



# MONROE COUNTY

## STATE ROAD 37

## CORRIDOR PLAN

FEBRUARY 2010

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Members of the Economic Growth Team who facilitated the planning process are grateful for the opportunity to learn more about your community.

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## II. INTRODUCTION

Suppose Interstate 69 is never built through Monroe County. For budgetary or other reasons, it never arrives. Does that make future planning for State Road 37 – the proposed route of the interstate through most of the county - more important or less?

Conversely, suppose that interstate construction, which is already underway in Southern Indiana, continues steadily until it reaches our borders, perhaps 10 years or more from now. When is the best time to get serious about planning for it?

This plan addresses both questions. It recognizes how vital SR 37 is to the local economy and that there are issues of land use, environmental protection and alternative transportation that must be addressed regardless of I-69 plans.

But the plan also acknowledges that, for now at least, construction of a new interstate is on its way. Even if it's a decade or more away, there are decisions that should be made now and preparations that can help minimize its impact.

With this in mind, the Monroe County Board of Commissioners in 2008 successfully applied for a grant from The I-69 Community Planning Program. Monroe was one of 31 communities eligible for the program, which was made available by the Indiana Department of Transportation (INDOT) and managed by the Indiana Office of Community and Rural Affairs. According to INDOT, the grant was designed to help communities which will be impacted by the proposed extension of I-69 to protect natural resources, manage growth and promote economic development.

In Monroe County, the route of the proposed interstate will include construction across new terrain in the south end of the county and then follow the footprint of State Road 37 toward Indianapolis. The study area included the length of SR 37 as it runs through the community, but mostly focused on the north and south sections, which are within Monroe County's planning jurisdiction.

Initially, the study area boundary was one-half mile wide on each side of the highway with a one-mile radius around potential I-69 interchanges. As the study progressed, the boundary was reduced in places to reflect geographical limits on development and was widened in other places to account for areas already being considered for development.

Monroe County officials opted to focus their research on updating the existing *State Road 37 Corridor Plan 2000* with an emphasis on strengthening their environmental components of that document. Additionally, research included an impact analysis to address the transportation needs including overpasses, frontage roads, and the impact of the realignment of traffic patterns due to potential road closures. This study also reviewed the interchange locations and the traffic and land use impacts in those areas.

The project was led by a study group consisting of members from the Monroe County Board of Commissioners, Monroe County Council, Monroe County Plan Commission, Monroe County Highway Engineering, Monroe County Planning Department and Monroe County Surveyor's Office.

It was made clear by the study group that undertaking this project does not amount to an endorsement of the proposed I-69 route. Instead, local leaders felt compelled to make plans for mitigating whatever problems the interstate would create with traffic safety, environmentally sensitive land, wildlife and other issues.

The work began in the spring of 2008 and was completed in the summer of 2009. According to INDOT representatives, that timeline allowed for the state to review Monroe County's recommendations and concerns before final plans for construction were completed.

Besides the study group meetings, the scope of work included interviews with stakeholders, a focus group and meetings with the INDOT engineering firms working on plans for I-69.

The main components of this report are:

- ✦ **Development Principles:** These are a set of policy statements to guide decision makers as they interpret the corridor plan. They are overarching statements that can be applied to many different decisions, and are formulated to address the biggest concerns of the county.
- ✦ **I-69 Overview:** This section provides an introduction to I-69, its current status, and proposals related to grade separations, interchange locations, and frontage roads.
- ✦ **Land Use Impacts and Recommendations:** This section provides a brief summary of the existing conditions, current development patterns and recommended land use principles in the corridor.
- ✦ **Land Use Issues Summary - Existing Terrain:** This table provides a summary of the anticipated impacts of the existing terrain segment of I-69, an outline of the existing county regulations pertaining to that issue, and identifies potential mitigation/regulation strategies that the county may wish to consider.
- ✦ **Land Use Issues Summary - New Terrain:** This table provides a summary of the anticipated impacts of the new terrain segment of I-69, an outline of the existing county regulations pertaining to that issue, and identifies potential mitigation/regulation strategies that the county may wish to consider. The strategies section will be explored in depth in the remaining phases of this planning project.
- ✦ **Transportation - Traffic Service Flows:** It is vital that the connectivity of the road network be maintained during and after the proposed interstate construction. The county has carefully planned for that network, as detailed in the following section "What Previous Planning Does this Document Build on?"

The result is a policy document that local leaders such as county commissioners, the plan commission, staff and others can use as a guide to understanding and protecting environmental concerns and the other likely impacts if I-69 is built through Monroe County.





## What Previous Planning Does this Document Build on?

A significant part of the effort for this SR 37 Corridor Plan builds on previously completed work by the county and Bloomington MPO. Notably, a number of plans have previously been adopted to address transportation needs, alternative transportation and land use. Even more, significant thought and effort has already been spent investigating the potential impacts an interstate would bring to the county. The recommendations of each of these documents need to be thoroughly considered by INDOT and its consultants in planning for a potential interstate. The recommendations of these various documents are therefore incorporated herein by reference into this plan.

First, previous plans completed by the county and MPO relevant to the SR 37/I-69 corridor include the following:

- ✦ *Monroe County Comprehensive Plan*, update approved in 2010.
- ✦ *Monroe County Street and Road Management System, Thoroughfare Plan and Capital Improvement Program*, dated December 1995, as prepared by Bernardin, Lochmueller and Associates. Amended in 1997 in cooperation with the Bloomington MPO.
- ✦ *I-69/SR 37 Alternative Transportation Corridor Study*, dated June 2007, prepared for Monroe County and Bloomington Planning Departments, as prepared by the Schneider Corporation.
- ✦ *2030 Long Range Thoroughfare Plan*, as amended June 8, 2007, prepared for the Bloomington MPO by MPO staff and the Bloomington Planning Department with the assistance of Bernardin, Lochmueller and Associates.
- ✦ *SR 37 Corridor Plan*, dated March 2000, prepared for the Bloomington Economic Development Corporation, as prepared by Strategic Development Group.
- ✦ *Monroe County Alternative Transportation and Greenways System Plan*, dated May 26, 2006, as prepared by Storrow Kinsella Associates, in cooperation with the Bloomington MPO.

In addition, the county has regularly reviewed proposed documents related to I-69 as they have been developed, and has provided comments to INDOT. Comments were provided in the following documents:

DATE	SUBJECT	FROM
April 28, 2003 (Submitted January 31, 2004)	I-69 Monroe County Road Impacts by Route "C"	Monroe County Highway Department
January 31, 2004	I-69, Tier 1, Final Environmental Impact Statement Comments; Monroe County Impacts	Monroe County Highway Department

DATE	SUBJECT	FROM
May 5, 2005	I-69, Section 4, Interchange in Western Monroe County	Monroe County Commissioners
August 15, 2005	I-69, Section 5, Public Comments from July 20, 2005 Public Information Meeting	Monroe County Commissioners
August 15, 2005	I-69, Section 4, Public Comments from June 16, 2005 Public Information Meeting	Monroe County Commissioners
July 24, 2006	I-69, Tier 1 Re-evaluation Report Comments	Monroe County Commissioners
February 15, 2008	I-69, Section 5, Interchange at Walnut Street/College Avenue in Monroe County	Monroe County Commissioners

Copies of the reports may be obtained online or at the Monroe County Courthouse. Correspondence indicated above is included in the Appendix to this document.

### **What Happens if I-69 is Not Built?**

In order to be of maximum use to policy makers and the public, this report also addresses the work that needs to be done if the interstate is not built through Monroe County. That includes:

1. The land use recommendations provided in this plan are intended to remain valid regardless of the status of I-69. To the north, it is intended that areas surrounding the Morgan-Monroe State Forest remain low density in character. Progressing south along SR 37, land use will gradually increase in intensity but remain residential in character. Existing businesses will be encouraged to remain, but further commercial and industrial development will be discouraged north of Bloomington. On the south side of Bloomington, land uses will include a mix of residential and commercial, generally following existing policies. Land use in the new terrain portion of the corridor should remain rural in intensity.
2. A key feature of this plan is the prioritization of intersections along SR 37. Regardless of I-69, this prioritization will help guide which intersecting roads should be upgraded in the future. Development should be designed to route traffic to these primary roads whenever possible. While this plan will require upgrades to some county roads, it will save significant maintenance costs on the dozens of rural roads that will not receive as much traffic.



## What Should Happen in the Interim?

While waiting to learn the fate of I-69 in Monroe County, there are steps the community can take that would be beneficial regardless of the interstate's future.

1. Follow recommended land use plans for the corridor. Encourage homes and businesses to be located in a manner that will not conflict with future conditions.
2. Follow recommended setbacks as if the interstate were already built.
3. Require developments to respect "future" traffic patterns so that they can function regardless of the status of I-69. Developments should be designed in a manner that reflects how roadways might change. To avoid future costs, developments should put in place all infrastructure needed to accommodate future conditions now (i.e. don't build a development that would need changed down the line if I-69 happens).
4. Begin establishment of interstate buffer areas. By designating these "no mow" areas today, natural growth can work to reforest open areas and create natural noise buffers and wildlife corridors that will be needed in the future. Waiting until the future would considerably increase the cost of developing the buffers. This is especially important near residences.

### III. MESSAGE TO INDOT

Because of the important role SR 37 plays in Monroe County, local leaders have included many goals in this report that will be carried out regardless of what happens to plans for I-69. However, county officials recognize that INDOT seeks local input about construction of the proposed highway.

With that request in mind, the following section highlights specific requests by Monroe County officials. Detailed information pertaining to each of the requests is included in the plan, but this is a summary of key items Monroe County leaders are requesting that INDOT acts on.

1. Walnut Street is the preferred interchange location. Existing use, connectivity to existing roadways such as Business 37 North and Bottom Road, environmental concerns and other issues make it a better choice than Kinser Pike.
2. Impacts on local transportation such as street connections are not adequately addressed in INDOT's preliminary plans. For example, no costs are provided to upgrade Sample Road.
3. Wildlife crossings should be included in the overall protection plan as detailed in this report.
4. Pedestrian crossings and bicycle accommodation should be built into the design at all interchanges and grade separations. One effective way to allow pedestrian connectivity at intersections is to build pedestrian tunnels or add pedestrian side paths.
5. Current plans for grade separations appear to allow existing township fire departments to continue to serve their entire districts with limited interruption because of the proposed interstate. However, service to the interstate itself is greatly limited by its design. Rectifying this problem should be the responsibility of the state and federal government and not local government.
6. Along the entire corridor, several businesses will no longer have direct access from the highway. State and federal government should pay relocation costs if businesses require county assistance to that effect.
7. The restriction of access to I-69 will result in an increased infrastructure burden on the County due to higher traffic volumes on county roads with access to the interstate. INDOT should provide frontage roads that do not route through existing neighborhoods. However, if existing roads must be used as frontage roads, INDOT must upgrade these roads at the time of construction to accommodate the intended use.
8. Interstate construction will result in additional light levels from traffic and from interstate lighting. INDOT should coordinate with the county on interchange lighting designs that do not require high intensity lights on large poles, and encourage lighting to be installed at a lower height where it is more effective.
9. Interstate construction will impact the land beyond the boundaries of the right of way. Hundreds of acres of tree canopy would have to be cleared to facilitate roadway construction, and INDOT should work with the County to direct where tree mitigation takes place.

10. Stormwater runoff from the interstate will be contaminated by vehicular traffic and by both airborne and precipitation pollution. I-69 should be built so that waterways can be maintained at swimmable/fishable standards.



## **IV. FREQUENTLY ASKED QUESTIONS ABOUT THE I-69 PLANNING GRANT**

Many people who took part in this planning process had similar questions about the plans for I-69 and its impacts on Monroe County. The section below is designed to briefly touch upon some of the most common questions raised during the study. More in-depth answers to many of the queries can be found in the remainder of this report.

### ***Is INDOT actually going to build I-69 across Southwest Indiana?***

Construction started on the southern-most phase in July 2008 and continues in 2009. Known as Section 1, it begins at I-64 near Evansville and generally runs along SR 57 to SR 64 near Oakland City. As of June 2009, it was unknown what effect federal economic stimulus money from the American Recovery and Reinvestment Act of 2009 might have on project construction.

### ***When is I-69 scheduled to be built in Monroe County?***

No timeline has been released by INDOT. In a press release issued February 8, 2009, INDOT noted that work in Sections 4, 5 and 6 (which includes Monroe County) would occur "after 2015." On their project website, INDOT acknowledges that funding currently allocated for the project is for the sections south of U.S. 321, around the Crane Naval Surface Warfare Center.

### ***Do they have the plans done for the entire interstate?***

No. The 142-mile extension across Southern Indiana has been divided into six segments. Each segment has its own engineering team and its own Tier 2 Environmental Impact Statement, which determine the alignment, interchange locations, design characteristics and mitigation measures.

Tier 2 studies have been completed for the first three sections. As of June 2009, INDOT said the studies have not been completed for Sections 4 and 5 that cross Monroe County. Section 4 runs from U.S. 231 (near Crane Naval Surface Warfare Center) across new terrain to the Victor Pike Road and State Road 37 intersection. Section 5 goes from that intersection north on SR 37 to SR 39 in Martinsville.

### ***What do we know about the interstate's design in Monroe County?***

Based on information INDOT has released, we believe these issues have been settled: the number of lanes (three for existing terrain; two for new terrain) and the highway's alignment.

We also have a good idea about INDOT's preferences for where interchanges, grade separations and frontage roads might go, but these decisions have not been finalized.

There are no final designs for factors such as roadways, drainage, interchange configurations, bridges, environmental mitigation, etc.

### ***In Monroe County, how much of the interstate will run along SR 37 and how much will be new construction?***

Although the exact route has not been finalized, about 8 miles of new road is scheduled to be built through the rural southwestern end of the county. The route is proposed to follow SR 37 from Morgan County to just north of Victor Pike. South of Victor Pike, it is proposed as new terrain roadway. There will be a junction to connect SR 37 as it comes north from Lawrence County to the new interstate.

### ***What is INDOT's budget for the project in Indiana?***

In the spring of 2009, INDOT said inflation and other factors have caused the estimated price of the project to climb from \$1.7 billion to \$3.1 billion.

State officials said they will make design changes to reduce that cost. Indiana Gov. Mitch Daniels said the price could be brought down because there is leeway in what it takes to meet federal highway standards.

Also in February 2009, INDOT released Draft Environmental Impact Statements for Sections 2 and 3 of the proposed interstate. These announced cost-cutting measures for southern sections of the highway where construction plans are being developed. For example, two proposed interchanges around the City of Washington, in Daviess County were deferred to a later date.

Opponents of the project have said that INDOT has greatly underestimated the costs.

### ***Can our community influence INDOT's plans for I-69 through Monroe County?***

This corridor study was funded by an INDOT grant given to communities which will be affected by the proposed interstate. Communities were asked to pay particular attention to the environmental and economic development impacts. The plan will be reviewed by INDOT.

Members of the study group met with the engineering firms preparing Draft Environmental Impact Statements for the Monroe County portions of the interstate. The engineers said the county's plan would be considered if it was submitted before they completed their Tier 2 studies. The engineering representatives said they would need to see Monroe County's report by fall 2009.

### ***Is there still a plan to make I-69 a toll road in Monroe County?***

INDOT notified the Federal Highway Administration on November 22, 2006 that a toll road was no longer under consideration.



### ***Did officials from the City of Bloomington take part in this study?***

No. City of Bloomington officials have declared they oppose construction of I-69 for environmental and other reasons. They were eligible for the same I-69 Community Planning Program grant which funded this study but declined to apply.

The city was invited to attend a study group meeting to discuss which interchange would make a better interstate exit, North Walnut or Kinser Pike (in previous documents, the City of Bloomington preferred Kinser while Monroe County preferred North Walnut). A staff member from the planning department did attend a study group meeting, but only to present existing documents about the city's position.

### ***Is creating a document that acknowledges or plans for I-69 that same thing as endorsing it?***

Settling that question is beyond the scope of this report. There were people involved in this study who actively oppose construction of the interstate as planned, but participated to assure that the interstate design would have the most advanced features possible for environmental remediation, alternative transportation and other factors important to county residents.

In fact, the study group made sure the corridor study is not limited to what is currently available, but leaves open the possibility for new technologies and methods going forward.

Additionally, many of the problems identified in this report about the condition of SR 37 and their possible solutions should be addressed even if the corridor never becomes an interstate.



## V. EXECUTIVE SUMMARY

The proposed construction of I-69 through rural Southwestern Indiana, including Monroe County, is controversial. It is no understatement to say that opinions still run hot on both sides of the issue.

While acknowledging the divisive nature of the project, the Monroe County Board of Commissioners believes they have a duty to manage the proposed interstate's potential impacts on people, property, the environment and wildlife.

In fact, the commissioners believe that even if the interstate never reaches Monroe County, it is vital to manage the SR 37 corridor in a way that minimizes environmental damage and disruption for residents while maximizing its economic benefits.

With these objectives in mind, the commission - and the study group it appointed for this study - proceeded with the goal of planning for what's best for the corridor.

### *Creation of the Corridor Plan*

The corridor planning process included asset inventories, site visits, GIS mapping, environmental evaluation and other forms of research. The study group appointed by county commissioners reviewed all of the material generated by county staff and the consultants hired to facilitate the plan.

This study group was expanded as the process continued in order to capture a greater range of opinions. Members of the public were invited to sit in on the committee meetings, including opponents of the I-69 expansion plans. For example, a representative for Citizens for Appropriate Rural Roads attended some meetings.

This project began with a review of the many local planning documents which feature SR 37, such as the Monroe County Thoroughfare Plan, City of Bloomington Thoroughfare Plan, Town of Ellettsville Thoroughfare Plan, MPO 2030 Long Range Transportation Plan & Transportation Improvement Program, State Road 37 Corridor Plan (2000), I-69 Tier 1 and Tier 2 Comments from Monroe County, The Greater Bloomington Chamber of Commerce 2007 Infrastructure Task Force and INDOT I-69 Environmental Impact Study.

But what sets this report apart is the emphasis on enhanced protection of the environment and on addressing the transportation concerns of county residents. In particular, the plan focuses on protecting floodplains, forests, wildlife, karst topography, greenspace and transportation access along the corridor.

## VI. KEY FINDINGS AND RECOMMENDATIONS

This report focuses on the sections of SR 37 within Monroe County's jurisdiction. The plan is designed to move from the general to the specific.

This section details the development principles, which are broad statements formulated to address the biggest concerns of the county. The final section is the implementation plan, which suggests probable land uses and recommends regulation strategies.

### Development Principles

- ✦ **Construction of I-69:** Elected community leaders have a duty to manage the proposed interstate's impacts on people, property, the environment and wildlife. However, there is widespread community controversy about the construction of I-69 through new terrain in Monroe County and other parts of Southern Indiana.
- ✦ **SR 37 as a Scenic Corridor:** Only a small part of SR 37 is currently involved in economic development and it is the county's desire to enhance the existing natural beauty along the corridor.
- ✦ **Community Development:** The SR 37 Corridor is an important infrastructure asset for sustainable community development. As is now the case, locations are available for development and other locations will be preserved in their current state.
- ✦ **Directing Development:** Discourage development in areas along SR 37 that are not yet adequately served by infrastructure or are environmentally inappropriate.
- ✦ **Manufacturing and Industrial Growth:** Environmentally responsible, high quality manufacturing and industrial growth that mirrors existing and planned development should be allowed along the corridor where it can be supported by existing infrastructure.
- ✦ **Commercial Development:** Large-scale commercial development is occurring mostly within the City of Bloomington's boundaries. Only minor commercial nodes should be permitted in the outlying areas.
- ✦ **Transportation:** New frontage roads built by INDOT for the interstate should not reduce the tax base by removing developed property. INDOT's construction plans should preserve linkages for the current transportation network. The county supports INDOT's planning for wildlife corridors, adjacent land acquisition, hazardous waste control and willingness to study karst topography and its impacts on water quality. Frontage roads should be complete and not require further county or city efforts to meet service needs.

## Interchanges

INDOT plans call for interchanges at Chambers Pike, Sample Road, SR 46, SR 48, SR 45, Fullerton Pike, and at SR 37 South. Grade separations are planned for Vernal Pike (underpass) and Tapp Road.

An interchange is being considered for either Walnut Street (Business SR 37) or Kinser Pike. The location that does not receive an interchange will get an overpass/underpass. No interchange or grade separation is planned for That Road.

## Recommended Land Uses

- ✦ **Morgan/Monroe County Line to Sample Road:** Northern portions 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, it is envisioned that the area will eventually be developed to provide housing consistent with large lot rural character.
- ✦ **Walnut Street and Kinser Pike Vicinity:** Plans for this area should protect floodplains from development, allow for the continued growth of the City of Bloomington's Kinser Pike business park and discourage development on the west side of SR 37 to prevent infringement on the Maple Grove Road Rural Historic District.
- ✦ **Bloomington Area: SR 46 to Tapp Road:** This section is under the City of Bloomington's jurisdiction and is already urbanized, although the proposed interstate will still impact transportation beyond city limits. Any new development will build upon existing planning and infrastructure but must not exacerbate congestion west of the city.
- ✦ **Bloomington Area: Fullerton Pike to Victor Pike:** Development should be facilitated on the east side of SR 37, according to current land use policies. Should I-69 develop, it is recommended that missing segments of roadways be completed in the area, and that at least Fullerton Pike and Victor Pike maintain access to SR 37/I-69.
- ✦ **New Terrain I-69 Corridor:** The rural character of the area should be preserved even though the proposed interstate bisects the land. No interchanges are proposed in the area, but grade separations are strongly desired at intersecting streets to minimize the impact of the highway. In Monroe County, development both directly and indirectly caused by a proposed interchange in Greene County near Carter Road is strongly discouraged. Finally, construction in the area should be limited to rural residences and traditional agricultural related facilities.



## Transportation Impacts and Recommendations

- ✦ **Pedestrians and Cyclists:** Pedestrian and bicycle connectivity will be limited within the entire corridor unless special accommodations are made. The County should work with INDOT to provide pedestrian and bicycle accommodations at all interchanges and grade separations. One effective way to allow pedestrian connectivity at intersections is to build pedestrian tunnels or add pedestrian side paths.
- ✦ **Alternative Fuel Vehicles:** Alternative fuel and plug-in vehicles are increasing in popularity and accommodations should be provided for these vehicles and others still being developed. The County should consider incentives for developments in the corridor to provide carpool, hybrid, plug-in, and alternative fuel vehicle parking and re-fueling stations.
- ✦ **Light Rail:** Plans for light rail connections in Indiana have been in the works for years and may someday become a reality. The proposed I-69 corridor is an ideal place to extend light rail south from Indianapolis.
- ✦ **Public Safety:** Current plans for grade separations appear to allow existing township fire departments to continue to serve their entire districts with limited interruption because of the proposed interstate. However, service to the interstate itself is greatly limited by its design. Rectifying this problem should be the responsibility of the state and federal government and not local government. Emergency service providers should consider joint response agreements between Van Buren, Indiana Creek, Clear Creek, Perry Township and Greene County Fire Departments to service the interstate in the southwestern portion of Monroe County.
- ✦ **Business Access Limitation:** Along the entire corridor, several businesses will no longer have direct access from the highway. The county should work with impacted businesses to plan relocation as I-69 plans become more definite. The I-69 project should pay relocation costs if businesses require county assistance to that effect. Nonetheless, INDOT does have established procedures for acquisition of real property, and the county should work with INDOT during acquisition to follow those procedures to the greatest extent possible.
- ✦ **Traffic Concentration and Frontage Roads:** The restriction of access to I-69 will result in an increased infrastructure burden on the County due to higher traffic volumes on county roads with access to the interstate. The County should encourage INDOT to provide frontage roads that do not route through existing neighborhoods. However, if existing roads must be used as frontage roads, INDOT must upgrade these roads at the time of construction to accommodate the intended use.
- ✦ **Access Management Strategy:** Existing roadways connecting to I-69 (either directly or indirectly) may experience changes in traffic patterns as a result of I-69. To preserve traffic capacity and safety on these roadways, the community should consider updates to its various access management protocols. Monroe County currently manages access to its roadways through its subdivision control ordinance. This

ordinance limits the number of road and driveway connections on collector and arterial roadways. Since the development of I-69 could increase traffic on many roadways, it is recommended that the community review and update existing access management protocols to accommodate future conditions.

