from the Tier 1 study recommendations or during the Tier 2 study, including additional assessment performed during detailed development of the alternatives. Proposed interstate and local access is shown on **Figure 5.3-5** to **Figure 5.3-10**. Changes at the crossings of these roads, as discussed below, may adversely alter some local travel patterns and public road connectivity.



Currently there are approximately 76 streets, ramps, roads, or driveways with access to existing SR 37 in Section 5. With construction of I-69 as a limited access facility, many local roads would be severed by the new right-of-way and closed, relocated, or have a grade separation (overpass or underpass structure) to go over or under the new roadway. It would also be necessary, in certain locations, to construct short segments of roadway to provide access to properties whose access would otherwise be cut off by I-69. Some access roads may not be necessary based on final land acquisition analysis. It may be more cost-effective and appropriate to landlock a parcel and acquire the entire property than to provide an access road. Final decisions concerning access roads and grade separations will be made during the detailed design and right-of-way acquisition phase.

The following pages discuss treatment of the local road access in the Section 5 corridor. **Figure 5.3-5** to **Figure 5.3-10** show the right-of-way for the proposed alternatives. These figures include the proposed locations of interchanges, grade separations, access roads, and road closures associated with each alternative. Additionally, interchange operations are discussed in **Section 5.6, Traffic Impacts**.

Grade separations would be constructed at various locations where I-69 would cross existing state highways and local roads. At some locations, local roads may be closed, realigned, or relocated using an access road. **Table 5.3-3** summarizes state highway and local road access (overpasses, interchanges, road relocations, and road closures) for each of the alternatives.

Some local access differs from the local access identified in the Tier 1 study (see **Table 3-26**). Decisions on the local access described below and shown in **Table 5.3-3** were made based upon detailed engineering development of the highway, traffic volumes, travel patterns, comments and input from the public (including school bus and emergency vehicle access), resource agency comments, local participating agency comments, potential impacts, and costs. The Refined Preferred Alternative 8 is a compilation of improved access with minimal impacts.

Changes in travel patterns and right-of-way acquisitions and/or displacements are direct impacts that are very specific to each residence, business, and community facility for each alternative. During INDOT's on-going coordination with potentially affected residents, businesses, and community facility providers, individuals generally supported alternatives that avoided property acquisition and provided maintenance or improvement of their existing access. Conversely, individuals expressed concern with specific impacts to their property or increased travel distances.

These concerns and preferences have been evaluated and considered throughout refinement of the alternatives. The Refined Preferred Alternative 8 represents incorporation of these issues to meet the purpose of the project, including local needs of reducing traffic congestion, improving traffic safety, and supporting local economic development initiatives while avoiding and minimizing impacts to the community as a whole. Specific community preferences and concerns have been incorporated throughout the alternative development process and are detailed in:



- **Chapter 3, Alternatives**
- **Chapter 6, Comparison of Alternatives**
- **Chapter 11, Comments Coordination and Public Involvement**
- **Appendix A, Business Needs Survey**
- **Appendix B, Participating Agency Meeting Summaries**
- **Appendix C, Agency Coordination Correspondence**
- **Appendix E, Expert Land Use Panel Meeting Notes**
- **Appendix G, Survey of Churches**
- **Appendix I, Survey of Schools**
- **Appendix P, Correspondence – Government Other than Resource Agencies**
- **Appendix Z, Emergency Responder Coordination**
- **Appendix CC, CAC and Public Information Meeting Summaries**
- **Appendix RR, Walnut Street Interchange Selection Report**

**Table 5.3-3** summarizes access changes at all interchanges, intersections, vehicle grade crossings, and driveways along I-69. **Table 5.3-4** summarizes the access roads used in each alternative to maintain connectivity with the proposed changes in access. **Figure 5.3-5** to **Figure 5.3-10** illustrate changes in access, as well as adjacent land uses and potential displacements. **Appendix JJ, Local Travel Accessibility Analysis**, includes travel time calculations from various origin and destination points within the Section 5 Study Area.

The following descriptions also generally identify land uses affected at each access point and if displacements would occur. Travel paths and distances noted represent the most direct route from the access point shown on **Figure 5.3-5** to **Figure 5.3-10** to the closest I-69 interchange location. In many cases, especially in the Bloomington area, alternate travel paths are available and individuals may select an alternate route depending on that trip's destination. The following access discussion also notes if displacements would occur related to the change in access associated with the mainline, interchange, grade separation, or access road improvement. This is not an inclusive discussion of displacement impacts, but rather is intended to provide context on the direct community impact associated with each alternative. Refer to **Section 5.2, Social Impacts**, for specific details on the number and type of displacements and relocations.

The discussion below, and **Figure 5.3-5** to **Figure 5.3-10**, provide a comparison between alternatives for community impacts associated with changes in travel patterns. Major land uses, community facilities, and displacements are also shown and discussed to provide context for the local community impact. These impacts are also discussed in more detail in **Section 5.2, Social Impacts** and **Section 5.5, Economic Impacts**. Generally, residents, business owners, and community facility representatives preferred to maintain or improve their existing access and to avoid property acquisition. They were additionally supportive of the overall safety and travel



time benefits associated with this limited access facility. A summary of the state highway and local access is as follows.

- **That Road:** That Road is an at-grade crossing of SR 37. That Road provides direct access to residences including the Bailey West neighborhood to the east and Stansifer neighborhood to the west. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: That Road would have a closure at I-69. New access road S1 would connect Tapp Road to Rockport Road to the Fullerton Pike interchange, approximately one mile to the north.
- West side: That Road would have a closure at I-69. Access would be provided along That Road to the Fullerton Pike interchange, one mile to the north.
- **Rockport Road:** Rockport Road is an at-grade crossing of SR 37 providing access into Bloomington and to areas southwest of Bloomington. Rockport Road provides direct access to residences (Stansifer neighborhood) to the west and Fullerton Pike TIF to the east. Direct access to I-69 will be eliminated at this location in all alternatives, but an overpass would extend Rockport Road over I-69 to maintain east/west connectivity.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Rockport Road would have an overpass. Access to I-69 would be provided along improved Rockport Road to Fullerton Pike interchange, approximately 0.8 mile north. The Rockport Road overpass would result in residential and business displacements. Refined Preferred Alternative 8 would potentially displace six residences.
- West side: Rockport Road would have an overpass. Access to I-69 would be provided along Rockport Road to That Road to the Fullerton Pike interchange, approximately one mile north. The Rockport Road and Fullerton Pike roadway improvements would result in residential and business displacements. Refined Preferred Alternative 8 would potentially displace two residences.
- **Judd Avenue (Garden Acres):** Judd Avenue is a street in the Garden Acres neighborhood west of SR 37 that provides access to Fullerton Pike and SR 37. Judd Avenue is closed in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8: Judd Avenue would have a closure at Fullerton Pike. Access to I-69 would be provided along Jeffery Drive to Sharon Drive to the Fullerton Pike interchange, approximately 0.7 mile to the west and south.





- **Fullerton Pike:** Fullerton Pike is a signalized intersection with SR 37 providing access to Garden Acres and Woodhaven Estates neighborhoods, businesses, Rural/Metro Ambulance, Bloomington Holiness Church, and Monroe Hospital. An interchange will be provided at Fullerton Pike in all alternatives, providing direct access to I-69.

Alternatives 4 and 5: Fullerton Pike would have a folded diamond interchange. Interchange ramps and access would result in business and institutional displacements on the western side, including Monroe Hospital Administration, Professional Golfcar, Rural/Metro Ambulance, Bloomington Holiness Church, and others. On the east side, associated with upgrades to Fullerton Pike and Rockport Road, over 20 residential displacements and 14 business displacements would occur. Access road S2 would provide access to a currently undeveloped parcel in the northeast quadrant of the interchange area.

Alternatives 6, 7, 8, and Refined Preferred Alternative 8: Fullerton Pike would be a double folded interchange. Interchange ramps and access would result in residential, business, and institutional displacements. Refined Preferred Alternative 8 would displace eight residences, one institution (Bloomington Holiness Church) and four businesses (Rural/Metro Ambulance, Scientia, LLC, Professional Golfcart Company, and C&H Stone Company).

- **Yonkers Street (Van Buren Park):** Yonkers Street is a street in the Van Buren Park neighborhood west of SR 37 that provides access to Tapp Road and SR 37. Yonkers Street would be closed in Alternatives 4, 5, 7, 8 and Refined Preferred Alternative 8 and would be maintained in Alternative 6.

Alternative 4: Yonkers Street would have a closure at Tapp Road. Access to I-69 would be provided along Indian Creek Drive to Fairington Drive to Rayle Place to Leonard Springs Road and the SR 45/2<sup>nd</sup> Street interchange, approximately 1.7 miles to the west and north.

Alternatives 5, 7, 8, and Refined Preferred Alternative 8: Yonkers Street would have a closure at Tapp Road. Access to I-69 would be provided along Indian Creek Drive to Fairington Drive to Rayle Place to the Tapp Road interchange, approximately 0.6 mile to the west and north.

Alternative 6 would maintain the existing connection to Tapp Road.

- **Rex Grossman Boulevard:** Rex Grossman Boulevard is a street east of SR 37 that provides a second/western access to the Southwestern Medical complex access at Tapp Road and SR 37. Rex Grossman Boulevard is also sometimes referred to as South Tech Park Boulevard, particularly on the north side of Tapp Road. Rex Grossman Boulevard would be closed in all six alternatives.

Alternatives 4 and 6 (which have no access to I-69 at Tapp Rd.): Rex Grossman Boulevard would have a closure at Tapp Road. Access would be provided from the south side to Cota Drive or from the north side to Schmaltz Boulevard and then both continuing





on to Deborah Drive to Tapp Road to Leonard Springs Road and the SR 45/2<sup>nd</sup> Street interchange (approximately 2.0 miles).

Alternatives 5, 7, 8 and Refined Preferred Alternative 8 (which have access to I-69 via a split diamond interchange): Rex Grossman Boulevard would have a closure at Tapp Road. Access would be provided from the south side to Cota Drive or from the north side to Schmaltz Boulevard and then both continuing on to Deborah Drive to Tapp Road and the Tapp Road interchange (approximately 0.5 mile).

- **Tapp Road:** Tapp Road is a signalized intersection with SR 37 providing access to Van Buren Park, Woodland Springs, Hickory Heights, and Poplar Hill neighborhoods, Southern Indiana Medical Center, and the Tapp Road TIF. Direct access to I-69 would be eliminated at this location in Alternatives 4 and 6, but both alternatives include an overpass to maintain connectivity. Alternatives 5, 7, 8, and Refined Preferred Alternative 8 include a split-diamond interchange with Tapp Road and SR 45/2<sup>nd</sup> Street.

Alternatives 4 and 6: Tapp Road would have an overpass to maintain east-west connectivity.

- East side: Access to I-69 would be provided along Tapp Road to Weimer Road to the SR 45/2<sup>nd</sup> Street interchange, approximately 2.5 miles north. The overpass would result in business displacements.
- West side: Access to I-69 would be provided along Tapp Road to Leonard Springs Road to the SR 45/2<sup>nd</sup> Street interchange, approximately 1.5 miles north. The overpass would result in residential displacements.

Alternatives 5, 7, 8, and Refined Preferred Alternative 8: Tapp Road would have a split-diamond interchange with SR 45/2<sup>nd</sup> Street. The split-diamond interchange provides limited access unidirectional (one way travel only) access roads carrying traffic between Tapp Road and SR 45/2<sup>nd</sup> Street, with northbound traffic on the east side of I-69 and southbound traffic on the west side.

- East side: Access would be provided at Tapp Road and along the new unidirectional access road to the SR 45/2<sup>nd</sup> Street interchange, approximately 0.75 mile north.
  - West side: Access would be provided at Tapp Road and along the new unidirectional access road to the SR 45/2<sup>nd</sup> Street interchange, approximately 0.75 mile north. The access road and Tapp Road improvements would result in residential displacements. Refined Preferred Alternative 8 would displace over 20 residences.
- **Barger Lane (Hickory Heights):** Barger Lane is a street in the Hickory Heights neighborhood that provides access to Tapp Road and SR 37. Barger Lane is closed at Tapp Road in all alternatives.



Alternatives 4, 5, 6, 7, and Alternative 8: Barger Lane would have a closure at Tapp Road. Access to I-69 would be provided along access road S3-A to Maple Leaf Drive to Hickory Leaf Drive to the SR 45/2<sup>nd</sup> Street interchange, approximately 0.8 mile to the north.

Refined Preferred Alternative 8: Barger Lane will have closure at Tapp Road. During the DEIS Comment Period, a number of residents of the Leonard Springs neighborhood expressed concern with the additional traffic through their neighborhood. Increased travel time associated with re-routing Barger Lane traffic to Maple Leaf Drive was also noted as a concern. As a result, access to I-69 will be provided along access road S3-B to Danlyn Road to the Tapp Road interchange, reducing the additional miles of travel to 0.2 mile. This access point would result in one residential displacement; a mobile home within Hickory Heights.

- **SR 45/2<sup>nd</sup> Street/Bloomfield Road:** SR 45/2<sup>nd</sup> Street is an existing folded diamond interchange providing access to major retail and business establishments and neighborhoods (Leonard Springs and Westwood) on the west and multiple apartment complexes and recreational areas (Wapehani Mountain Bike Park and Twin Lakes Sports Park) on the east. An interchange will be provided at SR 45/2<sup>nd</sup> Street in all alternatives providing direct access to I-69.

Alternative 4: Access would be provided with a tight diamond interchange. Access road S4 would provide realigned access to Walmart and Sam's Club. Access road S5 would provide realigned access to Oakdale Square and Wapehani Hill Apartments. Access roads would result in business (Aldi, Bloomfield State Bank, Steak and Shake, A Touch of Grace, and Computer Clubhouse) and residential displacements.

Alternative 5: Access would be provided with a split-diamond interchange with Tapp Road. Access road S4 would provide realigned access to Walmart and Sam's Club. Access road S5 would provide realigned access to Oakdale Square and Wapehani Hill Apartments. Access roads would result in similar business and residential displacements as Alternative 4.

Alternative 6: Access would be provided with the existing folded diamond interchange and would not result in any displacements.

Alternatives 7, 8, and Refined Preferred Alternative 8: Access would be provided with a split-diamond interchange with Tapp Road and would not result in any displacements at SR 45/2<sup>nd</sup> Street.

- **SR 48/3<sup>rd</sup> Street:** SR 48/3<sup>rd</sup> Street is an existing diamond interchange providing access to major retail and services. SR 48/3<sup>rd</sup> Street to the west also provides access to Ivy Tech Community College and 3<sup>rd</sup> Street is a main access for downtown Bloomington and IU. An interchange will be provided at SR 48/3<sup>rd</sup> Street in all alternatives, providing direct access to I-69.



Alternative 4: Access would be provided with a tight diamond interchange. The interchange would result in business displacements, including Bob Evans, Outback Steakhouse, Monroe Co. Pizza, McDonalds, Arby's, and Cheddar's (previously the site of the Scottish Inn).

Alternative 5: Access would be provided with a single point urban interchange. The interchange would result in similar business displacements as Alternative 4.

Alternatives 6, 7, 8, and Refined Preferred Alternative 8: Access would be provided with the existing diamond interchange, thus reducing business displacements at this location. Refined Preferred Alternative 8 would potentially displace McDonald's to accommodate expanded bike/pedestrian facilities along 3<sup>rd</sup> Street in response to comments received on the DEIS.

- **Whitehall Crossing Blvd:** Whitehall Crossing Boulevard has right in/right out access on the west side of SR 37. Whitehall Crossing Boulevard provides access to major retail, restaurants, and services in the Whitehall/West 3<sup>rd</sup> TIF. Direct access to I-69 would be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8: Whitehall Crossing Boulevard would have a closure at I-69. Access would be provided along Gates Drive to the SR 48/3<sup>rd</sup> Street interchange, approximately one mile south. The mainline improvements associated with Alternatives 4 and 5 would result in commercial displacements both east and west of I-69 near Whitehall Crossing Boulevard.

- **Vernal Pike:** Vernal Pike is a signalized intersection with SR 37. Vernal Pike provides east-west connectivity, but has severe curves and sight distance constraints on both sides of SR 37. Industrial, warehouse, and service businesses are located on the west and residences on the east. Direct access to I-69 would be eliminated at this location in all alternatives.

Alternatives 4, 5, 6: Vernal Pike would have a new underpass connecting to 17<sup>th</sup> Street on the east and Vernal Pike on the west. The grade of this underpass would require the closure of Crescent Road at 17<sup>th</sup> Street. Access road S6 would provide a realigned connection between Vernal Pike and Industrial Park Drive on the west side of I-69.

- East side: Access would be provided from Vernal Pike to 11<sup>th</sup> Street to Rogers Street/Kinser Pike to the existing SR 46 interchange, approximately 3.3 miles to the north. Access would also be provided from Vernal Pike to Adams Street to the SR 48/3<sup>rd</sup> Street interchange, approximately 2.4 miles to the south. The underpass would result in residential displacements.
- West side: Access would be from Vernal Pike to Curry Pike to the existing SR 46 interchange (3.8 miles to the north) or Vernal Pike to Curry Pike to SR 48/3<sup>rd</sup> Street (2.8 miles to the south). The underpass and access road realignment would result in residential and business displacements.



Alternatives 7, 8, and Refined Preferred Alternative 8: Vernal Pike would have a new overpass connecting 17<sup>th</sup> on the east and Vernal Pike on the west. Access road S6 would provide a realigned connection between Vernal Pike and Industrial Park Drive.

- East side: Access would be provided from Vernal Pike to Crescent Road to 17<sup>th</sup> Street to Kinser Pike, to the existing SR 46 interchange, approximately 3.0 miles to the north. The overpass would result in fewer residential displacements than the overpass option in Alternatives 4, 5, and 6. Refined Preferred Alternative 8 would displace two residences and a business (Dotlich Crane Service).
- West side: Access would be provided from Vernal Pike to Curry Pike to the existing SR 46 interchange to the north (3.8 miles) or from Vernal Pike to Curry Pike to the SR 48/3<sup>rd</sup> Street interchange to the south (2.8 miles). The overpass and access road realignment would result in residential and business displacements. Refined Preferred Alternative 8 would displace 12 residences and a business (Sturgis Garage and Wrecker Services).
- **17<sup>th</sup> Street:** This road currently does not have direct access to SR 37. The I-69 project plans to construct a grade separated crossing (underpass or overpass) at this location as identified in the previous Vernal Pike discussion. The extension of 17<sup>th</sup> Street west across I-69 would then connect and provide access to Vernal Pike on the west side of I-69. Residents along 17<sup>th</sup> Street would have improved east-west access across I-69 in all alternatives.
- **Crescent Road:** Crescent Road does not currently have direct access to SR 37. Crescent Road is a residential street that turns to the east, transitioning into 17<sup>th</sup> Street. Crescent Road includes varied income housing opportunities including housing with reserved low income units at Crescent Pointe.

Alternatives 4, 5, 6: Closure will be accomplished with a cul-de-sac at the north end of Crescent Road to accommodate the underpass extension of 17<sup>th</sup> Street/Vernal Pike across I-69. Access to I-69 would be via Marquis Drive, Lismore Drive to 17<sup>th</sup> Street to Arlington Road to the SR 46 interchange.

Alternatives 7, 8, and Refined Preferred Alternative 8: Crescent Road continues to remain connected to 17<sup>th</sup> Street. Access to I-69 would be via Marquis Drive, Lismore Drive to 17<sup>th</sup> Street to Arlington Road to the SR 46 interchange.

- **SR 46:** SR 46 is an existing folded loop interchange connecting the Town of Ellettsville with downtown Bloomington. This interchange also provides direct access to the Bloomington TIF (or North Park TIF) located on the west side of SR 37. The current full interchange access would be maintained in all alternatives.
- **Arlington Road:** The existing Arlington Road currently has an overpass over SR 37 which provides east/west access. Major land uses along Arlington Road include industrial (quarry) operations, INDOT sub district, office buildings, and residences. In current conditions, residents and businesses access SR 37 by traveling north to the SR 46



interchange. All build alternatives provide an I-69 overpass at this location so that existing travel patterns are unaffected. In this location, the reconstructed overpass associated with Alternatives 6, 7, and 8, would result in a residential displacement. Alternatives 4 and 5 would result in both residential business displacements due to the reconstructed overpass and mainline widening. No relocations at this location are anticipated under Refined Preferred Alternative 8.

- **Acuff Road:** Acuff Road currently is an at-grade crossing with SR 37. Acuff Road provides access to residences in the Maple Grove Road Rural Historic District on the west. On the east, Acuff Road provides access to the Kinser Pike/Prow Road TIF, three churches (Northside Christian Church, Life Church, and Shepard of the Hills Wesleyan), Meadows Hospital, Bloomington North High School, neighborhoods, and businesses. Direct access to I-69 would be eliminated at this location in all alternatives.

#### Alternative 4:

- East side: Acuff Road would have a closure at I-69. Access to I-69 would be provided along Acuff Road to Kinser Pike to access road S9 to access road S8 to the Kinser Pike interchange, approximately 1.3 miles north. Additionally, access to I-69 would be provided along Acuff Road to Kinser Pike to existing SR 46, approximately 3.0 miles to the south.
- West side: Acuff Road would have a closure at I-69. Access to I-69 would be provided along Acuff Road to Maple Grove Road to Arlington Road to Hunter Lane to Hunter Valley Road to the existing SR 46 interchange, approximately 3.1 miles to the south.

#### Alternatives 5, 8, and Refined Preferred Alternative 8:

- East side: Acuff Road would have a closure at I-69. Access to I-69 would be provided along Acuff Road to Kinser Pike to Bayles Road to SR 37 Business to the Walnut interchange 2.7 miles north.
- West side: Acuff Road would have a closure at I-69. Access to I-69 would be provided along Acuff Road to Maple Grove Road to Arlington Road to Hunter Lane to Hunter Valley Road to the existing SR 46 interchange, approximately 3.1 miles to the south.

#### Alternatives 6 and 7:

- East side: Access to I-69 would occur via Acuff Road to Kinser Pike to the SR 46 interchange 3.1 miles south.
- West side: Access to I-69 would occur via Acuff Road to Maple Grove Road to Arlington Road to Hunter Lane to Hunter Valley Road to the existing SR 46 interchange, approximately 3.2 miles to the south.



- **Kinser Pike:** Kinser Pike currently is an at-grade crossing with SR 37. Kinser Pike provides access to residences, businesses, agriculture, and the Kinser Pike/Prow Road TIF.

Alternative 4: Kinser Pike would provide full access with a diamond interchange.

- East side: Full access would be provided with a new interchange at Kinser Pike. Access roads S8 and S9 would provide a realigned connection to Kinser Pike and Walnut Street. The interchange would result in four residential displacements.
- West side: Full access would be provided with a new interchange at Kinser Pike. The interchange would result in approximately nine residential displacements.

Alternatives 5, 8, and Refined Preferred Alternative 8: Kinser Pike would have an overpass to maintain east-west connectivity.

- East side: Access to I-69 would be provided along Kinser Pike to Bayles Road to the new Walnut Street interchange, approximately 2.0 miles to the north. For southbound travel on I-69, access would be provided along Kinser Pike to the existing SR 46 interchange, approximately 3.7 miles south. The overpass and road connections would reduce residential displacements.
- West side: The new overpass connects Kinser Pike to North Kinser Pike, which transitions to Bottom Road and the new Walnut Street interchange, approximately 1.3 miles to the north. The overpass and road connections would result in residential displacements. Refined Preferred Alternative 8 would potentially displace two residences.

Alternative 6: Kinser Pike would be closed on the east and west side of I-69.

- East side: Access to I-69 would be provided along Kinser Pike to Bayles Road to Walnut Street to new access road C1 to the Sample Road interchange, approximately 4.7 miles to the north. For southbound travel on I-69, access would be provided along Kinser Pike to the existing SR 46 interchange, approximately 2.9 miles south.
- West side: Access to I-69 would be accommodated by a combination of North Kinser Pike, which transitions to Bottom Road to new access roads C2 to C4 to the Sample Road interchange, approximately 3.5 miles to the north. The overpass and road connections would result in one residential displacement.

Alternative 7: Kinser Pike would have an overpass to maintain east-west connectivity.

- East side: Access to I-69 would be provided along Kinser Pike to Bayles Road to the existing partial interchange at Walnut (for northbound Walnut Street to northbound I-69), approximately 2.2 miles to the north. For southbound travel on





I-69, access would be provided along realigned Kinser Pike, to the existing SR 46 interchange, approximately 3.6 miles south.

- West side: The new overpass connects Kinser Pike to North Kinser Pike, which transitions to Bottom Road and provides access along new access roads to Sample Road interchange, approximately 3.6 miles north. The overpass and road connections would result in approximately 12 residential displacements.
- **Bottom Road:** Bottom Road is located on the west side of SR 37 and transitions into Kinser Pike to the south of this connection. It currently provides direct agricultural access. Direct access to I-69 would be eliminated at this location in all alternatives.

Alternative 4:

- East side: Not applicable.
- West side: Bottom road would connect with the new Walnut Street overpass. Access would be provided from Bottom Road to the Kinser Pike interchange, approximately 1.4 miles to the south.

Alternatives 5 and 8:

- East side: Not applicable.
- West side: Bottom Road would be closed at its current access point, but would connect to the full interchange at Walnut Street, approximately 0.4 mile to the north.

Alternatives 6 and 7:

- East side: Not applicable.
- West side: New access roads C2 and C3 would provide access at the Sample Road interchange, 2.8 miles to the north.

Refined Preferred Alternative 8:

- East side: Not applicable.
- West side: Bottom Road would be closed at its current access point. For northbound travelers, I-69 access would occur along Bottom Road to Simpson Chapel Road to Sample Road to the Sample Road interchange, about 4.9 miles northward. For southbound travelers, I-69 access would occur along Bottom Road to Kinser Pike to the Kinser Pike overpass, to Acuff Road, to Prow Road, to Arlington Road, to the SR 46 interchange, approximately 3.9 miles southward.



- **SR 37 Business/Walnut Street:** Walnut Street is currently a partial interchange providing access from southbound SR 37 to southbound Walnut Street and northbound Walnut Street to northbound SR 37. Walnut Street, also known as “37 Business” provides direct access to residential and agricultural properties and serves as gateway access for downtown Bloomington and IU. The Bloomington Visitors Center is located on Walnut Street just south of the existing interchange. This interchange does not currently provide access to the west at Bottom Road.

Alternative 4:

- East side: No direct access would be provided and travelers on southbound I-69 would be required to continue south to the Kinser Pike interchange. A new overpass would connect Walnut Street with Bottom Road. From Bottom Road, Kinser Pike would provide access at the Kinser Pike interchange, approximately 1.6 miles to the south. Northbound travel to access I-69 would be accommodated by a combination of new access roads C1 and C3 to the Sample Road interchange, approximately 2.6 miles to the north, or by utilizing access road S8 from Walnut Street to the new Kinser Pike interchange. Residential displacements would occur along the new access roads.
- West side: No direct access would be provided. A new overpass would connect Bottom Road and Walnut Street. From Bottom Road, Kinser Pike would provide access at the Kinser Pike interchange, approximately 1.6 miles to the south.

Alternatives 5 and 8:

- East side: Access would be provided by a full interchange at Walnut Street. Realignment of Walnut Street would result in a residential displacement. An interchange at this location maintains the gateway access to Bloomington, IU, and the Bloomington Visitors Center on Walnut Street. Alternative 8 also includes an option that would maintain the existing partial interchange, but would require special authorization by FHWA to retain this feature (southbound I-69 to southbound Walnut Street and northbound Walnut Street to northbound I-69).
- West side: Access would be provided by a full interchange at Walnut Street.

Alternative 6:

- East side: No direct access would be provided. A new overpass would connect Walnut Street with Bottom Road and Kinser Pike. Access to I-69 would be accommodated by a combination of new access and local roads to the Sample Road interchange, approximately 2.6 miles to the north. Realignment of Walnut Street would result in a residential displacement.



- West side: No direct access would be provided. A new overpass would connect Bottom Road and Walnut Street. Access to I-69 would be accommodated by a combination of new access and local roads to the Sample Road interchange, approximately 2.6 miles to the north.

#### Alternative 7:

- East side: Alternative 7 would maintain the existing partial interchange, but would require special authorization by FHWA to retain this feature (southbound I-69 to southbound Walnut Street and northbound Walnut Street to northbound I-69). Additionally, northbound travel to access I-69 would be accommodated by a combination of new access and local roads to the Sample Road interchange, approximately 2.6 miles to the north.
- West side: Not applicable – There would be no direct connection to Bottom Road from I-69. New access road C2 and C4 would provide access at the Sample Road interchange, approximately 3 miles to the north.

#### Refined Preferred Alternative 8:

- For the Refined Preferred Alternative 8, INDOT has considered the opportunity to use the existing partial interchange at Walnut Street instead of a full interchange which provides entrance and exit movements for both northbound and southbound traffic. FHWA has approved the use of the partial interchange (**Appendix RR, Walnut Street Interchange Selection Report**).
- East side: FHWA has approved the use of a partial interchange retaining this existing feature (southbound I-69 to southbound Walnut Street and northbound Walnut Street to northbound I-69). The partial interchange at this location maintains the gateway access to Bloomington, IU, and the Bloomington Visitors Center on Walnut Street.
- West side: Not applicable – There would be no direct connection to Bottom Road from I-69. For northbound travelers, I-69 access would occur along Bottom Road to Simpson Chapel Road to Sample Road to the Sample Road interchange, about 4.9 miles northward. For southbound travelers, I-69 access would occur along Bottom Road to Kinser Pike to the Kinser Pike overpass, to Acuff Road, to Prow Road, to Arlington Road, to the SR 46 interchange, approximately 3.9 miles southward.
- **Connaught Road (driveway to Hoosier Energy)/Charlie Taylor Lane (Thompson's Furniture):** The current at-grade crossing provides access to SR 37 for commercial and residential properties on both sides of the highway. Existing businesses include Thompson's Furniture on the west and Hoosier Energy on the east. No direct I-69 access or crossing would be provided at this location.



Alternatives 4, 5, 6, 7, and 8:

- East side: Access to I-69 will be provided via new access roads (C1 and C3) to Sample Road interchange, resulting in approximately 2.0 miles of additional travel.
- West side: Access to I-69 will be provided via new access road (C4) to the Sample Road interchange, which results in approximately 1.7 miles of additional travel. The new access road results in residential and/or business displacements for Alternatives 4 through 7.

Refined Preferred Alternative 8:

- East side: Access to I-69 will be provided via a new access road (C3) from Connaught Road to Sample Road interchange, resulting in approximately 3.7 miles of additional travel.
- West side: Access to I-69 would be provided via new access road (C4) to the Sample Road interchange, which results in approximately 1.7 miles of additional travel.
- **Ellis Road:** Ellis Road provides direct access to SR 37 for business and residential properties east and west of the highway. Existing businesses include Gibraltar Design on the west and Hoosier Energy on the east. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Access to I-69 would be provided via a new access road (C3) to the Sample Road interchange, resulting in approximately 1.5 miles of additional travel. The new access road will result in residential displacements. Refined Preferred Alternative 8 would result in one potential residential displacement north of Ellis Road.
- West side: Access to I-69 will be provided via a new access road (C4) to Sample Road interchange, resulting in approximately 1.5 miles of additional travel. The new access road results in residential displacements.
- **Griffith Cemetery Road:** This access on the west side of SR 37 provides direct access for a residence, agricultural land, and a community facility (Griffith Cemetery). Direct access to I-69 will be eliminated at this location in all alternatives.



Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Access to I-69 will be provided via a new access road (C4) to the Sample Road interchange, resulting in approximately 1.3 miles of additional travel. The new access road results in residential displacements. Refined Preferred Alternative 8 would result in two potential residential displacements north of Griffith Cemetery Road
- **Wylie Road/Showers Road:** This at-grade crossing has full access to SR 37 on the east side and provides access to residences and agricultural land. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4 and 6:

- East side: Access to I-69 will be provided via a new access road (C4) to the Sample Road interchange, resulting in approximately 1.1 miles of additional travel. The new access road results in residential displacements.
- West side: Not applicable.

Alternatives 5, 7, 8, and Refined Preferred Alternative 8:

- East side: Access to I-69 will be via new the access road (C3), north to the Sample Road interchange, resulting in approximately 1.1 miles of additional travel. Access is also provided along a new access road (C3 to C1), south to the Walnut Street interchange, resulting in approximately 1.4 miles of additional travel. The new access roads result in residential displacements. Refined Preferred Alternative 8 would result in five potential residential displacements north of Wylie Road.
- West side: not applicable.
- **Unnamed driveway (west of Wylie Road):** This driveway provides direct access to a residential property on the west side of SR 37. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Access not provided and residential property displaced.
- **Stonebelt Drive/Purcell Drive:** These current at-grade crossings provide access to SR 37 for residential and community properties located east and west of the highway. Stonebelt Drive provides access to the Stone Belt Shrine Club and residences on the west



and Purcell Drive provides access to residences on the east. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Access to I-69 is provided via new access road C3 to the Sample Road interchange, resulting in approximately 0.9 mile of additional travel. The new access road results in residential displacements. Refined Preferred Alternative 8 would result in two potential residential displacements north of Purcell Drive.
- West side: Residential and community access to I-69 is provided via new access road C4 to the Sample Road interchange, resulting in approximately 0.9 mile of additional travel. The new access road results in residential displacements. Refined Preferred Alternative 8 would result in two potential residential displacements north of Stonebelt Drive.
- **Unnamed local road (west of southern N. Wayport Road intersection):** This at-grade intersection currently has full access to SR 37 including residences and agriculture on the west and residences in the Wayport neighborhood and the Washington Township water pump station on the east. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential access to I-69 is provided via new access road C3 to the Sample Road interchange, resulting in approximately 0.7 mile of additional travel. The new access road results in residential displacements (depending on the alternative) and Washington Township water pump station displacement under all six alternatives.
- West side: Residential access to I-69 is provided via new access road C4 to the Sample Road interchange, resulting in approximately 0.6 mile of additional travel. The new access road results in residential displacements. Refined Preferred Alternative 8 would result in one potential residential displacement in this area.
- **Wayport Road:** Wayport Road is an at-grade crossing with SR 37 and has full access. Wayport Road provides direct access to residences on the west and businesses to the east. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Access to I-69 is provided via new access road C3 to the Sample Road interchange, resulting in approximately 0.3 mile of additional travel. Business displacements vary based on type of interchange provided at Sample Road. Under Refined Preferred Alternative 8, Nature's Way and Thompson's Furniture would potentially be displaced.





- West side: Residential access to I-69 is provided via new access road C4 to the Sample Road interchange, resulting in approximately 0.3 mile of additional travel.
- **Sample Road:** This at-grade intersection currently has full access to SR 37 on both sides of the road. Sample Road provides direct access to businesses and residences on the east of SR 37 and the Sample Road Neighborhood and Canyon Estates to the west. An interchange will be provided in all alternatives.

Alternatives 4 and 5:

- East and West side: A diamond interchange access will be provided along existing Sample Road. The new interchange results in approximately nine residential and one business displacement (Wylie Floor Covering).

Alternatives 6, 7, 8, and Refined Preferred Alternative 8:

- East side and West side: A folded urban interchange access will be provided along existing Sample Road. The interchange and access roads C3, C4 and C5 results in similar residential and business displacements as Alternatives 4 and 5. Refined Preferred Alternative 8 would potentially displace Wylie's Floor Covering and seven residences.
- **Unnamed driveway to Bloomington Autoparts:** This driveway provides direct access to SR 37 for Bloomington Auto Parts on the east side. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Business access to I-69 will be provided via new access road C5 (converted from existing northbound SR 37) to the Sample Road interchange, resulting in approximately 0.4 miles of additional travel.
- West side: Not applicable.
- **Unnamed driveway to Wayport Kennels:** This driveway provides direct access to SR 37 for Wayport Kennels and a residence on the west side. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable.
- West side: Access to I-69 is not provided, and the business and residence are displaced at this location.



- **Unnamed driveway to Worm’s Way and residence:** This driveway provides direct access to SR 37 for Worm’s Way Nursery and Home Brewing Supply on the east side. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Business will access I-69 via new access road C5 (converted from existing northbound SR 37) south to Sample Road interchange, resulting in approximately 0.6 mile of additional travel.
- West side: Not applicable.
- **Simpson Chapel Road/ Duxberry Drive (includes Thames Dr. and Winery Rd.):** Simpson Chapel Road/Duxberry Drive is an intersection with full access east and west of SR 37. This intersection provides residential, business, and community access including Oliver Winery to the east and Scholar’s Inn Bakehouse, The Light Source, and Simpson Chapel Methodist Church to the west. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side (Winery Road): Oliver Winery and Windsor Estates will access I-69 via a new access road C5 (converted from existing northbound SR 37) to the Sample Road interchange to the south, resulting in approximately 1.1 miles of additional travel.
- West side (Simpson Chapel Road): Residential, business, and community access will be provided along existing Simpson Chapel Road to the Sample Road interchange, resulting in approximately 1.4 miles of additional travel. Mainline improvements would result in business displacements. Refined Preferred Alternative 8 would potentially relocate The Light Source and a neighboring vacant building.
- **Lee Paul Road:** This at-grade crossing has full access to SR 37 and provides business and residential access. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Residential and business access will be provided by new access road C6 to Simpson Chapel Road and then south to the Sample Road interchange, resulting in approximately 1.8 miles of additional travel.



- **Unnamed driveways (east of Lee Paul Rd):** This at-grade crossing has full access to SR 37 and provides residential access. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential access to I-69 will be via new access road C5 (converted from existing northbound SR 37) to the Sample Road interchange to the south, resulting in approximately 1.4 miles of additional travel. Access road and mainline improvements result in business displacements. Under Refined Preferred Alternative 8, one residence and two businesses (RWS Storage and TK Constructors) would potentially be displaced.
- West side: Not applicable
- **Fox Hollow Road:** Fox Hollow Road has access east of SR 37. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential and community (Family Life Worship Center) access to I-69 will be provided via new access road C5 (converted from existing northbound SR 37) to the Sample Road interchange, resulting in approximately 1.7 miles of additional travel.
- West side: Not applicable
- **Unnamed driveway (north of Fox Hollow Road):** This unnamed driveway provides access to an undeveloped parcel west of SR 37. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Residential access to I-69 will be provided by new access road C6 to Simpson Chapel Road and then south to the Sample Road interchange, resulting in approximately 2.0 miles of additional travel.
- **Unnamed driveway 1 (south of S. Crossover Road – formerly Daisy Hill Farm):** This unnamed driveway provides access to agricultural parcels on the east side of SR 37. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

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- East side: Undeveloped parcel access would occur via new access road C5 (converted from existing northbound SR 37) to Sample Road interchange, resulting in approximately 2.0 miles of additional travel.
- West side: Residential access to I-69 will be provided by new access road C6 to Simpson Chapel Road and then south to the Sample Road interchange, resulting in approximately 2.3 miles of additional travel.
- **Unnamed driveway 2 (south of S. Crossover Road):** access to undeveloped parcels on east side of SR 37. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Undeveloped parcel access via a new access road C5 (converted from existing northbound SR 37) to Sample Road interchange, resulting in approximately 2.3 miles of additional travel.
- West side: Not applicable
- **Unnamed Local Rd. (east of Norm Anderson Road/S. Crossover Road)/ Norm Anderson Rd./N. Crossover Road:** South Crossover Road is located on the west side of SR 37 and an unnamed access road is located on the east side. There is full access to SR 37 at this intersection; however, direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Undeveloped parcel access via new access road C5 (converted from existing northbound SR 37) to Sample Road interchange, resulting in approximately 2.4 miles of additional travel.
- West side: Residential access to I-69 will be provided by new access road C6 to Simpson Chapel Road and then south to the Sample Road interchange, resulting in approximately 5 miles of additional travel.
- **Unnamed driveway (Poynter Sheet Metal):** This driveway provides direct access to SR 37 for Poyntner Sheet Metal on the east side. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Poynter Sheet Metal and residential access provided via new access road C5 (converted from existing northbound SR 37) to Sample Road interchange, resulting in approximately 2.6 miles of additional travel.
- West side: Not applicable



- **N. Crossover Road/E. Chambers Pike Road:** North Crossover Road is located on the west side of SR 37, and East Chambers Pike Road is located on the east side. There is full access to SR 37 at this intersection; however, direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4 and 5: A new overpass will provide east/west connectivity across I-69 connecting Chambers Pike Road to Dittmore Road.

- East side: New access road C5 will provide access south to the Sample Road interchange, resulting in approximately 3.4 miles of additional travel.
- West side: Residential access will be provided by new access road C6 to Simpson Chapel Road connecting to the Sample Road interchange, resulting in approximately 3.4 miles of additional travel.

Alternatives 6, 8, and Refined Preferred Alternative 8: A new overpass will provide east/west connectivity across I-69 connecting Chambers Pike Road to Crossover Road.

- East side: Residential access via new access road C5 (converted from existing northbound SR 37) to the Sample Road interchange, resulting in approximately 3.1 miles of additional travel. Refined Preferred Alternative 8 would potentially displace four residences.
- West side: Residential access will be provided by new access road C6 connecting to North Crossover Road, to Simpson Chapel Road to the Sample Road interchange, resulting in approximately 3.1 miles of additional travel. Refined Preferred Alternative 8 would potentially displace one residence and a four-unit multi-family residence.

Alternative 7: No direct I-69 access or crossing would be provided at this location. Rerouting to a local access road would be necessary.

- East side: Residential access to I-69 will be via new access road C5 (converted from existing northbound SR 37) to the Sample Road interchange, resulting in approximately 2.9 miles of additional travel.
  - West side: Residential access will be provided by new access road C6 connecting to North Crossover Road, to Simpson Chapel Road and then south to the Sample Road interchange, resulting in approximately 3.1 miles of additional travel.
- **Sylvan Lane/Sparks Lane:** Sylvan Lane is located on the west side of SR 37 and Sparks Lane is on the east side. There is full access to SR 37 at this intersection; however, direct access to I-69 will be eliminated at this location in all alternatives.



Alternatives 4 and 5:

- East side (Sparks Lane): Access not provided and approximately two residential properties will be acquired along Sparks Lane.
- West side (Sylvan Lane): Residential access will be provided by new access roads C6 and C8 to Simpson Chapel Road connecting to the Sample Road interchange, resulting in approximately 3.5 miles of additional travel.

Alternatives 6, 8, and Refined Preferred Alternative 8:

- East side (Sparks Lane): Residential access to I-69 via new access road C7 to Chambers Pike to access road C5 (converted from existing northbound SR 37) and then south to Sample Road interchange, resulting in approximately 3.2 miles of additional travel.
- West side (Sylvan Lane): Residential access to I-69 will be provided by new access roads C6 and C8 to Simpson Chapel Road, and then south to the Sample Road interchange, resulting in approximately 3.5 miles to the south. Refined Preferred Alternative 8 would potentially displace one residence north of Sylvan Lane.

Alternative 7:

- East side (Sparks Lane): Residential access to I-69 will be provided by new access roads to Simpson Chapel Road, and then south to the Sample Road interchange, resulting in approximately 3.3 miles of additional travel.
- West side (Sylvan Lane): Residential access to I-69 will be provided by new access roads C6 and C8 to Simpson Chapel Road, and then south to the Sample Road interchange, resulting in approximately 3.5 miles of additional travel.
- **Unnamed driveway (north of Sylvan Lane):** This driveway provides direct access to SR 37 for residential properties on the west side. Direct access to I-69 will be eliminated at this location in all alternatives.

Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Residential access will be provided by new access roads C6 and C8 to Simpson Chapel Road, and then south to the Sample Road interchange, resulting in approximately 3.7 miles of additional travel.
- **Burma Road:** Burma Road is located on the west side of SR 37 and has full access. There will be no direct access to I-69 from Burma Road.





Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Residential access to I-69 will be provided by new access roads C6 and C8 to Simpson Chapel Road, and then south to the Sample Road interchange, resulting in approximately 3.9 miles of additional travel.
- **Unnamed at-grade access into Morgan-Monroe State Forest (south of Bryant's Creek Road):** This forest access road provides direct access to SR 37 on the eastside; however, at this location there will be no direct access to I-69 in any of the alternatives. In Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8, forest access will be provided from Chambers Pike Road resulting in over 2.0 miles of additional travel.
- **Bryant's Creek Road:** Bryant's Creek Road currently has direct access to SR 37 on the east side; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Direct access to I-69 will not be provided, however residents will access I-69 by following Bryant's Creek Road to Old SR 37 and then to the Paragon Road interchange, resulting in approximately 4.8 miles of additional travel.
- West side: Not applicable

Alternatives 5, 6, 8, and Refined Preferred Alternative 8:

- East side: Direct access to I-69 will not be provided; however, residents will access I-69 by following Bryant's Creek Road to Old SR 37 and then to the Liberty Church interchange, resulting in approximately 6.7 miles of additional travel. In this area, Washington Township Fire & Rescue has indicated it uses existing SR 37 for almost every response it makes. Development of I-69 and closure of Bryant's Creek Road access could affect response routes and times. Further details are included in **Section 5.3.5, Community Facilities and Services**. Under Refined Preferred Alternative 8, two residences would be potentially displaced by loss of access based on I-69 development and floodplain conditions that could restrict access during flood events.
- West side: Not applicable

Alternative 7: A new overpass provides east/west connectivity to the southern terminus of Turkey Track Road on the west with Bryant's Creek Road on the east.

- East side: The overpass connects Bryant's Creek Road via proposed access road C9 to Turkey Track Road/Cooksey Lane and north on Turkey Track Road to the Liberty Church interchange, resulting in approximately 3.5 miles of additional



travel. This alternative also results in residential displacements along Petro Lane due to construction of access road C9.

- West side: Not applicable
- **Turkey Track Road/Cooksey Lane/Petro Road:** Turkey Track Road is located on the west side of SR 37 and Cooksey Lane is on the east side of SR 37 along the Morgan/Monroe County Line. Petro Road currently accesses SR 37 from Cooksey Lane. This intersection has full access to SR 37; however, direct access to I-69 will be eliminated at this location.

Alternative 4:

- East side: Access to I-69 will not be provided and approximately 12 residential properties would be acquired on or near Petro Road.
- West side: Driveway access will be modified to connect to Turkey Track Road and to the Paragon Road interchange, resulting in approximately 1.3 miles of additional travel.

Alternatives 5, 6, 8, and Refined Preferred Alternative 8:

- East side: Access to I-69 will not be provided, and approximately 12 residential properties would be acquired on or near Petro Road and Cooksey Lane.
- West side: Driveway access is modified to connect to Turkey Track Road and to the Liberty Church Road interchange, resulting in approximately 3.3 miles of additional travel.

Alternative 7: A new overpass provides east/west connectivity to the southern terminus of Turkey Track Road on the west with Cooksey Lane on the east. Proposed access road C9 then connects to Bryant's Creek Road and Petro Road to the south.

- East side: The overpass connects Cooksey Lane to Turkey Track Road and to the Liberty Church interchange, resulting in approximately 3.5 miles of additional travel. Proposed access road C9 then connects to Bryant's Creek Road and Petro Road to the south. This alternative also results in six residential displacements due to the construction of the mainline, access road, and overpass.
- West side: Driveway access is modified to connect to Turkey Track Road and to the Liberty Church interchange, resulting in approximately 3.3 miles of additional travel.
- **Unnamed at-grade driveway (south of Pine Boulevard):** This driveway currently has full access to SR 37 on the east side of the road; however, at this location there will be no direct access to I-69 in any of the alternatives.



Alternative 4, 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: There will be no access to I-69 resulting in a residential displacement due to loss of access.
  - West side: Not applicable
- **Paragon Road/Pine Boulevard:** Existing at-grade intersection with SR 37 connecting to Pine Boulevard on the east and Paragon Road to the west.

Alternative 4: A Rural diamond interchange provides direct access to Pine Boulevard on the east and Paragon Road to the west. The interchange associated with Alternative 4 results in approximately 15 residential displacements, with a majority on the west side of I-69.

Alternative 5: Provides an overpass connecting Pine Boulevard on the east and Paragon Road to the west.

- East side: East/west access is provided with an overpass to Pine Boulevard which connects to Old SR 37, and then north to the Liberty Church Road interchange, resulting in approximately 3.0 miles of additional travel.
- West side: No direct access to I-69 is provided. East/west access is provided with an overpass to Paragon Road which connects to new access road N2, to Turkey Track Road, and then north to the Liberty Church interchange, resulting in approximately 2.0 miles of additional travel. Residential relocations would occur due to mainline widening, and access road/overpass construction.

Alternative 6, 7, 8, and Refined Preferred Alternative 8:

- East side: No direct access to I-69 and no east/west access are provided. Pine Boulevard connects to Old SR 37 and the Liberty Church Road interchange, resulting in approximately 3 miles of additional travel.
  - West side: No direct access to I-69 and no east/west access are provided. Paragon Road connects to Turkey Track Road and to the Liberty Church interchange, resulting in approximately 2.2 miles of additional travel. Residential relocations would occur due to mainline widening. Refined Preferred Alternative 8 would potentially displace two residences.
- **Unnamed at-grade driveway 1 (north of Pine Boulevard):** This driveway currently has full access to SR 37 on the east side of the road; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Residential displacement due to Paragon Road interchange.
- West side: Not applicable



Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential displacement due to lost access.
- West side: Not applicable
- **Unnamed at-grade driveway 2 (north of Pine Boulevard):** This driveway currently has full access to SR 37 on the east side of the road; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Single parcel residential access to I-69 will be via new access road N1 and Old SR 37 to Paragon Road interchange to the south, resulting in approximately 1.5 miles of additional travel. This alternative also results in residential displacements.
- West side: Not applicable

Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Single parcel residential access to I-69 will be via new access road N1 and Old SR 37 to Liberty Church Road interchange to the north, resulting in approximately 2 miles of additional travel.
- West side: Not applicable
- **Unnamed at-grade driveway (south of southern Old SR 37):** This driveway currently has full access to SR 37 on the east side of the road; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Residential access to I-69 via access road N1 to Old SR 37 and Pine Boulevard to the Paragon Road interchange, resulting in approximately 1.4 miles of additional travel. This alternative also results in residential displacements.
- West side: Not applicable

Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential access to I-69 via new access road N1 and Old SR 37 to Liberty Church Road interchange to the north, resulting in approximately 1.9 miles of additional travel. This alternative also results in residential displacements (depending on the alternative).
- West side: Not applicable



- **Turkey Track Road/Old SR 37 N.:** This at-grade intersection currently has full access to SR 37 on both sides of the road; however, at this location there will be no direct access to I-69 in any of the alternatives. On the east side, Old SR 37 provides access to the Old SR 37 neighborhood, agricultural land, and Morgan Monroe State Forest. On the west side, the northern terminus of Turkey Track Road provides access to the Turkey Track neighborhood.

#### Alternative 4:

- East side: Residential, agricultural, and community access via access road N3 to Old SR 37 and Pine Boulevard to the Paragon Road interchange, resulting in approximately 1.4 miles of additional travel.
- West side: Residential and agricultural access via access road N4 to Turkey Track Road to the Paragon Road interchange, resulting in approximately 1.0 mile of additional travel.

#### Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential, agricultural, and community access via new access road N3 and Old SR 37 to the Liberty Church interchange, resulting in approximately 1.5 miles of additional travel. Refined Preferred Alternative 8 would potentially displace three residences in this area.
  - West side: Residential and agricultural access via new access road N4 to the Liberty Church Road interchange, resulting in approximately 1.2 miles of additional travel. Refined Preferred Alternative 8 would potentially displace one residence in this area.
- **Old SR 37 (south of Liberty Church):** This at-grade intersection currently has full access to SR 37 on both sides of the road; however, at this location there will be no direct access to I-69 in any of the alternatives. On the east side, Old SR 37 provides access to several residences, agricultural land, and Hacker Creek Road. A single driveway provides access to New Testament Baptist Church, several residences, and agricultural land on the west side.

#### Alternative 4:

- East side: Residential and agricultural access to I-69 via new access road N3 to Old SR 37 and Pine Boulevard to the Paragon Road interchange, resulting in approximately 1.9 miles of additional travel.
- West side: Residential and agricultural access to I-69 via new access road N4 and Turkey Track Road to the Paragon Road interchange, resulting in approximately 1.5 miles of additional travel. New Testament Baptist Church is displaced by the new access road.



Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential and agricultural access via new access road segments (N3 and N5) and existing Old SR 37 to the Liberty Church Road interchange, resulting in approximately 1.0 mile of additional travel.
- West side: Residential, community, and agricultural access via new access road N4 to the Liberty Church Road interchange, resulting in approximately 0.7 mile of additional travel.
- **Godsey Road/Liberty Church Road:** Godsey Road provides access to agricultural and residential uses to the west of SR 37 and Liberty Church Road provides access to agricultural, residential, and community uses (Liberty Church) on the east side of SR 37. These at-grade intersections currently have full access to SR 37.

Alternative 4:

- East side (Liberty Church Road): Access to I-69 would be via new access road N5 to Old SR 37 and N3 to the Paragon Road interchange, resulting in approximately 2.6 miles of additional travel. East/west connectivity is provided with a new overpass connecting Liberty Church and Godsey Roads. Overpass development results in two residential displacements.
- West side (Godsey Road): Access to I-69 would be via new access road N4 to Turkey Track Road to the Paragon Road interchange, resulting in approximately 2.0 miles of additional travel. East/west connectivity is provided with a new overpass connecting Liberty Church and Godsey Roads. Overpass development would result in one business displacement (Shotmakers Golf Complex).

Alternatives 5 and 7:

- Full access is provided to Liberty Church and Godsey Roads via new diamond interchange. The interchange would result in three residential displacements and two business displacements (Idle Zone and Shot Makers Golf Complex).

Alternatives 6, 8, and Refined Preferred Alternative 8:

- Full access is provided to Liberty Church and Godsey Roads via new tight diamond interchange. Depending on the alternative, This interchange would result in residential and business displacements. Refined Preferred Alternative 8 would displace two residences and two businesses affiliated with the Idle Zone.





- **Unnamed farm access at-grade intersection (north of Godsey Road):** This at-grade intersection currently has full access to SR 37 on the west side of the highway; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Not applicable
- West side: Agricultural access via new access roads N6 and N4 to Turkey Track Road to the Paragon Road interchange, resulting in approximately 2.3 miles of additional travel.

Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Agricultural access via new access road N6 to Liberty Church Road interchange, resulting in approximately 0.6 mile of additional travel.

- **Unnamed at-grade intersection (south of Legendary Drive):** This at-grade intersection currently has full access to SR 37 on the east and west side of the road; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Residential and agricultural access via new access road segments (N7, N5, and N3) to Old SR 37 to the Paragon Road interchange, resulting in approximately 3.1 miles of additional travel.
- West side: Residential and agricultural access via new access road N4 to Turkey Track Road to the Paragon Road interchange, resulting in approximately 2.5 miles of additional travel.

Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Residential and agricultural access via new access road N7 and existing Old SR 37 to Liberty Church Road interchange, resulting in approximately 0.5 mile of additional travel.
- West side: Residential and agricultural access via new access road N6 to Liberty Church Road interchange, resulting in approximately 0.7 mile of additional travel.

- **Legendary Drive:** Legendary Hills currently has only one access road in and out of the neighborhood. This neighborhood at-grade intersection currently has full access to SR 37; however, at this location there will be no direct access to I-69 in any of the alternatives.



Alternative 4:

- East side: Not applicable
- West side: Residential access to I-69 from Legendary Hills Subdivision will be provided via new access road N6 to Turkey Track road to the Paragon Road interchange, resulting in approximately 2.8 miles of additional travel.

Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Not applicable
- West side: Residential access to I-69 from Legendary Hills Subdivision will be provided via new access road N6 to the Liberty Church Road interchange, resulting in approximately 1.0 mile of additional travel.
- **Old SR 37 S. at-grade connection (at Hillview Motel):** This at-grade intersection currently has full access to SR 37 on the east side of the road; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Access would occur along existing Old SR 37, to Jordan Road, to Burton Lane, and then to CR 50 West. That route would connect with the existing SR 39 interchange on the east side of I-69.
- West side: Not applicable

Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Existing businesses will have access to I-69 via new access road N7 and existing Old SR 37 to the Liberty Church interchange, resulting in approximately 1.1 miles of additional travel.
- West side: Not applicable
- **Unnamed at-grade intersection (north of Old SR 37 S.):** This at-grade intersection currently has full access to SR 37; however, at this location there will be no direct access to I-69 in any of the alternatives.

Alternative 4:

- East side: Access to existing Old SR 37 via access road N8, and then to Jordan Road, Burton Lane, and CR 50 West to provide connection to the existing SR 39 interchange on the east side of I-69.
- West side: Eliminated access to parcels result in residential displacements.



Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8:

- East side: Access for existing residences via new access road segments (N8 and N7) and existing Old SR 37 to Liberty Church interchange, resulting in approximately 1.5 miles of additional travel length.
- West side: Eliminated access to parcels results in residential displacements. Refined Preferred Alternative 8 would displace five residences.

Between six to nine overpasses and underpasses (depending on the alternative) are proposed to maintain county public road connectivity. In addition, local new access roads are proposed where road closures are required, while in other instances local roads would be relocated or have sections realigned. **Table 5.3-3** identifies grade separations, interchanges, and road closures proposed for each alternative. **Table 5.3-4** lists the new access roads for each alternative. **Figure 5.3-5** to **Figure 5.3-10** show the locations of proposed interchanges, grade separations, road closures, and access roads associated with each alternative. Additional information regarding accessibility is provided in **Section 5.6, Traffic Impacts**.

**Table 5.3-4** includes a description of the access roads which are included in the alternatives. Except for locations where interchange/overpass decisions are different for the alternatives, access roads are similar between each alternative. The total length of access roads ranges from approximately 17 miles in Alternative 4 to approximately 15 miles in Refined Preferred Alternative 8.


**Table 5.3-3: Proposed Local Access - Interchanges, Intersections, Grade Separations, and Road Closures by Alternative**

Road Name	Location*	Existing SR 37 Access* Type of Access	Proposed I-69 Access for Section 5 Alternatives*					Refined Preferred Alternative 8
			Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	
W That Road	West	Intersection	Closure; Cul-de-sac	Closure; Cul-de-sac	Closure; Cul-de-sac	Closure; Cul-de-sac	Closure; Cul-de-sac	Closure; Cul-de-sac
W That Road	East	Intersection	Closure; Reroute to Rockport Rd.	Closure; Reroute to Rockport Rd.	Closure; Reroute to Rockport Rd.	Closure; Reroute to Rockport Rd.	Closure; Reroute to Rockport Rd.	Closure; Reroute to Rockport Rd.
Rockport Road	East	Intersection	Overpass	Overpass	Overpass	Overpass	Overpass	Overpass
Rockport Road	West	Intersection	Overpass	Overpass	Overpass	Overpass	Overpass	Overpass
S Judd Avenue	West	Intersection with Fullerton Pike	Closure; Reroute to Sharon Dr.	Closure; Reroute to Sharon Dr.	Closure; Reroute to Sharon Dr.	Closure; Reroute to Sharon Dr.	Closure; Reroute to Sharon Dr.	Closure; Reroute to Sharon Dr.
Fullerton Pike	East/ West	Intersection	Interchange	Interchange	Interchange	Interchange	Interchange	Interchange
Yonkers Street – (South)	West	Intersection with Tapp Road	Closure; Reroute to Rayle Pl.	Closure; Reroute to Rayle Pl.	Maintain access	Closure; Reroute to Rayle Pl.	Closure; Reroute to Rayle Pl.	Closure; Reroute to Rayle Pl.
Rex Grossman Blvd. (North & South)	East	Intersection with Tapp Road	Closure; Reroute to W. Schmaltz Blvd.	Closure; Reroute to W. Schmaltz Blvd.	Closure; Reroute to W. Schmaltz Blvd.	Closure; Reroute to W. Schmaltz Blvd.	Closure; Reroute to W. Schmaltz Blvd.	Closure; Reroute to W. Schmaltz Blvd.
Tapp Road	East/ West	Intersection	Overpass	Split Interchange w/ SR 45	Overpass	Split Interchange w/ SR 45	Split Interchange w/ SR 45	Split Interchange w/ SR 45
Barger Lane - South	West	Intersection with Tapp Road	Closure; Reroute to Maple Leaf Dr.	Closure; Reroute to Maple Leaf Dr.	Closure; Reroute to Maple Leaf Dr.	Closure; Reroute to Maple Leaf Dr.	Closure; Reroute to Maple Leaf Dr.	Closure; Reroute to Danlyn Rd.
Barger Lane - North	West	NA	New Intersection with Maple Leaf Drive	New Intersection with Maple Leaf Drive	New Intersection with Maple Leaf Drive	New Intersection with Maple Leaf Drive	New Intersection with Maple Leaf Drive	Closure; Reroute to Danlyn Rd.
SR 45/2 <sup>nd</sup> Street/ Bloomfield Road	East/ West	Interchange	Interchange	Split Interchange w/ Tapp	Interchange	Split Interchange w/ Tapp	Split Interchange w/ Tapp	Split Interchange w/ Tapp
Indiana Railroad	East/ West	Overpass	Overpass	Overpass	Overpass	Overpass	Overpass	Overpass
SR 48/3 <sup>rd</sup> Street	East/ West	Interchange	Interchange	Interchange	Interchange	Interchange	Interchange	Interchange
Whitehall Crossing Boulevard	West	Intersection	Closure; Cul-de-sac; Reroute to Gates Drive	Closure; Cul-de-sac; Reroute to Gates Drive	Closure; Cul-de-sac; Reroute to Gates Drive	Closure; Cul-de-sac; Reroute to Gates Drive	Closure; Cul-de-sac; Reroute to Gates Drive	Closure; Cul-de-sac; Reroute to Gates Drive
CSX Railroad	East/ West	Underpass	Underpass	Underpass	Underpass	Underpass	Underpass	Underpass
Vernal Pike	East	Intersection	Underpass	Underpass	Underpass	Overpass	Overpass	Overpass
Vernal Pike	West	Intersection	Underpass	Underpass	Underpass	Overpass	Overpass	Overpass
N Crescent Road	East	Intersection with 17 <sup>th</sup> Street	Closure	Closure	Closure	Intersection with 17 <sup>th</sup> Street	Intersection with 17 <sup>th</sup> Street	Intersection with 17 <sup>th</sup> Street
SR 46	East/ West	Interchange	Interchange	Interchange	Interchange	Interchange	Interchange	Interchange
Arlington Road	East/ West	Overpass	Overpass	Overpass	Overpass	Overpass	Overpass	Overpass
Acuff Road	East	Intersection	Closure; Reroute to Kinser Pike	Closure; Reroute to Kinser Pike	Closure; Reroute to Kinser Pike	Closure; Reroute to Kinser Pike	Closure; Reroute to Kinser Pike	Closure; Reroute to Kinser Pike



# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 5 – Final Environmental Impact Statement

**Table 5.3-3: Proposed Local Access - Interchanges, Intersections, Grade Separations, and Road Closures by Alternative**

Road Name	Location*	Existing SR 37 Access* Type of Access	Proposed I-69 Access for Section 5 Alternatives*					
			Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8
Acuff Road	West	Intersection	Closure; Reroute to Maple Grove Dr	Closure; Reroute to Maple Grove Dr	Closure; Reroute to Maple Grove Dr	Closure; Reroute to Maple Grove Dr	Closure; Reroute to Maple Grove Dr	Closure; Reroute to Maple Grove Dr
Kinser Pike	East	Intersection	Interchange	Overpass	Closure; Cul-de-sac	Overpass	Overpass	Overpass
Kinser Pike	West	Intersection	Interchange	Overpass	Closure; Cul-de-sac	Overpass	Overpass	Overpass
Bottom Road	West	Intersection	Closure; Reroute to Overpass	Closure; Reroute to Interchange	Closure; Reroute to Access Road	Closure; Reroute to Access Road	Closure; Reroute to Interchange	Closure; Reroute to Access Road
SR 37 Business/ N. Walnut Street	East	Partial Interchange	Overpass	Interchange	Overpass	Existing Partial Interchange	Interchange	Existing Partial Interchange
Unnamed driveway N of Bottom Road	West	Intersection	Closure	Closure	Closure	Closure	Closure	Closure
N Connaught Road (to Hoosier Energy)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
N Charlie Taylor Ln (to Thompsons Furniture)	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Ellis Road	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway W of Ellis Road	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Griffith Cemetery Road	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Wylie Road/Showers Road	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway (W of Wylie Road)	West	Intersection	Closure	Closure	Closure	Closure	Closure	Closure
Stonebelt Drive	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Purcell Drive	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed Local Road (W of southern Wayport Rd intersection)	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Wayport Road (southern intersection)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.

**Table 5.3-3: Proposed Local Access - Interchanges, Intersections, Grade Separations, and Road Closures by Alternative**

Road Name	Location*	Existing SR 37 Access* Type of Access	Proposed I-69 Access for Section 5 Alternatives*					
			Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8
Wayport Road (northern intersection)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
W Wayport Road (north)	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Sample Road	East/ West	Intersection	Interchange	Interchange	Interchange	Interchange	Interchange	Interchange
Unnamed driveway (to Bloomington Auto Parts)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway (to Wayport Kennels)	West	Intersection	Closure	Closure	Closure	Closure	Closure	Closure
Unnamed driveway (to Worms Way & residence)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Duxberry Drive (includes Thames Dr. & Winery Rd.)	East	Intersection	Closure; Continued as Access Rd.	Closure; Continued as Access Rd.	Closure; Continued as Access Rd.	Closure; Continued as Access Rd.	Closure; Continued as Access Rd.	Closure; Continued as Access Rd.
Simpson Chapel Road	West	Intersection	Closure; Continue along Simpson Chapel Rd.	Closure; Continue along Simpson Chapel Rd.	Closure; Continue along Simpson Chapel Rd.	Closure; Continue along Simpson Chapel Rd.	Closure; Continue along Simpson Chapel Rd.	Closure; Continue along Simpson Chapel Rd.
Lee Paul Road	West	Intersection with Simpson Chapel Road	Continued intersection w/ Simpson Chapel Rd.	Continued intersection w/ Simpson Chapel Rd.	Continued intersection w/ Simpson Chapel Rd.	Continued intersection w/ Simpson Chapel Rd.	Continued intersection w/ Simpson Chapel Rd.	Continued intersection w/ Simpson Chapel Rd.
Lee Paul Road	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed multi-access drive (E of Lee Paul Rd)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Fox Hollow Road	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway N of Fox Hollow	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway 1 S of S Crossover	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway 1 S of S Crossover	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway 2 S of S Crossover	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.





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**Table 5.3-3: Proposed Local Access - Interchanges, Intersections, Grade Separations, and Road Closures by Alternative**

Road Name	Location*	Existing SR 37 Access* Type of Access	Proposed I-69 Access for Section 5 Alternatives*					
			Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Refined Preferred Alternative 8
Unnamed Local Rd. (E of Norm Anderson Rd./N Crossover Road	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Norm Anderson Rd./N Crossover Road	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway (to Poynter Sheet Metal)	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Chambers Pike	East	Intersection	Overpass	Overpass	Overpass	Closure; Reroute to Access Rd.	Overpass	Overpass
N Crossover Rd	West	Intersection	Overpass	Overpass	Overpass	Closure; Reroute to Access Rd.	Overpass	Overpass
Sparks Lane	East	Intersection	Closure	Closure	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Sylvan Lane	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway N of Sylvan Lane	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Burma Road	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed access into Morgan-Monroe State Forest	East	Intersection	Closure; Reroute to Chambers Pike	Closure; Reroute to Chambers Pike	Closure; Reroute to Chambers Pike	Closure; Reroute to Chambers Pike	Closure; Reroute to Chambers Pike	Closure; Reroute to Chambers Pike
Bryant's Creek Road	East	Intersection	Closure; Reroute to Old SR 37	Closure; Reroute to Old SR 37	Closure; Reroute to Old SR 37	Overpass	Closure; Reroute to Old SR 37	Closure; Reroute to Old SR 37
Cooksey Lane/Petro Rd.	East	Intersection	Closure	Closure	Closure	Overpass	Closure	Closure
Turkey Track Road	West	Intersection	Closure; Continue along Turkey Track Rd.	Closure; Continue along Turkey Track Rd.	Closure; Continue along Turkey Track Rd.	Closure; Continue along Turkey Track Rd.	Closure; Continue along Turkey Track Rd.	Closure; Continue along Turkey Track Rd.
Unnamed driveway S of Pine Blvd	East	Intersection	Closure	Closure	Closure	Closure	Closure	Closure
Pine Boulevard	East	Intersection	Interchange	Overpass	Closure; Reroute to Old SR 37	Closure; Reroute to Old SR 37	Closure; Reroute to Old SR 37	Closure; Reroute to Old SR 37
Paragon Road	West	Intersection	Interchange	Overpass	Closure; Reroute to Turkey Track Rd.	Closure; Reroute to Turkey Track Rd.	Closure; Reroute to Turkey Track Rd.	Closure; Reroute to Turkey Track Rd.
Unnamed driveway 1 N of Pine Boulevard	East	Intersection	Closure	Closure	Closure	Closure	Closure	Closure


**Table 5.3-3: Proposed Local Access - Interchanges, Intersections, Grade Separations, and Road Closures by Alternative**

Road Name	Location*	Existing SR 37 Access* Type of Access	Proposed I-69 Access for Section 5 Alternatives*					Refined Preferred Alternative 8
			Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	
Unnamed Driveway 2 N of Pine Boulevard	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway S of Turkey Track Road	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Old SR 37 N	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Turkey Track Road	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Old SR 37 S of Liberty Church	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Old SR 37 S of Liberty Church	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Liberty Church Road/Godsey Road	East/ West	Intersection	Overpass	Interchange	Interchange	Interchange	Interchange	Interchange
Unnamed driveway N of Godsey Rd	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway S of Legendary Drive	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed driveway S of Legendary Drive	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Legendary Drive	West	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Old SR 37 S	East	Intersection	Closure/Reroute to Jordan Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed Access N Old SR 37	East	Intersection	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.	Closure; Reroute to Access Rd.
Unnamed Access N Old SR 37	West	Intersection	Closure	Closure	Closure	Closure	Closure	Closure

Source: Michael Baker Jr., Inc.

Notes: \*Location relative to SR 37 or I-69 unless otherwise noted



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**Table 5.3-4: Proposed Local Access Roads**

Name	To	From	Description	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Ref. Pref. Alt 8	Length (miles)
S1	Rockport Road	That Road	New Connection	●	●	●	●	●	●	0.2
S2	parcel	Fullerton Pike	New Connection	●	●					0.2
S3-A	Maple Leaf Drive	Barger Lane	New Connection	●	●	●	●	●		0.0
S3-B	Danlyn Road	Tapp Road	New Connection						●	<0.1
S4	2 <sup>nd</sup> Street	Sam's Club	Major Realignment	●	●					0.2
S5	2 <sup>nd</sup> Street	Oakdale Apartments	Major Realignment	●	●					0.2
S6	Vernal Pike	Industrial Park	Major Realignment			●	●	●	●	0.2
S7	Vernal Pike	Industrial Park	Major Realignment	●	●					0.2
S8	SR 37	Walnut Road	New Connection	●						1.0
S9	S8	Kinser Pike	New Connection	●						0.2
C1	Ellis Road	Walnut Road	New Connection	●	●	●	●	●		1.4
C2	Connaught Road	Bottom Road	New Connection			●	●			0.8
C3	Sample Road	Ellis Road	New Connection	●	●	●	●	●	●	1.4
C4	Sample Road	Connaught Road	New Connection	●	●	●	●	●	●	1.4
C5	Chambers Pike	Sample Road	New and Upgraded Connection	●	●	●	●	●	●	3.0
C6	Crossover Road	Simpson Chapel Road	New and Upgraded Connection	●	●	●	●	●	●	1.8
C7	Sparks Lane	Chambers Pike	New Connection			●		●	●	0.1
C8	Burma Road	Crossover Road	New Connection	●	●	●	●	●	●	0.8
C9	Petro Road	Bryant's Creek Road	New Connection				●			0.2
N1	Old SR 37	parcel	New Connection	●	●	●	●	●	●	0.3
N2	Turkey Track Road	Turkey Track Road	Major Realignment	●	●					0.3
N3	Old SR 37	Old SR 37	New Connection	●	●	●	●	●	●	0.6
N4	Liberty Church Road	Turkey Track Road	New Connection	●	●	●	●	●	●	1.1
N5	Liberty Church Road	E Hacker Creek Road	Major Realignment		●	●	●	●	●	0.4
N6	Legendary Drive	Godsey Road	New Connection	●	●	●	●	●	●	1.0
N7	Old SR 37	Liberty Church Road	New Connection	●	●	●	●	●	●	1.2
N8	parcel	Old SR 37	New Connection	●	●	●	●	●	●	0.1

Source: Michael Baker Jr., Inc.



### 5.3.5 Community Facilities and Services

The following section identifies potential impacts to community facilities and related services from the project. These include schools, churches and cemeteries, libraries, fire/police/EMS stations, hospitals, parks and recreation areas, bicycle and pedestrian facilities, and utilities/infrastructure. **Figure 4.2-8, Figure 4.2-9, and Figure 4.2-10 in Section 4.2, *Human Environment (Community Impact Assessment)***, illustrates the locations of these facilities/services within the project corridor.

**Schools:** The Monroe County Community School Corporation (MCCSC) and the Metropolitan School District (MSD) of Martinsville provide instruction for students within the study area. Bloomington North High School is the only public school within the 2,000-foot corridor. It is located north of Arlington Road, south of Acuff Road, and east of SR 37. The school address is 3901 North Kinser Pike, and it is part of the MCCSC. Tabernacle Christian School, a private school, is not considered part of the Section 5 Study Area and will be addressed in the Section 6 DEIS. None of the alternatives would displace local school buildings within Section 5.

- **Public and Private Elementary and Secondary Schools:** The project team met with MCCSC officials on August 1, 2012, to discuss project impacts related to road closures and school bus routing. School transportation officials noted that development of I-69 could result in bus route impacts for Bloomington North High School. At present, buses accessing the school use Kinser Pike and Prow Road. Staff, students, and parents generally use Acuff Road, which will not have connectivity with I-69 as it currently does with SR 37.

Under Alternative 4, Kinser Pike would include an interchange, meaning that bus routes to the school may not be affected. On the other hand, Alternatives 5 through 8 and the Refined Preferred Alternative 8 would affect current bus routes as these alternatives do not include an interchange at Kinser Pike. With development of I-69 for all six alternatives, SR 46 would provide access to the school. Buses and other travelers bound for the school could also use the Walnut Street interchange in Alternatives 5 and 8. In Alternative 7 and Refined Preferred Alternative 8, the existing Walnut Street interchange limits school access to southbound travel from the interstate. MCCSC transportation officials expressed concern about increased traffic on Kinser Pike as a result of I-69 development. Nevertheless, these officials noted that because SR 46 and Walnut Street currently accommodate IU events and activities, that alternatives using these interchanges would also accommodate Bloomington North High School events.

MCCSC transportation officials reported that the number of buses that would travel north from the high school on I-69 would be minimal. In addition, Sample Road and Old SR 37 could also be utilized as needed for travel north of Bloomington North High School. Improvements to Bayles Road could aid in better connections between Old SR 37 and the road network around Bloomington North High School. As a positive effect, MCCSC transportation officials noted that I-69 development would provide safety improvement for students, since no direct access would occur from the highway. Presently, direct access occurs with SR 37 along Acuff Road.



School bus routes are evaluated yearly to adjust to changing student populations. Changes in access for school bus routes will be discussed with the school systems well in advance of when they actually take place so that the school systems can adjust routes in a timely manner. Where roads are severed, provisions for school bus turnarounds would be included during the final design phase of the project. **Table 5.3-4** identifies local access roads proposed with each alternative. **Table 5.3-3** identifies overpass locations, road relocations, and road closures.

Jurisdictional boundaries for schools would not be affected for two reasons. First, no single neighborhood would have a relatively high number of residential displacements. As a result, school boundaries would not be adjusted to compensate for a concentrated loss of school aged children. Secondly, there is no area of the project that is anticipated to induce growth so much that additional schools or an adjustment of boundaries would be needed.

- **College and University:** Ivy Tech and IU are both located outside of the 2,000-foot corridor, but are located within Monroe County. Ivy Tech is located west of SR 37, near Daniels Way and West 3<sup>rd</sup> Street. IU is located east of the corridor and north of 3<sup>rd</sup> Street. While these two institutions would not be affected directly by the project, travelers to these locations could experience changes in access and travel patterns. Travelers could include staff, students, and other university visitors traveling to and from the campuses for classes, meetings, and events (such as sporting events and graduation ceremonies). SR 37 is the primary travel corridor for students and visitors of these institutions. Third Street presently provides access to both campuses. All six alternatives, including the Refined Preferred Alternative 8, incorporate development of a SR 48/3<sup>rd</sup> Street interchange. Because Ivy Tech is located along 3<sup>rd</sup> Street, primary access to Ivy Tech from I-69 would be maintained.

While IU would continue to be accessible via the SR 48/3<sup>rd</sup> Street interchange under all six alternatives, visitors could also use SR 45/2<sup>nd</sup> Street and SR 46 with all six alternatives or Walnut Street interchange under Alternatives 5, 7, 8, and the Refined Preferred Alternative 8. Many visitors traveling southbound on SR 37 currently use the existing partial Walnut Street interchange to access IU. Under Alternatives 4 and 6, an interchange is not proposed at Walnut Street, so visitors would have to travel southward to SR 46 and then eastward along the bypass to access the campus. Not having an interchange at Walnut Street would prompt visitors to travel an extra mile and a half to the IU campus under Alternatives 4 and 6. INDOT maintains ongoing coordination with IU officials about project alternatives and potential impacts. While IU officials have not expressed preference for any alternatives, in general, IU would be as readily accessible from I-69 as it is from SR 37.

Other potential college impacts related to I-69 involve campus master planning/long range planning efforts and designated student housing (especially for minority and/or low income students). Based on coordination with college and university officials, no potential impacts have been identified to planning efforts or designated student housing.