In Monroe County's situation where many businesses are losing direct access to SR 37, updates to access management protocols should prioritize connectivity between these existing businesses and the nearest interchange. Even more, these strategies must also incorporate the community's emphasis on bicycle, pedestrian and alternative transportation considerations.

The Indiana Department of Transportation is implementing an access management strategy for the State of Indiana. The Indiana Access Management Study has produced an Access Management Guide which can be used by state and local officials in implementing access management in the State of Indiana. The Indiana Access Management Study is available for review on INDOT's website at: <http://www.in.gov/indot/3273.htm>.

### ***Environmental Impacts and Recommendations***

- ✦ **Forest Fragmentation:** A fragmented forest is less healthy than one with continuous canopy, and construction of the interstate will have a negative impact on forests, particularly in the new terrain section. A New Terrain Impact Zone should be established in the southwestern quadrant of the county which has additional restrictions on development of steep slopes, limitations to forestry and protection of groundwater.
- ✦ **Forested Buffers:** Along the existing SR 37 route north of Bloomington and the proposed new terrain to the south, a 1,000-foot setback should be considered for all new residential development. Where there is not a wooded buffer, the setback should be increased to 2,000 feet.
- ✦ **Wildlife Corridors:** If human disturbance such as a road is cut through a forest, it creates a condition where the interior of a forest is next to an unnatural element. An edge condition should be created on either side of the interstate, creating a "wildlife corridor" at least 100 feet wide. This width is in addition to the right-of-way, which will likely be planted with turf grass and maintained by INDOT.
- ✦ **Wildlife Crossings:** Because wildlife will be discouraged from crossing the interstate by the edge condition, places for them to safely cross from one side of the roadway to the other will have to be created. This can be done by allowing the wildlife to cross over the interstate on a large, vegetated bridge or under the roadway in a "wildlife tunnel" incorporated into grade separations where possible.
- ✦ **Viewsheds:** Development of the interchanges will have a significant impact on views of the area from outside the right-of way and on views from the road. The previously described vegetated buffers and 1,000- to 2,000-foot setbacks will help maintain attractive views and the rural character desired by county residents.



- ✦ **Noise Impacts:** Interstate construction will result in an appreciable increase in ambient noise levels, but it is not anticipated that INDOT will build noise barriers. If sound barriers are not provided, protection of the existing forest (and creation of the wildlife corridor described above) or the installation of a new forested buffer parallel to interstate can help mitigate noise.
- ✦ **Light Pollution:** Interstate construction will result in additional light levels from traffic and from interstate lighting. The local lighting ordinances should be modified to include interstates. Dark skies compliance should be required for all fixtures along the interstate. The County should coordinate with INDOT on interchange lighting designs that do not require high intensity lights on large poles, and encourage lighting to be installed at a lower height where it is more effective.
- ✦ **Air Quality:** The increased traffic and emissions associated with the interstate will result in a considerable increase in pollutants and greenhouse gases being discharged into the atmosphere. The County should require the preservation of the tree canopy in areas around new terrain I-69 to offset additional carbon. Planting new vegetation, as in the wildlife buffers and corridors described above, will also increase the amount of carbon absorbed.
- ✦ **Karst Areas:** There are karst areas in many portions of the route. Because of the likelihood of water contamination and sinkhole collapse, buffers around known karst areas should increase to 100 feet as determined by Chapter 825 of the County Zoning Ordinance. It is strongly recommended that the route for I-69 avoid, to the greatest extent possible, any and all karst areas. The county will continue to promote ways to prohibit the construction of roadways in karst areas in order to improve water quality in our community. However, should the I-69 Tier II Environmental Impact Statement show that alternative routings would have a more detrimental effect on the environment than a route through karst areas, then an exception could be made that would allow the interstate. Under such an exception, the karst impact area should be minimized and a mitigation action plan should be prepared by INDOT in conjunction with the county and IDEM.
- ✦ **Impacts during Interstate Construction:** Interstate construction will impact the land beyond the boundaries of the right of way. The County should modify its ordinances to require enhanced sustainability practices for roadway construction. Hundreds of acres of tree canopy would have to be cleared to facilitate roadway construction, and the County should work with INDOT to direct where tree mitigation takes place. Additionally, INDOT should be responsible for maintaining what is often called an “unofficial detour” during construction.
- ✦ **Stormwater Quality and Quantity:** Stormwater runoff from the interstate will be contaminated by vehicular traffic, and by both airborne and precipitation pollution. Stormwater runoff from paved areas can have significant velocity and volume, contributing to flooding and erosion. The County should amend stormwater ordinances to require specific alternative stormwater management best practices for highway and/or interstate construction. Likewise, the County should expect I-69 to be built so that waterways can be maintained at swimmable/fishable standards. Construction related activities that occur outside

of the interstate right-of-way, such as borrow pit excavation, must also comply with county stormwater requirements.

- ✦ **Sustainability Planning:** Current sustainability practices should not necessarily be required in updates to the County Zoning Ordinance. If I-69 is built, it will be in the future, therefore, the ordinance should not limit sustainability practices to today's methods for a project 10-20 years away.

### **Next Steps**

This corridor study is submitted to the state in order to complete the grant which funded the report. This process provides an opportunity for Monroe County to inform INDOT and other state officials about their concerns.

A next step could be adoption of the document into the Monroe County Comprehensive Land Use Plan. With formal or informal adoption, the Plan Commission, County Commissioners, staff and others can put into practice the Implementation Plan, which recommends ordinance changes and other action items.

This corridor study should be regularly reviewed and updated as conditions and local knowledge change.



## VII. I-69 OVERVIEW

Interstate 69 is a proposed Federal highway through southwest Indiana routing from Evansville to Indianapolis via Oakland City, Petersburg, Washington, Crane Naval Surface Warfare Center, Bloomington, and Martinsville. The route through Indiana contains 142 miles, with approximately 50 miles utilizing existing highways – primarily along an upgraded State Road 37 north of Bloomington. The balance of the route south of Bloomington is planned as a new terrain highway (*See the I-69 Impact Study Map on page 24*).

Revenue from the lease of the Indiana Toll Road is the main funding source for the project. At this time, the Major Moves construction program contains \$700 million to fund construction of the project from I-64 to US 231 just north of Crane Naval Surface Warfare Center.

### I-69 History

On March 24, 2004, the Federal Highway Administration (FHWA) approved a corridor for I-69 between Evansville and Indianapolis. This corridor, designated as Alternative 3C in the Tier 1 Environmental Impact Statement (EIS) for I-69, is generally 2000 feet in width from the centerline of the Interstate, although the width may vary.

The Federal Highway Administration and the Indiana Department of Transportation then proceeded with the preparation of six separate Tier 2 Environmental Impact Statements (EIS) for I-69 between Evansville and Indianapolis. The Tier 2 EISs will determine the alignment, interchange locations and design characteristics of I 69 within the selected corridor, as well as develop more detailed mitigation measures. Based on the Tier 1 studies, it is anticipated that the actual right-of-way needed for I-69 will be between 240 and 470 feet wide.

Each of the six Tier 2 Environmental Impact Statements (EIS) examines a section of the selected corridor. The Tier 2 sections range in length from 13 to 29 miles. Each Tier 2 EIS has proceeded on its own schedule. The EIS for Section 1 in Evansville has already been approved, design is complete, and construction has started for the initial leg of the project. Draft EISs for Section 2 and 3 were released for public comment in the spring of 2009. EISs for the balance of the project are underway.<sup>1</sup>

### I-69 in Monroe County

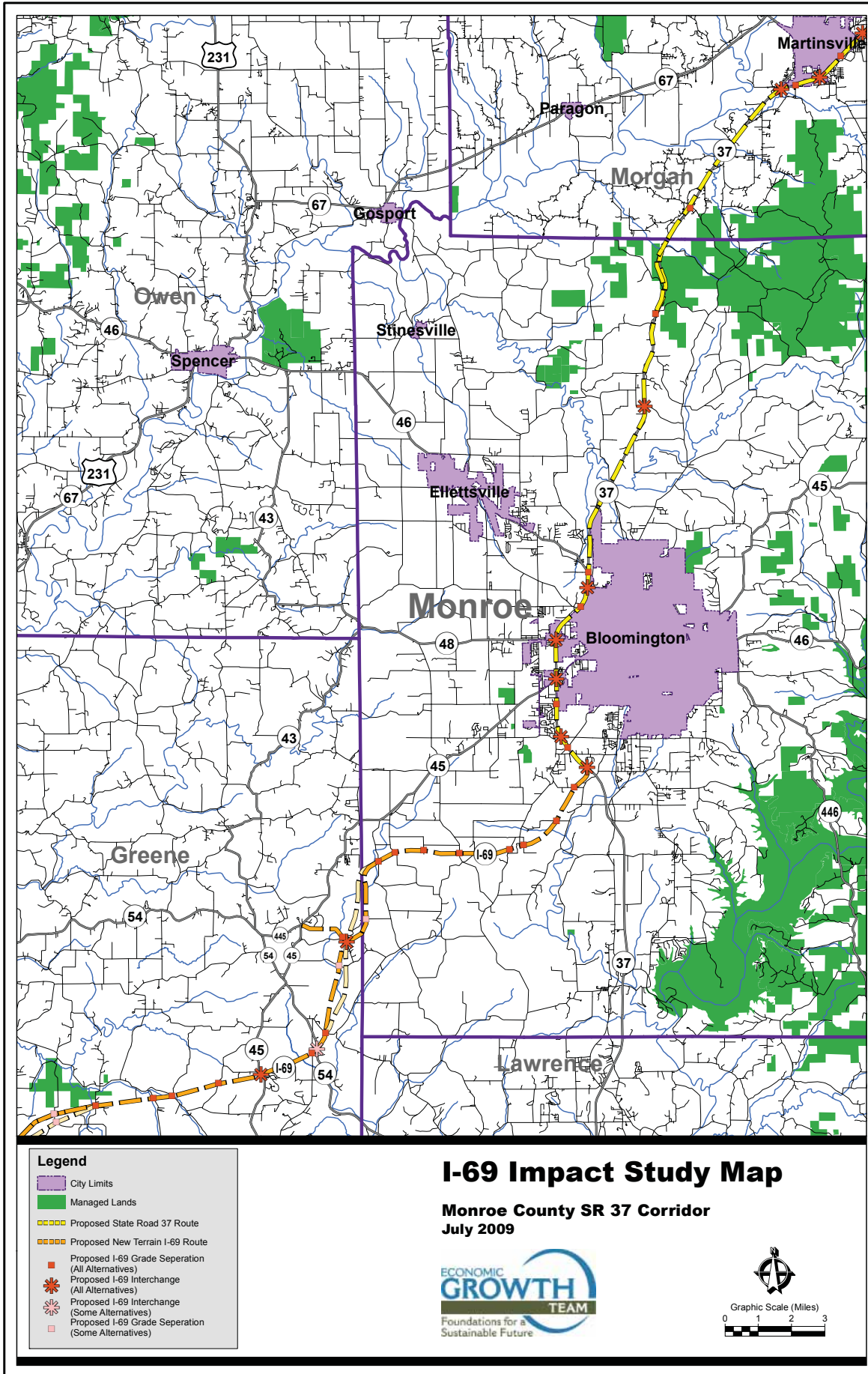
Through Monroe County, the proposed I-69 route follows State Road 37 within and north of Bloomington. South of Bloomington, I-69 follows a new terrain route into Greene County. It is proposed as three lanes in each direction through Bloomington and north to Indianapolis, with a series of interchanges and grade separations at key intersecting Monroe County roads. Areas south of Bloomington would be two lanes. Since funding is not currently in place for sections of I-69 north of U.S. 231 (Crane Naval Surface Warfare Center), construction of I-69 in the county is not likely to begin for another 10 to 20 years or more.

The new terrain corridor southwest of Bloomington is included in Section 4, and areas within and north of Bloomington are included in the Section 5 Tier 2 studies.

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<sup>1</sup> Material in this section adapted from information the I-69 Tier 2 website: [www.i69indyevn.org](http://www.i69indyevn.org).





### Section 5 - Through Monroe County

Section 5 includes the existing terrain route along the SR 37 corridor from the south side of Bloomington to just before the SR 39 interchange near Martinsville (*See: Corridor Plans – County Line to Sample Road Interchange at Walnut Street, Interchange at Kinser Pike, State Road 46 to Tapp Road, and Fullerton Pike to Vernal Pike*). Preliminary alignment plans have been developed for the route. These drawings were last issued to the public in April 2007. Additional design work has been completed, but those preliminary plans are not currently available to the public.

A summary of the roads that are being considered for interchanges or grade separations are as follows:

- ✦ Chambers Pike: A grade separation is currently included in INDOT plans.
- ✦ Sample Road: An interchange is currently included in INDOT plans.
- ✦ Walnut Street (Business SR 37): An interchange is being considered here or at Kinser Pike. The location that does not receive an interchange will be provided with a grade separation.
- ✦ Kinser Pike: An interchange is being considered here or at Walnut Street. The location that does not receive an interchange will be provided with a grade separation.
- ✦ Arlington Road: A grade separation exists in this location and is expected to remain.
- ✦ SR 46: An interchange already exists in this location and is expected to remain.
- ✦ Vernal Pike: A grade separation (underpass) connecting Vernal Pike to 17th Street is included in INDOT plans.
- ✦ SR 48 (Third Street): An interchange exists and will be upgraded, the configuration will be the same.
- ✦ SR 45 (Second Street/Bloomfield Road): An interchange currently exists in this location. Multiple options are being considered by INDOT for the potential conversion to I-69, including an interchange at this location, Tapp Road, or a split interchange involving SR 45, Tapp and Fullerton Pike.
- ✦ Tapp Road: Options being considered include a grade separation at Tapp Road, or a split interchanging involving SR 45, Tapp Road and Fullerton Pike.
- ✦ Fullerton Pike: An interchange is currently included on INDOT plans. A split interchange involving SR 45, Tapp Road and Fullerton Pike is also under consideration.
- ✦ That Road: No interchange or grade separation will be provided. That Road will be realigned on the east side of the proposed interstate and will intersect with Rockport Road.

- ✦ SR 37: An interchange will be provided on existing SR 37 just north of Victor Pike. Victor Pike should remain open with full signalized access to SR 37. The county would support an alternative that has Victor Pike remaining open with a full signalized access to existing SR 37.

**Section 4 - Through Monroe County**

This Section extends from the SR 37/I-69 interchange north of Victor Pike and extends through rural Monroe and Greene Counties to the US 231. The entire route of Section 4 is new terrain highway (See: *Corridor Plan – New Terrain I-69 Corridor on page 50*).

Several alternative interchange configurations and route variations are being considered. Route alternatives only include minor variations and do not substantially alter the recommendations of this plan. Several options for interchange lane configurations have been released to the public, and others will likely be considered the draft EIS is finalized. However, the general locations of the proposed interchanges do not vary within these options.

Interchanges impacting Monroe County that are being considered as part of Section 4 are as follows:

- ✦ SR 37/I-69 Interchange: An interchange is included to connect I-69 to the existing SR 37.
- ✦ SR 45 Interchange: An interchange is included to connect I-69 to SR 45/SR 445. This is located within Greene County, but has potential impacts on Monroe County.

Grade separations are being considered at several crossing streets within Monroe County, including: <sup>2</sup>

PROPOSED MONROE COUNTY SECTION 4 GRADE SEPARATIONS	
Bolin Lane	Harmony Road
Tramway Road	Evans Lane
Lodge Road	Burch Road
Rockport Road	Breeden Road
Carter Road	Rockeast Road/ Greene County Road 1260 E

<sup>2</sup> Grade separation for Rockeast Road/Greene County Road 1260 E would occur in Greene County, but is also listed here because of its close proximity to the proposed County Line Interchange and the Monroe/Greene County line.

## I-69 in Adjacent Counties

For context, this section will provide an overview of how I-69 is treated in Morgan County immediately to the north and Greene County immediately to the south.

### I-69 in Morgan County

In Morgan County, the proposed I-69 route runs through Martinsville along SR 37, and then follows SR 37 to near SR 144 in Johnson County.

South of Martinsville, two locations are being considered for interchanges - Liberty Church Road and Paragon Road. However, only one of these two roads is expected to be developed as an interchange in the final plan. The other would be developed as a grade separation. In Morgan County's SR 37/144 Corridor Plan, the county is recommending construction of the interchange at Liberty Church Road and a grade separation at Paragon Road. Either interchange location will have an impact on traffic patterns and roadway connectivity in northern Monroe County. It is recommended that roadways and frontage roads for either option connect to Old SR 37 in the area to provide connectivity with Monroe County roads. No other roads south of Martinsville would receive an interchange or grade separation.

INDOT issued preliminary alignment drawings for work in this area in April 2007. Those drawings are available online for review.

Within and north of Martinsville, several alternatives are currently under consideration for development of the interstate. INDOT presented three different alternatives to the public in October 2005. Since that time, INDOT and the Tier 2 consultant for Section 6 have begun development of Alternative 4, but have not released Alternate 4 for public comment. All alternatives, including Alternative 4, follow SR 37 for the entire route. Differences between the alternatives involve the locations of interchanges and grade separations – and in how frontage roads are interconnected.

Within these alternatives, the roads being considered for interchanges are summarized as follows:

- ✦ SR 39: An interchange at SR 39 is included on all alternatives.
- ✦ Ohio Street/Mahalasville Road: An interchange is included in only one of the alternatives.
- ✦ SR 252: An interchange at SR 252 is included in all alternatives. In some of the alternatives, SR 44 is routed to tie into this same interchange.
- ✦ SR 44: SR 44 interconnects with SR 252 in most options. One option would construct SR 44 as a grade separation.

- ✦ Egbert Road: An interchange at either Egbert Road or Henderson Ford Road is included in all options. The road that does not receive an interchange would be provided with a grade separation.
- ✦ Henderson Ford Road: An interchange at either Egbert Road or Henderson Ford Road is included in all options. The road that does not receive an interchange would be provided with a grade separation.
- ✦ Big Bend Road: While not included in INDOT plans, the County is recommending an interchange at this location.
- ✦ SR 144: An interchange is provided in all alternatives.

Grade separations are also under consideration at several intersecting roads. These include the following:

PROPOSED MORGAN COUNTY GRADE SEPARATIONS	
Burton Lane	Waverly Road
Henderson Ford Road	Teeters Road
Ohio Street/Mahalasville Road	Whiteland Road
Perry Road	Myra Lane
Grand Valley Boulevard/South Street	County Road 800 East (Banta Road)
Big Bend Road	Egbert Road
SR 44	



Again, in Morgan County's SR 37/144 Corridor Plan, Morgan County is recommending interchanges and grade separations at the following locations:

MORGAN COUNTY'S RECOMMENDED INTERCHANGES AND GRADE SEPARATIONS	
INTERCHANGES	GRADE SEPARATIONS
Liberty Church Road	Paragon Road
SR 39	Burton Lane
Ohio Street/Mahalasville Road	Grand Valley Boulevard/South Street
SR 252/SR 44	Teeters Road
Henderson Ford Road	Myra Lane
Big Bend Road	Egbert Road
SR 144 (technically in Johnson County)	Perry Road
	Waverly Road
	Whiteland Road
	CR 800 E (Banta Road)

Details for the plan within and north of Martinsville were last published in October 2005 and are available online.

In addition to providing recommendations on finalizing interchange locations, the Morgan County plan also provides specific recommendations for the type of development at each location. Notably, Morgan County is also discouraging the development of fueling stations and truck stops at interchanges in the county. Since this Monroe County plan has the same goal, truck stops would be directed further north near Marion/Johnson Counties or to the south into Greene Counties if they are permitted in those locations.

**I-69 in Greene County**

Through Greene County, the proposed I-69 route follows new terrain in the southeast corner of the county, between the Daviess County Line and Monroe County Line. Since funding is not currently in place for sections of I-69 north of U.S. 231 (Crane Naval Surface Warfare Center), construction of I-69 in the county is likely to be split. The corridor southwest of U.S. 231 (and including an interchange at U.S. 231) is included in Section 3, and could be constructed in the next 10 to 15 years. The corridor northeast of U.S. 231 is included in Section 4, and is likely not to be built for another 10 to 20 years or more.

Between Monroe County and US 231, interchanges being considered include:

- ✦ SR 45 Interchange: An interchange is included to connect I-69 to SR 45. One option would construct SR 45 as a grade separation.
- ✦ SR 54: An interchange is included to connect I-69 to SR 54. One option would construct SR 54 as a grade separation.
- ✦ SR 45/SR 445 Interchange: An interchange is included to connect I-69 to SR 45/SR 445 at the Greene County and Monroe County line.
- ✦ SR 231 Interchange: An interchange is included to connect I-69 to SR 45

In this same area, grade separations are being considered at several crossing streets within Greene County, including:

PROPOSED GREENE COUNTY GRADE SEPARATIONS	
County Road 100 West	Mineral-Koleen Road
County Road 75 East	Clifty Road
County Road 215 East	County Road 1250 East
County Road 600 South	Hobbesville Road
Taylor Ridge Road	Carmichael Road
County Road 600 East	Carter Road
Dry Branch Road	



## VIII. LAND USE IMPACTS AND RECOMMENDATIONS

This section of the report provides a summary of existing conditions, current development patterns, and recommended land use principles for the corridor. Transportation and environmental impacts are discussed in later sections of this report.

Recommended land use policies for this section of the corridor are presented to address short term development along SR 37 as well as long term development patterns whether or not SR 37 becomes I-69.

For clarity, areas that have similar development considerations have been grouped and presented together.

### *Morgan/Monroe County Line to Sample Road*

#### **Area Includes:**

Morgan/Monroe County Line to one mile south of Sample Road.

#### **Impacted Roads:**

SR 37, CR 800 N / Williams Road, Thames Drive, Duxbury Drive, Simpson Chapel Road, Lee Paul Road, Fox Hollow Road, Chambers Pike, Dittimore Road, Crossover Road, Burma Road, Bryants Creek Road, Norm Anderson Road, Sylvan Lane, Sparks Lane and Wayport Road.

#### **Development Intent**

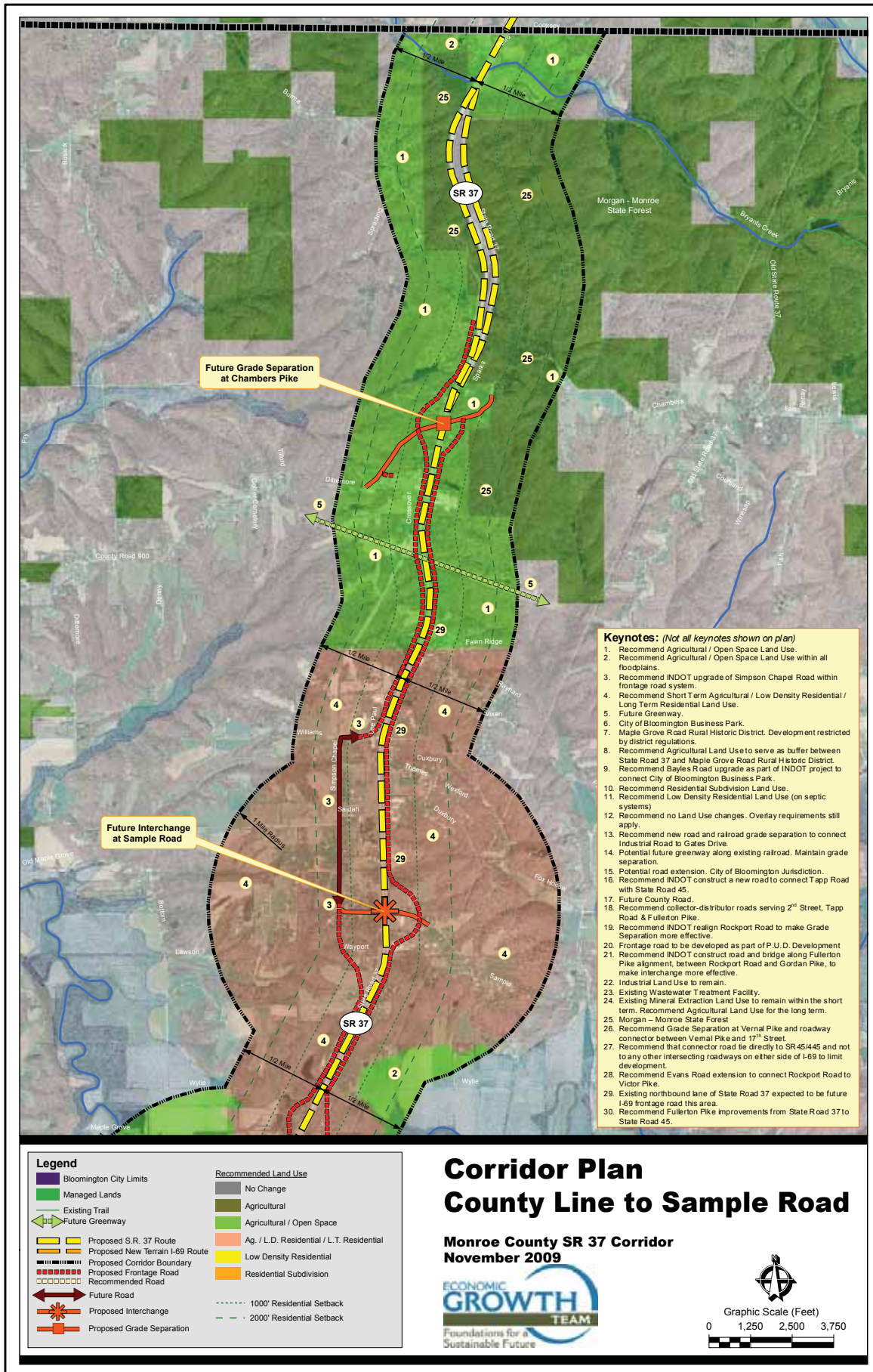
Northern portions of the SR 37 corridor must be protected from both short term and long term development to preserve the natural landscape consistent with rural lifestyles. In areas near the Morgan Monroe State Forest and in the vicinity of Chambers Pike no new development is anticipated. South of Chambers Pike, it is envisioned that the area will be developed to provide additional housing for the community – but such development must be restricted until there is adequate infrastructure to support the development of quality neighborhoods.

#### **Existing Conditions and Development Patterns**

SR 37 north of Bloomington is a mostly rural area characterized by rolling and wooded topography interspersed with agricultural lands and homes. Near the Morgan County line, the landscape is largely undeveloped in areas in and around the Morgan Monroe State Forest. Development increases in density in areas closer to Bloomington. Larger businesses along this route include Hoosier Energy, a salvage yard, Oliver Winery, a fabricator shop, and Worm's Way Garden Center.

Development pressures in this portion of the corridor are limited in nature and largely surround the businesses in the above paragraph. Residential development has been limited by a lack of sanitary sewer infrastructure in the area.





Future Grade Separation at Chambers Pike

Future Interchange at Sample Road

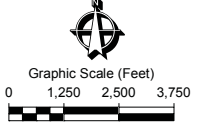
- Keynotes: (Not all keynotes shown on plan)**
1. Recommend Agricultural / Open Space Land Use.
  2. Recommend Agricultural / Open Space Land Use within all floodplains.
  3. Recommend INDOT upgrade of Simpson Chapel Road within frontage road system.
  4. Recommend Short Term Agricultural / Low Density Residential / Long Term Residential Land Use.
  5. Future Greenway.
  6. City of Bloomington Business Park.
  7. Maple Grove Rural Historic District. Development restricted by district regulations.
  8. Recommend Agricultural Land Use to serve as buffer between State Road 37 and Maple Grove Rural Historic District.
  9. Recommend Bayles Road upgrade as part of INDOT project to connect City of Bloomington Business Park.
  10. Recommend Residential Subdivision Land Use.
  11. Recommend Low Density Residential Land Use (on septic systems)
  12. Recommend no Land Use changes. Overlay requirements still apply.
  13. Recommend new road and railroad grade separation to connect Industrial Road to Gates Drive.
  14. Potential future greenway along existing railroad. Maintain grade separation.
  15. Potential road extension. City of Bloomington Jurisdiction.
  16. Recommend INDOT construct a new road to connect Tapp Road with State Road 45.
  17. Future County Road.
  18. Recommend collector-distributor roads serving 2<sup>nd</sup> Street, Tapp Road & Fullerton Pike.
  19. Recommend INDOT realign Rockport Road to make Grade Separation more effective.
  20. Frontage road to be developed as part of P.U.D. Development
  21. Recommend INDOT construct road and bridge along Fullerton Pike alignment, between Rockport Road and Gordan Pike, to make interchange more effective.
  22. Industrial Land Use to remain.
  23. Existing Wastewater Treatment Facility.
  24. Existing Mineral Extraction Land Use to remain within the short term. Recommend Agricultural Land Use for the long term.
  25. Morgan - Monroe State Forest
  26. Recommend Grade Separation at Vernal Pike and roadway connector between Vernal Pike and 17<sup>th</sup> Street.
  27. Recommend that connector road lie directly to SR45/445 and not to any other intersecting roadways on either side of I-69 to limit development.
  28. Recommend Evans Road extension to connect Rockport Road to Victor Pike.
  29. Existing northbound lane of State Road 37 expected to be future I-69 frontage road this area.
  30. Recommend Fullerton Pike improvements from State Road 37 to State Road 45.

**Legend**

Bloomington City Limits	No Change
Managed Lands	Agricultural
Existing Trail	Agricultural / Open Space
Future Greenway	Ag. / L.D. Residential / L.T. Residential
Proposed S.R. 37 Route	Low Density Residential
Proposed New Terrain I-69 Route	Residential Subdivision
Proposed Corridor Boundary	1000' Residential Setback
Proposed Frontage Road	2000' Residential Setback
Recommended Road	
Future Road	
Proposed Interchange	
Proposed Grade Separation	

# Corridor Plan County Line to Sample Road

Monroe County SR 37 Corridor  
November 2009



### **I-69 Impact Summary**

INDOT is currently proposing development of a grade separation at Chambers Pike and an interchange at Sample Road in this area. Traffic from the north that currently accesses SR 37 will be required to travel south to Sample Road or Old SR 37 to go north toward Morgan County.

As a result, it is appropriate to direct short term development in this portion of the corridor where Sample Road has access to SR 37. Additionally, this plan discourages development at Chambers Pike, and directs development north of Bloomington to the Sample Road corridor, subject to development policies included in this document.

### **Future Land Use**

The area from Chambers Pike to the Morgan County line has little current development and it is intended that the area be protected from additional development. Acceptable land uses in the area are limited to agriculture, open space, or similar public uses. Residential, commercial, and industrial uses are not appropriate in this area. Accordingly, infrastructure capacity not be upgraded in the area in a manner that would attract additional development.

Roadways in the Chambers Pike area should serve only the limited residential and agricultural uses and not be improved further. This includes Chambers Pike, Dittmore Road, Crossover Road, Burma Road, Bryants Creek Road and Norm Anderson Road, Sylvan Lane, and Sparks Lane. Where such roads are upgraded by INDOT to serve as frontage roads, the county should adopt policies that limit new drive entrances along frontage roads so as to prevent unintended development in the corridor.

Further south around Sample Road, there is significant acreage available for development within and beyond the corridor boundaries, but infrastructure is currently limited and no area plan is available. The County may consider this area to be an urban community development area in the future. However, the intent is to pursue high quality neighborhood developments keeping with the county's overall goals. In the long term, it is recommended that the area be developed as the result of an urban community plan or a planned unit development in large increments (minimum of approximately 500 acres).

Until infrastructure is available to support the recommended land uses and an urban community plan is approved, it is recommended that development in the area be limited by re-zoning the area to a low-density land use.

To help preserve the rural nature of the area, no new commercial/industrial businesses are to be allowed on SR 37 in this part of the corridor. Existing commercial/industrial businesses should remain and be allowed to expand within previously developed parcels as needed to remain viable. However, the intensity of the uses shall not be allowed to increase beyond current conditions, and such businesses shall not be permitted to expand onto adjacent properties.

It is noted that prior studies of the SR 37 corridor identified a number of potential short and long term employment sites along the corridor. Through the course of this planning effort, concerns with the prior recommendations

were identified. Specifically, it is noted that there is unsuitable infrastructure in this and other undeveloped portions of the corridor to support development of employment centers. Furthermore, the lack of frontage roads included in current INDOT plans combined with budget concerns about I-69 creates significant uncertainty as to whether there will be adequate frontage roads to support additional businesses along the SR 37 corridor. As a result, this plan is encouraging employment sites to be directed to previously developed areas where they are permitted by current planning policies – and that employment sites be directed away from undeveloped portions of the SR 37 corridor.

In this location and throughout the SR 37/I-69 corridor, the County definitively will not permit truck stops/fueling stations to be developed. It is also noted that at least Morgan County is in the process of adopting a similar policy. Truck stops/fueling stations will have to consider sites further to the north in Johnson or Marion Counties, or further south into Greene County as allowed by their local requirements.



## Walnut Street and Kinser Pike Vicinity

### Area Includes:

One mile south of Sample Road to Acuff Road.

### Impacted Roads:

SR 37, Maple Grove Road, Kinser Pike, Walnut Street, Acuff Road, Prow Road, Bell Road, Bottom Road, Bayles Road, Ellis Road, Showers Road, Wylie Road, Stone Belt Drive, and Purcell Drive.

### Development Intent

Development in the Walnut Street and Kinser Pike area is to proceed in a manner that protects floodplains from development and discourages any development on the west side of SR 37 to prevent infringement on the Maple Grove Road Rural Historic District. Since there is uncertainty as to the final location of a future I-69 interchange in this area, development must reflect these priorities regardless of which interchange is provided.

### Existing Conditions

Because of the floodplain at Walnut, there is little current or future development expected in the area. At Kinser Pike, the City of Bloomington is developing a business park on the east side of SR 37. There is also land available east of SR 37 in the vicinity of Kinser Pike and Walnut Street that would be suitable for residential development and an agreement for a future sanitary sewer is in place (*See: Corridor Plans – Interchange at Walnut Street on page 37 and Interchange at Kinser Pike Map on page 39*).

The Maple Grove Road Rural Historic district is located west of SR 37. Development on the perimeter of the historic district has the potential to infringe upon the historic district and continues to be discouraged. Areas west of SR 37 are also located within the Stouts Creek watershed. This watershed is currently overburdened – making any further development in the watershed undesirable. Existing businesses are also located north of Walnut Street on SR 37, including Hoosier Energy.

South of Kinser Pike, Acuff Road currently intersects with SR 37 and provides access to businesses in the area. Even more, the 2000 SR 37 Corridor Plan recommended Acuff as the preferred access point for businesses in this area.

### I-69 Impact Summary

INDOT is currently considering an interchange at either Kinser Pike or Walnut Street. The location that does not receive an interchange is proposed to receive a grade separation. Acuff Road is not under consideration as an interchange location.

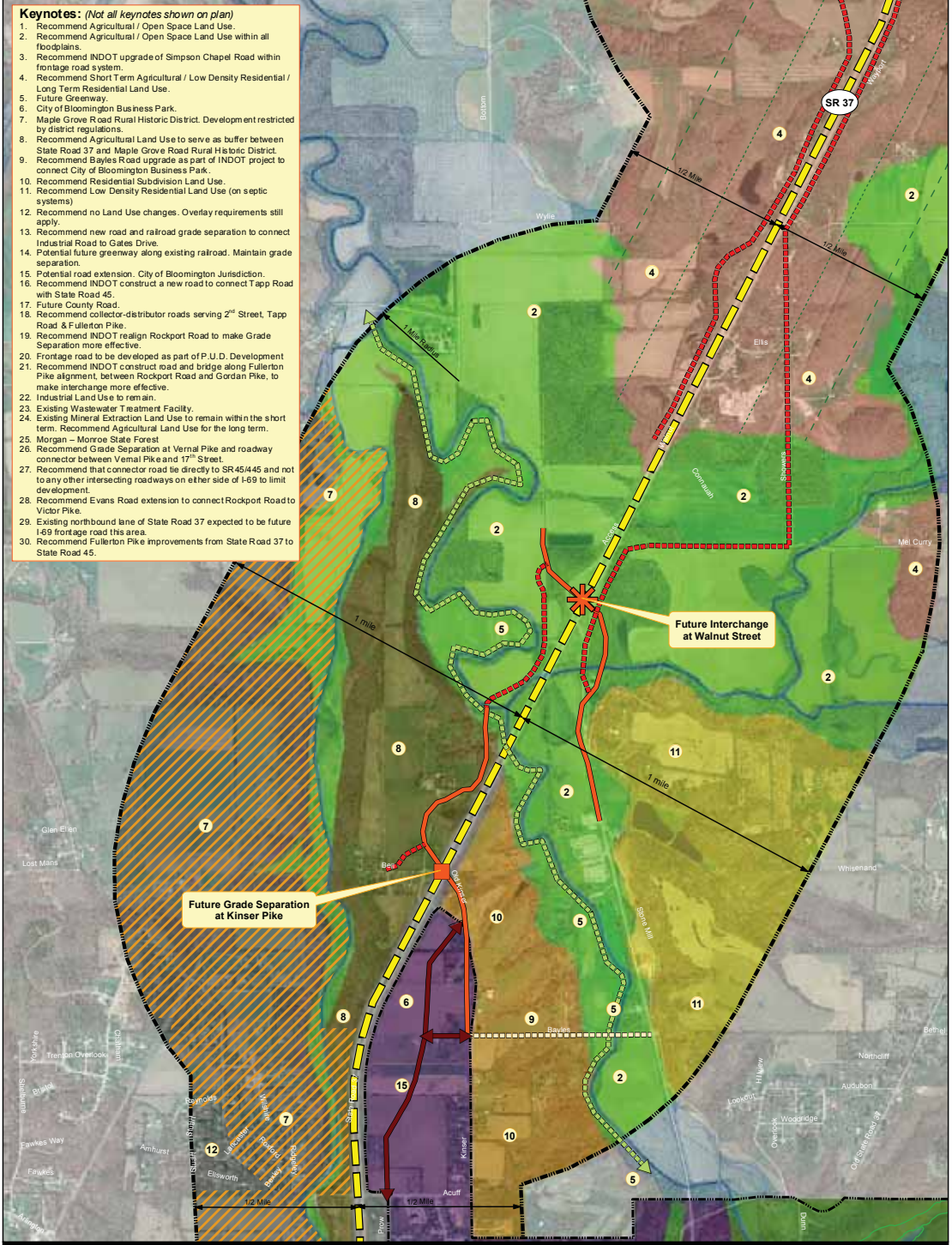
There is an ongoing dialog between the City of Bloomington, Monroe County, and INDOT regarding the location of this interchange, should I-69 be developed. The City has informed INDOT of their preference for an interchange at Kinser Pike since it provides direct access to the business park at that location. The County prefers an interchange at Walnut Street for the following reasons:

- ✦ Walnut Street is the traditional north entrance to Bloomington.
- ✦ The Kinser Pike business park can be reasonably accessed from Walnut Street if Bales Road is upgraded to serve as a collector. Alternately, the area can revert to residential use.
- ✦ An interchange at Kinser Pike has the greatest potential to adversely impact the Maple Grove Road Rural Historic District.
- ✦ An interchange at Kinser Pike could direct significant new traffic onto residential portions of Kinser Pike that are not suited for such traffic.
- ✦ Development of this area (especially west of SR 37) would result in further adverse impacts on the Stouts Creek watershed. This watershed is already overburdened because of previous development.
- ✦ The floodplain at Walnut Street naturally limits development of that interchange, whereas there are not similar limiting factors at Kinser Pike.
- ✦ An interchange at North Walnut provides shorter emergency response times to the interstate from Bloomington Township Fire and Emergency Station No. 5.
- ✦ Construction of roads at Kinser Pike is expected to cost more than similar roads at Walnut Street.
- ✦ An interchange at Kinser Pike would disrupt its use as the primary bicycle crossing over SR 37 north of Bloomington. A grade separation at Kinser Pike would more safely allow its continued use as a highway crossing and more readily connect bicyclists to existing biking routes in the area (*See Section IX: Transportation Impacts and Recommendations*).
- ✦ Should an interchange be built at Walnut, then accommodating bicycle/pedestrian crossings at that location is easier to accommodate since bridges will need built over the floodplain as part of the road. However, note that a pedestrian crossing at Walnut Street does not in any way eliminate the need for a grade separated pedestrian/bicycle crossing at Kinser Pike.
- ✦ Walnut Street does not in any way eliminate the need for a grade separated pedestrian/bicycle crossing at Kinser Pike.

Nonetheless, since the decision is not yet final, this plan includes land use and development recommendations for both options.



- Keynotes: (Not all keynotes shown on plan)**
1. Recommend Agricultural / Open Space Land Use.
  2. Recommend Agricultural / Open Space Land Use within all floodplains.
  3. Recommend INDOT upgrade of Simpson Chapel Road within frontage road system.
  4. Recommend Short Term Agricultural / Low Density Residential / Long Term Residential Land Use.
  5. Future Greenway.
  6. City of Bloomington Business Park.
  7. Maple Grove Road Rural Historic District. Development restricted by district regulations.
  8. Recommend Agricultural Land Use to serve as buffer between State Road 37 and Maple Grove Road Rural Historic District.
  9. Recommend Bayles Road upgrade as part of INDOT project to connect City of Bloomington Business Park.
  10. Recommend Residential Subdivision Land Use.
  11. Recommend Low Density Residential Land Use (on septic systems)
  12. Recommend no Land Use changes. Overlay requirements still apply.
  13. Recommend new road and railroad grade separation to connect Industrial Road to Gates Drive.
  14. Potential future greenway along existing railroad. Maintain grade separation.
  15. Potential road extension. City of Bloomington Jurisdiction.
  16. Recommend INDOT construct a new road to connect Tapp Road with State Road 45.
  17. Future County Road.
  18. Recommend collector-distributor roads serving 2<sup>nd</sup> Street, Tapp Road & Fullerton Pike.
  19. Recommend INDOT realign Rockport Road to make Grade Separation more effective.
  20. Frontage road to be developed as part of P.U.D. Development
  21. Recommend INDOT construct road and bridge along Fullerton Pike alignment, between Rockport Road and Gordon Pike, to make interchange more effective.
  22. Industrial Land Use to remain.
  23. Existing Wastewater Treatment Facility.
  24. Existing Mineral Extraction Land Use to remain within the short term. Recommend Agricultural Land Use for the long term.
  25. Morgan - Monroe State Forest
  26. Recommend Grade Separation at Vernal Pike and roadway connector between Vernal Pike and 17<sup>th</sup> Street.
  27. Recommend that connector road tie directly to SR45/445 and not to any other intersecting roadways on either side of I-69 to limit development.
  28. Recommend Evans Road extension to connect Rockport Road to Victor Pike.
  29. Existing northbound lane of State Road 37 expected to be future I-69 frontage road this area.
  30. Recommend Fullerton Pike improvements from State Road 37 to State Road 45.

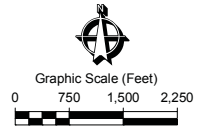


**Legend**

Bloomington City Limits	Managed Lands	No Change	Agricultural
Existing Trail	Future Greenway	Agricultural / Open Space	Ag. / L.D. Residential / L.T. Residential
Proposed S.R. 37 Route	Proposed New Terrain I-69 Route	Low Density Residential	Residential Subdivision
Proposed Corridor Boundary	Proposed Frontage Road	Recommended Road	1000' Residential Setback
Future Road	Proposed Interchange	Proposed Grade Separation	2000' Residential Setback

# Corridor Plan Interchange at Walnut Street

Monroe County SR 37 Corridor  
November 2009



Existing businesses located north of Walnut Street on SR 37 would lose direct access to SR 37 if I-69 is constructed. It is important that frontage roads provide direct connectivity from these businesses to interchanges both north and south of the area (at Sample Road and Walnut/Kinser).

South of Kinser Pike, Acuff road would not receive a grade separation. Access to Acuff Road east of SR 37 would be via Kinser Pike. West of I-69, access to Acuff road would be via Maple Grove Road to Arlington Road.

#### **Future Land Use: Interchange at Walnut Street (Preferred Option)**

The intent is for the area near Walnut Street not to be developed regardless of which location is chosen for the interchange. The surrounding floodplain area shall be maintained for agricultural uses or as greenspace.

Should I-69 be built, an alternate access will need to be built to provide access to Bloomington's business park at Kinser Pike. It is recommended that Bales Road be improved (or a new roadway parallel to Bales be constructed) to provide access to the park from Walnut Street. Walnut Street should be upgraded by INDOT during development of I-69 between the interchange and Bales Road to accommodate this connection. In this scenario, it is recommended that Kinser Pike be provided with a grade separation and that roadway would be maintained as part of the frontage road network for I-69 (*See: Interchange at Walnut Street Map on page 37*).

Regardless of the status of I-69, development west of SR 37 must be limited to protect infringement upon the Maple Grove Road Historic District and to prevent new development in the Stouts Creek watershed.

East of SR 37, new residential development is recommended between Kinser Pike and Walnut Street in areas out of the floodplain and away from steep slopes. This area is scheduled to be provided with sanitary sewer service by the City of Bloomington. There are also potential development areas east of Walnut Street that have been proposed for residential development. Such areas are to be limited to low density residential uses since sanitary sewers are not planned for this area.

In this location and throughout the SR 37/I-69 corridor, the County definitively will not permit truck stops/fueling stations to be developed.