**Churches:** There are 10 religious facilities located within the Section 5 corridor and nine facilities that are in close proximity to the Section 5 corridor (see **Section 4.2, Human Environment (Community Impact Assessment), Table 4.2-15**). **Figure 5.3-5** through **Figure 5.3-10** shows the locations of churches. All of these religious facilities are expected to rely on I-69 for their patrons' access. However, access patterns to religious facilities throughout Monroe and Morgan counties could be affected by changes in access to or across SR 37. To address these issues, surveys were sent to 53 religious facilities within Monroe and Morgan counties in September of 2004. Updated surveys were distributed in July of 2012. Where available, feedback from church representatives is provided. See also, **Appendix G, Survey of Churches**.

- **Emanuel Baptist Church:** Emanuel Baptist Church is located at 1503 W. That Road in Bloomington and is approximately 2,000 feet east of the Section 5 corridor. This church would not be displaced by any alternative. Access to this church from SR 37 presently occurs at That Road. Direct access to I-69 would be eliminated at this location in all alternatives. Survey responses acknowledge that no direct access to I-69 would be available, but church officials do not believe this impact will affect congregation member status. With development of I-69 under all alternatives, church visitors could access Fullerton Pike. Church officials noted a preference to include an interchange at That Road, which is not an I-69 alternative.
- **Bloomington Holiness Church:** The Bloomington Holiness Church is located at 3210 W. Fullerton Pike in Bloomington and is within the Section 5 corridor west of SR 37. This church is currently situated in the northwest quadrant of Fullerton Pike and SR 37. Development of I-69 under all six alternatives includes upgrading the Fullerton Pike intersection with SR 37 to an interchange with I-69. As a result of interchange development, the Bloomington Holiness Church would be displaced. Survey results indicate that church officials are aware of the potential relocation. Survey results do not include details about church employment, activities, or property. Coordination will be maintained with church officials regarding relocation impacts. Additional details about relocations are included in **Section 5.2, Social Impacts**. Church officials noted a preference for an underpass at Vernal Pike, which relates to Alternatives 4, 5, and 6.
- **Woodhaven Christian Church:** Woodhaven Christian Church is located on 3345 S. Leonard Springs Road in Bloomington and is approximately 1,500 feet west of the Section 5 corridor. This church would not be displaced by any alternatives. Access to this church from SR 37 presently occurs at Fullerton Pike or Tapp Road. Development of I-69 under all six alternatives includes upgrading the Fullerton Pike intersection with SR 37 to an interchange with I-69. As a result, access to this church from Fullerton Pike will be retained. Access from Tapp Road would be retained with Alternatives 5, 7, 8, and Refined Preferred Alternative 8 as a split interchange with SR 45/2<sup>nd</sup> Street. Under Alternatives 4 and 6, Tapp Road would be an overpass, and access to the church would occur either by SR 45/2<sup>nd</sup> Street or Fullerton Pike. Survey responses indicate church officials prefer an interchange at Tapp Road to better accommodate church members who live on the southwest side of SR 37. Church officials did not record any concerns about project impacts. Church officials noted a preference for an interchange at Tapp Road, which relates to Alternatives 5, 7, 8, and Refined Preferred Alternative 8.





- **United Pentecostal Church of Highland Village:** The United Pentecostal Church is located at 515 S. Curry Pike in Bloomington and is 1,500 feet west of the Section 5 corridor. This church would not be displaced by any alternative. Primary access to this church from SR 37 presently occurs at SR 48/3<sup>rd</sup> Street, which would remain an interchange under all six alternatives. No survey responses were received from church officials.
- **St. Paul United Methodist Church:** St. Paul United Methodist Church is located at 4201 W. 3<sup>rd</sup> St. in Bloomington and is 2,000 feet west of the Section 5 corridor. This church would not be displaced by any alternative. Primary access to this church from SR 37 presently occurs at 3<sup>rd</sup> Street, which would remain an interchange under all six alternatives. Survey responses indicate important highway access is from SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, and SR 46. Under all six alternatives, these interchanges would be retained to provide access to I-69. Church officials did not record concerns about project impacts.
- **Highland Village Church of Christ:** Highland Village Church of Christ is located at 4000 W. 3<sup>rd</sup> St. in Bloomington and is approximately 2,500 feet west of the Section 5 corridor. This church would not be displaced by any alternative. Primary access to this church from SR 37 presently occurs at SR 48/3<sup>rd</sup> Street, which would remain an interchange under all six alternatives. Church officials did not record concerns about project impacts and noted no preference for any of the alternatives.
- **Bloomington Baptist Church:** The Bloomington Baptist Church is located at 111 S. Kimble Drive in Bloomington and is 500 feet east from the Section 5 corridor. This church would not be displaced by any alternative. Primary access to this church from SR 37 presently occurs at SR 48/3<sup>rd</sup> Street, which would remain an interchange under all six alternatives. No survey responses were received from church officials.
- **Westside Church of Christ:** The Westside Church of Christ is located at 1301 N. Enterprise Drive in Bloomington and is 500 feet west of the Section 5 corridor. This church would not be displaced by any alternative. Primary access to this church from SR 37 presently occurs at Vernal Pike. Alternatives 4, 5, and 6 include Vernal Pike as an underpass, while Alternatives 7, 8, and Refined Preferred Alternative 8 include Vernal Pike as an overpass. Vernal Pike would not retain connectivity with SR 37. Access to this church from I-69 would be available from SR 46 or SR 48/3<sup>rd</sup> Street. No survey responses were received from church officials.
- **Arlington Methodist Church:** The Arlington Methodist Church is located at 1820 Arlington Road in Bloomington and is approximately 700 feet east of the Section 5 corridor. This church would not be displaced by any alternative. Primary access to this church from SR 37 presently occurs at SR 46 and Vernal Pike. Under all six alternatives, the SR 46 interchange would be retained. Vernal Pike would not retain connectivity with SR 37, so SR 46 would provide access to and from this church. Alternatives 4, 5, and 6 include Vernal Pike as an underpass, while Alternatives 7, 8, and Refined Preferred Alternative 8 include Vernal Pike as an overpass. According to survey responses, the

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church regards SR 46 as important access and does not have specific concerns about project impacts.

- **Shepard of the Hills Wesleyan Church:** Shepard of the Hills Wesleyan Church is located within the Section 5 corridor at 3001 N. Prow Road in Bloomington east of SR 37. This church would not be displaced by any alternative. Grade separator walls will be constructed to avoid direct impacts to this church. At present, primary access to the church from SR 37 occurs at Acuff Road. Under all alternatives, Acuff Road will not connect with I-69. As a result, under all six alternatives, access could occur from SR 46 southward. Northward, access would be available from Kinser Pike with Alternative 4 or Walnut Street with Alternatives 5, 7, 8, or Refined Preferred Alternative 8. For southbound travelers who currently use Acuff Road, using SR 46 instead of Acuff Road would add an additional two and half miles to the trip. No survey responses were received from church officials.
- **Calvary Baptist Church:** Calvary Baptist Church is within the Section 5 corridor and is located at 3501 N. Prow Road in Monroe County east of SR 37. This church would not be displaced by any alternative. Grade separator walls will be constructed to avoid direct impacts to this church. At present, primary access to the church from SR 37 occurs at Acuff Road. Under all alternatives, Acuff Road will not connect with I-69. As a result, under all six alternatives, access could occur from SR 46 southward. Northward, access would be available from Kinser Pike with Alternative 4 or Walnut Street with Alternatives 5, 7, 8, or Refined Preferred Alternative 8. For southbound travelers who currently use Acuff Road, using SR 46 instead of Acuff Road would add an additional two and half miles to the trip.
- **The Life Church:** The Life Church is located at 3575 N. Prow Road in Monroe County and is within the Section 5 corridor east of SR 37. This church would not be displaced by any alternative. Grade separator walls will be constructed to avoid direct impacts to this church. At present, primary access to the church from SR 37 occurs at Acuff Road. Survey responses indicate that church officials are concerned about losing access from Acuff Road and potential impacts to the septic system if I-69 impeded the church property. The grade separator wall would prevent I-69 impacts to the septic system. Because Acuff Road would not connect with I-69 under any alternative, access could occur from SR 46 southward. Northward, access would be available from Kinser Pike with Alternative 4 or Walnut Street with Alternatives 5, 7, 8, or Refined Preferred Alternative 8. For southbound travelers who currently use Acuff Road, using SR 46 instead of Acuff Road would add an additional three miles to the trip. Survey responses also indicated improved regional access with I-69 could increase membership.
- **Northside Christian Church:** The Northside Christian Church is located at 3993 N. Prow Road in Monroe County and is within the Section 5 corridor east of SR 37. This church would not be displaced by any alternative. Grade separator walls will be constructed to avoid direct impacts to this church. At present, primary access to the church from SR 37 occurs at Acuff Road. Under all alternatives, Acuff Road will not connect with I-69. According to survey responses, church officials note that Acuff Road



and Kinser Pike currently provide important access to the church. These officials are concerned about loss of congregation without access from Acuff Road and potentially Kinser Pike. Under all six alternatives, access could occur from SR 46 southward of the church. Northward, access would be available from Kinser Pike with Alternative 4 or Walnut Street with Alternatives 5, 7, 8, or Refined Preferred Alternative 8. For southbound travelers who currently use Acuff Road, using SR 46 instead of Acuff Road would add an additional three miles to the trip to arrive at the church.

- **Simpson Chapel:** Simpson Chapel is within the Section 5 corridor and is located at 505 Simpson Chapel Road in Monroe County west of SR 37. This church would not be displaced by any alternative. Access to this church from SR 37 presently occurs at Simpson Chapel Road. Direct access to I-69 would be eliminated at this location in all alternatives. With development of I-69 under all alternatives, church visitors could access the church from I-69 via the Sample Road interchange located south of the church and then by local access road along I-69. No survey responses were received from church officials.
- **United Pentecostal Assembly:** The United Pentecostal Assembly is located at 8449 N. Fox Hollow Road in Monroe County and is within the Section 5 corridor east of SR 37. This church would not be displaced by any alternative. Access to this church from SR 37 presently occurs at Fox Hollow Road. Direct access to I-69 would be eliminated at this location in all alternatives. With development of I-69 under all alternatives, church visitors could access the church from I-69 via the Sample Road interchange located south of the church and then by the local access road along I-69. Survey results indicate church officials are concerned about access loss at Fox Hollow Road and the associated extra mileage for travel to and from the church. Officials are also concerned about potential loss of parking and loss of membership. Survey results note important access as Fox Hollow Road, Sample Road, and Chambers Pike. No parking loss is expected with the six alternatives. Southbound travelers who normally would have used Fox Hollow Road to access the church would be required to travel an additional three miles by using Sample Road and the local access road instead.
- **Full Gospel Tabernacle:** The Full Gospel Tabernacle is located at 8799 N. Crossover Road in Monroe County and is within the Section 5 corridor west of SR 37. This church would be displaced under Alternatives 4 and 5 as a result of local access road development. This church would not be displaced with Alternatives 6, 7, 8, or Refined Preferred Alternative 8. Access to this church from SR 37 presently occurs at Fox Hollow Road. Under Alternatives 6, 7, 8, or Refined Preferred Alternative 8, church visitors could access the church from I-69 via the Sample Road interchange located south of the church and then by the local access road along I-69. Survey results indicate church officials are concerned about access loss at Crossover Road, which is deemed as important access for the church. Officials are further concerned about how access loss could adversely affect church growth. Southbound travelers who normally would have used Fox Hollow Road to access the church would be required to travel an additional six miles by using Sample Road and the local access road instead.



- **Zion Hill Church:** Zion Hill Church is located within the Section 5 corridor at 3990 Paragon Road in Morgan County west of SR 37. This church would not be displaced by any alternative. Access to this church from SR 37 presently occurs at Paragon Road/Pine Boulevard. Under Alternative 4, this church would be accessible via a Paragon Road/Pine Boulevard interchange. Under Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8, this church would be accessible via an interchange at Liberty Church Road along with a local access road. No survey responses were received from church officials.
- **New Testament Baptist Church:** The New Testament Baptist Church is located at 4060 SR 37 South in Morgan County and is within the Section 5 corridor west of SR 37. This church would be displaced under Alternatives 4 and 5 as a result of local access road development. This church would not be displaced with Alternatives 6, 7, 8, or Refined Preferred Alternative 8. Access to this church from SR 37 presently occurs directly from SR 37. Under Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8, this church would be accessible via an interchange at Liberty Church Road along with a local access road. Church officials expressed concern about the direct impact and potential relocation of the church associated with Alternatives 4 and 5.
- **Liberty Christian Church:** Liberty Christian Church is located at 2010 Liberty Church Road in Morgan County and is approximately 2,000 feet east of the Section 5 corridor. This church would not be displaced by any alternative. Access to this church from SR 37 presently occurs at Liberty Church Road. Under Alternative 4, this church would be accessible via a Paragon Road/Pine Boulevard interchange. Under Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8, this church would be accessible via an interchange at Liberty Church Road along with a local access road. Church officials expressed preference for Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8 because of the direct access an interchange at Liberty Church Road would provide to this institution.

**Cemeteries:** Eight cemeteries have the potential to be impacted by the I-69 project. These cemeteries are shown on **Figure 5.3-1**. This project would be developed in accordance with Indiana Code regulating construction near cemeteries (IC 14-21-1-26.5 and IC 23-14-44-1). If design plans require the preferred alternative to disturb ground within 100 feet of a burial site, a development plan would be completed and submitted to IDNR Division of Historic Preservation and Archaeology (DHPA) during the design phase of project development, as per the Indiana Historic Preservation and Archaeology Law (IHPAA). There are three cemeteries within the corridor that will likely require the completion of a cemetery development plan. These include the Griffith Cemetery, Carlton/Huff (Kendrick) Cemetery, and Stitt-Maxwell Cemetery.

- **Fullerton Cemetery** is located in a forested area on the south side of Fullerton Pike, 100 yards west of Sharon Road. This cemetery is between approximately 500 and 700 feet of I-69 alternatives. While the cemetery is not close to existing SR 37, it is adjacent to Fullerton Pike, which is slated for either a potential overpass or interchange at I-69.
- **Parks/Bell/Wampler Cemetery** is located south of Acuff Road, east of SR 37, and west of Stout Creek, approximately 475 feet from I-69 alternatives. Access to this cemetery



would be affected slightly as visitors from the north who could access Acuff Road from SR 37 would have to access I-69 via Kinser Pike or Walnut Street interchange.

- **Griffith Cemetery** is located at SR 37 and Wylie Road (west side of SR 37), within the I-69 right-of-way. This cemetery is approximately 30 feet from the Alternative 4 alignment, 65 feet from the Alternative 5 alignment, 55 feet from the Alternative 6 alignment, 30 feet from the Alternative 7 alignment, and 50 feet from the Alternative 8 or the Refined Preferred Alternative 8 alignment. Given these distances, for development of any I-69 alternatives, this cemetery likely would require submittal of a cemetery development plan in accordance with the IHPAA. Development of I-69 would modify current travel patterns by requiring visitors to use the Walnut Street and Sample Road interchanges and local access roads. Visitors to the Griffith Cemetery would travel an additional two and a half miles.
- **Tourner/Ridge (Wylie) Cemetery** is located north of Wylie Road, east of SR 37 (behind a currently occupied residence). This cemetery is over 200 feet from I-69 alternatives. Development of I-69 would modify current travel patterns by requiring visitors to use the Walnut Street and Sample Road interchanges and local access roads. Visitors to the Tourner/Ridge (Wylie) Cemetery would travel an additional two miles.
- **Carlton/Huff (Kendrick) Cemetery** is located within the current SR 37 right-of-way, approximately 100 yards west of the Worms Way retail store. The cemetery is located on property owned by the State of Indiana and is regularly maintained by Worms Way. This cemetery is within 40 feet of all I-69 alternatives and would be subject to submittal of a cemetery development plan in accordance with the IHPAA.
- **Simpson Chapel Cemetery (New)** is located at 500 W. Simpson Chapel Road. This cemetery is located over 310 feet from any I-69 alternatives.
- **Simpson Chapel Cemetery (Old)** is located at the southwest corner of Simpson Chapel Road and Williams Road (west of the New Simpson Chapel Cemetery). This cemetery is located over 1,100 feet from any I-69 alternatives. Both of these cemeteries would be accessed via the Sample Road interchange under all six alternatives.
- **Stitt-Maxwell Cemetery** is located on the east side of SR 37 south of Old SR 37 and north of Liberty Church Road. This cemetery is included in I-69 right-of-way for Alternative 5. It is excluded from I-69 right-of-way for Alternatives 4, 6, 7, 8, and Refined Preferred Alternative 8. It is within 100 feet of all I-69 alignments and would be subject to submittal of a cemetery development plan in accordance with the IHPAA. This cemetery is situated adjacent to SR 37, which makes access to the cemetery unsafe as visitors must park on the side of the highway in order to enter the cemetery. Development of I-69 would enhance access to these grounds by providing a local access road from the Liberty Church or Paragon Road interchanges. This frontage road would provide a safer place for visitors to park away from the main highway.





**Libraries:** As noted in **Section 4.2.2.5, *Community Facilities and Services***, no libraries are located within the Section 5 corridor. Because study area residents are served by the Monroe County Library in Bloomington, the Ellettsville Branch of the Monroe County Library, and the Morgan County Public Library in Martinsville, these features were considered for impacts as a result of alternatives. At this time, no known impacts would occur to libraries as a result of developing I-69.

**Fire, Police, and Emergency Medical Services:** The Section 5 study area includes 11 fire, police, and emergency medical service (EMS) providers (see **Section 4.2.2.5, *Community Facilities and Services***, **Table 4.2-16**, and **Figure 5.3-11**, **Figure 5.3-13**, and **Figure 5.3-14**). Two EMS providers are located within the 2,000-foot corridor. They include the Rural-Metro Ambulance Corporation and the Bloomington Fire Department Station #2. Fire, ambulance, and police responders in the Study Area depend on access to, from, or across SR 37. In addition, a mutual aid agreement is in place with Monroe County fire departments that causes some departments to use SR 37 when they normally would not. This agreement was established to provide assistance across jurisdictions when an individual department's capabilities are exceeded. Participating entities within the Section 5 study area include City of Bloomington, Bloomington Township, Ellettsville, Perry-Clear Creek, and Van Buren Departments.

Throughout the Section 5 Tier 2 study, feedback has been requested from responders through meetings, surveys, and the DEIS comment period. Specific correspondence, including surveys, is provided in **Appendix Z, *Emergency Responder Coordination***. On August 2, 2012, a Fire and Emergency Services meeting was held at the Bloomington Township Department of Fire & Emergency Services Station #5, Training Room. Key Fire/EMS stakeholders were invited to discuss potential impacts to emergency response and the ability to provide fire/EMS services as a result of the I-69 Section 5 Project. Follow-up meetings were held on December 11, 2012 and January 9, 2013 for continued coordination regarding the project, potential impacts, and DEIS findings.

Along with requesting feedback on alternatives and concerns, the project team requested that stakeholders provide estimates of response times under Section 5 development without direct highway access and suggestions for local road improvements that could aid in emergency responses after I-69 is constructed. Based on feedback received in the last year, key issues are summarized in subsequent paragraphs from each respective fire, ambulance, and police entity. In addition, **Figures 5.3-11, 5.3-13, and 5.3-14** identify fire, ambulance, and police service/response areas; dispatch centers or sites; hospitals/medical centers; and Refined Preferred Alternative 8 features, closures, and access points.

The location of possible interchanges and the treatment (grade separation, relocation, or closing) of local roads could affect fire, ambulance, and police responses. Furthermore, the change in travel patterns related to road closings and re-routings could produce longer trips and slower response times for emergency responders. Conversely, the ability of emergency responders to reach major medical centers, such as Bloomington, Indianapolis, and Evansville, would be improved because I-69 would provide a substantial travel time savings (see **Section 3.3, *Screening of Alternatives***). The preceding paragraphs highlight general changes that would affect each respective fire, ambulance, and police entity. A detailed discussion of potential travel





pattern and accessibility impacts is included in preceding **Section 5.3.4, *Travel Patterns and Accessibility***.

INDOT acknowledges that converting SR 37 to I-69 as a limited access facility would affect emergency and law enforcement response. INDOT is committed to continuing coordination regarding emergency response and law enforcement matters as the project progresses into final design, construction, and operation. The following section summarizes key issues identified through fire, ambulance, and police responder coordination that occurred through the course of EIS development. It also includes mitigation factors INDOT will employ as I-69 development occurs.

- **Fire Departments and Ambulance Service:**

**City of Bloomington Fire Department:**

Background/Feedback: As shown in **Figure 5.3-11**, the Bloomington Fire Station #2 at 209 South Fairfield Road is the only Fire Station located within the Section 5 Corridor. This fire station is located north of 3<sup>rd</sup> Street and east of SR 37. This station would not be affected directly by changes in parcel access or by right-of-way acquisition. Bloomington Fire Department has four other stations located east of the Section 5 corridor at 300 E 4th Street (#1), 900 N. Woodlawn (#3), 2201 E. 3rd Street (#4), and 1987 S. Henderson (#5). Station locations are identified in **Figure 5.3-11**.

According to survey responses, this Department notes that limiting access options onto I-69 could adversely affect response times. Response occurs along SR 37 from Rockport Road to Kinser Pike and includes fire and EMS services. The current response time is three to five minutes. This Department does not transport for medical emergencies. The Department expresses concern that areas west of SR 37 will be more difficult to reach from Bloomington-based stations.

The Department promotes interchanges at all major road crossings, which supports all six alternatives at Fullerton Pike; Alternatives 5, 7, 8, and Refined Preferred Alternative 8 at Tapp Road; all six alternatives at SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, and SR 46; and Alternative 4 at Kinser Pike. During the August 2, 2012 meeting, this Department expressed preference for a split interchange between Tapp Road and 2<sup>nd</sup> Street, which is proposed for Refined Preferred Alternative 8.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-11**, That Road, Whitehall Crossing, and Acuff Road currently include direct access to and/or across SR 37 in the City of Bloomington. Development of Refined Preferred Alternative 8 would include closures of these routes and rerouting to another I-69 access point. Furthermore, Rockport Road, Vernal Pike, Arlington Road (existing), and Kinser Pike would either become or remain overpasses to I-69 providing no direct access to the highway. Nevertheless, these points would allow responders to cross the highway. Fire and EMS responders would be routed to I-69 by interchanges in Bloomington, including Fullerton Pike, SR 45/2<sup>nd</sup> Street (existing), SR 48/3<sup>rd</sup> Street (existing), and SR 46 (existing). These are additional points to cross I-69. In addition, changes to the local road network, as



outlined in **Section 5.3.4.2**, *Travel Patterns and Local Public Road Connectivity*, could alter response routes.

**Key Issues:** Key issues identified by the Department, local government officials, and the public include:

1. Having limited access to the highway following I-69 development could affect response times, especially west of the highway (e.g., to Industrial Park south of Vernal Pike).

**Response/Mitigation for Key Issues:**

1. As described in the preceding Refined Preferred Alternative 8 discussion, responders from the City of Bloomington could access the west side of I-69 at Rockport Road, Fullerton Pike, Tapp Road, SR 45/2nd Street, SR 48/3rd Street, Vernal Pike, SR 46, Arlington Road, and Kinser Pike. Bloomington Fire Station #2 and Bloomington Township Fire Station #15 would have access to the Industrial Park area south of Vernal Pike using the Vernal Pike overpass or the overpass structure associated with the SR 48/3rd Street interchange. Rerouting to Industrial Park would require less than one mile of additional travel.

#### **Bloomington Township Department of Fire and Emergency Services:**

**Background/Feedback:** As shown in **Figure 5.3-11**, this Department has two station locations, one in the City of Bloomington at 2115 West Vernal Pike (#15) and one north of Bloomington at 5081 N. Old State Route 37 (#5). The Department expresses concern that I-69 between Bloomington and Martinsville will divide the townships it serves by providing less access than is currently provided across existing SR 37. This Department provides fire response services in unincorporated areas of Bloomington, Washington (in Monroe County), and Benton Townships but receives most calls within Bloomington and Ellettsville.

The critical concern is that more time will be necessary for crucial responses within the Department's protection area once I-69 is developed as a limited access facility. At present, the Department's average response time is eight minutes. The Department also provides hazardous materials response. The Department transports to IU Health Bloomington Hospital, which is located on 2<sup>nd</sup> Street east of the Section 5 corridor and to Monroe Hospital located near Fullerton Pike west of SR 37. The Department has future plans to relocate Station #15 to Washington Township to better serve the northwest side of existing SR 37.

The Department advocates for a full interchange at Walnut Street based on its headquarters location at 5081 N. Old SR 37 and its use of Walnut Street to access incidents in northbound and southbound lanes of I-69 and points west of the highway. The Department also raises inquiries about plans for rest areas, availability and access to fire hydrant locations, and increased transportation of hazardous materials. Specifically, the Department notes the area near Burma Road is a high accident zone during winter and



rain conditions and that increased traffic to attractions such as Oliver Winery and Worm's Way could create more traffic at interstate merge points. The Department has not expressed a preference for any I-69 alternative.

In response to the August 2, 2012 meeting, the Bloomington Township Department of Fire & Emergency Services provided feedback on how I-69 development may affect emergency response times. From Station #15, the Department notes that having east/west access on the new Vernal Pike overpass is necessary. The Department recommends including a signalized intersection at Crescent Road and Vernal Pike to allow the Department signal priority on the Vernal overpass. A signal warrant study would be conducted during Final Design to evaluate including a traffic signal at Crescent Road and Vernal Pike. From Station #5, the Department estimates that using the new Chambers Pike overpass route will add approximately three minutes to response times. The Department notes that it would make use of the new access road west of I-69 that would connect the Sample Road interchange with Burma Road. The Department reports that an additional five to 10 minutes may be necessary to access points north of Chambers Pike given the limited access nature of I-69 and the adjustment in travel conditions from highway speeds to local access speeds. Specific details about anticipated response time impacts as recorded by the Department are available in **Appendix Z, Emergency Responder Coordination** (see personal communication dated September 12, 2012).

Additionally, the Department recently produced a 2013-2018 Master Plan that addresses I-69 development. The Department notes slower response times are anticipated to the industrial park west of existing SR 37, and to areas along Vernal Pike, West Arlington Road, Bottom Road, and northern Washington Township at Burma Road.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-11**, whereas Whitehall Crossing Boulevard, Acuff Road, Bottom Road, and Wylie Road currently include direct access to and/or across SR 37 in unincorporated areas of Bloomington and Washington Townships, development of Refined Preferred Alternative 8 would include closures of these routes and rerouting to another I-69 access point. Furthermore, Vernal Pike, Arlington Road (existing), Kinser Pike, and Crossover Road/Chambers Pike would either become or remain overpasses to I-69 providing no direct access to the highway. Nevertheless, these points would allow responders to cross the highway. Fire and EMS responders would be routed to I-69 by interchanges in Bloomington and Washington Townships, including SR 46 (existing), SR 37 Business/N. Walnut Street, and Sample Road. These points would also accommodate crossing the highway.

In addition, changes to the local road network, as outlined in **Section 5.3.4.2, Travel Patterns and Local Public Road Connectivity**, could alter and lengthen routes taken for response. Neighborhoods, homes, and businesses north of Sample Road would experience longer response times than currently achieved because of the limited access nature of I-69. Neighborhoods in this area include Natures Haven, Green Cedar Hills, Windsor Private, Fox Hill Estates, Dittmore Road, Crossover/Dittmore, Chambers Pike, Sylvan Lane, Ralston, and Burma Road.



Key Issues: Key issues identified by the Department, local government officials, and the public include:

1. Having limited access to the highway and altered access to the local access road following I-69 development could affect response times achieved under current conditions.
2. Experiencing increases in calls for response based on additional travelers through the area.
3. Confirming locations of rest areas and access to fire hydrants.
4. Having access roads that will accommodate emergency response vehicles and equipment. The Department's heaviest truck weighs 57,000 pounds and has a turning radius of 48 feet.
5. Accessing four properties in northern Washington Township (Monroe County), along Turkey Track Road. Response to this area would require, in total an additional 6.5 miles with travel into Morgan County (about 3.3 miles northward to the Liberty Church interchange) and then southbound another 3.2 miles (along the local access road) to the parcels (See **Figure 5.3-12**).
6. Addressing more hazardous material responses associated with increased commercial vehicle traffic through the area.
7. Addressing National Fire Protection Association (NFPA) guidelines 1710 (requirements for a full-time department) and 1720 (requirements for combination and volunteer department). Details about NFPA requirements are available in **Appendix Z, Emergency Responder Coordination** in the personal communication dated February 20, 2013).
8. Discussing mitigation to ensure adequate access to northbound and southbound travel lanes of I-69 (e.g., constructing median and access breaks along the highway) .

Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration regarding access changes as the project progresses into final design, construction, and operation.
2. While additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users.
3. Hydrant locations and, as applicable, rest area locations will be evaluated and confirmed during final design.



4. Access road design details, including weight and turning radii, will be evaluated and confirmed during final design using design guidelines and considering emergency response needs.
5. INDOT is committed to continuing collaboration regarding access to these four parcels during final design. Identifying options to facilitate inter-governmental or reciprocity agreements among fire departments may be possible. At present, Bloomington Township would provide fire and EMS response to these four parcels. Also, current Insurance Service Office (ISO) ratings are determined for these properties based on proximity to a nearby fire station. In this case, Bloomington Township Fire Station #5 is the likely station to provide response. This station is about 9.5 miles from the four parcels and is located north of Bloomington (See **Figure 5.3-11**). Paragon Volunteer Fire Company is located about 6.5 miles from these properties. Providing a highway access break directly to these parcels is not possible. The Station has noted possible plans to relocate Station #15 to Washington Township to better serve areas northwest of existing SR 37.
6. While additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users. As shown and discussed in **Section 3.3.1.3, Transportation Performance Measures Summary**, the crash frequency or crash rates are expected to be reduced for I-69 over current conditions on existing SR 37.
7. INDOT is committed to continuing collaboration during final design regarding access changes and facilitating potential inter-governmental or reciprocity agreements that could help address response time standards.
8. Median crossover locations, will be evaluated and confirmed during final design using design guidelines and considering local government feedback and emergency response needs.

#### **Ellettsville Fire Department:**

Background/Feedback: As shown in **Figure 5.3-11**, this Department has two station locations, one in the Town of Ellettsville at 5080 W SR 46 (#7) and one northwest of Bloomington at 900 N. Curry Pike (#8). This Department provides fire response services in the Town of Ellettsville and in unincorporated areas of Richland Township. This Department notes access would not necessarily be impeded for its responses. Nevertheless, additional vehicle traffic on I-69 could increase potential for accidents, and anticipated induced growth in northwest Monroe County may increase calls for service. This Department's current average response time is four minutes. It responds to fire suppression, EMS needs, and hazardous materials operations. This Department does provide medical transport. The Department is a proponent of Alternative 5 features to support ease of access along Tapp Road in proximity to the nearby medical complex. The Department also projects that Alternative 5 would best support expected future growth in the Tapp Road area.





Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-11**, the Town of Ellettsville generally does not access SR 37 for its responses, unless the Department is providing mutual aid response. The Department may not be affected by I-69 Section 5 development on a regular basis.

Key Issues: Key issues identified by the Department include:

1. Having increased calls for response based on increased quantities of travelers through the area.

Response/Mitigation for Key Issues:

1. While additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users. As shown and discussed in **Section 3.3.1.3, *Transportation Performance Measures Summary***, the number of crashes in Morgan and Monroe counties will be reduced for all alternatives.

#### **Van Buren Fire Department:**

Background/Feedback: As shown in **Figure 5.3-11**, this Department has two station locations, one west of Bloomington in the northeast corner of Van Buren Township at 2130 S. Kirby Road (#9) and one in the southwest corner of Van Buren Township at 9019 W Hinds Road (#19). This Department provides fire response services in Van Buren Township and limits SR 37 travel to providing mutual aid throughout Monroe County. Its average response time is six minutes. The Department transports to IU Health Bloomington Hospital, which is located on 2<sup>nd</sup> Street east of the Section 5 corridor and Monroe Hospital located near Fullerton Pike west of SR 37. The Department has not expressed a preference for any I-69 alternative.

Refined Preferred Alternative 8 Effects: Because the Department's service area is located west of the highway (**Figure 5.3-11**), the Department may not be affected by I-69 Section 5 development on a regular basis. The Department does transport to IU Health, east of the Highway and would be restricted to crossing the highway at Rockport Road, Fullerton Pike, Tapp Road, SR 45/2<sup>nd</sup> Street and SR 48/3<sup>rd</sup> Street to access the hospital.

Key Issues: No key issues have been identified by the Department, local government officials, or the public.

#### **Perry-Clear Creek Fire Department:**

Background/Feedback: As shown in **Figure 5.3-11**, this Department has two station locations, one south of Bloomington at 3959 S. Kennedy Drive (#11) and one in Clear Creek Township at 9094 Strain Ridge Road (#21). This Department currently utilizes SR 37 and provides fire response, but does not transport, in unincorporated areas of Perry and Clear Creek Townships. It expresses concern with increasing response times because of the limited access nature of I-69 and increasing numbers of responses because of





higher traffic flow through the area. The Department has not expressed a preference for any I-69 alternative. The Department notes facilities at Station 21 in Clear Creek Township are being expanded, and Station 11 may be reconstructed.

Refined Preferred Alternative 8 Effects: Because the Department's service area is located east of the highway (**Figure 5.3-11**), the Department may not be affected by I-69 Section 5 development on a regular basis.

Key Issues: Key issues identified by the Department and local government officials include:

1. Having increased calls for response based on increased quantities of travelers through the area.
2. Having limited access to the highway following I-69 development could affect response times achieved under current conditions.

Response/Mitigation for Key Issues:

1. While additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users. As shown and discussed in **Section 3.3.1.3, Transportation Performance Measures Summary**, the crash frequency or crash rates are expected to be reduced for I-69 over current conditions on existing SR 37.
2. INDOT is committed to continuing collaboration regarding access changes as the project progresses into final design, construction, and operation.

#### **Washington Township Fire & Rescue (Morgan County):**

Background/Feedback: As shown in **Figure 5.3-11**, this Department has one station location east of Martinsville at 1890 SR 44. This Department serves Washington Township and uses SR 37 for almost every response it makes. It has expressed interest in discussing an exit only ramp at Legendary Hills and is concerned about accessing areas along Jordan Road and Burton Lane during flood events. This Department's average response time is six minutes. While this Department does not transport patients, it uses Rural Metro, which transports to IU Health in Morgan County. This Department expresses preference for an interchange at Liberty Church Road, which is included in Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8. The Department has no current plans for expansion but noted discussions have occurred about a future merge with Martinsville Fire Department.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-11**, with I-69 Section 5 development, this Department would only have access to and across I-69 at Liberty Church Road/Godsey Road. Neighborhoods (including Legendary Hills), homes, and



businesses west of the highway would experience longer response times than currently achieved because of the limited access nature of I-69.

Key Issues: Key issues identified by the Department and during analysis include:

1. Discussing options for access near Legendary Hills. The Washington Township Fire Department presently serves this area using existing SR 37 to Legendary Drive and would face an additional 1.5 miles of travel to access the Legendary Hills neighborhood following I-69 development. This neighborhood includes over 45 homes.
2. Having access to areas along Jordan Road and Burton Lane during flood events.

Response/Mitigation for Key Issues:

1. The Liberty Church interchange and local access road network would provide access to areas in southern Morgan County and west of the highway, including Legendary Hills (**Figure 5.3-12**). An additional 1.5 miles of travel would be necessary to access Legendary Hills following I-69 development. Providing a highway access break directly to Legendary Hills is not possible. Median crossover locations, will be evaluated and confirmed during final design using design guidelines and considering local government feedback and emergency response needs. If warranted, identifying options to facilitate inter-governmental or reciprocity agreements among fire departments may be possible. Nevertheless, while the Paragon Volunteer Fire Company is on the west side of existing SR 37, it is located almost 8 miles from Legendary Hills.
2. As shown in **Figure 5.3-12**, Jordan Road will be accessible by Washington Township Fire & Rescue from I-69 southbound to the Liberty Church interchange, to Liberty Church Road, to Jordan Road. Within the Section 5 Study Area, Jordan Road is located outside the 100-year floodplain. Burton Lane is included in the Section 6 Study Area, which is beyond the scope of this Section 5 FEIS.

#### **Martinsville Fire Department:**

Background/Feedback: As shown in **Figure 5.3-11**, this Department has one station location in the City of Martinsville at 160 W. Morgan Street. This Department provides fire response services in the City of Martinsville. It notes that access and interchange locations are a concern for I-69 accessibility. SR 37 is a common route for response travel. The numbers and locations of interchanges would either improve or impede response times and emergency services. The current average response time is four minutes for this Department's fire, EMS, and hazardous material operations. While this Department does not transport patients, it contracts with Rural Metro and Morgan County Emergency Management Ambulance (EMA), who transport to IU Health in Morgan County. The Department has not expressed a preference for any I-69 alternative.



Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-11**, the City of Martinsville generally does not access SR 37 in Section 5 for its responses, unless the Department is providing mutual aid response. The Department may not be affected by I-69 Section 5 development on a regular basis.

Key Issues: Key issues identified by the Department include:

1. Having limited access to the highway following I-69 development could affect response times achieved under current conditions.

Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration during final design regarding access changes and facilitating potential inter-governmental or reciprocity agreements that could help address response time standards.

#### **Paragon Volunteer Fire Company:**

Background/Feedback: As shown in **Figure 5.3-11**, this Department has one station location in the Town of Paragon at 101 E Union Street. This Company provides fire response services to the Town of Paragon and Baker and Ray Townships in Morgan County. Survey feedback was not received from this organization as of March 2013.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-11**, the majority of Paragon Volunteer Fire Company's service area is west of SR 37. No access points to or across the highway are available in Baker Township. As a result, response to two residential properties with current access from SR 37 would require routing through Washington Township's jurisdiction (Morgan County) and then back into Baker Township. This rerouting would involve an additional 5.2 miles of travel along local access roads and across the Liberty Church interchange. These properties are identified in **Figure 5.3-12**.

Key Issues: Key issues identified during analysis include:

1. Accessing two properties, one residential and one agricultural with a residence, in southeastern Baker Township would require travel into Washington Township (Morgan County) and over five miles of additional travel (See **Figure 5.4-12**).

Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration regarding access to these two parcels during final design (See **Figure 5.3-12**). Identifying options to facilitate inter-governmental or reciprocity agreements among fire departments may be possible. At present, Paragon Volunteer Fire Company would provide fire and EMS response to these two properties. Being situated east of the highway, the City of Martinsville or Washington Township are located within approximately 7 and 8 miles of the parcels. Either entity could use the Liberty Church interchange to access these parcels from



Liberty Church Road, to Old SR 37, to Pine Boulevard. Providing a highway access break directly to these parcels is not possible.

### **Rural/Metro Ambulance Corporation:**

Background/Feedback: Rural/Metro Ambulance Corporation is located at 2525 W. Fullerton Pike, Bloomington. Within the Section 5 corridor, many EMS entities rely on private transport services provided by Rural/Metro Ambulance Corporation. For example, Washington Township Fire & Rescue (in Morgan County) and Martinsville Fire Department both specifically noted in 2012 survey feedback that Rural/Metro provides transport services to nearby hospitals as needed following EMS responses. In Monroe County, Rural Metro provides scheduled non-emergency transports. According to Rural/Metro Corporation's website, the company provides 911 emergency, interfacility, and special event ambulance services; community, industrial, and wildland fire protection; and other services. Within Bloomington, Rural/Metro Corporation is situated on the west side of South Monroe Medical Park Boulevard, west of existing SR 37. With I-69 development, all six alternatives would displace this business as a result of Fullerton Pike interchange development. Survey feedback was not received from this organization as of March 2013.

Refined Preferred Alternative 8 Effects: This business would be directly affected by Refined Preferred Alternative 8 as a displaced property.

Key Issues: Key issues identified during analysis include:

1. Relocating this facility would become necessary as a result of I-69 development

### Response/Mitigation for Key Issues:

1. As described in **Section 5.2, *Social Impacts***, relocation resources and relocation assistance advisory services would be available to all residential or nonresidential displacements without regard to race, creed, color, national origin, or economic status, as required by Title VI of the Civil Rights Act, Title VIII of the Civil Rights Act (42 U.S.C. §3601 et seq.), and Executive Order 11063 (27 FR 11527, November 24, 1962).

### **IU Health Ambulance:**

Background/Feedback: IU Health, based out of Bloomington Hospital at 601 W. 2nd Street and Perry-Clear Creek Station #11 at 3953 S. Kennedy Drive, is the sole emergency transporter for Monroe County and provides multiple emergency medical transport services. IU Health also provides scheduled non-emergency and wheel chair transportation services. Its average response time is 7.9 minutes.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-13**, whereas That Road, Whitehall Crossing Boulevard, Acuff Road, Bottom Road, and Wylie Road currently include direct access to and/or across SR 37 in Bloomington and Monroe County,



development of Refined Preferred Alternative 8 would include closures of these routes and rerouting to another I-69 access point. Furthermore, Rockport Road, Vernal Pike, Arlington Road (existing), Kinser Pike, and Crossover Road/Chambers Pike would either become or remain overpasses to I-69 providing no direct access to the highway. Nevertheless, these points would allow responders to cross the highway. Fire and EMS responders would be routed to I-69 by interchanges in Bloomington and Monroe County, including Fullerton Pike, SR 45/2<sup>nd</sup> Street (existing), SR 48/3<sup>rd</sup> Street (existing), SR 46 (existing), SR 37 Business/N. Walnut Street, and Sample Road. These points would also accommodate crossing the highway. In addition, changes to the local road network, as outlined in **Section 5.3.4.2, Travel Patterns and Local Public Road Connectivity**, could alter and lengthen routes taken for response.

Key Issues: Key issues identified during analysis include:

1. Having limited access to the highway following I-69 development could affect response times achieved under current conditions

Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration during final design regarding access changes and facilitating potential inter-governmental or reciprocity agreements that could help address response time standards.

#### **Morgan County Emergency Management Ambulance (EMA):**

Background/Feedback: Morgan County EMA is located at 1789 E. Morgan Street in Martinsville. This organization provides emergency and scheduled non-emergency transport services throughout Morgan County. According to the organization's website, it provides basic life support and serves 9 out of 14 townships in Morgan County but is able to respond to every township if called. Over the past 6 years Morgan County EMA Ambulance Service has taken over 2,500 ambulance runs within Morgan County.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-13**, with I-69 Section 5 development, the Section 5 ambulance response service area (not including I-69 Section 6 development) would only have access to and across I-69 at Liberty Church Road/Godsey Road. The presence of this limited access highway would increase response times for neighborhoods, homes, and businesses depending on origin of the EMA dispatch (whether on patrol or from Martinsville).

Key Issues: Key issues identified during analysis include:

1. Having limited access to the highway following I-69 development could affect response times achieved under current conditions



Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration during final design regarding access changes and is willing to facilitate potential inter-governmental or reciprocity agreements that could help address response time standards. For example, Rural Metro also serves Morgan County and may be able to provide better response time to southern Morgan County.

- **Police Departments:**

**Bloomington Police Department:**

Background/Feedback: As shown in **Figure 5.3-14**, this Department has one station location at 220 E. Third Street. This Department provides all police services throughout Bloomington. The Department notes I-69 development would affect police response because of road closures. This Department notes that I-69 access in southern and northern Bloomington will be important for emergency response. The Department also supports an interchange at Tapp Road, which relates to Alternatives 5, 7, 8, and Refined Preferred Alternative 8.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-14**, whereas That Road, Whitehall Crossing, and Acuff Road currently include direct access to and/or across SR 37 in the City of Bloomington, development of Refined Preferred Alternative 8 would include closures of these routes and rerouting to another I-69 access point. Furthermore, Rockport Road, Vernal Pike, Arlington Road (existing), and Kinser Pike would either become or remain overpasses to I-69 providing no direct access to the highway. Nevertheless, these points would allow responders to cross the highway. Police and EMS responders would be routed to I-69 by interchanges in Bloomington, including Fullerton Pike, SR 45/2<sup>nd</sup> Street (existing), SR 48/3<sup>rd</sup> Street (existing), and SR 46 (existing). These points would also accommodate crossing the highway. In addition, changes to the local road network, as outlined in **Section 5.3.4.2, Travel Patterns and Local Public Road Connectivity**, could alter routes taken for response.

Key Issues: Key issues identified by the Department include:

1. Having limited access to the highway following I-69 development could affect response times achieved under current conditions

Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration regarding access changes as the project progresses into final design, construction, and operation.

**Ellettsville Police Department:**

Background/Feedback: As shown in **Figure 5.3-14**, this Department has one station location at 1406 W. Temperance Street. This Department provides patrol, emergency





response, traffic control, accident investigation, and general investigation throughout Ellettsville and Monroe County. Its average response time is under five minutes. The Department expects I-69 would affect its operations by increasing traffic and potential accidents, which could increase demand for the Department's service. The Department prefers an interchange at Rockport Road rather than Fullerton Pike, as proposed in the I-69 alternatives, because it reports observing more traffic on Fullerton Pike than Rockport Road. The Department believes this option would improve access to Monroe Hospital. It also supports an interchange at Tapp Road, which relates to Alternatives 5, 7, 8, and Refined Preferred Alternative 8; no access at Kinser Pike, which relates to Alternative 6; an interchange at Sample Road, which relates to all six alternatives; no access at Chambers Pike, which relates to Alternative 7; no access at Bryant's Creek Road, which relates to Alternatives 4, 5, 6, 8, and Refined Preferred Alternative 8; an interchange at Paragon/Pine, which relates to Alternative 4; and an interchange at Liberty Church, which relates to Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-14**, the Town of Ellettsville generally does not access SR 37 for its responses, unless the Department is providing mutual aid response. The Department may not be affected by I-69 Section 5 development on a regular basis.

Key Issues: Key issues identified by the Department include:

1. Having increased calls for response based on increased quantities of travelers through the area

Response/Mitigation for Key Issues:

1. While additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users. As shown and discussed in **Section 3.3.1.3, Transportation Performance Measures Summary**, the crash frequency or crash rates are expected to be reduced for I-69 over current conditions on existing SR 37.

#### **Monroe County Sherriff's Office:**

Background/Feedback: As shown in **Figure 5.3-14**, this Office has a station located at 301 N. College Avenue and an auxiliary station at 505 W. 4th Street. The Sherriff's Office responds to all emergency response and alarm requests and all community requests throughout Monroe County. With I-69 development, the Office anticipates increased traffic in the county and that the workforce would be expanded eventually to support more demand. The Sheriff's Office supports interchange development at: Sample Road in all six alternatives; Walnut Street in Alternatives 5, 7, 8, and Refined Preferred Alternative 8; Tapp Road in Alternatives 5, 7, 8, and Refined Preferred Alternative 8; and Fullerton Pike in all six alternatives.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-13**, whereas That Road, Whitehall Crossing Boulevard, Acuff Road, Bottom Road, and Wylie Road currently



include direct access to and/or across SR 37 in Bloomington and Monroe County, development of Refined Preferred Alternative 8 would include closures of these routes and rerouting to another I-69 access point. Furthermore, Rockport Road, Vernal Pike, Arlington Road (existing), Kinser Pike, and Crossover Road/Chambers Pike would either become or remain overpasses to I-69 providing no direct access to the highway. Nevertheless, these points would allow responders to cross the highway. Sheriff's Office and EMS responders would be routed to I-69 by interchanges in Bloomington and Monroe County, including Fullerton Pike, SR 45/2<sup>nd</sup> Street (existing), SR 48/3<sup>rd</sup> Street (existing), SR 46 (existing), SR 37 Business/N. Walnut Street, and Sample Road. These points would also accommodate crossing the highway. In addition, changes to the local road network, as outlined in **Section 5.3.4.2, *Travel Patterns and Local Public Road Connectivity***, could alter and lengthen routes taken for response.

Key issues: Key issues identified by the Department include:

1. Having increased calls for response based on increased quantities of travelers through the area

Response/Mitigation for Key Issues:

1. While additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users. As shown and discussed in **Section 3.3.1.3, *Transportation Performance Measures Summary***, the crash frequency or crash rates are expected to be reduced for I-69 over current conditions on existing SR 37.

#### **Martinsville Police Department:**

Background/Feedback: As shown in **Figure 5.3-14**, this Department has one station location at 59 S. Jefferson Street. This Department provides patrol, dispatch, detective, and emergency services. Currently, this Department utilizes SR 37 and averages three to five minutes for responses. It anticipates that I-69 would affect its ability to access areas near the highway and could increase response times based on the limited access nature of I-69. The Department has not expressed a preference for any I-69 alternative.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-14**, the City of Martinsville generally does not access SR 37 in Section 5 for its responses, unless the Department is providing mutual aid response. The Department may not be affected by I-69 Section 5 development on a regular basis.

Key Issues: Key issues identified by the Department include:

1. Having limited access to the highway and altered access to the local access road following I-69 development could affect response times achieved under current conditions.



#### Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration regarding access changes as the project progresses into final design, construction, and operation.

#### **Morgan County Sheriff's Department:**

Background/Feedback: As shown in **Figure 5.3-14**, this Department has one station location at 160 N. Park Avenue. This Sheriff's Department responds to approximately 750 calls per month and patrols 890 miles of county road. The Department is located at 160 North Park Avenue in Martinsville.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-14**, with I-69 Section 5 development, the Section 5 Sheriff's Department's service area (not including I-69 Section 6 development) would only have access to and across I-69 at Liberty Church Road/Godsey Road. The presence of this limited access highway would lengthen response routes and times to neighborhoods, homes, and businesses depending on origin of dispatch (whether on patrol or from Martinsville).

Key Issues: Key issues identified during analysis include:

1. Having limited access to the highway following I-69 development could affect response times achieved under current conditions

#### Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration regarding access changes as the project progresses into final design, construction, and operation.

#### **Indiana State Police District 33:**

Background/Feedback: The District 33 Police Post is located at 1500 N. Packinghouse Road, Suite 200 in Bloomington. Services provided include vehicle enforcement; communications; criminal investigation; operations such as aviation, explosive ordinance disposal, emergency response, interdiction, hostage/crisis responses, and scuba and K-9 programs; criminal justice; and laboratory services.

Refined Preferred Alternative 8 Effects: As shown in **Figure 5.3-14**, whereas That Road, Whitehall Crossing Boulevard, Acuff Road, Bottom Road, and Wylie Road, Cooksey Lane/Petro Road East, Paragon Road W/Pine Boulevard E, and Unnamed access N Old SR 37 W currently include direct access to and/or across SR 37 in the Section 5 Study Area, development of Refined Preferred Alternative 8 would include closures of these routes and rerouting to another I-69 access point. Furthermore, Rockport Road, Vernal Pike, Arlington Road (existing), Kinser Pike, and Crossover Road/Chambers Pike would either become or remain overpasses to I-69 providing no direct access to the highway. Nevertheless, these points would allow responders to cross the highway. State Police and EMS responders would be routed to I-69 by interchanges in the Section 5 Study Area,



including Fullerton Pike, SR 45/2<sup>nd</sup> Street (existing), SR 48/3<sup>rd</sup> Street (existing), SR 46 (existing), SR 37 Business/N. Walnut Street, Sample Road, and Liberty Church Road/Godsey Road. These points would also accommodate crossing the highway. In addition, changes to the local road network, as outlined in **Section 5.3.4.2, *Travel Patterns and Local Public Road Connectivity***, could alter and lengthen routes taken for response.

Key Issues: Key issues identified during analysis include:

1. Having limited access to the highway following I-69 development could affect response times achieved under current conditions

Response/Mitigation for Key Issues:

1. INDOT is committed to continuing collaboration regarding access changes as the project progresses into final design, construction, and operation.
- **Hospitals:** As noted in **Section 4.2.2.5, *Community Facilities and Services***, and as shown in **Figure 5.3-13**, three hospitals or major medical centers are situated within the Section 5 Corridor: Monroe Hospital, Southern Indiana Medical Center, and Meadows Hospital. None of these hospitals would be displaced, and two of the three properties are located near interchanges that would provide similar access for travelers on I-69 as the current intersections do on SR 37. In other words, with I-69 development, Monroe Hospital could be reached from the Fullerton Pike interchange for all alternatives under consideration just as it presently is accessible from SR 37. Nevertheless, access from South Monroe Medical Park Boulevard to Monroe Hospital, and potentially its Emergency Department, could be adjusted within the same parcel depending on how the Fullerton Pike interchange would connect with the existing road network in each of the six alternatives. This decision will be finalized during project design.

#### **Monroe Hospital:**

As shown in **Figure 5.3-13**, Monroe Hospital is at the south end of the Section 5 corridor at 4011 S Monroe Medical Park Blvd, Bloomington. According to survey responses, hospital officials note that Fullerton Pike is an important access point along existing SR 37. Hospital administrators note that project completion will benefit the hospital and improve safety at the Fullerton Pike crossing. Hospital administration expresses concern about maintaining business access during construction at its facility and understanding construction timeframes so that it can inform patients, employees, physicians, and vendors. Hospital staff anticipate losing customers during construction and gaining customers after construction is complete, as access to the site would be improved. Staff support an interchange at Fullerton Pike and an overpass at Rockport Road, which are associated with all six alternatives. In addition, they also support an overpass at Tapp Road, which relates to Alternatives 4 and 6.

Medical facilities, associated with Monroe Medical Arts, on the west side of South Monroe Medical Park Boulevard would be affected by Fullerton Pike interchange



development. The Rural Metro Ambulance building, a presently vacant building, the Monroe Hospital Administration and Billing Department building, and a medical and/or health related office building would be displaced under all six alternatives. This medical and/or health related office building presently includes Southern Indiana Family Practice Center, Gynecology Associates, Decatur Vein Clinic, Beams Health and Wellness Spa, Monroe Primary Care, Monroe Operations, and Monroe Hospital Sleep Center. A third building on the same parcel, which includes Force Athletic Revolution, would be displaced with development of Alternatives 4 and 5. These potential relocations are shown in **Figure 5.3-5** to **Figure 5.3-10**.

**Southern Indiana Medical Center:**

As shown in **Figure 5.3-13**, Southern Indiana Medical Center is near the south end of the Section 5 corridor south of Tapp Road and east of existing SR 37 in Bloomington. Alternatives 4 and 6 in this area would maintain east/west connectivity along Tapp Road via an overpass, but would not provide direct access to I-69. Alternatives 5, 7, 8, and Refined Preferred Alternative 8 would provide a split interchange with SR45/2<sup>nd</sup> Street and would provide direct access from I-69 and east/west connectivity.

**Bloomington Meadows Hospital:**

As shown in **Figure 5.3-13**, this hospital is located at 3600 N. Prow Road, Bloomington. Current access to the Meadows Hospital occurs at Acuff Road for southbound travelers or SR 46 for northbound travelers. This hospital provides specialized behavioral health services. With I-69 development, southbound travelers would use the Kinser Pike interchange in Alternative 4 or Walnut Street interchange in Alternatives 5, 7, 8, or Refined Preferred Alternative 8 to access Acuff and Prow Road. Travelers heading northbound could continue to use the SR 46 interchange with all six alternatives. According to survey responses, hospital officials note that Acuff Road closures at I-69 (under all five alternatives) and potential for no I-69 access at Kinser Pike (under Alternatives 5, 6, 7, 8, and Refined Preferred Alternative 8) could adversely affect their patient base and potentially encourage patients to travel elsewhere for treatment.

**Public Parks and Recreation Areas:** Section 4(f) of the Department of Transportation Act of 1966 prohibits using public parkland for highway purposes unless no prudent and feasible alternative can be found and all possible planning measures are taken to minimize harm. Park projects funded with federal Land & Water Conservation Fund grants would involve Section 6(f) restrictions on converting parkland to non-park uses, including replacement-in-kind with a comparable parcel agreed to by the Secretary of the Interior. No Section 6(f) properties are affected as part of this project.

Wapehani Mountain Bike Park is a publicly owned park that qualifies for protection under Section 4(f). Under Alternatives 4, 6, and 8, Wapehani Mountain Bike Park would not be affected by right-of-way acquisition. While the mainline alignment associated with Alternative 5 shifts westward to avoid the majority of the park, Alternative 5 would still require acquisition of 1.10 acre (2.5%) from the park's 45.43 acres (see **Figure 5.3-6**, Page 2). Alternative 7 and Refined Preferred Alternative 8 use the existing SR 37 mainline alignment and would require



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1.73 acres (3.8%) from the current park boundary (see **Figures 5.3-8**, and **5.3-10**, Page 2). Section 4(f) use of this resource is evaluated further in **Chapter 8, Section 4(f)**.

Brown's Woods (labeled as Public-3 and Public-4 on **Figure 5.22-3** in **Section 5.22, Managed Lands**) consists of two woodland parcels on either side of Basswood Drive and east of SR 37, in a developing area of the city. The property was donated under a Memorandum of Understanding to the Community Foundation of Bloomington and Monroe County, Inc. (Foundation) to preserve it, in perpetuity, as undeveloped land for the benefit of wildlife, plant communities, and the general public. The property is privately owned by the Community Real Estate Holdings, LLC, a holding company for the Foundation. The City of Bloomington Parks and Recreation Department maintains the property as a woodland under a Lease Agreement with the Foundation.<sup>2</sup> As such, Section 4(f) does not apply to this resource.

A portion of the Morgan-Monroe State Forest is located within the Section 5 Corridor. The Morgan-Monroe State Forest encompasses over 25,000 acres in Morgan and Monroe counties (see **Figure 4.2-17** at the end of **Section 4.2, Human Environment (Community Impact Assessment)**). The forest offers various family-oriented outdoor activities including picnic shelters, hiking trails, three fishing lakes, primitive camping, and hunting for white tail deer, ruffed grouse, turkey, squirrel, fox, and raccoon during the appropriate seasons. Most of the area under State Forest management is listed as public use. Based on communications with forest personnel, the portions of the Section 5 corridor that abut the Morgan-Monroe State Forest are part of a multiuse management area that includes undeveloped recreation and resource management use. IDNR personnel indicated there are no campgrounds or any mapped/designated recreational trails or wildlife refuges along the SR 37 corridor. The area is managed primarily for timber and wildlife harvesting. This is consistent with the description in the Tier 1 FEIS of the Morgan-Monroe State Forest.

Right-of-way acquisition would occur at Morgan-Monroe State Forest for all six alternatives. Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8 would require acquisition of 7.64, 5.71, 1.22, 0.07, 0.10, or 0.10 managed acres for right-of-way, respectively. These impacts are discussed further in **Section 5.22, Managed Lands and Natural Areas** (see Public-11, **Figure 5.22-7** and **Figure 5.22-8**). Because the portion of the State Forest which occurs within the study area is primarily managed for timber and wildlife harvesting, Section 4(f) would not apply. The Morgan-Monroe State Forest comments on the DEIS stated preference for Alternative 8 (the DEIS Preferred Alternative), subject to access and directional signage being included in design. As such, recommendations from the property manager are stated as INDOT commitments in the Refined Preferred Alternative 8 to ensure visitor access from I-69. Further detail is provided in **Section 5.22.4, Mitigation (Managed Lands)**.

The Twin Lakes Recreation Center, which is owned by the City of Bloomington, is not located within the Section 5 corridor and would not be affected directly by any alternative. This center offers facility rental, group exercise classes, personal training services, senior citizen programs, and various sport and athletic programs and facilities. At present, this facility is accessible east of SR 37 along SR 45/2<sup>nd</sup> Street, which becomes Bloomfield Road. Under Alternatives 5, 7, 8, and

<sup>2</sup> Personal communications, Renee Chambers with the Community Foundation, January 23, 2013 and March 23, 2013.





Refined Preferred Alternative 8, this facility would be accessible from a split interchange with Tapp Road. Under Alternatives 4 and 6, this recreation center would be accessible via the existing interchange.

**Pedestrian and Bicycle Facilities:** The Section 5 corridor contains portions of two existing multi-use trail systems: the Wapehani Mountain Bike Trails and the City of Bloomington's designated bicycle routes, which include Kinser Pike and Vernal Pike, as signed routes and 3<sup>rd</sup> Street with a bike lane. These trails and designated routes are shown on in **Section 4.2, Human Environment (Community Impact Assessment) (Figure 4.2-8)**.

As discussed in **Section 4.2.2.5, Community Facilities and Services**, bicyclists regularly use secondary roads to cross SR 37. These include Rockport Road, Tapp Road, SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, Vernal Pike, and Arlington Road. Public outreach identified several interests from the bicycle community. At Section 5 CAC meetings, the Bloomington Bicycle Club noted support for Alternative 7 at SR 45/2<sup>nd</sup> Street, which includes a split interchange with Tapp Road. The bicycle club also expressed interest in retaining connectivity between Vernal Pike and the B-Line bike trail. All six alternatives include an I-69 crossing via Vernal Pike either by overpass (Alternatives 7, 8, and Refined Preferred Alternative 8) or underpass (Alternatives 4, 5, and 6). The club also noted desire for a bike side path along Rockport Road. It advocated for considering bicycle safety concerns along Arlington Road relative to drainage grates and recommended considering bridged side paths similar to the Clear Creek Trail.

On July 12, 2012, project representatives met with the Bloomington Bicycle Club and local government officials. The purpose of this meeting was to discuss Bloomington Bicycle Club's request for a dedicated bicycle/pedestrian bridge to be constructed between 2<sup>nd</sup> Street and 3<sup>rd</sup> Streets, in the vicinity of Basswood Drive. In addition, the Active Transportation Committee of Monroe County provided comments to emphasize the importance of multi-modal connectivity. The Committee urged INDOT to consider bicycle and pedestrian infrastructure to provide multi-modal access and connectivity across I-69.

Participating agencies also stated that continued coordination on this project is necessary to assure the corridor does not become a barrier between the east and west side of the interstate. The Section 5 Team the *Monroe County Alternative Transportation and Greenways Plan* (MCATGP) for guidance in the placement of bike lanes and trails in accordance with the County's existing and proposed bicycle/pedestrian projects. The county expressed concerns that the interchanges and grade separations have appropriate bicycle and pedestrian facilities. The City of Bloomington also expressed the desire for adequate bicycle and pedestrian facilities on not only new interchanges and overpasses/underpasses, but also on existing bridge structures to maintain connectivity for cyclists and pedestrians.

Coordination continued with these agencies throughout development of the FEIS. Bicycle and pedestrian accommodations included in Refined Preferred Alternative 8 reflect this further coordination. Although a dedicated bicycle/pedestrian bridge is desired, accommodations on 2<sup>nd</sup> and 3<sup>rd</sup> Street were a higher priority. Refined Preferred Alternative 8 bicycle/pedestrian accommodations provided within the I-69 project limits are detailed in **Section 7.3.2, Social and Neighborhood (Table 7-2)**, and include:



- **That Road, Kinser Pike:** Five foot-wide paved shoulders.
- **Rockport Road:** Five foot-wide paved bike lanes / shoulders (plus two-foot gutters).
- **Fullerton Pike:** A five foot-wide sidewalk along the south side, and a 10 foot-wide multi use path along the north side.
- **Tapp Road, SR 45/2nd Street:** A five foot-wide sidewalk along the south side, and a 10 foot-wide multi use path along the north side.
- **SR 48/3rd Street:** A 10 foot-wide multi use path on each side, plus five foot-wide shoulders (including two-foot gutters).
- **Vernal Pike/17th Street:** A five foot-wide sidewalk on the south side, and an eight foot-wide multi-use path on the north side.
- **SR 46, Arlington Road, N. Walnut Street:** No change to existing.
- **Sample Road, Chambers Pike, Liberty Church Road:** Eight foot-wide paved shoulders.

In terms of trail and bicycle route system impacts, Wapehani Mountain Bike Park trails would not be affected directly by Alternatives 4, 6, and 8. Alternative 5, 7, and Refined Preferred Alternative 8 would require up to 1.73 acres from within the current park boundary, and would require the use of a wooden foot bridge and a portion of a bicycle path. The foot bridge and impacted portions of the bicycle path could be relocated. The FHWA *de minimis* finding for Refined Preferred Alternative 8 regarding the use of this portion of the park is detailed in **Chapter 8, Section 4(f))**.

As noted, east-west connectivity with Vernal Pike would be retained for all six alternatives. East-west connectivity along Kinser Pike would be retained under Alternatives 5, 7, 8, and Refined Preferred Alternative 8. Alternative 6 would not include connectivity with I-69, while Alternative 4 would include an interchange. Lastly, I-69 development is not expected to directly affect access to, or the functioning of the Clear Creek Trail, which is not in the Section 5 corridor, but crosses That Road approximately 4,000 feet east of SR 37.

**Utilities:** The primary utility providers in the Study Area are listed below.

Electric — Duke Energy, Hoosier Energy, and South Central Indiana Rural Electric Membership Corporation. Several overhead power transmission lines extend across the corridor. A 138,000 voltage line crosses the corridor about 0.2 mile south of Tapp Road. A 230,000 volt line crosses about 0.25 mile south of Chambers Pike. A series of 69,000 voltage lines cross the corridor about half-way between SR 45/2<sup>nd</sup> Street and SR 48/3<sup>rd</sup> Street, about 0.3 mile south of SR 46, about 0.4 mile south of Acuff Road, about 0.5 mile north of Acuff Road, about 0.7 mile north of Sample Road, in the vicinity of Chambers Pike, and 0.6 mile north of Liberty Church Road. Direct impacts to these power lines are not expected and ongoing coordination is occurring with electric providers. One Hoosier



Energy substation is included in the Section 5 corridor on the west side of SR 37 about 0.8 mile south of Sylvan Lane/Chambers Pike. Access will be retained to this sub-station in all six alternatives. During CAC meetings, Hoosier Energy expressed support for Alternative 5 at both Walnut Street (an interchange) and Kinser Pike (an overpass).

Water — City of Bloomington Utilities (CBU), Washington Township Water Corporation, the Town of Ellettsville (previously served by the Maple Grove Water District), and the City of Martinsville provide water service. With the exception of a few private water lines, the remainder of Monroe and Morgan county residents, businesses, and facilities use well systems. Over 150 water lines are within or adjacent to the existing SR 37 right-of-way. A water tower is located 100 feet westward of the corridor, north of Crossover Road. A pump house is within the existing SR 37 right-of-way on the west side, north of the SR 37/Old SR 37 intersection. A booster station is located 60 feet east of existing SR 37 right-of-way, north of Purcell Drive and south of Wayport Road. Another booster station is located near Legendary Hills, about 250 feet east of existing SR 37 and just south of the Section 5 corridor's northern terminus (where Section 6 begins).

The City of Martinsville has extended utilities and is in the process of annexing east of existing SR 37, including Jordon Road to the east and Liberty Church Road to the south. The area west of I-69 at Liberty Church Road (which has significant amounts of floodplains) has limited development potential and is a potential location for a municipal well field (see **Section 11.3.1, Outreach Activities**). Preliminary design of Refined Preferred Alternative 8 has been implemented to avoid direct impacts to the water tower and booster station. A master meter is located north of Showers Road.

Wastewater — CBU, the Town of Ellettsville, and the City of Martinsville. (The remainder of Monroe and Morgan counties are on septic systems.) No sewage treatment plants are located within the Section 5 corridor. Sewerlines are located throughout the Section 5 corridor, especially in more densely populated areas in and around Bloomington.

Stormwater — CBU has numerous storm sewer systems within the corridor to manage storm drainage and surface water. Much of the storm sewer network occurs in proximity to City of Bloomington streets.

Natural Gas — Vectren, Indiana Gas Co., and Hindustan gas dome (natural gas reserve site located east of SR 37 near Chambers Pike). Natural gas pipelines cross the corridor near 3<sup>rd</sup> Street, near Evergreen Drive, north of Arlington Road, and SR 37 Business. A natural gas pipeline occurs alongside SR 37 between Section 5's southern terminus and 0.4 mile north of 3<sup>rd</sup> Street and between the Liberty Church Road area and the Section 5 northern terminus. These lines are maintained by Indiana Gas Co.

Communications (Cable/Internet) — Smithville Communications provides cable and internet services to customers within the project corridor. Smithville facilities exist within the corridor from the southern terminus up to Burma Road. There are many proposed conflicts throughout this length that will require relocation coordination during



the final design phase. Comcast also provides cable service within the vicinity of the project.

Communications (Telephone) — AT&T and Indiana Fiberworks have facilities within the project area. The Section 5 corridor includes two cellular phone towers, one south of Ellis Road and east of SR 37 and one west of SR 37 near Lee Paul Road. Another cellular phone tower is located outside of the Section 5 corridor along Pine Boulevard. Alternatives 4 and 5 would displace the cellular tower located along Pine Boulevard. The other two cellular towers would not be displaced.

Communications (Fiber Optic) — IU has a fiber optic communications line within the project corridor. This line serves as the direct communications and back-up for IU from Indianapolis. IU's fiber optic line begins at the SR 46 interchange and continues northward through the corridor. Typically, the line is approximately 30 inches beneath existing ground level. I-Light, a unique collaboration among Indiana colleges and universities, state government, and private sector broadband providers, is a high-speed fiber optic network that connects Indiana member sites to state, national, and international research and education communities.

Public utility facilities have been field located or identified through contact with utility and pipeline companies. The project team met with utility service providers on August 27 and 28, 2012 to identify and discuss potential impacts to utility infrastructure both above and below ground. These potential impacts have been provided to the project team, and ongoing coordination will continue as the project progresses. Coordination between utility providers and the design team allowed for avoidance of major utilities such as Hoosier Energy's sub-station and the Hindustan dome. In terms of potential adverse impacts, Vectren Energy expressed concern about possible project conflicts with natural gas infrastructure near Wapehani Mountain Bike Park, Mel Currie Road, and Liberty Church Road. Duke Energy's greatest concern relates to potentially moving utility lines between Fullerton Pike and SR 48/3<sup>rd</sup> Street as a result of the project.

CBU noted potential project conflicts in the area of SR 45/2<sup>nd</sup> Street with a sanitary sewer line. Furthermore, IU officials anticipate that portions of its fiber optic line, which occur with SR 37 right-of-way, will be relocated to accommodate I-69 development. Smithville Communication provides cable and internet service near the corridor and also anticipates potential utility relocations. Utility relocation plans are a function of final design, which means coordination with utility companies involved in this phase of the project will continue during the final design phase of the project. A comprehensive GIS layer showing utility locations and (where appropriate) sizes will be prepared for use in final design of the highway.

**Local and State Road System:** Existing transportation facilities within the study area include four state highways (SR 37, SR 45, SR 48, and SR 46), numerous city and county roads, and several residential streets. For all six alternatives, interchanges would provide direct access to Fullerton Pike, SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, SR 46, and Sample Road. Because I-69 would be developed using existing SR 37, this state highway and its intersecting roads would be adjusted to accommodate the I-69 mainline, interchanges, and frontage roads. Although some existing roads would no longer connect with the highway, development of all six alternatives has



included coordination over connectivity and accessibility of I-69 travelers to Section 5 neighborhoods, residences, businesses, and institutions. A complete discussion of impacts to the local and state road system is included in **Section 5.3.4.2, *Travel Patterns and Local Public Road Connectivity***.

**Railroads:** The Section 5 corridor intersects with rail lines used by the Indiana Railroad Company and CSX Transportation Company. These lines are located just north and south of SR 48/3<sup>rd</sup> Street at SR 37. One crossing is an underpass and the other is an overpass. These crossings would be maintained, and this project is not expected to impact the railroads.

**Airports:** The only nearby public airport (in the vicinity of Section 4) is the Monroe County Airport located about four miles southwest of the City of Bloomington. The average daily use of the airport is 140 aircraft operations. About 68% of air traffic is transient general aviation, while 27% is local general aviation and 4% is air taxi (AirNav, LLC, “AirNav.com,” [www.airnav.com](http://www.airnav.com), accessed March 29, 2010). The nearest commercial passenger airports are Indianapolis International Airport, Evansville-Vanderburgh Airport, and Louisville (KY) International Airport. All are within approximately 100 miles of the Section 5 project area, and the project would improve access to these destinations. Coordination with INDOT’s Office of Aviation and the Federal Aviation Administration will be required during the final design phase to determine whether Tall-Structure permits are necessary for the project.

**Transit:** Monroe County has three transit service providers: Bloomington Transit, IU Campus Bus Service, and Monroe Rural Transit. Main routes used by transit services to cross SR 37 include: SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, SR 46, and Vernal Pike. Under all six alternatives, each of these crossings would maintain east-west connectivity across I-69. SR 45/2<sup>nd</sup> Street, SR 48/3<sup>rd</sup> Street, and SR 46 all would maintain existing interchange access with I-69.

### 5.3.6 Mitigation

Section 5 consists primarily of developed land, forest, and farmland. The Section 5 corridor also includes numerous community resources both within the City of Bloomington and along the corridor. The following measures would be utilized to mitigate the potential impacts on land use patterns:

- **I-69 Community Planning Program:** A commitment was made in Tier 1 to develop a Community Planning Program (CPP) for the I-69 project. The program was developed to establish a regional strategy by providing resources to local communities to manage development growth associated with I-69. The program provided grants to local communities (cities, towns, and counties) to prepare land use plans, transportation plans, zoning and subdivision ordinances, special highway corridor “overlay zones,” or other local planning initiatives to manage new developments or to stimulate economic growth along the I-69 corridor.

The I-69 CPP was a two-phase effort. Phase 1 activities included developing community planning tools, preparing regional planning and economic development strategies for the entire I-69 corridor area, and establishing the framework for the Phase 2 program. The Phase 2 program provided grants of up to \$50,000 for communities to develop planning





programs to capture the economic benefits and manage associated growth in a way to reduce impacts to sensitive environmental resources resulting from the I-69 highway development. Neighboring communities could apply for joint grants; the total amount of these grants could be up to \$50,000 per community. For example, the joint grant described below for Martinsville, Mooresville, and Morgan County totaled \$150,000.

These grants totaled \$1,500,000 for the entire Evansville-to-Indianapolis corridor. Eight communities in the vicinity of Section 5 were eligible to apply for I-69 CPP grants. The City of Bloomington had current planning measures in place and opted not to apply for funding. The Town of Ellettsville used the grant to complete a Capital Improvement Plan, an Open Space and Recreation Plan, a Preservation Plan for Wells Park Nature Area, and Citizen Planner training for Local Officials. Monroe County used the grant for preparing the *State Road 37 Corridor Plan (2010)*. The City of Martinsville, Town of Mooresville, and Morgan County opted to team together in their planning efforts and used the grant to develop the *Morgan County SR 37/SR 144 Corridor Plan (2010)*, comprehensive plan updates for Morgan County and Martinsville, and a comprehensive plan and zoning ordinance update for Mooresville. The Town of Spencer and Owen County teamed together and used the grant to complete the comprehensive plan for Owen County and Town of Spencer, including a study of the SR 46 Corridor. **Section 7.2, Major Mitigation Initiatives**, describes the program in greater detail.

- **Context Sensitive Solutions (CSS):** CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

To design and construct a freeway that is truly sensitive to the environment through which it will be traversing, FHWA and INDOT will seek the continued assistance from the communities near the corridor through Tier 2 design and construction phases of the project. Early in Tier 2, INDOT and FHWA worked with the local officials, metropolitan planning organizations (MPOs), and others to identify specific representatives from neighborhood groups, emergency response personnel, schools, local advocacy groups, etc., to be members of each CAC. In addition, for Section 5, an additional group consisting of local government representatives was established as participating agencies to provide input and early data exchange similar to the CACs and reviewing agencies. Section 5 participating agencies included representatives from the City of Bloomington, Ellettsville, Monroe County, Morgan County, and Martinsville. FHWA and INDOT met with the Section 5 CACs and participating agencies to describe the status of the project, to ask them to distribute information to their constituents, and to also seek feedback from them and their constituents. In addition, FHWA and INDOT also conducted public information meetings and a public hearing about the project at key project milestones.

The specific outcome of CSS depends, in part, on input from the CACs, participating agencies, and the public. The use of CSS may result or has resulted in the following modifications to the alternatives:





- Generally constraining all of the alternatives to the general SR 37 location and elevation to reduce overall impacts and traffic disruptions.
- Use of existing transportation right-of-way, pavement, and infrastructure where appropriate by utilizing minimal impact design criteria to maximize return on capital investments.
- Improving aesthetics of the highway by planting native wildflowers, minimizing riprap on sideslopes and in ditches, and using attractive structures (e.g., bridges, retaining walls, signs, etc.). There is also community interest in gateway treatments for Bloomington and Martinsville approaches. INDOT has committed to include context sensitive solution measures, which may include plantings, gateways, and other enhancements within constraints of available right-of-way, impacts, and cost, as further discussed with the city and county agencies during final design.
- Terminating the Fullerton Pike connection on the west side of the mainline to avoid impacts to a deep valley with karst features, a historic cemetery, and a private hospital.
- Providing Tapp Road access to I-69 via a split-interchange with reduced collector-distributor<sup>3</sup> (CD) system in Alternatives 5, 7, 8, and Refined Preferred Alternative 8 to provide access for congestion reduction, the large investment in Tapp Road improvements to the east of SR 37 by the City of Bloomington, and planned development.
- Northern shift of the west side Tapp Road expansion for a turning lane (Alternative 4) away from tightly spaced housing.
- Elimination of a CD system with two mainline travel lanes and two CD lanes for access to Tapp Road, SR 45/2nd Street, and SR 48/3rd Street with Alternative 2 that is not considered as keeping with the community.
- Elimination of Alternative 1 where the entire highway was shifted to the west side of the bifurcation, and the inclusion of guard rail in order to maintain forest, streams, and view shed for the remaining alternatives.
- Reconnection of existing local access roads in lieu of increased residential, business, and farm impacts associated with construction of new local access roads immediately adjacent to I-69.
- Use of existing partial interchange, historic Monroe County Bridge No. 913, and locally viewed gateway at Walnut Street in Alternatives 7, 8 (Option B), and Refined Preferred Alternative 8.
- Use of a single fold interchange type at Fullerton Pike, Sample Road, and Liberty Church Road to match terrain and development patterns.