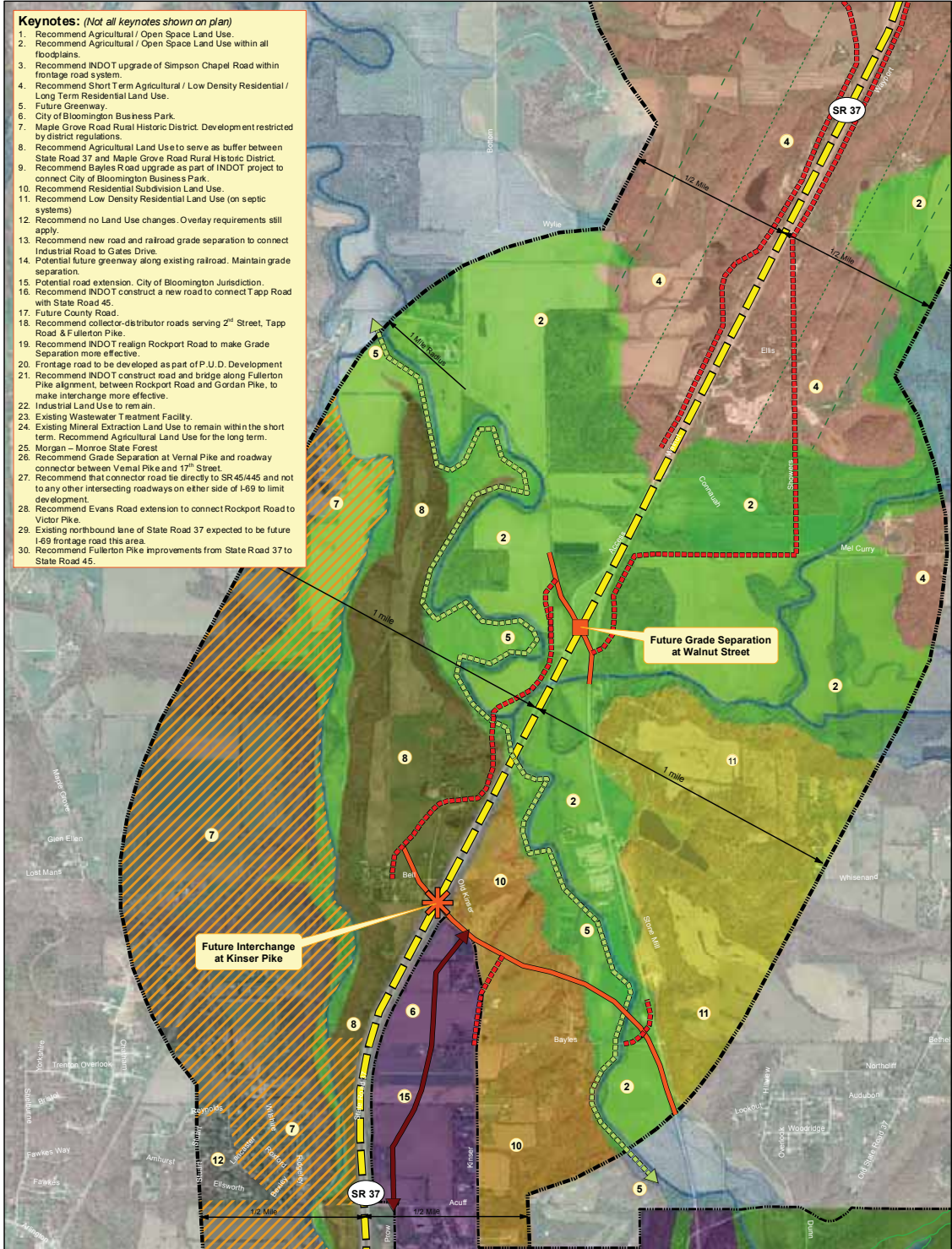
#### **Future Land Use: Interchange at Kinser Pike (Not Recommended)**

The interchange at Kinser Pike allows a direct link between the interstate and Bloomington's business park in the area. As a part of the interchange project, INDOT must develop new roadways to link the interchange with existing Kinser Pike, and Walnut Street. In this scenario, it is recommended that Walnut Street be provided with a grade separation and that roadway would be maintained as part of the frontage road network for I-69 (*See: Interchange at Kinser Pike Map on page 39*).

Regardless of the status of I-69, development west of SR 37 must be limited to protect infringement upon the Maple Grove Road Historic District and to prevent new development in the Stouts Creek watershed. Furthermore, it is intended that the area near the Walnut Street grade separation remain undeveloped and the surrounding floodplain be maintained for agricultural uses or as greenspace.



- Keynotes: (Not all keynotes shown on plan)**
1. Recommend Agricultural / Open Space Land Use.
  2. Recommend Agricultural / Open Space Land Use within all floodplains.
  3. Recommend INDOT upgrade of Simpson Chapel Road within frontage road system.
  4. Recommend Short Term Agricultural / Low Density Residential / Long Term Residential Land Use.
  5. Future Greenway.
  6. City of Bloomington Business Park.
  7. Maple Grove Road Rural Historic District. Development restricted by district regulations.
  8. Recommend Agricultural Land Use to serve as buffer between State Road 37 and Maple Grove Road Rural Historic District.
  9. Recommend Bayles Road upgrade as part of INDOT project to connect City of Bloomington Business Park.
  10. Recommend Residential Subdivision Land Use.
  11. Recommend Low Density Residential Land Use (on septic systems).
  12. Recommend no Land Use changes. Overlay requirements still apply.
  13. Recommend new road and railroad grade separation to connect Industrial Road to Gates Drive.
  14. Potential future greenway along existing railroad. Maintain grade separation.
  15. Potential road extension. City of Bloomington Jurisdiction.
  16. Recommend INDOT construct a new road to connect Tapp Road with State Road 45.
  17. Future County Road.
  18. Recommend collector-distributor roads serving 2<sup>nd</sup> Street, Tapp Road & Fullerton Pike.
  19. Recommend INDOT realign Rockport Road to make Grade Separation more effective.
  20. Frontage road to be developed as part of P.U.D. Development
  21. Recommend INDOT construct road and bridge along Fullerton Pike alignment, between Rockport Road and Gordan Pike, to make interchange more effective.
  22. Industrial Land Use to remain.
  23. Existing Wastewater Treatment Facility.
  24. Existing Mineral Extraction Land Use to remain within the short term. Recommend Agricultural Land Use for the long term.
  25. Morgan - Monroe State Forest
  26. Recommend Grade Separation at Vernal Pike and roadway connector between Vernal Pike and 17<sup>th</sup> Street.
  27. Recommend that connector road tie directly to SR 45/445 and not to any other intersecting roadways on either side of I-69 to limit development.
  28. Recommend Evans Road extension to connect Rockport Road to Victor Pike.
  29. Existing northbound lane of State Road 37 expected to be future I-69 frontage road this area.
  30. Recommend Fullerton Pike improvements from State Road 37 to State Road 45.

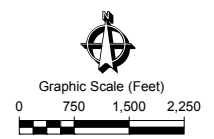


**Legend**

Bloomington City Limits	No Change
Managed Lands	Agricultural
Existing Trail	Agricultural / Open Space
Future Greenway	Ag. / L.D. Residential / L.T. Residential
Proposed S.R. 37 Route	Low Density Residential
Proposed New Terrain I-69 Route	Residential Subdivision
Proposed Corridor Boundary	1000' Residential Setback
Proposed Frontage Road	2000' Residential Setback
Recommended Road	
Future Road	
Proposed Interchange	
Proposed Grade Separation	

# Corridor Plan Interchange at Kinser Pike

Monroe County SR 37 Corridor  
November 2009





East of SR 37, new residential development is recommended between Kinser Pike and Walnut Street in areas out of the floodplain and away from steep slopes. This area is scheduled to be provided with sanitary sewer service by the City of Bloomington. There are also potential development areas east of Walnut Street that have been proposed for residential development. Such areas must be limited to low density residential uses since sanitary sewers are not planned for this area.

In this location and throughout the SR 37/I-69 corridor, the County definitively will not permit truck stops/fueling stations to be developed.



## Bloomington Area: SR 46 to Tapp Road

### Area Includes:

Acuff Road to Tapp Road

### Impacted Roads:

Prow Road, Arlington Road, SR 46, Hunter Valley Road, Maple Grove Road, Vernal Pike, Hensonburg Road, Packinghouse Road, Nuckles Road, Industrial Drive, Whitehall Crossing Boulevard, Evergreen Drive, Franklin Drive, Jacob Drive ramp (off SR 37) , Oakdale Drive, 3rd Street (SR 48), Basswood Drive, Bloomfield Road (SR 45) and Tapp Road.

### Development Intent

This area of the corridor is already urbanized and therefore any new development will build upon existing planning and infrastructure (See: *Corridor Plan – State Route 46 to Tapp Road Map on page 42*). Limiting access will reduce available capacity for local traffic movement within the corridor.

### Existing Conditions and Development Patterns

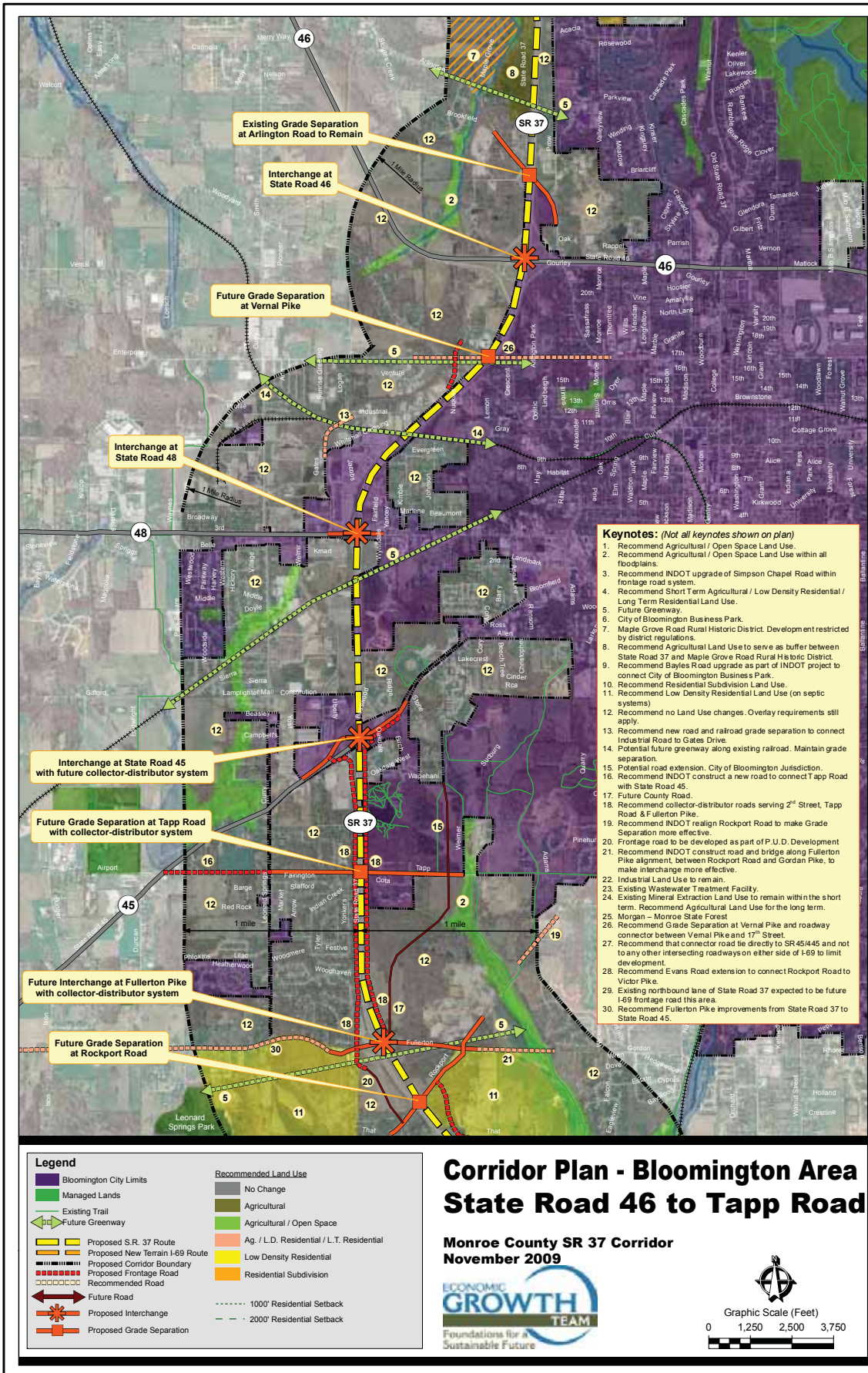
The corporate limits of Bloomington meander along SR 37 in this area, resulting in some areas along the highway being in Monroe County's jurisdiction with others being within the City of Bloomington. Only areas in the County's jurisdiction are included in the scope of this plan.

This portion of the corridor is largely developed, yet several sites remain open for further development. SR 37 is already developed as a limited access freeway between Arlington Road and SR 45, with existing interchanges at SR 45, 46 and 48 along the route. The one exception is a traffic signal at Vernal Pike.

SR 46 is largely developed east of SR 37, but includes available land west of SR 37. Vernal Pike, SR 48 and SR 45 are all largely built out within the corridor, but have some remaining development opportunity within the county. Tapp Road, Fullerton Pike, Rockport Road and surrounding areas have seen developments in recent years, and have opportunity for further development to the east and north.

One of the greatest limiting factors influencing development in this area is PCB contamination. The old Lemon Lane Landfill (northeast of the railroad crossing over SR 37 north of SR 48) and a dumping area in the northwest quadrant of the SR 46/SR 37 interchange are both sites with a history of PCB contamination. Because of karst topography in the area, it is difficult to determine the full extents of the contamination – but it is widely believed that any development in the areas surrounding SR 37 between SR 46 and SR 48 could encounter contaminated soil and/or groundwater. It is possible that a much wider area could be impacted as well.

In the northern section of this corridor, another limiting factor is that development has already overburdened Stout's Creek watershed. While platted developments will be allowed to continue per approved plans, further development will be limited to prevent drainage problems from worsening.



Existing Grade Separation at Arlington Road to Remain

Interchange at State Road 46

Future Grade Separation at Vernal Pike

Interchange at State Road 48

Interchange at State Road 45 with future collector-distributor system

Future Grade Separation at Tapp Road with collector-distributor system

Future Interchange at Fullerton Pike with collector-distributor system

Future Grade Separation at Rockport Road

- Keynotes: (Not all keynotes shown on plan)**
1. Recommend Agricultural / Open Space Land Use.
  2. Recommend Agricultural / Open Space Land Use within all floodplains.
  3. Recommend INDOT upgrade of Simpson Chapel Road within frontage road system.
  4. Recommend Short Term Agricultural / Low Density Residential / Long Term Residential Land Use.
  5. Future Greenway.
  6. City of Bloomington Business Park.
  7. Maple Grove Road Rural Historic District. Development restricted by district regulations.
  8. Recommend Agricultural Land Use to serve as buffer between State Road 37 and Maple Grove Road Rural Historic District.
  9. Recommend Bayles Road upgrade as part of INDOT project to connect City of Bloomington Business Park.
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  12. Recommend no Land Use changes. Overlay requirements still apply.
  13. Recommend new road and railroad grade separation to connect Industrial Road to Gates Drive.
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  15. Potential road extension. City of Bloomington Jurisdiction.
  16. Recommend INDOT construct a new road to connect Tapp Road with State Road 45.
  17. Future County Road.
  18. Recommend collector-distributor roads serving 2<sup>nd</sup> Street, Tapp Road & Fullerton Pike.
  19. Recommend INDOT realign Rockport Road to make Grade Separation more effective.
  20. Frontage road to be developed as part of P.U.D. Development.
  21. Recommend INDOT construct road and bridge along Fullerton Pike alignment, between Rockport Road and Gordon Pike, to make interchange more effective.
  22. Industrial Land Use to remain.
  23. Existing Wastewater Treatment Facility.
  24. Existing Mineral Extraction Land Use to remain within the short term. Recommend Agricultural Land Use for the long term.
  25. Morgan - Monroe State Forest.
  26. Recommend Grade Separation at Vernal Pike and roadway connector between Vernal Pike and 17<sup>th</sup> Street.
  27. Recommend that connector road tie directly to SR 45/46 and not to any other intersecting roadways on either side of I-69 to limit development.
  28. Recommend Evans Road extension to connect Rockport Road to Victor Pike.
  29. Existing northbound lane of State Road 37 expected to be future I-69 frontage road this area.
  30. Recommend Fullerton Pike improvements from State Road 37 to State Road 45.

**Legend**

Bloomington City Limits	No Change
Managed Lands	Agricultural
Existing Trail	Agricultural / Open Space
Future Greenway	Ag. / L.D. Residential / L.T. Residential
Proposed S.R. 37 Route	Low Density Residential
Proposed New Terrain I-69 Route	Residential Subdivision
Proposed Corridor Boundary	1000' Residential Setback
Proposed Frontage Road	2000' Residential Setback
Recommended Road	
Future Road	
Proposed Interchange	
Proposed Grade Separation	

## Corridor Plan - Bloomington Area State Road 46 to Tapp Road

**Monroe County SR 37 Corridor  
November 2009**

**ECONOMIC GROWTH TEAM**  
Foundations for a Sustainable Future

Graphic Scale (Feet)  
0 1,250 2,500 3,750

### **I-69 Impact Summary**

Since there are already interchanges at SR 45, SR 46 and SR 48, much of this corridor is already developed to freeway standards. Should I-69 be developed, these existing interchanges are proposed to be maintained and upgraded to current standards. The flow of traffic at these interchanges may increase without significant increase in capacity elsewhere. INDOT has proposed installing grade separations at Tapp Road and Vernal Pike to replace existing traffic signals as part of I-69.

Arlington Road is scheduled to keep its existing grade separation. Access to Arlington Road, Westbury Village and surrounding areas will be via Prow Road, 17th Street, or SR 46 west of SR 37.

There is also ongoing discussion between the City of Bloomington, Monroe County and INDOT as to whether an interchange should be included at Tapp Road or SR 45 (Bloomfield Road), should I-69 be developed. While the City and County both would prefer the interchange be located at SR 45, INDOT is also considering a SR 45/Tapp Road/Fullerton Pike split interchange design as well (reference May 2007 Preliminary Alternatives Analysis and Screening for Tier 2, Section 5 ). That design would utilize a collector distributor road system to allow traffic to flow to and from any of the three roadways. Monroe County prefers the split interchange configuration for this area since it maintains connectivity to SR 45, Tapp road and Fullerton Pike.

The County thoroughfare plan includes extension of Tapp Road from Leonard Springs to SR 45. Should I-69 be developed with only a grade separation at Tapp Road (no split interchange) this road extension will become necessary. To accommodate the expected traffic impact I-69 will bring, the county believes that the road extension should be completed by INDOT as part of the I-69 project scope.

At Vernal Pike, INDOT is currently proposing a grade separation at this location as part of the I-69 project. There are many existing businesses at this location that would no longer have direct access to the interstate, as well as the State Police post off of Vernal Pike. Should I-69 be developed, it will be necessary for the State and others to provide assistance to such businesses to help them adapt or relocate as necessary to remain in operation. In order to synchronize with County improvements to Vernal Pike west of SR 37, INDOT should connect this segment of the pike to the east, via an underpass connecting to 17th Street.

Furthermore, it is recommended that INDOT construct a grade separation at Vernal Pike to connect Vernal Pike to 17th street according to shared City and County goals. Portions of the roadway west of SR 37 would be within the county, while areas to the east would be within the City. Any roadway construction in the vicinity of Vernal Pike needs to fully investigate and plan for the mitigation of environmental contamination that is understood to exist in the area.

The County's current thoroughfare plan includes connecting Gates Drive and Industrial Drive north of SR 48 on the west side of SR 37. This corridor would include an overpass over the railroad in this area since the grade of the rail crossing makes an at-grade crossing impractical. This roadway is needed to provide frontage road access between Vernal Pike and SR 48 since Vernal Pike will not have interstate access. Preliminary discussions have occurred with INDOT and FHWA regarding this project.

One of the issues that attracted conversation during the planning process was on how the corridor would be impacted because of the proposed widening of the interstate to three travel lanes in each direction. Several people commented that there is not enough room between the Nunn Law Office and the Whitehall Shopping Center for the proposed lanes (located just north of SR 48). At the current level of planning of I-69, the County has not received enough information to reach a conclusion about this issue. Further design development and subsequent evaluation of this issue will be required before the impact is understood. Regardless of the status of I-69, Monroe County values existing businesses and recommends that INDOT design I-69 in a way that preserves these important existing businesses.

### **Future Land Use**

As much of the corridor in this area is already developed, existing planning policies will remain as the key determinant to future land use.

In this area and throughout the SR 37/I-69 corridor, the County definitively will not permit truck stops/fueling stations to be developed.



## Bloomington Area: Fullerton Pike to Victor Pike

### Area Includes:

Tapp Road to SR 37 Interchange

### Impacted Roads:

Fullerton Pike, That Road, East Lane, Rockport Road, Big Sky Lane.

### Development Intent

Development of the east side of SR 37 in this portion of the corridor is encouraged by current land use policies. West of SR 37, development of the medical park with Monroe County Hospital will continue to be encouraged within established infrastructure boundaries while further residential development is to be low density where there are no sanitary sewers – but may be at a higher density in areas where sanitary sewers are installed. Should I-69 develop, it is recommended that missing segments of roadways be completed in the area, and that at least Fullerton Pike and Vernal Pike maintain access to SR 37/I-69.

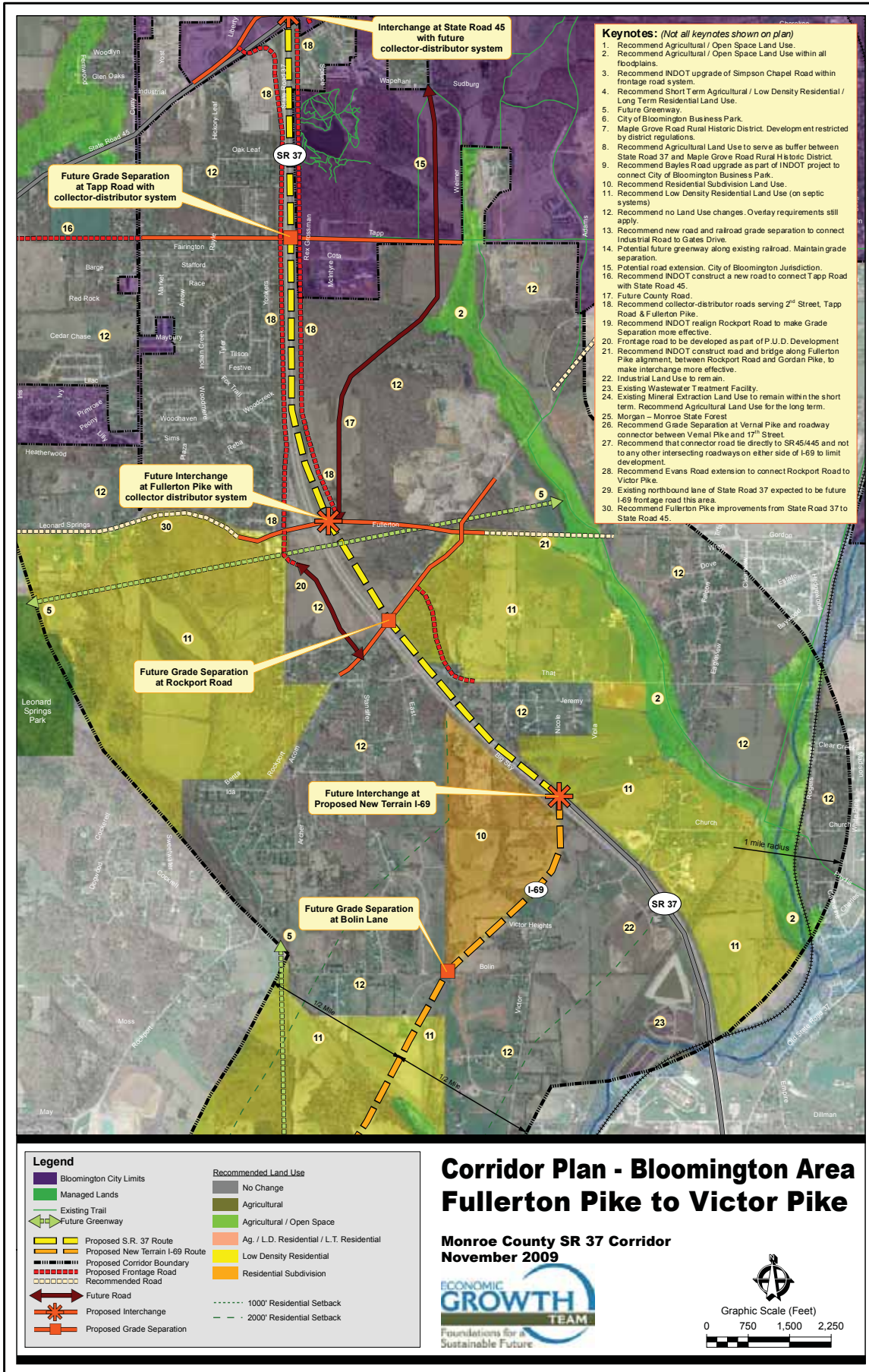
### Existing Conditions and Development Patterns

The corporate limits of Bloomington meander along SR 37 in this area, resulting in portions of the corridor being in Morgan County's jurisdiction with others being within the City of Bloomington. Development varies in intensity throughout the area (See: *Fullerton Pike to Victor Pike Map on page 46*). East of SR 37 and west of Clear Creek, there are former quarry areas and other land available for more intense use. South of this area also east of SR 37 is a mix of residential areas. There is also significant existing residential development east of Clear Creek largely out of the corridor.

West of SR 37 between Rockport Road and Fullerton Pike is the Monroe County Hospital. It is anticipated that development of the hospital will not extend further west or south than That Road. West of the hospital, there is significant undeveloped acreage. This area includes Leonard Springs Park.

Further south, areas bounded by SR 37 to the south, Rockport Road to the west and Victor Pike to the east are currently experiencing medium density residential development. The City of Bloomington is planning to extend sewers into this area.

A significant portion of this area of the corridor is currently regulated by the County's Business Industrial Overlay (BIO). The BIO was intended to guide development of employment sites within this region, but has seen little success.

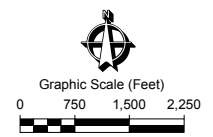


- Keynotes: (Not all keynotes shown on plan)**
1. Recommend Agricultural / Open Space Land Use.
  2. Recommend Agricultural / Open Space Land Use within all floodplains.
  3. Recommend INDOT upgrade of Simpson Chapel Road within frontage road system.
  4. Recommend Short Term Agricultural / Low Density Residential / Long Term Residential Land Use.
  5. Future Greenway.
  6. City of Bloomington Business Park.
  7. Maple Grove Road Rural Historic District. Development restricted by district regulations.
  8. Recommend Agricultural Land Use to serve as buffer between State Road 37 and Maple Grove Road Rural Historic District.
  9. Recommend Bayles Road upgrade as part of INDOT project to connect City of Bloomington Business Park.
  10. Recommend Residential Subdivision Land Use.
  11. Recommend Low Density Residential Land Use (on septic systems)
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  14. Potential future greenway along existing railroad. Maintain grade separation.
  15. Potential road extension. City of Bloomington Jurisdiction.
  16. Recommend INDOT construct a new road to connect Tapp Road with State Road 45.
  17. Future County Road.
  18. Recommend collector-distributor roads serving 2<sup>nd</sup> Street, Tapp Road & Fullerton Pike.
  19. Recommend INDOT realign Rockport Road to make Grade Separation more effective.
  20. Frontage road to be developed as part of P.U.D. Development
  21. Recommend INDOT construct road and bridge along Fullerton Pike alignment between Rockport Road and Gordon Pike, to make interchange more effective.
  22. Industrial Land Use to remain.
  23. Existing Wastewater Treatment Facility.
  24. Existing Mineral Extraction Land Use to remain within the short term. Recommend Agricultural Land Use for the long term.
  25. Morgan - Morroe State Forest
  26. Recommend Grade Separation at Vernal Pike and roadway connector between Vernal Pike and 17<sup>th</sup> Street.
  27. Recommend that connector road lie directly to SR 45/45 and not to any other intersecting roadways on either side of I-69 to limit development.
  28. Recommend Evans Road extension to connect Rockport Road to Victor Pike.
  29. Existing northbound lane of State Road 37 expected to be future I-69 frontage road this area.
  30. Recommend Fullerton Pike improvements from State Road 37 to State Road 45.

Legend	
	Bloomington City Limits
	Managed Lands
	Existing Trail
	Future Greenway
	Proposed S.R. 37 Route
	Proposed New Terrain I-69 Route
	Proposed Corridor Boundary
	Proposed Frontage Road
	Recommended Road
	Future Road
	Proposed Interchange
	Proposed Grade Separation
	No Change
	Agricultural
	Agricultural / Open Space
	Ag. / L.D. Residential / L.T. Residential
	Low Density Residential
	Residential Subdivision
	1000' Residential Setback
	2000' Residential Setback

## Corridor Plan - Bloomington Area Fullerton Pike to Victor Pike

Monroe County SR 37 Corridor  
November 2009



## I-69 Impact Summary

I-69 is proposed to follow the existing route of SR 37 until a point just north of Victor Pike. At this point, an interchange is proposed and I-69 is planned to route to the southwest following a new terrain route. It is proposed that the interstate be three lanes in each direction north of this SR 37 interchange and two lanes in each direction south of this point.

If I-69 is developed, Fullerton Pike and SR 37 are proposed to be developed as interchanges, while Rockport Road is proposed as a grade separation. That Road would be interrupted by the interstate due to its proximity to Rockport Road with a cul-de-sac on the west and frontage road to Rockport Road on the east. This disruption is of great concern because of the number of county residents in this area needing access to this corridor.

Should I-69 be developed with an interchange at Fullerton Pike, the interchange will need to connect to the residential areas east of Clear Creek for the interchange to be effective. Currently, Fullerton Pike stops at Rockport Road and does not cross Clear Creek. It is recommended that INDOT improve Fullerton Pike to the east by connecting the interchange to Gordon Road. Without this roadway extension, Fullerton Pike will only serve a limited residential area in the northwest quadrant of the proposed interchange and rural homes in the area. West of SR 37, both the county and Bloomington MPO have recommended an upgrade of Fullerton Pike/ Leonard Springs Road from SR 37 to SR 45. The combination of improvements to Fullerton Pike east and west of SR 37 will allow the corridor to become more effective at accommodating east-west traffic on the south side of Bloomington.

The construction of I-69 would cause similar connectivity issues at Rockport Road. This route is proposed to have an interchange if I-69 is built. For a Rockport Road grade separation to provide sufficient connectivity, it will need to be tied to residential areas northeast of the area closer to the Bloomington corporate limits. However, there is a segment of Rockport Road that needs to be constructed north of Clear Creek in order for this connection to be made. It is recommended that INDOT construct this segment as part of the I-69 system.

INDOT is also considering a SR 45/Tapp Road/Fullerton Pike split interchange design as well (reference May 2007 Preliminary Alternatives Analysis and Screening for Tier 2, Section 5 ). That design would utilize a collector distributor road system to allow traffic to flow to and from any of the three roadways. Monroe County prefers the split interchange configuration for this area since it maintains connectivity to SR 45, Tapp road and Fullerton Pike.

An interchange is also proposed at SR 37 that will connect SR 37 and I-69. The most important issue to the county is that Victor Pike remains open with full signalized access to SR 37. There are several options for the interchange currently under consideration by INDOT, many of which would be acceptable to the county if I-69 is constructed – as long as they include access to Victor Pike.

### Future Land Use:

East of SR 37 In the vicinity of Rockport Road and Fullerton Pike, development is anticipated between SR 37 and Clear Creek - and shall proceed according to current land use policies.



West of SR 37 in this area, business development shall proceed per current land use policies. West of That Road there is no plan to extend sanitary sewers to the area. Therefore, this area is recommended only for low density residential development.

The area west of SR 37 between Rockport Road and Victor Pike is currently experiencing residential development. However, since the new terrain I-69 route is within this space, development shall not occur within the interstate setbacks recommended by this plan (1,000 feet where there is a wooded buffer or 2,000 feet where there is not a wooded buffer).

Several portions of this area between SR 37 and Rockport Road are currently planned for employment uses, and are part of the Business and Industrial Overlay. However, little business/industrial development has occurred in this area with the exception of one limited area at Victor Pike. The predominant land use currently existing is residential. It is recommended that the County re-evaluate the Business and Industrial Overlay and encourage only residential in this area.

Business and industrial areas already developed along the portion of the corridor will be encouraged to remain and expand within properties previously built upon. Except in developments already approved as business/industrial, no new business/industrial uses shall be approved in this area. Existing commercial/industrial businesses will be encouraged to remain. Businesses will be allowed to expand within previously developed parcels as needed to remain viable. However, the intensity of the use will not be allowed to increase beyond current condition and the businesses will not be permitted to expand onto adjacent properties.

A key development concern in areas west of SR 37 is that all roads in this area ultimately access either Rockport Road or Victor Pike. Accordingly, development in this area will result in significant increase in traffic on those two roadways. Therefore, development in this area should be monitored and limited until such time as the streets are upgraded to accommodate the development. And for that same reason, it is vital to keep Victor Pike open to the interstate corridor.

In this location and throughout the SR 37/I-69 corridor, the County definitively will not permit truck stops/fueling stations to be developed. As an intersection of SR 37 and I-69, this location might be considered for such a facility. Because of the character and intensity of existing residential and business developments, the County has reviewed this issue and specifically recommends that truck stops/fueling facilities not be developed at this location. The zoning ordinance will need to be amended to include this land use restriction.

Throughout this corridor, there are a number of historic limestone walls along roads and within properties. For this reason, rural portions of this area may be appropriate as a historic district. While not an immediate goal, any development within this area must include consideration of its impacts on this area as a possible historic district.

Throughout the SR 37 corridor, there are numerous limestone quarries – both active and inactive. The architectural grade Salem Limestone of the Bloomington area is a unique and world renowned resource. This plan supports the current policy of protecting all known deposits for mining use, regardless of whether they are actively mined, previously mined, or have the potential to be mined.



## New Terrain I-69 Corridor

### Area Includes:

SR 37 Interchange and New Terrain Corridor from SR 37 to the Monroe/Greene County Line.

### Impacted Roads:

SR 37, Victor Pike, Bolin Lane, Tramway Road, Lodge Road, Rockport Road, Harmony Road, Evans Lane, Burch Road, Breeden Road, Carter Road.

### Impacted Subdivisions:

Rolling Glenn and Farmer's Field Subdivisions (both off Bolin Lane)

## Development Intent

It is intended that the rural character of the area be preserved, even if an interstate bisects the land. Should I-69 be developed, no interchanges are recommended in the area, but grade separations are a critical need at each intersecting road to minimize the impact of the highway on travel in the area. Development both directly and indirectly caused by a proposed interchange in Greene County near Carter Road is strongly discouraged by this plan. Regardless of I-69, construction in the area must be limited to isolated rural residences and traditional agricultural-related facilities.

## Existing Conditions

The proposed new terrain route of I-69 runs from SR 37 just north of Victor Pike to the Green County line near Carter Road (See: *Corridor Plan – New Terrain I-69 Corridor Map on page 50*). Properties along the route include residential subdivisions near Victor Pike, many rural residences, agricultural lands, and large continuous forests.

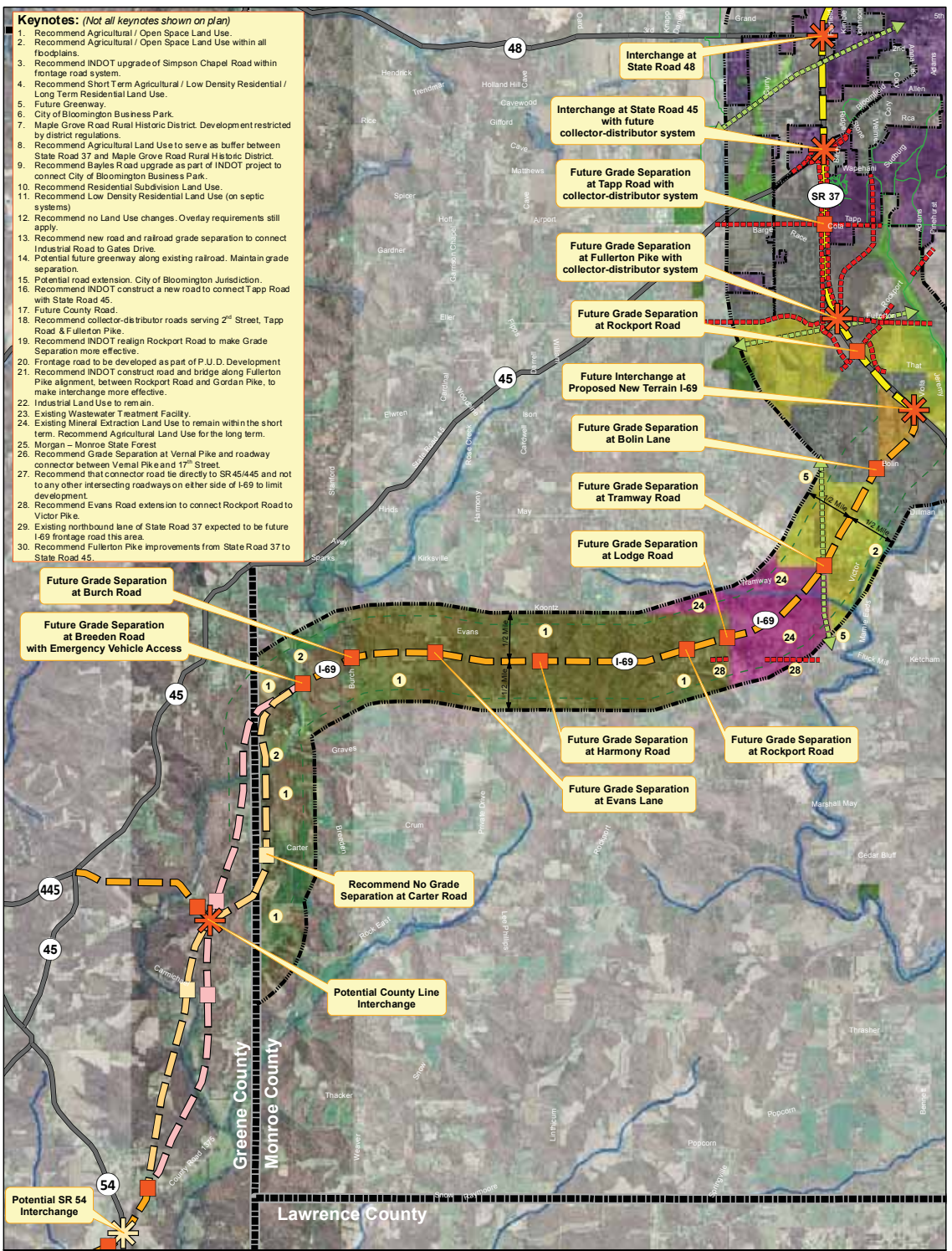
## I-69 Impact Summary

This area presents a wealth of natural and environmental resources that would be adversely impacted if an interstate is constructed as proposed. Recommendations for mitigating the impacts on these environmental resources are presented in later sections of this plan.

In addition to environmental impacts, the construction of I-69 would result in significant impacts on the people in the area. Persons who have deliberately chosen to live in a natural setting would be forced to reside next to an interstate that will spoil their views, generate noise, and lower property values.

Beyond the environmental and social impacts of I-69, there are also impacts possible due to potential development and reduced roadway connectivity. To address development, this plan recommends all areas within this part of the corridor be limited to agricultural land uses, and recommends that all new housing be discouraged within this area of the corridor. This recommendation applies whether or not I-69 is built. Any new development must occur beyond the interstate setbacks recommended by this plan.

- Keynotes: (Not all keynotes shown on plan)**
1. Recommend Agricultural / Open Space Land Use.
  2. Recommend Agricultural / Open Space Land Use within all floodplains.
  3. Recommend INDOT upgrade of Simpson Chapel Road within frontage road system.
  4. Recommend Short Term Agricultural / Low Density Residential / Long Term Residential Land Use.
  5. Future Greenway.
  6. City of Bloomington Business Park.
  7. Maple Grove Road Rural Historic District. Development restricted by district regulations.
  8. Recommend Agricultural Land Use to serve as buffer between State Road 37 and Maple Grove Road Rural Historic District.
  9. Recommend Bayles Road upgrade as part of INDOT project to connect City of Bloomington Business Park.
  10. Recommend Residential Subdivision Land Use.
  11. Recommend Low Density Residential Land Use (on septic systems)
  12. Recommend no Land Use changes. Overlay requirements still apply.
  13. Recommend new road and railroad grade separation to connect Industrial Road to Gates Drive.
  14. Potential future greenway along existing railroad. Maintain grade separation.
  15. Potential road extension. City of Bloomington Jurisdiction.
  16. Recommend INDOT construct a new road to connect Tapp Road with State Road 45.
  17. Future County Road.
  18. Recommend collector-distributor roads serving 2<sup>nd</sup> Street, Tapp Road & Fullerton Pike.
  19. Recommend INDOT realign Rockport Road to make Grade Separation more effective.
  20. Frontage road to be developed as part of P.U.D. Development
  21. Recommend INDOT construct road and bridge along Fullerton Pike alignment, between Rockport Road and Gordon Pike, to make interchange more effective.
  22. Industrial Land Use to remain.
  23. Existing Wastewater Treatment Facility.
  24. Existing Mineral Extraction Land Use to remain within the short term. Recommend Agricultural Land Use for the long term.
  25. Morgan - Monroe State Forest
  26. Recommend Grade Separation at Vernal Pike and roadway connector between Vernal Pike and 17<sup>th</sup> Street
  27. Recommend that connector road be directly to SR45/445 and not to any other intersecting roadways on either side of I-69 to limit development.
  28. Recommend Evans Road extension to connect Rockport Road to Victor Pike.
  29. Existing northbound lane of State Road 37 expected to be future I-69 frontage road this area.
  30. Recommend Fullerton Pike improvements from State Road 37 to State Road 45.

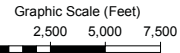


**Legend**

Bloomington City Limits	Recommended Land Use: No Change
Managed Lands	Recommended Land Use: Agricultural
Existing Trail	Recommended Land Use: Agricultural / Open Space
Future Greenway	Recommended Land Use: Ag. / L.D. Residential / L.T. Residential
Proposed S.R. 37 Route	Recommended Land Use: Low Density Residential
Proposed New Terrain I-69 Route	Recommended Land Use: Residential Subdivision
Proposed Corridor Boundary	1000' Residential Setback
Proposed Frontage Road	2000' Residential Setback
Recommended Road	
Future Road	
Proposed Interchange	
Proposed Grade Separation	

# Corridor Plan New Terrain I-69 Corridor

Monroe County SR 37 Corridor  
November 2009



Since interstate related development would be most pronounced in the area around interchanges, it is recommended that no interchanges in Monroe County be developed south of SR 37 now or in the future. This is currently reflected in INDOT's plans. The only possible exception is an emergency access point in the vicinity of Stanford.

With no other interchanges in the area, construction of I-69 would add significant development pressure at the SR 37 interchange in Monroe County and the SR 45/445 interchange in Greene County. Controls for development at the SR 37 interchange are reviewed in previous sections of this plan.

The proposed Greene County interchange poses unique development related concerns because of the lack of zoning in Greene County. Concerns were expressed that there could be direct and indirect development pressures in the southwest portion of Monroe County if I-69 is built and includes an interchange at this location. To address these potential impacts, it is recommended that the interchange have no access to local Monroe County roads, and that the interchange directly connect to the SR 45/445 intersection but no other roadways on the route. It is also recommended that the connector road be limited access to prevent commercial or residential drives from being installed that would encourage development.

While it is possible that through traffic could divert off SR 45 and lighten congestion, it is also very possible that I-69 could concentrate more traffic onto SR 45 and compound existing problems. To address this concern, INDOT is refining their Travel Demand Model as part of the I-69 Tier II Environmental Impact Statement. It is recommended that INDOT review these results with the county to determine if scope revisions or additional studies are warranted.

Another key impact is reduced roadway connectivity along the new terrain route. While INDOT plans currently indicate that almost all roads in the area intersecting the interstate would receive a grade separation, there is concern that budget cutting in other areas of the I-69 project might mean that grade separations would be cut out of the project in this area. These grade separations should be provided to maintain access within the rural portions of the county. Further reduction in grade separations will result in additional county expenses to accommodate changes in traffic routing.

Near the proposed Lodge Road grade separation, connectivity can be improved by extending Evans Road to the east to connect to Lodge Road and Victor Pike. This could eliminate the need for a grade separation at Lodge Road, while also improving traffic circulation for the county.

### **Future Land Use**

Throughout the new terrain portion of the corridor, it is recommended that future land uses be limited to preserve the rural nature of the corridor. Agriculture is the recommended land use throughout the new terrain corridor. Commercial and industrial land uses shall be discouraged throughout the new terrain corridor, and residential development shall be limited to isolated agriculture related and/or rural residences.

## IX. TRANSPORTATION IMPACTS AND RECOMMENDATIONS

### Previous Transportation Planning

A significant part of the effort for this SR 37 Corridor Plan builds on previously completed work by the county and Bloomington MPO. Notably, a number of plans have previously been adopted to address transportation needs, alternative transportation and land use. Even more, significant thought and effort has already been spent investigating the potential impacts an interstate would bring to the county. The recommendations of each of these documents need to be thoroughly considered by INDOT and its consultants in planning for a potential interstate. The recommendations of these various documents are therefore incorporated herein by reference into this plan.

First, previous plans completed by the county and MPO relevant to the SR 37/I-69 corridor include the following:

- ✦ *Monroe County Comprehensive Plan*, dated XXXX
- ✦ *Monroe County Street and Road Management System, Thoroughfare Plan and Capital Improvement Program*, dated December 1995, as prepared by Bernardin, Lochmueller and Associates. Amended in 1997 in cooperation with the Bloomington MPO.
- ✦ *I-69/SR 37 Alternative Transportation Corridor Study*, dated June 2007, prepared for Monroe County and Bloomington Planning Departments, as prepared by the Schneider Corporation.
- ✦ *2030 Long Range Thoroughfare Plan*, as amended June 8, 2007, prepared for the Bloomington MPO by MPO staff and the Bloomington Planning Department with the assistance of Bernardin, Lochmueller and Associates.
- ✦ *SR 37 Corridor Plan*, dated March 2000, prepared for the Bloomington Economic Development Corporation, as prepared by Strategic Development Group.
- ✦ *Monroe County Alternative Transportation and Greenways System Plan*, dated May 26, 2006, as prepared by Storrow Kinsella Associates, in cooperation with the Bloomington MPO.

In addition, the county has regularly reviewed proposed documents related to I-69 as they have been developed, and has provided comments to INDOT. Comments were provided in the following documents:

DATE	SUBJECT	FROM
April 28, 2003 (Submitted January 31, 2004)	I-69 Monroe County Road Impacts by Route "C"	Monroe County Highway Department

DATE	SUBJECT	FROM
January 31, 2004	I-69, Tier 1, Final Environmental Impact Statement Comments; Monroe County Impacts	Monroe County Highway Department
May 5, 2005	I-69, Section 4, Interchange in Western Monroe County	Monroe County Commissioners
August 15, 2005	I-69, Section 5, Public Comments from July 20, 2005 Public Information Meeting	Monroe County Commissioners
August 15, 2005	I-69, Section 4, Public Comments from June 16, 2005 Public Information Meeting	Monroe County Commissioners
July 24, 2006	I-69, Tier 1 Re-evaluation Report Comments	Monroe County Commissioners
February 15, 2008	I-69, Section 5, Interchange at Walnut Street/College Avenue in Monroe County	Monroe County Commissioners

Copies of the reports may be obtained online or at the Monroe County Courthouse. Correspondence indicated above is included in the Appendix to this document.

### ***Traffic Concentration and Frontage Roads***

The restriction of access to I-69 will result in an increased infrastructure burden on the County due to higher traffic volumes on county roads with access to the interstate and adjustments to established travel patterns disrupted by the presence of I-69.