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<sup>3</sup> Collector-Distributor (CD) Lanes – A one-way road next to a freeway that is used for some or all of the ramps that would otherwise merge into or split from the main lanes of the freeway. It is similar to a local access road, but is built to freeway standards. It is used to eliminate or move weaving from the main lanes of the freeway.



- Treatment of a parcel outside of the Maple Grove Rural Road Historic District as potentially eligible, and avoided by holding all alternatives to the west side right-of-way.
  - Reuse of existing Arlington Road overpass by lowering mainline I-69 elevations to reduce traffic disruptions and maintain east/west connectivity.
  - Grade separator wall, steepened side slopes, and/or benched rock cuts have been committed to for all alternatives to reduce direct impacts to neighborhood encroachment (Yonkers Drive) multi-family complex (2<sup>nd</sup> Street), churches (Prow Road), utility distribution center (Ellis Drive), and the Indiana Works Progress Administration dam (Stone Belt Drive).
  - With the exception of Acuff Road where local plans would not require one, any roads terminated at the interstate would have a cul-de-sac or other means to allow large vehicles sufficient turn around space.
  - Accommodation of bicycle and pedestrian traffic at new interchanges, and further consideration of these accommodations where existing infrastructure is reused as appropriate. Bicycle and pedestrian facilities across I-69 are incorporated into the Refined Preferred Alternative 8 (see **Table 7-2**).
  - Inclusion of an overpass type grade separator to maintain the eastside connection at Crescent Road at Vernal Pike/W. 17<sup>th</sup> Street to provide community access and reduce impacts to housing development.
- **Cemeteries:** Under all six alternatives, the proposed right-of-way limits for I-69 development are within 100 feet of the Griffith Cemetery, Carlton/Huff (Kendrick) Cemetery, and Stitt-Maxwell Cemetery boundaries (see **Figure 5.3-5** through **Figure 5.3-10**). This project would be developed in accordance with Indiana Code regulating construction near cemeteries (IC 14-21-1-26.5 and IC 23-14-44-1). If design plans require the preferred alternative to disturb ground within 100 feet of the cemetery boundary, a development plan would be completed and submitted to IDNR-DHPA during the design phase of project development as per the IHPAA.
  - **Access:** Local and interstate access relating to economic development and emergency response services were issues most frequently raised by CAC members, local officials and organizations, and the public as important considerations in planning I-69's location and design features. The information they provided regarding travel patterns, local development plans, and critical emergency response routes helped guide alternatives development that would avoid or minimize impacts and maintain connectivity of many local roads, including the majority of those regarded as key access routes for emergency responders. Where reasonable and cost effective, local access roads (e.g., frontage roads and road relocations) would be used to maintain accessibility for residences, farm operations, businesses, churches, schools, and other land uses (see **Table 5.3-4**). The determination of whether access roads to potentially landlocked parcels will be constructed or whether the landlocked parcels will be acquired due to the cost of providing access will be made during final design.



Changes in roads used by school bus routes would be discussed with the school systems well in advance of when they actually take place, so the school systems can adjust routes in a timely manner. Where roads are severed, provisions for turnarounds would be included during the final design phase of the project.

For a more detailed listing of proposed mitigation measures, see **Chapter 7, Mitigation and Commitments**.

### **5.3.7 Summary**

#### **Right-of-Way Impacts**

Direct land use impacts, outside of existing SR 37 and local right-of-way, range from about 319.05 acres for Alternative 7 to 801.53 acres for Alternative 4. Direct land use impacts for Refined Preferred Alternative 8 include 327.06 acres. Existing transportation rights-of-way represent about 55% of the total land within the total right-of-way required for Alternative 4, and up to 75% for Alternative 7 and Refined Preferred Alternative 8. The difference separating the minimum and maximum amount of total right-of-way required is approximately 476 acres (i.e., 1,768.10 acres with Alternative 4 and 1,291.70 acres with Alternative 7). Of the total right-of-way required for Refined Preferred Alternative 8, 933.46 acres (72%) is developed land, 296.48 acres (or 23%) is upland habitat (including forest, herbaceous cover and scrub/shrub areas), and 61.79 acres (or 5%) is agricultural.

#### **Induced Development Impacts (Indirect Effects)**

The total estimated induced growth impacts for the Section 5 project are 95 acres of which, 11 to 23 acres are increased densities on developed land, 32 to 37 acres are on agricultural land, and 40 to 47 acres are on forest land (see **Section 5.24, Indirect and Cumulative Impacts**).

#### **Access and Travel Pattern Impacts**

Changes in travel patterns are direct impacts that are very specific to each residence, business, and community facility. During INDOT's on-going coordination with potentially affected residents, businesses, and community facility providers, individuals generally supported alternatives that improved existing access. Conversely, individuals expressed concern with specific impacts to their property or increased travel distances. In many cases, especially in the Bloomington area, alternate travel paths are available and individuals may select an alternate route depending on that trip's destination. Discussions were held with emergency responders, school districts, and the general public to determine what routes they considered critical for access to their service areas. This information was among the data used to identify routes that should remain open.

In summary, all build alternatives include an interchange at Fullerton Pike. Alternatives 4 and 6 propose an overpass at Tapp Road, while Refined Preferred Alternative 8 and Alternatives 5, 7, and 8 propose a split-diamond interchange between Tapp Road and SR 45/2<sup>nd</sup> Street. Alternative 4 includes a tight diamond interchange at SR 45/2<sup>nd</sup> Street, and Alternative 6 uses the existing interchange. At the SR 48/3<sup>rd</sup> Street interchange, Alternative 4 includes a tight diamond

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interchange, Alternative 5 includes a single-point interchange, and the Refined Preferred Alternative 8 and Alternatives 6, 7, and 8 include reuse of the existing interchange. Alternatives 4, 5, 6, 7, 8, and Refined Preferred Alternative 8 will use the existing SR 46 interchange. Alternative 4 includes an interchange at Kinser Pike, the Refined Preferred Alternative 8 and Alternatives 5, 7, and 8 include an overpass at Kinser Pike, and Alternative 6 has neither an interchange nor an overpass at Kinser Pike. Alternatives 4 and 6 include an overpass at Walnut Street, Alternative 5 includes a new interchange at Walnut Street with redesigned structures/approaches to reduce the skew and avoid impacts to historic Monroe County Bridge No. 913. Refined Preferred Alternative 8 and Alternatives 7 and 8 use the existing partial interchange.

The Refined Preferred Alternative 8 and Alternatives 4, 5, 6, and 8 include elimination of a Chambers Pike interchange in favor of an interchange at Sample Road and a Chambers Pike overpass, while Alternative 7 provides neither an interchange nor an overpass. Alternative 4 includes an interchange at Paragon Road/Liberty Church overpass, the Preferred Alternative 8 and Alternative 5 include a Liberty Church Road interchange and Paragon Road overpass, and Alternatives 6 and 7 include only a Liberty Church interchange and eliminate both a Paragon Road interchange and overpass; all build alternatives include eastern and western access roads.

The following bullets summarize in total the access with I-69 Section 5 development in comparison to existing SR 37:

- Existing SR 37 presently includes four interchanges, one roadway overpass, one railroad underpass, and one railroad overpass, and 72 intersections.
- Alternative 4 would include seven interchanges, one roadway underpass, five roadway overpasses, one railroad underpass, one railroad overpass, and 62 closures.
- Alternative 5 would include eight interchanges, one roadway underpass, five roadway overpasses, one railroad underpass, one railroad overpass, and 63 closures.
- Alternative 6 would include six interchanges, one roadway underpass, five roadway overpasses, one railroad underpass, one railroad overpass, and 66 closures.
- Alternative 7 would include eight interchanges, one roadway underpass, four roadway overpasses, one railroad underpass, one railroad overpass, and 64 closures.
- Alternative 8 would include eight interchanges, one railroad underpass, five roadway overpasses, one railroad overpass, and 62 closures.
- Refined Preferred Alternative 8 would include eight interchanges, one railroad underpass, five roadway overpasses, one railroad overpass, and 63 closures.

Final approval of local access and grade separations is made within the ROD for this project based on public involvement, resource and local agency comments, and cost. Anticipated construction sequencing for the Refined Preferred Alternative is included in **Appendix FF**,



*Construction Sequencing/Prioritization.* Final determination of the construction sequencing will be carried out during the design and right-of-way acquisition phases.

#### **Community Facilities and Services**

The Section 5 Study Area includes a diverse mix of community facilities and related services. These include schools, churches and cemeteries, libraries, fire/police/EMS stations, hospitals, parks and recreation areas, bicycle and pedestrian facilities, and utilities/infrastructure.

- **Schools and Libraries:** No schools or libraries would be displaced as a result of this project. Bloomington North High School is located within the Section 5 corridor. School transportation officials noted that development of I-69 could result in bus route impacts for Bloomington North High School. At present, buses accessing the school use Kinser Pike and Prow Road. As a positive effect, transportation officials noted that I-69 development would provide safety improvement for students, because no direct driveway access would occur from the highway.

Ivy Tech and IU are both located outside of the 2,000-foot corridor, but are located within Monroe County. Because Ivy Tech is located along 3<sup>rd</sup> Street, primary access to Ivy Tech from I-69 would be maintained. While IU would continue to be accessible via the SR 48/3<sup>rd</sup> Street interchange under all six alternatives, visitors could also use SR 45/2<sup>nd</sup> Street and SR 46 with all six alternatives or Walnut Street interchange under Alternatives 5, 7, 8, and Refined Preferred Alternative 8.

- **Churches and Cemeteries:** Many churches within the study area currently rely on SR 37 for patron access, which could change as a result of I-69 development. Three churches could be displaced as a result of I-69 development. Under all six alternatives, Bloomington Holiness Church would be affected by the Fullerton Pike interchange development. With Alternatives 4 and 5, both Full Gospel Tabernacle and New Testament Baptist Church would be displaced as a result of local access road development. Under all six alternatives, the proposed right-of-way limits for I-69 development are within 100 feet of the Griffith Cemetery, Carlton/Huff (Kendrick) Cemetery, and Stitt-Maxwell Cemetery boundaries, which could prompt requirements for development plans in accordance with the IHPAA.
- **Fire, Police, Emergency Medical Services, and Law Enforcement:** The Section 5 study area includes 11 fire, police, and EMS providers. Bloomington's Fire Station #2 is located within the 2,000-foot corridor. This facility would not be displaced. Rural/Metro Ambulance Corporation is situated on the west side of South Monroe Medical Park Boulevard, west of existing SR 37. With I-69 development, all six alternatives would displace this business as a result of Fullerton Pike interchange development. Many emergency service providers in the study area depend on access to, from, or across SR 37. Feedback from responders based on meetings, surveys, and other ongoing coordination has been paramount to developing I-69 alternatives and understanding potential impacts. Collaboration with these officials will continue throughout project development into final design, construction, and operation. Key issues raised include:





- modified highway access and local access road connectivity
- increased travelers in and through the area, prompting an increase in calls
- accessing specific properties and neighborhoods based on local road closures
- ensuring I-69 facilities and local access roads accommodate fire, EMS, and police response vehicles

INDOT acknowledges that converting SR 37 to I-69 as a limited access facility would affect emergency and law enforcement response. INDOT is committed to continuing coordination regarding emergency response and law enforcement matters as the project progresses into final design, construction, and operation over matters including changes in access, potential inter-governmental or reciprocity agreement facilitation, and design details to accommodate fire, EMS, and police response vehicles. In addition, while additional travelers will visit and pass through the area, limited access along I-69 will reduce potential for conflict points, provide for more uniform travel speeds, and improve safety for all corridor users.

- **Hospitals:** The Section 5 corridor includes three hospitals or major medical centers: Monroe Hospital, Southern Indiana Medical Center, and Meadows Hospital. None of these hospitals would be displaced, and two of the three properties are located near interchanges that would provide similar access for travelers on I-69 as the current intersections do on SR 37. Access changes along the corridor could affect patient and emergency responder travel patterns and times. Medical facilities on the west side of South Monroe Medical Park Boulevard near Monroe Hospital could be displaced by Fullerton Pike interchange development, including Monroe Hospital Administration, Rural Metro Ambulance, and several medical and /or health related offices.
- **Parks, Recreation Areas, and Pedestrian/Bicycle Facilities:** Numerous facilities are located along the Section 5 corridor. Wapehani Mountain Bike Park, Brown's Woods, and Morgan-Monroe State Forest could be subject to partial right-of-way acquisitions and travel pattern changes for access. The acquisition impacts would be minimal and would not affect the primary functions of these resources. In terms of trail and bicycle route systems, the portion of trail impacted within Wapehani Mountain Bike Park would be restored by the City of Bloomington (see **Appendix QQ**, *Wapehani Memorandum of Agreement*). In regard to existing roads with bike routes, east-west connectivity with Vernal Pike would be retained for all six alternatives. East-west connectivity along Kinser Pike would be retained under Alternatives 5, 7, 8, and Refined Preferred Alternative 8. Alternative 6 would not include connectivity with I-69, while Alternative 4 would include an interchange. As outlined previously in this chapter, Refined Preferred Alternative 8 includes sidewalks, paved shoulders and/or multi-use paths across I-69 within the project corridor to accommodate bicycle and pedestrian traffic. Coordination with local entities and other property managers regarding these facilities will continue during design.





- **Utilities and Transportation Systems:** Public utility facilities have been field located or identified through contact with utility and pipeline companies. Utility relocation plans are a function of final design, which means coordination with utility companies involved in this phase of the project would continue during the final design phase of the project. Railroad and airport impacts are not expected as a result of I-69 development. Under all six alternatives, main highway crossings used by Bloomington Transit, IU Campus Bus Service, and Monroe Rural Transit for east-west connectivity would be maintained. The increase in access to interstate destinations and intermodal transportation could benefit individuals visiting local community facilities and those traveling from local community facilities to distant locations.

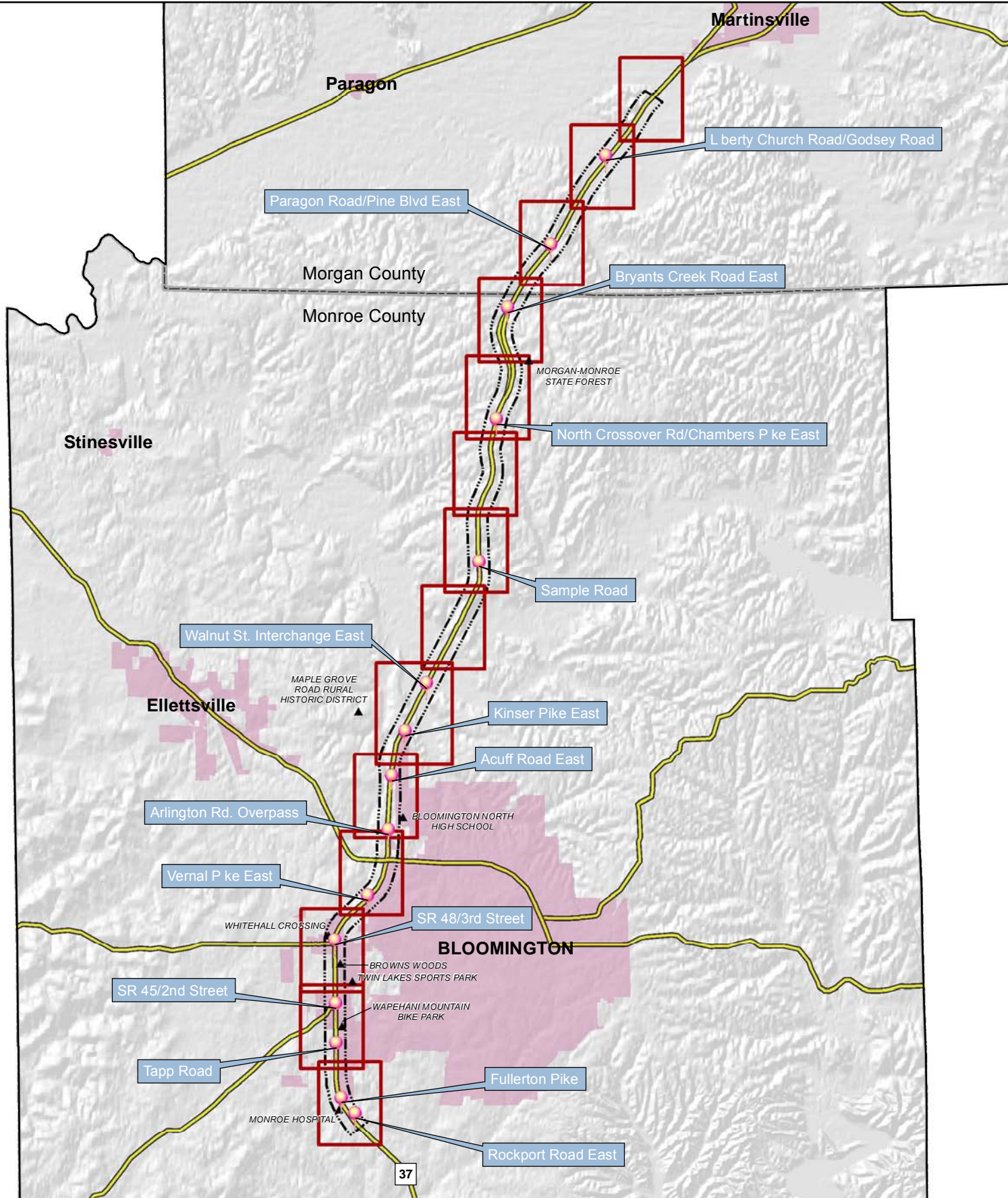


### Section 5.3 Figure Index






(Figures follow this index.)

Figure Reference	Number of Sheets
Figure 5.3-1A: Impacts to Land Use in Section 5 Alternatives 4, 5, 6, 7, and DEIS Preferred Alternative 8	Index + 14-Sheets
Figure 5.3.1B: Impacts to Land Use in Section 5 Refined Preferred Alternative 8	14 Sheets
Figure 5.3-2: Indirect Land Use Changes Alternative 4 (2035 Projected Growth)	1 Sheet
Figure 5.3-3: Indirect Land Use Changes Alternatives 5, 7, DEIS Preferred Alternative 8, and Refined Preferred Alternative 8 (2035 Projected Growth)	1 Sheet
Figure 5.3-4: Indirect Land Use Changes Alternative 6 (2035 Projected Growth)	1 Sheet
<b>Figure 5.3-5: Proposed Interstate And Local Access – Alternative 4</b>	<b>14 Sheets*</b>
<b>Figure 5.3-6: Proposed Interstate And Local Access – Alternative 5</b>	<b>14 Sheets*</b>
<b>Figure 5.3-7: Proposed Interstate And Local Access – Alternative 6</b>	<b>14 Sheets*</b>
<b>Figure 5.3-8: Proposed Interstate And Local Access – Alternative 7</b>	<b>14 Sheets*</b>
<b>Figure 5.3-9: Proposed Interstate And Local Access – DEIS Preferred Alternative 8</b>	<b>14 Sheets*</b>
<b>Figure 5.3-10: Proposed Interstate And Local Access – Refined Preferred Alternative 8</b>	<b>14 Sheets*</b>
Figure 5.3-11: Section 5 Fire Response and Refined Preferred Alternative 8	2 Sheets
Figure 5.3-12: Areas of Concern in Washington and Baker Townships	2 Sheets
Figure 5.3-13: Section 5 Ambulance Response and Refined Preferred Alternative 8	2 Sheets
Figure 5.3-14: Section 5 Police Response and Refined Preferred Alternative 8	2 Sheets

\* Figure is one of the tabbed map sets following Figure 5.3-14. See Figure 5.3-1 for Index.



### Legend

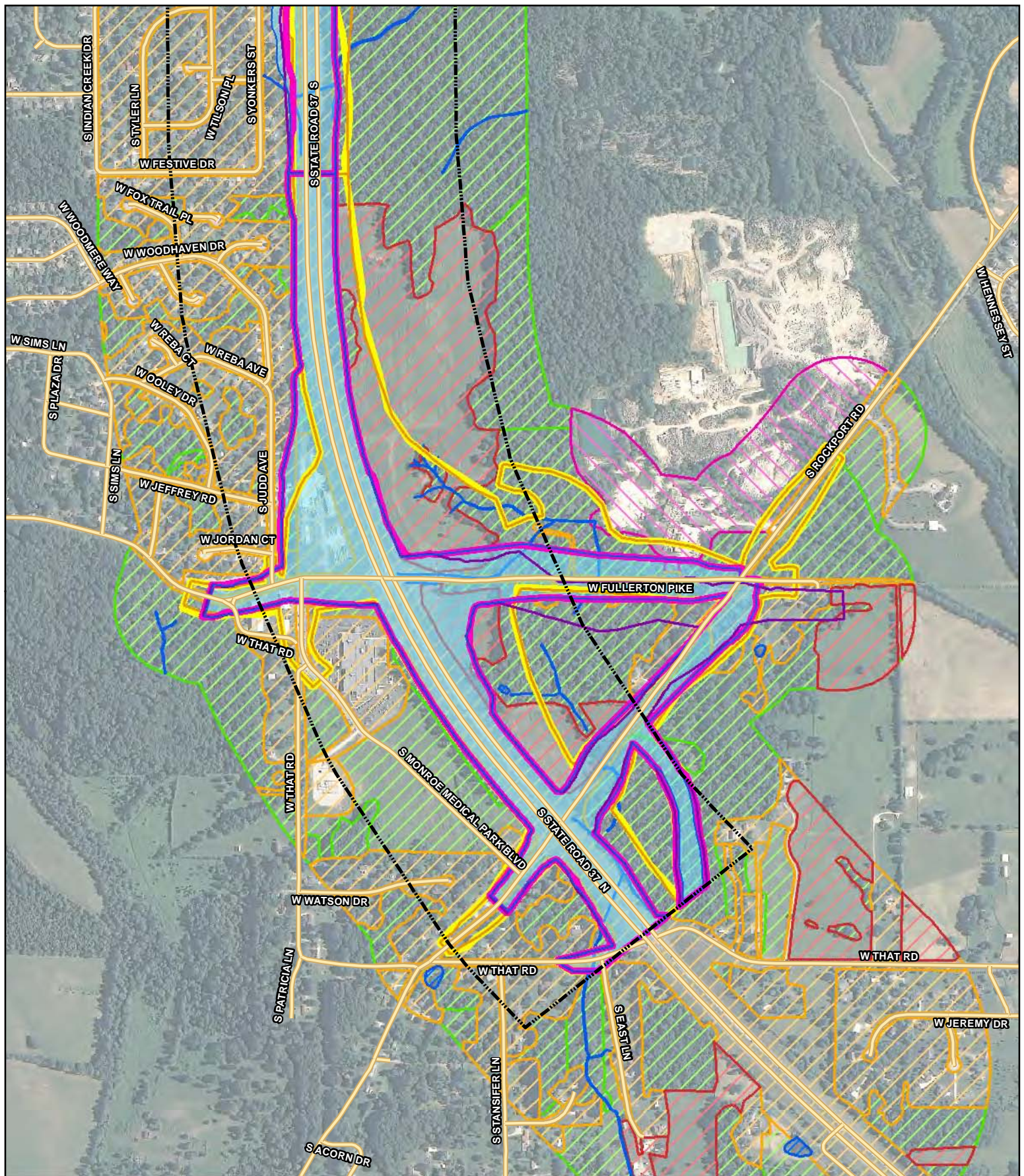
-  Access Location
-  Sec 5 Study Corridor
-  Primary Roads
-  County Boundary
-  Corporate Limits

0 5 mi

**Figure 5.3-1: Index Impacts to Land Use in Section 5**







# Legend

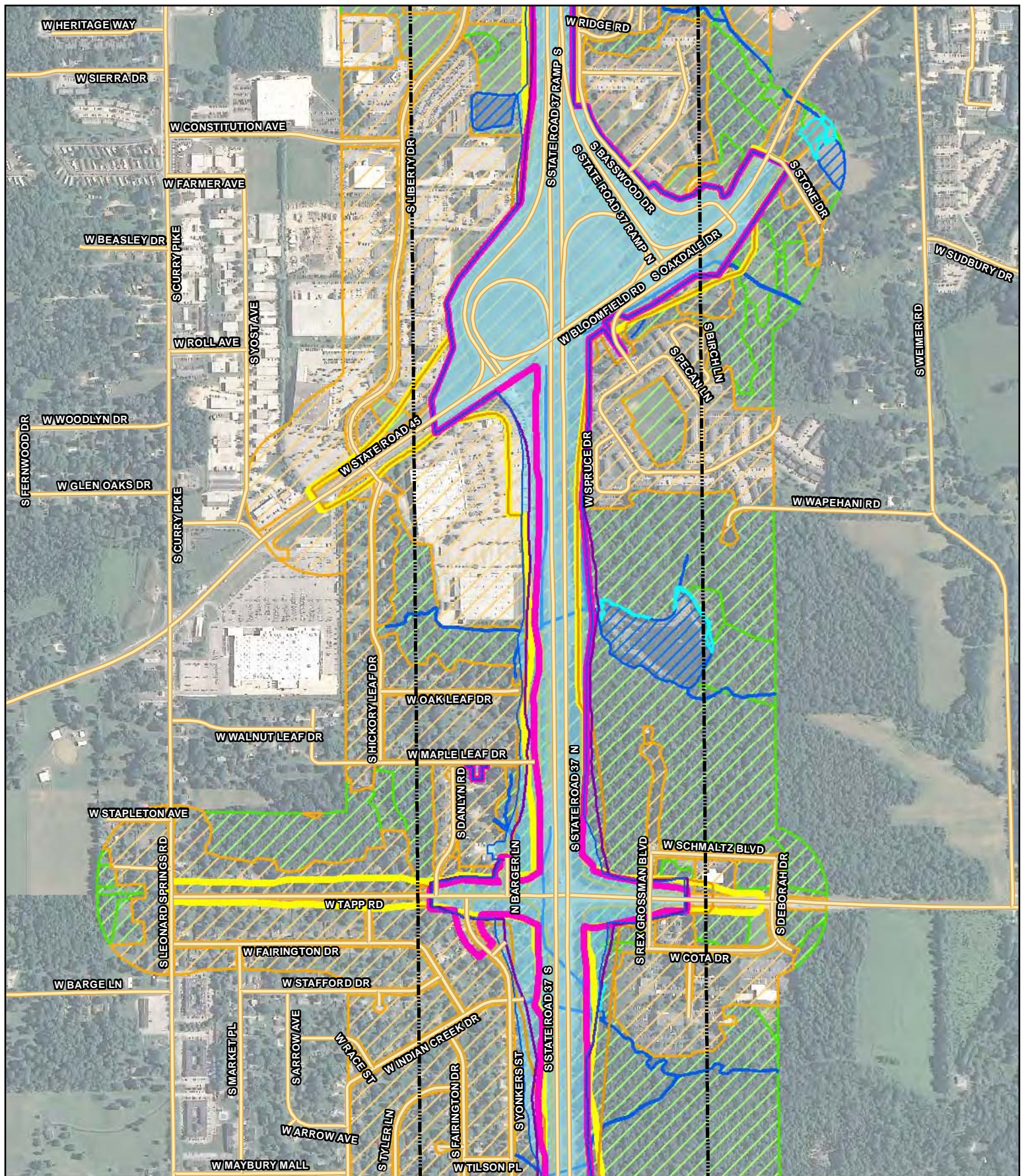
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| Corridor       | Agricultural Land | DEIS Preferred Alternative 8 |
| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 1 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

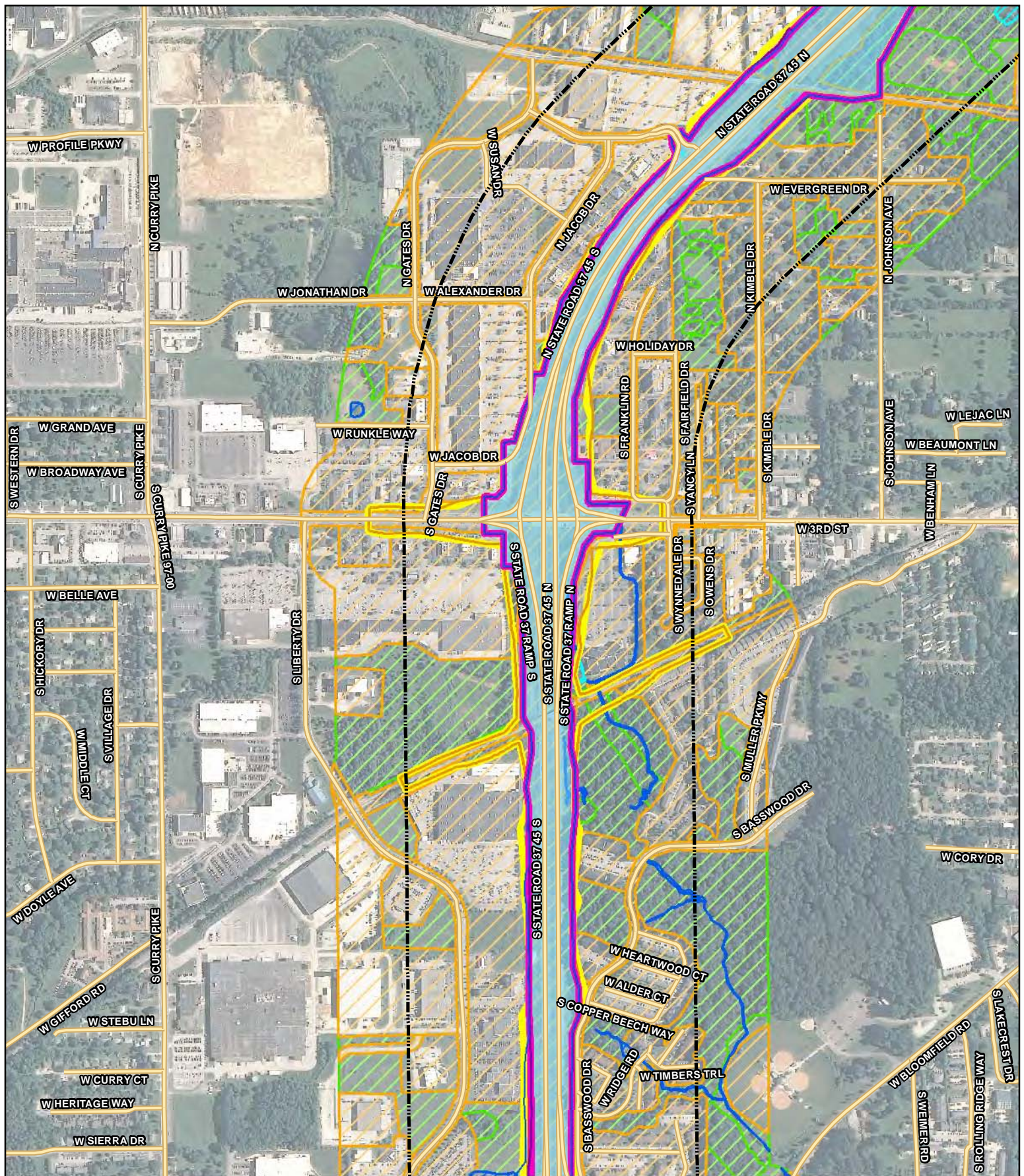
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| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 2 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

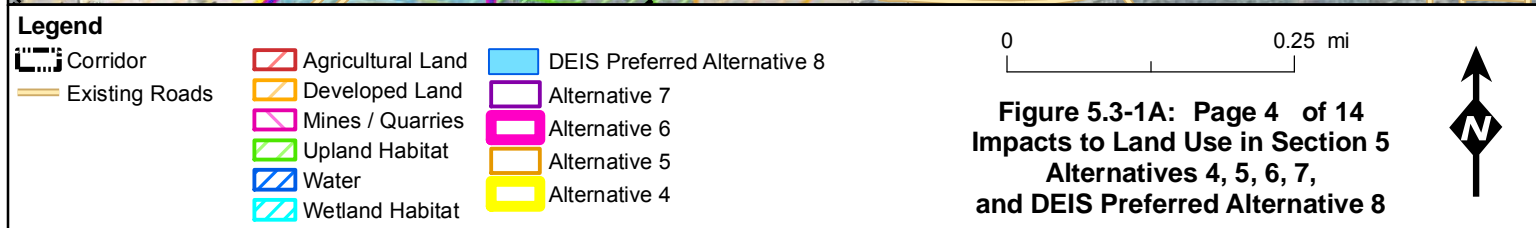
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| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 3 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**

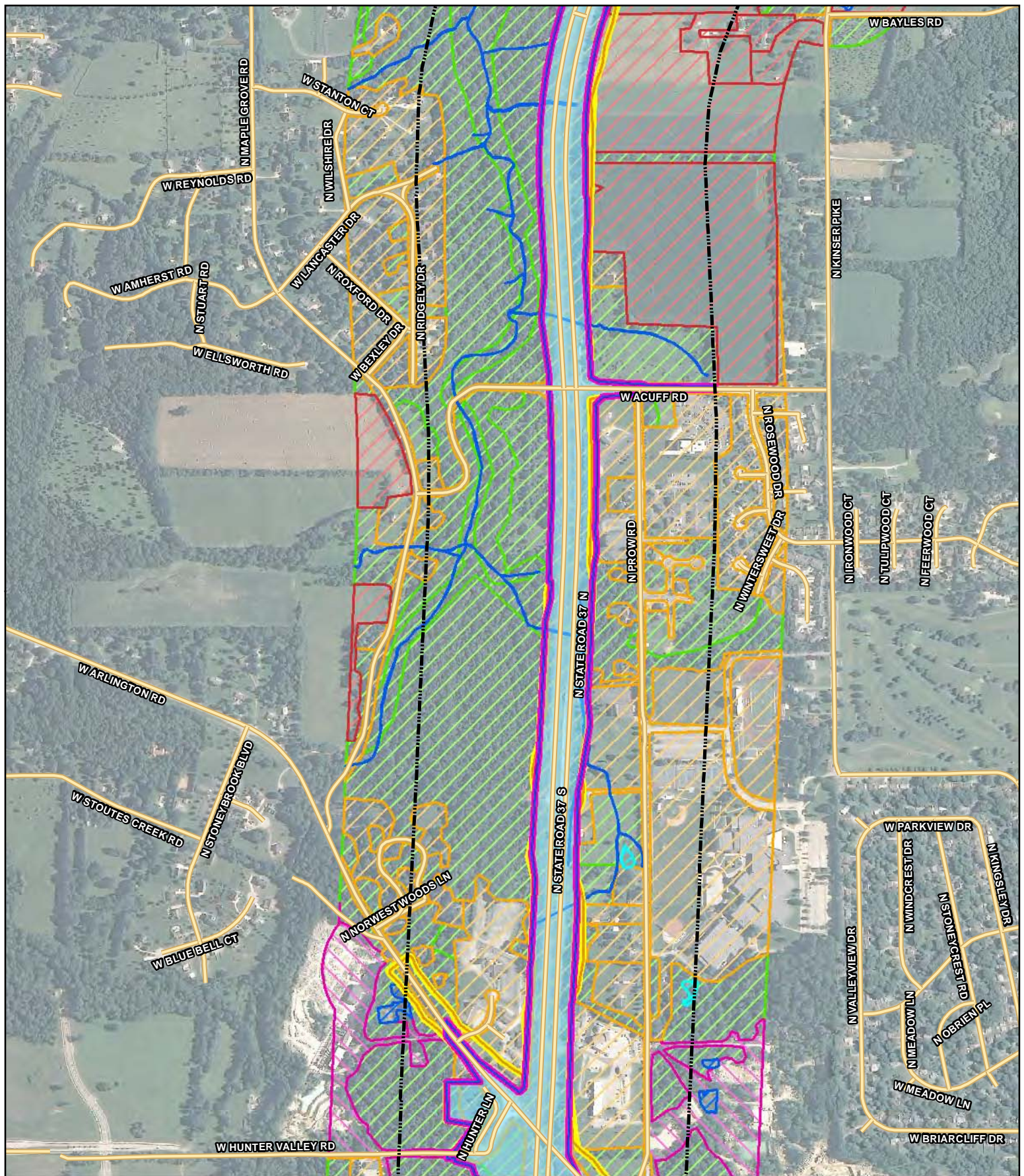






**Figure 5.3-1A: Page 4 of 14  
Impacts to Land Use in Section 5  
Alternatives 4, 5, 6, 7,  
and DEIS Preferred Alternative 8**





# Legend

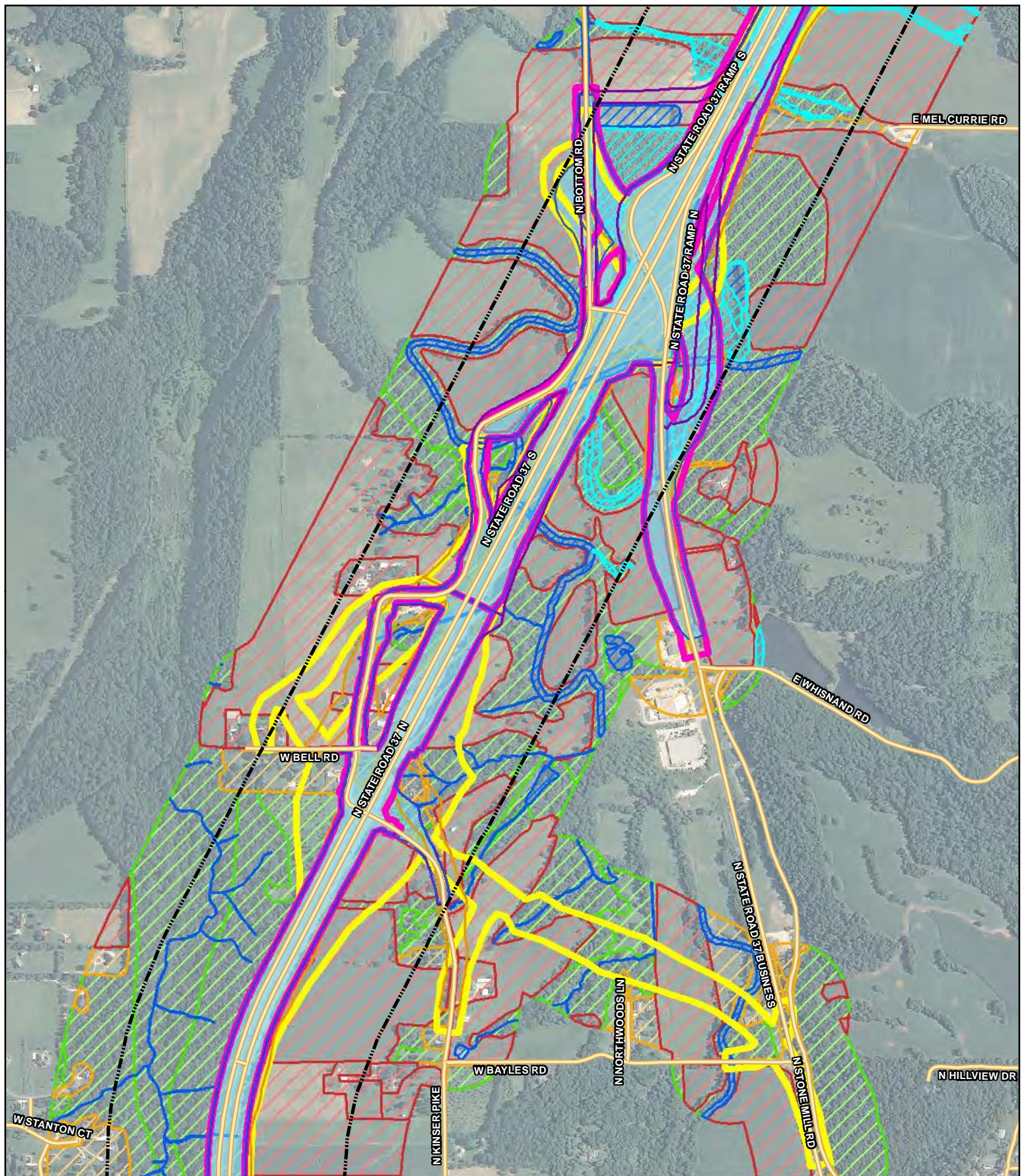
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| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 5 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

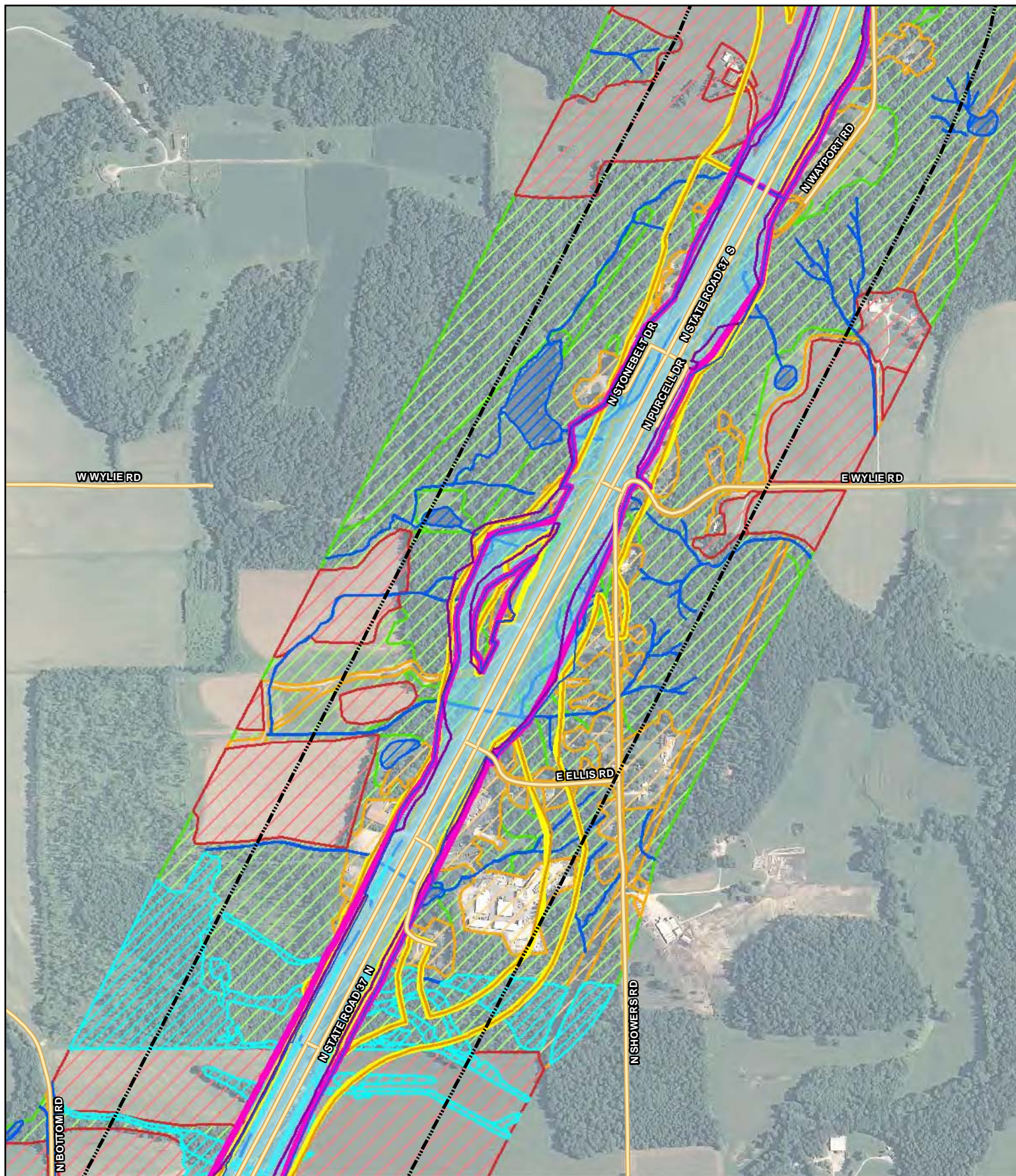
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| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 6 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

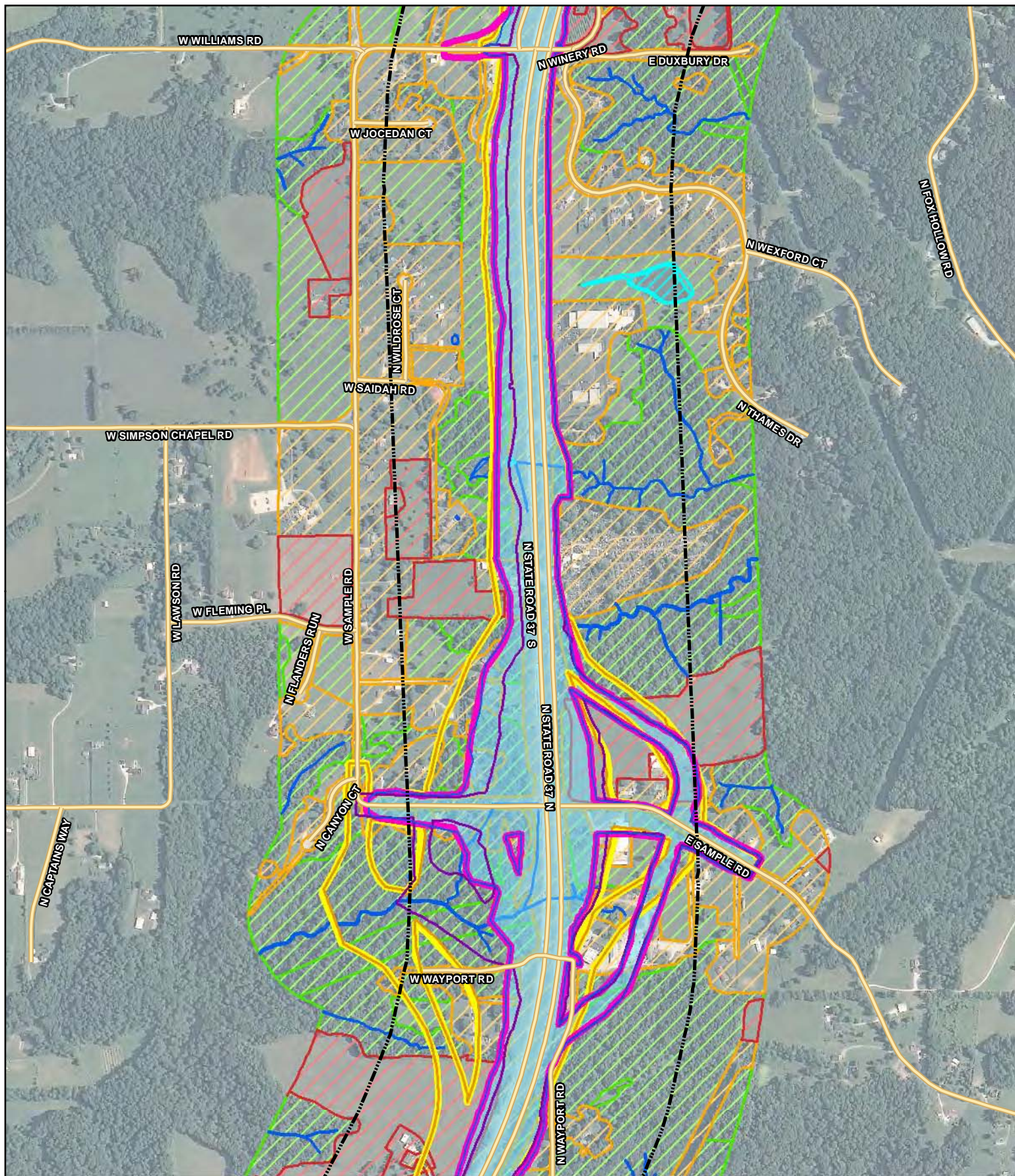
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Existing Roads	Developed Land	Alternative 7
	Mines / Quarries	Alternative 6
	Upland Habitat	Alternative 5
	Water	Alternative 4
	Wetland Habitat	

0 0.25 mi

**Figure 5.3-1A: Page 7 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

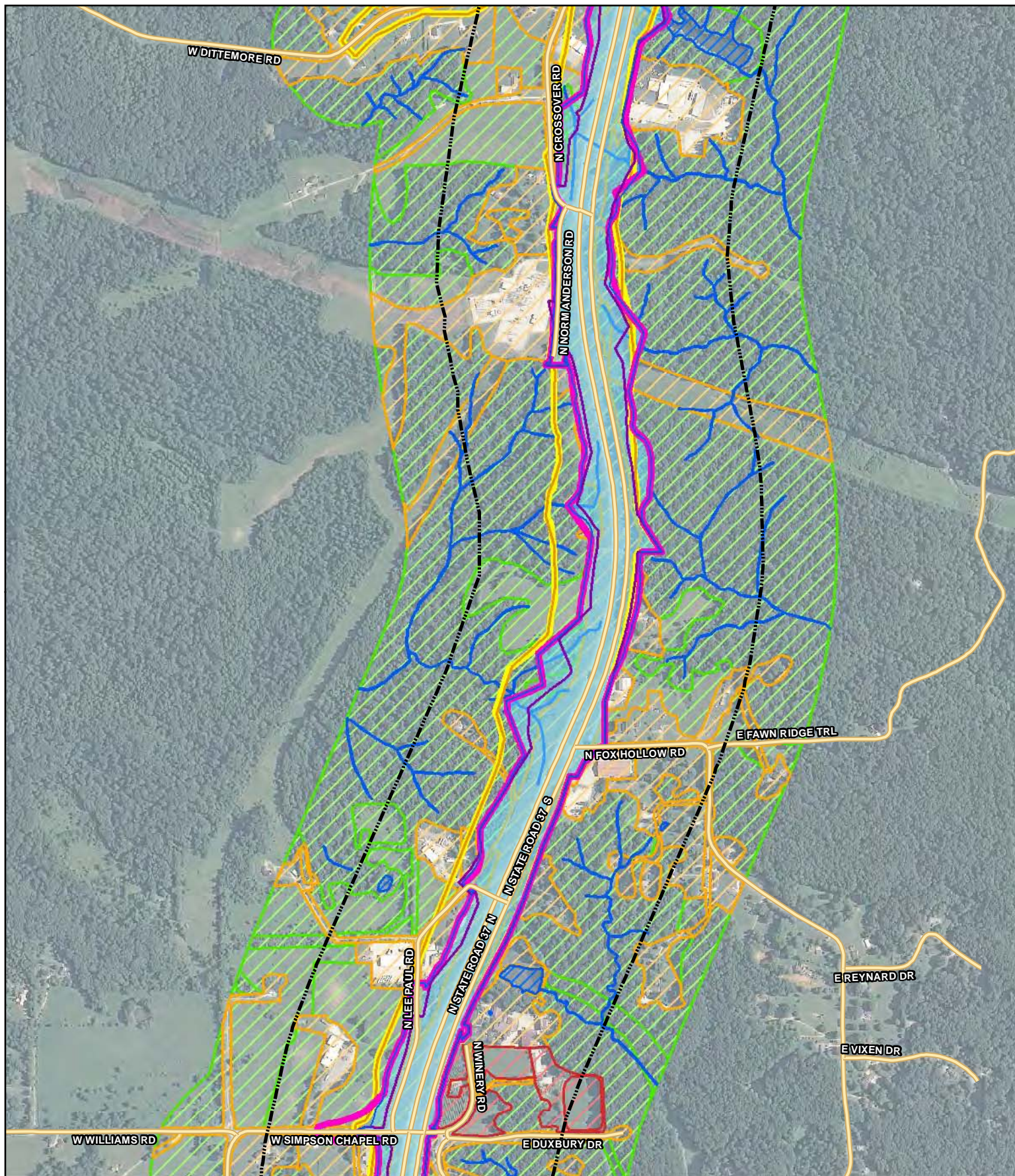
Corridor	Agricultural Land	DEIS Preferred Alternative 8
Existing Roads	Developed Land	Alternative 7
	Mines / Quarries	Alternative 6
	Upland Habitat	Alternative 5
	Water	Alternative 4
	Wetland Habitat	

0 0.25 mi

**Figure 5.3-1A: Page 8 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

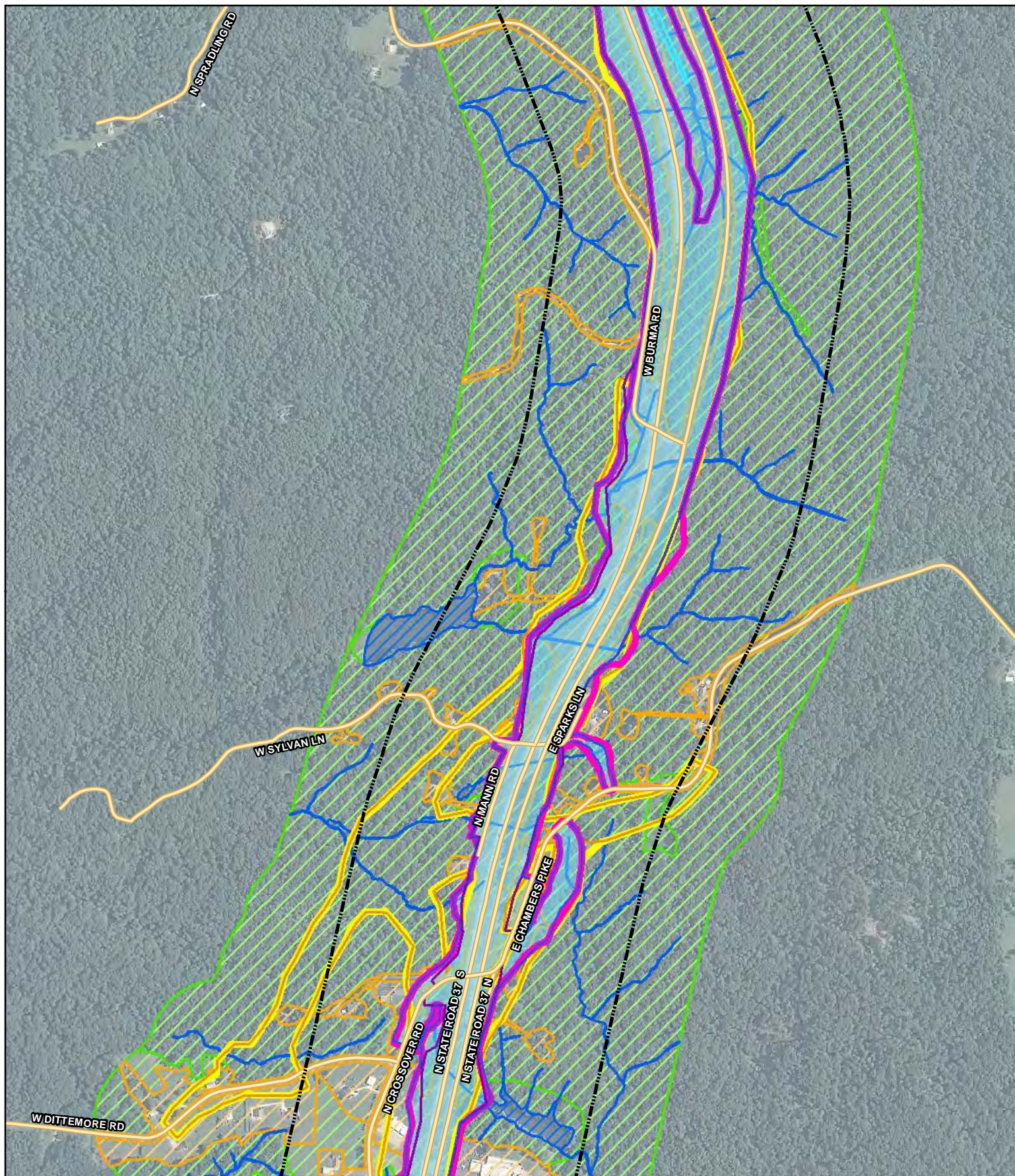
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| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 9 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

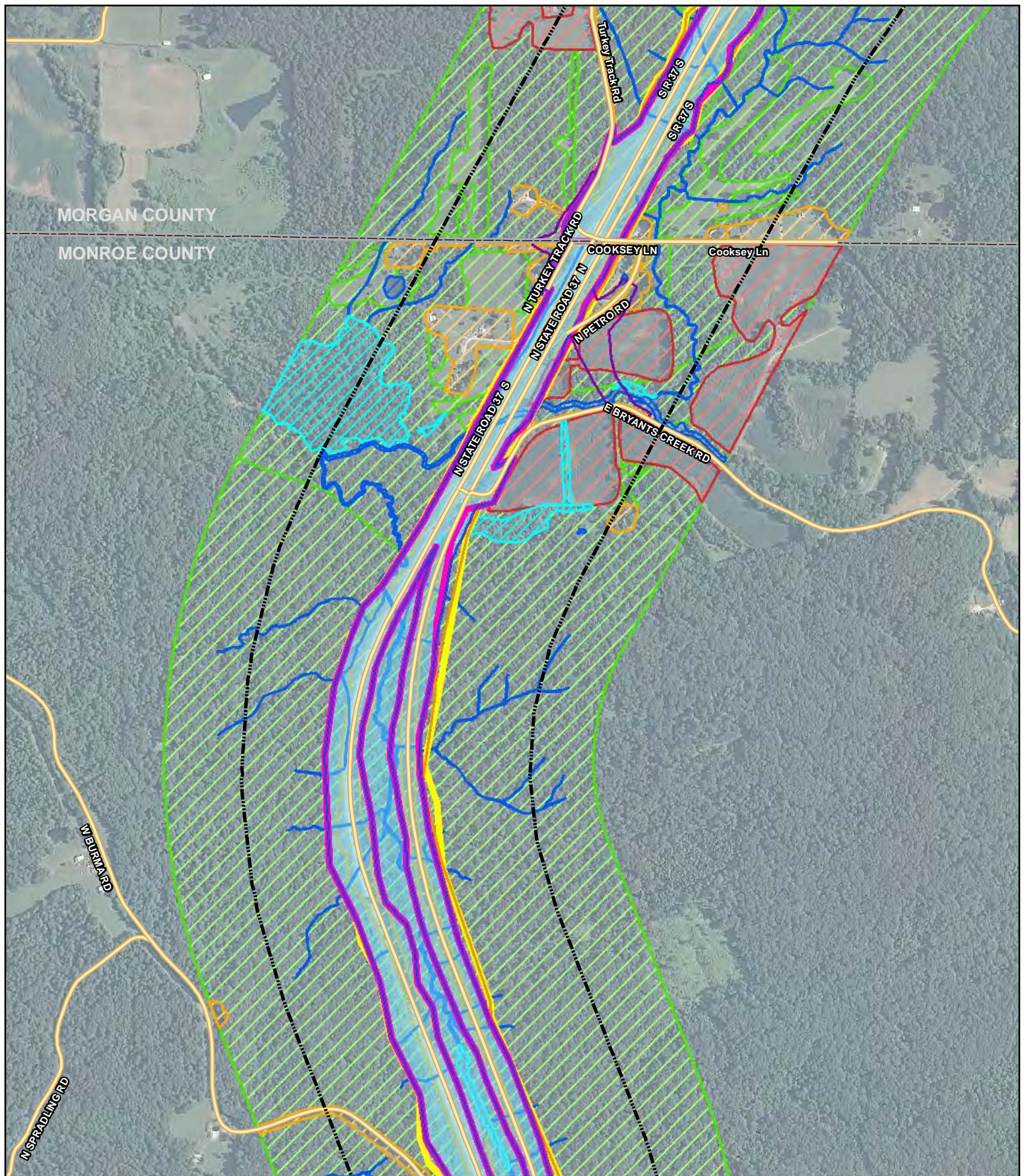
Corridor	Agricultural Land	DEIS Preferred Alternative 8
Existing Roads	Developed Land	Alternative 7
	Mines / Quarries	Alternative 6
	Upland Habitat	Alternative 5
	Water	Alternative 4
	Wetland Habitat	

0 0.25 mi

**Figure 5.3-1A: Page 10 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







#### Legend

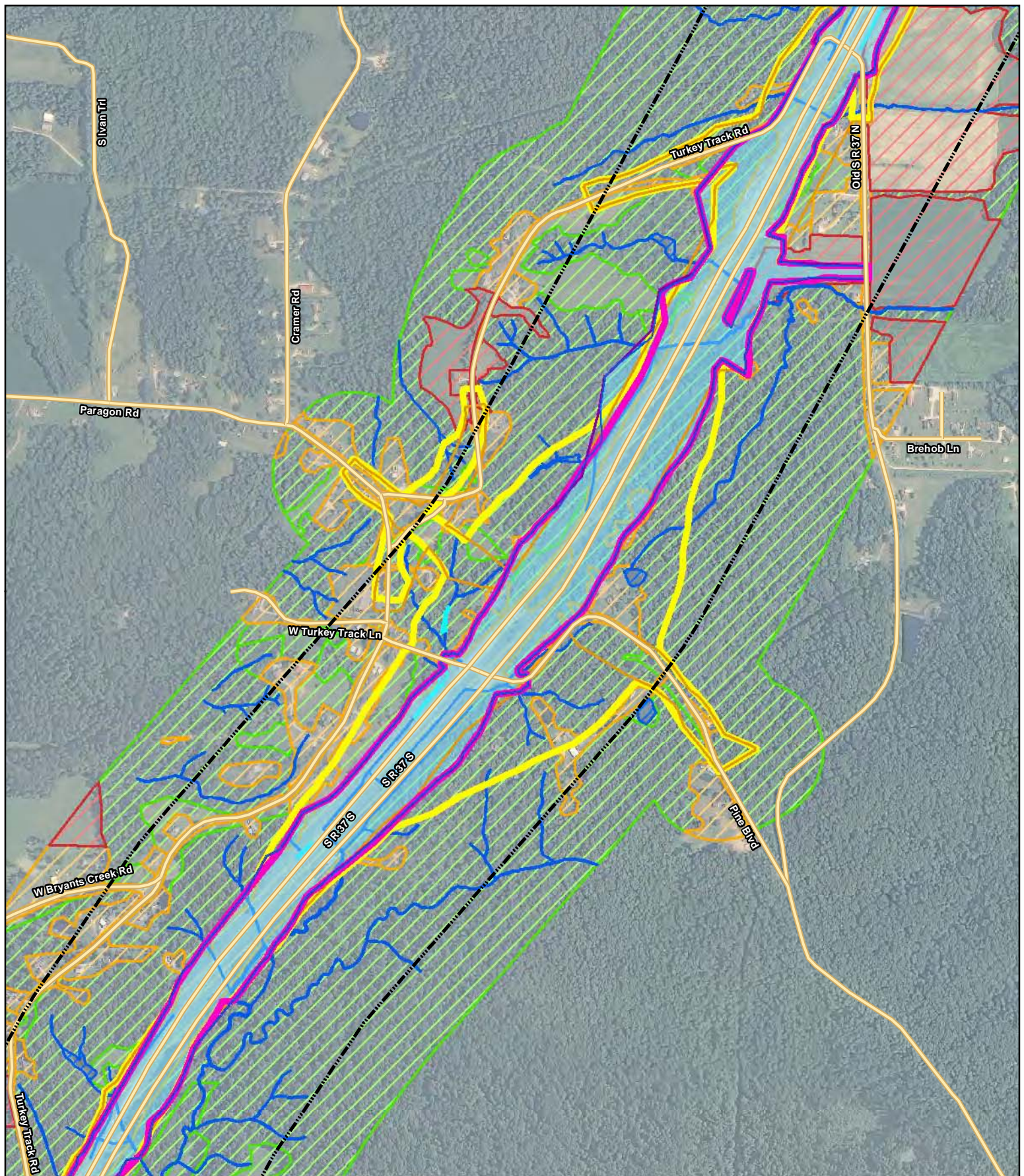
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|----------------|-------------------|------------------------------|
| Corridor       | Agricultural Land | DEIS Preferred Alternative 8 |
| Existing Roads | Developed Land    | Alternative 7                |
|                | Mines / Quarries  | Alternative 6                |
|                | Upland Habitat    | Alternative 5                |
|                | Water             | Alternative 4                |
|                | Wetland Habitat   |                              |

0 0.25 mi

**Figure 5.3-1A: Page 11 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

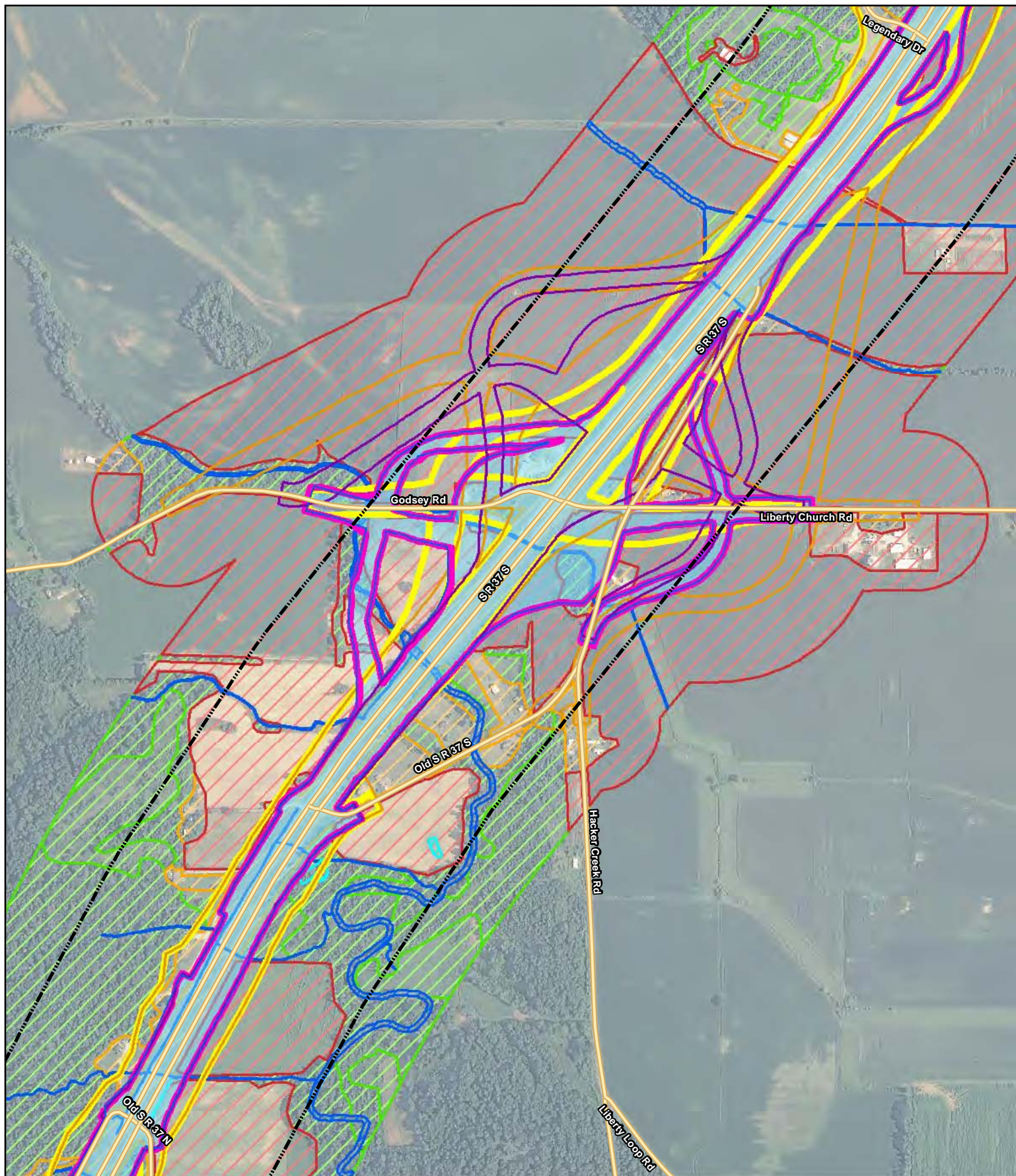
Corridor	Agricultural Land	DEIS Preferred Alternative 8
Existing Roads	Developed Land	Alternative 7
	Mines / Quarries	Alternative 6
	Upland Habitat	Alternative 5
	Water	Alternative 4
	Wetland Habitat	

0 0.25 mi

**Figure 5.3-1A: Page 12 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**







# Legend

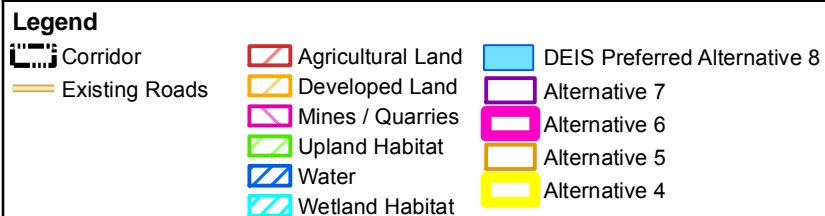
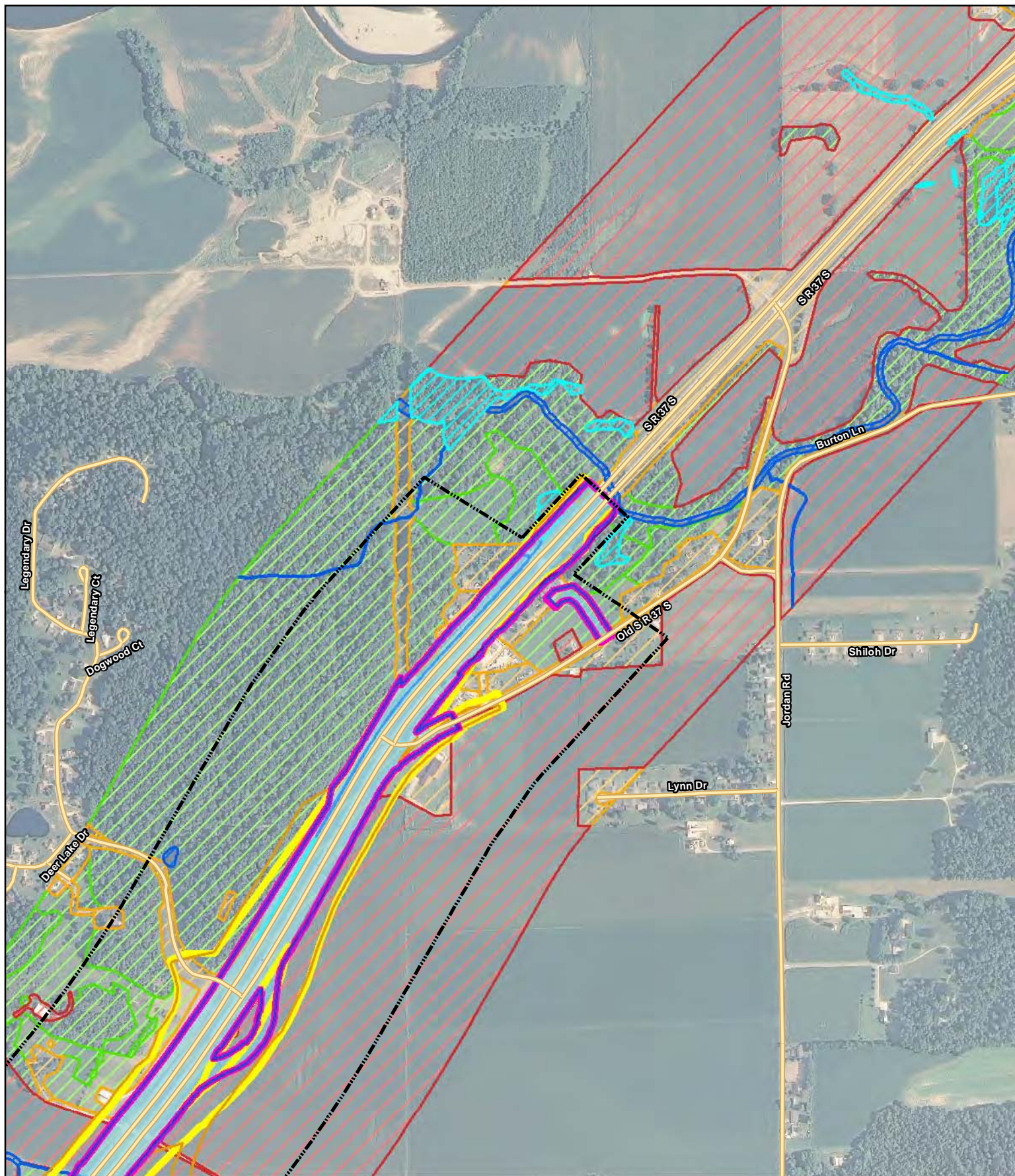
 Corridor	 Agricultural Land	 DEIS Preferred Alternative 8
 Existing Roads	 Developed Land	 Alternative 7
	 Mines / Quarries	 Alternative 6
	 Upland Habitat	 Alternative 5
	 Water	 Alternative 4
	 Wetland Habitat	

0 0.25 mi

**Figure 5.3-1A: Page 13 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**





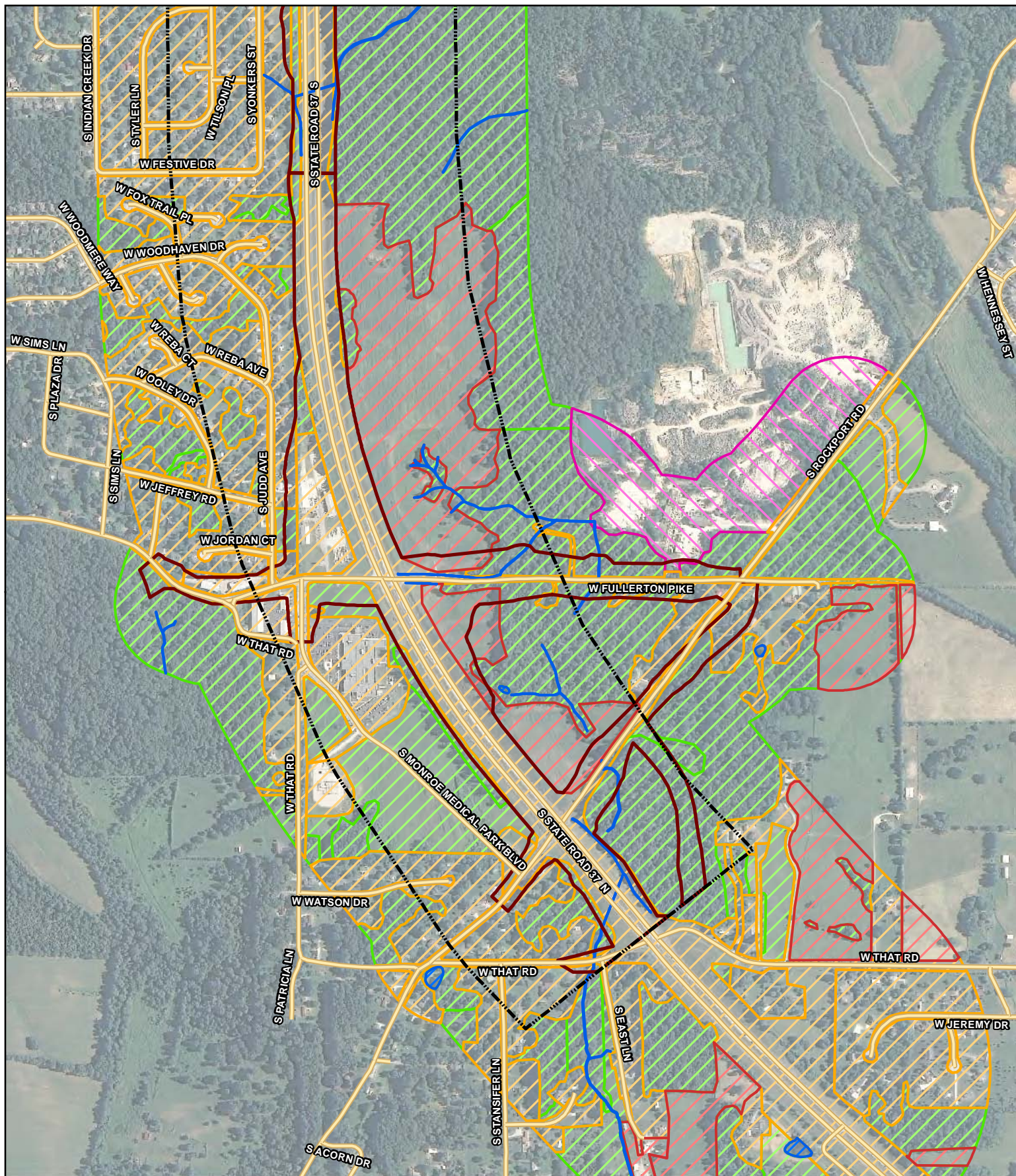


0 0.25 mi

**Figure 5.3-1A: Page 14 of 14**  
**Impacts to Land Use in Section 5**  
**Alternatives 4, 5, 6, 7,**  
**and DEIS Preferred Alternative 8**