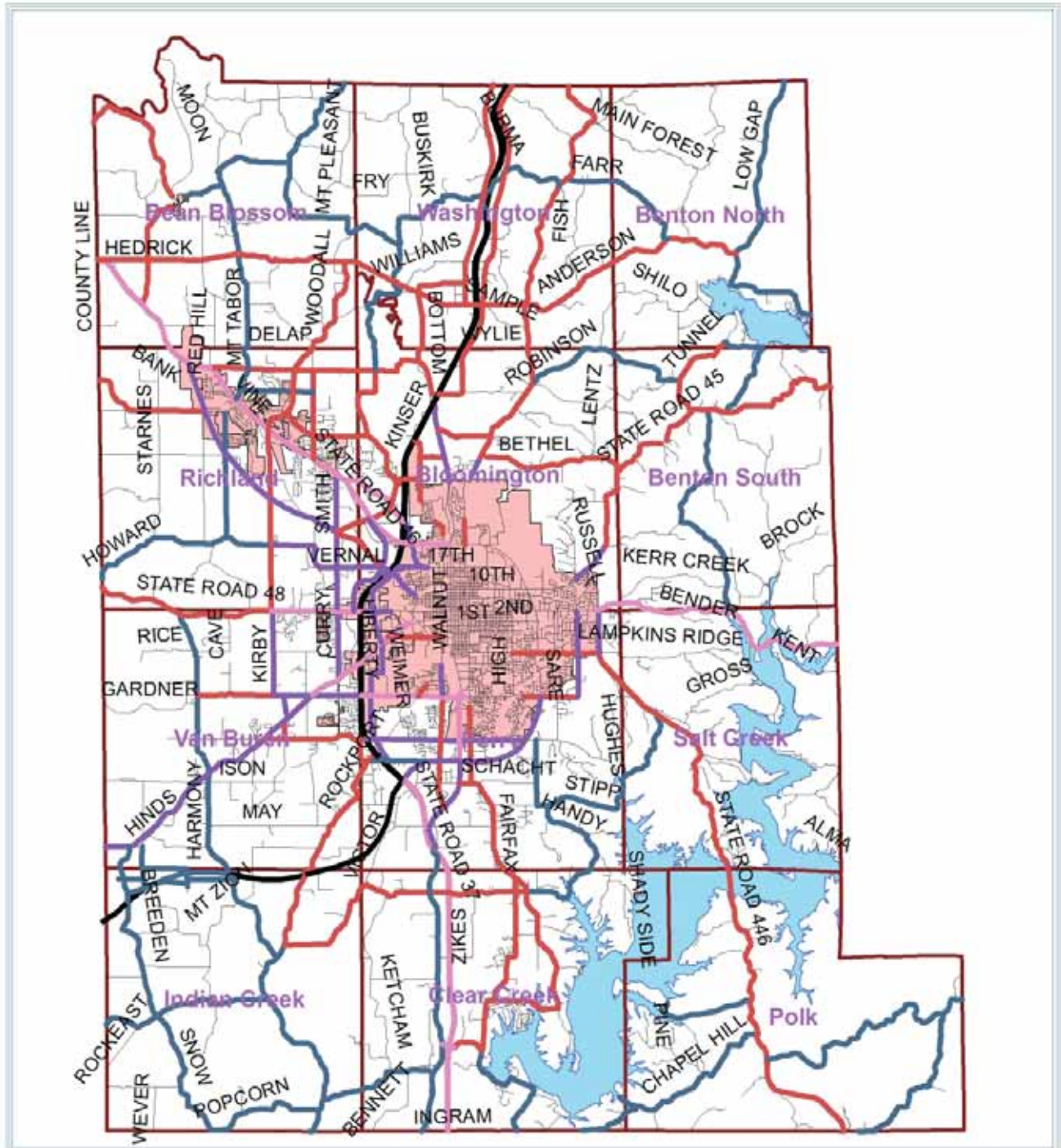
INDOT plans also indicate utilizing existing county roads in places as frontage roads. These county roads are narrow and have little pavement thickness, making them unsuitable for this type of use in the long term. A key example of this is at Simpson Chapel Road. INDOT is expected to provide frontage roads that do not route through existing neighborhoods. However, if existing roads must be used as frontage roads, INDOT should upgrade these roads to accommodate the intended use at the time of construction of I-69.

### ***Business Access Limitation***

Along the entire corridor, several businesses will no longer have direct access from the highway. The County should work with impacted businesses to plan changes or relocation as I-69 plans become more definite. Frontage roads will be useful tools to help mitigate some access concerns.



# Monroe County Functional Classification Map



- Legend
- func
  - rec\_num
  - ma
  - mac
  - mic
  - pa



## Alternative Transportation

Monroe County has established numerous goals that encourage the use and development of alternative means of transportation. Each of these goals is directed at reducing the County's reliance on the automobile as the preferred means of transportation.

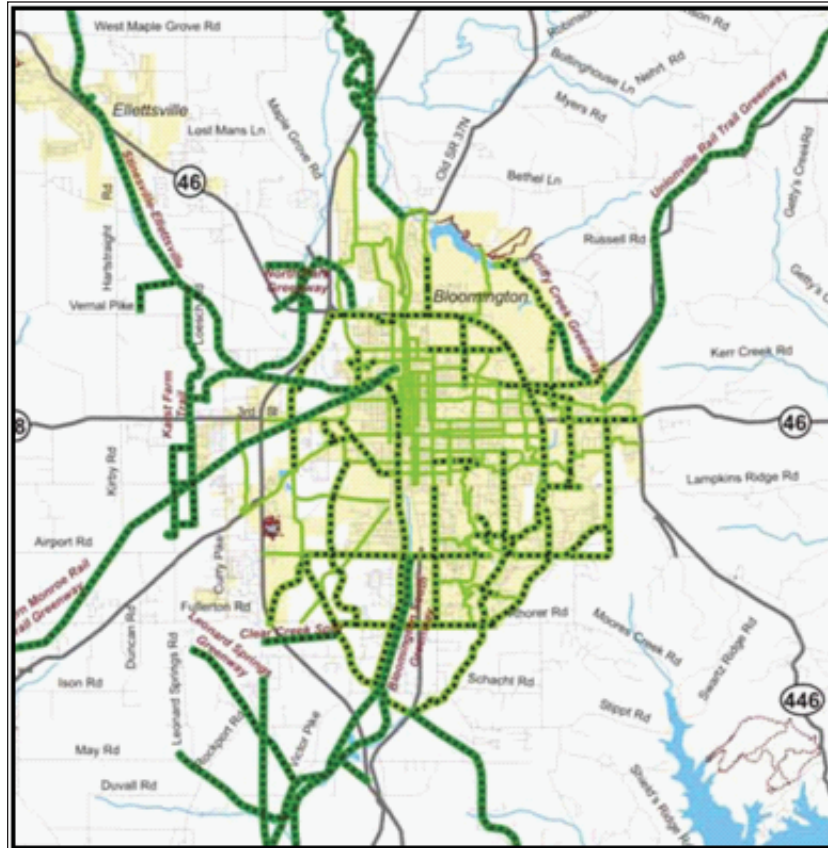


Figure 1: Monroe County Alternative Transportation Plan by Storrow Kinsella Associates

The development of I-69 would be in sharp contrast to these goals, not only because of the greater number of automobiles traveling through the county, but also because of the increased burden on County infrastructure resulting from higher traffic volumes on county roads with access to the interstate. Furthermore, it could bisect existing and future alternative transportation routes – making it more difficult to achieve the county's goals.

This section of the report is intended to summarize existing and recommended county policies related to larger scale transportation and alternative transportation issues. Specific transportation issues and impacts are described in the previous section of this report.



### Pedestrians and Cyclists

Monroe County places a high priority on pedestrian access throughout the county. Pedestrian and bicycle connectivity for the entire county could be compromised unless special accommodations are made for safe and convenient interstate crossings.

Pedestrian and bicycle traffic shall be accommodated not only for the benefits to human health but because it helps to mitigate pollution from conventional transportation like cars and trucks.

The County has two recent alternative transportation plans that address these issues. The first was prepared by Storrow Kinsella Associates (SKA) and provided mapping of short and long term pedestrian and bicycle routes throughout the community (See: Figure 1). A second plan was prepared by the Schneider Corporation. The Schneider study focused on design expectations for safe and convenient pedestrian and bicycle crossings (See: Figure 2).

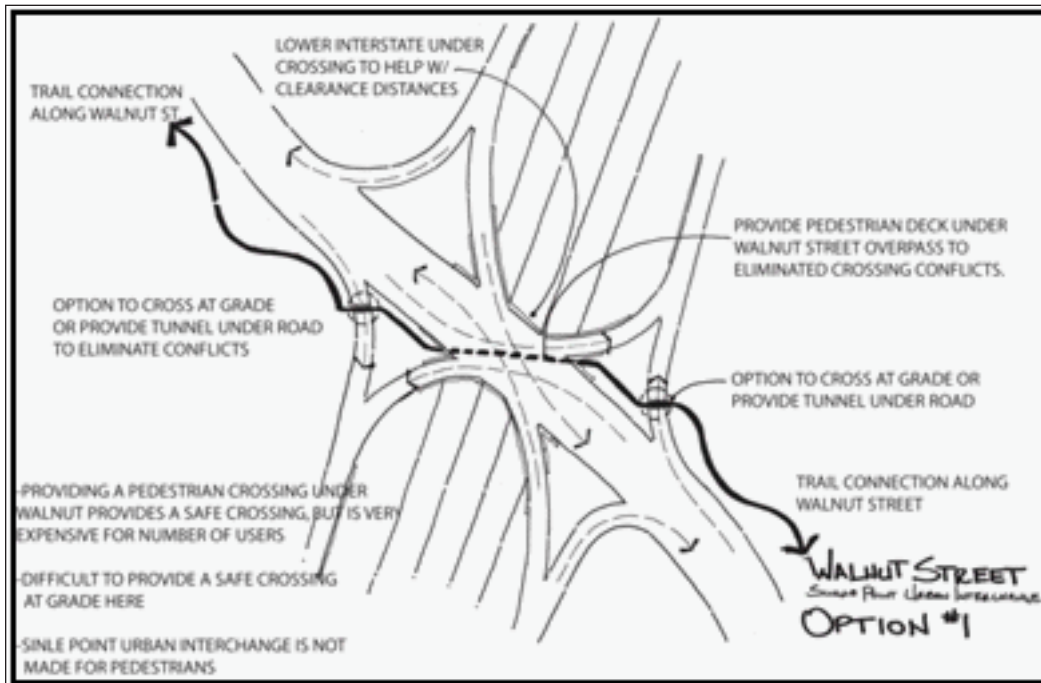


Figure 2: I-69/SR 37 Alternative Transportation Corridor Study by Schneider Associates.

Taken together, the two documents indicate both where accommodations need to be made, and provide suggested design concepts for the types of accommodations that must be provided. Should I-69 be constructed, INDOT and the county should work cooperatively, continually, and comprehensively to implement the recommendations of these two plans into I-69 plans.

INDOT should work closely with the county to provide such pedestrian and bicycle accommodations at all interchanges and grade separations and at all existing/future greenway crossings (See: *I-69 Impact Study Map on page 24*). While pedestrian bridges are a safe way to accommodate foot traffic at interstate crossings, pedestrian tunnels are more feasible in Monroe County (See: *Figure 3*). These tunnels can sometimes function in cooperation with wildlife tunnels as described in the next section of this report (See *Section X - Environmental Considerations*).



Figure 3: Pedestrian Tunnels

The area surrounding the Walnut Street and Kinser Pike interchanges is of particular concern for pedestrians and cyclists (See *Figure 4*). Currently, cyclists frequently cross SR 37 at Kinser Pike. A grade separation built in conjunction with I-69 will need to accommodate pedestrian/bicycle use. Also, a future greenway is proposed following Griffy and Beanblossom Creeks, where it will be important to accommodate both pedestrians and wildlife movement (See *Wildlife Crossings within Section X - Environmental Considerations*). There are a number of ways that trails could be routed in this area if I-69 were constructed, but it is important that pedestrian and wildlife movement not be restricted.

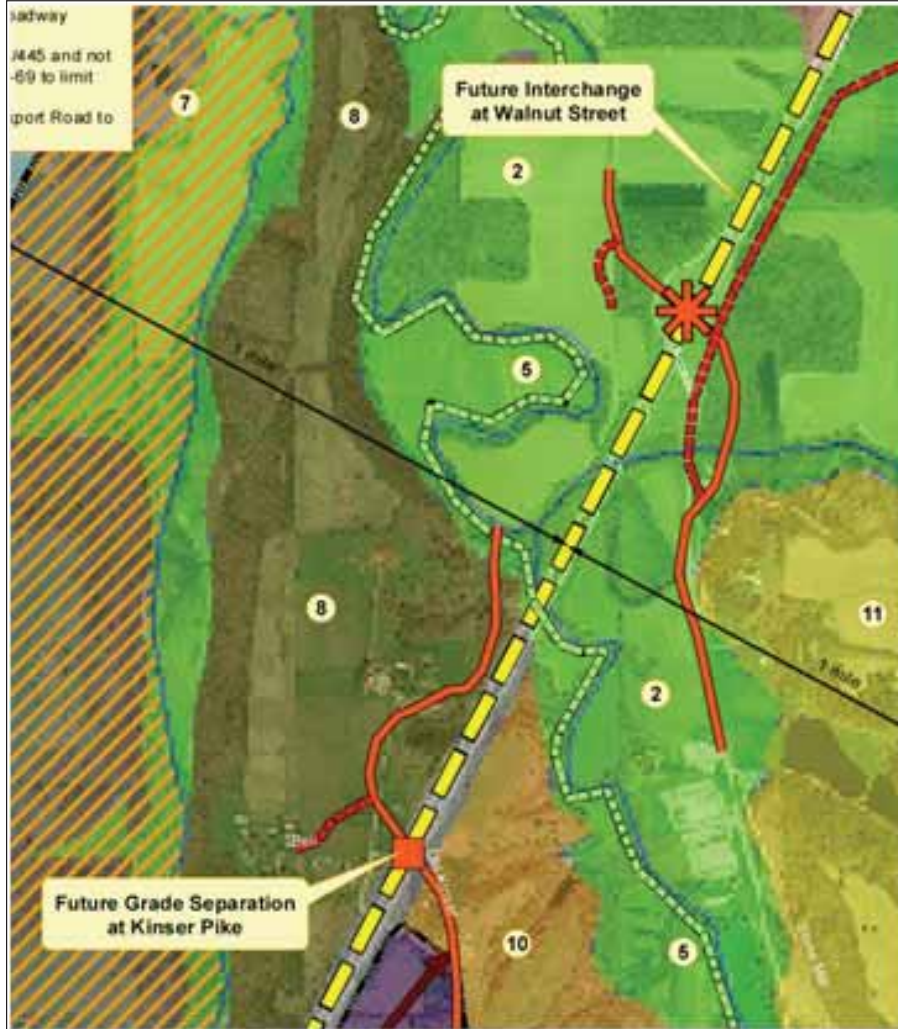


Figure 4: Detail of Walnut/Kinser Grade Separations

Between Chambers Pike and Sample Road is a future greenway that would intersect I-69 in an area with no interchange or grade separation (See: *Corridor Plan – County Line to Sample Road on page 32*). There are five such future greenway/I-69 intersections along the corridor from just north of Arlington Road to just south of Fullerton Pike (See: *Corridor Plan – State Road 46 to Tapp Road on page 42*). All of these intersections would require pedestrian accommodations where no grade separation or interchange is proposed. A final future greenway/I-69 intersection would occur at the grade separation at Tramway Road, and therefore a pedestrian tunnel could be built in conjunction with the grade separation (See: *Corridor Plan – New Terrain I-69 Corridor on page 50*).

### Alternative Fuel Vehicles

Alternative fuel and plug-in vehicles are anticipated to become increasingly popular as time passes. Accommodations for these vehicles and others not yet invented should be provided within the corridor. The County should consider incentives for developments in the corridor to provide carpool, hybrid, plug-in, and alternative fuel vehicle parking and re-fueling stations (See: *Figure 5*). Priority parking spots could also be given to alternative fuel and carpooling cars in park-n-ride situations. Conversely, the County should discourage conventional gasoline and diesel refueling stations within the corridor.



Figure 5: Hydrogen Car Fueling. Source: sitemaker.umich.edu.

### Light Rail

Plans for light rail connections in Indiana have been in the works for years and may someday become a reality. The proposed I-69 corridor is an ideal place to extend light rail south from Indianapolis. The railway could be accommodated within the median where the interstate is divided or alongside the roadway (See: Figure 6). Where the railway would run outside of the right-of-way, land use and environmental resources along the route must be considered, much the same as this document is considering the impacts of I-69.



Figure 6: Light Rail track in a median. Source: railway-technology.com

While the scope of investigating alternatives for light rail was beyond the scope of this effort, this plan encourages the county and INDOT to fully consider alternatives available for accommodating light rail as part of the public transit system for the community. More information about successful public transit options that include light rail can be found at the Portland, Oregon's MAX Rail Service website at <http://trimet.org/max/index.htm>. Information about the Interurban Rail in Indiana, the historic light rail system that has been mostly dismantled, can be found at <http://www.indianahistory.org/>.

## Public Safety

Current plans for grade separations appear to allow existing township fire departments to continue to serve their entire districts with limited interruption because of the proposed interstate. However, service to the interstate itself is greatly limited by its design (See: Public Safety Map). The only access in Monroe County to the new terrain interstate included in current plans will be at the SR 37 interchange. This means that the interstate will cross entire townships without providing the township fire department any access to the interstate to service the corridor. For example, while much of the new terrain route is in Indiana Creek Township, that department would have to travel miles out of its township just to access the interstate.

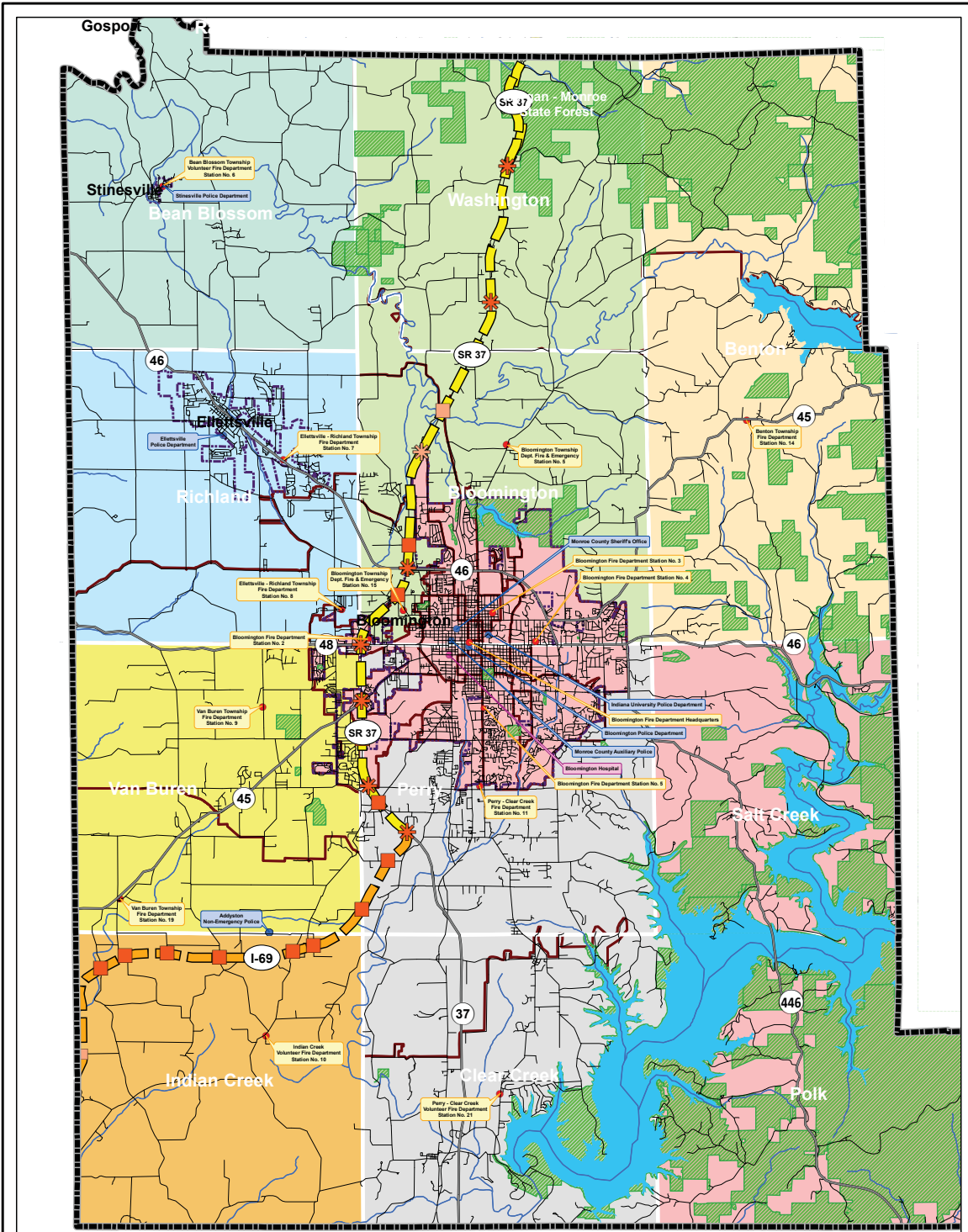
The closest fire department to the new terrain corridor is provided by the Van Buren Township Fire Department. Their station in Stanford is located on SR 45, and is close to Breeden Road. However, there is not an access in this area for the department to service the corridor. During preliminary discussions between the local fire departments and INDOT regarding the lack of access to the corridor, INDOT has agreed to provide an on-off ramp for emergency responders to the corridor in the vicinity of Breeden Road. This will allow Van Buren Township to serve the corridor. Providing this emergency access to the corridor is considered essential to being able to provide emergency response services to the corridor.

Nonetheless, local fire departments have very limited resources in terms of finances and equipment. They are located in rural townships, and while it may one day have an interstate within its territory, there is no potential for development within the townships. Without development, there is no chance to increase the tax base and resources of the department. This would put the departments in a position where they cannot pay to upgrade to the equipment they need to respond to interstate emergencies – and where they are not able to contribute to partially financing a joint response agreement for the corridor.

Two strategies were identified within this plan, but both will require considerable new financial resources. First, emergency service providers could consider a joint response agreement between Van Buren, Indiana Creek, Clear Creek, Perry Township and Greene County Fire Departments to service the interstate. The challenge to this is financial. Of these townships, only Perry will have the potential to see a slight amount of interstate related development to increase its tax base. Yet, Perry only has a small portion of the interstate within its boundaries. Because of this, there are little financial resources in any of the townships that could contribute to equipping the departments for a joint response.

The other option is to seek outside financing. Because of the financial limitations, it is clear that the only chance of responding to emergencies on the future interstate will be to obtain grant funding from the state to train staff and pay for the upgrade and ongoing maintenance of equipment and vehicles.