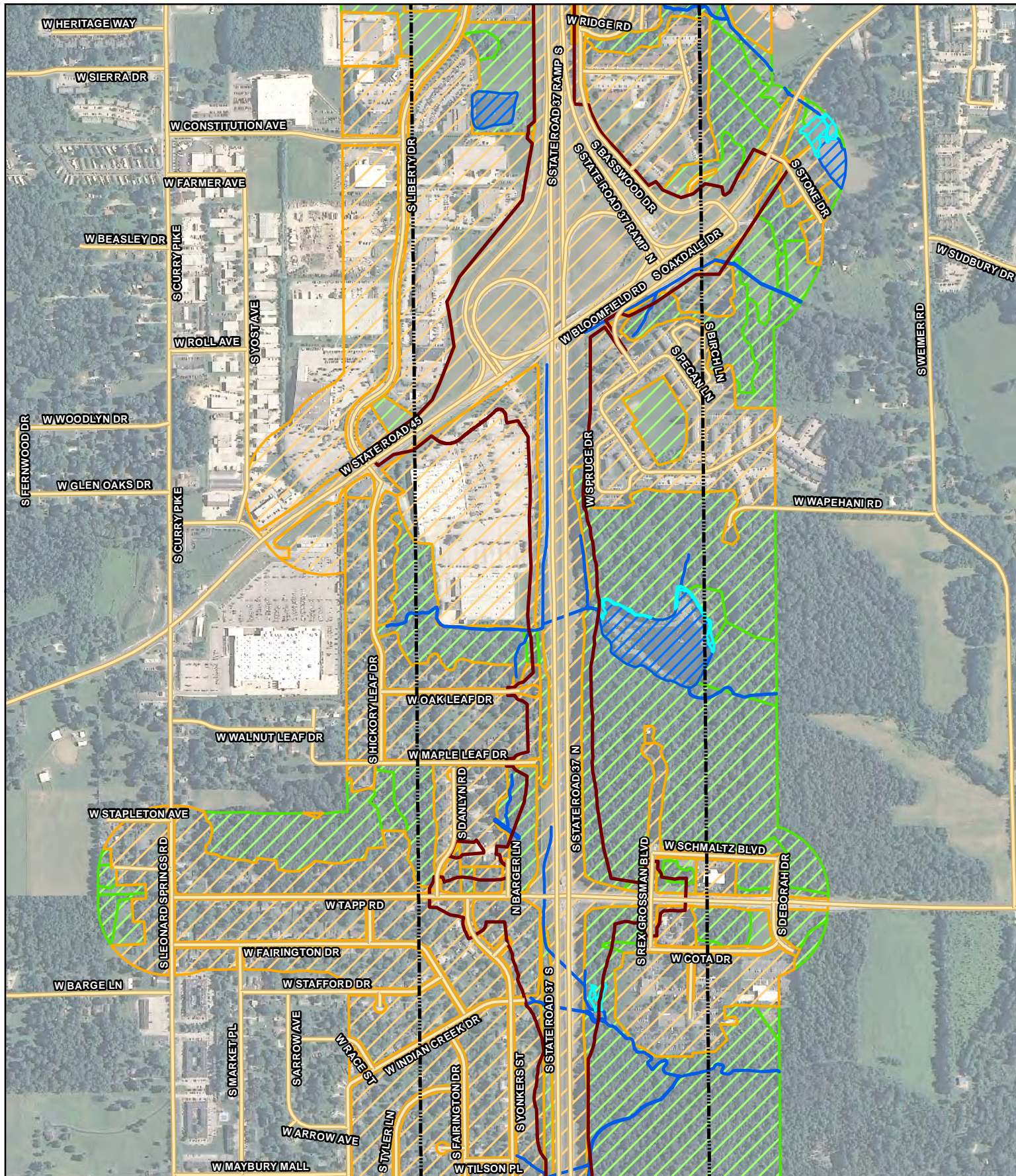


0 0.25 mi

**Figure 5.3-1B: Page 1 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







0 0.25 mi

**Figure 5.3-1B: Page 2 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**



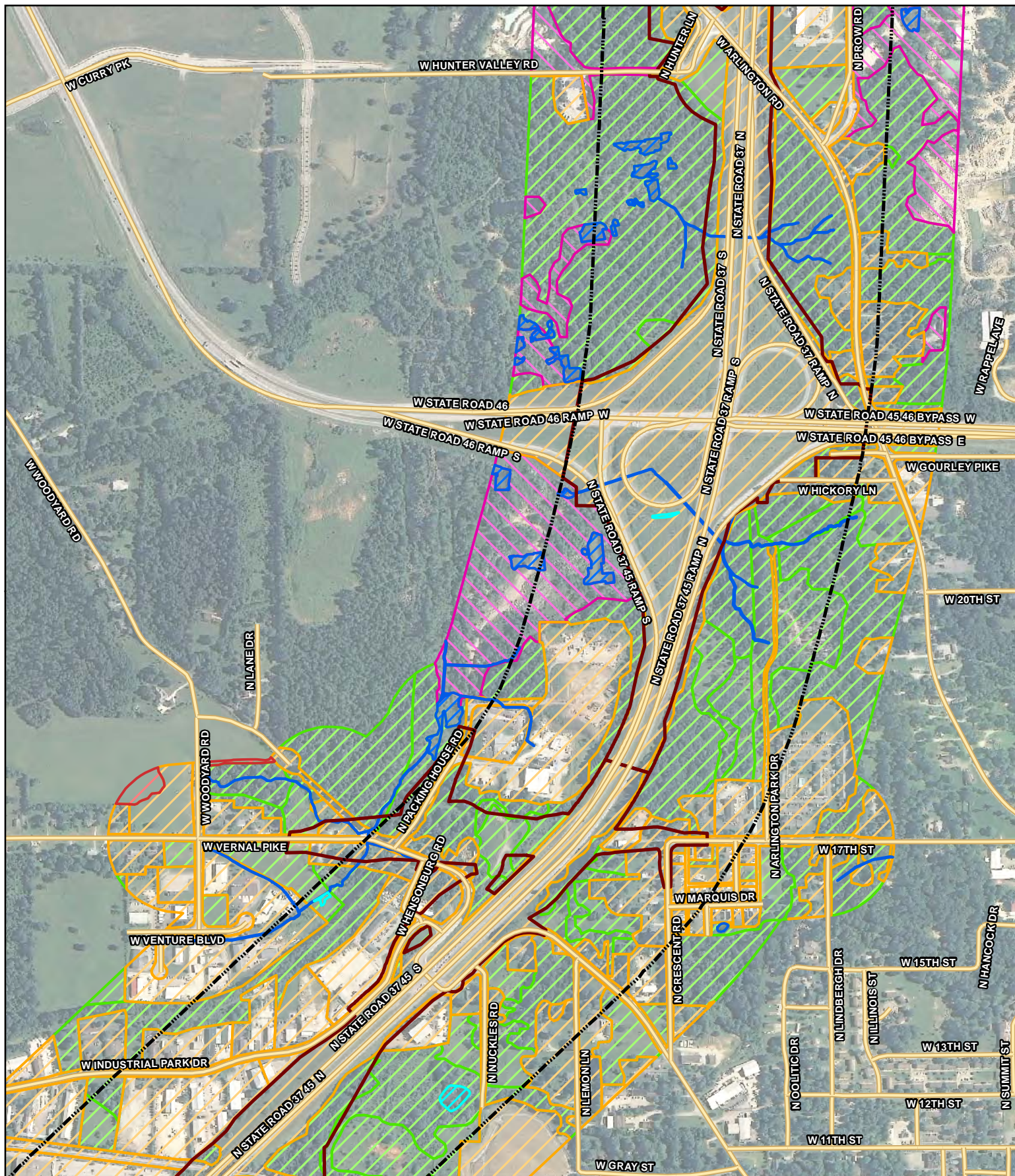




**Figure 5.3-1B: Page 3 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







# Legend

-  Corridor
-  Existing Roads
-  Agricultural Land
-  Developed Land
-  Mines / Quarries
-  Upland Habitat
-  Water
-  Wetland Habitat
-  Refined Preferred Alternative 8

0 0.25 mi

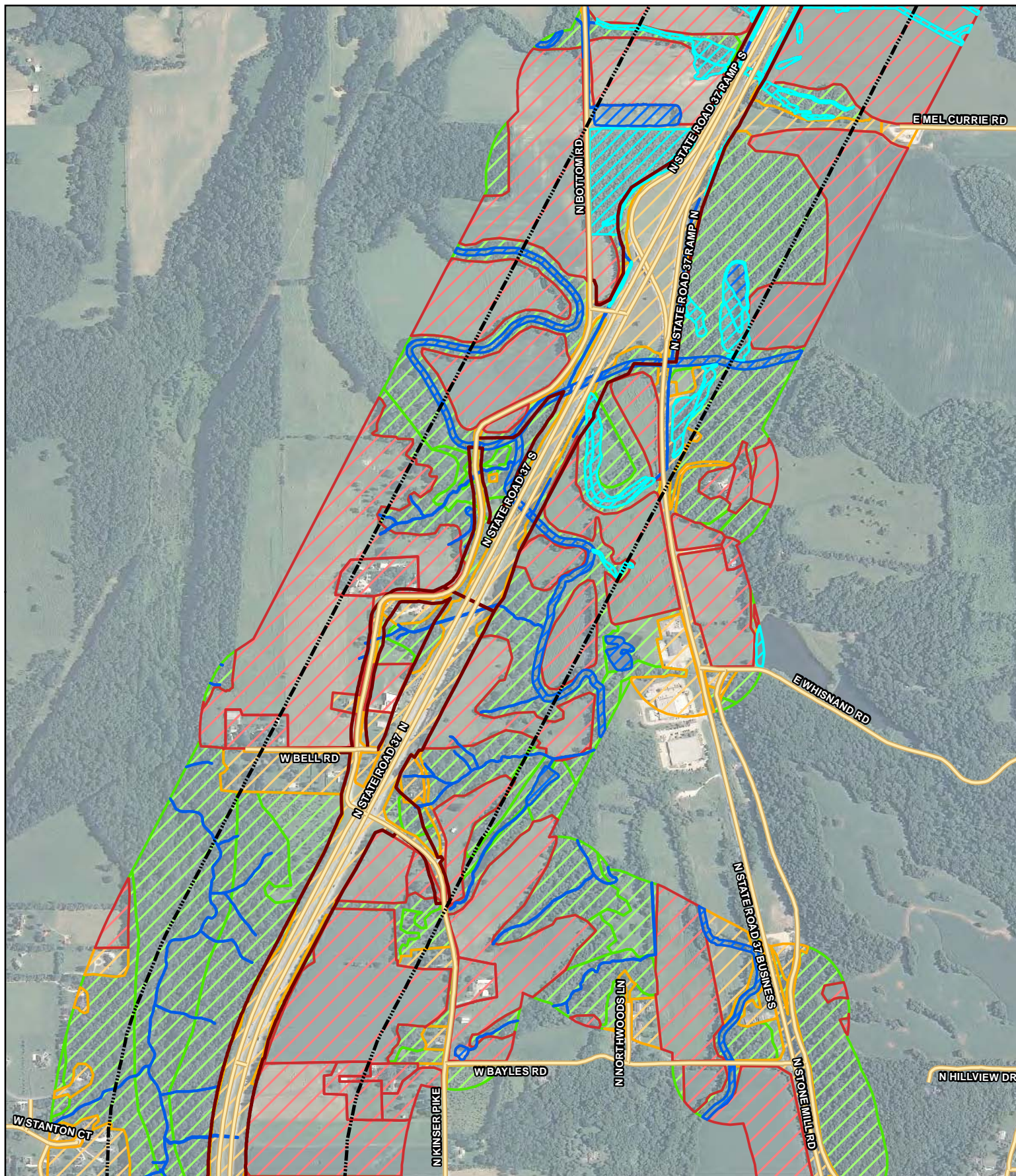
Figure 5.3-1B: Page 4 of 14  
Impacts to Land Use in Section 5  
Refined Preferred Alternative 8











# Legend

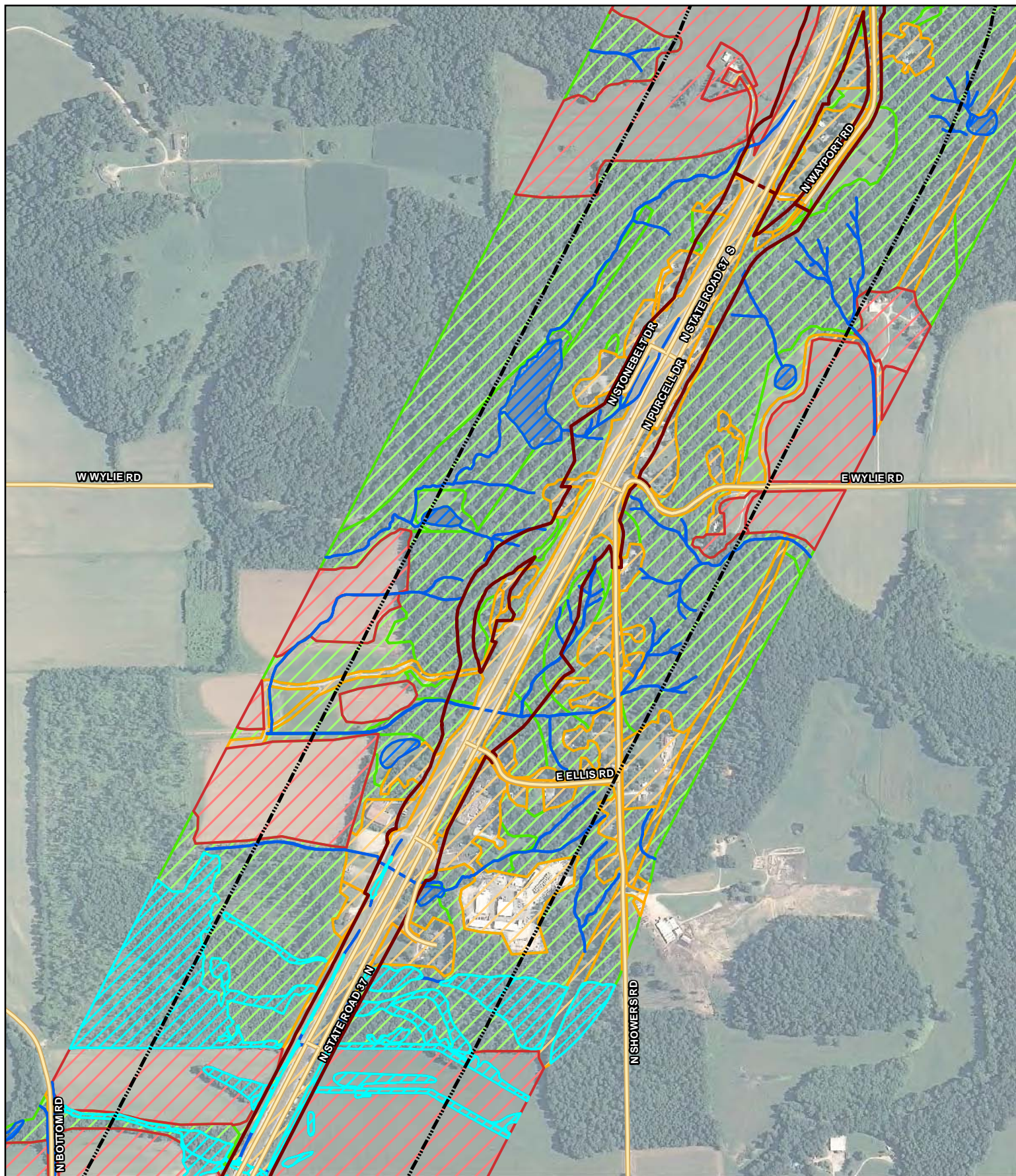
- |                |                   |                                 |
|----------------|-------------------|---------------------------------|
| Corridor       | Agricultural Land | Refined Preferred Alternative 8 |
| Existing Roads | Developed Land    |                                 |
|                | Mines / Quarries  |                                 |
|                | Upland Habitat    |                                 |
|                | Water             |                                 |
|                | Wetland Habitat   |                                 |

0 0.25 mi

Figure 5.3-1B: Page 6 of 14  
Impacts to Land Use in Section 5  
Refined Preferred Alternative 8







# Legend

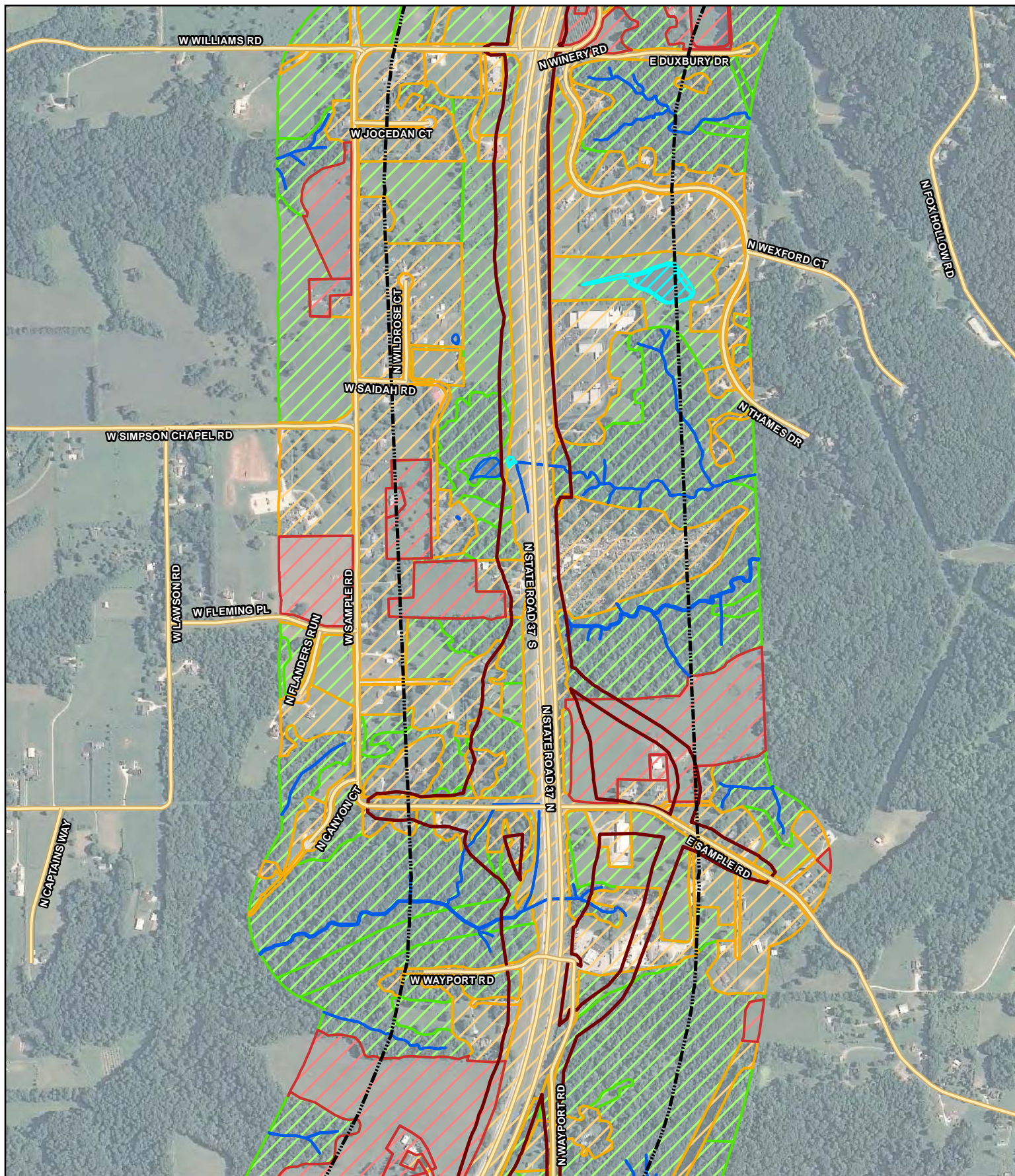
- |                |                   |                                 |
|----------------|-------------------|---------------------------------|
| Corridor       | Agricultural Land | Refined Preferred Alternative 8 |
| Existing Roads | Developed Land    |                                 |
|                | Mines / Quarries  |                                 |
|                | Upland Habitat    |                                 |
|                | Water             |                                 |
|                | Wetland Habitat   |                                 |

0 0.25 mi

Figure 5.3-1B: Page 7 of 14  
Impacts to Land Use in Section 5  
Refined Preferred Alternative 8







# Legend

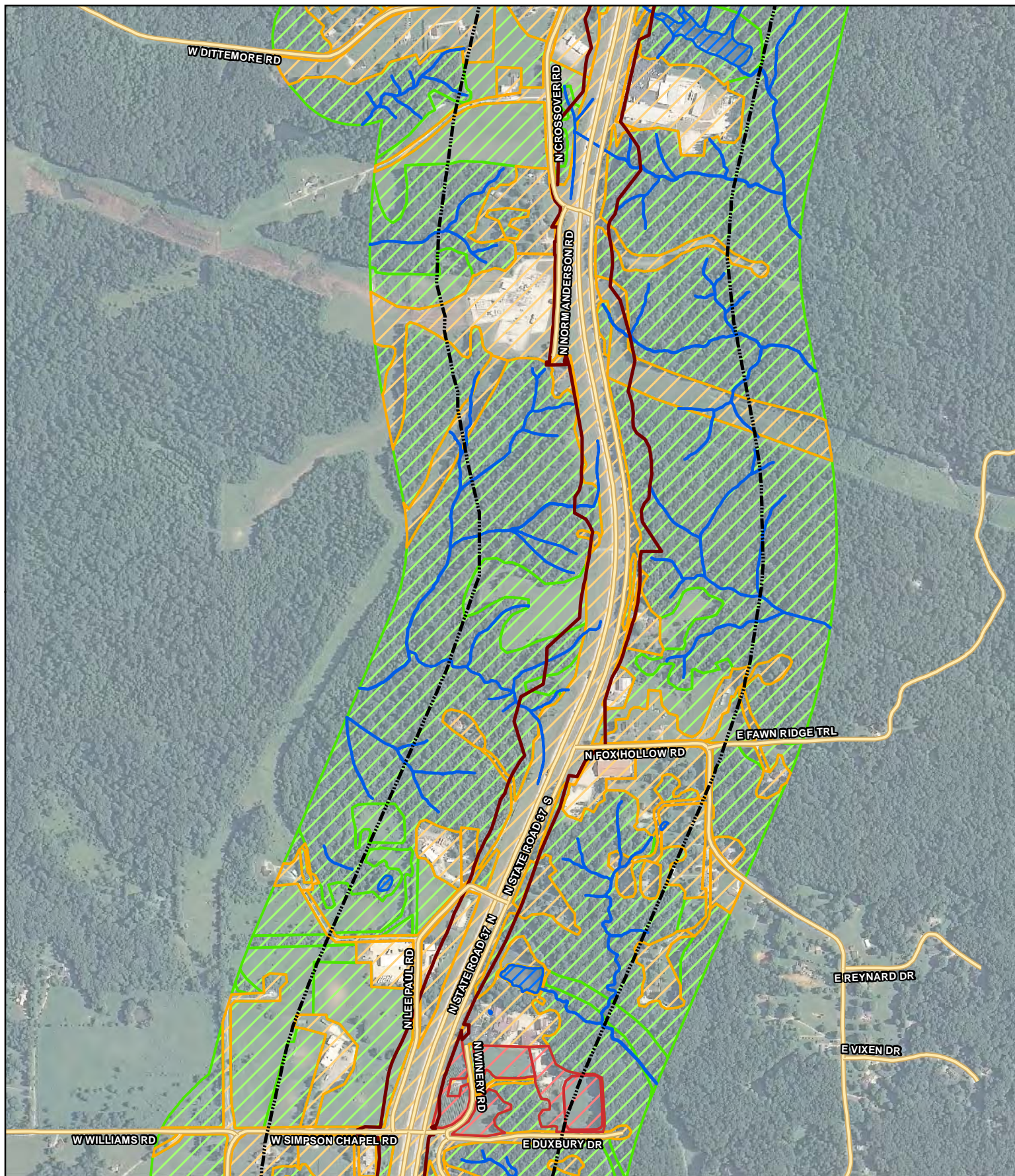
-  Corridor
-  Existing Roads
-  Agricultural Land
-  Developed Land
-  Mines / Quarries
-  Upland Habitat
-  Water
-  Wetland Habitat
-  Refined Preferred Alternative 8

0 0.25 mi

**Figure 5.3-1B: Page 8 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







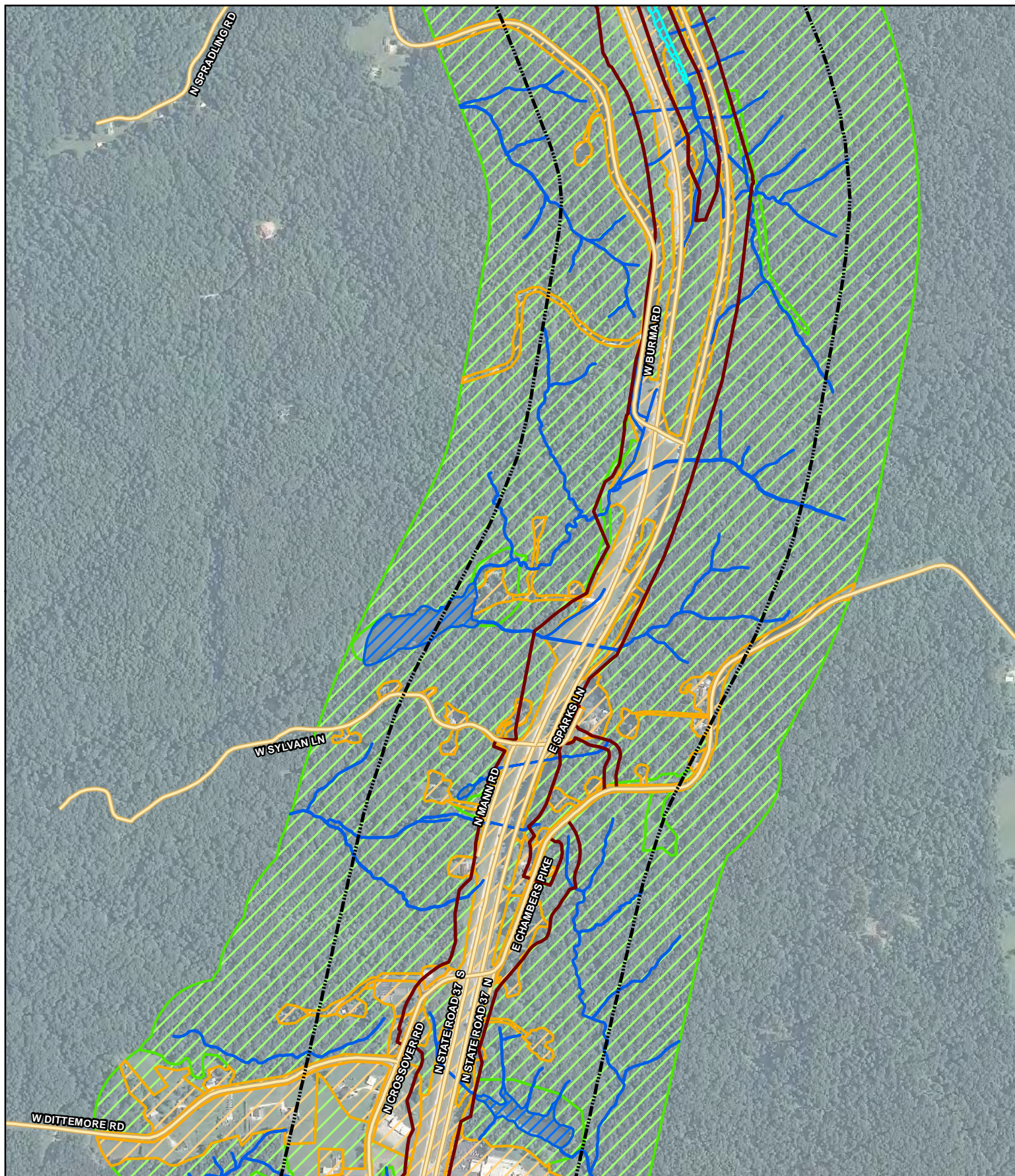
- Legend**
- Corridor
  - Existing Roads
  - Agricultural Land
  - Developed Land
  - Mines / Quarries
  - Upland Habitat
  - Water
  - Wetland Habitat
  - Refined Preferred Alternative 8

0 0.25 mi

**Figure 5.3-1B: Page 9 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







# Legend

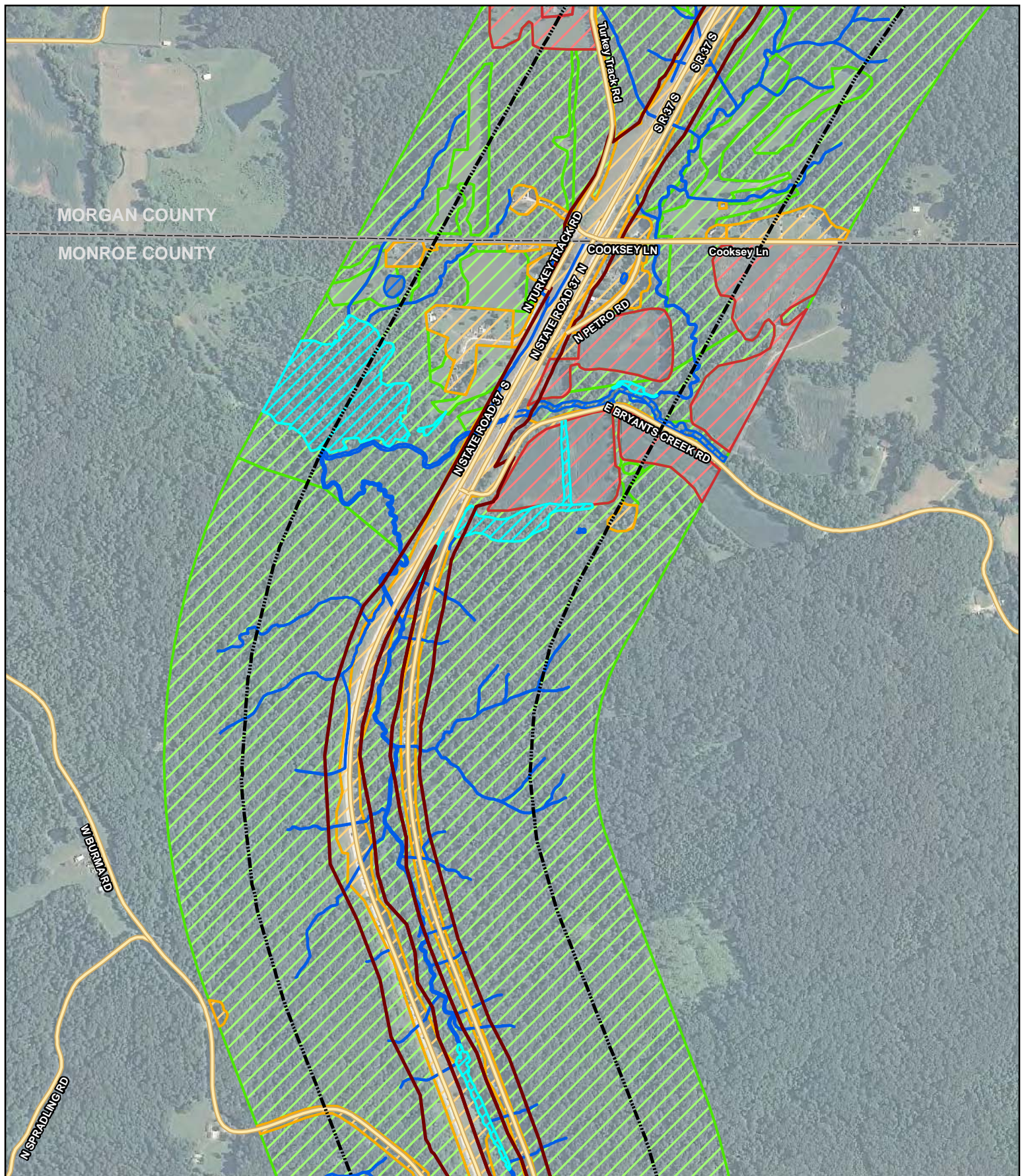
- |                |                   |                                 |
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| Corridor       | Agricultural Land | Refined Preferred Alternative 8 |
| Existing Roads | Developed Land    |                                 |
|                | Mines / Quarries  |                                 |
|                | Upland Habitat    |                                 |
|                | Water             |                                 |
|                | Wetland Habitat   |                                 |

0 0.25 mi

**Figure 5.3-1B: Page 10 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







# Legend

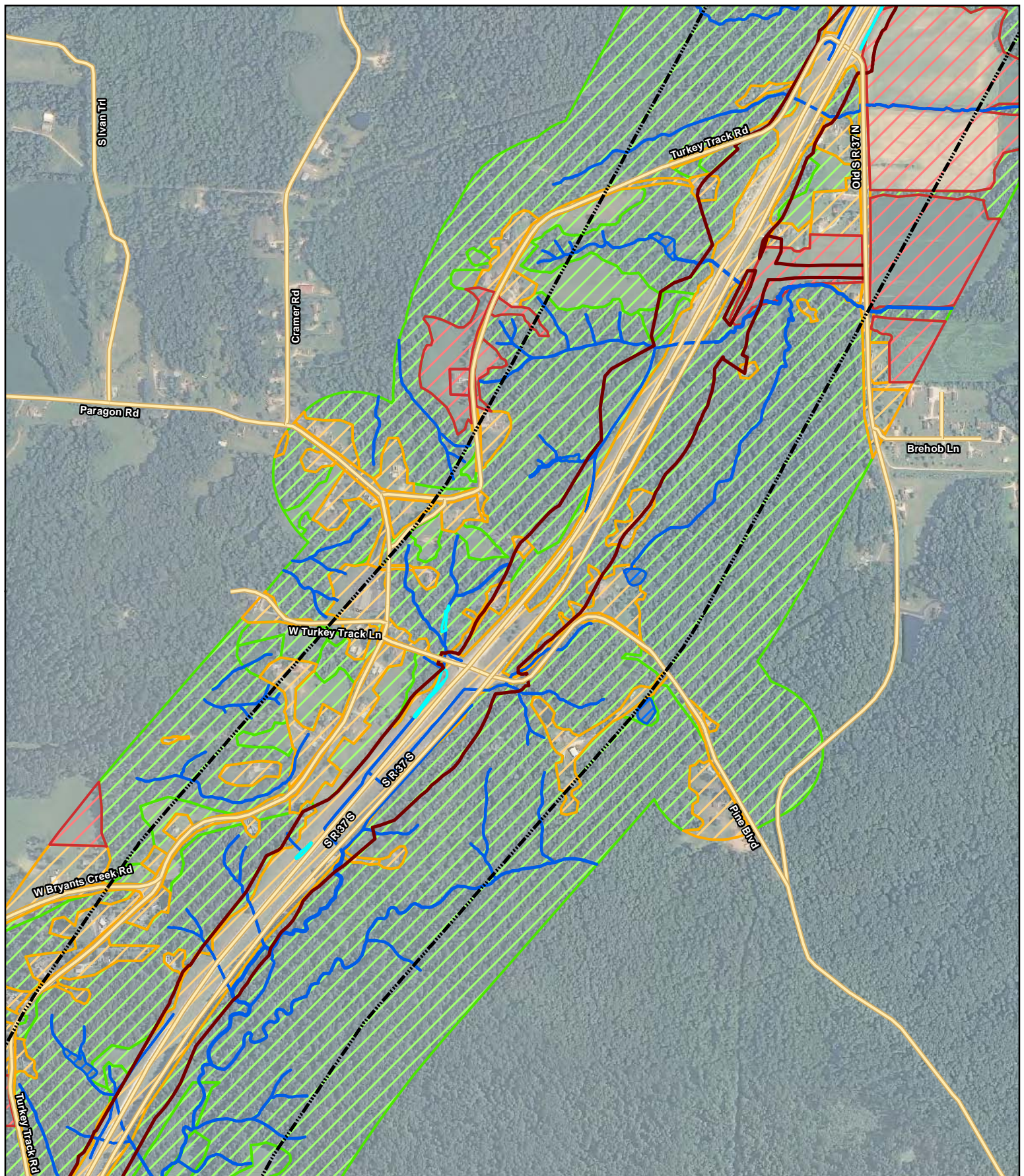
-  Corridor
-  Existing Roads
-  Agricultural Land
-  Developed Land
-  Mines / Quarries
-  Upland Habitat
-  Water
-  Wetland Habitat
-  Refined Preferred Alternative 8

0 0.25 mi

**Figure 5.3-1B: Page 11 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







# Legend

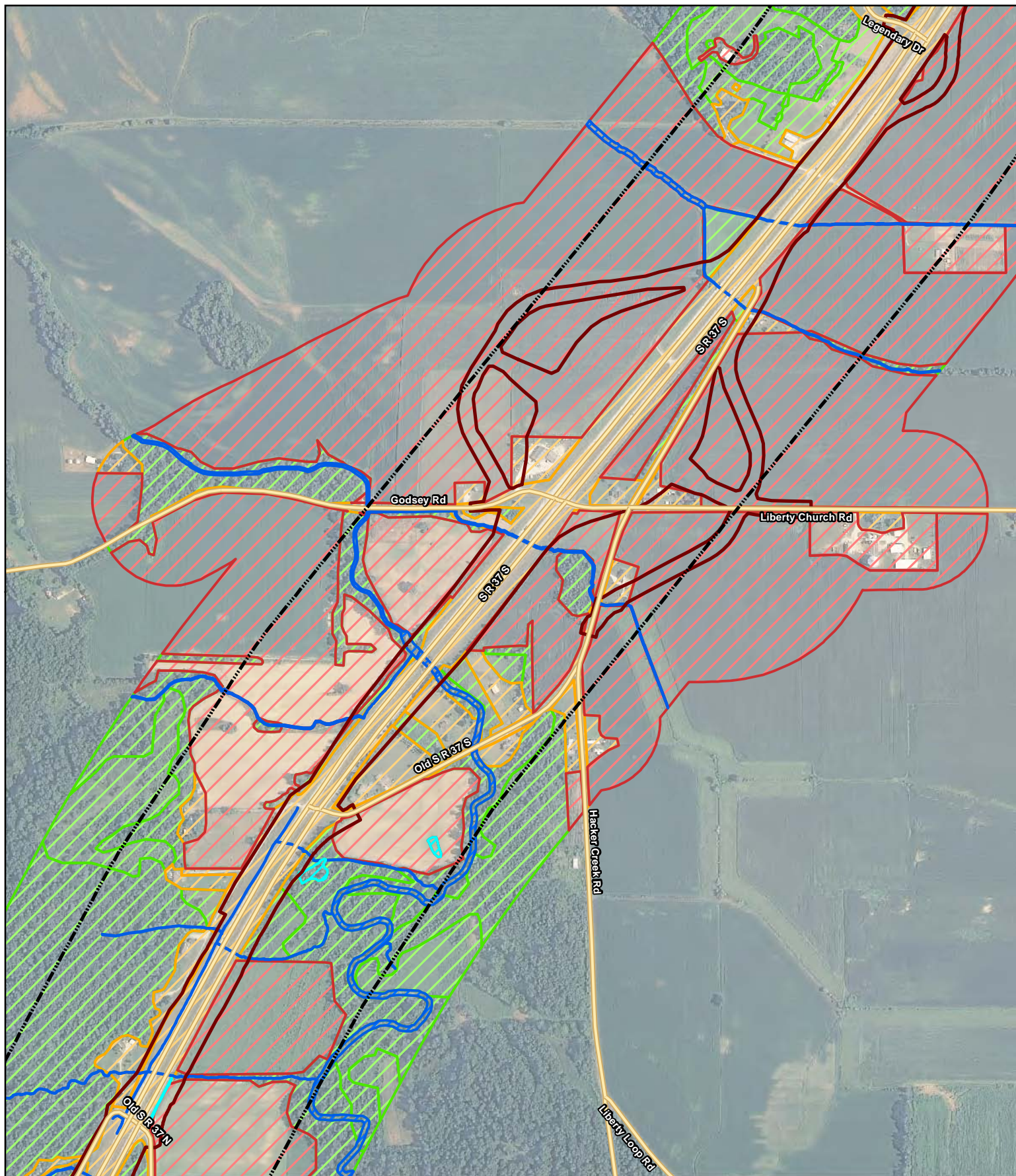
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|----------------|-------------------|---------------------------------|
| Corridor       | Agricultural Land | Refined Preferred Alternative 8 |
| Existing Roads | Developed Land    |                                 |
|                | Mines / Quarries  |                                 |
|                | Upland Habitat    |                                 |
|                | Water             |                                 |
|                | Wetland Habitat   |                                 |

0 0.25 mi

**Figure 5.3-1B: Page 12 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







# Legend

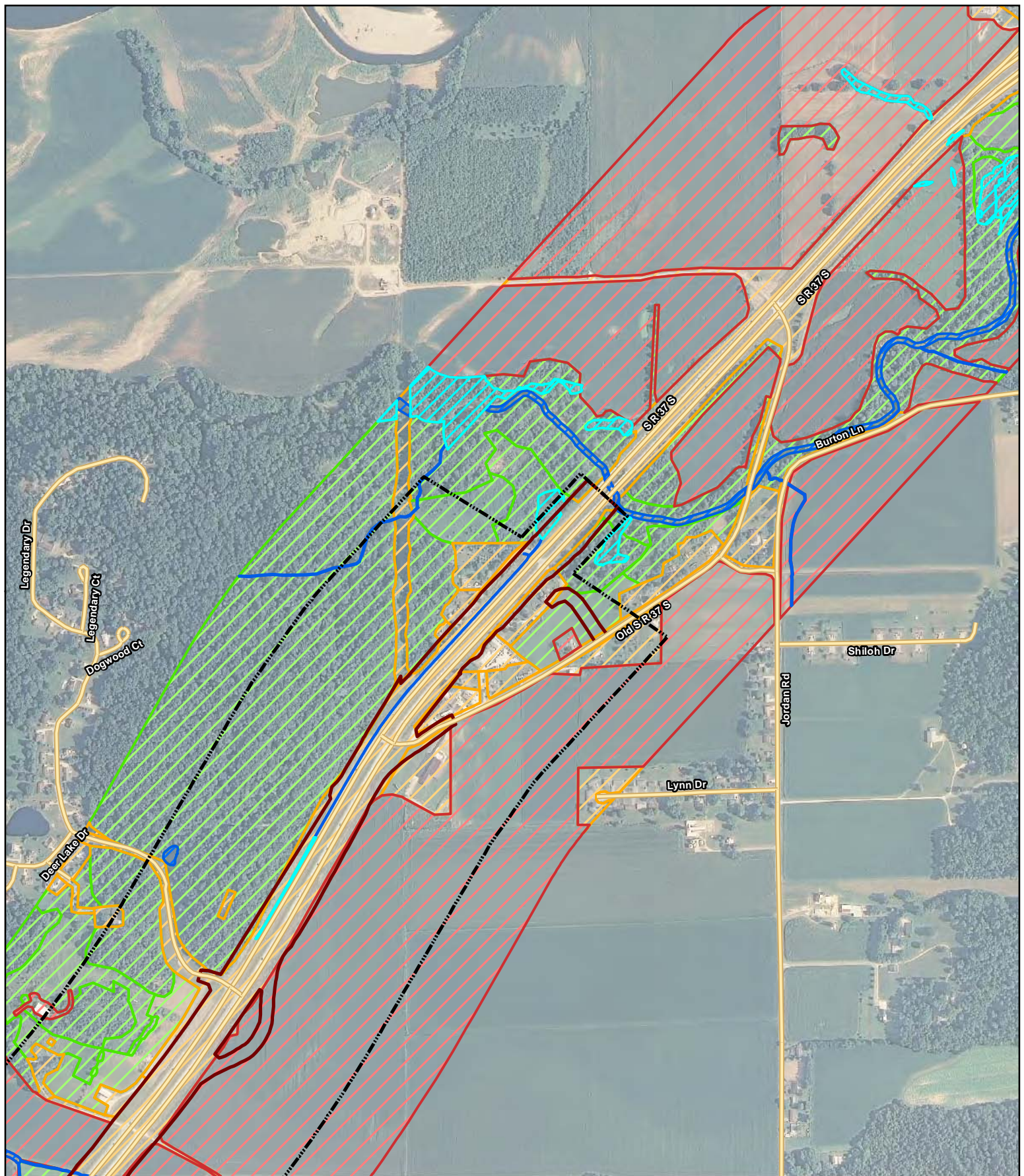
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|  Existing Roads |  Developed Land    |   |
|   |  Mines / Quarries  |   |
|   |  Upland Habitat    |   |
|   |  Water             |   |
|   |  Wetland Habitat   |   |

0 0.25 mi

**Figure 5.3-1B: Page 13 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**







#### Legend

- |                |                   |                                 |
|----------------|-------------------|---------------------------------|
| Corridor       | Agricultural Land | Refined Preferred Alternative 8 |
| Existing Roads | Developed Land    |                                 |
|                | Mines / Quarries  |                                 |
|                | Upland Habitat    |                                 |
|                | Water             |                                 |
|                | Wetland Habitat   |                                 |

0 0.25 mi

**Figure 5.3-1B: Page 14 of 14**  
**Impacts to Land Use in Section 5**  
**Refined Preferred Alternative 8**





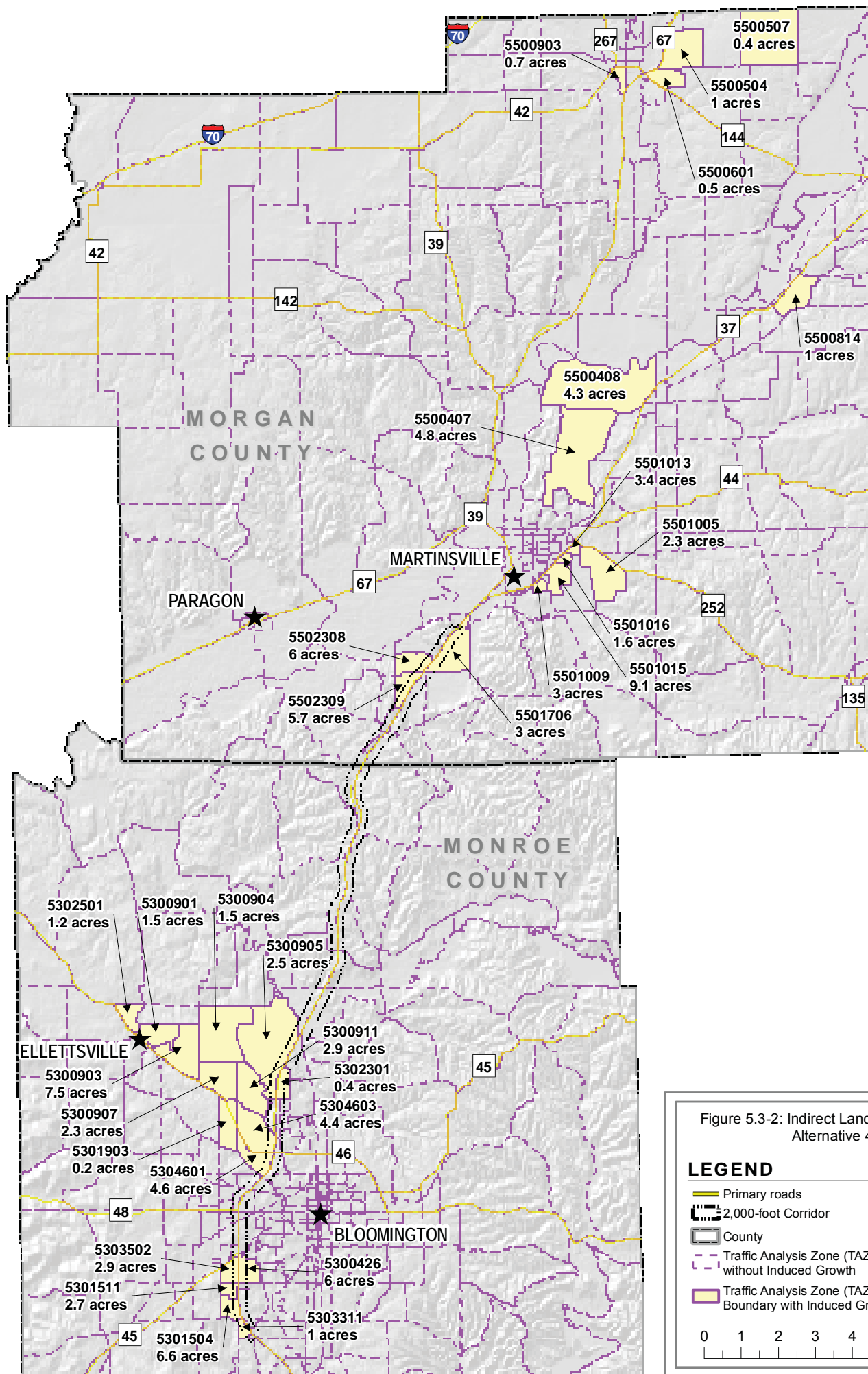


Figure 5.3-2: Indirect Land Use Changes  
Alternative 4

### LEGEND

- Primary roads
- 2,000-foot Corridor
- County
- Traffic Analysis Zone (TAZ) Boundary without Induced Growth
- Traffic Analysis Zone (TAZ) Boundary with Induced Growth

0 1 2 3 4 5 mi



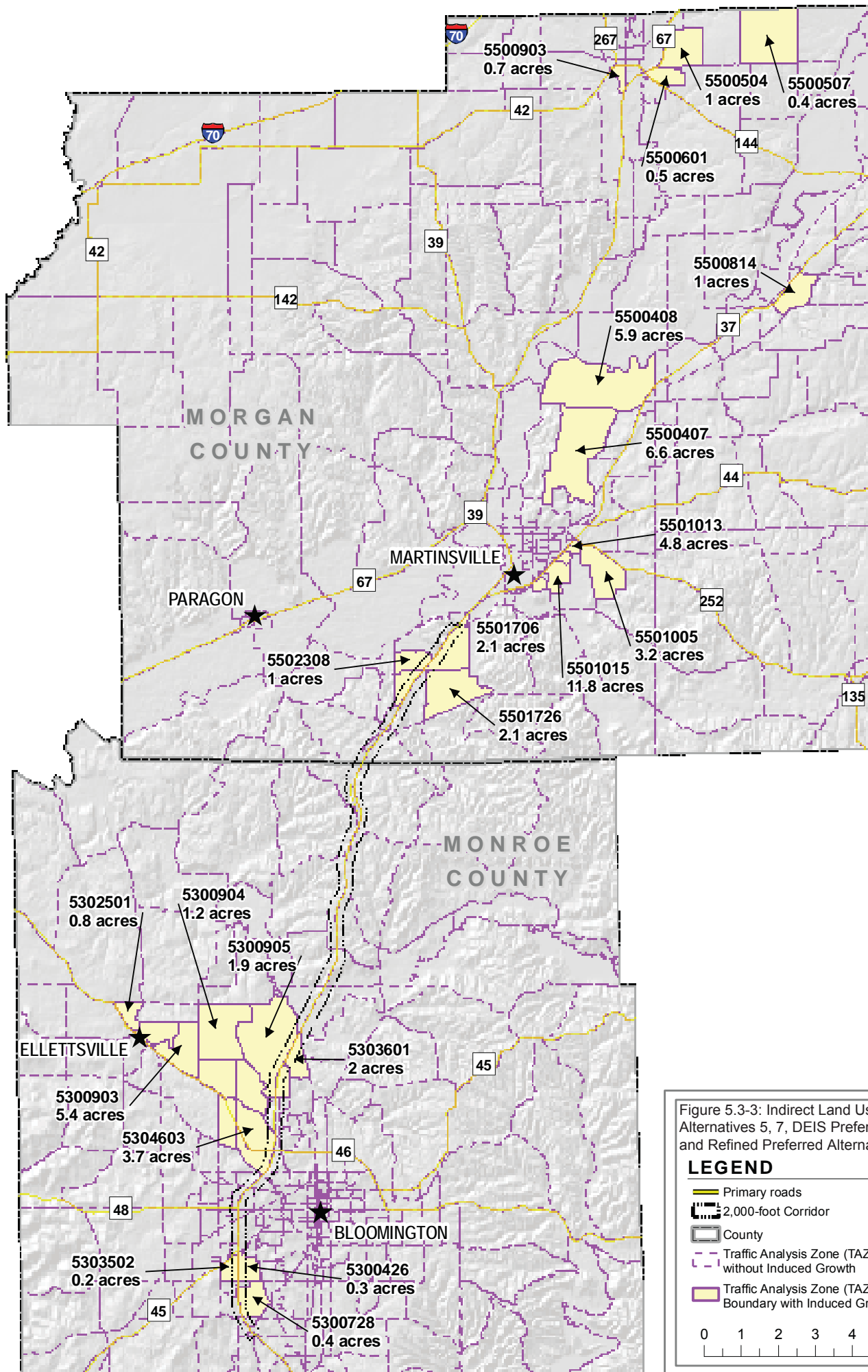


Figure 5.3-3: Indirect Land Use Changes Alternatives 5, 7, DEIS Preferred Alternative 8, and Refined Preferred Alternative 8

#### LEGEND

- Primary roads
- 2,000-foot Corridor
- County
- Traffic Analysis Zone (TAZ) Boundary without Induced Growth
- Traffic Analysis Zone (TAZ) Boundary with Induced Growth

0 1 2 3 4 5 mi



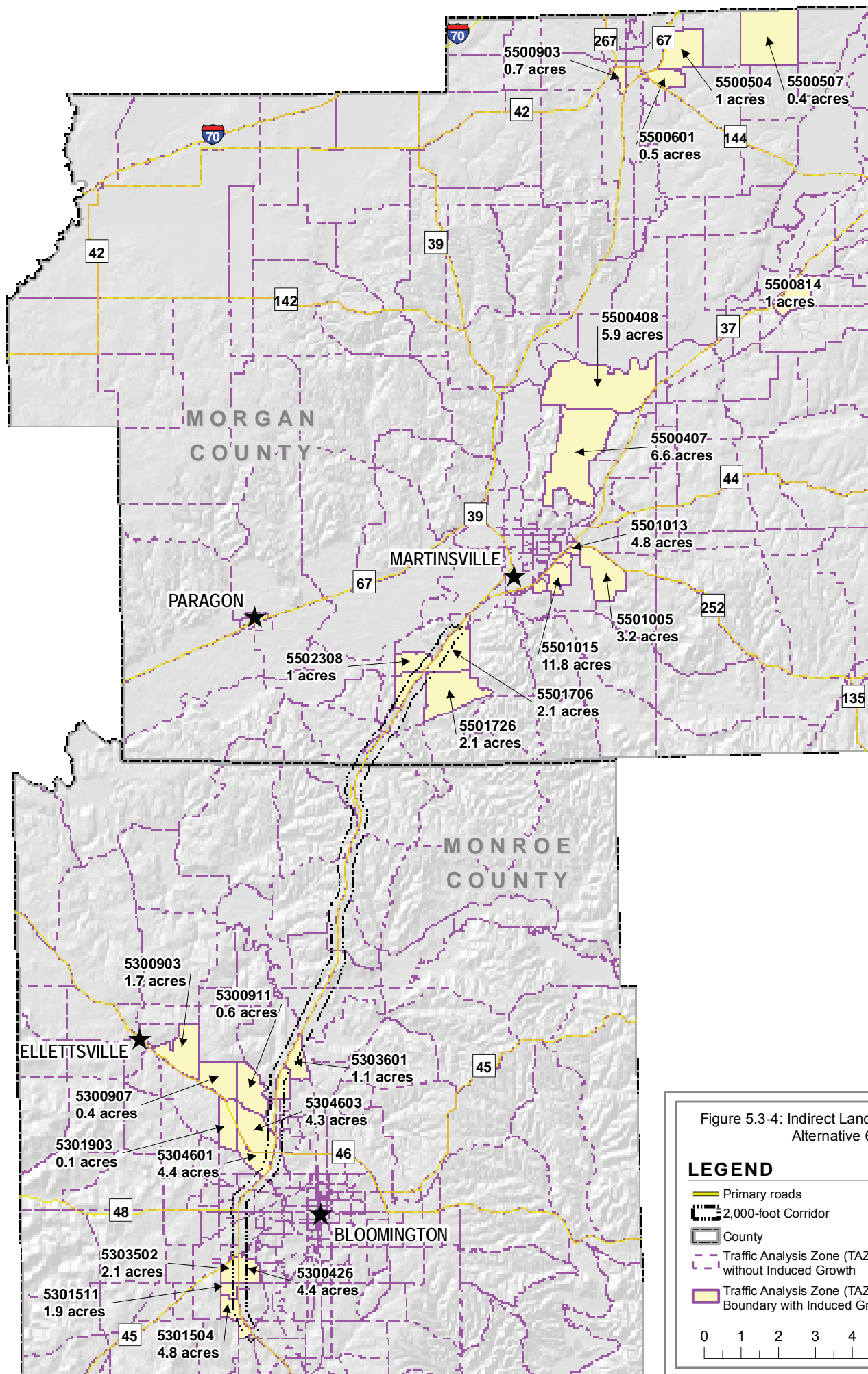


Figure 5.3-4: Indirect Land Use Changes  
Alternative 6

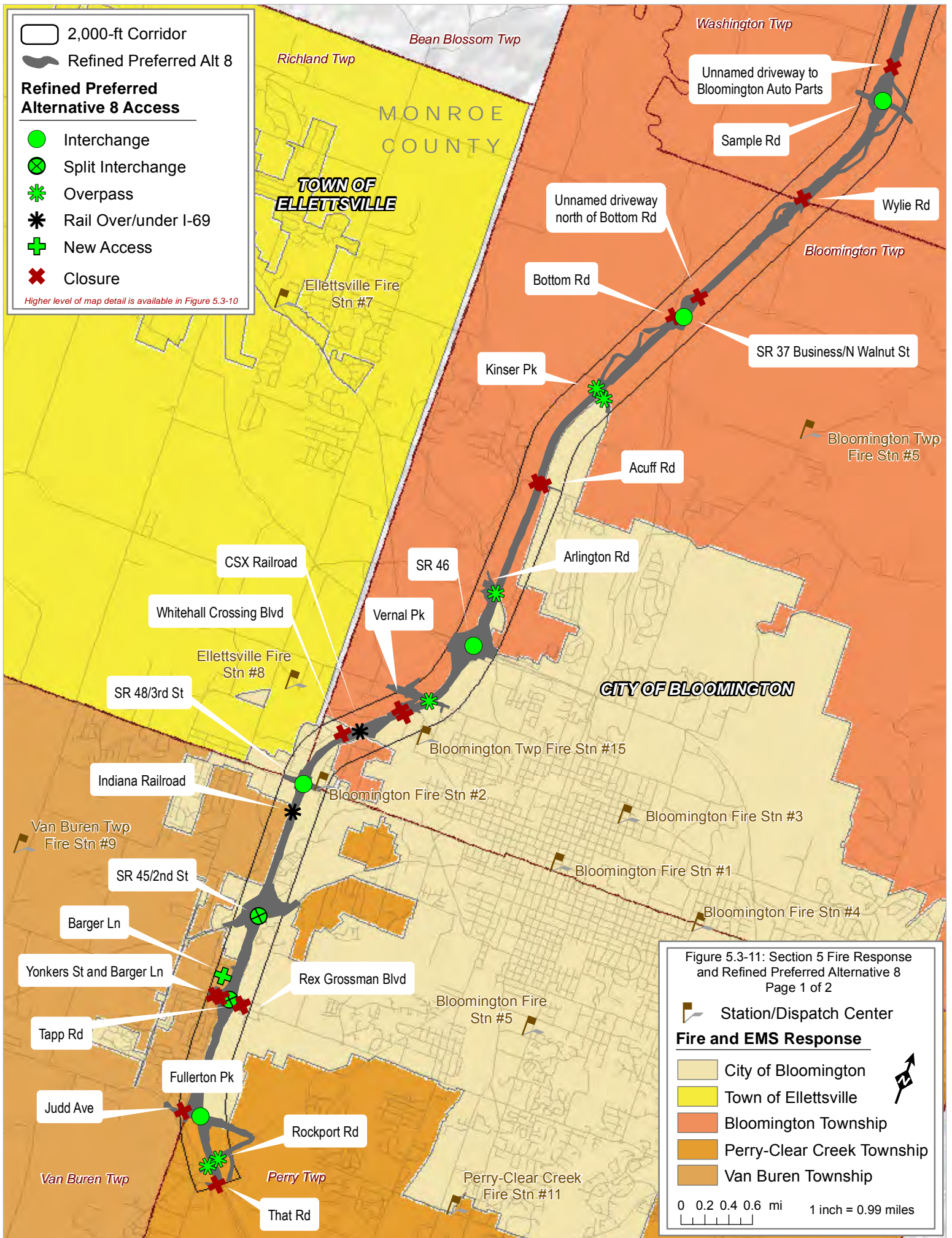
#### LEGEND

- Primary roads
- 2,000-foot Corridor
- County
- Traffic Analysis Zone (TAZ) Boundary without Induced Growth
- Traffic Analysis Zone (TAZ) Boundary with Induced Growth

0 1 2 3 4 5 mi









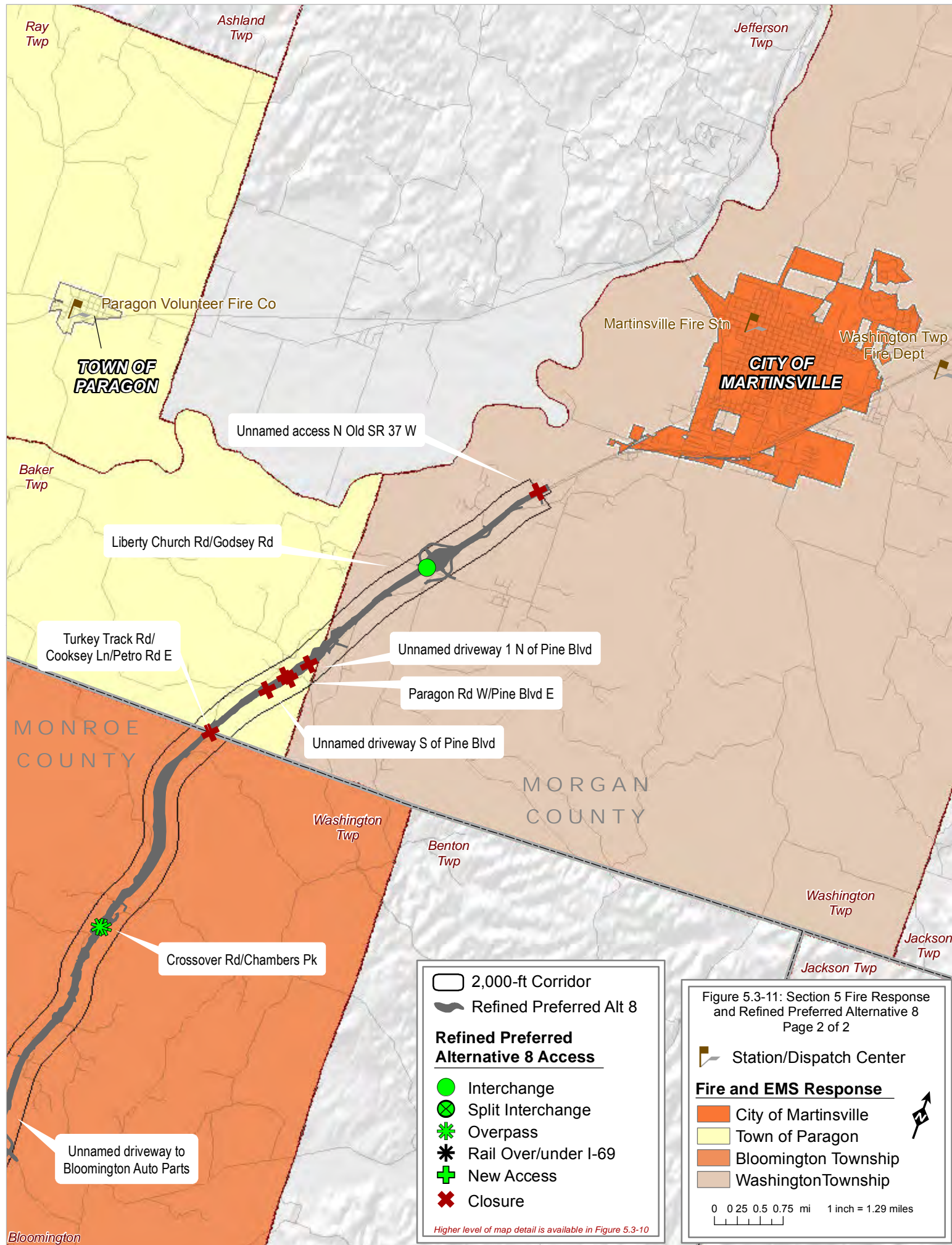


Figure 5.3-11: Section 5 Fire Response and Refined Preferred Alternative 8  
Page 2 of 2

Station/Dispatch Center

#### Fire and EMS Response






- City of Martinsville
- Town of Paragon
- Bloomington Township
- Washington Township

0 0.25 0.5 0.75 mi 1 inch = 1.29 miles



Figure 5.3-12: Areas of Concern in Washington and Baker Townships  
(Page 1 of 2)

**LEGEND**

-  Parcels
-  Parcels of concern
-  Potential relocations
-  Refined Preferred Alt 8 right of way
-  Refined Preferred Alt 8 alignment

0 1,000  
Feet

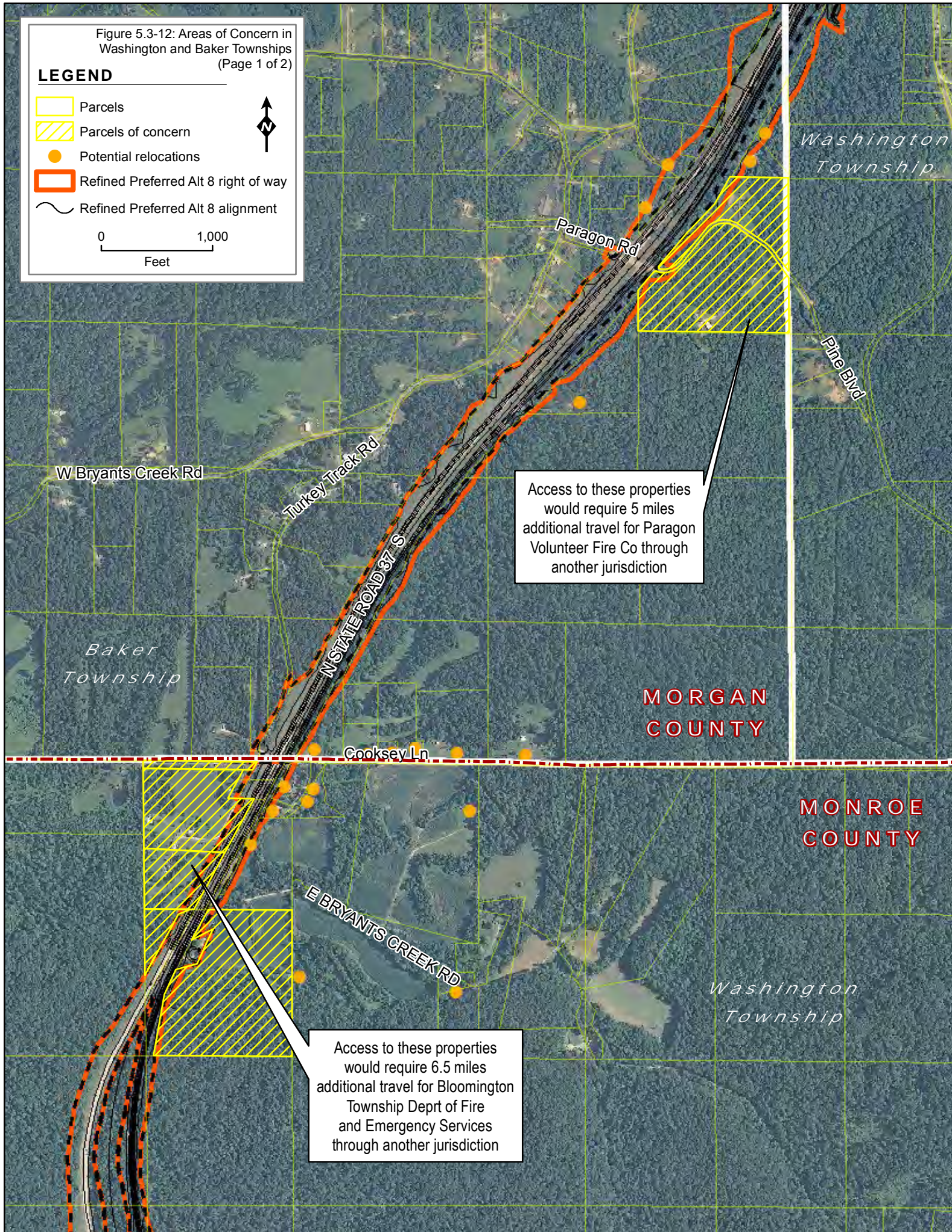










Figure 5.3-12: Areas of Concern in Washington and Baker Townships  
(Page 2 of 2)

# LEGEND

-  Parcels
-  Parcels of concern
-  Potential relocations
-  Refined Preferred Alt 8 right of way
-  Refined Preferred Alt 8 alignment
-  100-yr floodplain

0 1,000  
Feet



**MORGAN  
COUNTY**

*Washington  
Township*

END OF SECT 5 CORRIDOR

Access to this neighborhood would require an additional 1.5 miles of travel through the Liberty Church interchange and along the local access road for Washington Township Fire Responders.

**Legendary Hills**

*Washington  
Township*

Within Section 5, access to Jordan Road by way of I-69 to the Liberty Church interchange would not be hindered by the 100-year floodplain.

**MORGAN  
COUNTY**

LIBERTY CHURCH  
INTERCHANGE

Godsey Rd

Liberty Church Rd

Hacker Creek

Jenny Dr

**Liberty Valley**

Doris Dr

Oliver Ct

**Lands End**

Jordan Rd

Shiloh Dr

Lynn Dr

**Lynn Drive**

Burton Ln

SR 37 S

SR 37 S

Old SR 37 S

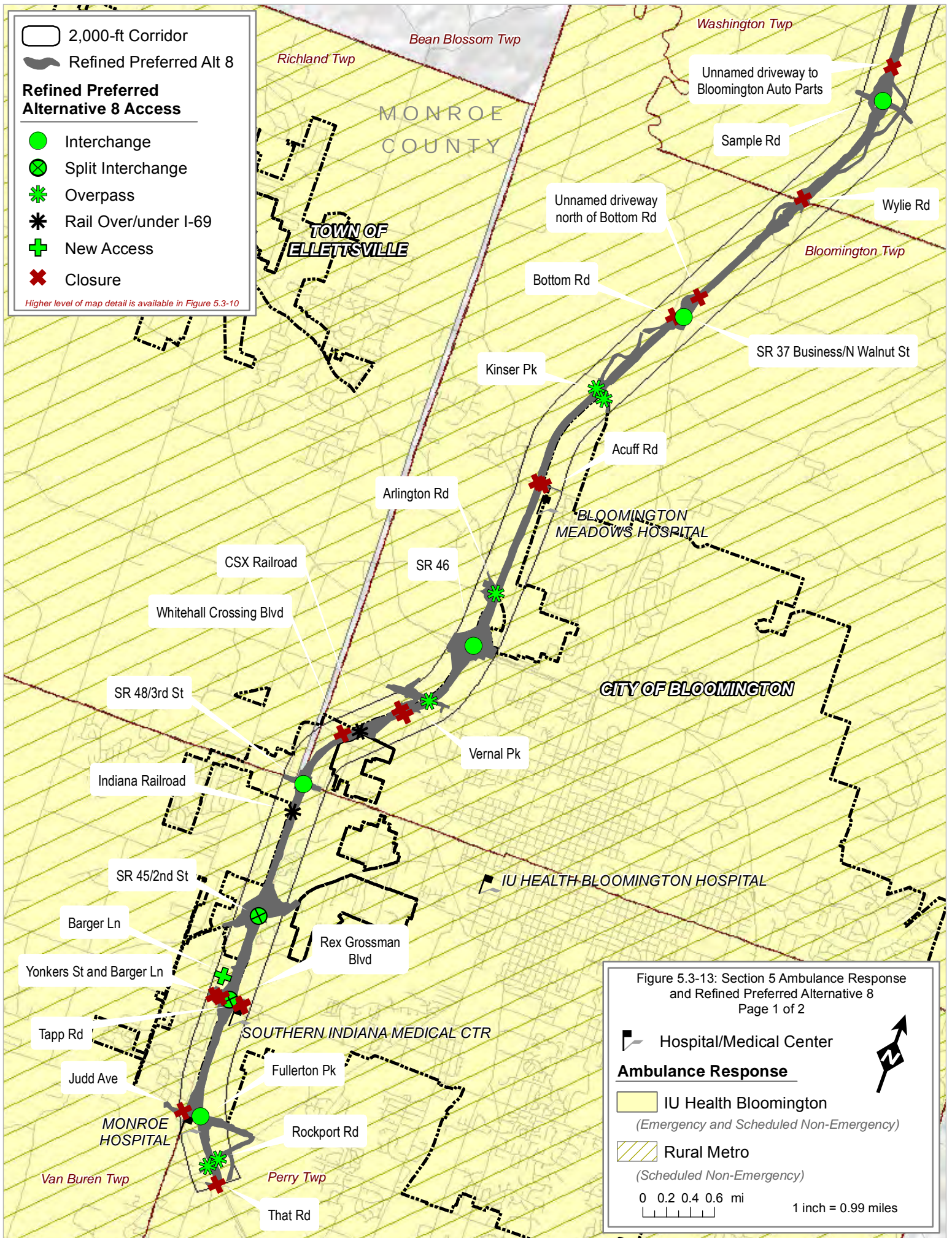
Deer Lake Dr

Deer Lake Ct

Legendary Dr

Legendary Ct







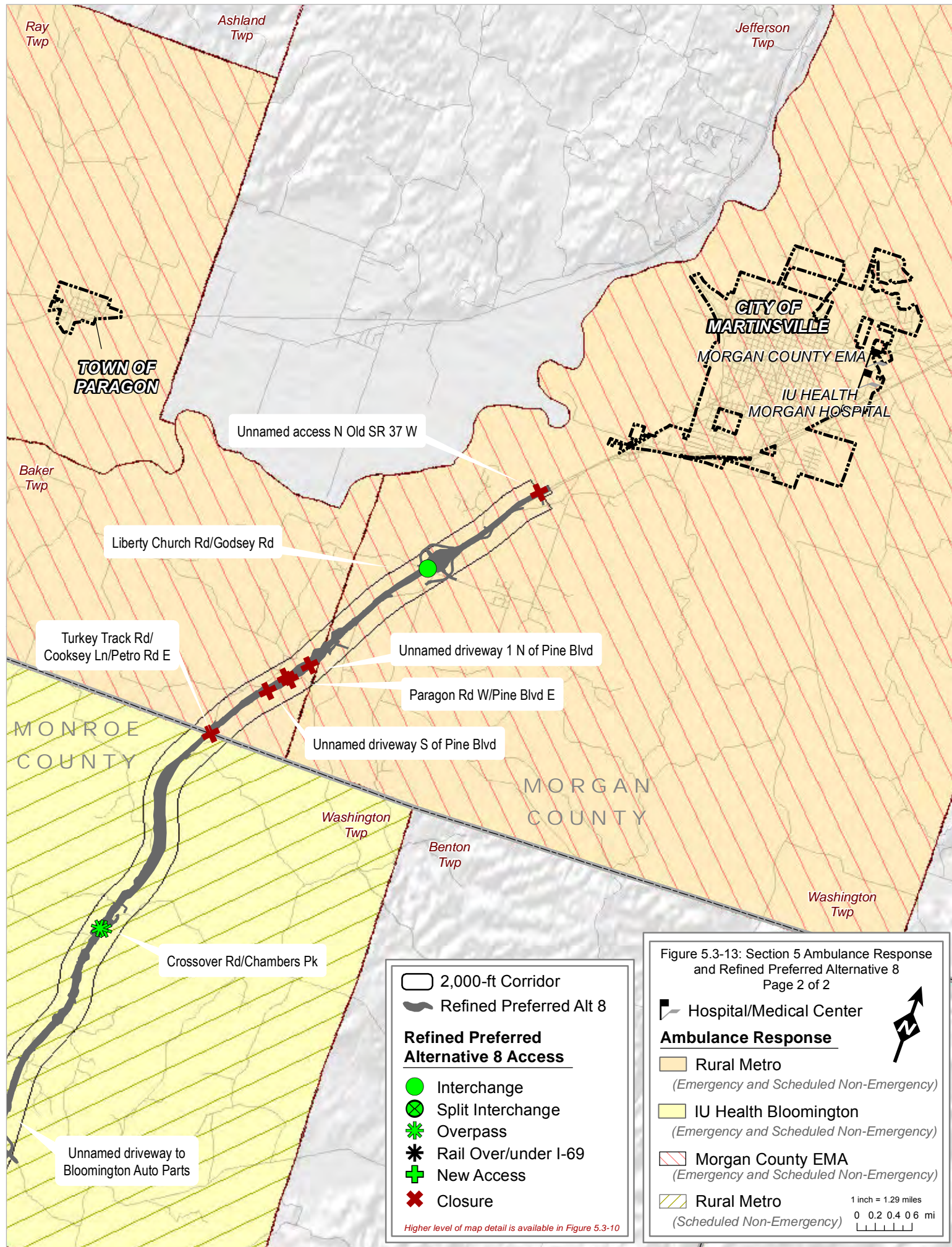


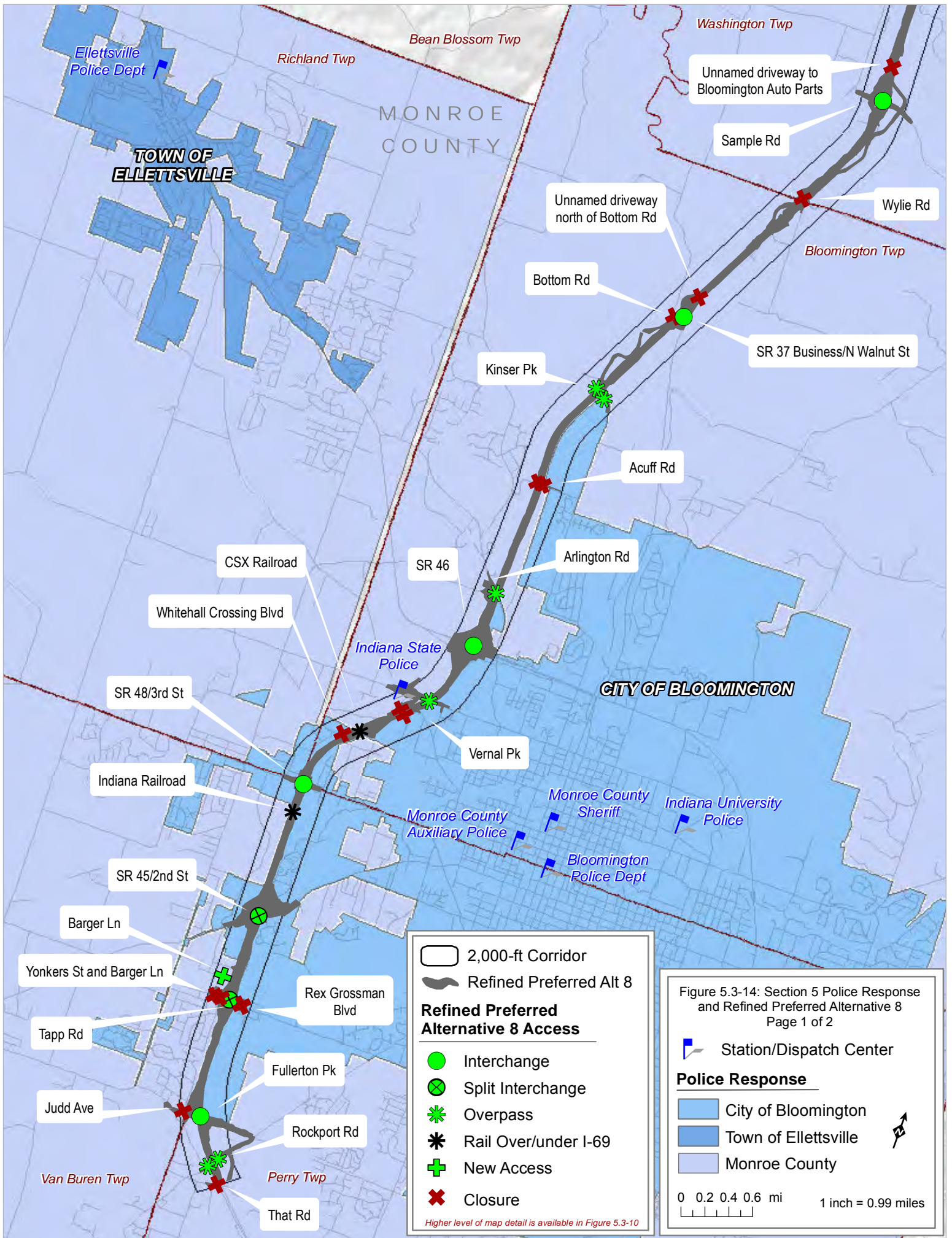
Figure 5.3-13: Section 5 Ambulance Response and Refined Preferred Alternative 8  
 Page 2 of 2

Hospital/Medical Center

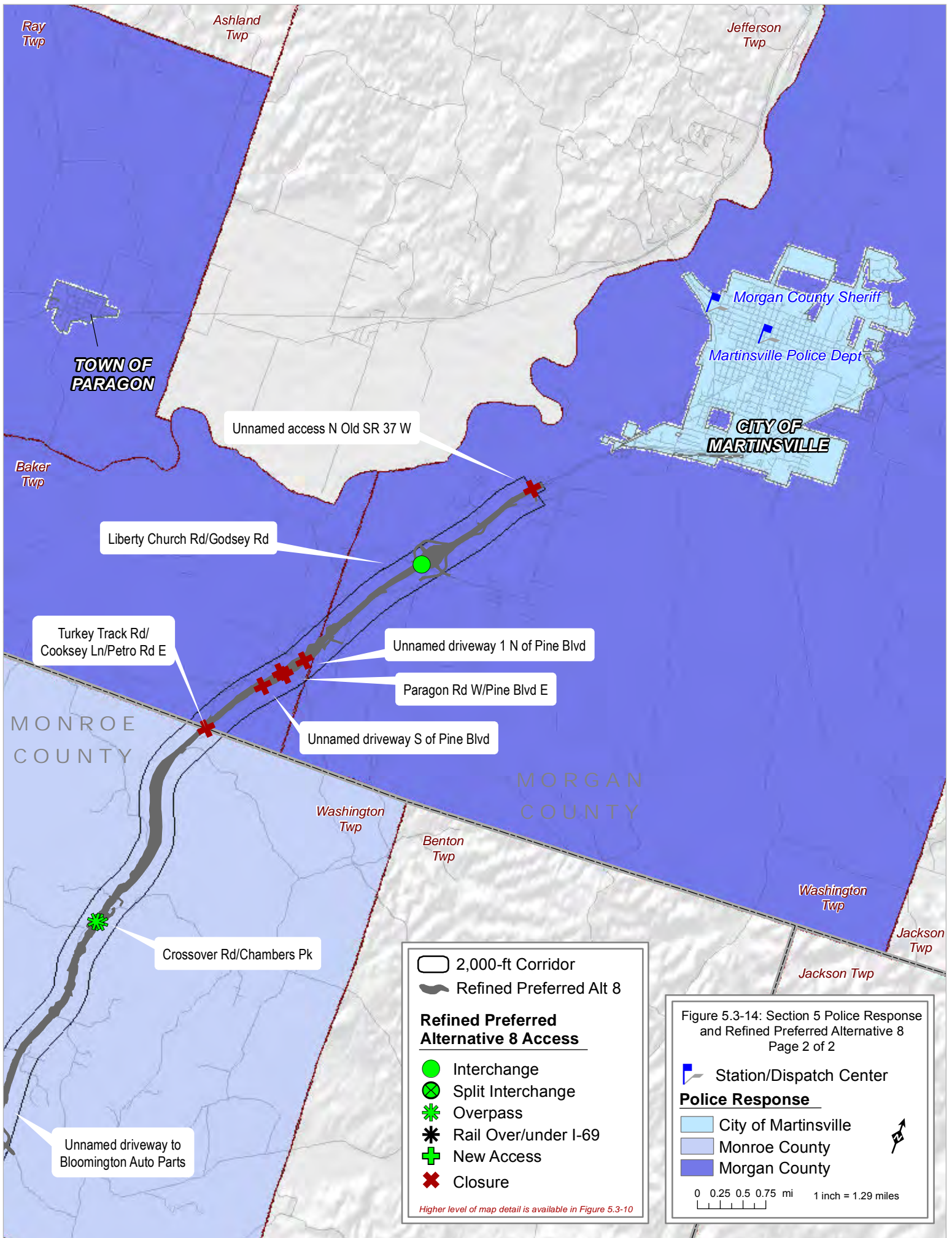
**Ambulance Response**

- Rural Metro  
(Emergency and Scheduled Non-Emergency)
- IU Health Bloomington  
(Emergency and Scheduled Non-Emergency)
- Morgan County EMA  
(Emergency and Scheduled Non-Emergency)
- Rural Metro  
(Scheduled Non-Emergency)

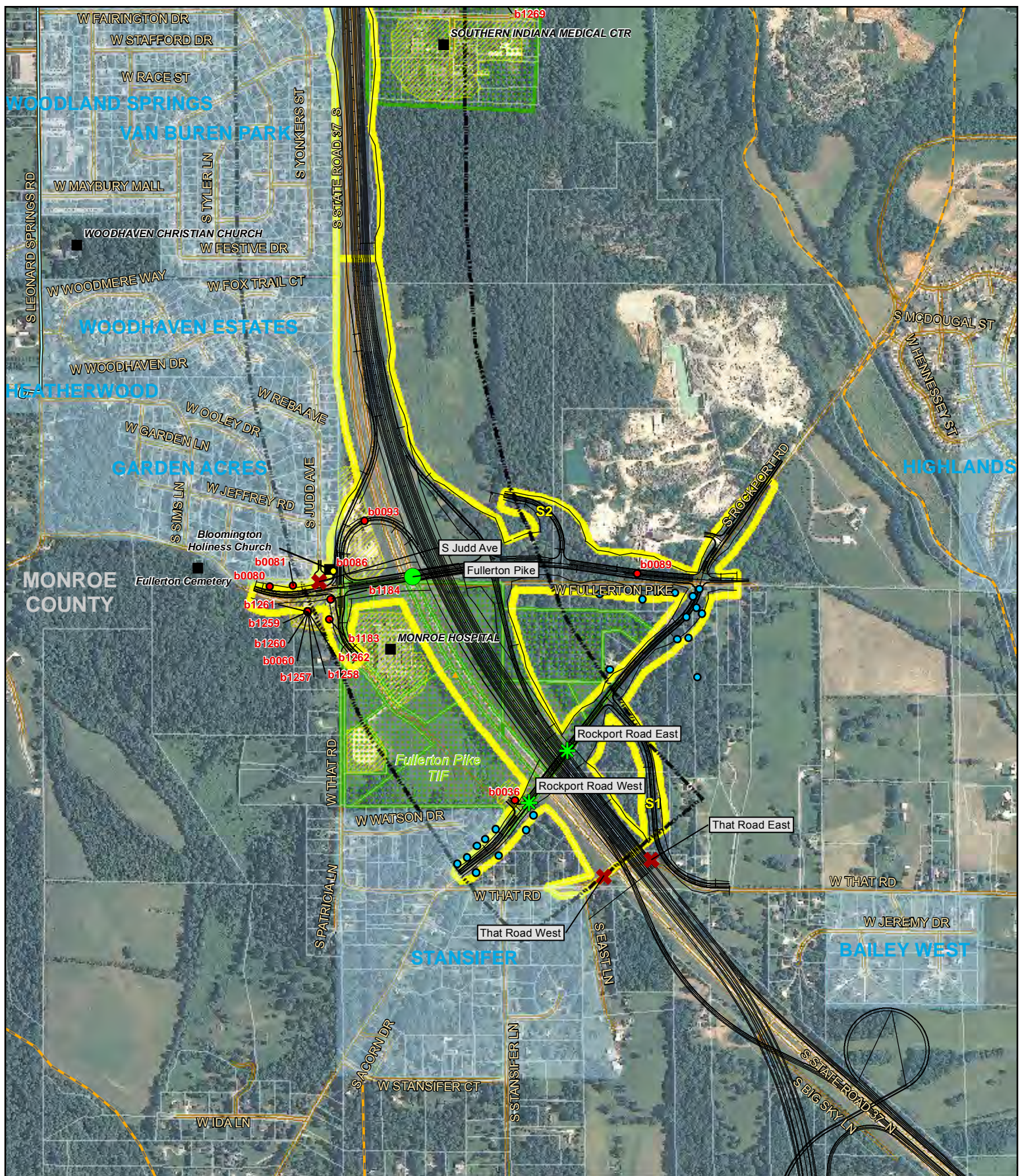












- Community Facility
- TIF Districts
- Morgan-Monroe State Forest
- Wapehani Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional
- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- Alternative 4
- Access Roads

- Existing Billboard
- Alt 4 Potential Displacements\***
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

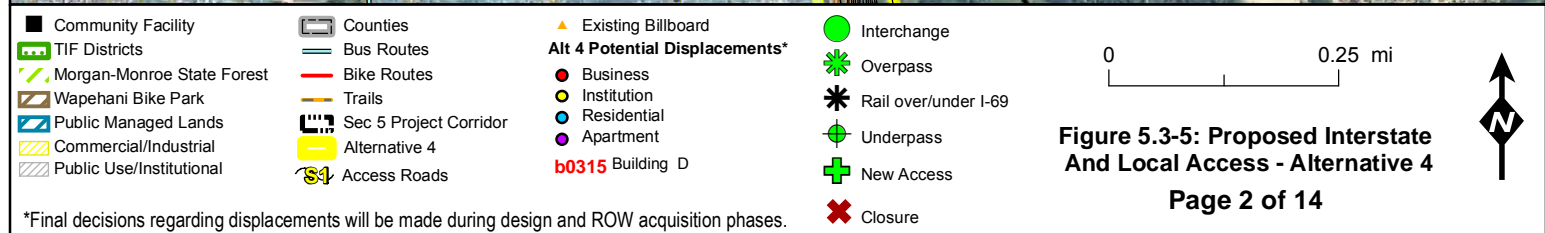
- Interchange
- Overpass
- Rail over/under I-69
- Underpass
- New Access
- Closure

0 0.25 mi

**Figure 5.3-5: Proposed Interstate And Local Access - Alternative 4**

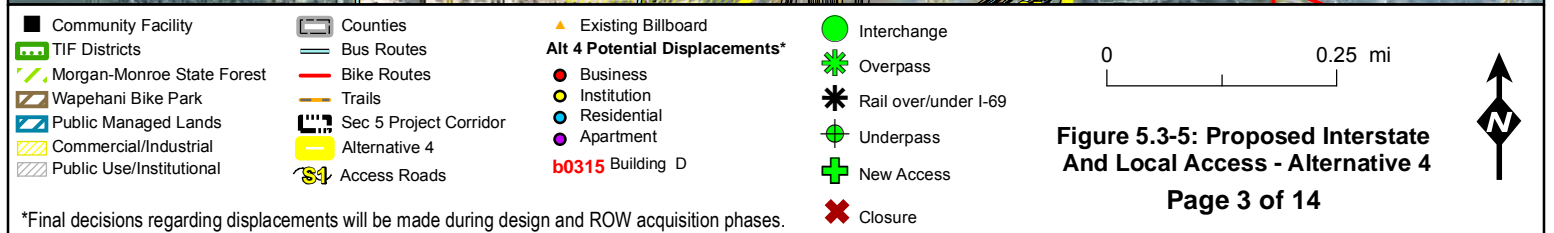
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





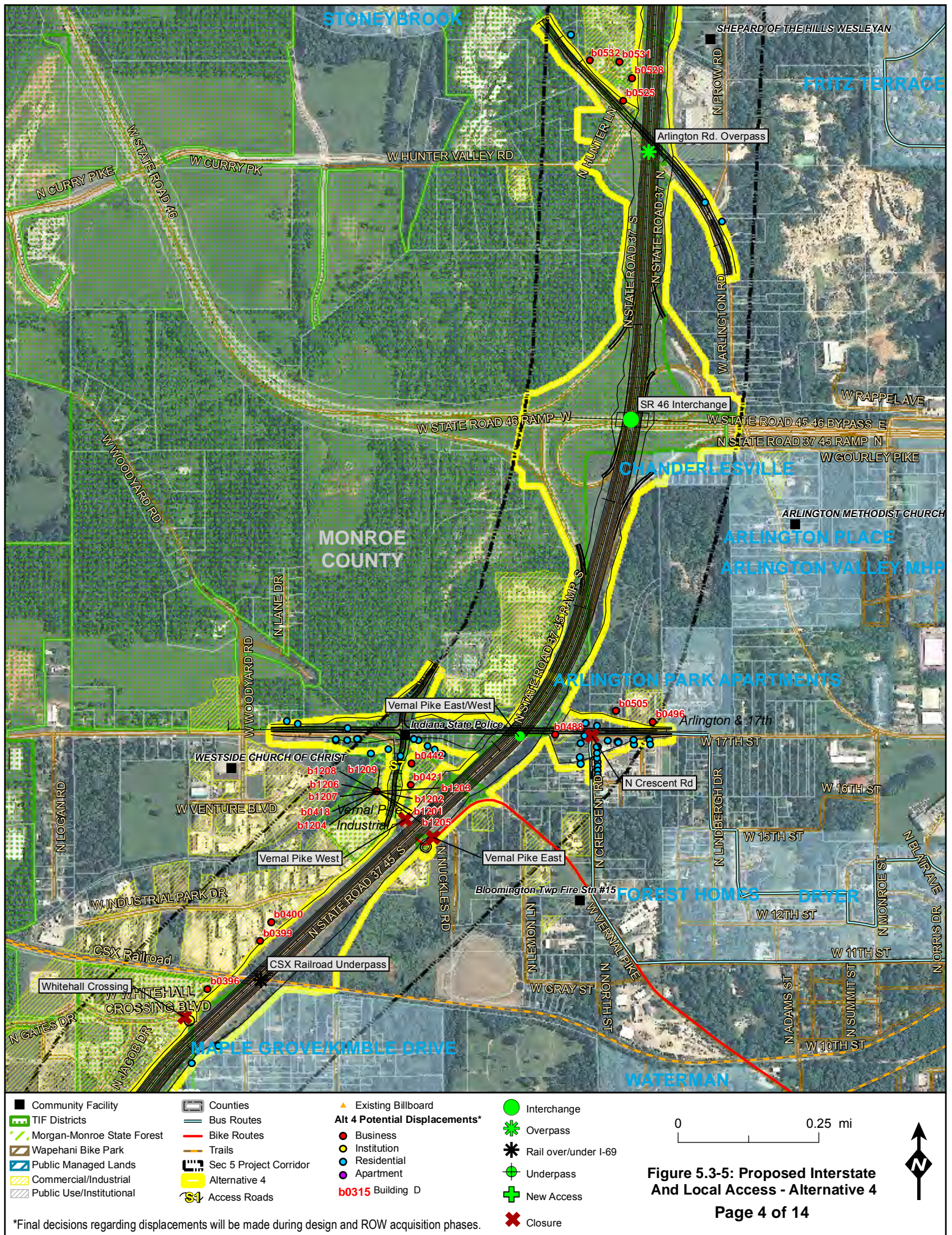
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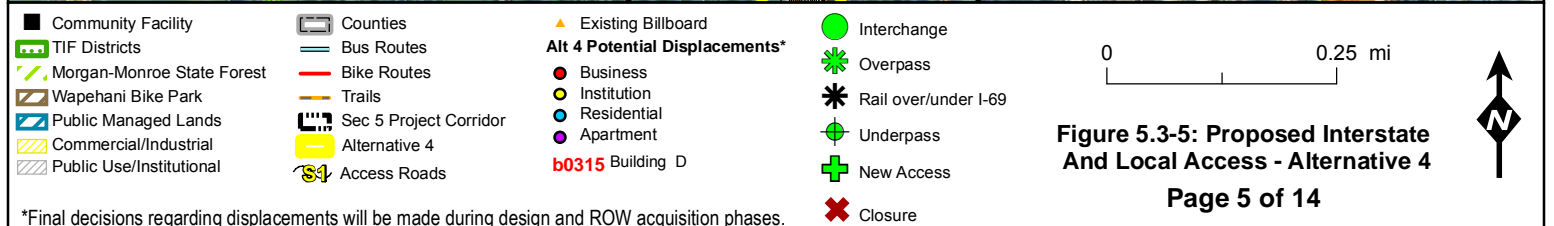
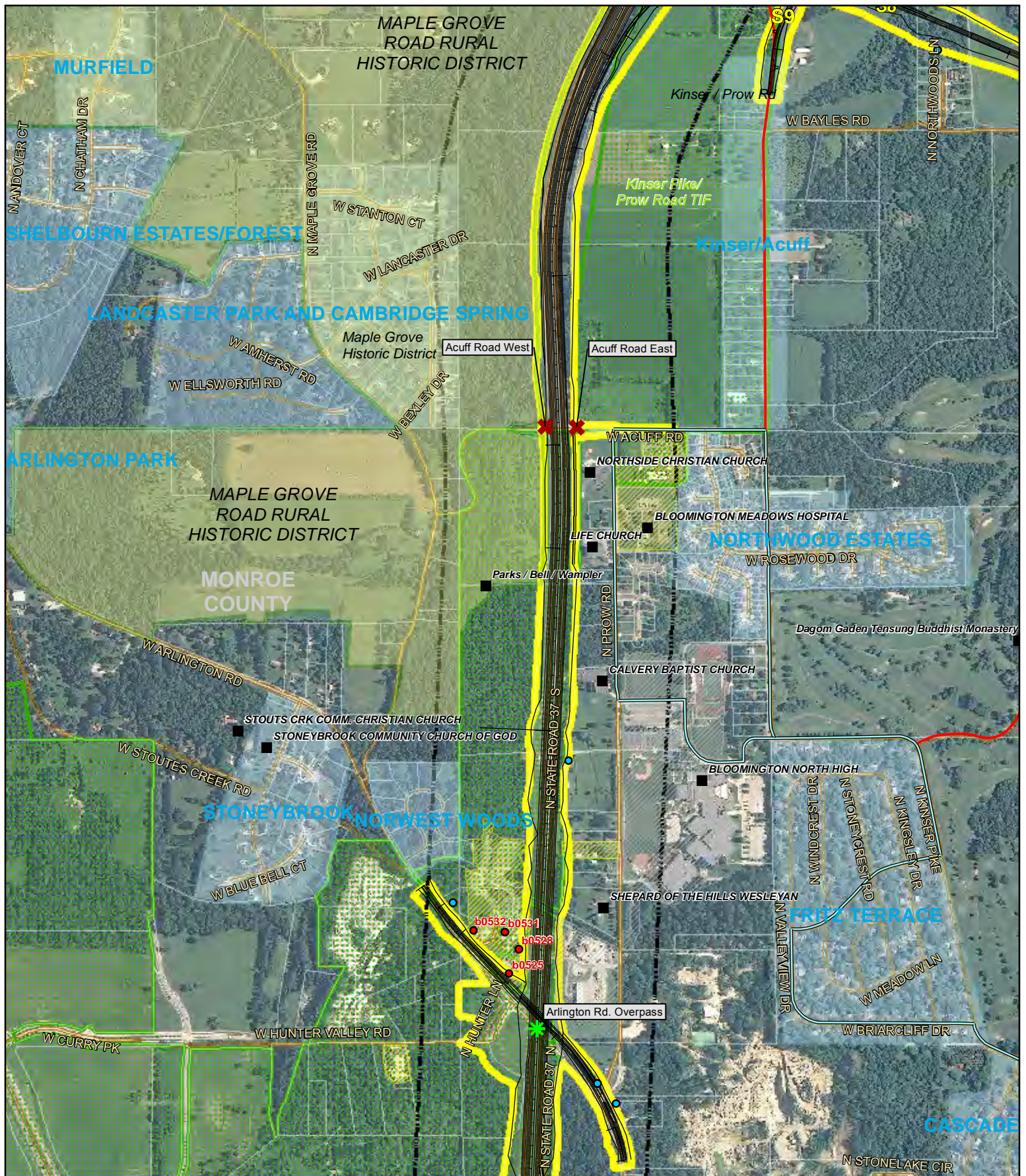
Page 3 of 14





\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

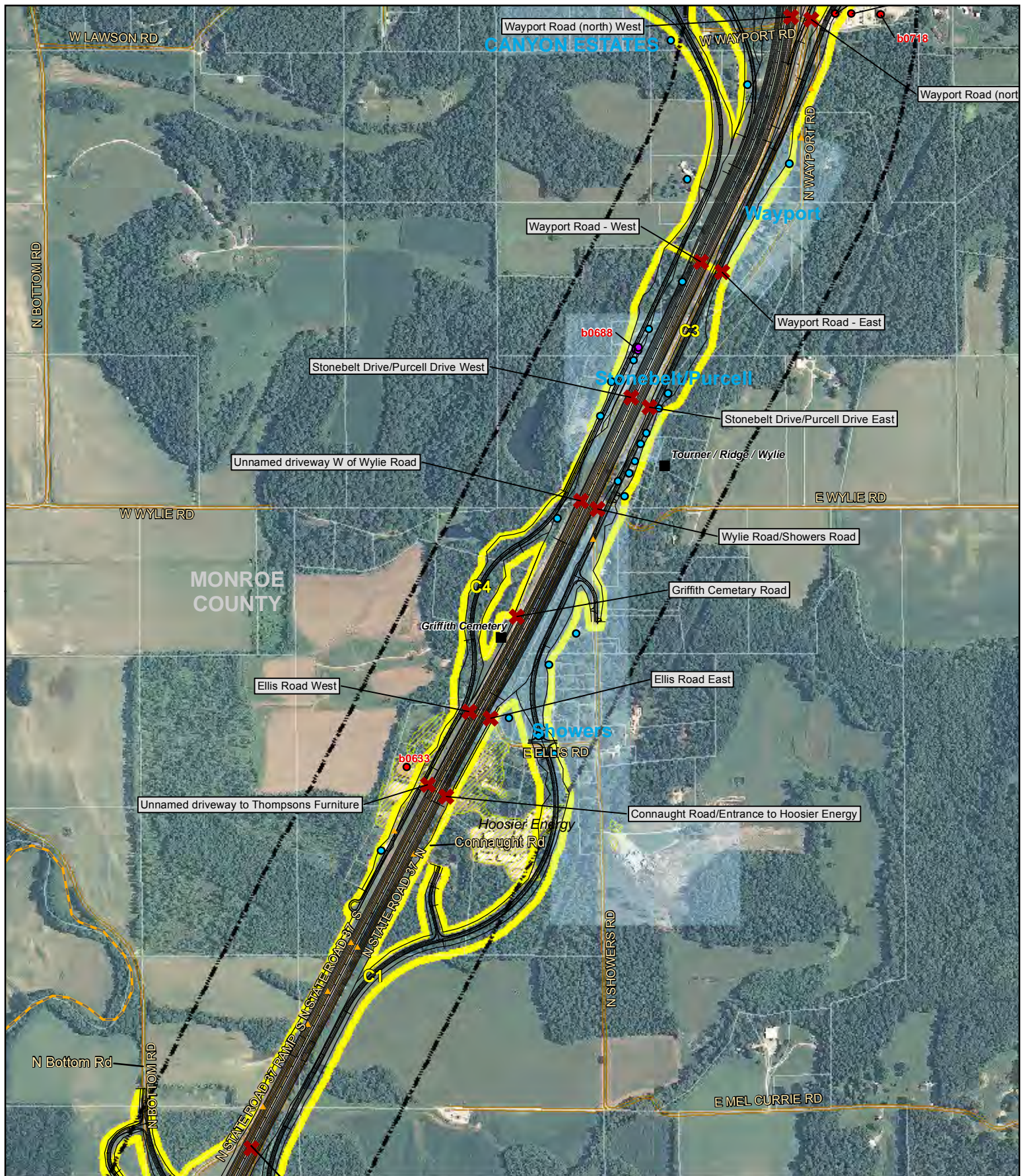












- Community Facility
- TIF Districts
- Morgan-Monroe State Forest
- Wapehani Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- Alternative 4
- Access Roads

- ▲ Existing Billboard
- Alt 4 Potential Displacements\***
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

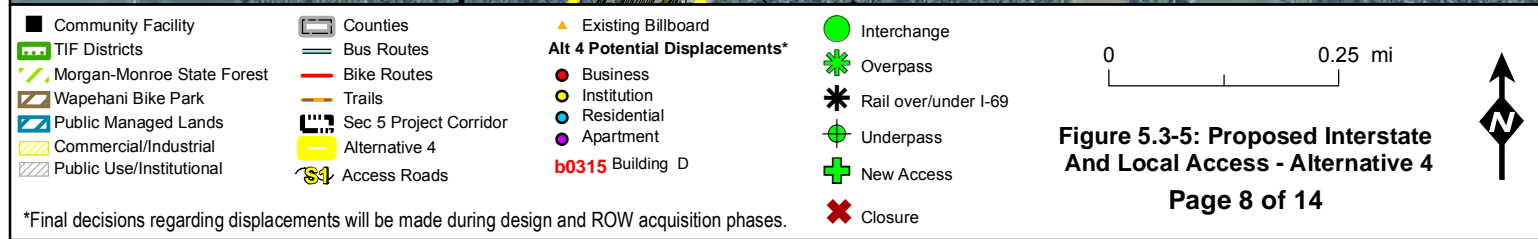
- Interchange
- Overpass
- Rail over/under I-69
- Underpass
- New Access
- Closure

0 0.25 mi

**Figure 5.3-5: Proposed Interstate And Local Access - Alternative 4**

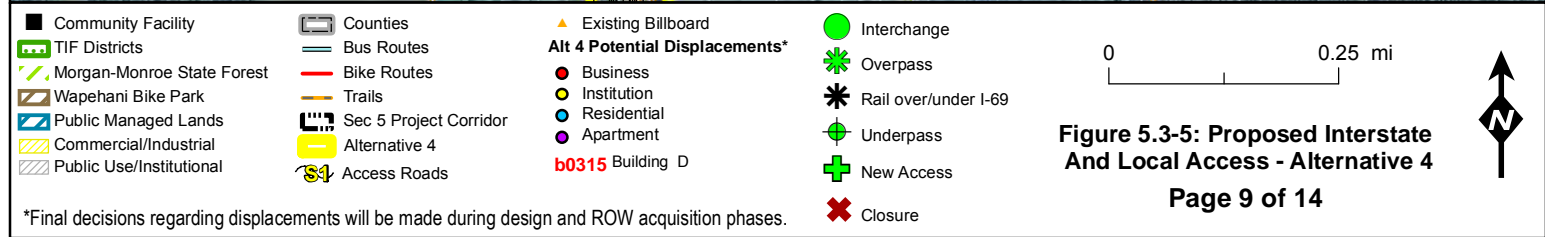
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





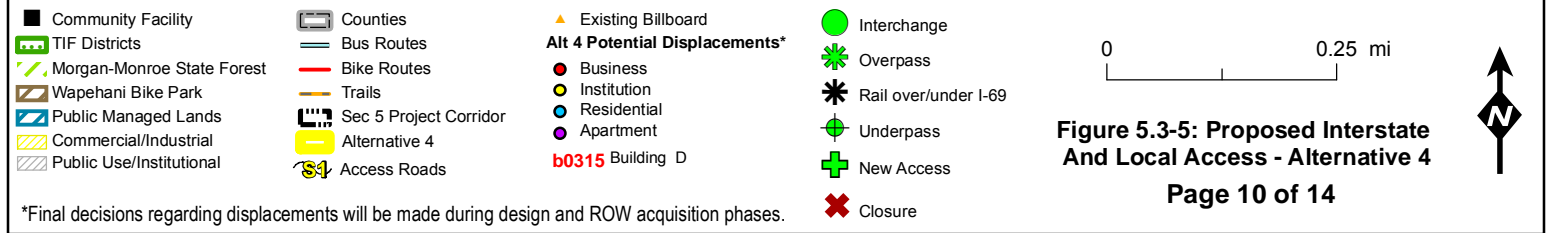
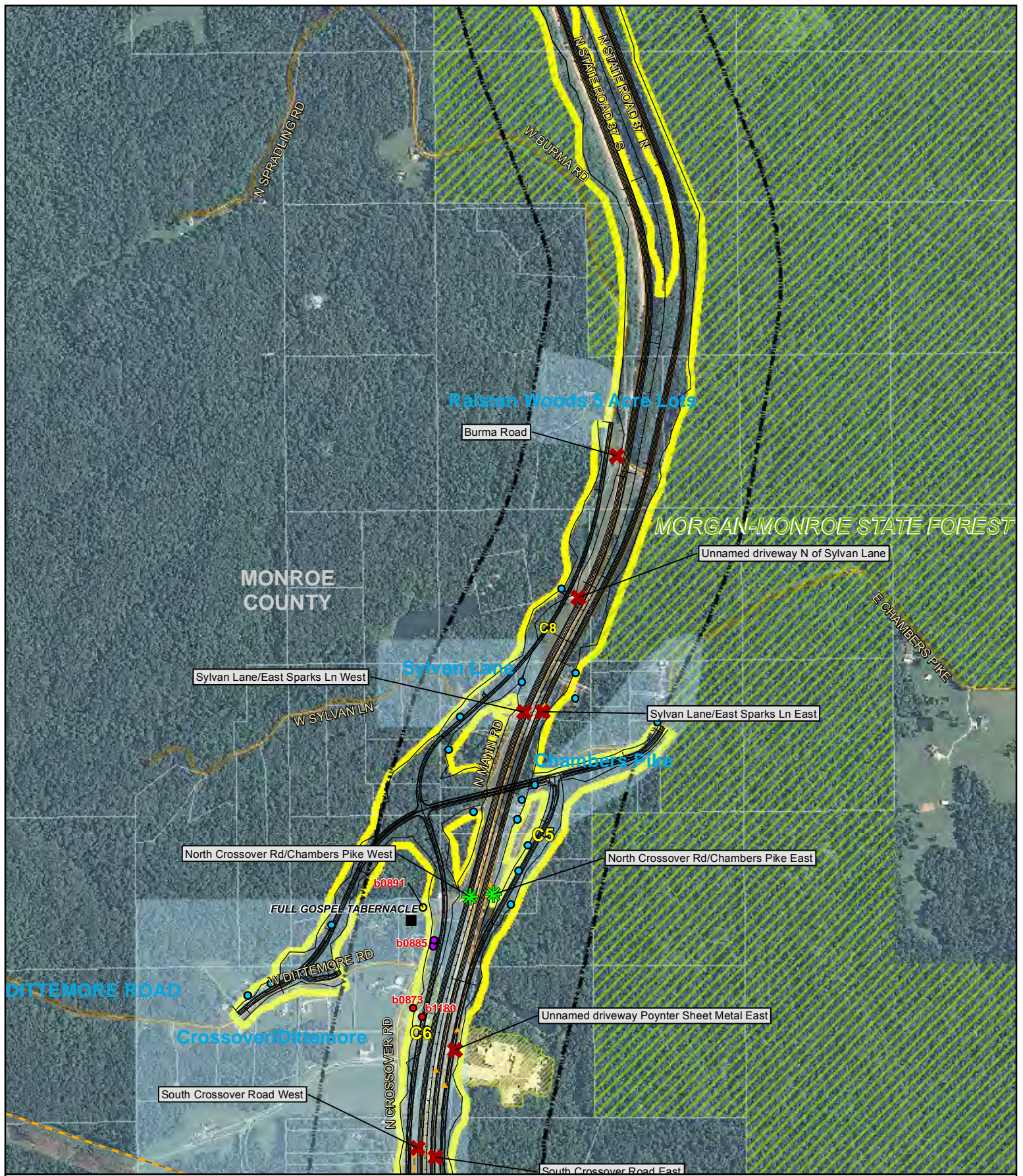
Page 8 of 14



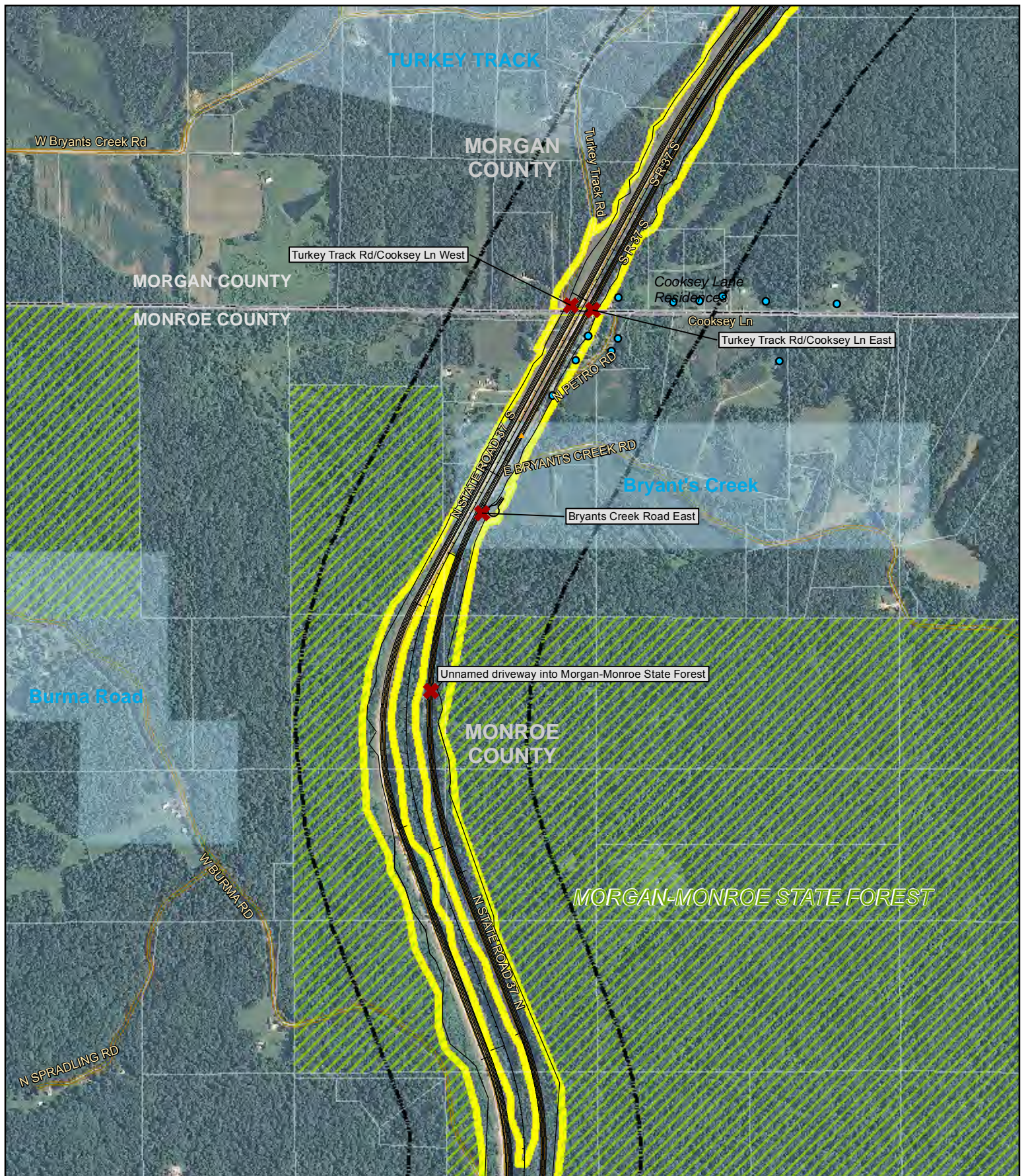


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|--|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 4</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 4 Potential Displacements*</b></li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li><b>b0315 Building D</b></li> </ul> |
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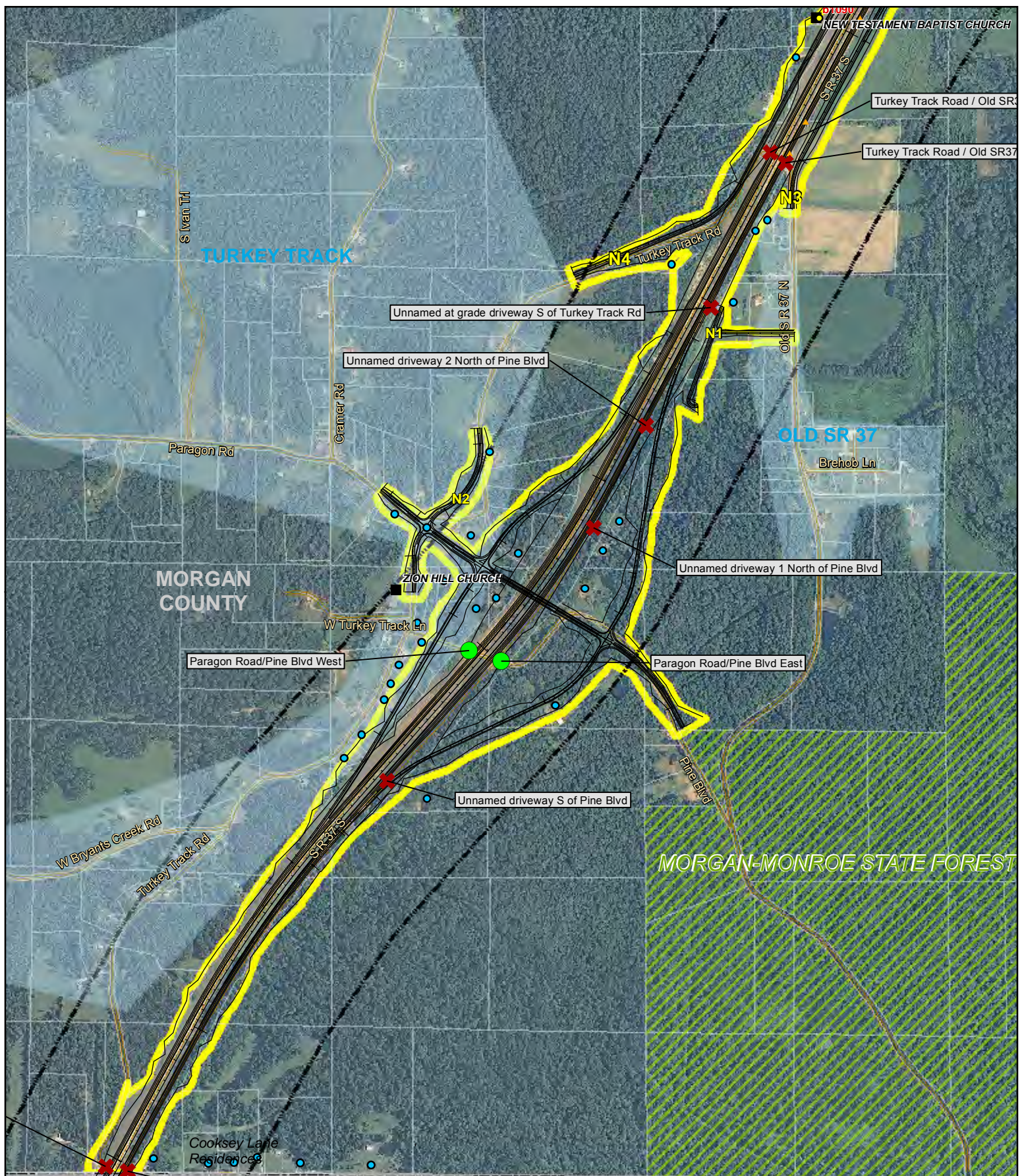
- Interchange
- Overpass
- Rail over/under I-69
- Underpass
- New Access
- Closure

0 0.25 mi

**Figure 5.3-5: Proposed Interstate And Local Access - Alternative 4**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.



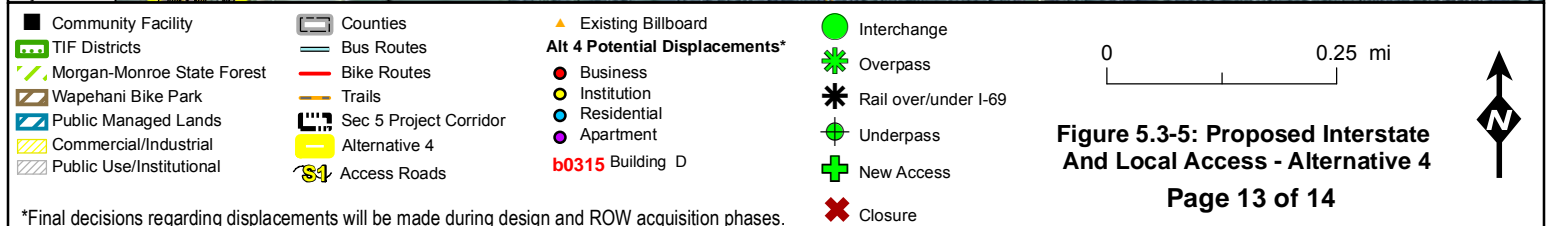
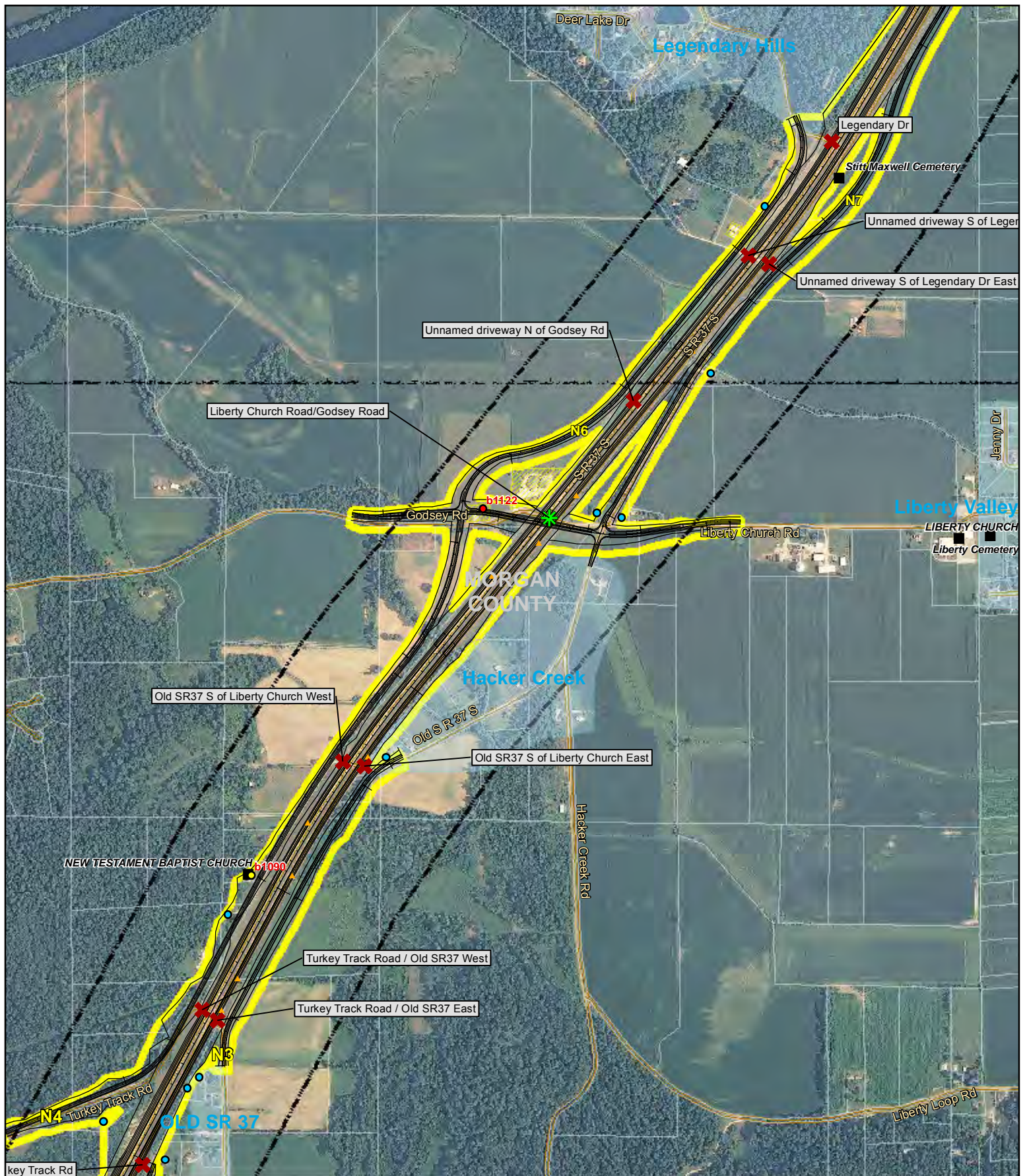


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|--|--|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 4</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 4 Potential Displacements*</b></li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li>b0315 Building D</li> </ul> | <ul style="list-style-type: none"> <li>Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>Underpass</li> <li>New Access</li> <li>Closure</li> </ul> |
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**Figure 5.3-5: Proposed Interstate And Local Access - Alternative 4**

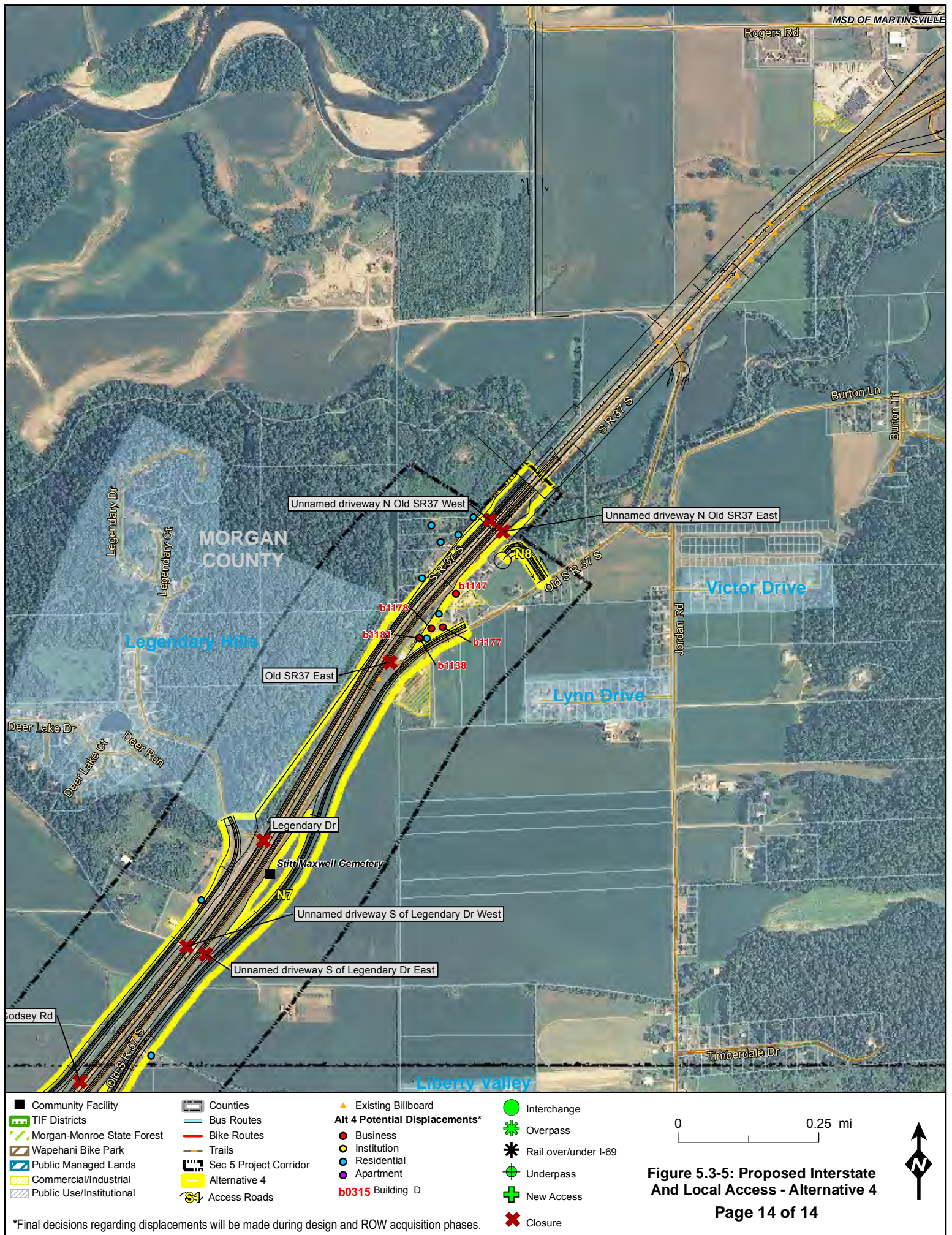
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





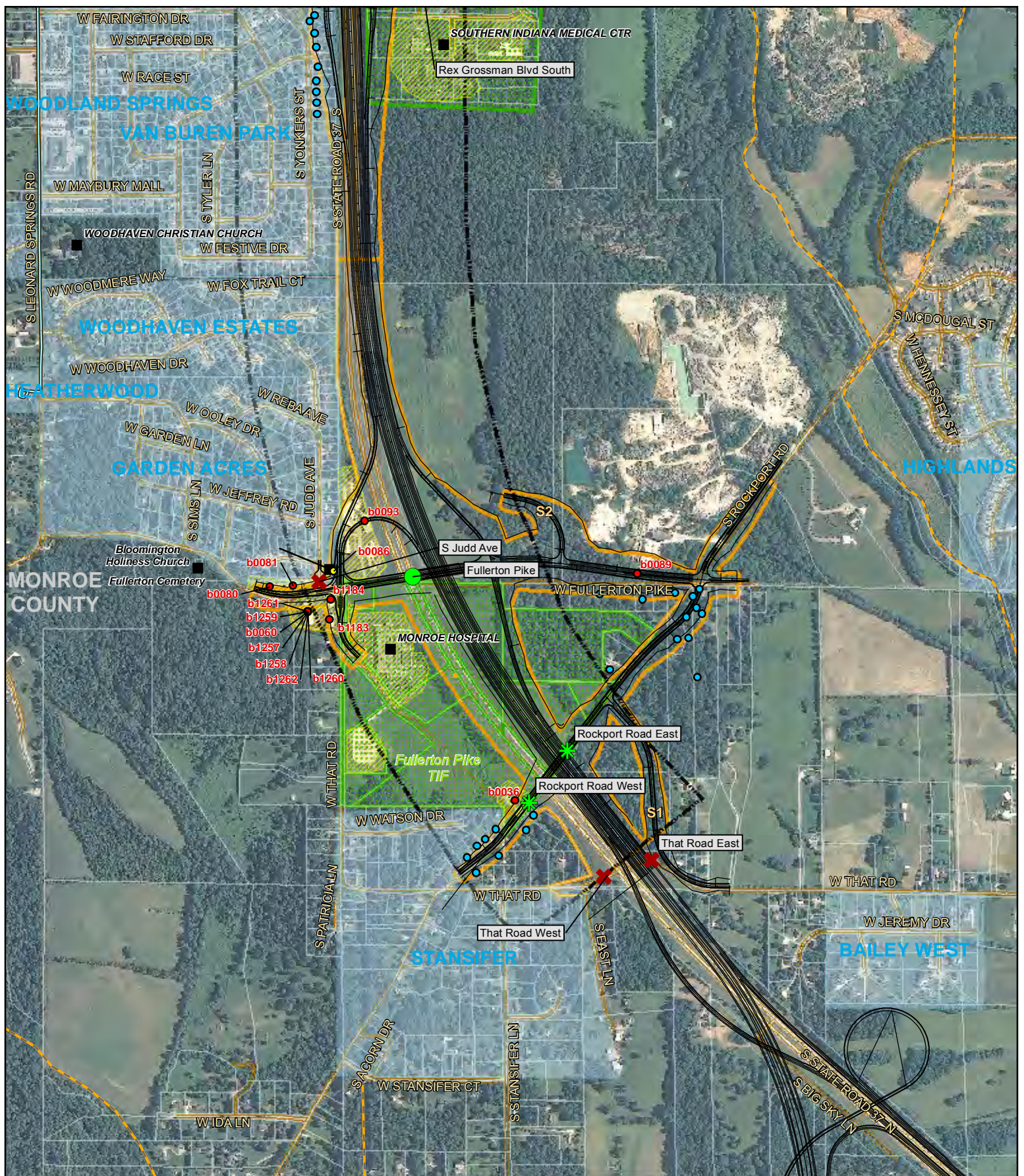
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





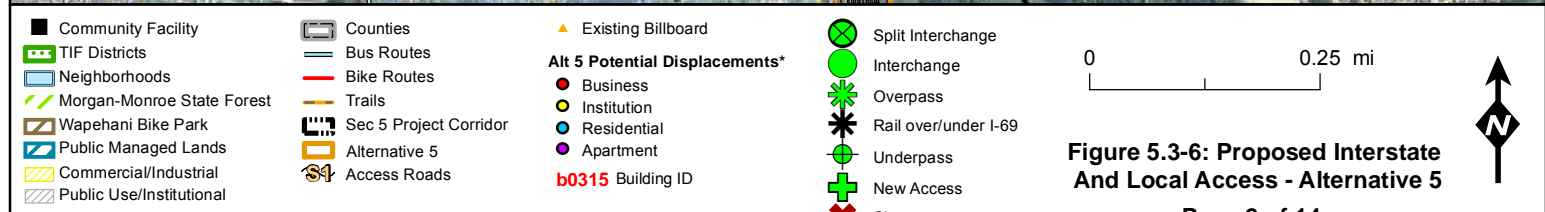
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| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapahani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 5</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 5 Potential Displacements*</b> <ul style="list-style-type: none"> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li><b>b0315 Building ID</b></li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Split Interchange</li> <li>Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>Underpass</li> <li>New Access</li> <li>Closure</li> </ul> |
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0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

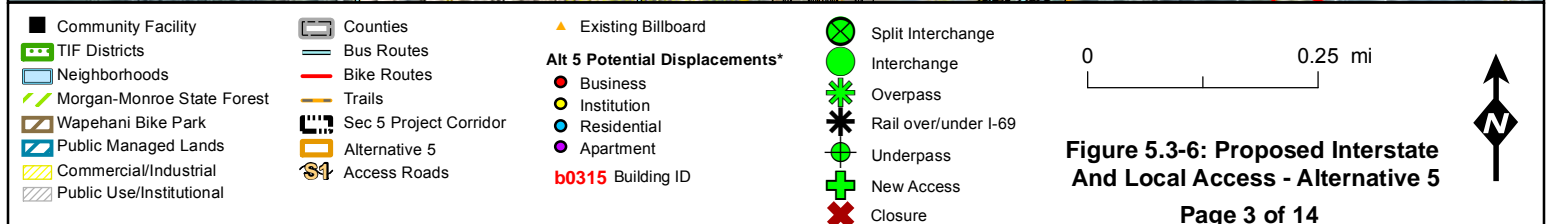
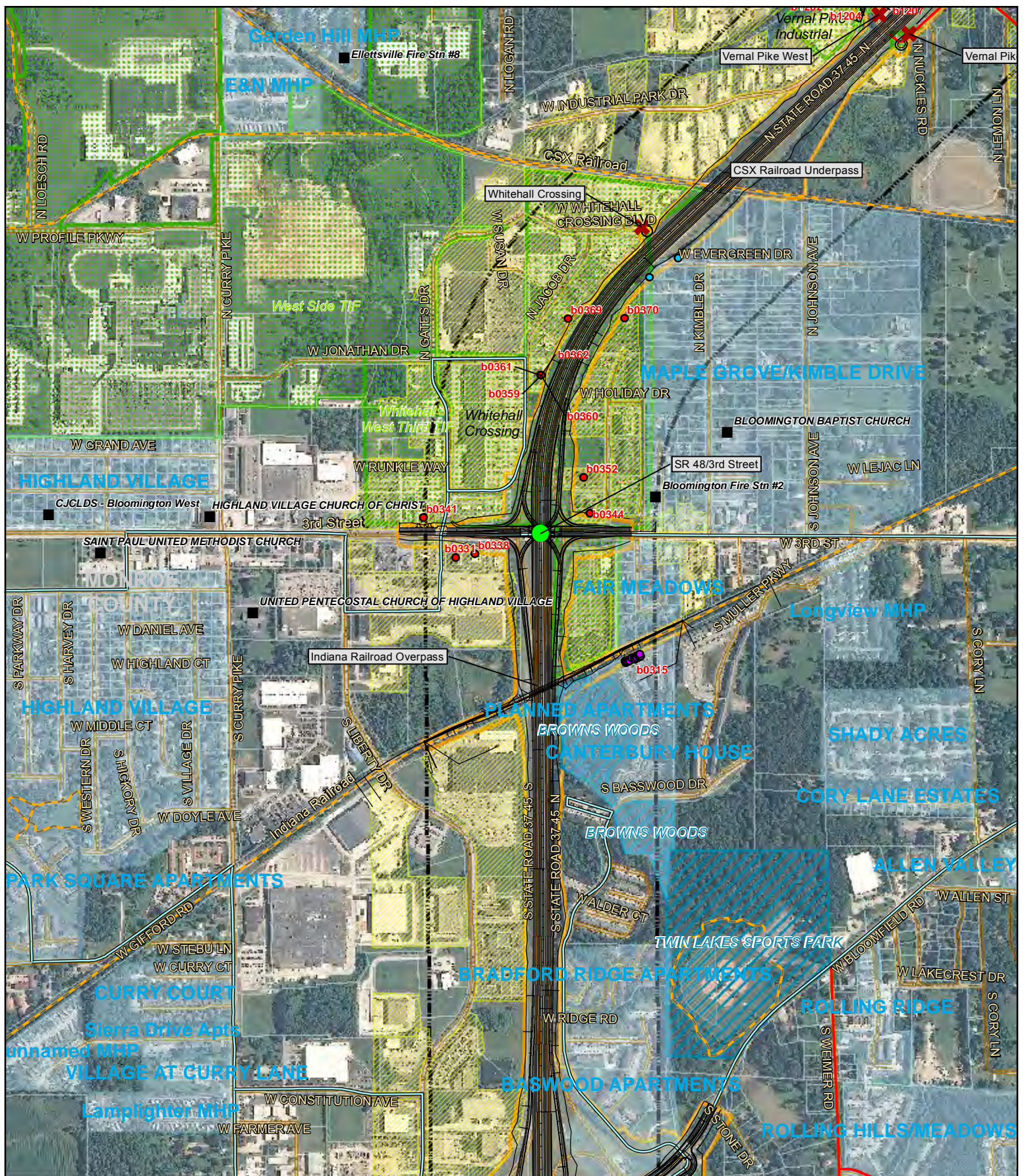
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





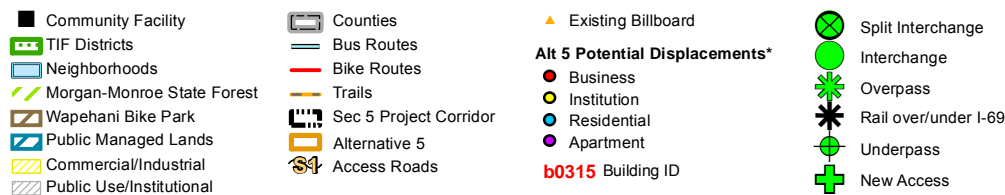
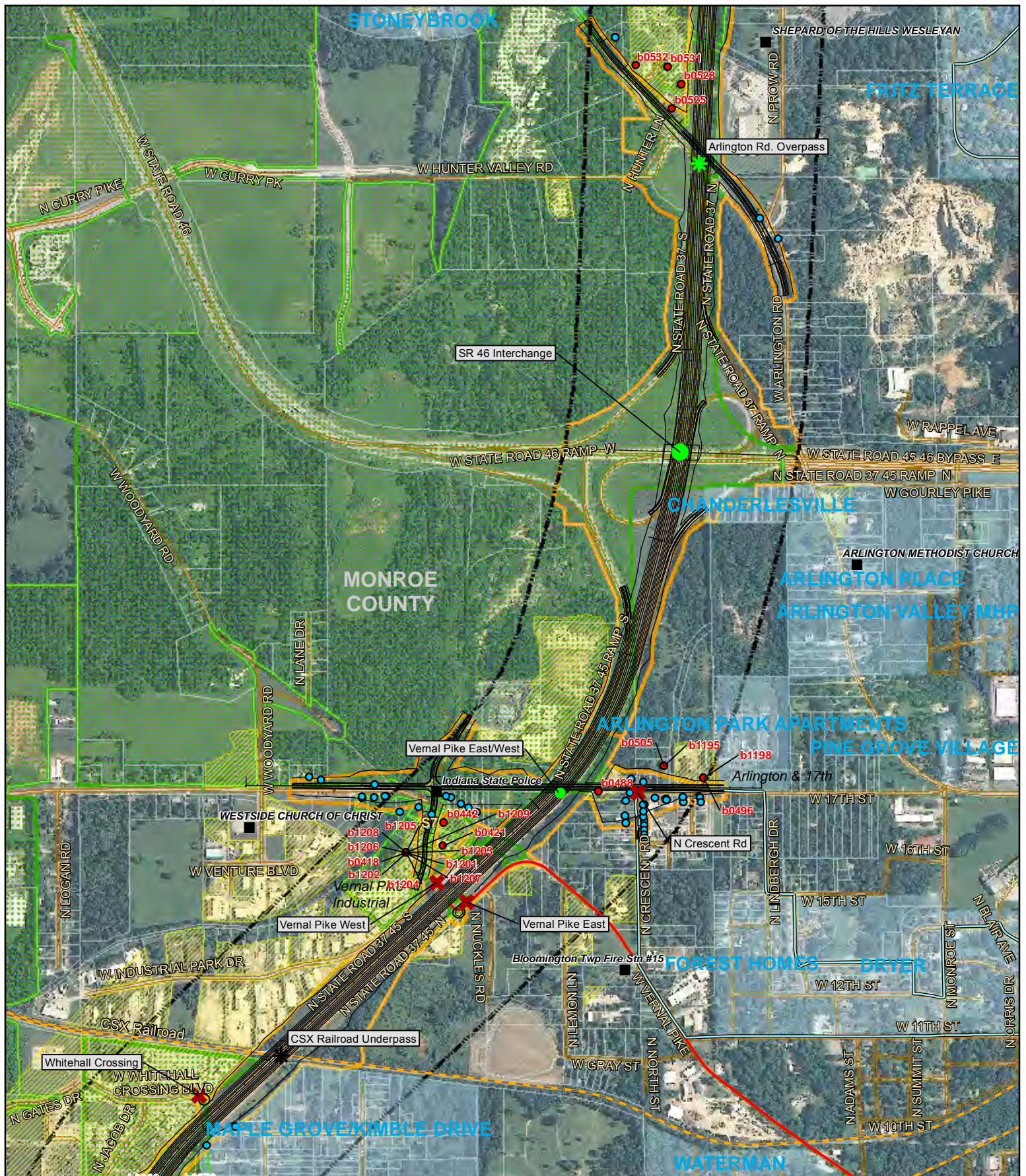
**Figure 5.3-6: Proposed Interstate  
And Local Access - Alternative 5**





\*Final decisions regarding displacements will be made during design and ROW acquisition phases.



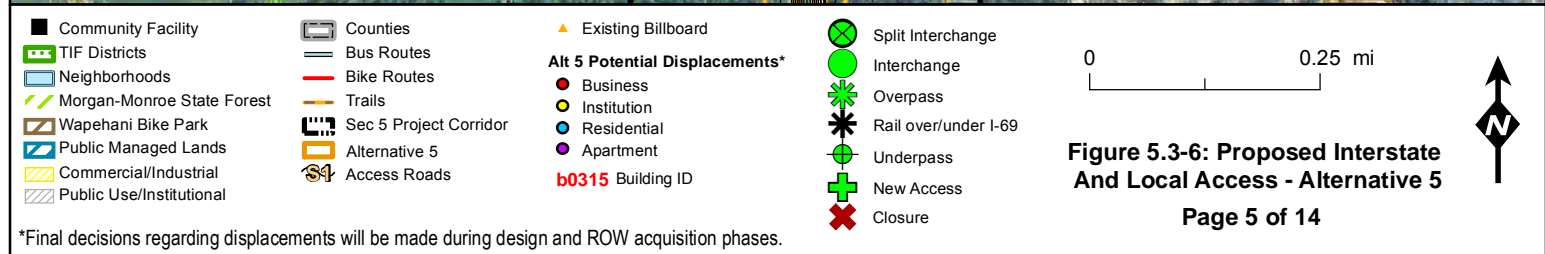


0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

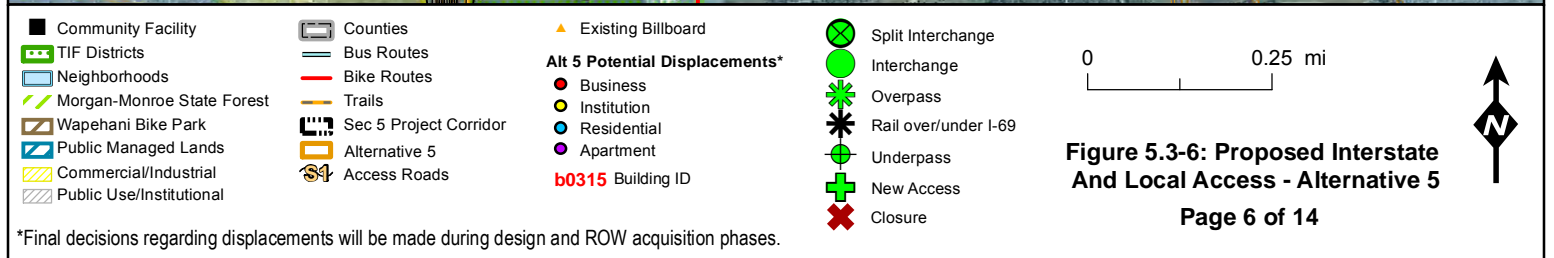
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





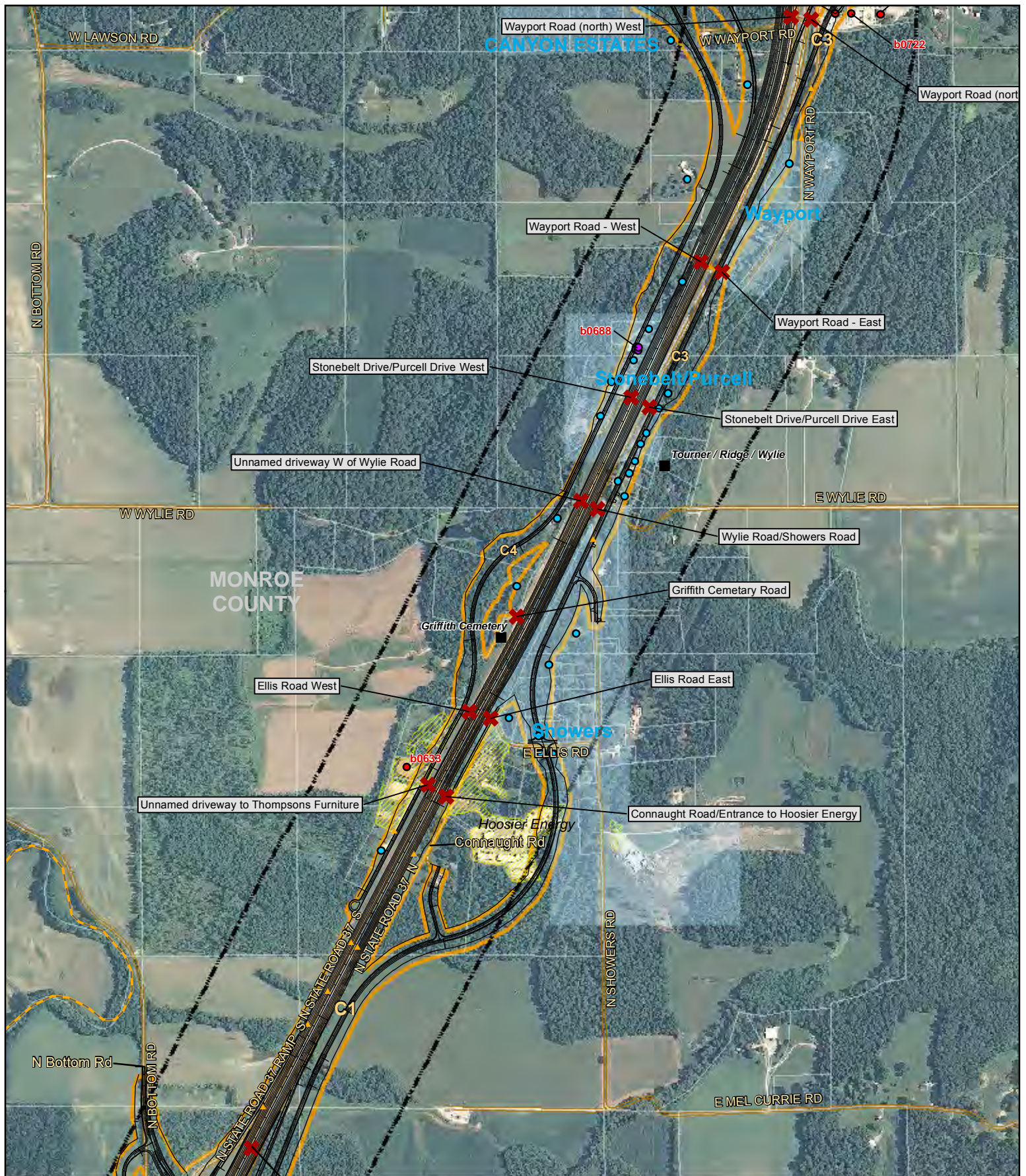
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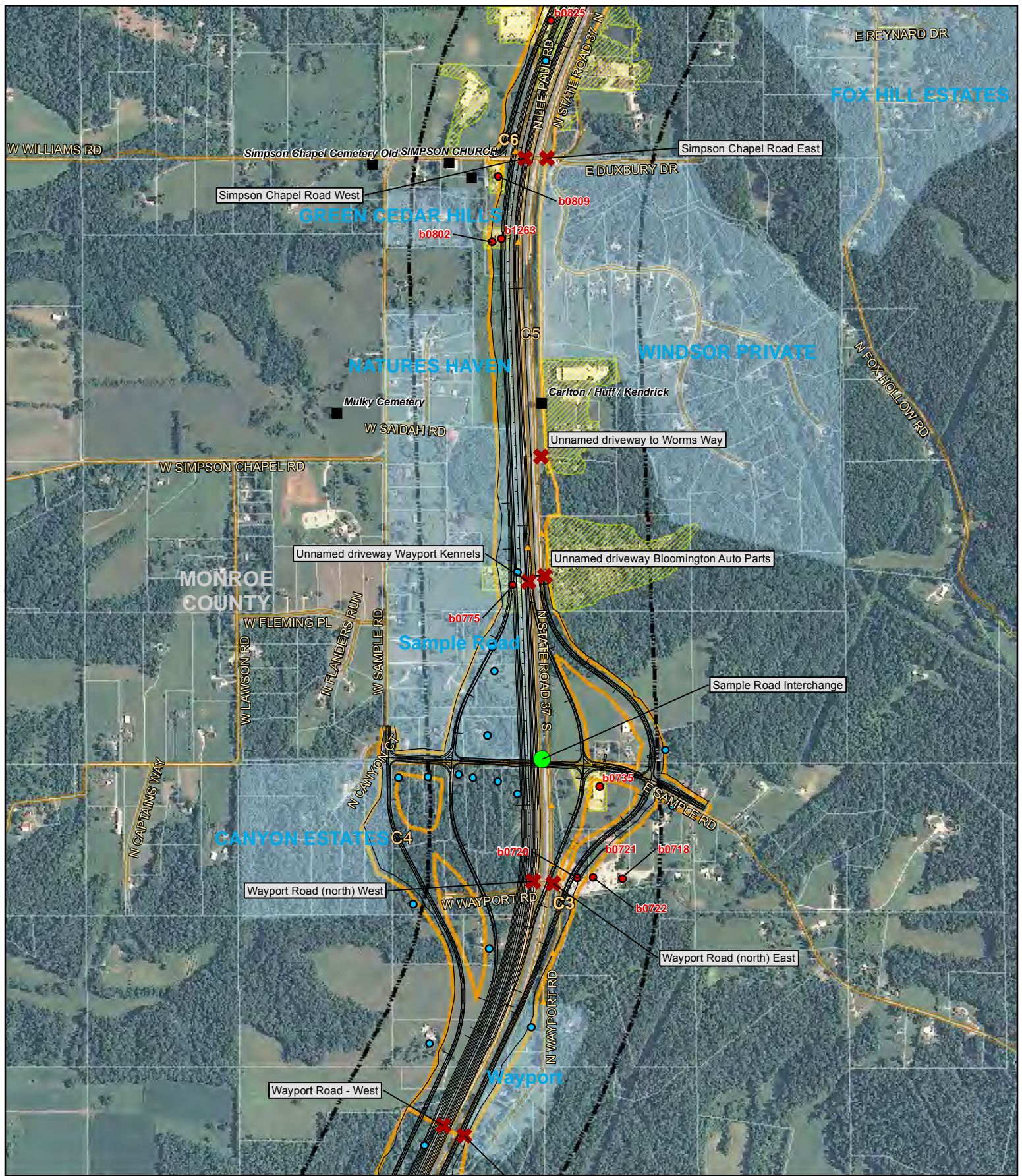




**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





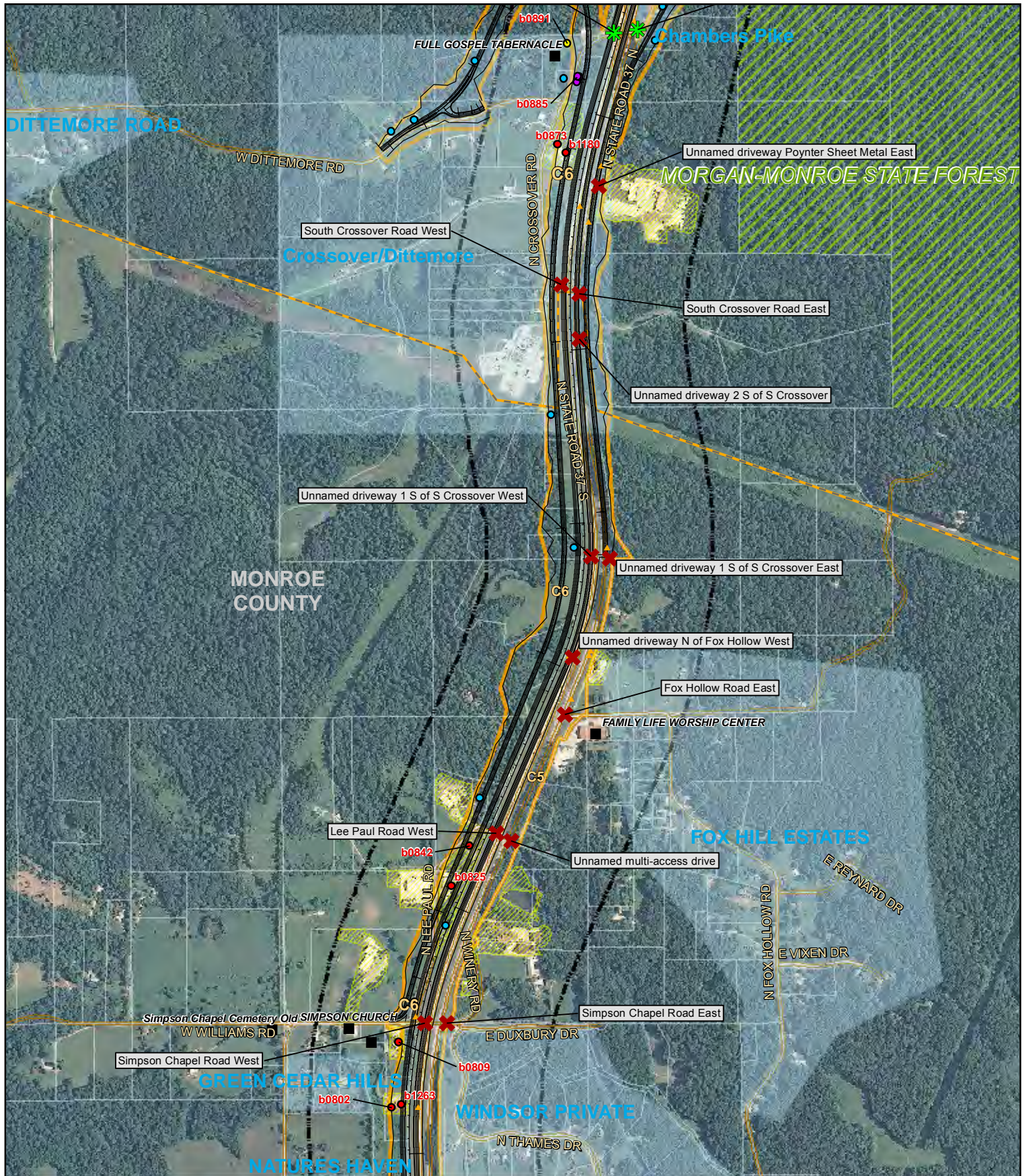
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|---|--|--|--|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 5</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li>Alt 5 Potential Displacements* <ul style="list-style-type: none"> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li>b0315 Building ID</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Split Interchange</li> <li>Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>Underpass</li> <li>New Access</li> <li>Closure</li> </ul> |
|---|--|--|--|