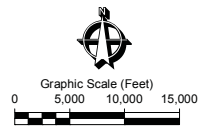


**Legend**

Corporate Limits	Bean Blossom Twp. VFD
Civil Township Boundary	Benton Township VFD
DNR Managed Land	Bloomington FD
Proposed State Road 37 Route	Bloomington Twp. FD
Proposed New Terrain I-69 Route	Ellettsville/Richland Twp. FD
Proposed I-69 Grade Separation (All Alternatives)	Indian Creek VFD
Proposed I-69 Interchange (All Alternatives)	Perry/Clear Creek Twp. FD
Hospital	Van Buren Twp. FD
Police Station	
Fire Station	

# Public Safety Locations Map

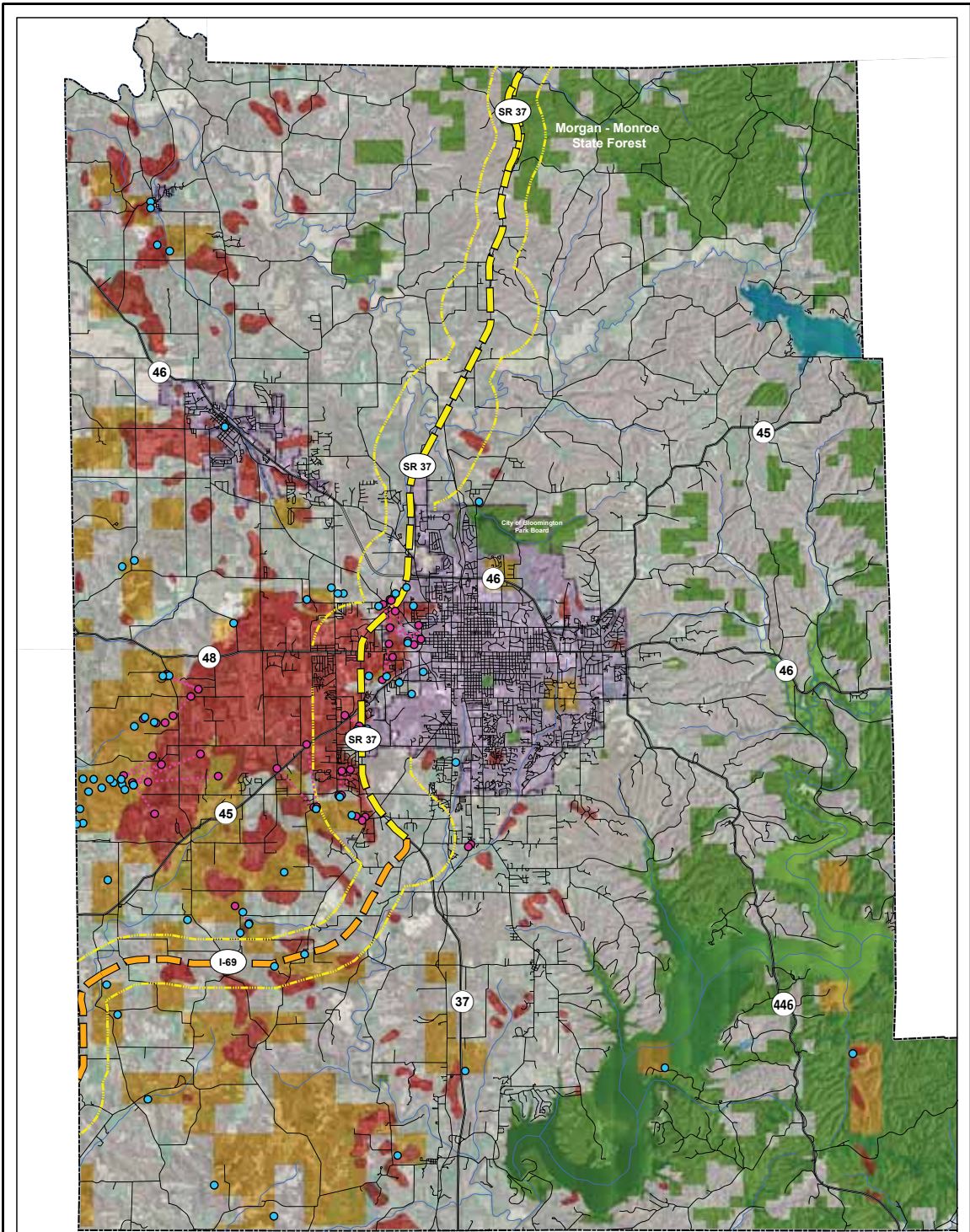
Monroe County SR 37 Corridor  
June 2009



## **X. ENVIRONMENTAL CONSIDERATIONS**

Monroe County is home to a number of environmental resources important to Southern Indiana, such as the Morgan-Monroe State Forest, Beanblossom Bottoms Preserve, Cedar Bluffs Preserve, and Buckner Cave. The County is also home to a number of endangered animal, insect, fish, plant, and other living species (called "biota") such as the Indiana Bat (*Myotis sodalis*) and Butternut Tree (*Juglans cinerea*). Biota thrives when the ecosystem in which it lives is not disturbed by human activity. It is also important to protect the limestone and other mineral resources in the County, some of which are considered to be the highest quality in the world. An Environmental Inventory Map of Monroe County is shown in the next page.



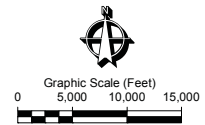


**Legend**

- City Limits
- Proposed State Road 37 Route
- Proposed New Terrain I-69 Route
- Proposed Corridor Boundary
- Managed Land
- Lakes
- River / Creek
- Karst: Springs
- Karst: Dye Points
- Karst: Dye Lines
- Karst: Sinkhole Areas & Sinking Stream Basins
- Karst: Density of Cave Entrances

# Environmental Inventory Map

Monroe County SR 37 Corridor  
July 2009



## Forest Fragmentation

It is important to protect forests from further fragmentation that may occur because of interstate-related development. A common method of protecting ecosystems is to set aside large areas of land where little to no human disturbance will be allowed. Monroe County has large forest ecosystems where the only human disturbances are rural roads and low-density housing. In those areas, where human activity is so minimal, forests ecosystems can function healthily. The Morgan-Monroe State Forest is an example of an ecosystem where human disturbance is being regulated.

When forests are mostly undisturbed the forest is said to have a “continuous canopy.” Where there are areas of continuous canopy an ecosystem may function correctly because wildlife and vegetation are free to migrate naturally, with no human barriers. Where trees and the rest of the natural vegetation have been removed for housing, agricultural fields, and other human development, the forest is said to be “fragmented” (See: *Figure 7*).



Figure 7: Fragmented forests in Monroe County. Source: [newsinfo.iu.edu](http://newsinfo.iu.edu)

A fragmented forest is less healthy than a forest with continuous canopy; it is said to have more “edge” habitat and less “interior” habitat than it would have had naturally (See: Figure 8). “An edge is described as the outer portion of a [forest] where the environment differs significantly from the interior.” Therefore, different species of biota live in an edge condition than live in the interior of the forest. When more edge conditions are created by human disturbance, it leads to less interior habitat, which is where species of conservation importance usually live. Species that live in edge conditions are often “common or widespread in the landscape.”<sup>3</sup>

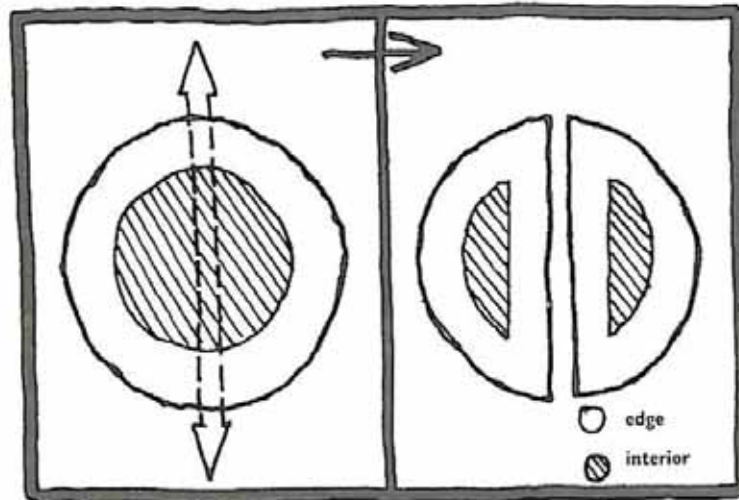


Figure 8: Edge vs. Interior Habitat. Source: Dramstad et al

A piece of fragmented forest, regardless of what it is surrounded by (like agricultural fields or a town), is commonly referred to as a “patch.” The larger the patch, the more likely it is to have a greater number of species (See: Figure 9).

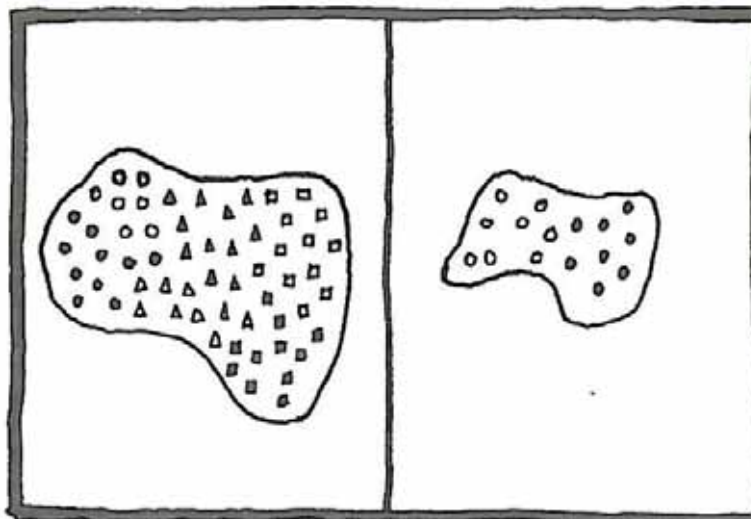


Figure 9: Large Patch Species Diversity. Source: Dramstad et al.

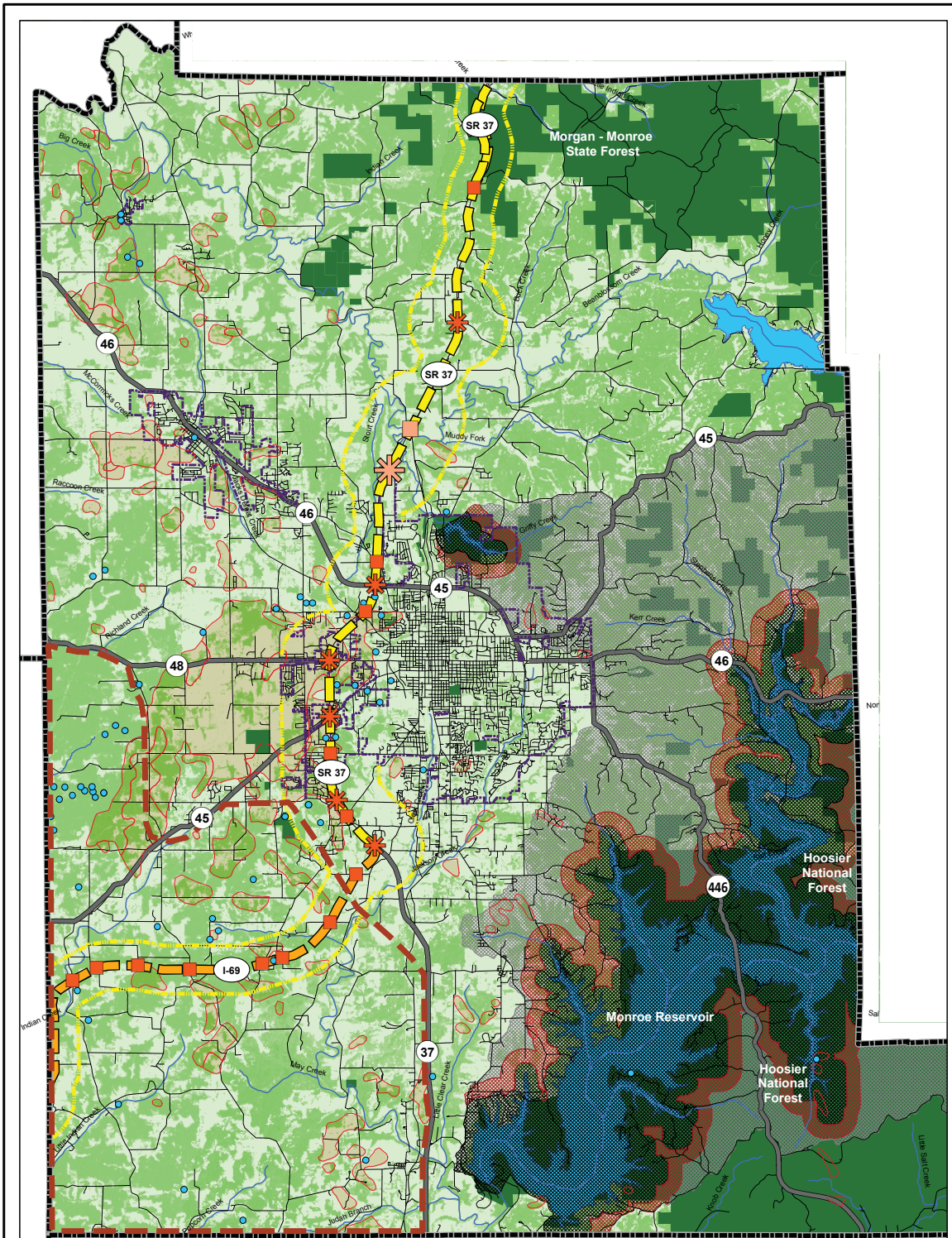
<sup>3</sup> Source for this section: Dramstad, Wenche E., et al. *Landscape Ecology Principles in Landscape Architecture and Land-Use Planning*. 1996.

### **Existing Terrain**

Protecting the current size of patches is very important in the I-69/SR 37 corridor north of Bloomington (See *Preservation Map on page 70*). In the north-western and north-central portion of the County the forests are the most fragmented and the patches are most at risk for being reduced to an unhealthy size. Development spurring from the construction of I-69 in this portion of the County needs to be carefully controlled to protect the forests, to help preserve not only ecosystem health but the rural character of the area.

### **New Terrain**

The new terrain portion of I-69 has the potential to spur development along its route, which would subdivide the largest area of unprotected continuous canopy in the County. The forested areas adjacent to the proposed I-69 new terrain are much less fragmented than the forests in the north-central and central parts of the County (See *Preservation Map on page 70*). In order to protect the local ecosystem from harmful human disturbance, a New Terrain Impact Zone should be established in the southwestern quadrant of the county. Within this zone, restrictions similar to or stricter than those in place in the County "EcoZone" should be considered. Protections in the EcoZone consist of the prevention of development on steep slopes, limitations to forestry, and protection of groundwater. To be even more effective, dense residential, commercial, and industrial development could be prohibited within the New Terrain Impact Zone.



**Legend**

- Corporate Limits
- Proposed State Road 37 Route
- Proposed New Terrain I-69 Route
- Proposed Corridor Boundary
- Proposed I-69 Interchange
- Proposed I-69 Grade Separation
- Managed Lands / Hoosier National Forest
- Karst: Sinkhole Areas & Sinking Stream Basins
- Karst: Springs
- New Terrain Impact Zone

**Percent Tree Canopy Cover**

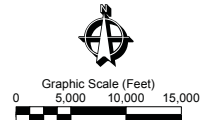
High : 100  
Low : 0

**Environmental Constraints Overlay**

- Area 1  
All land lying within 1,000 feet (measured horizontally) of the Fee Take Line.
- Area 2  
All land lying between 1,000 feet and 2,500 feet (measured horizontally) of the Fee Take Line. Also, all land lying within 1,000 feet (measured horizontally) of the Regulatory Floodway.
- Area 3  
The entire Lake Monroe Watershed outside of Areas 1 and 2.

# Preservation Map

Monroe County SR 37 Corridor  
July 2009



## Forested Buffers

A forested buffer along a roadway serves many purposes including traffic noise reduction, roadway stormwater runoff absorption and filtering, wind breaks, carbon sequestration, visual screening of the roadway and road lighting, and a “wildlife corridor” to allow animals to travel from patch to patch (See Table 3: *Environmental Impact Summary in Section XI - Implementation Plan*).

To be effective, a forest buffer must be at least 100 feet wide and consist mostly of tall, native conifer trees like Canadian Hemlock (*Tsuga canadensis*). To create a forested buffer, trees can be planted directly or a no-mow zone can be established adjacent to the right-of-way. A no-mow zone will allow trees to establish naturally over time. In order to establish a buffer of the right tree species in a no-mow zone, however, some trees will have to be planted to ensure there is a source of seed. A no-mow option will take much longer, possibly decades, to establish than a direct-planting method, although it costs significantly less money.

## Existing Terrain

Along the existing SR 37 route north of Bloomington, there are many places along the roadway where there are no trees (See Figure 10). Forested buffers could be established in this area even if I-69 is never built. If I-69 is built, and there is forest adjacent to the roadway, a 1,000 foot setback shall be provided for all new residential development. Where there is not a wooded buffer, the setback shall be increased to 2,000 feet. This will help to ensure that the integrity of the ecosystem is maintained as much as possible, as well as helping to maintain the rural character of the area.



Figure 10: SR 37 in Monroe County. Source: GoogleEarth

## New Terrain

As in the existing terrain, forested buffers will be crucial to the health of humans and other biota in the new terrain portion of I-69. For much of the new terrain portion, the interstate will bisect existing continuous canopy. Therefore, new forested buffer will not be required, but edge conditions will need to be created as described in the “Wildlife Corridors” section found below. However, where forest will not be adjacent to the new terrain, buffers will need to be either planted or no-mow zones established, as outlined above.

Once again, where there is forest adjacent to the proposed interstate, a 1,000 foot setback shall be required for all new residential development. If there are locations where a wooded buffer would not be present, the setback shall be 2,000 feet.

## Wildlife Corridors

When a forest is undisturbed by humans, it has both interior and edge conditions that vary in structure and contain different species, as mentioned above. The interior of a forest contains the tallest trees, called “overstory” or “canopy” trees, and has few shorter trees, called the “understory” trees. It also is home to shrubs, vines, ferns, and flowers that can grow in the shade. The edge of a forest is where the height of the forest structure steps down from the tall canopy trees, to shorter trees, then to shrubs, and finally native grasses and wildflowers (See: *Figure 11*).

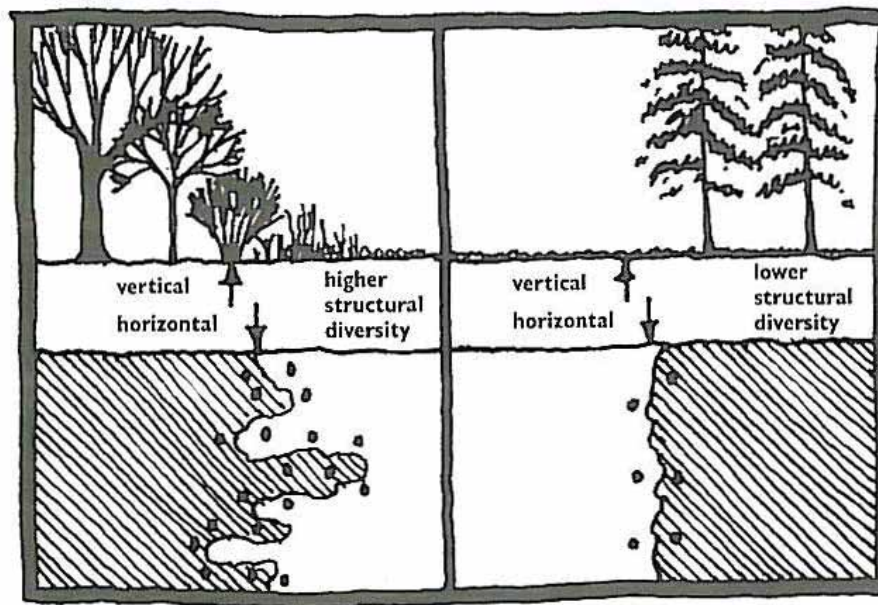


Figure 11: Forest Edge Structure. Source: Dramstad et al

If a road is cut through a forest, it creates a condition where the interior of a forest is next to an unnatural element. Wildlife is unfamiliar with human elements being in their habitat, so this is often why deer, opossums, squirrels, and raccoons cross onto roadways and are struck by vehicles. To alert wildlife that a change in the landscape is ahead, an edge condition should be created on either side of the interstate, creating a “wildlife corridor.” The wildlife corridor should be at least 100 feet in width from the tallest tree down to the native grasses and wildflowers, though the wider the edge, the more chances wildlife has to divert before crossing the road. The wildlife corridor is adjacent to the INDOT-controlled right-of-way (the right-of-way will maintained by INDOT). Also, making the edge a more natural shape than a straight line creates more diverse habitat for wildlife (See: *Figure 11 and Figure 12*).

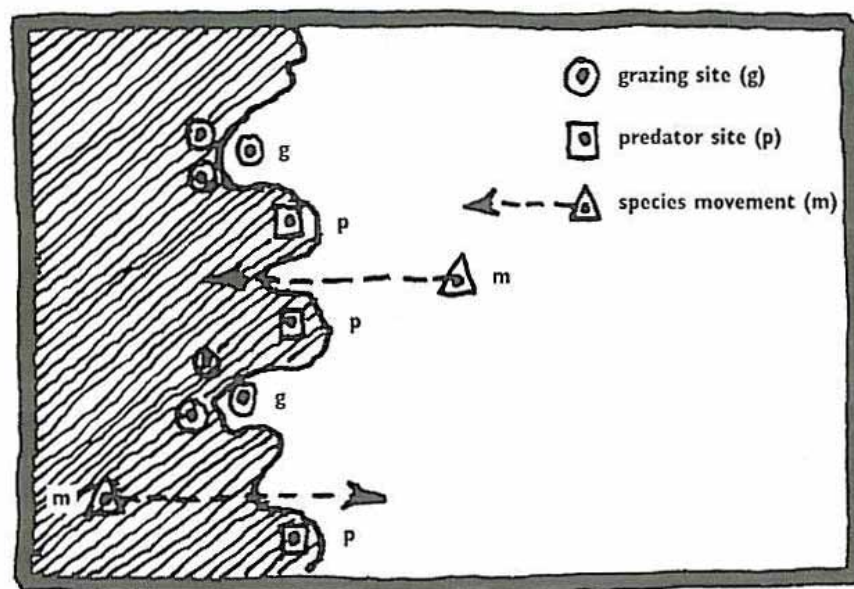


Figure 12: Diverse Edge Habitat. Source: Dramstad et al.

Because the forest canopy is continuous in much of the new terrain, trees will not have to be planted to create a wildlife corridor. Instead, canopy trees should be selectively cleared back 100 feet or more from the right-of-way. One third of the total width of the wildlife corridor, adjacent to the canopy trees, should house native understory trees, which can either be left when the overstory trees were selectively cleared and/or planted. The second third of the width should contain native shrubs, either left after clearing or planted, or both. The final third of the wildlife corridor, adjacent to the right-of-way, should contain native grasses and perennials, which will likely have to be seeded or planted. This hierarchy of native plants, from tall to short, will need to be monitored over time and thinned when necessary to maintain the integrity of the edge. Thinning will involve removing inappropriate species from the various parts of the corridor, such as removing overstory tree seedlings that sprout up amongst the native grasses. While intensive, this maintenance is important for the corridor to function correctly.



## Wildlife Crossings

Because wildlife must be discouraged from crossing the interstate by the wildlife corridor, places for them to safely cross from one side of the roadway to the other will have to be created. Safe crossing can be done by allowing the wildlife to use a large, vegetated bridge over the interstate (See: *Figure 13*) or cross under the interstate in a “wildlife tunnel” (See: *Figure 14*). Since much of the new terrain follows a ridgeline, it will probably be more feasible to build the wildlife tunnels, although the impacts to groundwater and karst from digging must be considered. The vegetated buffers described in Existing Terrain, and the wildlife corridors described above must be as continuous as possible along highways and interstates to allow for movement of wildlife to crossings and/or tunnels.



Figure 13: Vegetated Wildlife Bridge. Source: [en.wikipedia.org/wiki/Wildlife\\_crossing](http://en.wikipedia.org/wiki/Wildlife_crossing)

Likely places for a wildlife crossing under the interstate would be where stream channels intersect the roadway. Tunnels can be sized to accommodate wildlife thru-movement, much like the pedestrian tunnels allow people to move from one side of the roadway to the other. In fact, wildlife and pedestrian tunnels may be combined where appropriate, as mentioned earlier in this report. Wildlife crossings can also be provided in association with grade separations, although that option is less desirable as it increases the likelihood of wildlife/vehicular conflicts. However, where stream channels do not intersect the interstate with a frequency of 0.5 to 1.0 miles, as in the new terrain portion of the corridor, wildlife bridges or tunnels must be added to achieve that frequency or greater.



Figure 14: Wildlife Tunnel. Source: [en.wikipedia.org/wiki/Wildlife\\_crossing](https://en.wikipedia.org/wiki/Wildlife_crossing)

### Viewsheds

Development of the interchanges will have a significant impact on views of the area from the interstate and beyond. In addition, views from the roadway must also be considered and protected. INDOT and Monroe County should work together to protect the viewsheds, particularly in the new terrain portion of the corridor.

The use of wooded buffers will limit scenic vistas from the interstate, as well as reduce the visual impact of the interstate, so the county will need to prioritize which viewshed protection is the higher priority along different portions of the corridor. The previously described vegetated buffers and 1000 to 2000 foot setbacks will help to maintain attractive views.