0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





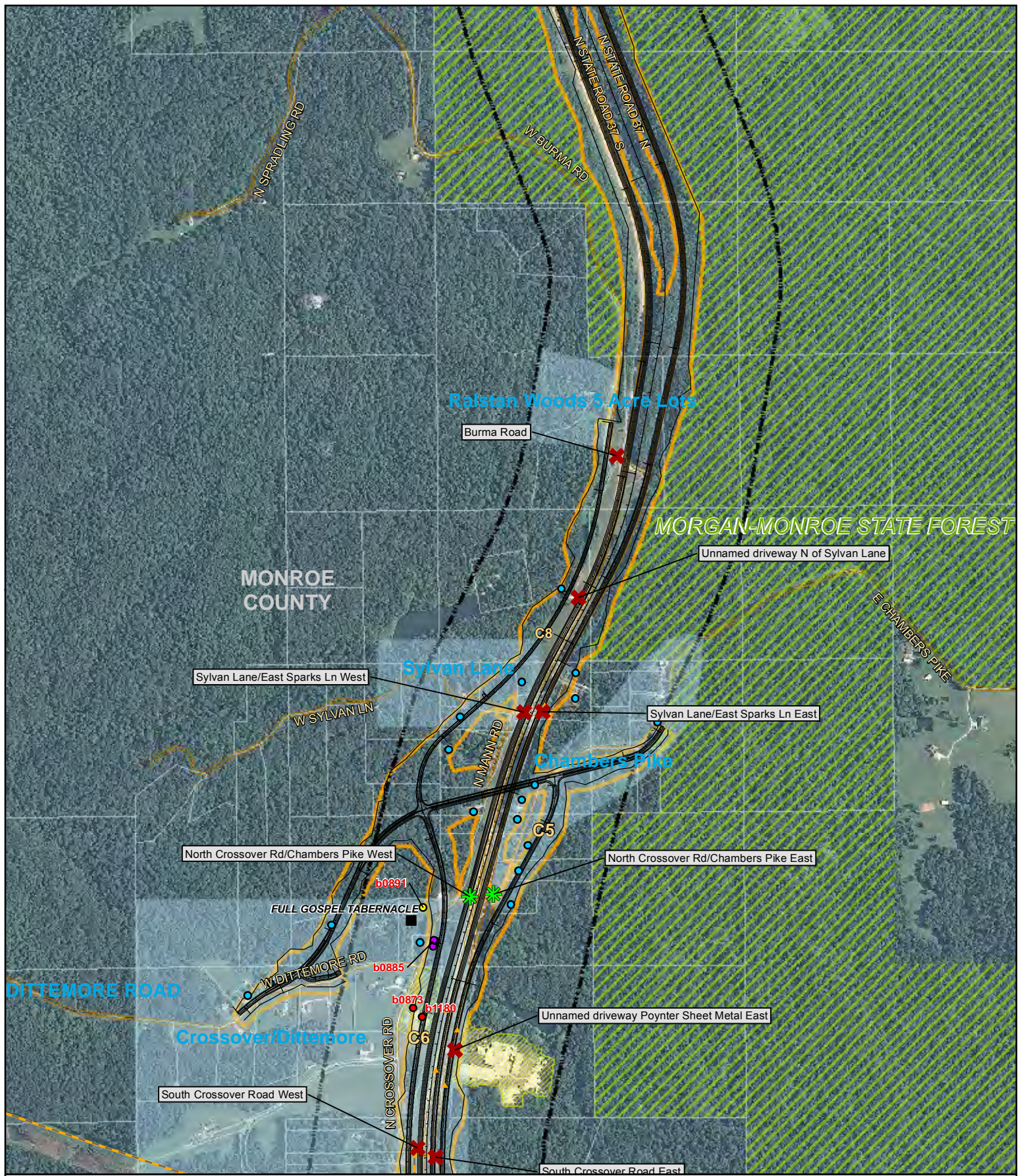
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|---|--|---|--|
| <ul style="list-style-type: none"> <li>■ Community Facility</li> <li>■ TIF Districts</li> <li>■ Neighborhoods</li> <li>■ Morgan-Monroe State Forest</li> <li>■ Wapehani Bike Park</li> <li>■ Public Managed Lands</li> <li>■ Commercial/Industrial</li> <li>■ Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>▭ Counties</li> <li>— Bus Routes</li> <li>— Bike Routes</li> <li>— Trails</li> <li>▭ Sec 5 Project Corridor</li> <li>▭ Alternative 5</li> <li>▭ Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>▲ Existing Billboard</li> <li><b>Alt 5 Potential Displacements*</b></li> <li>● Business</li> <li>● Institution</li> <li>● Residential</li> <li>● Apartment</li> <li>● b0315 Building ID</li> </ul> | <ul style="list-style-type: none"> <li>⊗ Split Interchange</li> <li>⊗ Interchange</li> <li>⊗ Overpass</li> <li>⊗ Rail over/under I-69</li> <li>⊗ Underpass</li> <li>⊗ New Access</li> <li>⊗ Closure</li> </ul> |
|---|--|---|--|

0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 5</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 5 Potential Displacements*</b> <ul style="list-style-type: none"> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li>b0315 Building ID</li> </ul> </li> </ul> |
|---|--|---|

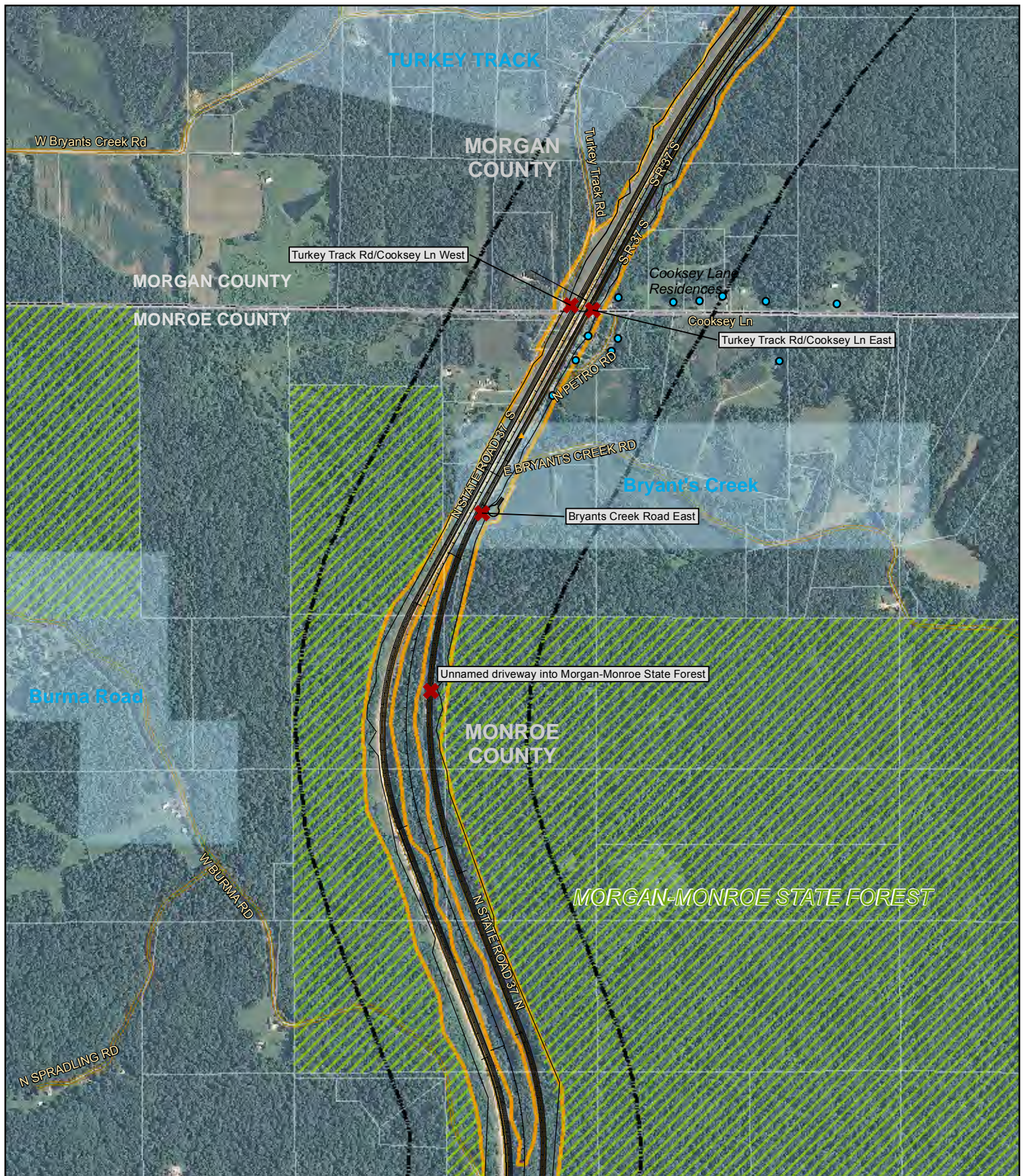
- Split Interchange
- Interchange
- Overpass
- Rail over/under I-69
- Underpass
- New Access
- Closure

0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapahani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 5</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 5 Potential Displacements*</b> <ul style="list-style-type: none"> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li>b0315 Building ID</li> </ul> </li> </ul> |
|---|--|---|

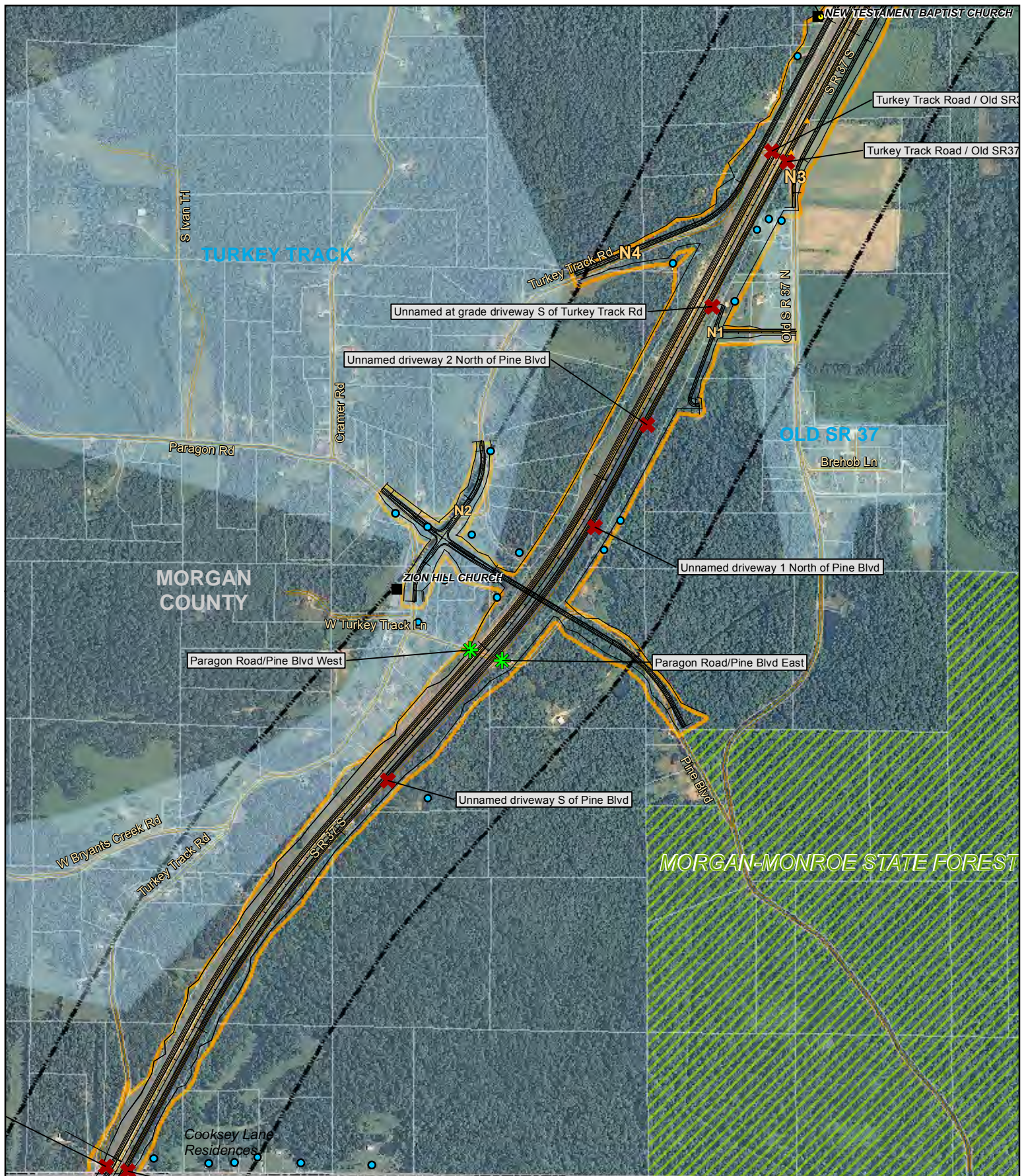
- Split Interchange
- Interchange
- Overpass
- Rail over/under I-69
- Underpass
- New Access
- Closure

0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





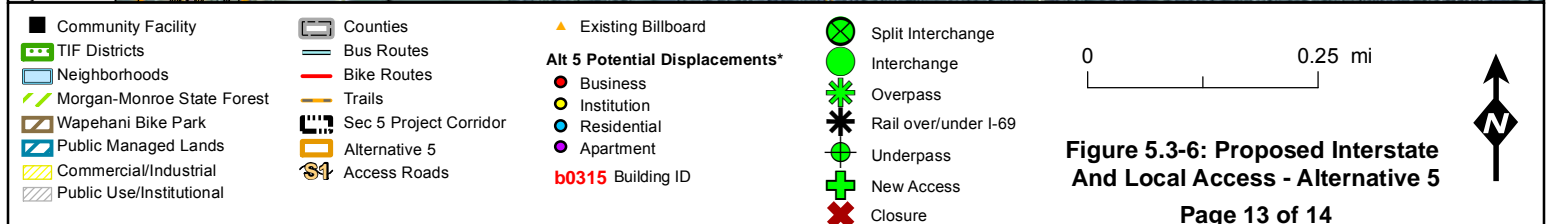
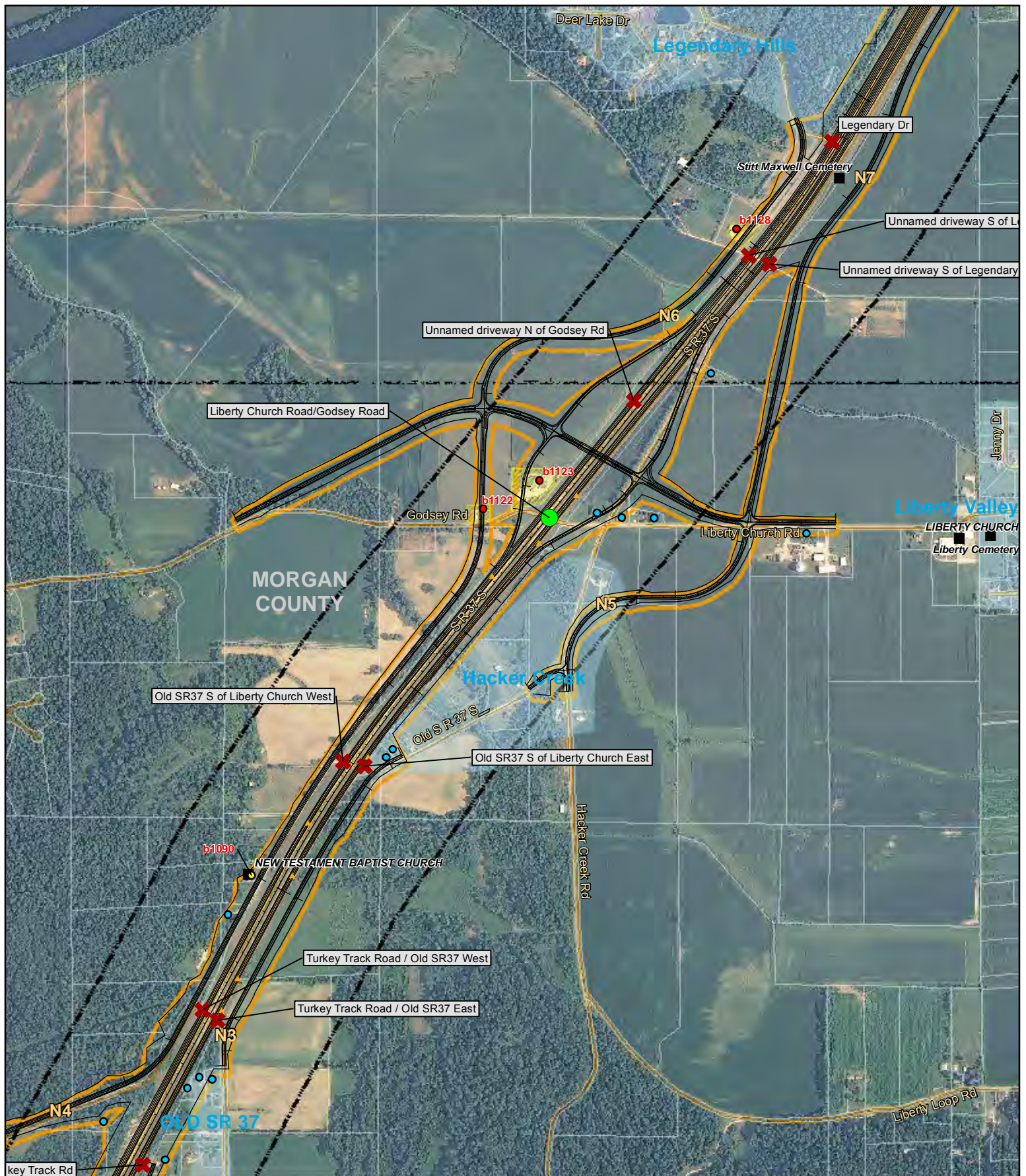
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|---|--|---|--|
| <ul style="list-style-type: none"> <li>■ Community Facility</li> <li>■ TIF Districts</li> <li>■ Neighborhoods</li> <li>■ Morgan-Monroe State Forest</li> <li>■ Wapehani Bike Park</li> <li>■ Public Managed Lands</li> <li>■ Commercial/Industrial</li> <li>■ Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>■ Counties</li> <li>■ Bus Routes</li> <li>■ Bike Routes</li> <li>■ Trails</li> <li>■ Sec 5 Project Corridor</li> <li>■ Alternative 5</li> <li>■ Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>▲ Existing Billboard</li> <li><b>Alt 5 Potential Displacements*</b></li> <li>● Business</li> <li>● Institution</li> <li>● Residential</li> <li>● Apartment</li> <li>● b0315 Building ID</li> </ul> | <ul style="list-style-type: none"> <li>● Split Interchange</li> <li>● Interchange</li> <li>● Overpass</li> <li>● Rail over/under I-69</li> <li>● Underpass</li> <li>● New Access</li> <li>● Closure</li> </ul> |
|---|--|---|--|

0 0.25 mi

**Figure 5.3-6: Proposed Interstate And Local Access - Alternative 5**

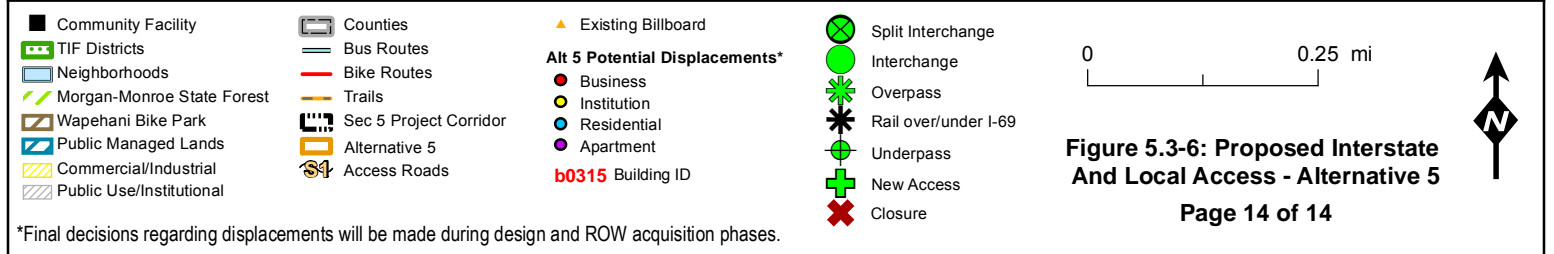
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





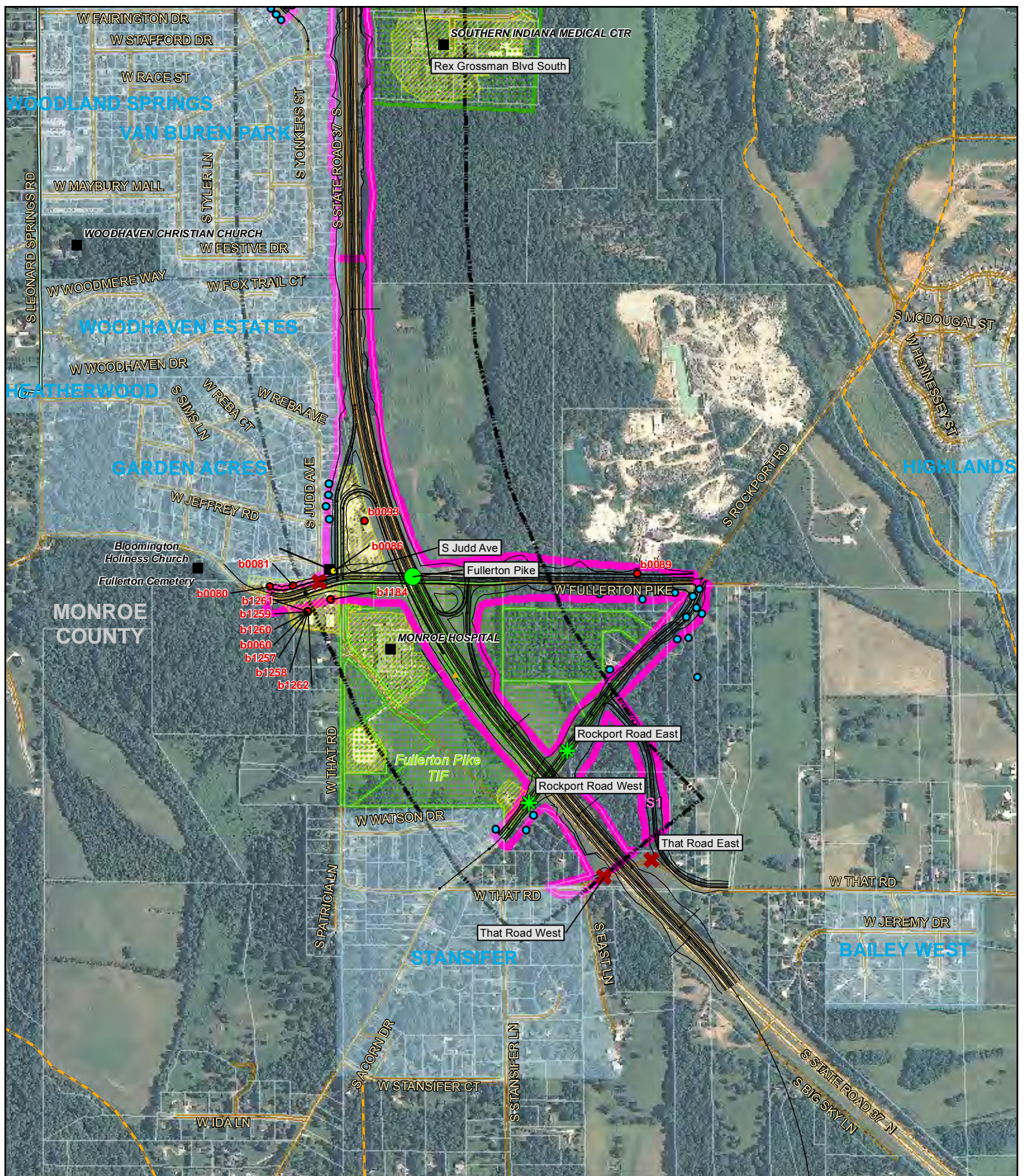
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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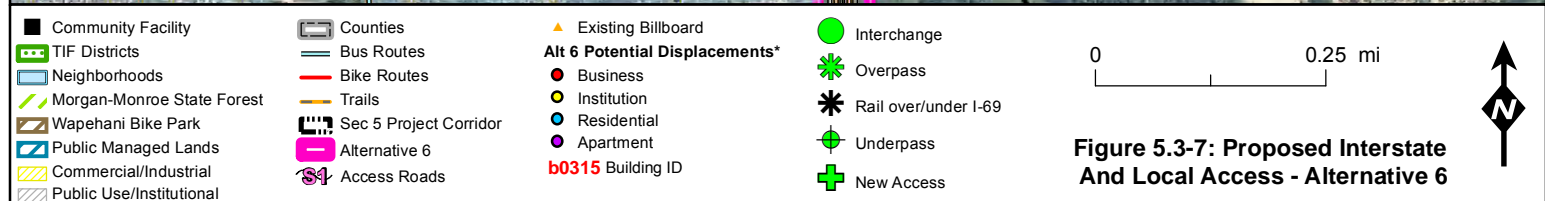
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| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapahani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 6</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 6 Potential Displacements*</b></li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li><b>b0315 Building ID</b></li> </ul> | <ul style="list-style-type: none"> <li>Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>Underpass</li> <li>New Access</li> <li>Closure</li> </ul> |
|---|--|--|---|

0 0.25 mi

**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

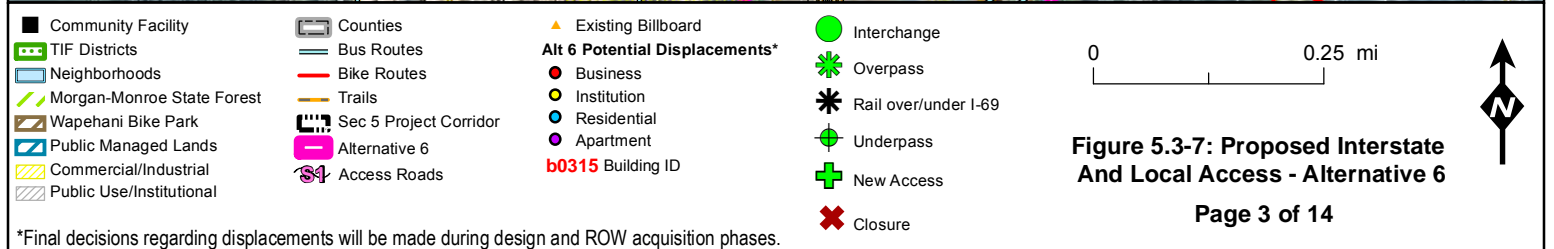
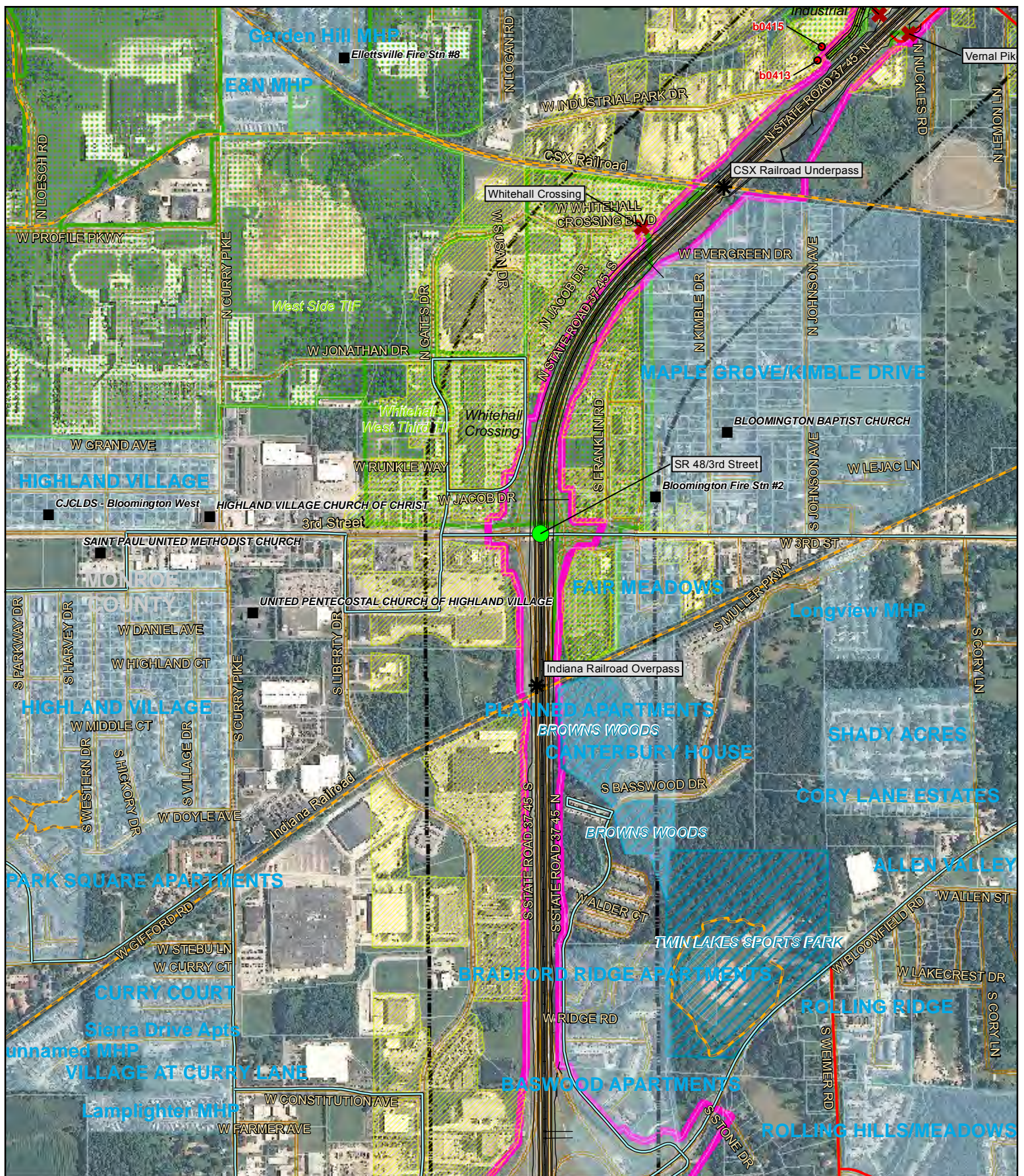
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





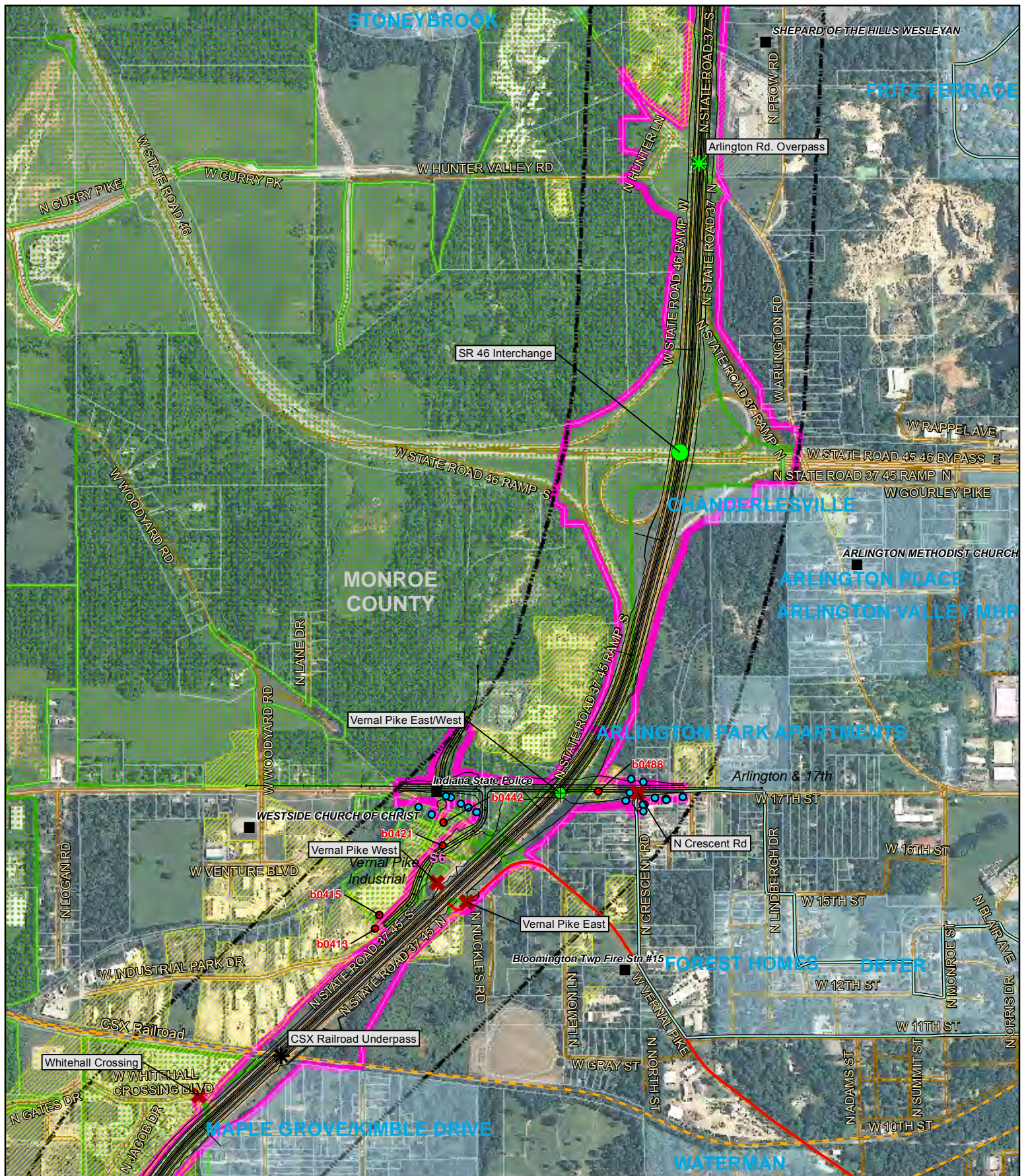
Page 2 of 14





\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





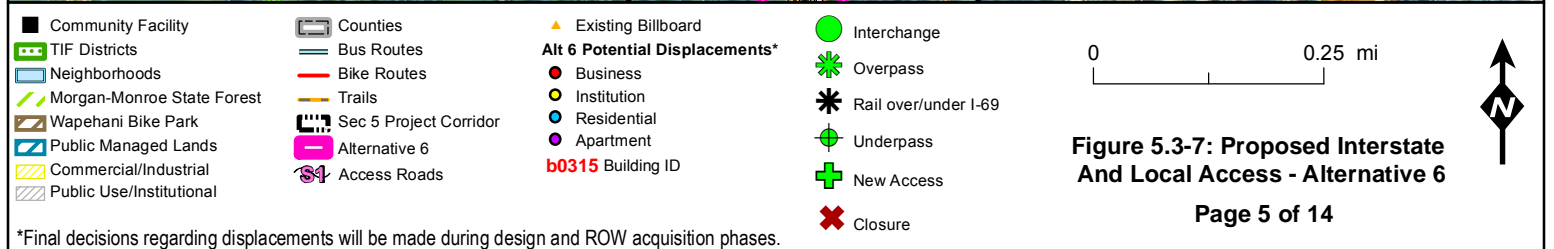
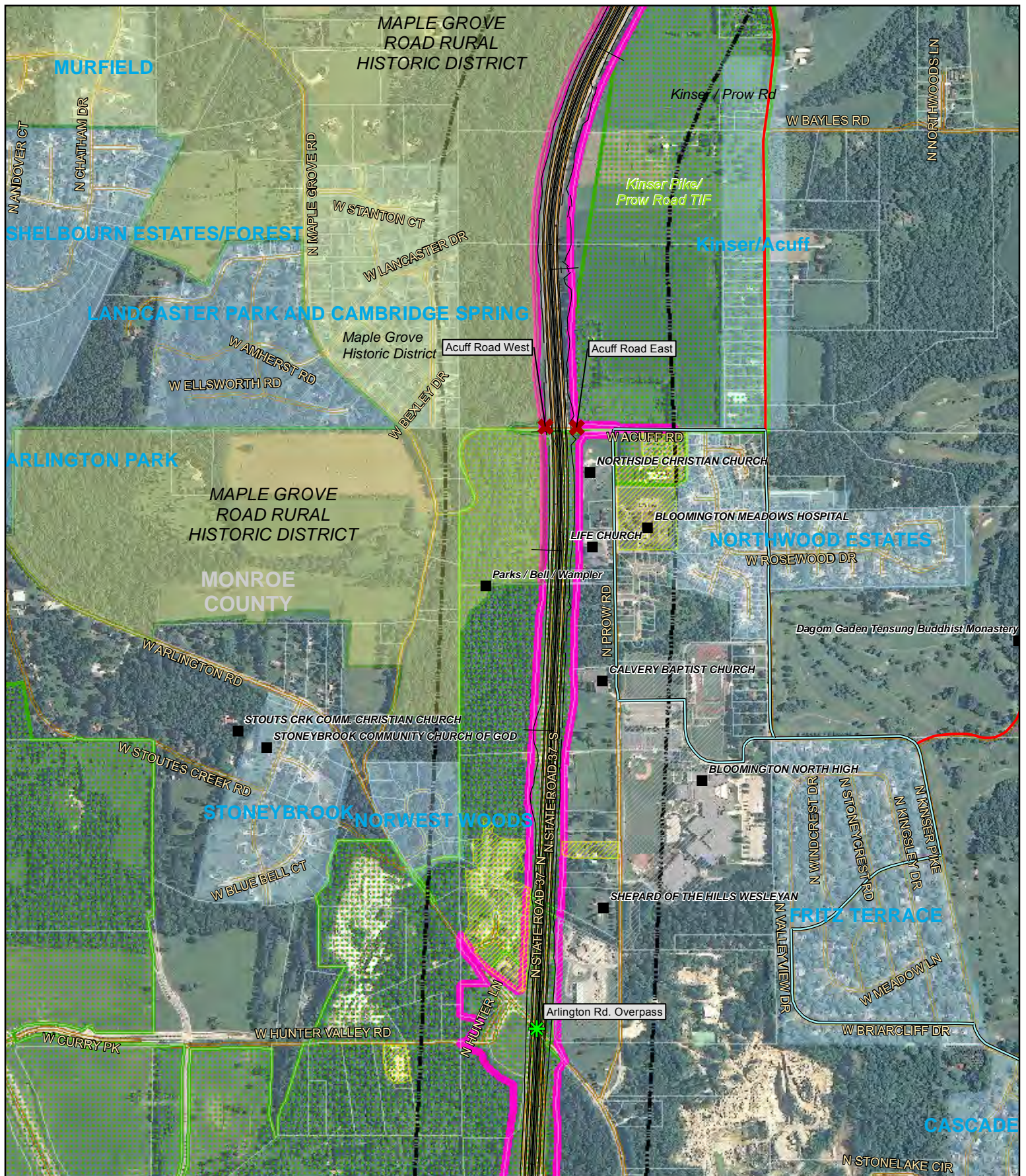
- |  |  |  |   |
|--|--|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Waipahani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 6</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li>Alt 6 Potential Displacements*</li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li>b0315 Building ID</li> </ul> | <ul style="list-style-type: none"> <li>Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>Underpass</li> <li>New Access</li> <li>Closure</li> </ul> |
|--|--|--|---|

0 0.25 mi

**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

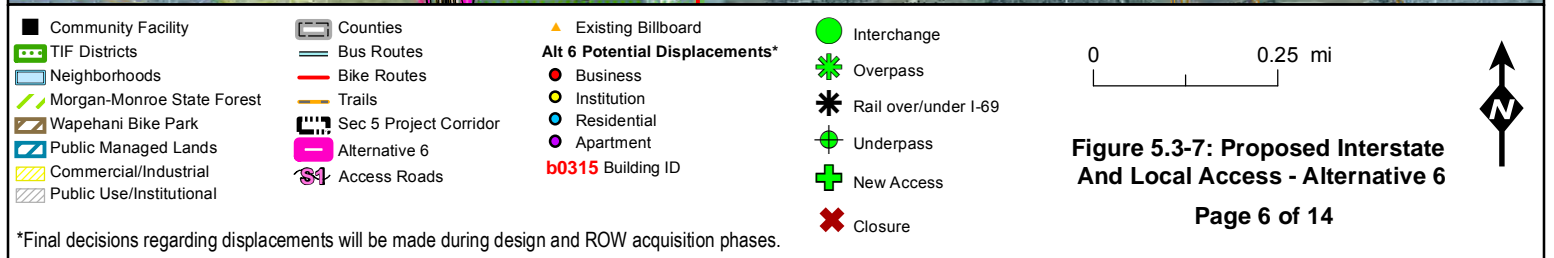
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





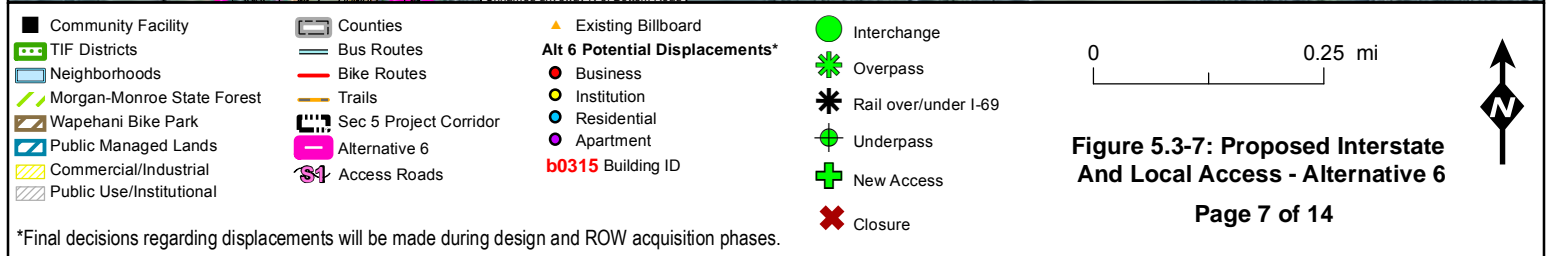
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





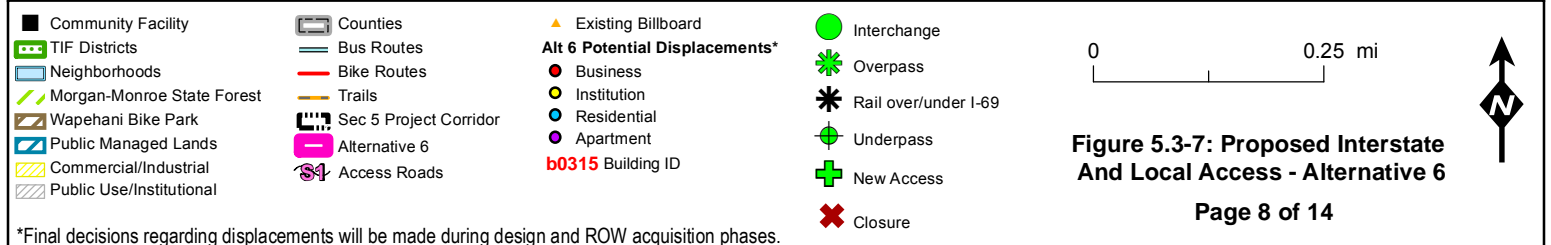
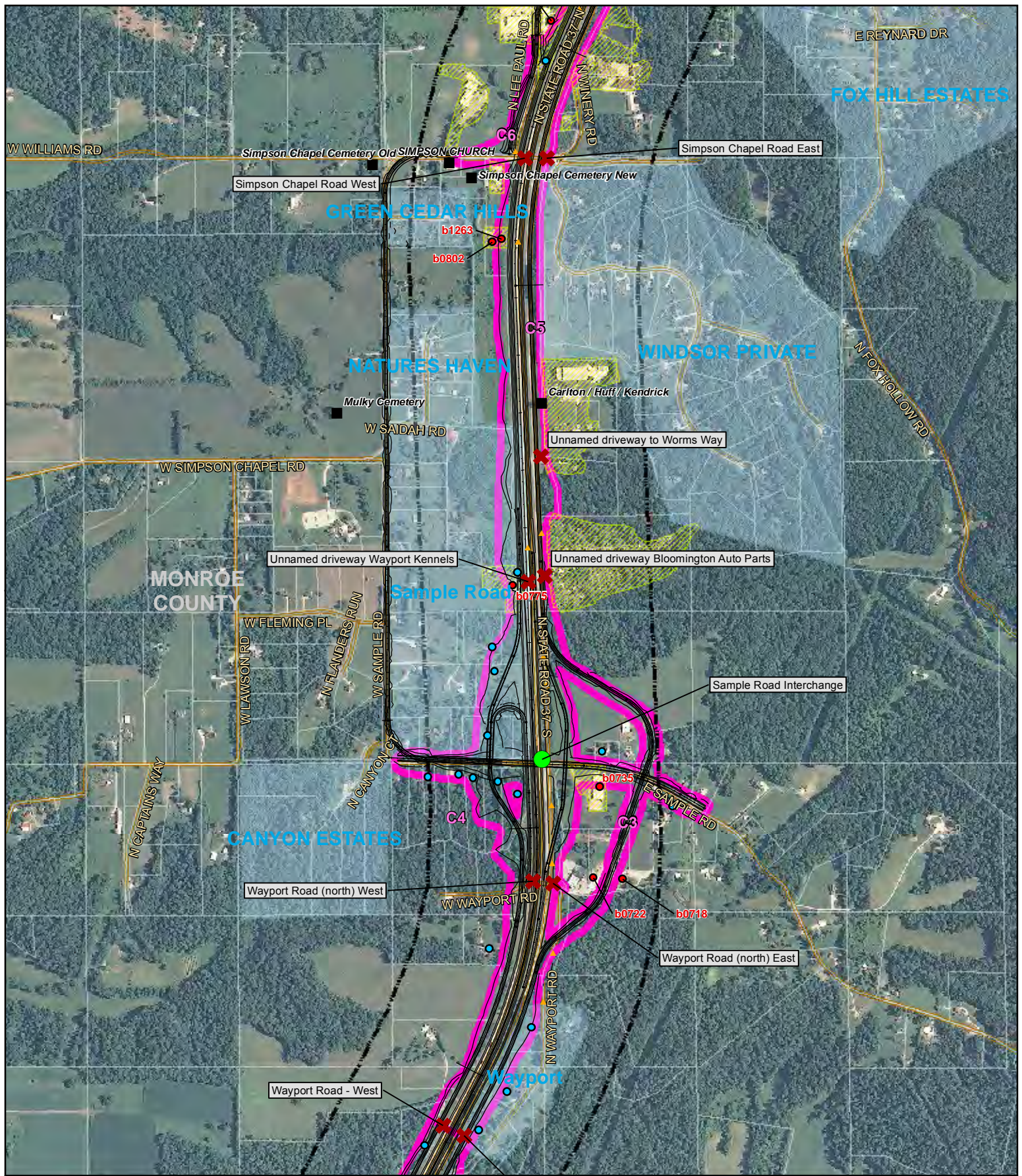
Page 6 of 14



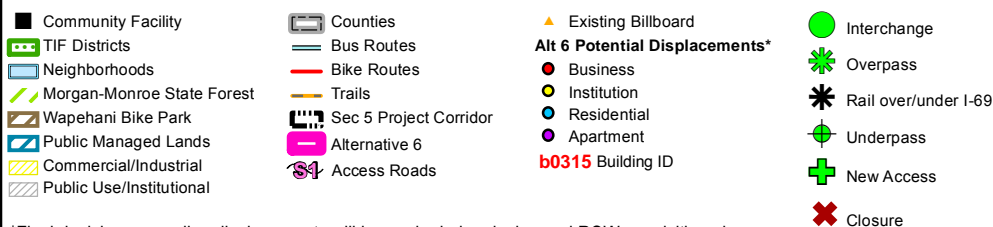
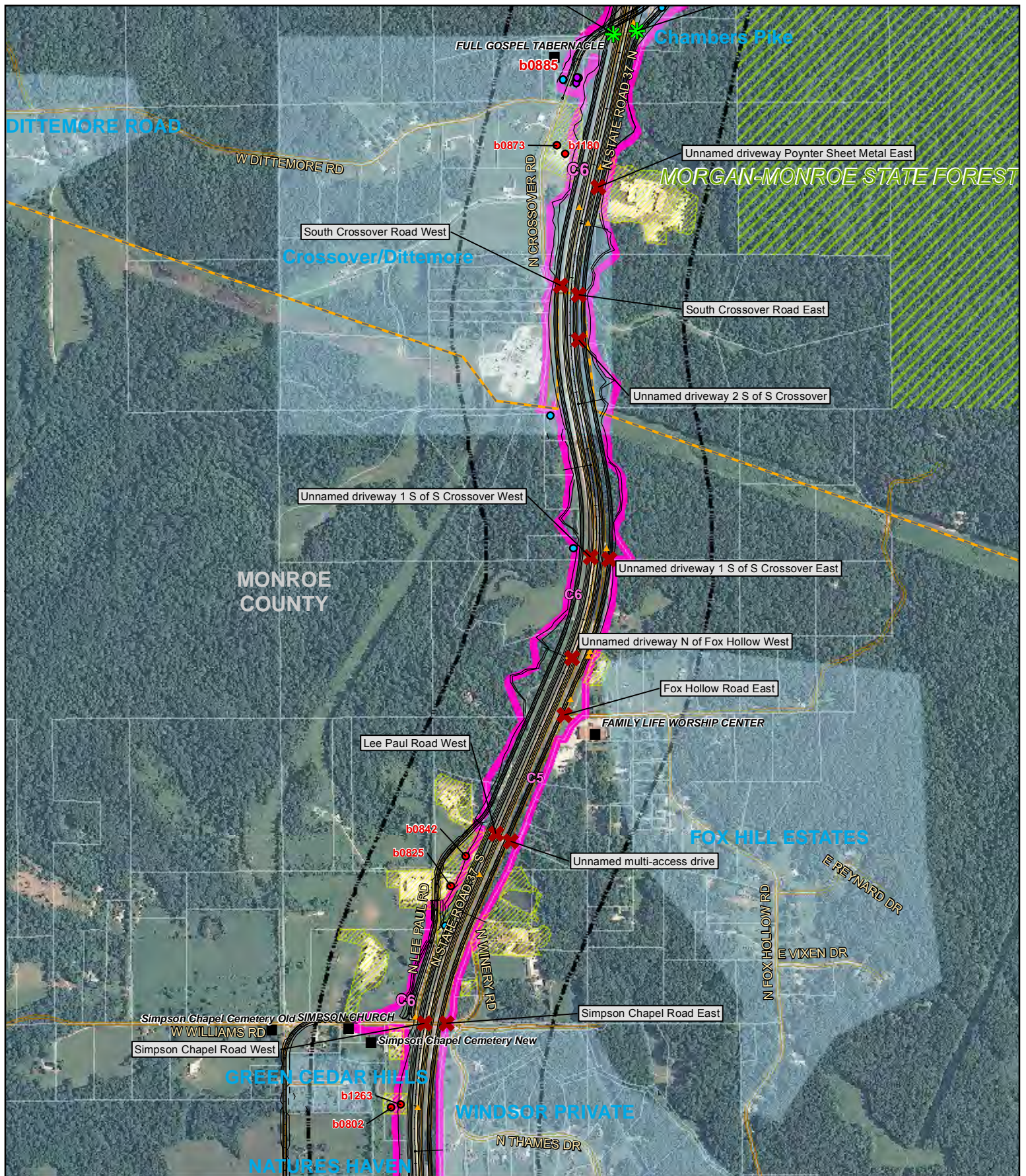


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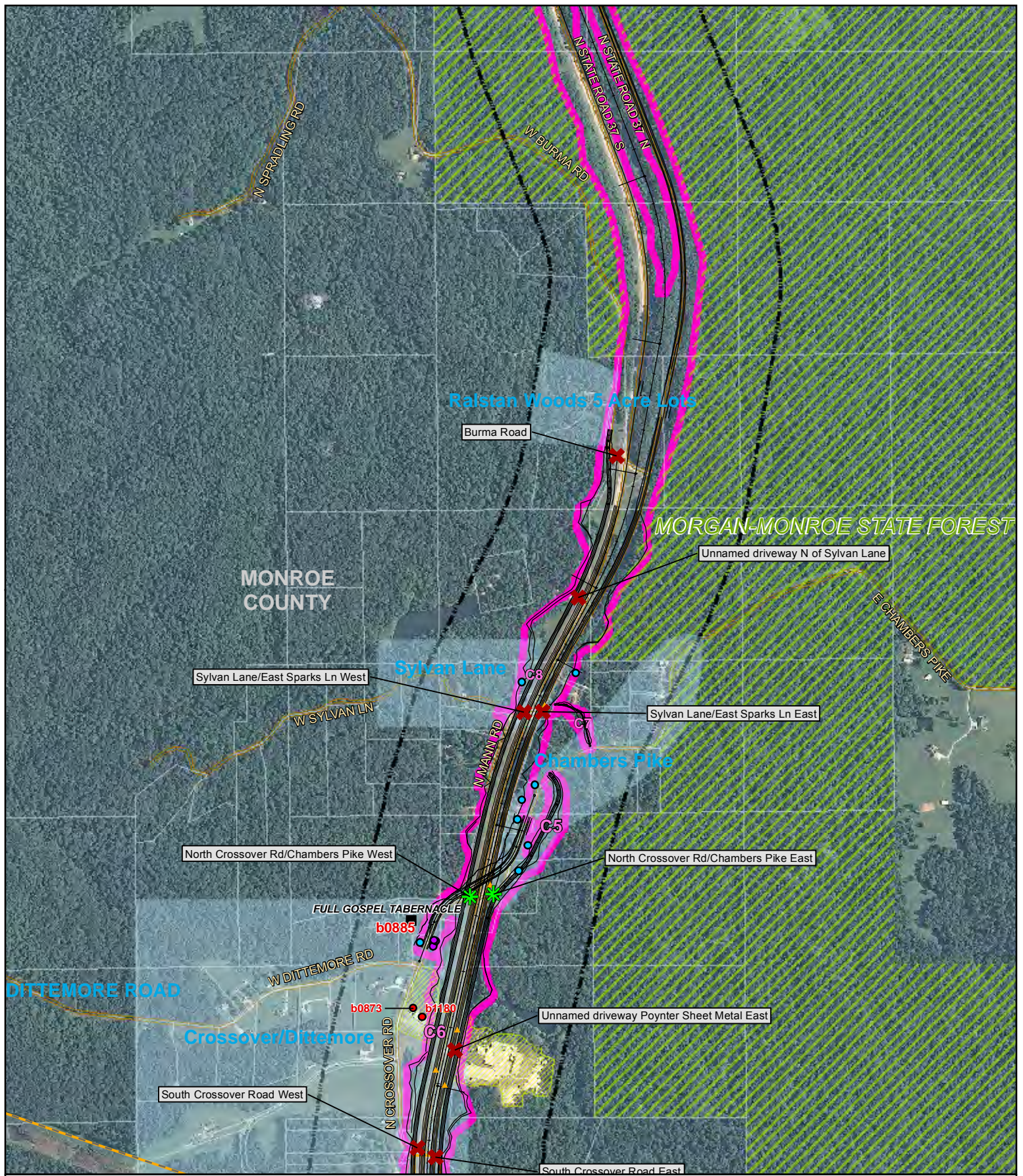




**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

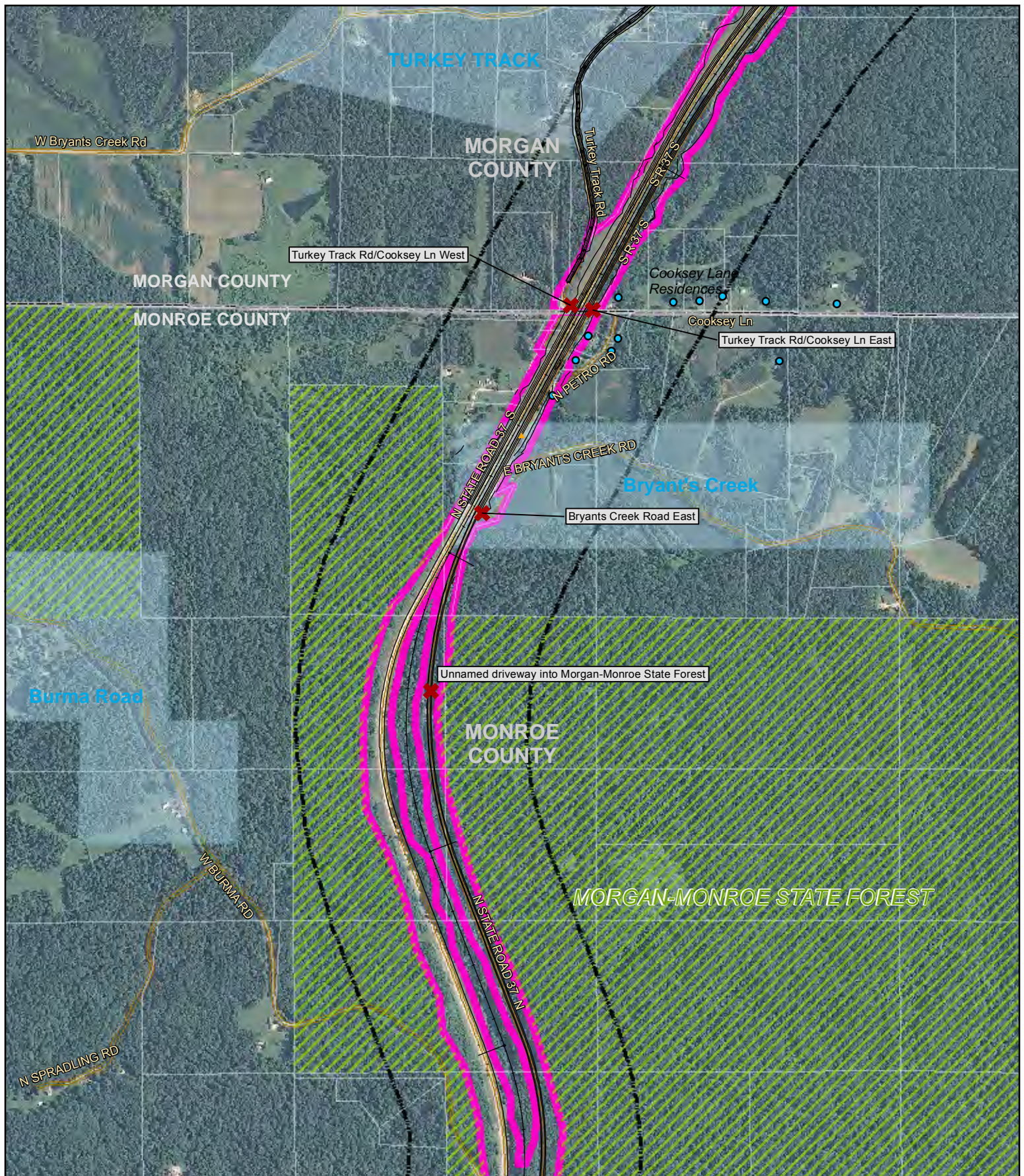




**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 6</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 6 Potential Displacements*</b></li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li><b>b0315 Building ID</b></li> </ul> |
|---|--|--|

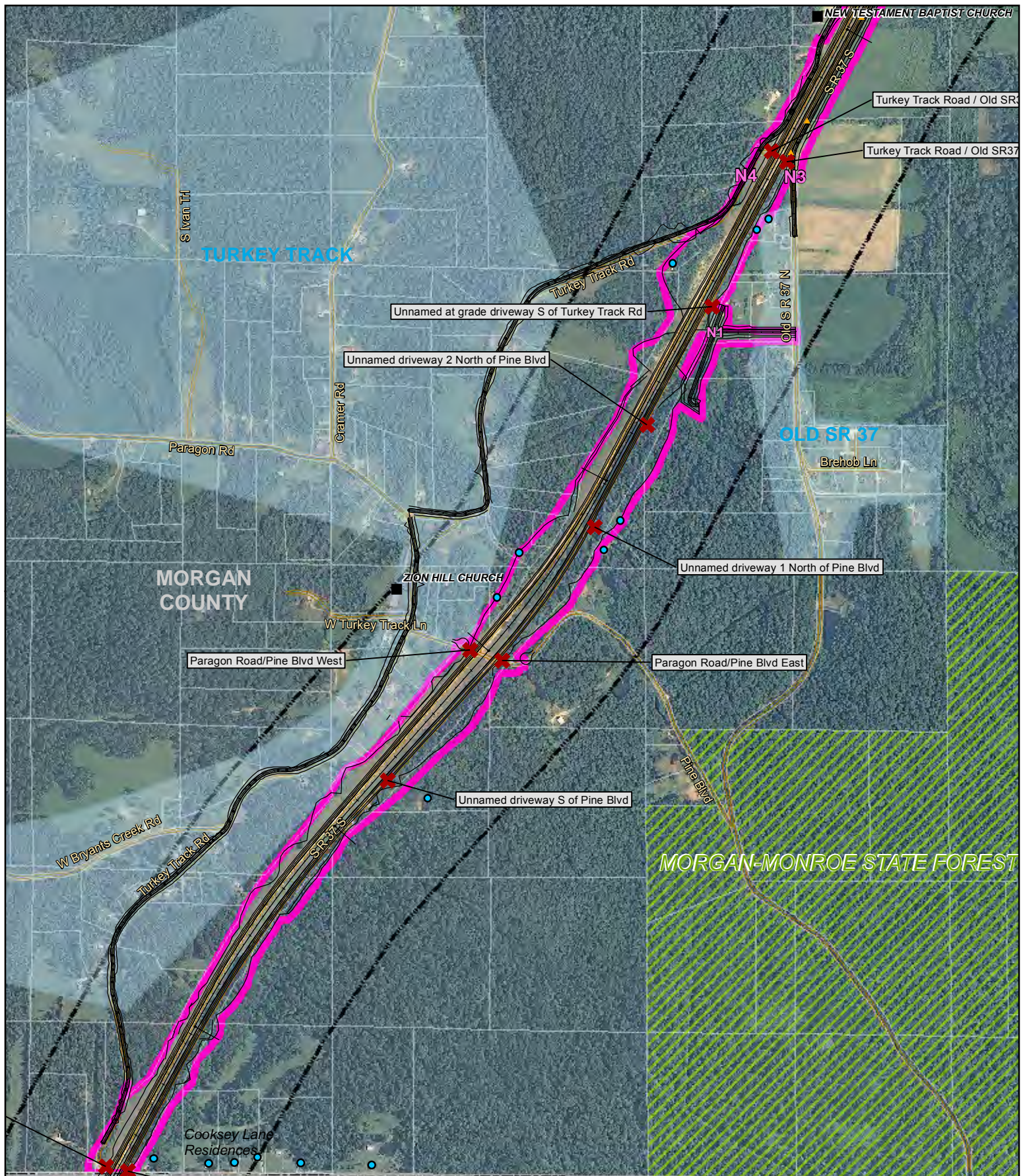
- Interchange
- Overpass
- Rail over/under I-69
- Underpass
- New Access
- Closure

0 0.25 mi

**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





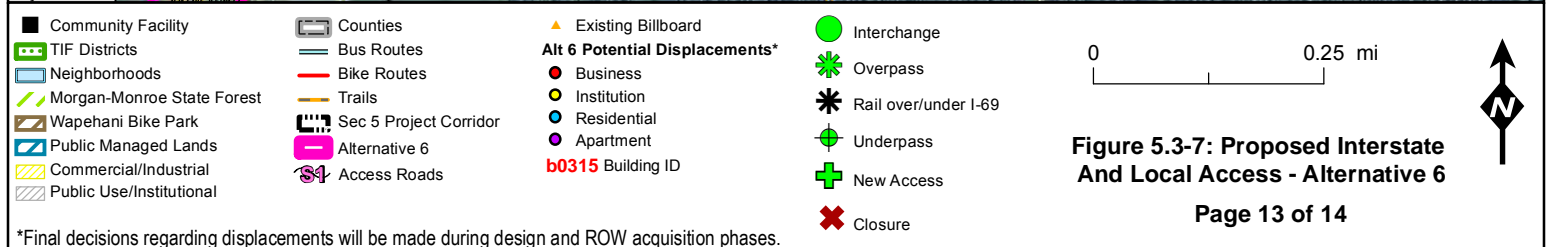
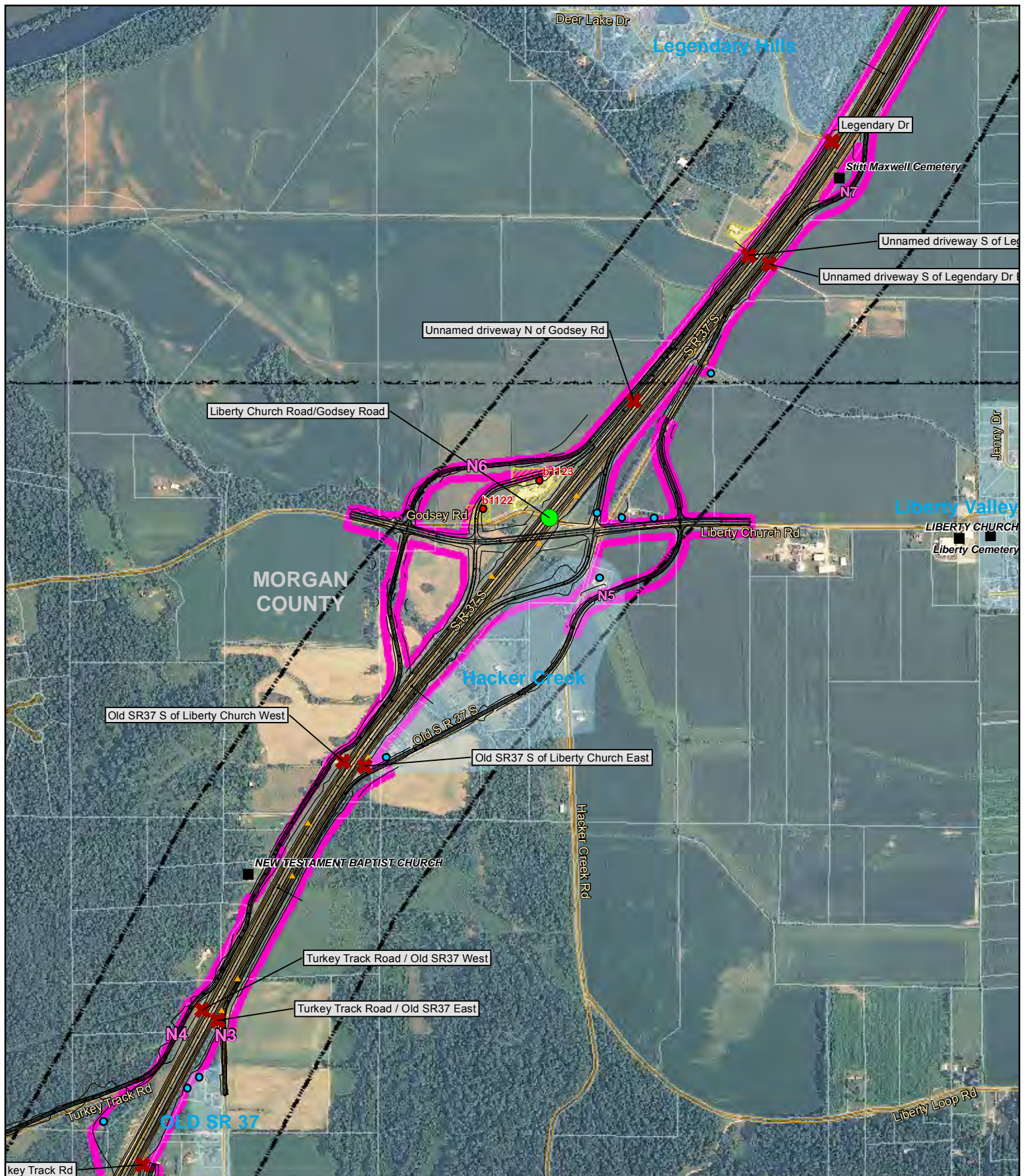
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|---|--|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>TIF Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 6</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li><b>Alt 6 Potential Displacements*</b></li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>Apartment</li> <li><b>b0315 Building ID</b></li> </ul> | <ul style="list-style-type: none"> <li>Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>Underpass</li> <li>New Access</li> <li>Closure</li> </ul> |
|---|--|--|---|

0 0.25 mi

**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

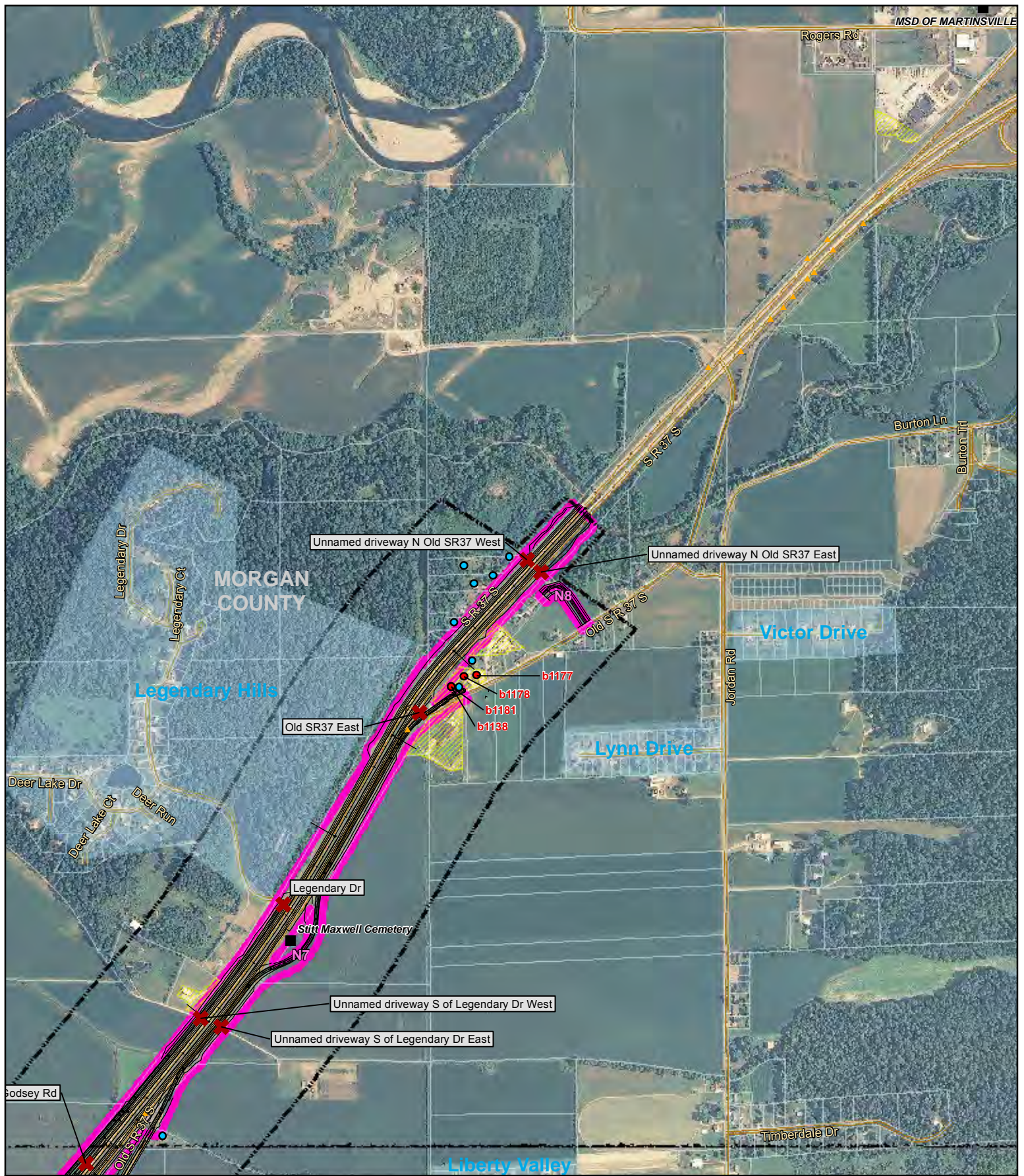
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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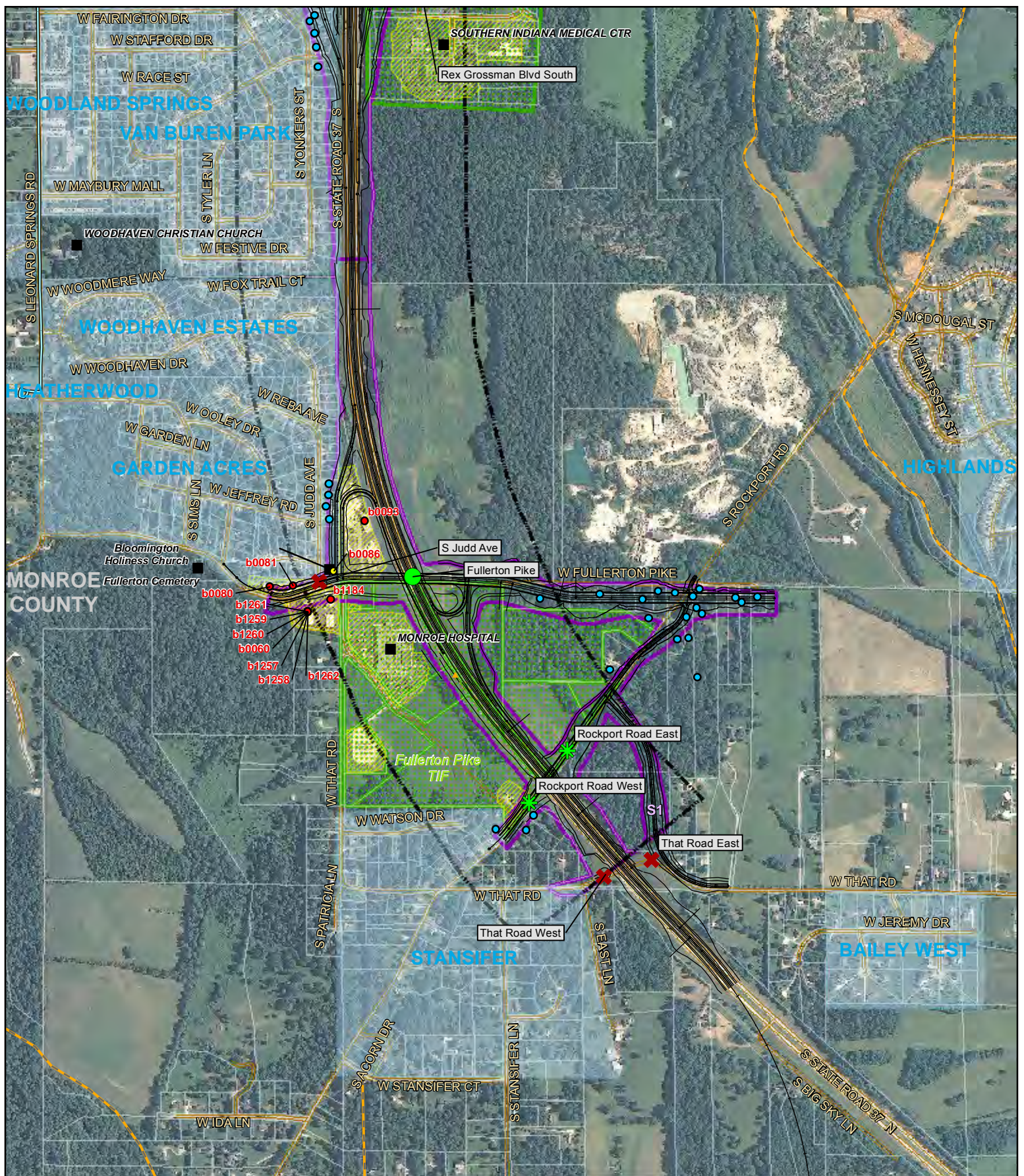




**Figure 5.3-7: Proposed Interstate And Local Access - Alternative 6**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





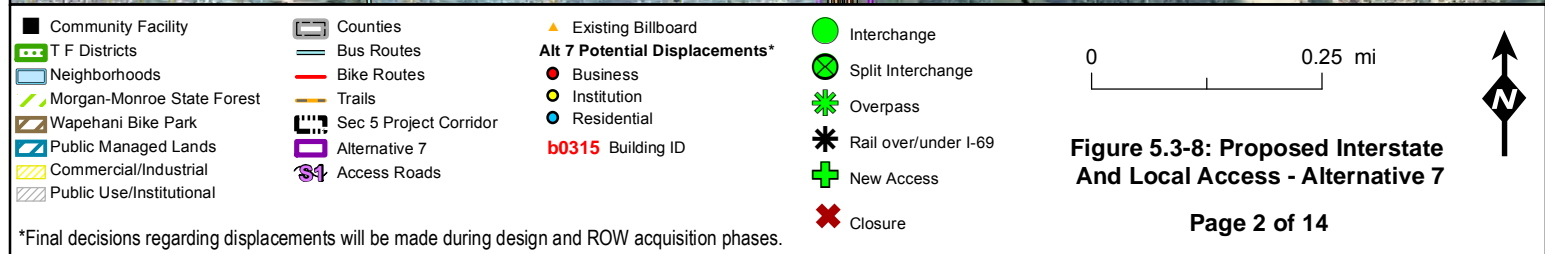
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|---|--|---|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>T F Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 7</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li>Alt 7 Potential Displacements*</li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>b0315 Building ID</li> </ul> | <ul style="list-style-type: none"> <li>Interchange</li> <li>Split Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>New Access</li> <li>Closure</li> </ul> |
|---|--|---|---|

0 0.25 mi

**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

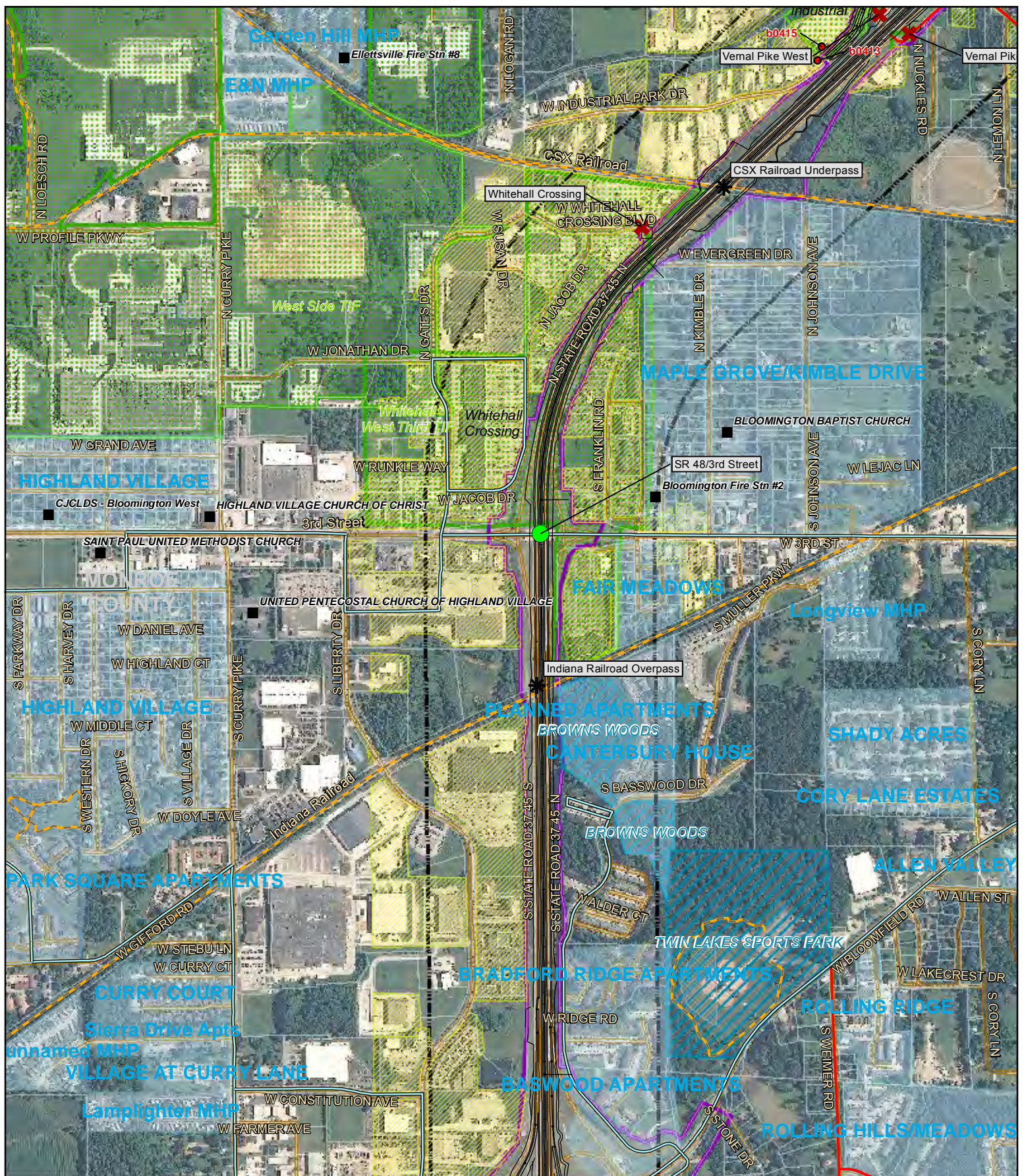
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





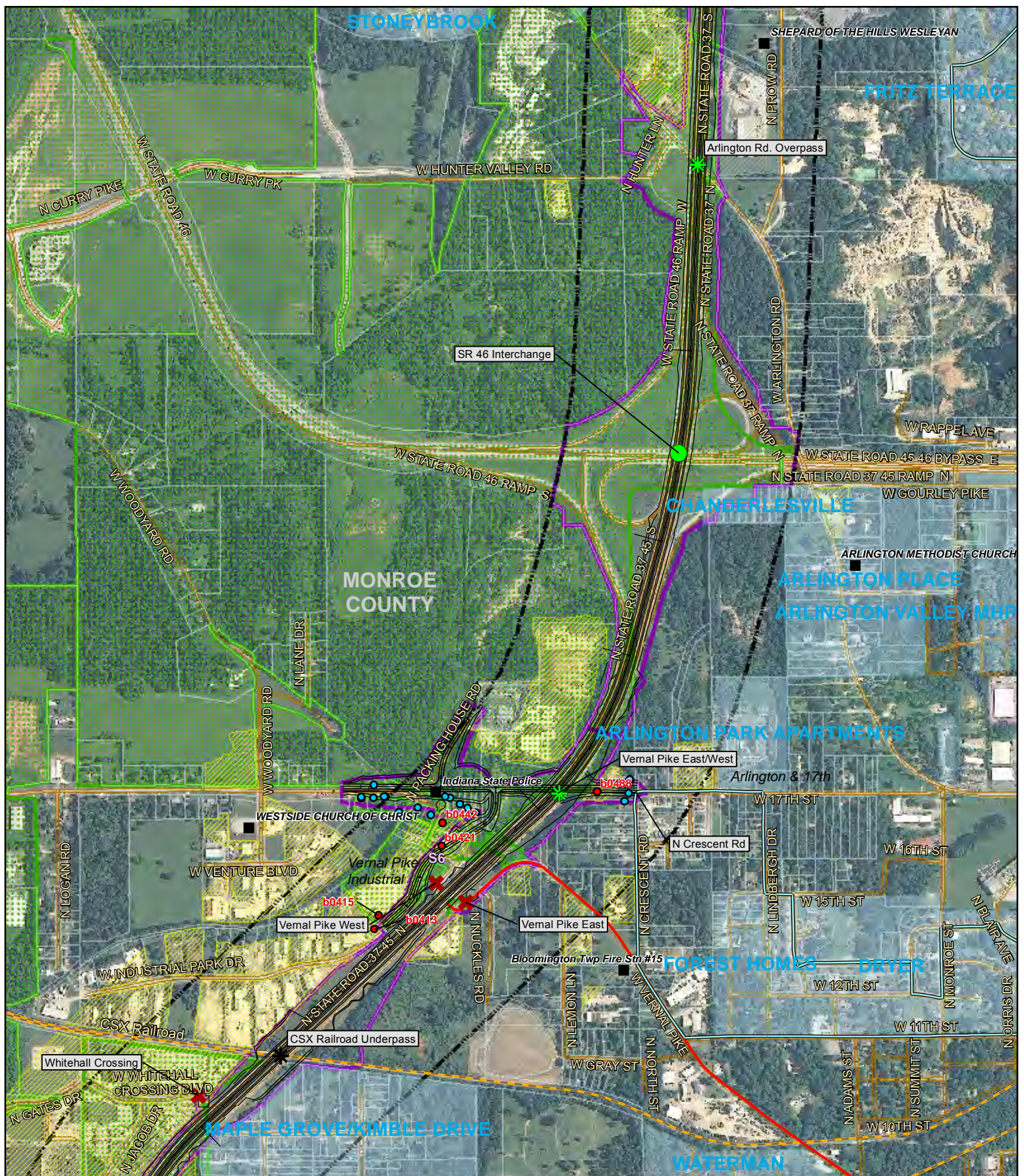
Page 2 of 14





**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**





- Community Facility
- T F Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Waipahani Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional
- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- Alternative 7
- Access Roads

- Existing Billboard
- Alt 7 Potential Displacements\*
- Business
- Institution
- Residential
- b0315 Building ID

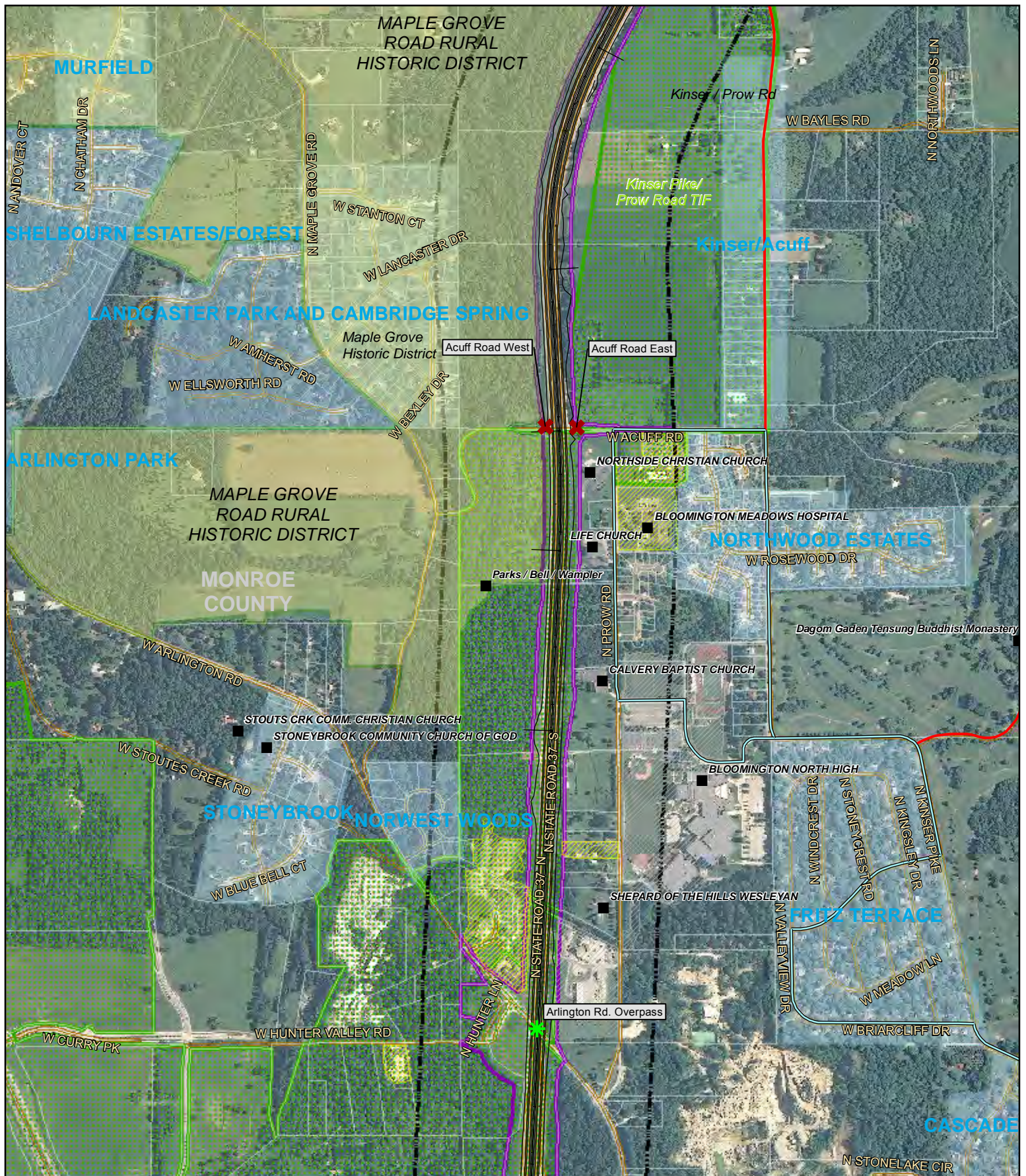
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





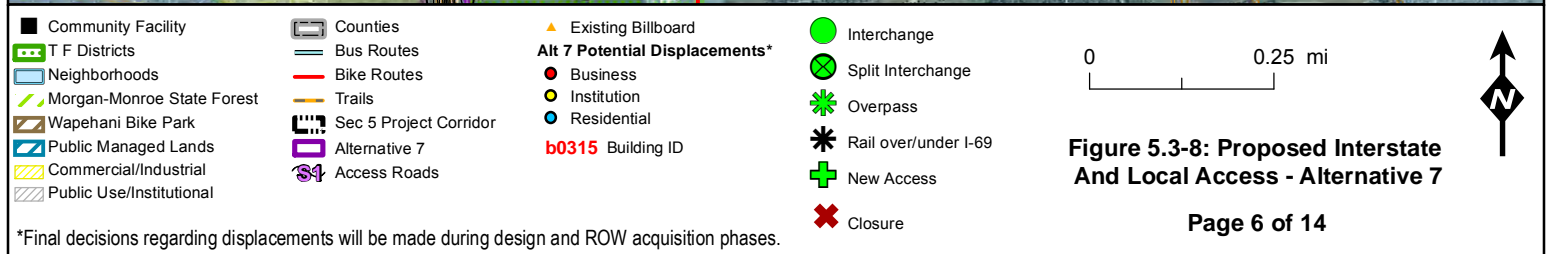
- |   |  |   |   |
|---|--|---|---|
| <ul style="list-style-type: none"> <li>■ Community Facility</li> <li>■ T F Districts</li> <li>■ Neighborhoods</li> <li>■ Morgan-Monroe State Forest</li> <li>■ Wapehani Bike Park</li> <li>■ Public Managed Lands</li> <li>■ Commercial/Industrial</li> <li>■ Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>■ Counties</li> <li>■ Bus Routes</li> <li>■ Bike Routes</li> <li>■ Trails</li> <li>■ Sec 5 Project Corridor</li> <li>■ Alternative 7</li> <li>■ Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>▲ Existing Billboard</li> <li>● Alt 7 Potential Displacements* <ul style="list-style-type: none"> <li>● Business</li> <li>● Institution</li> <li>● Residential</li> </ul> </li> <li>● b0315 Building ID</li> </ul> | <ul style="list-style-type: none"> <li>● Interchange</li> <li>● Split Interchange</li> <li>● Overpass</li> <li>● Rail over/under I-69</li> <li>● New Access</li> <li>● Closure</li> </ul> |
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0 0.25 mi

**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

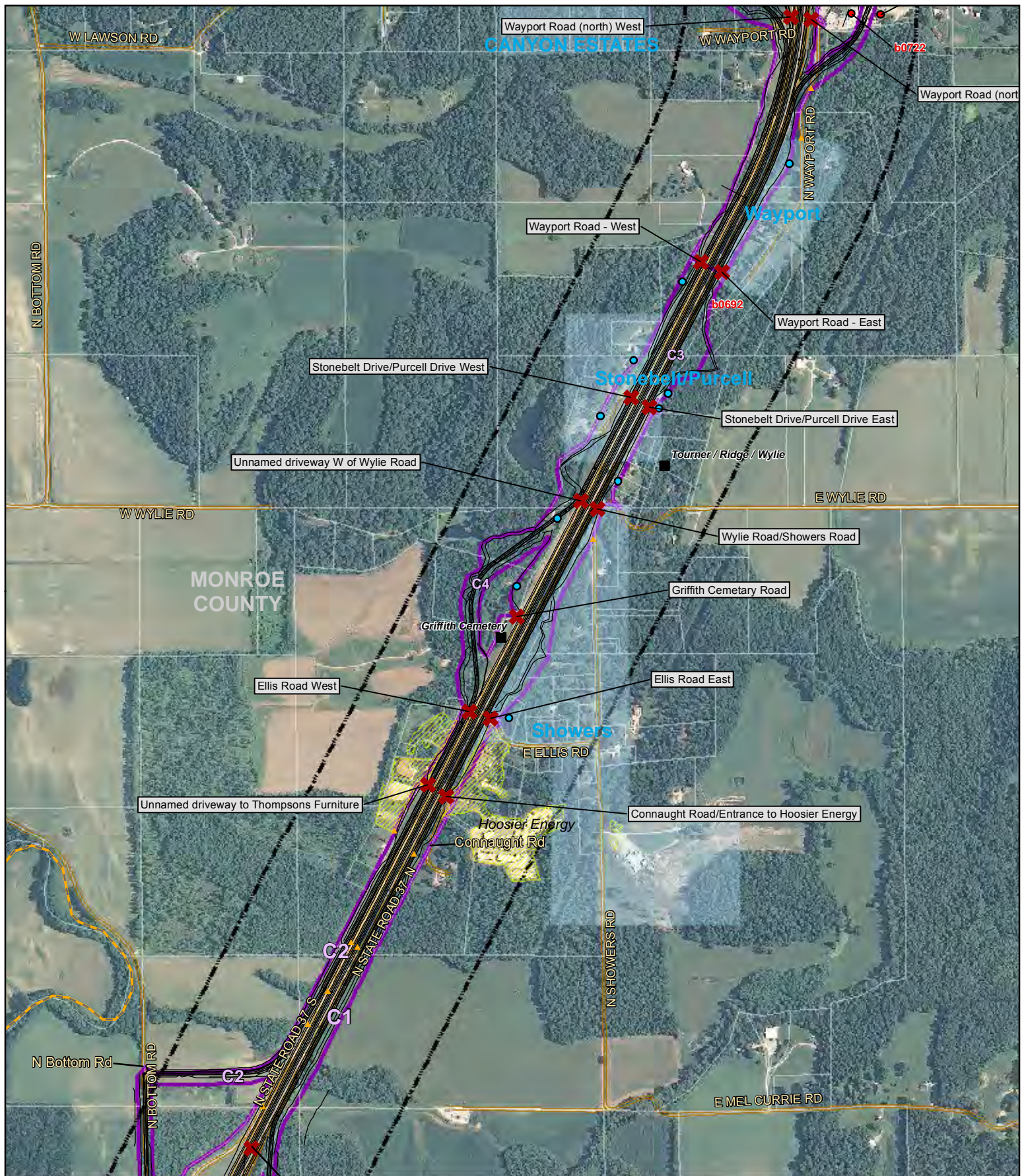
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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- Community Facility
- T F Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wahehni Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional
- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- Alternative 7
- Access Roads
- Existing Billboard
- Alt 7 Potential Displacements\*
- Business
- Institution
- Residential
- b0315 Building ID

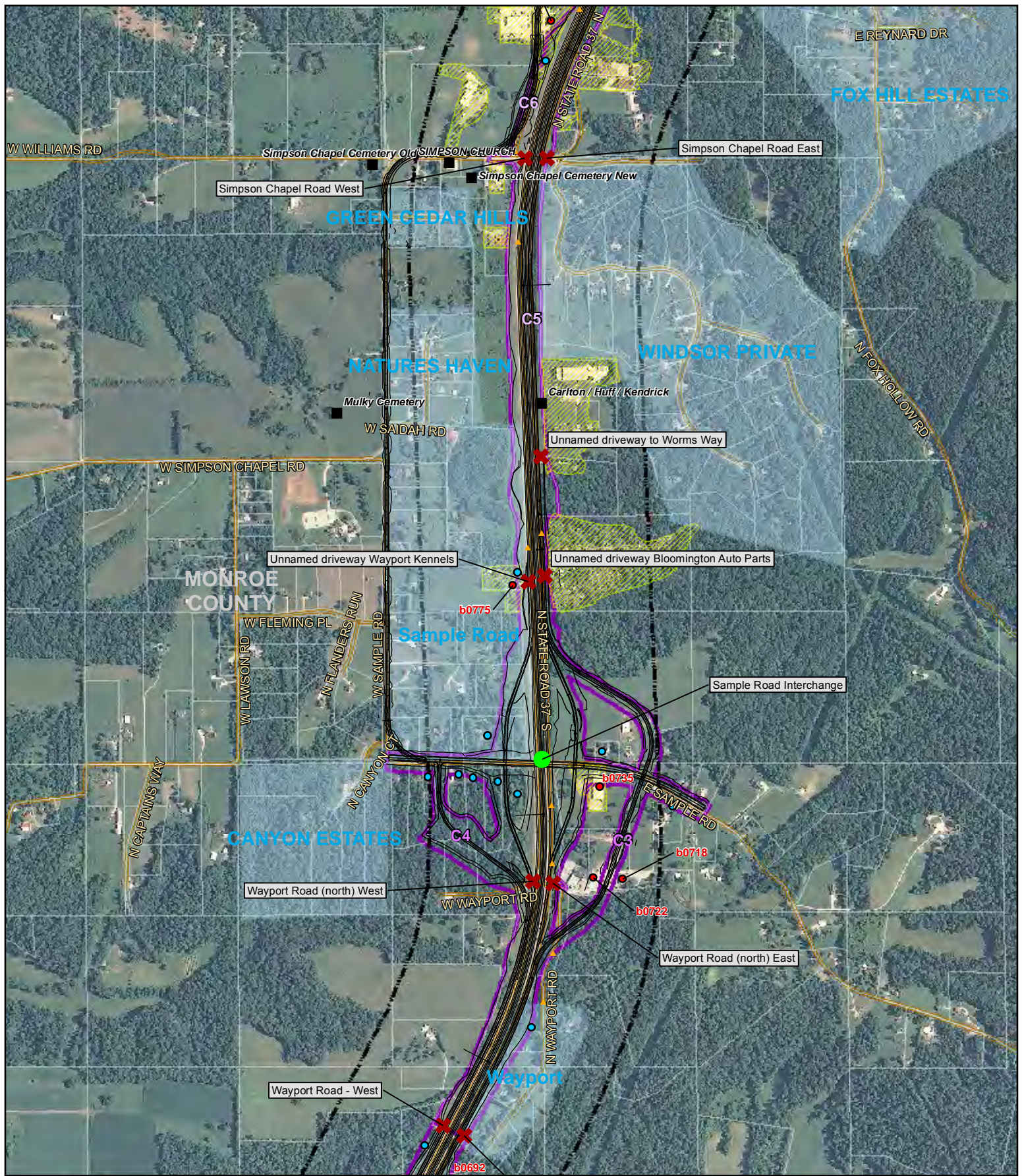
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





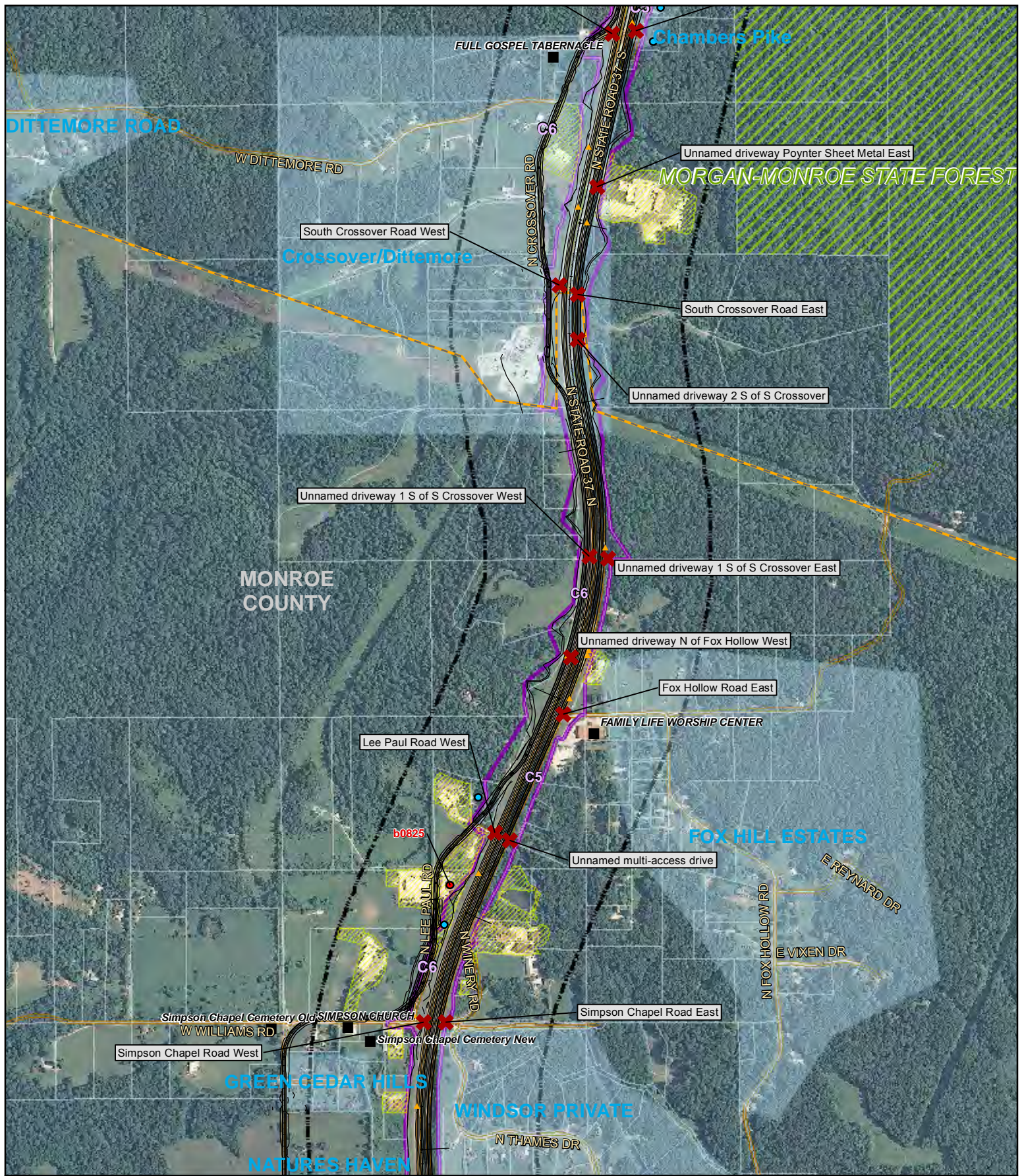
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|---|--|---|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>T F Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wapehani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 7</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li>Alt 7 Potential Displacements*</li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>b0315 Building ID</li> </ul> | <ul style="list-style-type: none"> <li>Interchange</li> <li>Split Interchange</li> <li>Overpass</li> <li>Rail over/under I-69</li> <li>New Access</li> <li>Closure</li> </ul> |
|---|--|---|---|

0 0.25 mi

**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

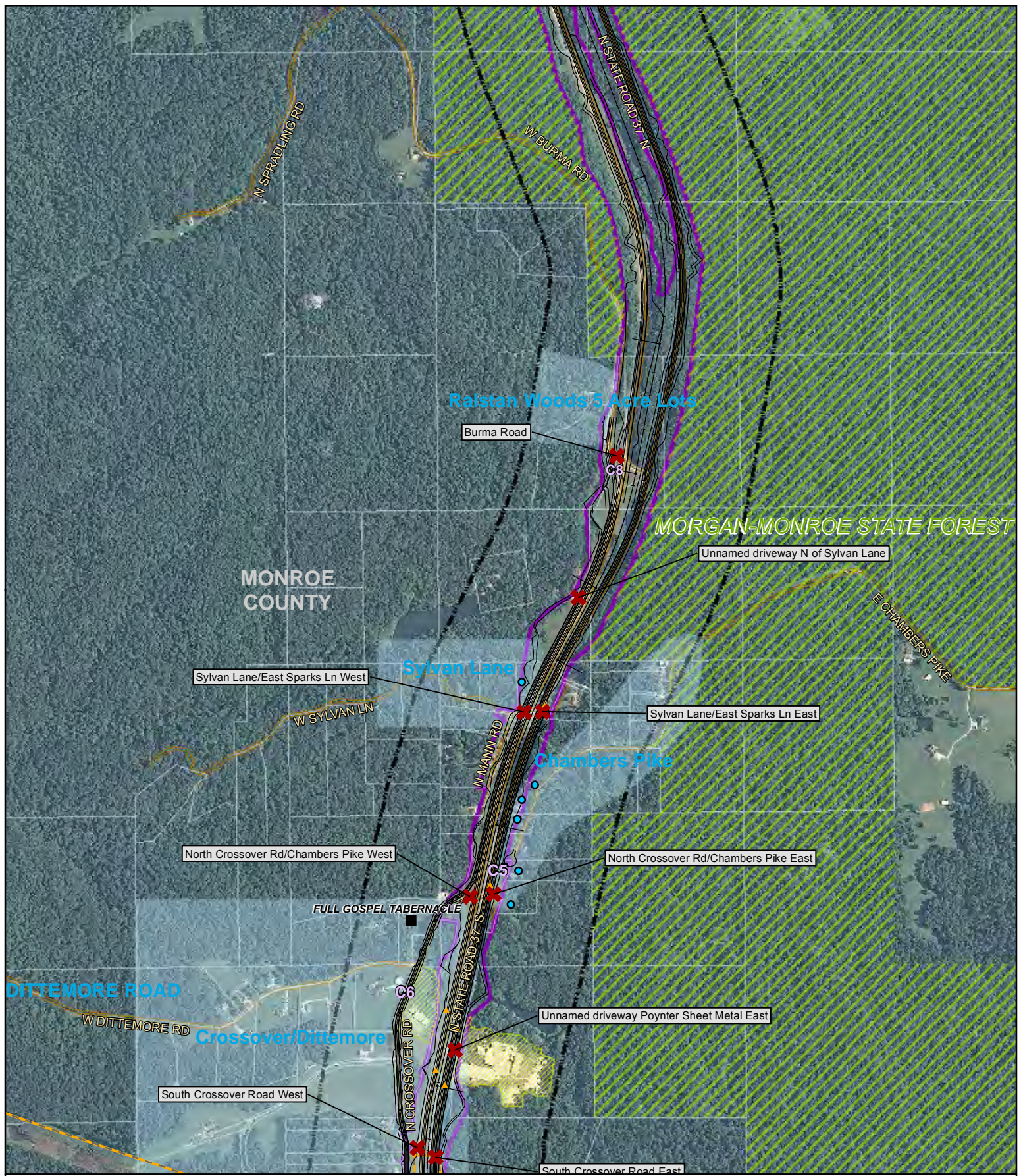




**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>T F Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Waipahani Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 7</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li>Alt 7 Potential Displacements*</li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>b0315 Building ID</li> </ul> |
|--|--|---|

- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

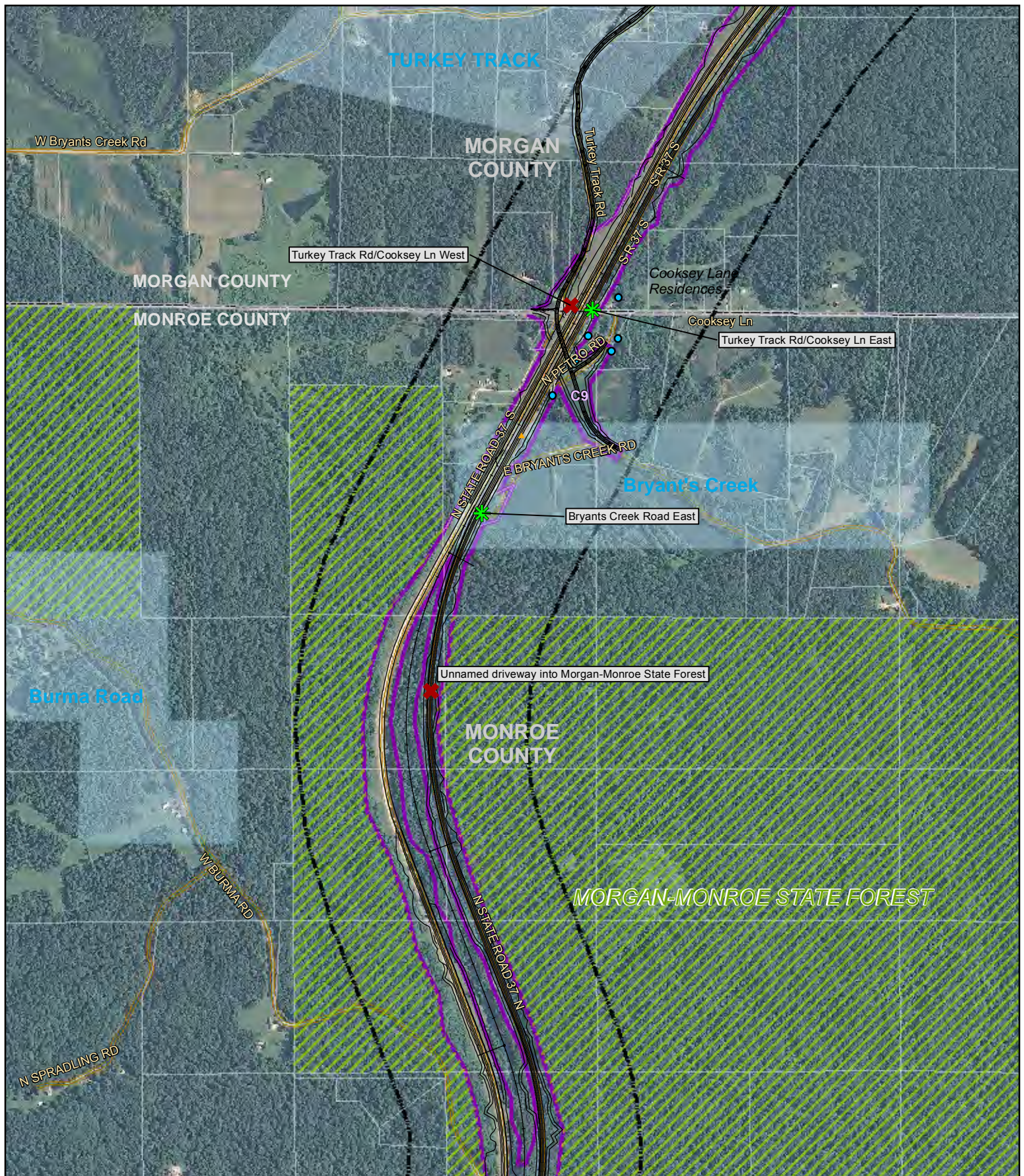
0 0.25 mi



**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- Community Facility
- T F Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wapahani Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- Alternative 7
- Access Roads

- Existing Billboard
- Alt 7 Potential Displacements\***
- Business
- Institution
- Residential
- b0315** Building ID

- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

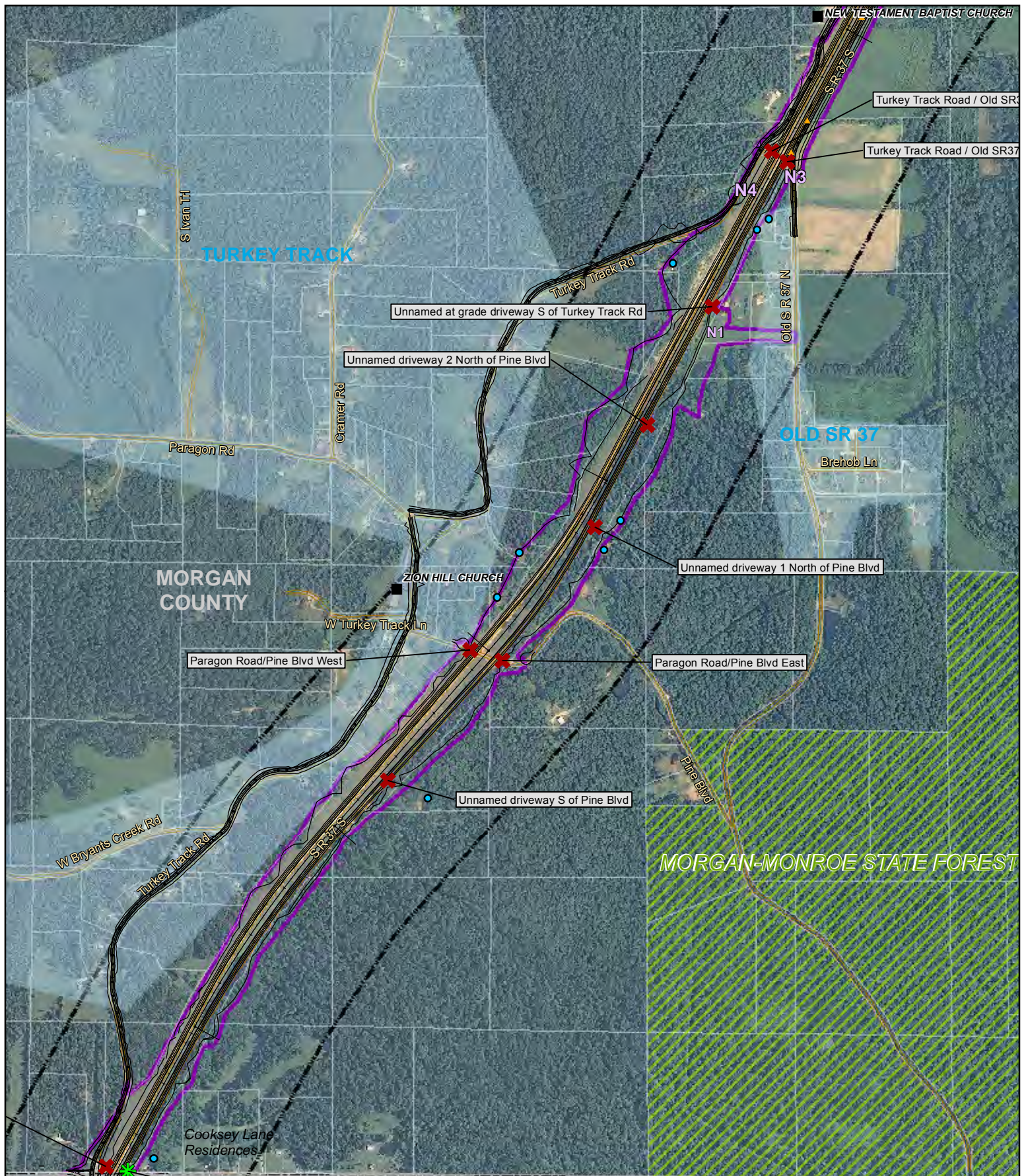
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**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>Community Facility</li> <li>T F Districts</li> <li>Neighborhoods</li> <li>Morgan-Monroe State Forest</li> <li>Wahehni Bike Park</li> <li>Public Managed Lands</li> <li>Commercial/Industrial</li> <li>Public Use/Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Counties</li> <li>Bus Routes</li> <li>Bike Routes</li> <li>Trails</li> <li>Sec 5 Project Corridor</li> <li>Alternative 7</li> <li>Access Roads</li> </ul> | <ul style="list-style-type: none"> <li>Existing Billboard</li> <li>Alt 7 Potential Displacements*</li> <li>Business</li> <li>Institution</li> <li>Residential</li> <li>b0315 Building ID</li> </ul> |
|--|--|---|

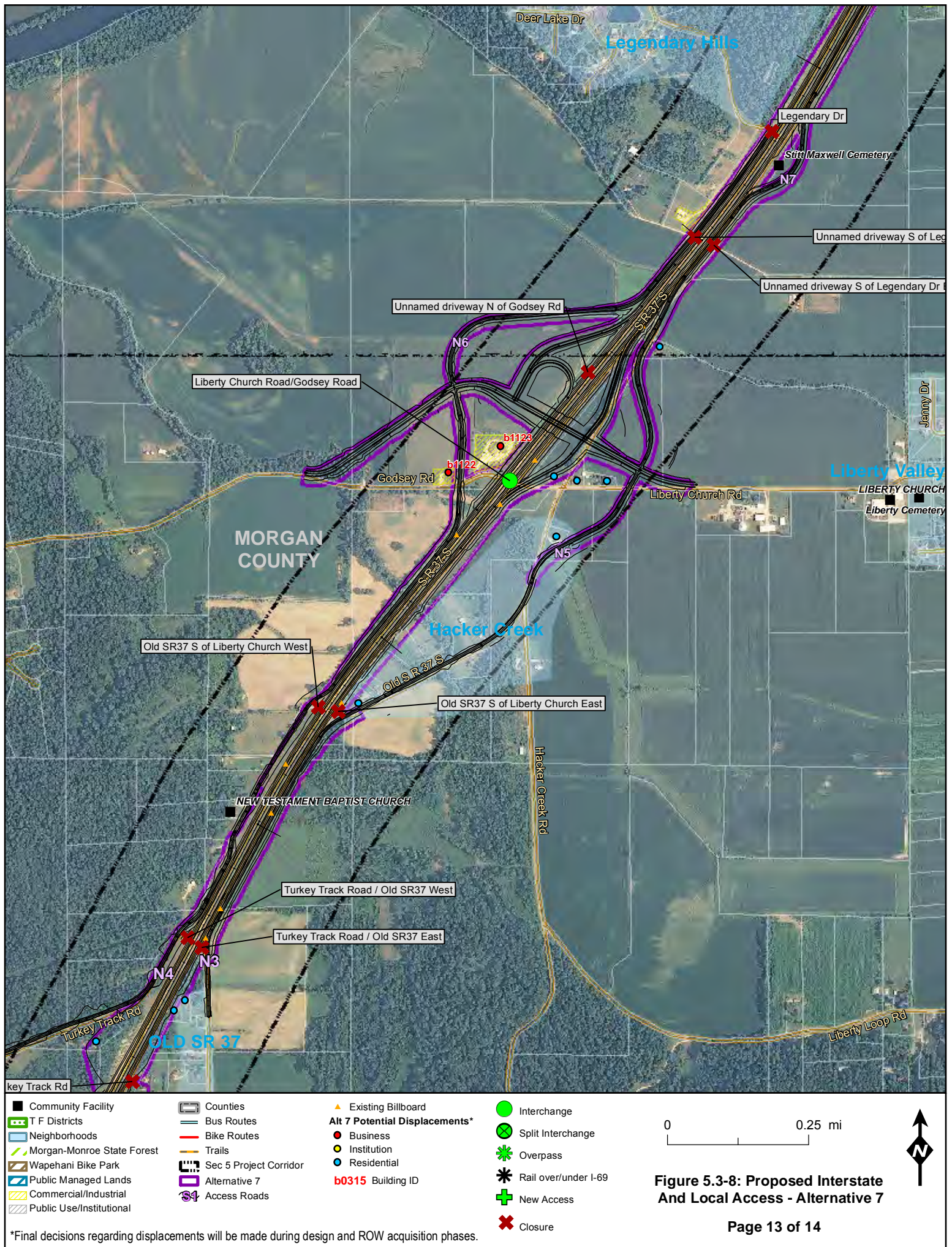
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

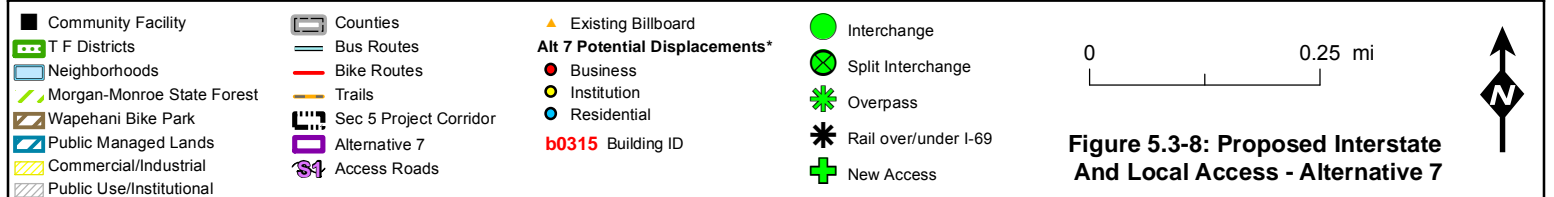
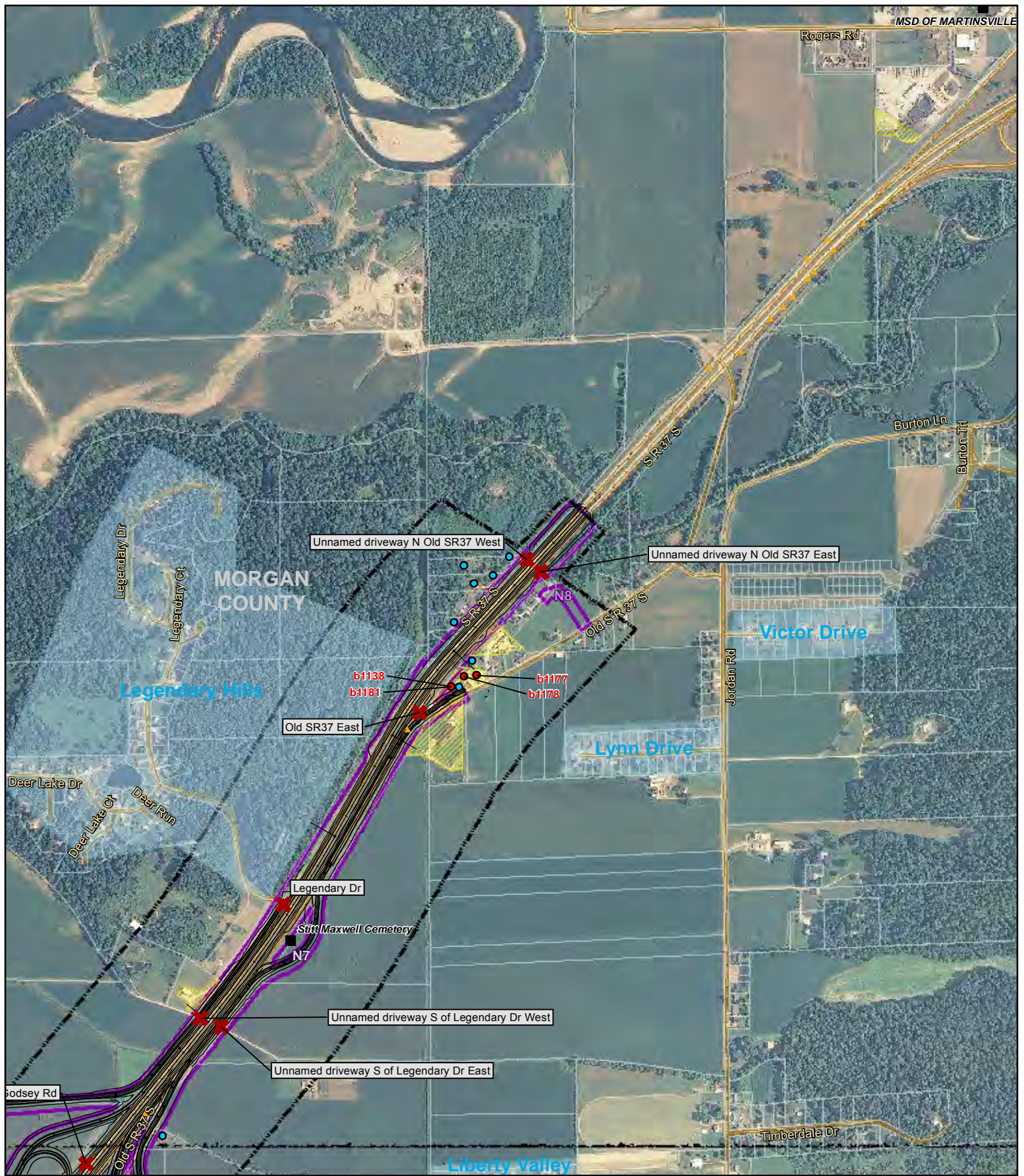
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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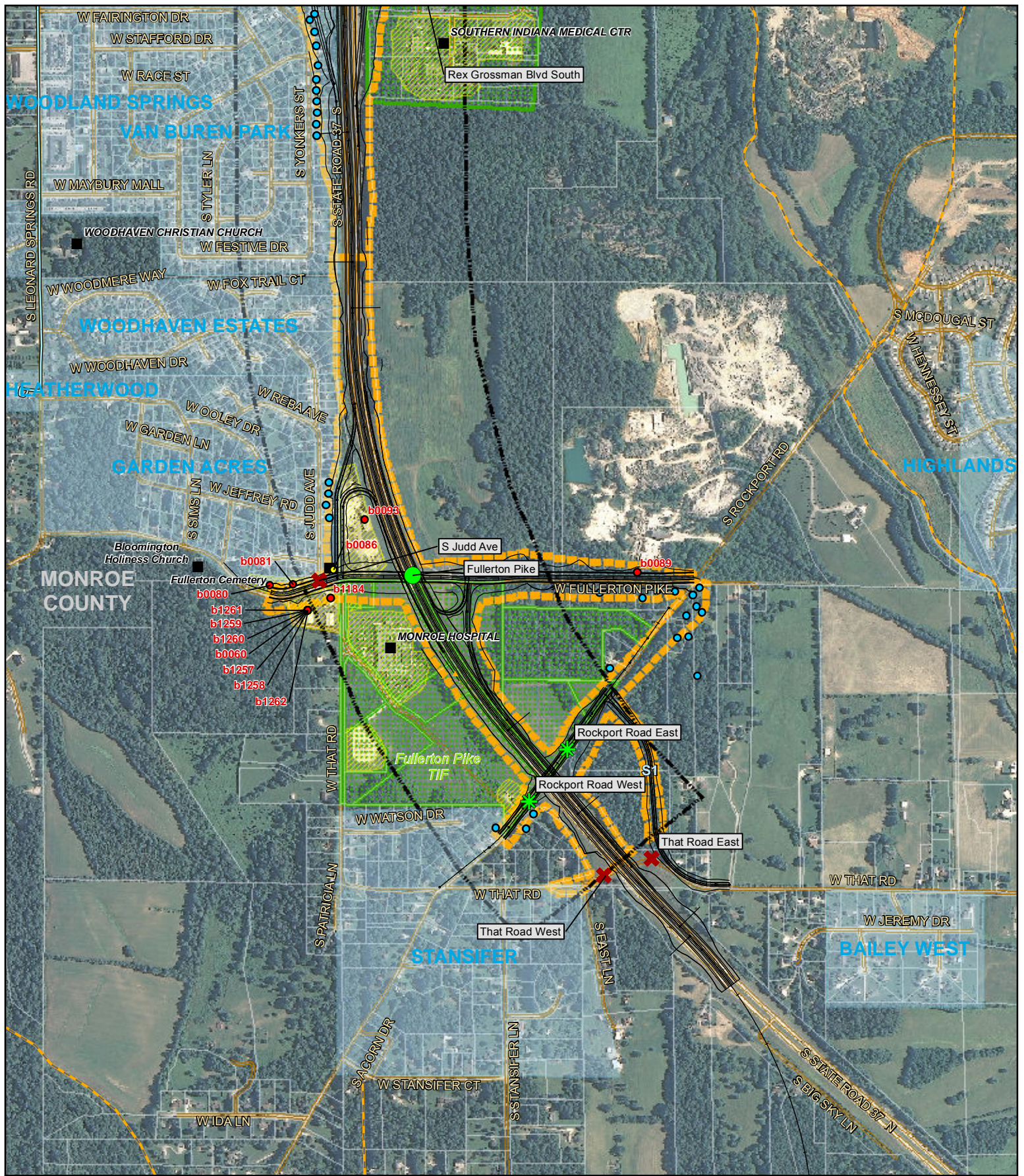




**Figure 5.3-8: Proposed Interstate And Local Access - Alternative 7**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- Community Facility
- TIF Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wapahani Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- DEIS Preferred Alternative 8
- Access Roads

- ▲ Existing Billboard
- DEIS Pref Alt 8 Potential Displacements\***
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

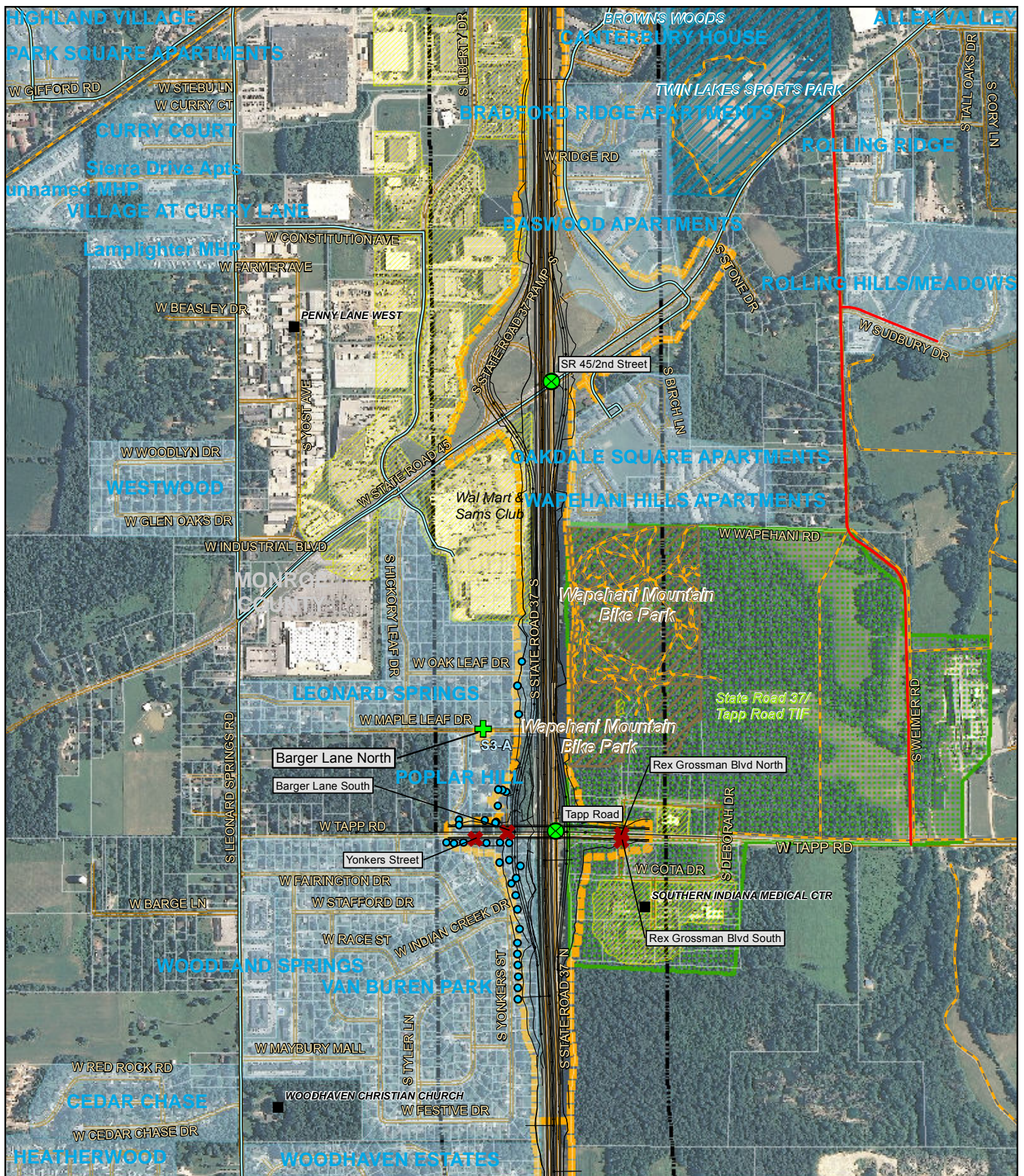
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- Community Facility
- TIF Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wapehahi Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- DEIS Preferred Alternative 8
- Access Roads

- Existing Billboard
- DEIS Pref Alt 8 Potential Displacements\*
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

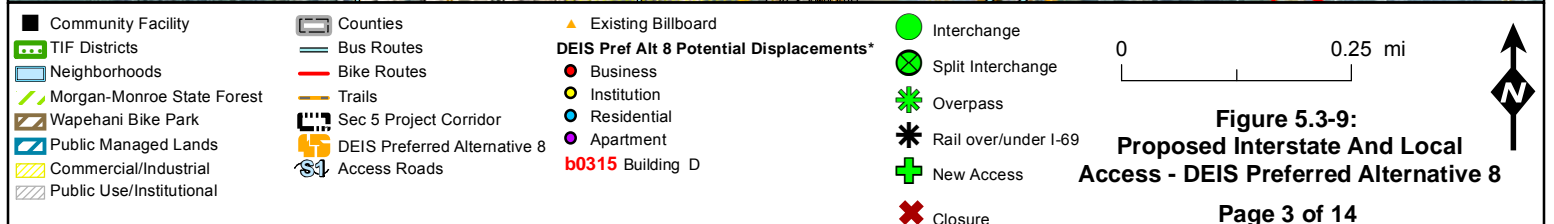
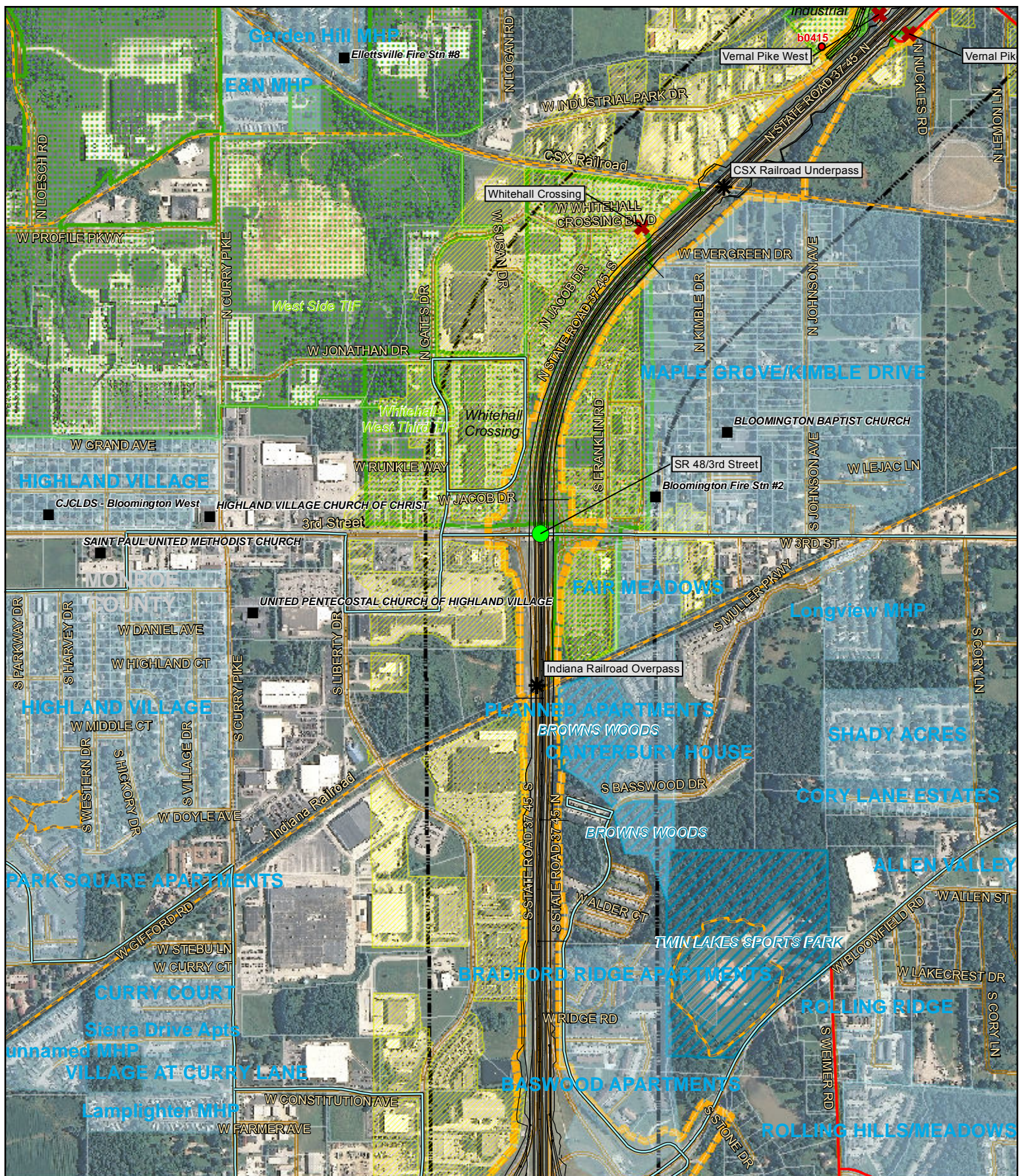
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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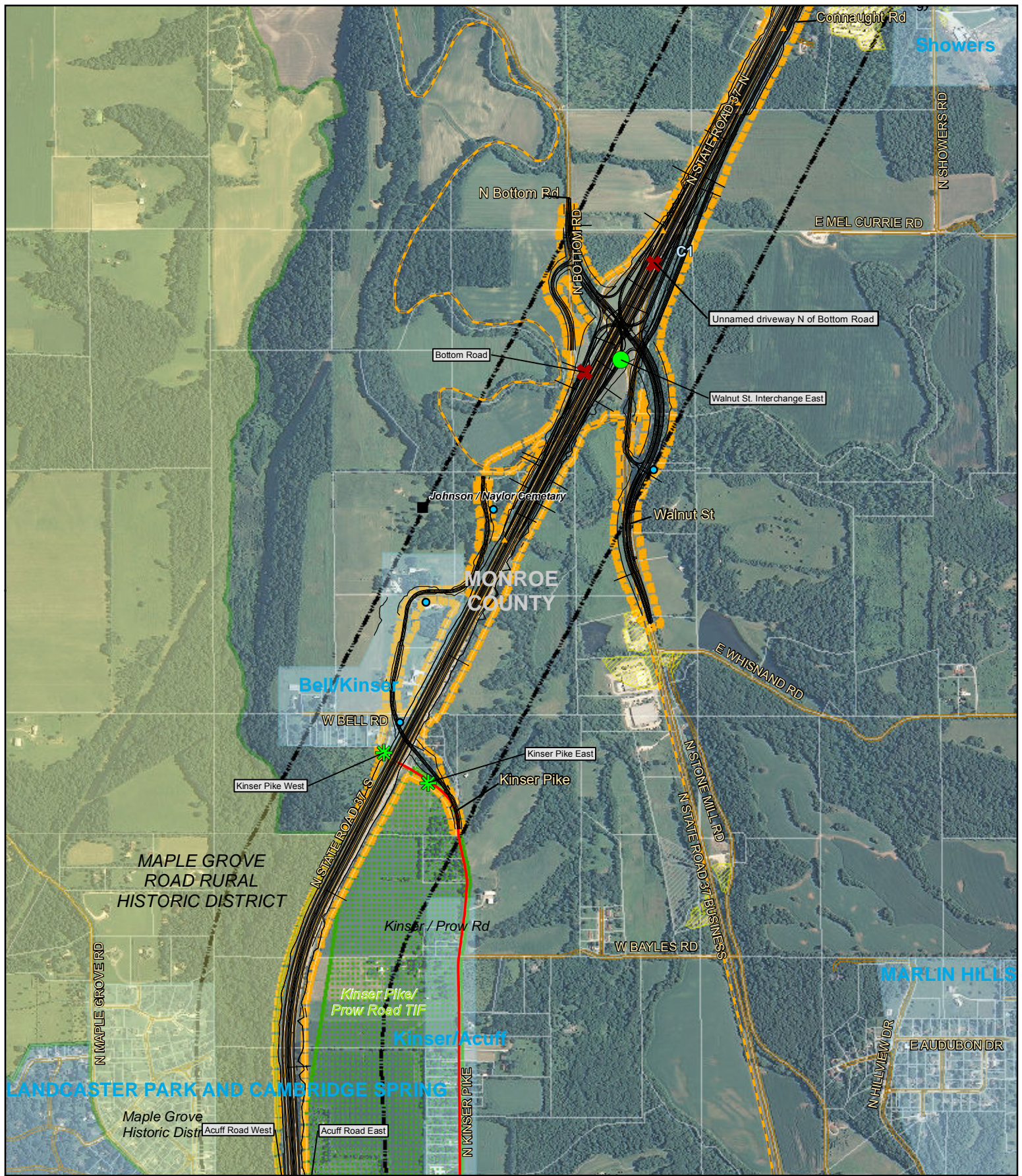












- Community Facility
- TIF Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wapahani Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- DEIS Preferred Alternative 8
- Access Roads

- Existing Billboard
- DEIS Pref Alt 8 Potential Displacements\*
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

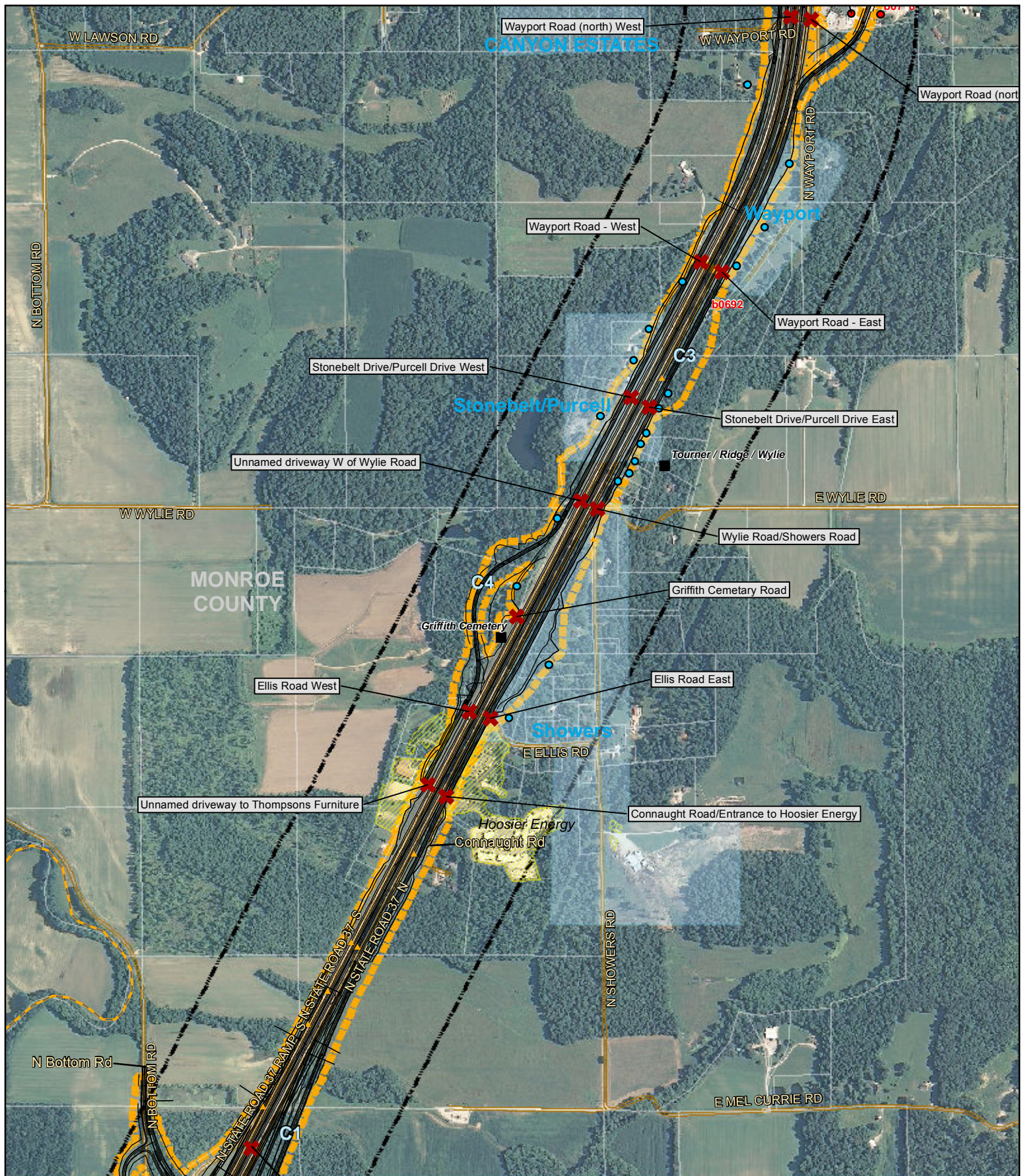
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- Community Facility
- TIF Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wahehane Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- DEIS Preferred Alternative 8
- Access Roads

- Existing Billboard
- DEIS Pref Alt 8 Potential Displacements\***
- Business
- Institution
- Residential
- Apartment
- b0315 Building D**

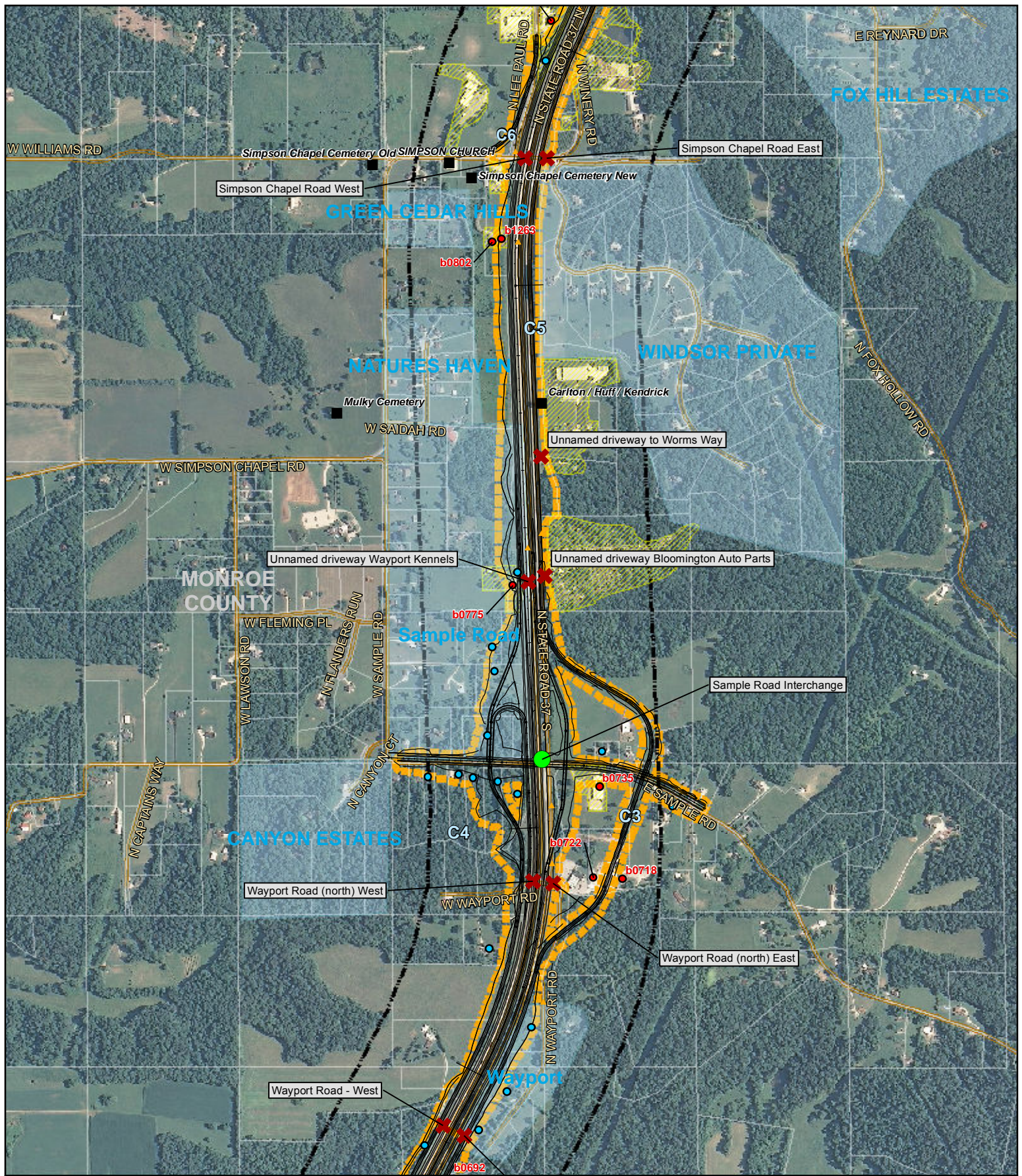
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





- Community Facility
- TIF Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wahehni Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- DEIS Preferred Alternative 8
- Access Roads

- Existing Billboard
- DEIS Pref Alt 8 Potential Displacements\*
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

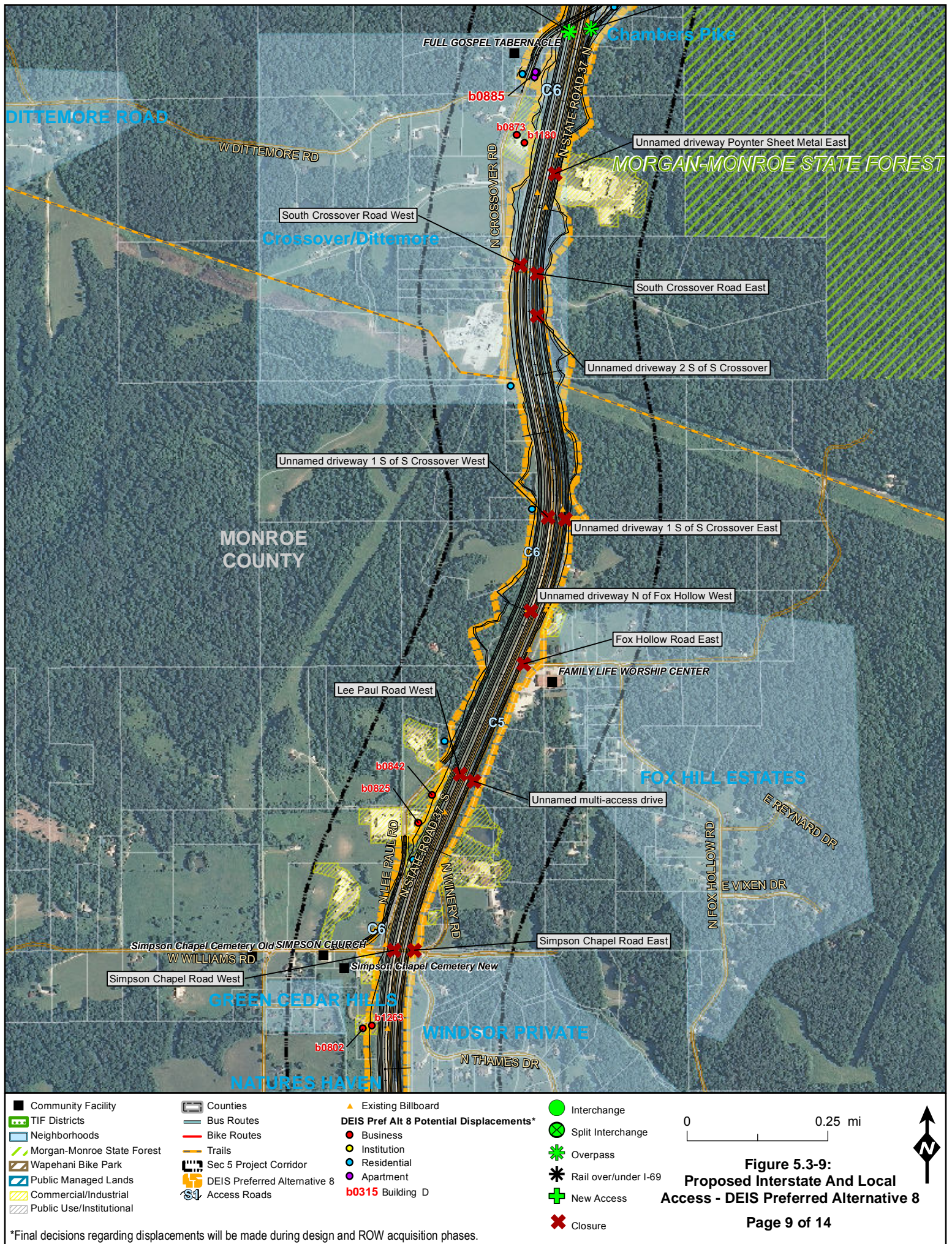
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**

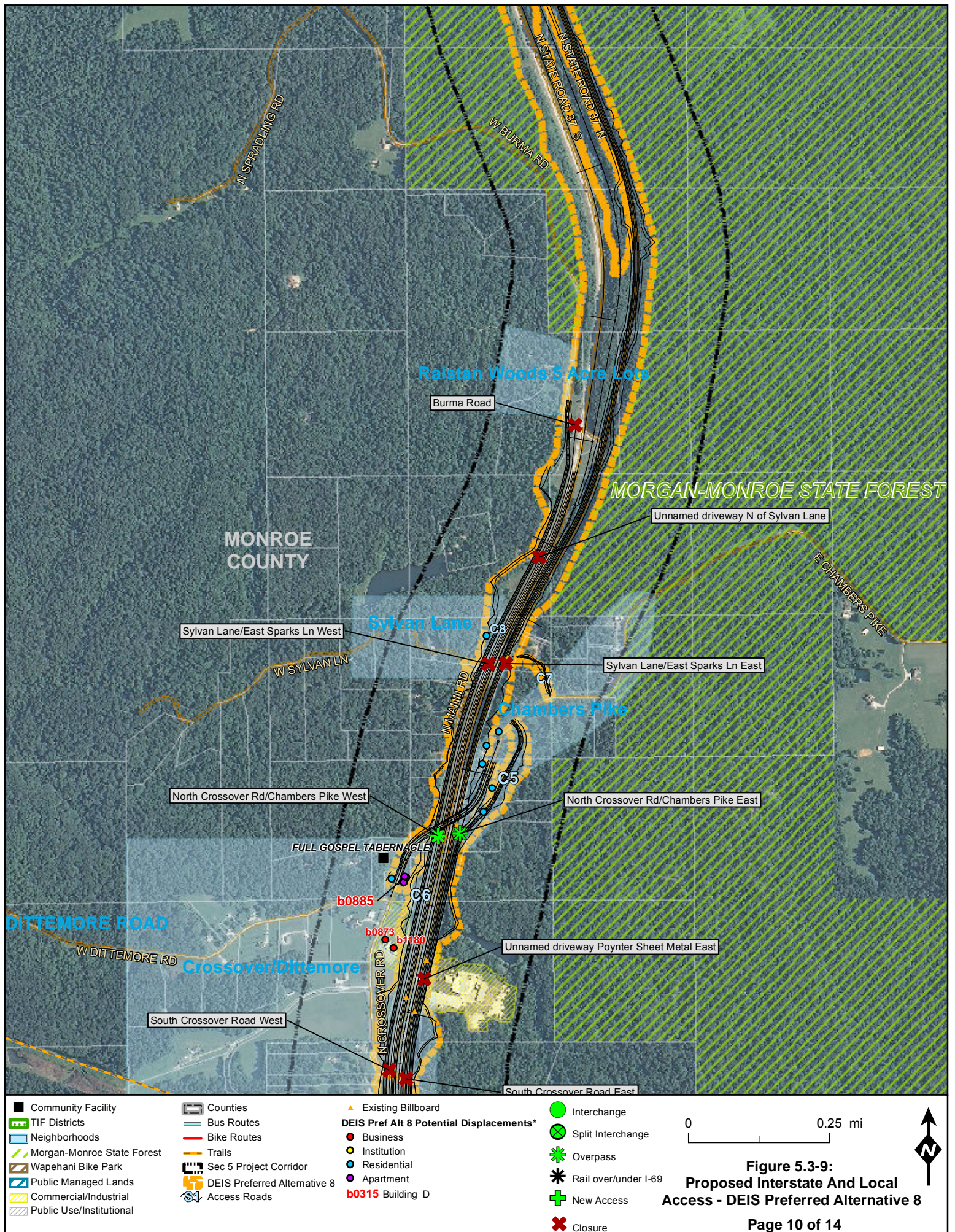
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\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

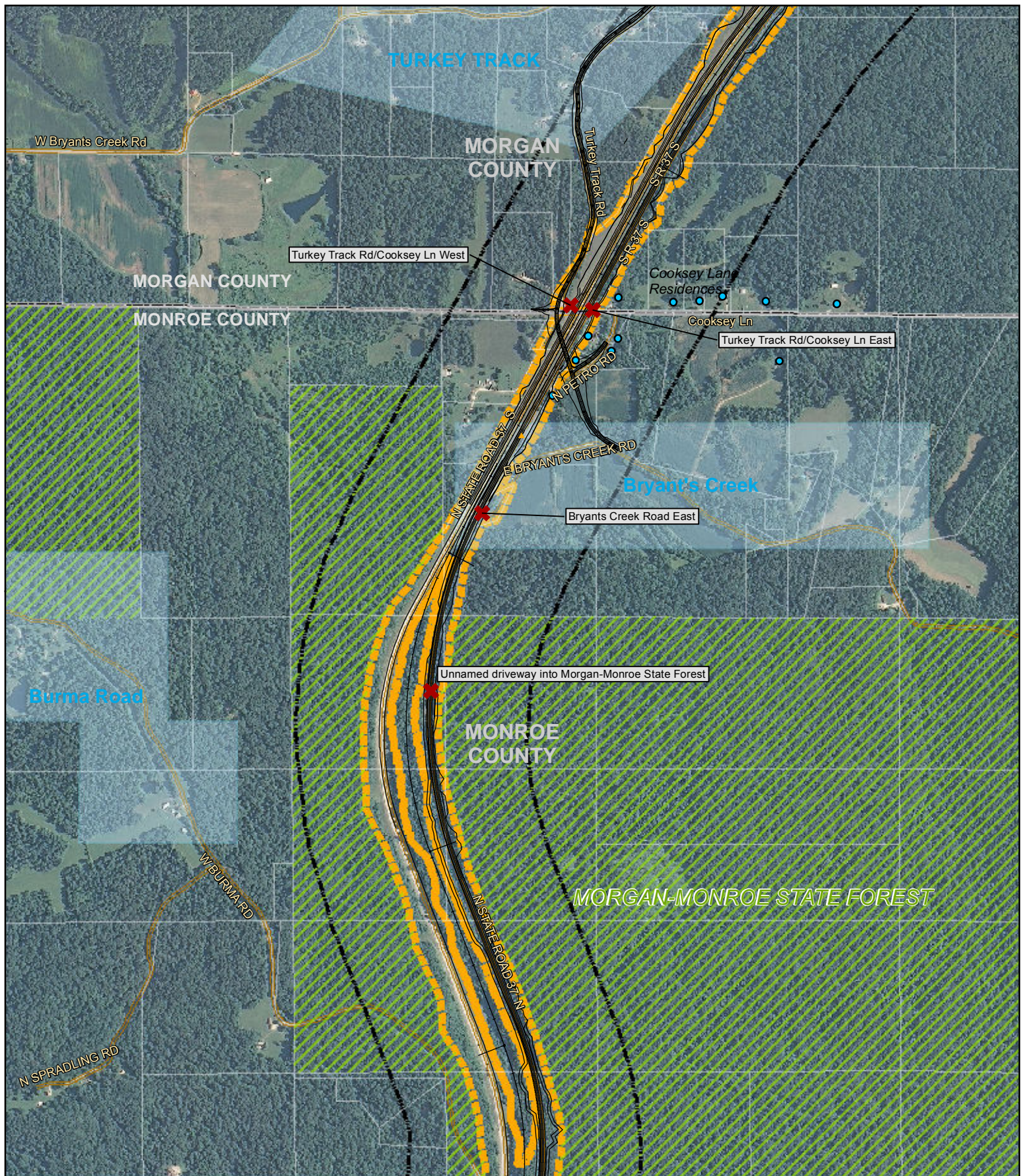




\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**  
**Page 10 of 14**





- Community Facility
- TIF Districts
- Neighborhoods
- Morgan-Monroe State Forest
- Wahehni Bike Park
- Public Managed Lands
- Commercial/Industrial
- Public Use/Institutional

- Counties
- Bus Routes
- Bike Routes
- Trails
- Sec 5 Project Corridor
- DEIS Preferred Alternative 8
- Access Roads

- Existing Billboard
- DEIS Pref Alt 8 Potential Displacements\*
- Business
- Institution
- Residential
- Apartment
- b0315 Building D

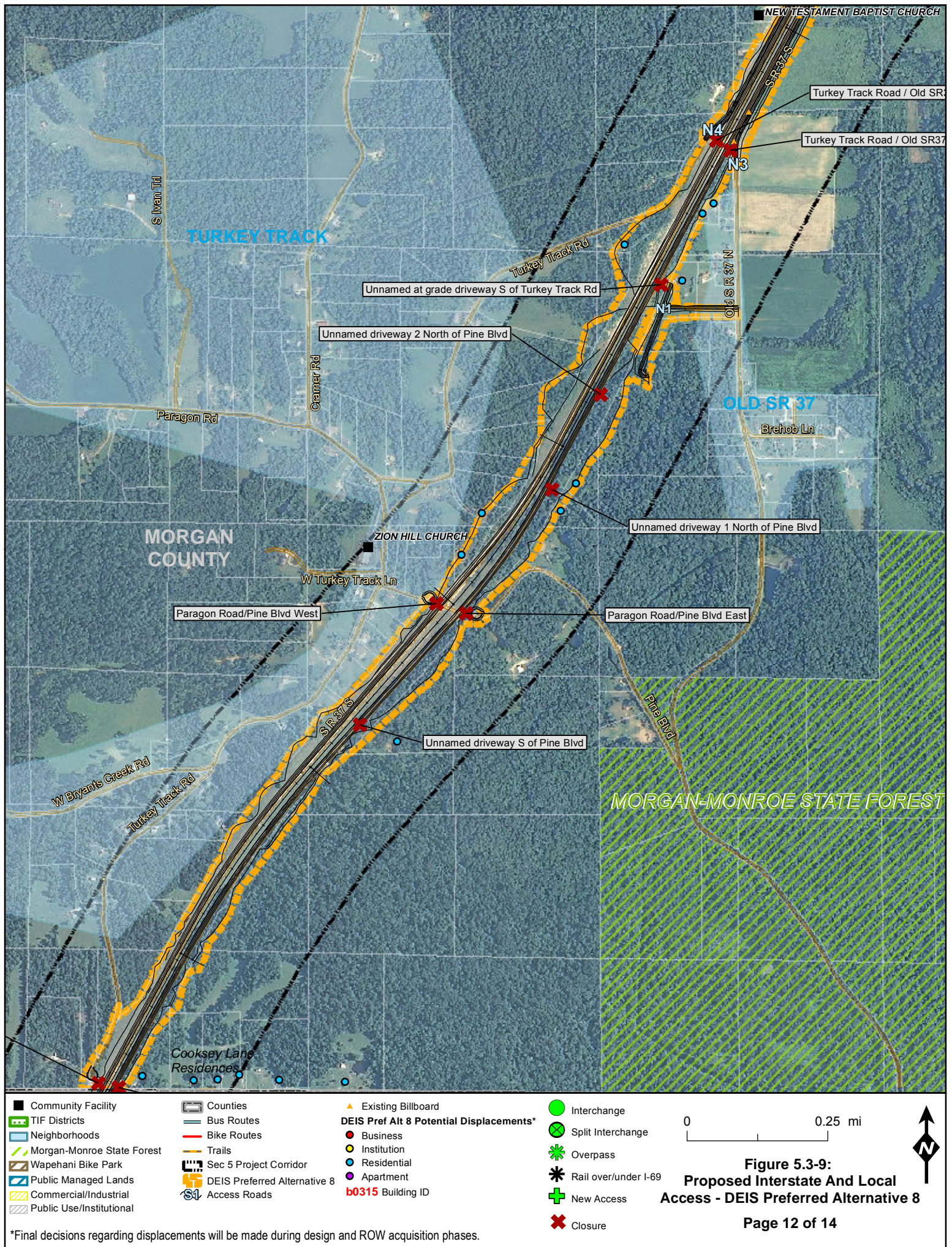
- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

0 0.25 mi

**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

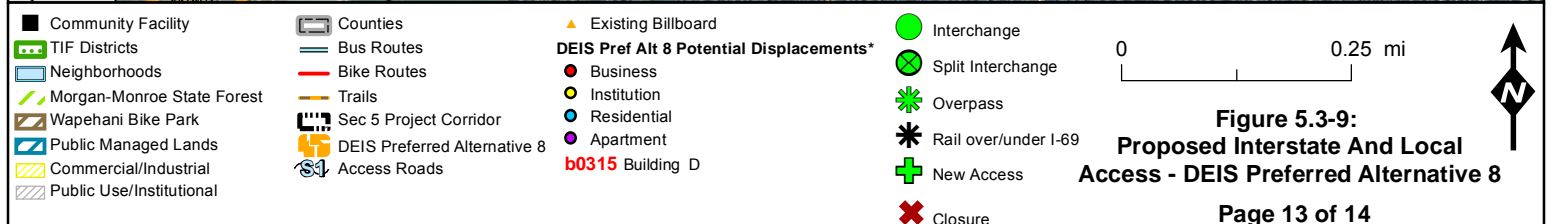
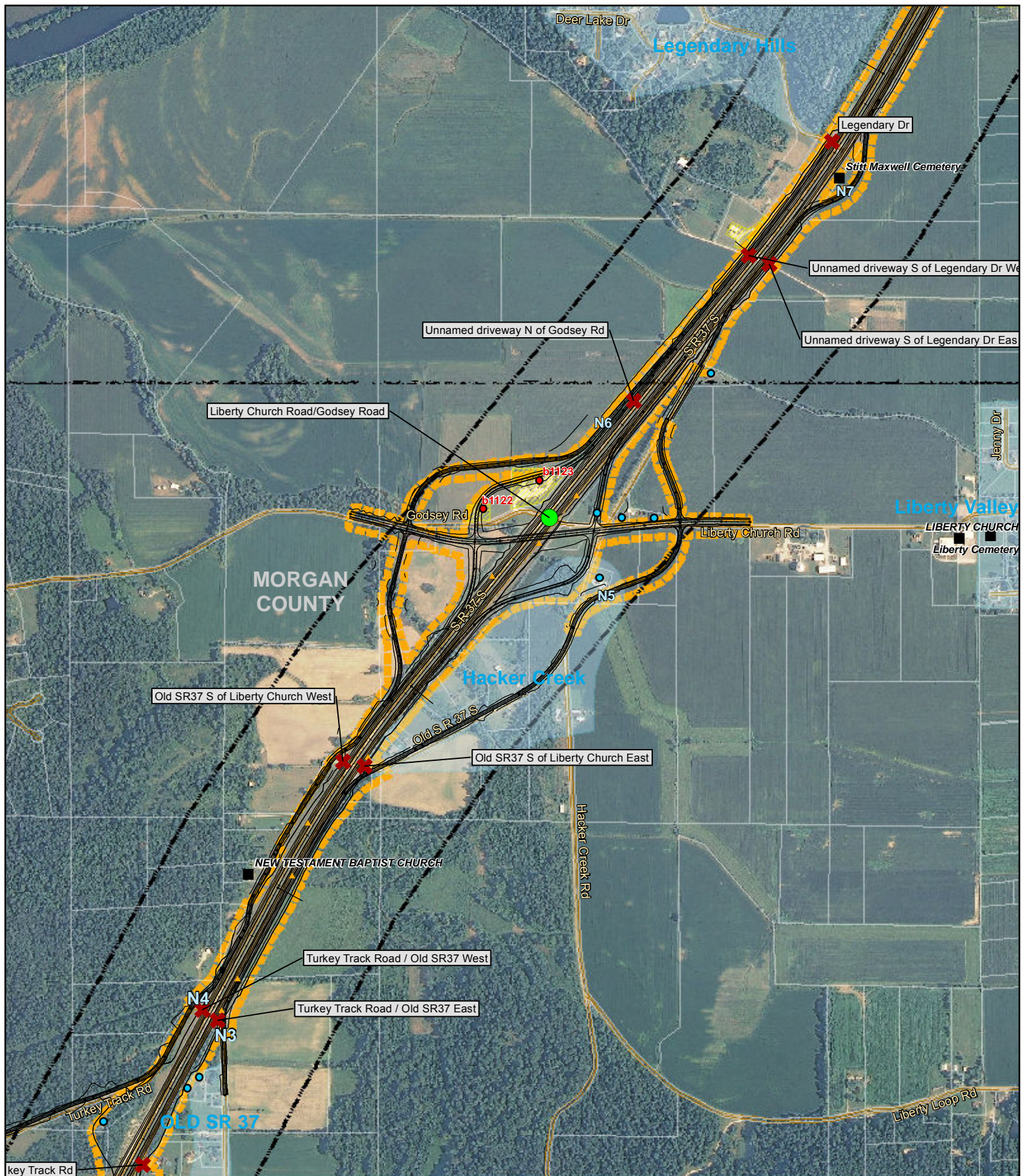




\*Final decisions regarding displacements will be made during design and ROW acquisition phases.

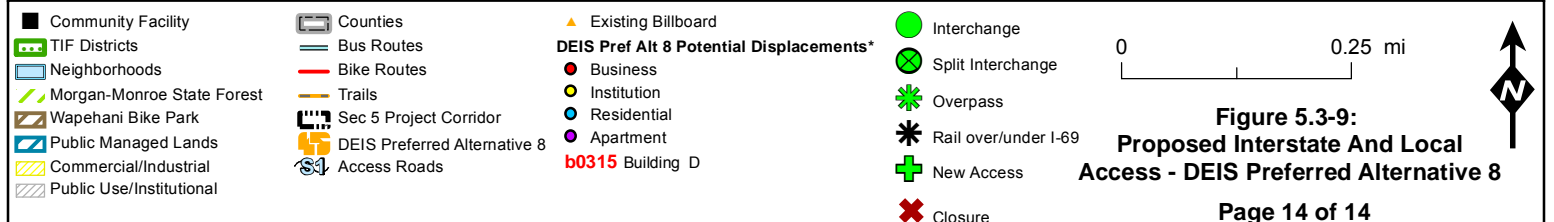
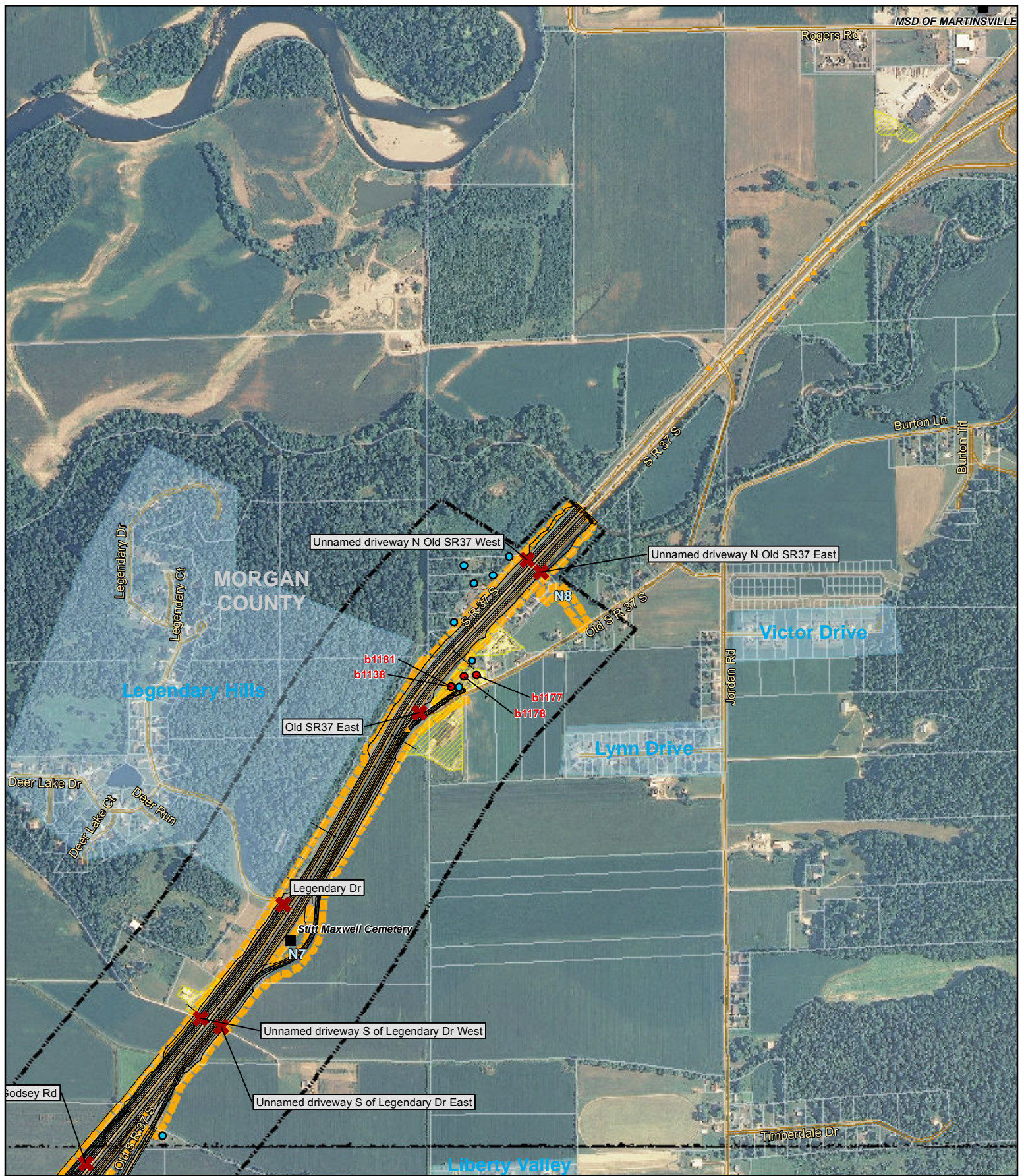
**Figure 5.3-9:**  
**Proposed Interstate And Local**  
**Access - DEIS Preferred Alternative 8**





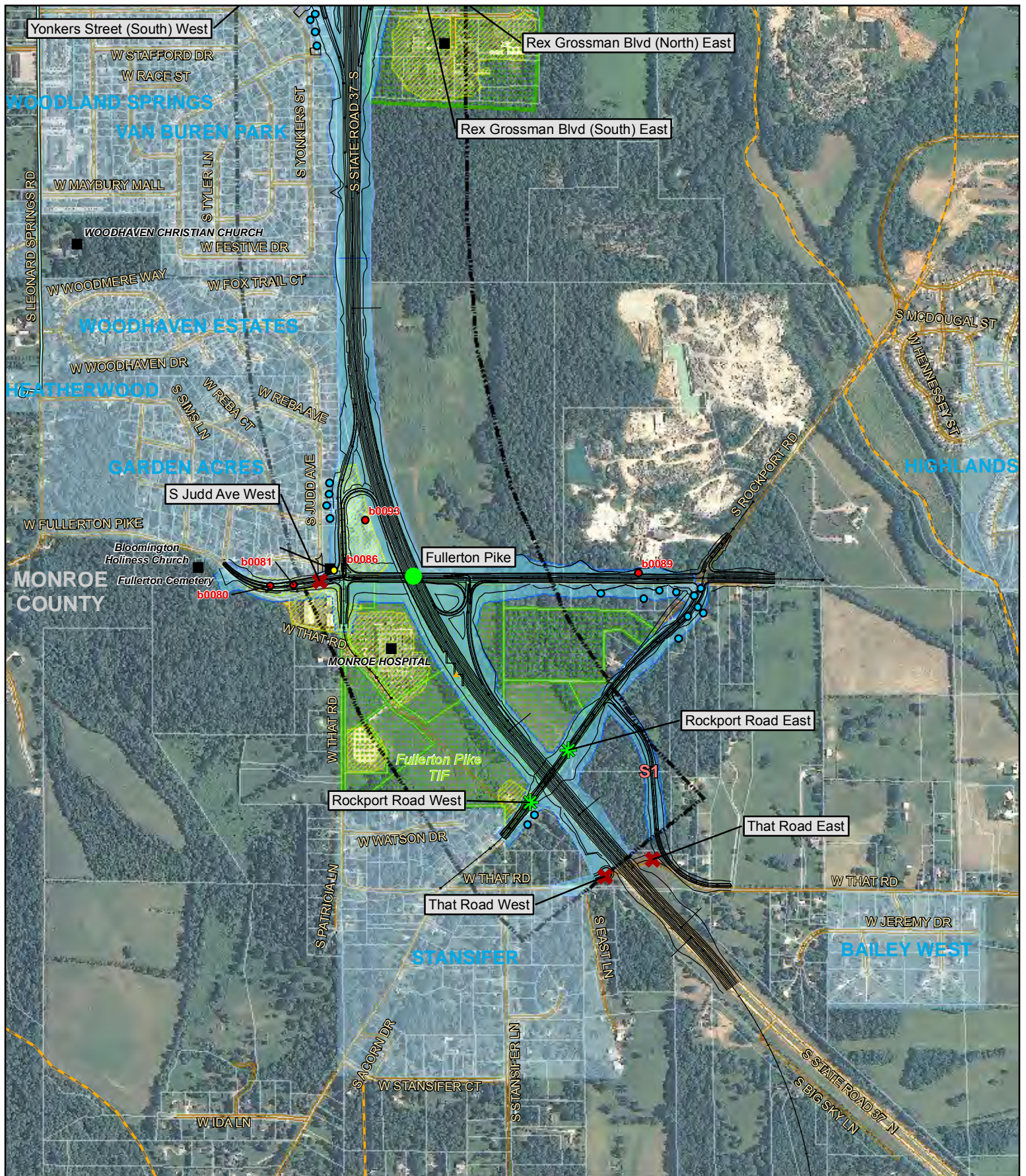
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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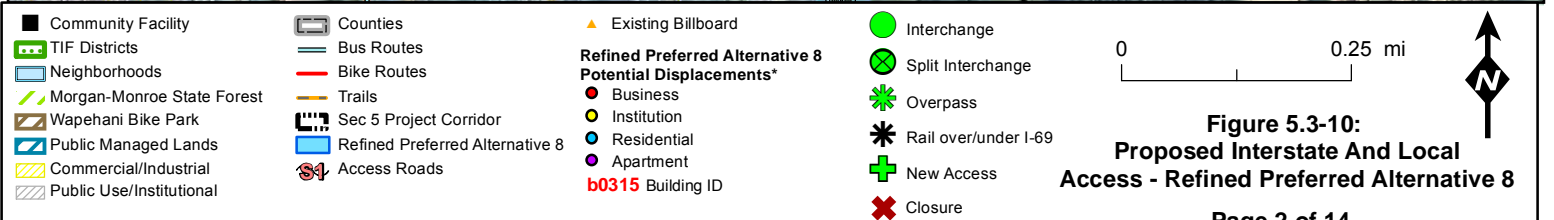
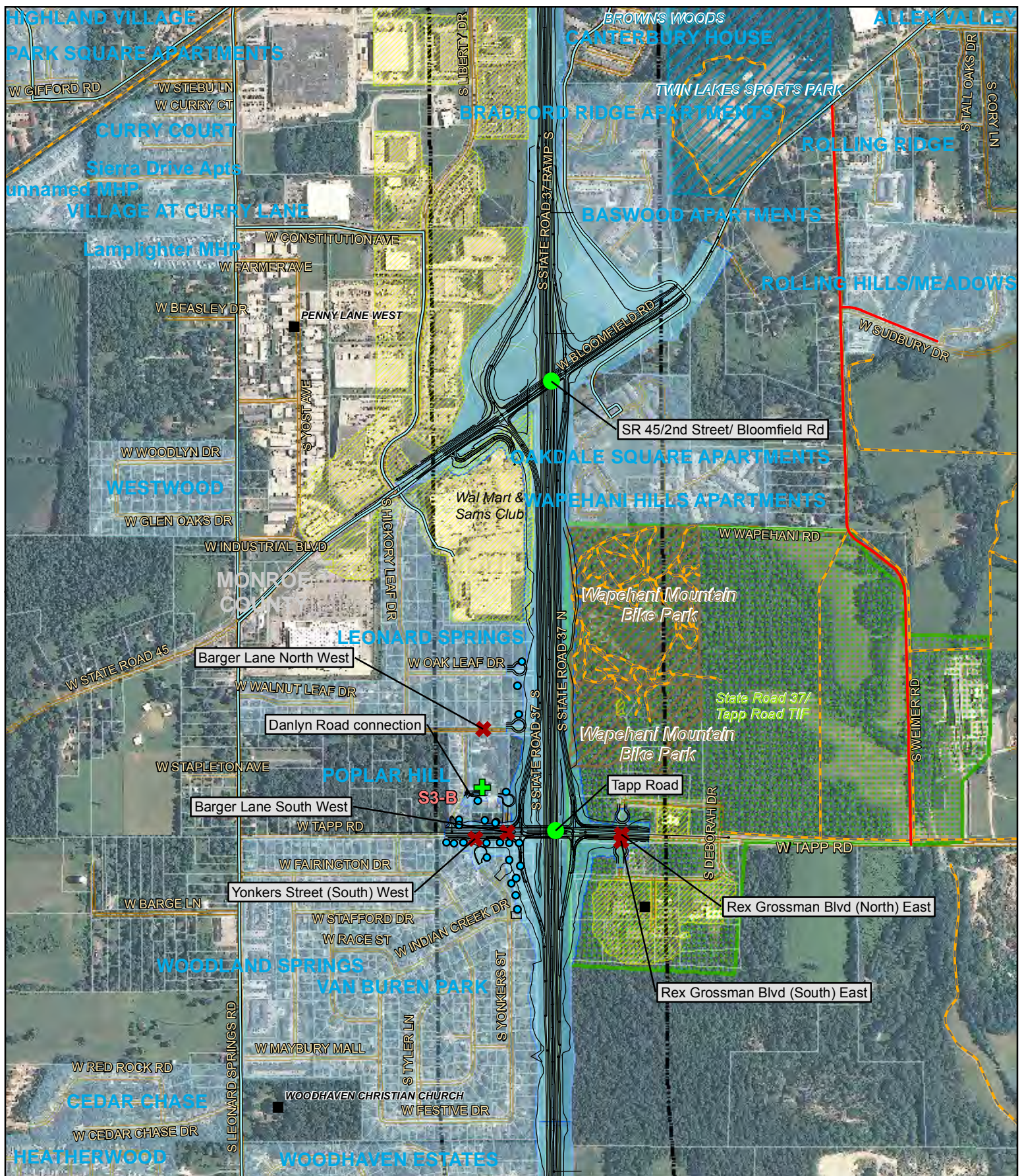




**Figure 5.3-10:**  
**Proposed Interstate And Local**  
**Access - Refined Preferred Alternative 8**

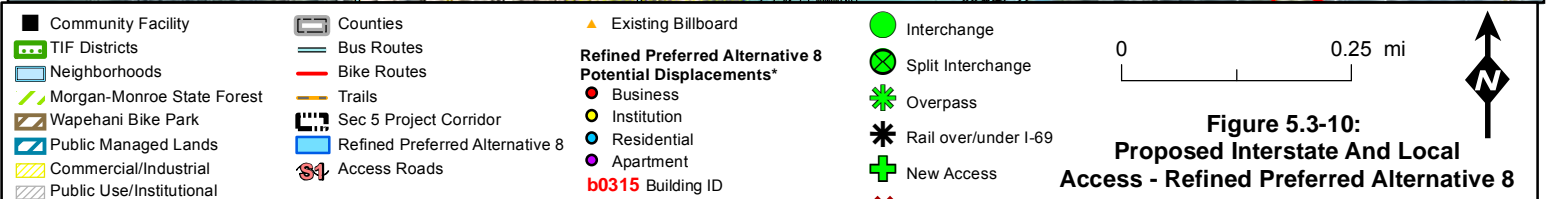
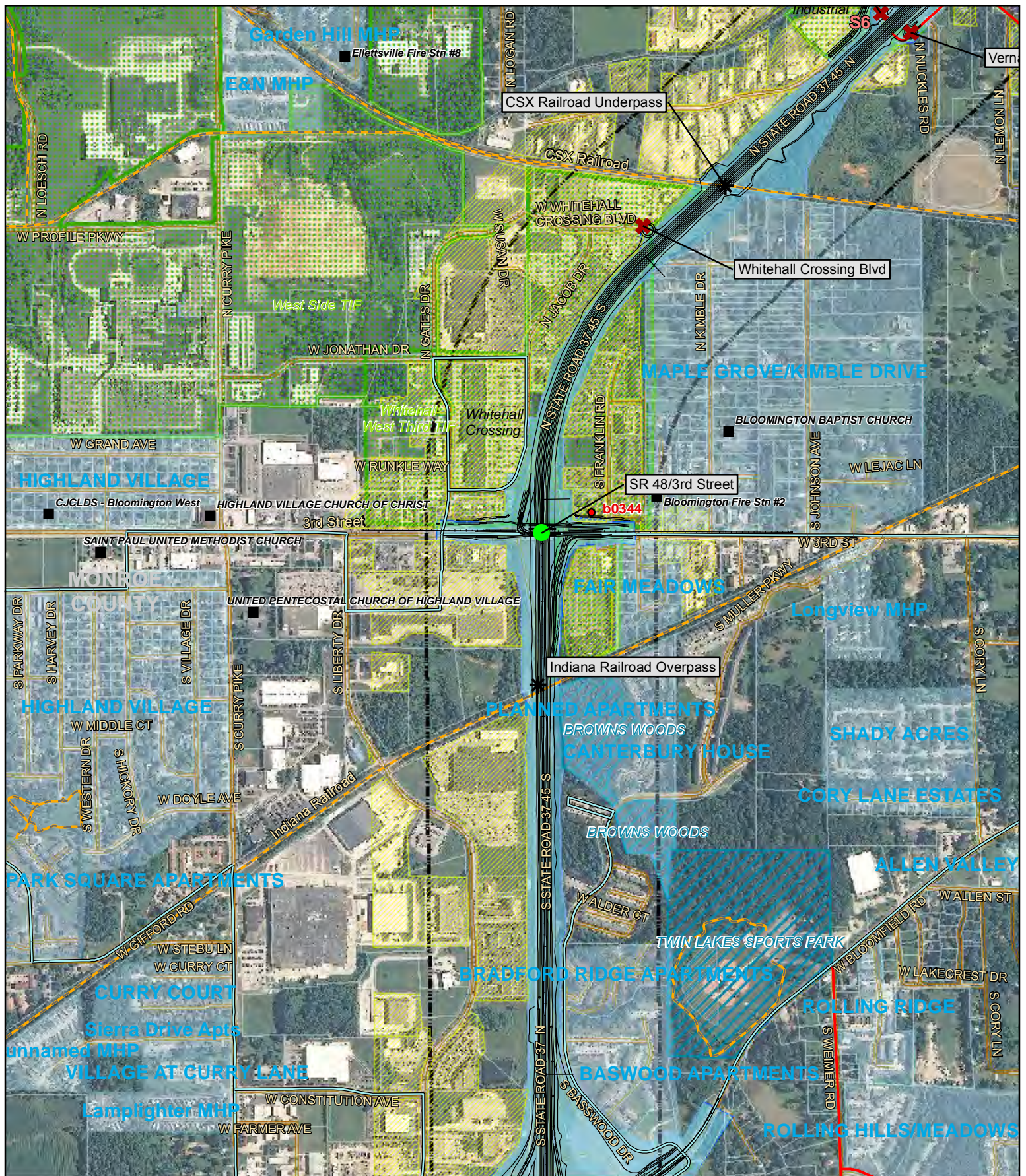
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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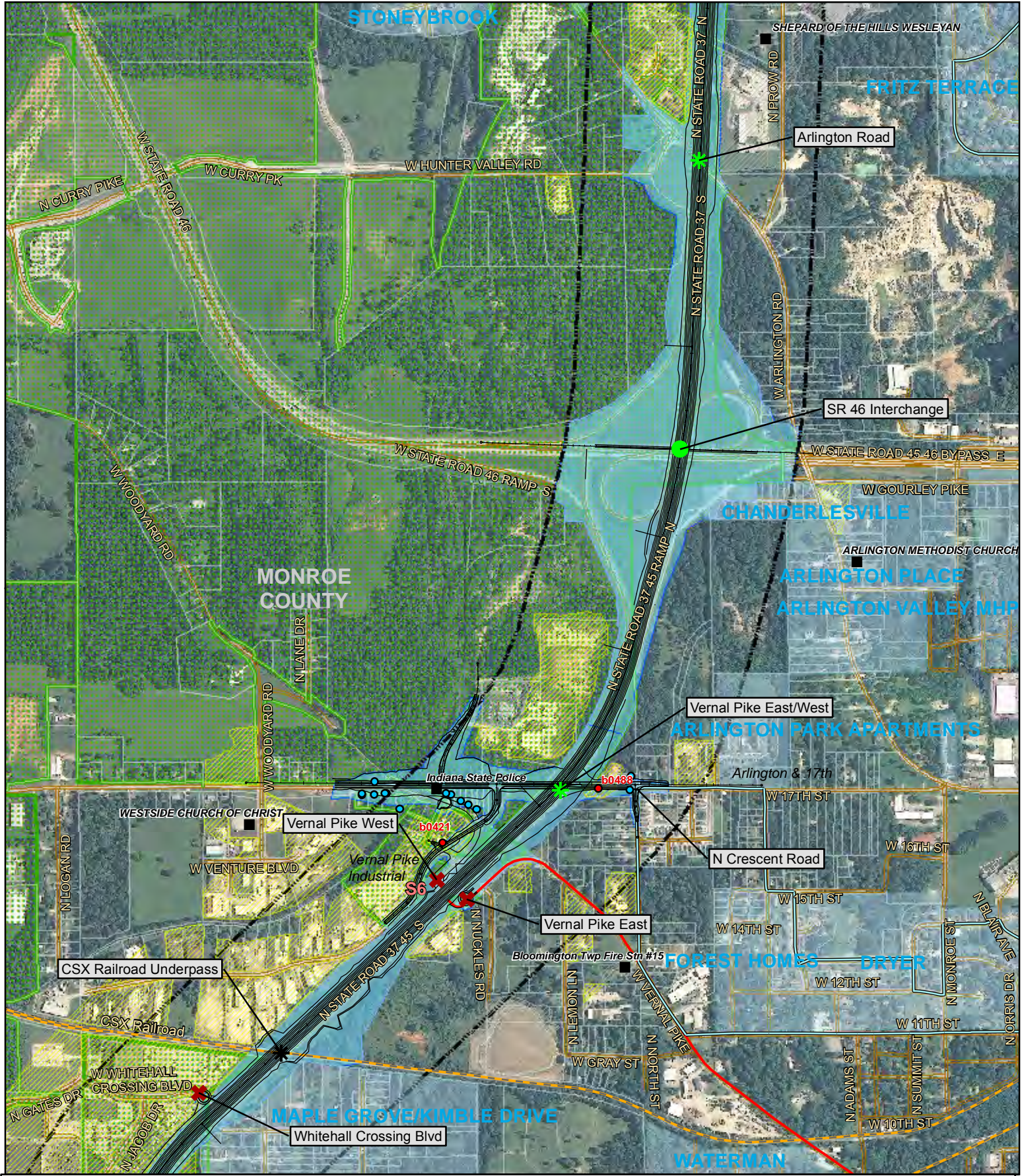
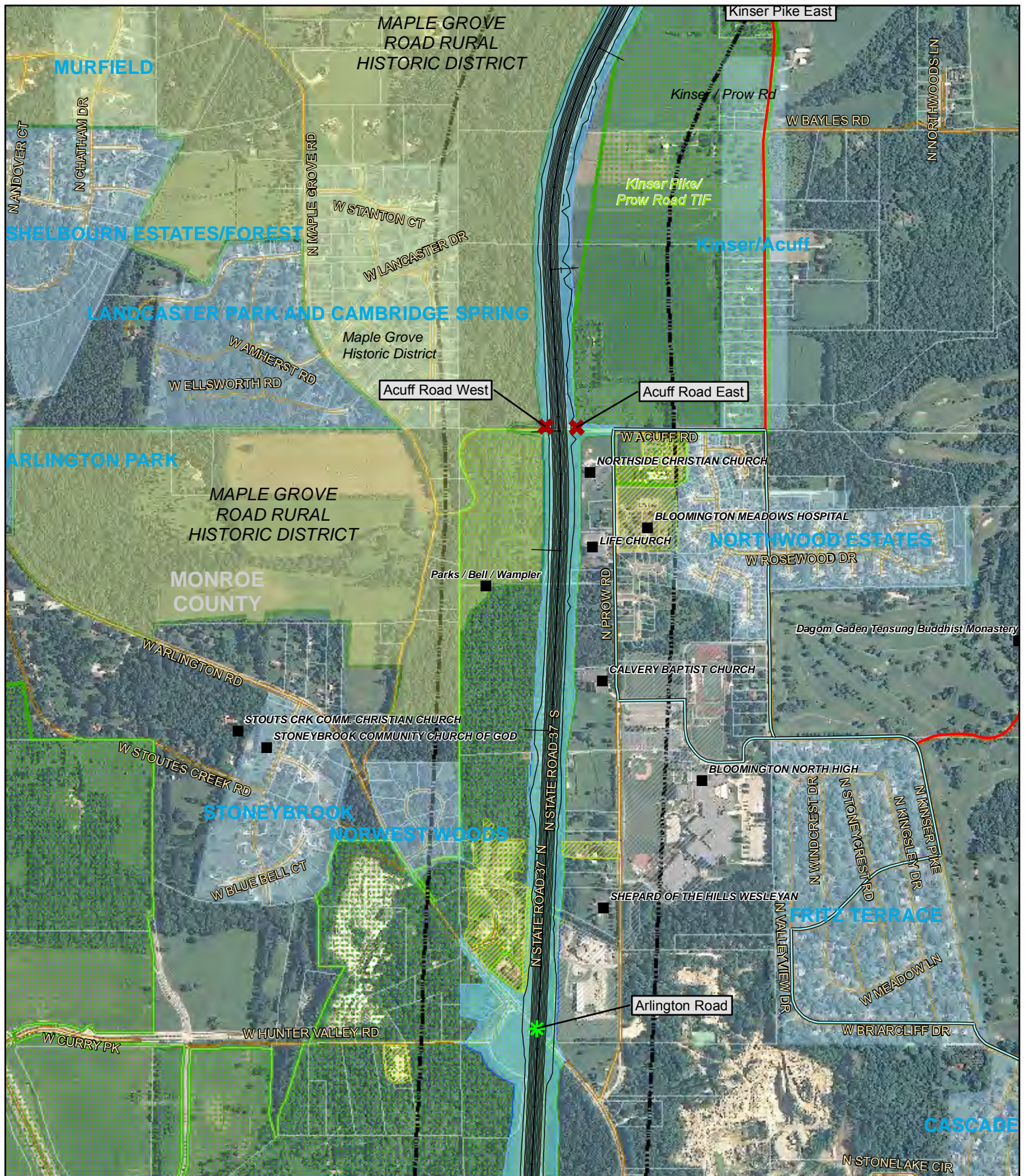


Figure 5.3-10:  
**Proposed Interstate And Local  
 Access - Refined Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





▲ Existing Billboard  
**Refined Preferred Alternative 8**  
**Potential Displacements\***  
 ● Business  
 ● Institution  
 ● Residential  
 ● Apartment  
 b0315 Building ID

● Interchange  
 ⊗ Split Interchange  
 ✱ Overpass  
 ✱ Rail over/under I-69  
 ✱ New Access  
 ✕ Closure

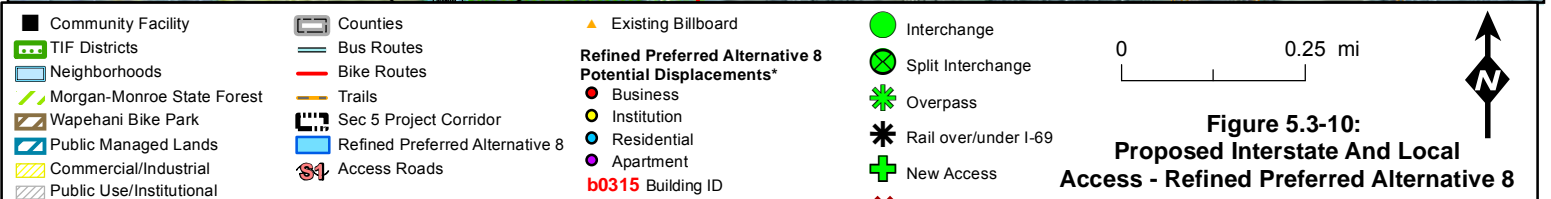
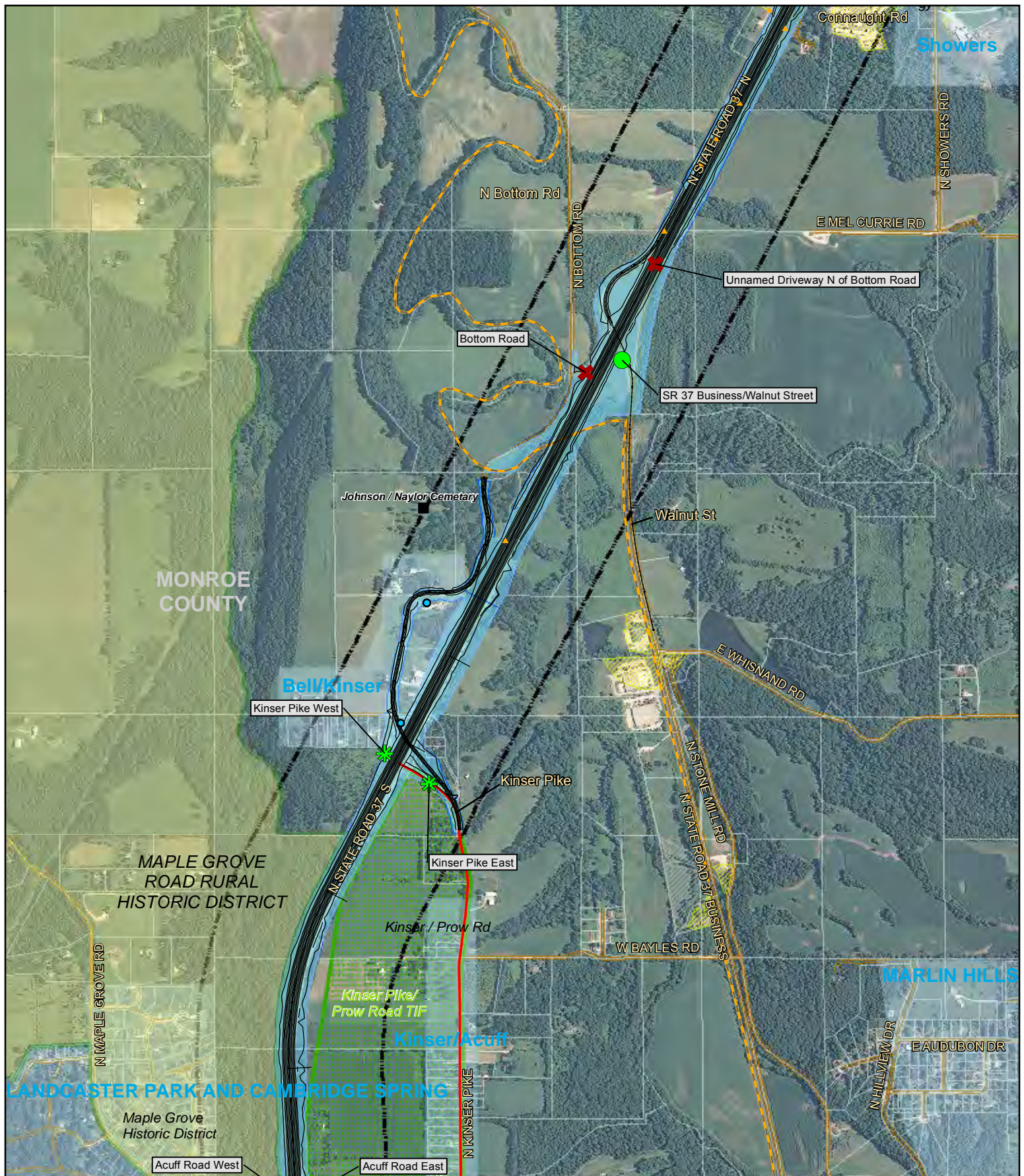
0 0.25 mi



**Figure 5.3-10:**  
**Proposed Interstate And Local**  
**Access - Refined Preferred Alternative 8**

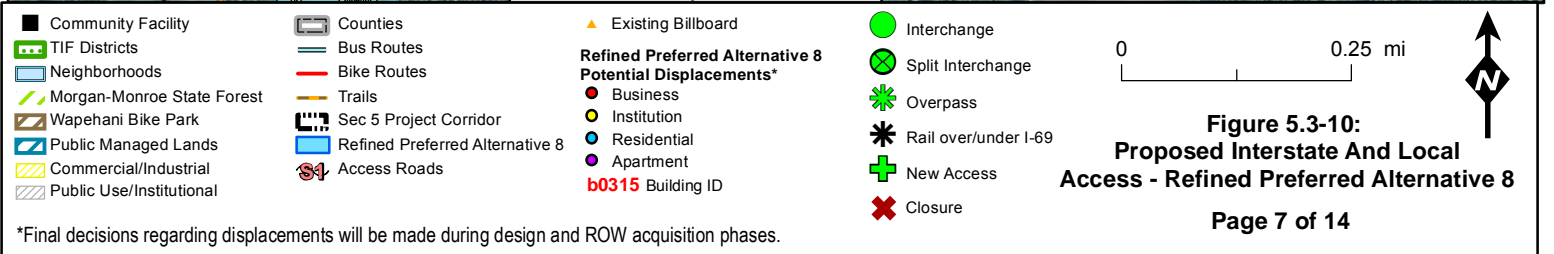
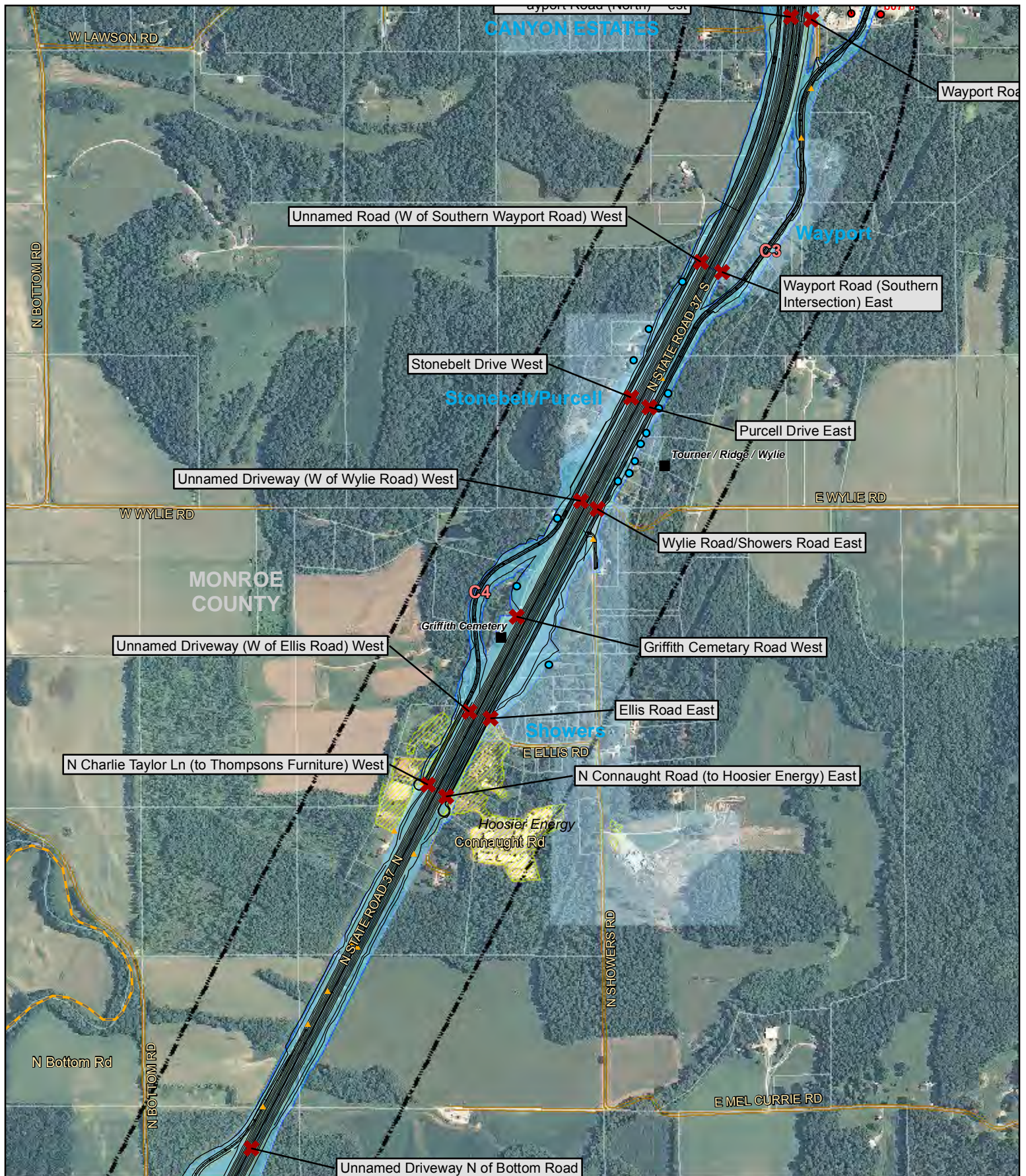
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





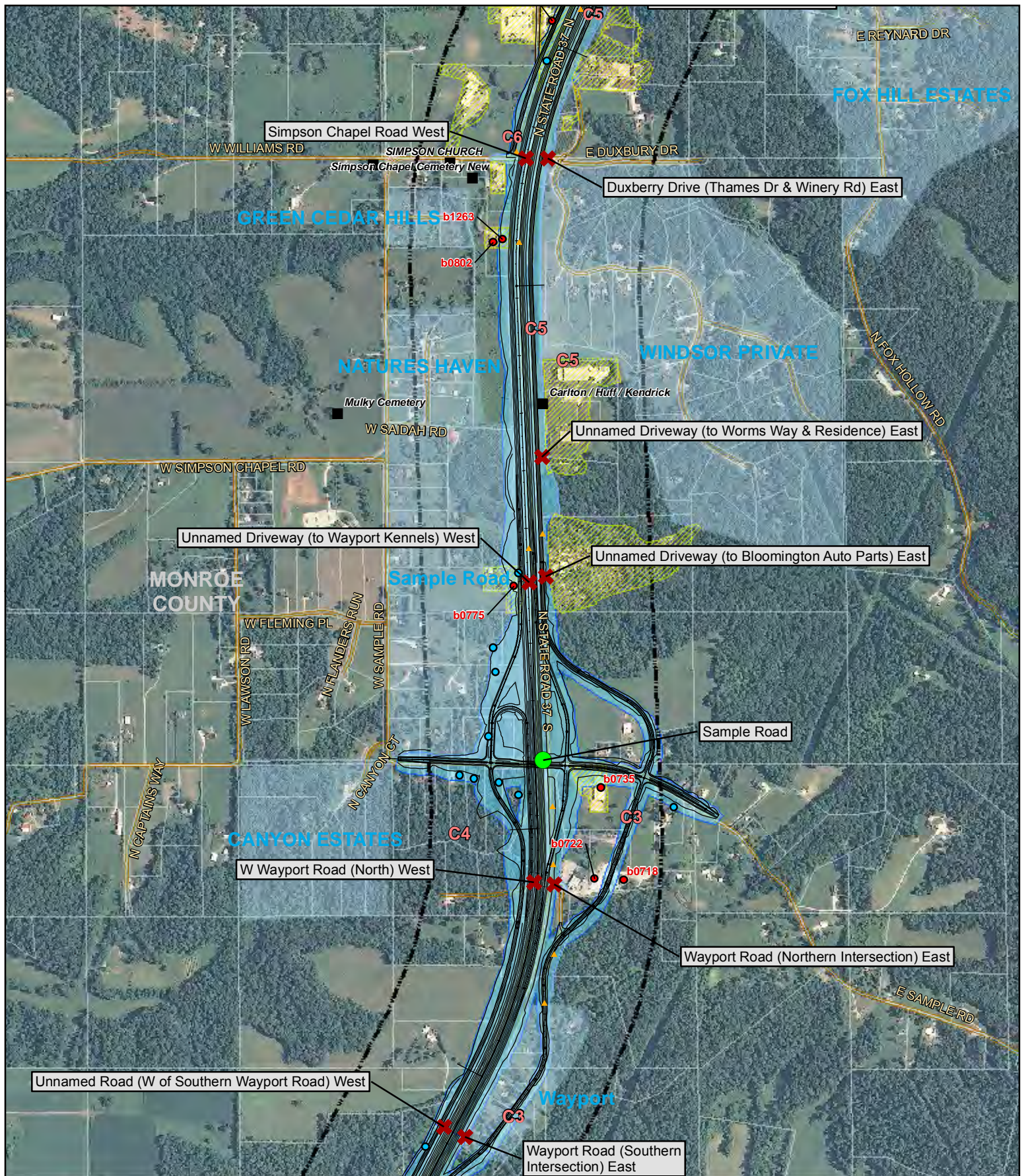
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





**Figure 5.3-10:**  
**Proposed Interstate And Local**  
**Access - Refined Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.



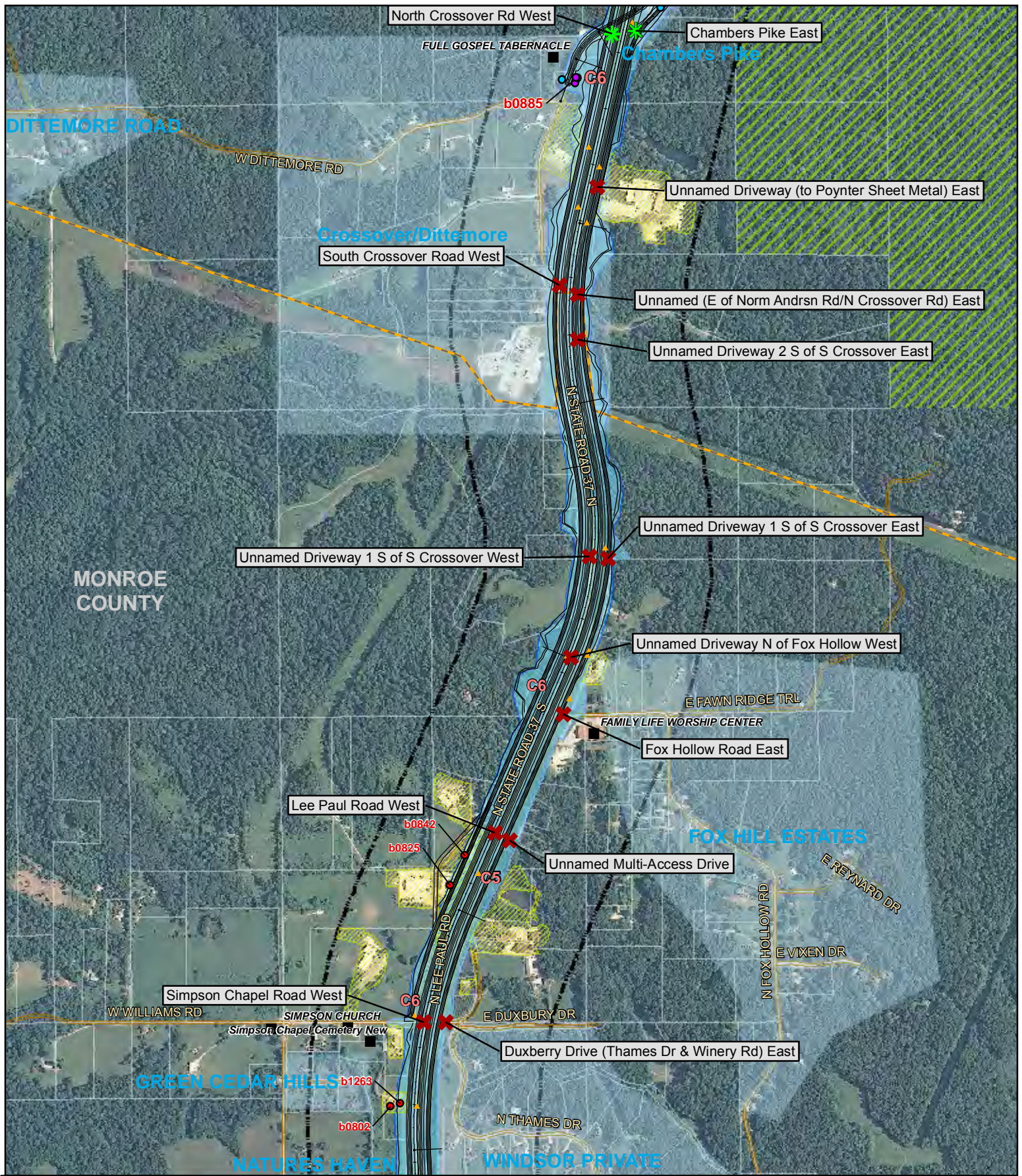
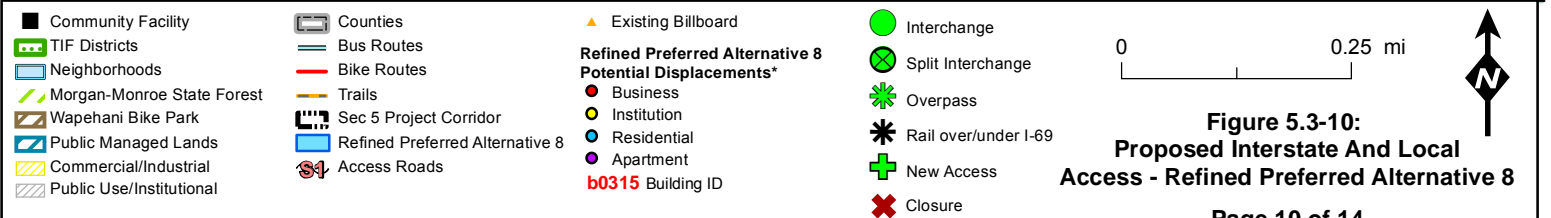
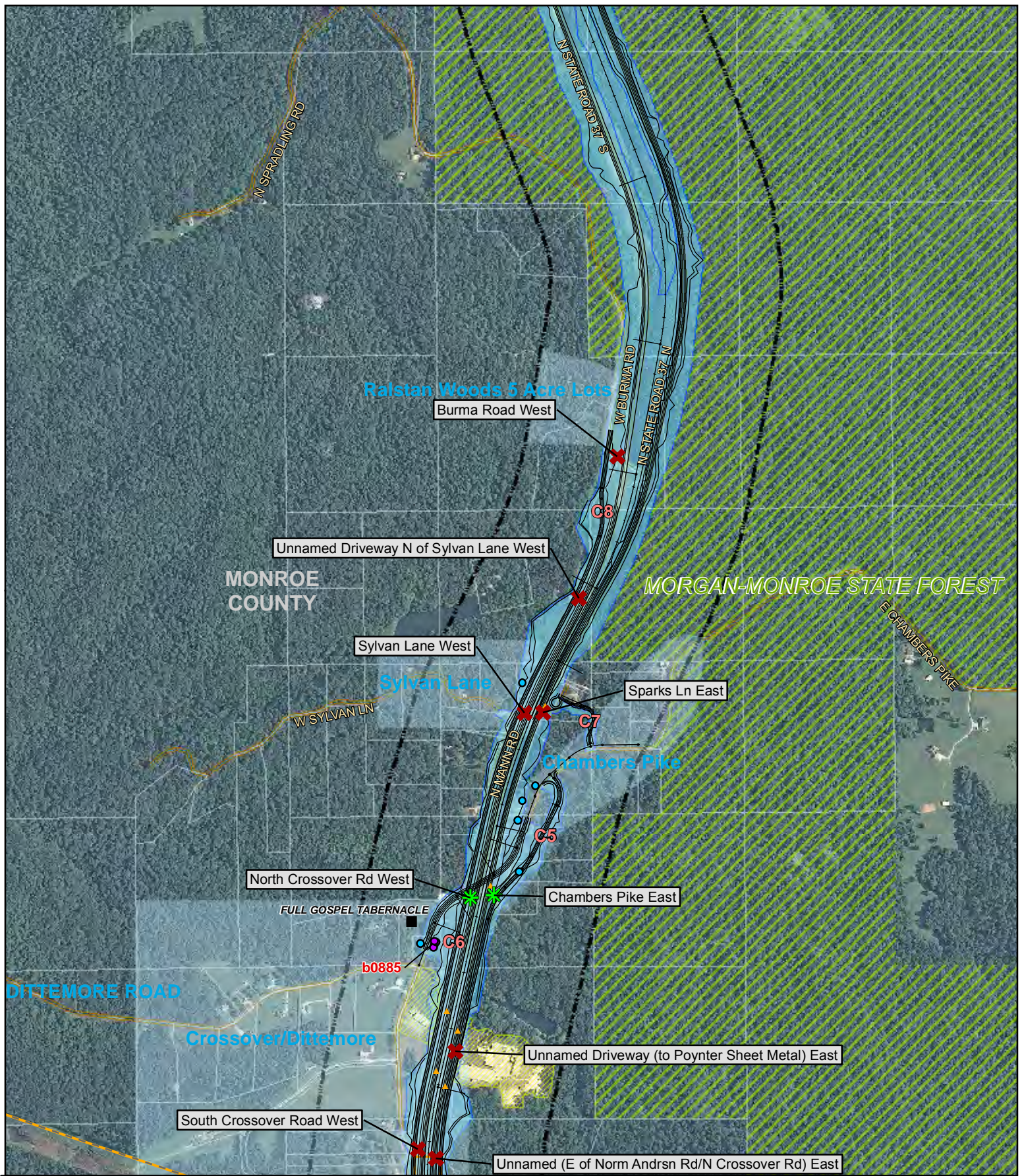


Figure 5.3-10:  
Proposed Interstate And Local  
Access - Refined Preferred Alternative 8

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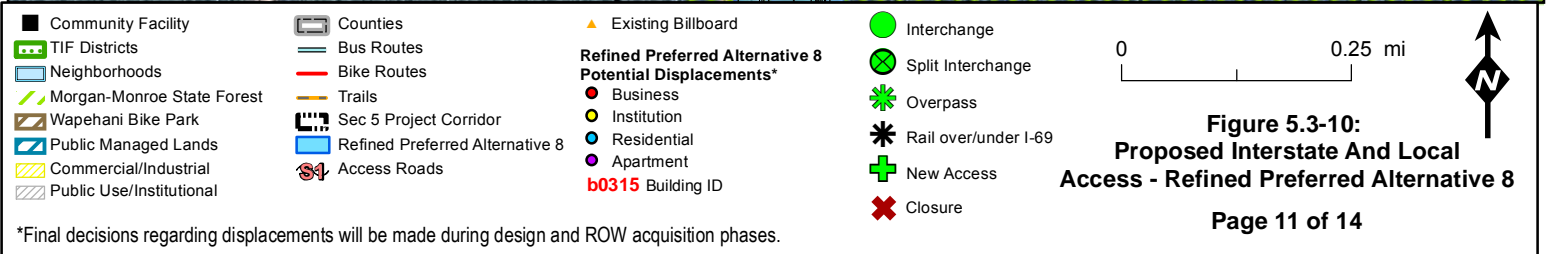
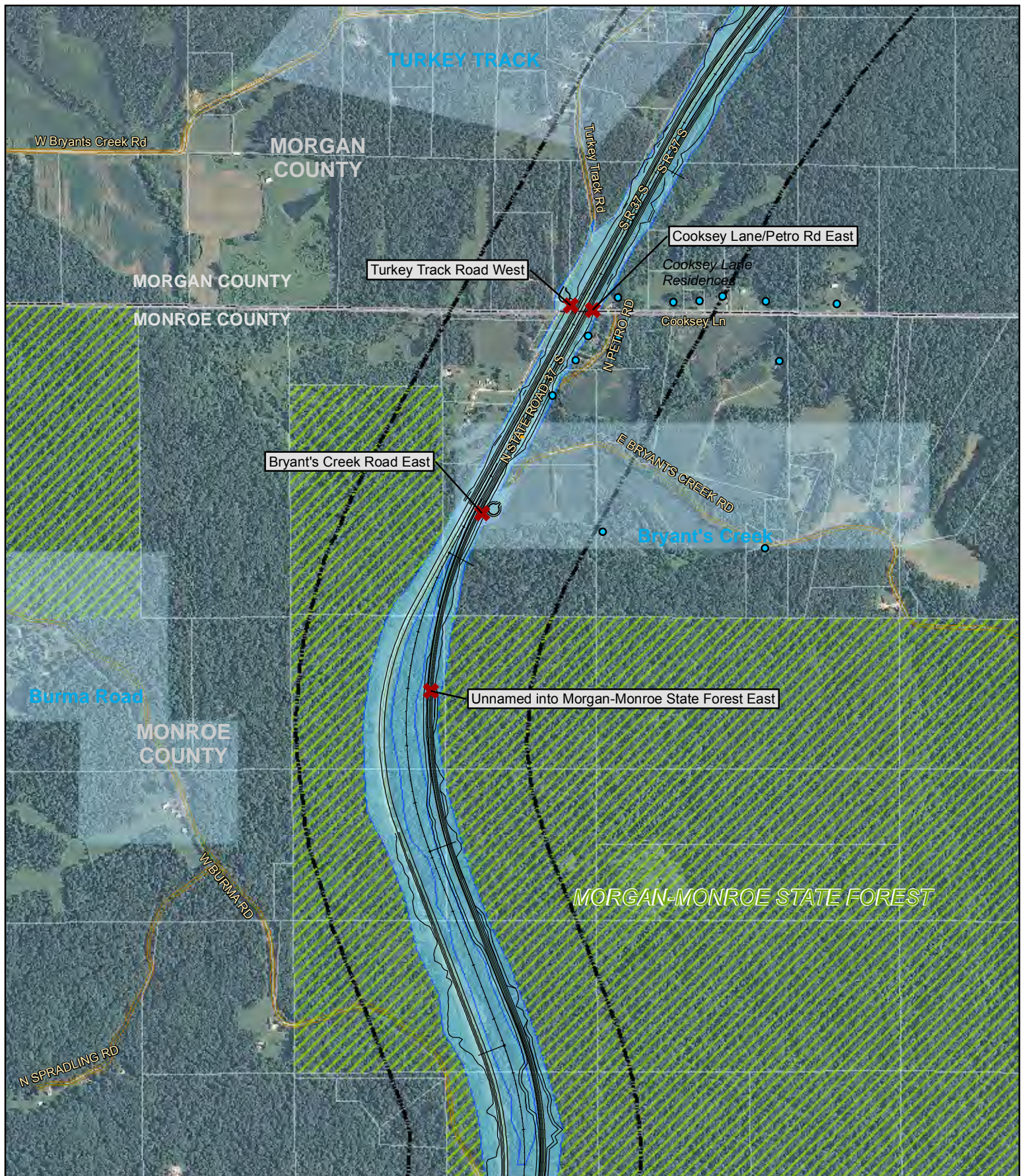
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





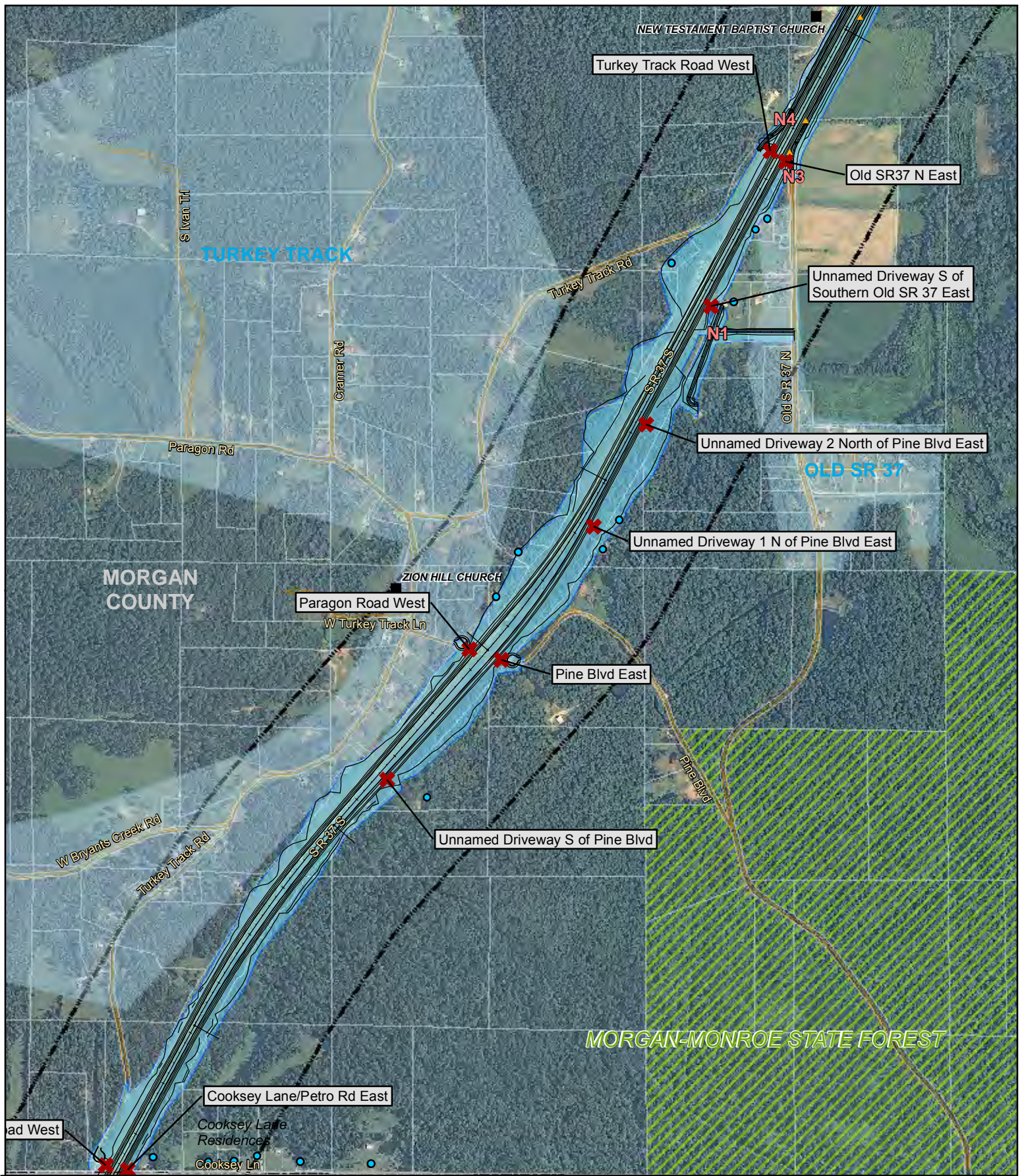
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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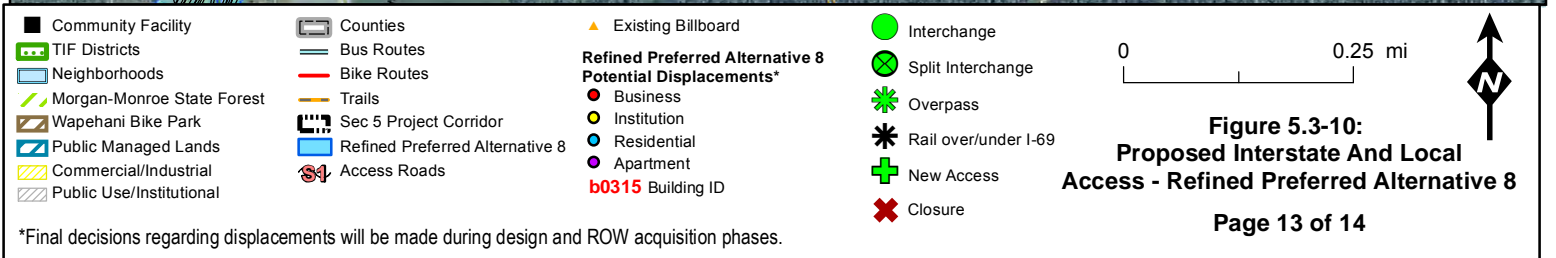




**Figure 5.3-10:**  
**Proposed Interstate And Local**  
**Access - Refined Preferred Alternative 8**

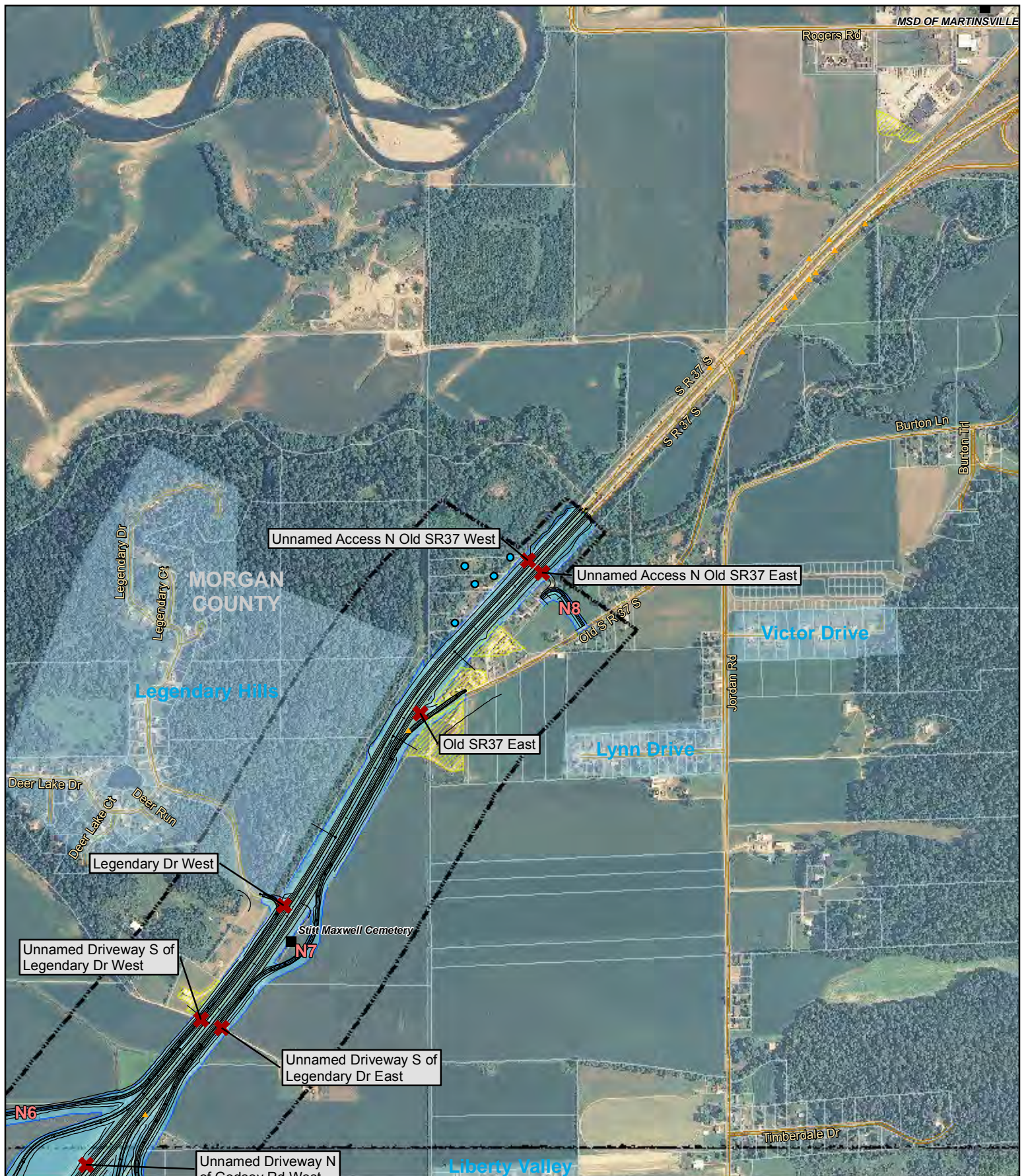
\*Final decisions regarding displacements will be made during design and ROW acquisition phases.





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**Figure 5.3-10:**  
**Proposed Interstate And Local**  
**Access - Refined Preferred Alternative 8**

\*Final decisions regarding displacements will be made during design and ROW acquisition phases.