In addition, it is recommended that the community modify their ordinances to make clear their intention to prohibit new off-premise advertising signs (i.e. billboards) within the existing and new terrain portions of the corridor. Currently adopted ordinances include a goal “to provide for the gradual elimination of off premises advertising signs (e.g., the gradual elimination of billboards).” The elimination of off-premise advertising signs is warranted since they would further detract from the natural views, cause additional light pollution, and further impact existing residents and wildlife.

### Noise Impacts

Interstate construction would result in an appreciable increase in ambient noise levels. It is not anticipated that there is enough population density for INDOT to construct noise barriers within the interstate right-of-way for much of the corridor. However, there may be areas where existing businesses and residences may be very close to the interstate. In those areas, sound barrier walls must be installed. Sound barrier walls adjacent to the interstate would be the most effective at blocking interstate noise from the surrounding area, helping preserve

local property values, and keeping wildlife off the roadway. Where sound barriers are not installed, protection of the existing forest via a wildlife corridor described above or the installation of a new forested buffer parallel to interstate would help mitigate noise. Any new buffer should follow the guidelines described in the forested buffer section. The 1000 and 2000 foot setbacks for new construction, as previously outlined, should reduce noise impacts as well. The County shall modify its landscape ordinance to require buffering between developments and the interstate. “Staged” buffering that requires different buffering depths based on the type of vegetation/ noise impacts should be considered.

### Light Pollution

Interstate construction would result in additional light levels both from traffic, as well as from lighting along the interstate. Artificial light at night has been shown to affect the mating, migration, and predation behaviors of many different species and, consequently, the ecological community as a whole (See: *Figure 15*). Dark skies compliance shall be required for all light fixtures along the interstate (See: [www.darksky.org](http://www.darksky.org)). The County should coordinate with INDOT on interchange lighting designs that do not require high intensity lights on large poles, and encourage lighting to be installed at a lower height where it is more effective. Also, the County can encourage interstate design criteria that do not require continuous street lighting in rural areas. Finally, providing vegetative buffers along interstates will limit the impacts of lights from traffic, in addition to the many other benefits they offer, as previously described.



Figure 15: North America at night. Source: [landscapeonline.com](http://landscapeonline.com).

## Air Quality

The increased traffic and emissions associated with the interstate would result in a considerable increase in pollutants and greenhouse gases being discharged into the local atmosphere. The County should require the preservation of the tree canopy in areas around I-69 to offset additional carbon emissions associated with an interstate. Planting new vegetation, as in the wildlife buffers and corridors described above, will also increase the amount of carbon absorbed.

The County can also reduce carbon emissions by restricting engine idling within the County including the prohibiting the idling of tractor-trailers within the corridor and by encouraging multi-modal transportation as described above. Discouraging drive-through establishments in the corridor will also help reduce carbon emissions. The County should consider providing developments in the corridor with incentives for carpooling, and hybrid and electric car parking and plug-in stations.

Finally, the County should establish an air quality monitoring program before I-69 is constructed by gathering its own data. Indiana University would be a likely partner for the data gathering. This baseline data can be used to assess I-69 impacts on air quality and enable stricter air quality standards based on the actual air quality data. The County can also consider establishing an air pollution control district and regulating emissions and particulate matter discharges, should it be warranted. This is the most aggressive option and may need enabling legislation to enact.

## Karst Areas

There are karst areas in many portions of the proposed I-69 route (*See Environmental Inventory Map on page 66*). Karst is a landscape shaped by layers of bedrock which can be dissolve under certain conditions, such as limestone or dolomite. Karst bedrock can resemble Swiss cheese because it has many holes, often large (*See: Figure 16*). As a consequence, there may be very limited surface water above karst formations. Many karst regions display unusual surface features like the sinkholes commonly found in Monroe County.

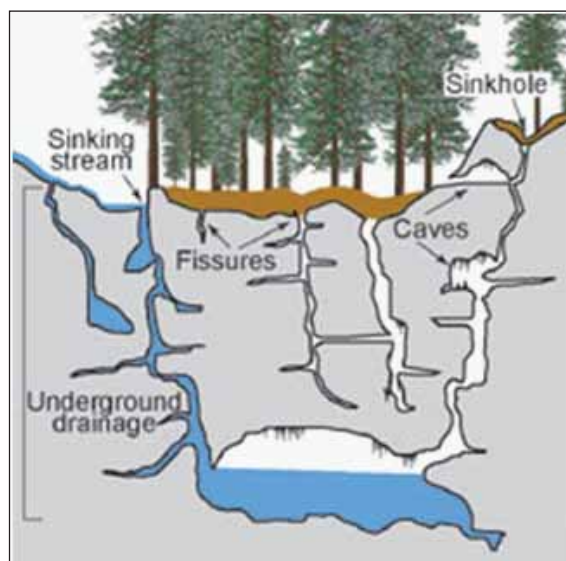


Figure 16: Karst Features. Source: esi.utexas.edu

Water supplies from wells and the general groundwater in karst topography may be unsafe, since the normal filtering that occurs underground is bypassed. The karst topography itself also poses difficulties for humans. Sinkholes can develop gradually as surface openings enlarge, but quite often progressive erosion is unseen and the roof of a cave suddenly collapses. Such events have swallowed homes, cattle, cars, and farm machinery.<sup>4</sup>

Because of the likelihood of water contamination and sinkhole collapse, buffers around known karst areas should increase to 100 feet as determined by Chapter 825 of the County Zoning Ordinance. Interstates should also be added to those roadway types prohibited in karst areas by Chapter 829.

Salting the roadways in Monroe County is of particular importance for emergency vehicle access during inclement winter weather because of the hilly terrain. However, salt washing off into the groundwater is a concern, especially because of the karst features, which will be discussed in the next section of this report, Environmental Concerns and Action Items. Stormwater management practices that can effectively filter the salt in runoff should be implemented adjacent to the interstate, or less environmentally-damaging alternatives to salt should be utilized.

### **Impacts During Interstate Construction**

Interstate construction would impact the land beyond the boundaries of the right of way. Borrow sites, construction access roads, and related support facilities would need to be identified and built. Construction waste would likely be disposed of outside the right-of-way, therefore rules to govern construction-related activities outside the right of way (restrict/direct borrow sites, fill sites, access roads, etc.) would need to be developed. The County should modify its ordinances to require enhanced sustainability practices for roadway construction prior to final I-69 design begins to avoid undesirable construction impacts.

As previously mentioned, the new terrain corridor includes significant uninterrupted tree canopy. Hundreds of acres of tree canopy would have to be cleared to facilitate roadway construction. INDOT will likely propose a 3:1 mitigation program. This will include replacement of tree canopy on a 1:1 basis – plus additional protection of adjacent forests at a 2:1 ratio. The County should work with INDOT to direct where tree mitigation takes place to enhance continuous canopy cover in Monroe County.

### **Stormwater Quality and Quantity**

Stormwater runoff from the built interstate will be contaminated by vehicular traffic, and by both airborne and precipitation pollution. Stormwater runoff from paved areas can have significant velocity and volume, contributing to flooding and erosion. The local stormwater ordinances do not apply to roadways, leaving significant exposure on a project with the magnitude of I-69. INDOT will require roadways to follow their Standard Specifications related to drainage, which does not necessarily require full compliance with local ordinances.

The County should amend stormwater ordinances to require specific alternative stormwater management best practices for highway and/or interstate construction. Likewise, the County expects I-69 to be built so that waterways can be maintained at swimmable/fishable standards. Stormwater management practices should

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<sup>4</sup> Source for this section: <http://en.wikipedia.org/wiki/Karst>

apply both during and after construction, such as constructed wetlands and bioswales adjacent to the roadways. The County should require compliance with full Rule 5 erosion control within the interstate, work with INDOT on more sustainable de-icing practices on the interstate, and work with INDOT to incorporate hazardous waste sinks into the design of I-69.

### **Sustainability Planning**

Throughout the corridor, it is expected that interstate construction, county infrastructure and private developments conform to progressive sustainability practices. While the United States Green Building Council's LEED rating system is regarded as today's progressive standard for sustainability, the County recognizes that the interstate and related development will not occur for at least 10 to 20 years, if at all. In that timeframe, it is expected that even more progressive environmental standards will supersede those followed today.

The intent of this plan is to encourage future development to follow progressive environmental standards at the time of construction in 10 to 20 years – and not be limited to those currently followed today.

## **XI. IMPLEMENTATION PLAN**

The Implementation Plan for the Monroe County Corridor Plan is represented on charts on the following pages. The charts contain the following information:

### **✦ Table 1 Land Use Issue Summary**

This chart displays recommended intersection / grade separation type, recommended future land use and regulation strategies for locations throughout the corridor in Sections 4 and 5, in addition to general recommendations for existing and new terrain.

This table only lists roads intersecting with SR 37 which are scheduled to receive either an interchange or overpass/underpass. All other roads will lose their immediate connection to the interstate.

### **✦ Table 2 Transportation Summary**

This chart displays the impact summary, existing regulations, action steps and recommended ordinance changes for transportation issues evaluated as part of this corridor study.

For the sake of brevity, this table does not include the many recommendations and projects recorded in other Monroe County planning documents. A list of those documents can be found on page 5 of this report.

### **✦ Table 3 Environmental Summary**

This chart displays the impact summary, existing regulations, action steps and recommended ordinance changes for environmental issues evaluated as part of this corridor study.

The following table (Table 1) only lists roads intersecting with SR 37 which are scheduled to receive either an interchange or overpass/underpass. All other roads will lose their immediate connection to the interstate.

**Table 1: Land Use Issue Summary**

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
<b>INDOT SECTION 4</b>			
Bolin Lane	Grade Separation	Urban/Low Density	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> </ul>
Tramway Road	Grade Separation	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> </ul>
Lodge Road	Grade Separation or Closed	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> <li>Consider alternatives to a grade separation, including construction of an upgrade to Evans Road west of this location to allow interconnection to Rockport Road and/or east to Victor Pike.</li> </ul>
Rockport Road	Grade Separation	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> </ul>
Harmony Road	Grade Separation	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> </ul>
Evans Lane	Grade Separation or Closed	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> <li>Consider alternatives to a grade separation, including construction of an upgrade to Evans Road east of this location to allow interconnection to Lodge Road and/or Victor Pike.</li> </ul>
Birch Road	Grade Separation	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> </ul>



Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
Breedon Road	Grade Separation	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> </ul>
Carter Road	No grade separation.	Agricultural	<ul style="list-style-type: none"> <li>Limit to agricultural land use.</li> <li>Consider not providing a grade separation in this location to prevent potential sprawl associated with development at the SR 45 interchange.</li> <li>Carter Road on Greene County side is unimproved.</li> </ul>
County Line Interchange	Interchange	No Development on Monroe County side of Interchange	<ul style="list-style-type: none"> <li>Limit improvement of roadways connecting Monroe County to the interchange to prevent rural sprawl.</li> <li>Recommend interchange be located entirely in Greene County.</li> <li>Interchange encouraged to connect I-69 to SR 45.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
<b>INDOT SECTION 5</b>			
Sample Road	Interchange	No short term development. Long term residential PUD.	<ul style="list-style-type: none"> <li>• Development should be estate residential, in increments of at least 500 acres, with some accommodation of neighborhood scale residential. Pursue very high quality planned unit development in keeping with the county's overall goals.</li> <li>• Re-zone this area for agricultural use in the short term.</li> <li>• No new commercial/industrial businesses will be permitted in this area.</li> <li>• Existing commercial/industrial businesses will be encouraged to remain.</li> <li>• Businesses will be allowed to expand within previously developed parcels as needed to remain viable. The intensity of the use will not be allowed to increase beyond current condition. Businesses will not be permitted to expand onto adjacent properties.</li> </ul>
Chambers Pike	Interchange	Agricultural/Rural, Limited Development	<ul style="list-style-type: none"> <li>• The area should remain rural in nature, with limited infrastructure.</li> <li>• No commercial or industrial uses are permitted.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
Walnut Street (Business 37) (North)	Interchange	No Development	<p>This is the county's preferred location for an interchange. Should this occur, the following are recommended:</p> <ul style="list-style-type: none"> <li>• The surrounding floodplain should be maintained for agricultural uses or as greenspace.</li> <li>• Bales Street should be improved to tie the Kinser Pike business park and residential areas to Walnut Street.</li> <li>• Walnut Street will need to be upgraded from the interchange to Bales to accommodate increased traffic load.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
Kinser Pike	Grade Separation	Employment within the City, Residential in the county.	<ul style="list-style-type: none"> <li>Refer to plan narrative for recommendations on how to develop at this location if an interchange is selected at this point.</li> <li>No development recommended west of SR 37.</li> <li>West of Kinser – maintain as a business park</li> <li>Residential east of SR 37 is appropriate.</li> <li>No further development other than what has already been committed to will be allowed within the Stouts Creek watershed.</li> </ul>
SR 46	Interchange	Business (no change)	<ul style="list-style-type: none"> <li>PCB contamination should be considered.</li> <li>No further development beyond that which has already been committed to will be allowed within the Stouts Creek watershed.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
Vernal Pike	Grade Separation (underpass) connecting Vernal Pike to 17 <sup>th</sup> Street	Business (no change)	<ul style="list-style-type: none"> <li>• Grade separation is recommended. This should connect to 17<sup>th</sup> Street.</li> <li>• If an underpass is developed, INDOT will need to be prepared to mitigate potential PCB contamination from exposed areas and impervious use.</li> <li>• No land use changes are proposed.</li> <li>• Frontage road connections for businesses at current Vernal Pike intersection.</li> <li>• There are plans for a new roadway to connect Vernal Pike to SR 46.</li> <li>• Connect Industrial Drive with Whitehall Crossing.</li> </ul>
SR 48/Third Street	Interchange	Business (no change)	<ul style="list-style-type: none"> <li>• No land use changes are proposed.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
SR 45/2 <sup>nd</sup> Street/ Bloomfield Road	Split interchange serving SR 45, Tapp Road and Fullerton Pike	Business/Residential (no change)	<ul style="list-style-type: none"> <li>County prefers Split interchange with collector distributor system serving SR 45, Tapp Road and Fullerton Pike.</li> <li>No land use changes are proposed.</li> </ul>
Tapp Road	Split interchange serving SR 45, Tapp Road and Fullerton Pike.	Business, Residential (no change)	<ul style="list-style-type: none"> <li>County prefers Split interchange with collector distributor system serving SR 45, Tapp Road and Fullerton Pike.</li> <li>Should I-69 be developed with a grade separation at Tapp Road, then extension of Tapp Road from Leonard Springs to SR 45 will become necessary. It is recommended that the road extension be included within the I-69 project scope. This would not be required if a split interchange is developed that serves Tapp Road.</li> <li>No land use changes are proposed.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
Fullerton Pike	Split interchange serving SR 45, Tapp Road and Fullerton Pike.	Hospital, Agricultural	<ul style="list-style-type: none"> <li>County prefers Split interchange with collector distributor system serving SR 45, Tapp Road and Fullerton Pike.</li> <li>Fullerton Pike will need to be extended to connect to Gordon Pike east of Clear Creek. It is recommended that INDOT construct this extension as a part of the I-69 project.</li> <li>West of That Road, land use should remain as low density residential (on septic).</li> <li>West Fullerton Pike should be improved to Leonard Springs as part of the I-69 project.</li> <li>East of SR 37 development should occur per current land use policies.</li> <li>West of SR 37 between Rockport Road and Vic-tor residential development on public sewers is recommended.</li> <li>Recommended residential setbacks for potential interstate should be observed regardless of the status of I-69.</li> <li>Encourage existing planned Business and Industrial Overlay developments to continue, but prohibit future business and industrial uses.</li> </ul>

Table 1: Land Use Issue Summary

Location	Recommended Interchange Grade Separation Type <i>(Should I-69 be developed)</i>	Recommended Future Land Use	Regulation Strategies
Rockport Road	Grade Separation	Residential, business	<ul style="list-style-type: none"> <li>Land use in this area should follow the uses recommended for Fullerton Pike.</li> <li>Rockport Road should be extended to the north.</li> </ul>
That Road	No access	Residential, business	<ul style="list-style-type: none"> <li>Street should connect to Rockport Road. It would not continue under SR 37/I-69.</li> <li>Land use in this area should follow the uses recommended for Fullerton Pike and Rockport Road.</li> </ul>
SR 37 (South)	Interchange	Mineral, Housing, Business along SR 37 south of interchange.	<ul style="list-style-type: none"> <li>Land use in the area of the potential SR 37 interchange should follow that recommended for Rockport Road and Fullerton Pike.</li> <li>The zoning ordinance should be amended to restrict truck stops/fueling stations.</li> </ul>



Table 1: Land Use Summary (Existing Terrain)

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<b>EXISTING TERRAIN</b>			
<p>Interstate construction can result in additional development adjacent to the roadway and proposed interchanges. Interchange impacts are expected to be limited adjacent to Bloomington (SR 46, SR 48, SR 45, etc.) as these areas are largely already developed and access is restricted to existing interchanges.</p>	<p>The Monroe County Zoning Ordinance contains various design standards and requirements for new development.</p>	<ul style="list-style-type: none"> <li>• Develop critical sub area plans at interchanges not already fully developed.</li> <li>• Encourage business/employment uses near to the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement overlay district to govern new development at interchanges.</li> </ul>
<p>North of Bloomington, development is expected to be concentrated to Kinser Pike, Chambers Pike and Sample Road.</p>			
<p>South of Bloomington, development will likely be concentrated at Fullerton Pike and around the SR 37 interchange.</p>			

Table 1: Land Use Summary (New Terrain)

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<b>NEW TERRAIN</b>			
Interstate construction can result in additional development.			
Limited access within the new terrain portion of I-69 will limit development within the new terrain portion of the corridor.	The Monroe County Zoning Ordinance contains various design standards and requirements for new development.		<ul style="list-style-type: none"> <li>• Evaluate development controls for SR 37/Victor Pike areas.</li> <li>• Establish overlay district controls on areas impacted by I-69.</li> <li>• Limit development parallel to the new terrain interstate corridor – both now and after the interstate is built.</li> </ul>
Prevent immediate and post I-69 development within the corridor.			
Interchange patterns are expected to have added pressure at the SR 37 interchange, and at other interchanges along the existing terrain corridor.			

For the sake of brevity, the following table (Table 2) does not include the many recommendations and projects recorded in other Monroe County planning documents. A list of those documents can be found on page 5 of this report.

**Table 2: Transportation Summary**

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Pedestrian and bicycle connectivity will be limited within the corridor unless special accommodations are made.</p>	<p>County alternative transportation plans.</p>	<ul style="list-style-type: none"> <li>• Accommodations at all interchanges and grade separations.</li> <li>• Clearly designate pedestrian and bicycle routes in adopted county plans.</li> </ul>	
<p>Alternative fuel and plug-in vehicles will be increasingly popular as time passes. Accommodations for these vehicles and others not yet invented should be provided.</p>		<ul style="list-style-type: none"> <li>• Consider incentives for developments in the corridor to provide carpool, hybrid, plug-in, and alternative fuel vehicle parking and re-fueling stations.</li> <li>• Priority parking spots should be given to alternative fuel and carpooling cars in park-n-ride situations.</li> </ul>	
<p>The proposed I-69 corridor is an ideal place to extend light rail south from Indianapolis.</p>		<ul style="list-style-type: none"> <li>• The railway could be accommodated within the median where the interstate is divided or alongside the roadway.</li> <li>• Where the railway would run outside of the right-of-way, careful consideration would have to be given to the land use and environmental resources along the route.</li> </ul>	

Table 2: Transportation Summary

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Grade separations appear to allow existing township fire departments to continue to serve their entire districts with limited interruption because of the proposed interstate. However, service to the interstate itself is greatly limited by its design.</p>		<ul style="list-style-type: none"> <li>Emergency service providers should consider joint response agreements between Van Buren, Indiana Creek, Clear Creek, Perry Township and Greene County Fire Departments to service the interstate.</li> <li>Emergency service access should be provided near Breeden Road.</li> </ul>	
<p>Several businesses will no longer have direct access from the highway.</p>		<ul style="list-style-type: none"> <li>County should work with impacted businesses to plan relocation as I-69 plans become more definite.</li> <li>Frontage roads may be useful tools to help mitigate access concerns.</li> </ul>	<ul style="list-style-type: none"> <li>Land use map should be updated to direct development to locations where it can be served by future interchanges.</li> </ul>
<p>The restriction of access to I-69 will result in an increased infrastructure burden on the County due to higher traffic volumes on county roads with access to the interstate.</p>		<ul style="list-style-type: none"> <li>INDOT should provide frontage roads that do not route through existing neighborhoods.</li> <li>If existing roads must be used as frontage roads, INDOT should upgrade these roads at the intended use at the time of construction of I-69 to accommodate the intended use.</li> </ul>	

**Table 3: Environmental Summary**

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Significant tree canopy exists and includes the Morgan Monroe State Forest.</p>			<ul style="list-style-type: none"> <li>• Protect existing wooded buffers parallel to existing terrain. Maintain 100'+ wooded buffer whenever possible.</li> <li>• Create wildlife corridors where the forest is not adjacent to the right-of-way.</li> <li>• Establish 1,000/2,000' setback for new residential within the corridor.</li> <li>• Apply restrictions similar to Chapter 825 of the MCZO to development within the new terrain, or even more strict regulations.</li> </ul>
<p>For most of the new terrain portion, the interstate will bisect existing continuous canopy.</p>			

Table 3: Environmental Summary

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Wildlife needs places to safely cross the roadway.</p>		<ul style="list-style-type: none"> <li>Wildlife crossing over interstate on a vegetated bridge OR cross under interstate in a wildlife tunnel.</li> <li>Impacts on groundwater and karst should be considered.</li> </ul>	<ul style="list-style-type: none"> <li>Require that wildlife corridors directly connect to wildlife crossings.</li> <li>Where stream and river channel intersect highways and interstates, require culverts to accommodate wildlife thru-movement.</li> <li>Where greenways intersect highways and interstates, require the pedestrian tunnels to accommodate wildlife thru-movement.</li> <li>Provide wildlife crossings in association with grade separations. The preference is for the interstate to pass over crossing roads.</li> <li>Where stream and river channels do not intersect highways and interstates with a frequency of 0.5 to 1.0 miles, add wildlife safe tunnels under roadways.</li> </ul>
<p>Development of the interchange will have a significant impact on views of the area from outside the right-of way. Views from the roadway should also be considered and protected.</p>			<ul style="list-style-type: none"> <li>Vegetated buffers along the interstate.</li> <li>Development setbacks.</li> </ul>

**Table 3: Environmental Summary**

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Interstate construction will result in an appreciable increase in ambient noise levels as a result of interstate construction.</p>	<ul style="list-style-type: none"> <li>County ordinances do not require the buffering of noise from roadways.</li> <li>There are no current county noise ordinances.</li> </ul>	<ul style="list-style-type: none"> <li>Sound barrier walls adjacent to the interstate.</li> <li>Consider "staged" buffering that requires different buffering depths based on the type of vegetation/noise impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Protect existing or install new forested buffer parallel to interstate. New coniferous buffer 100' wide will be most effective.</li> <li>Protect existing wooded buffers parallel to existing terrain. Maintain 100'+ wooded buffer whenever possible.</li> <li>Create wildlife corridors where the forest is not adjacent to the right-of-way.</li> <li>Establish 1,000/2,000' setback for new residential within the corridor.</li> <li>Modify County's new landscape ordinance to require buffering between developments and the interstate.</li> </ul>
<p>It is not anticipated that there is enough population density for INDOT to want to construct noise barriers within the interstate right of way.</p>			

Table 3: Environmental Summary

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Interstate construction will result in additional light levels both from traffic, as well as from lighting along the interstates.</p>		<ul style="list-style-type: none"> <li>Coordinate with INDOT on inter-change lighting designs that do not require high intensity lights on large poles.</li> </ul>	<ul style="list-style-type: none"> <li>Modify local lighting ordinances to include interstates.</li> </ul>
<p>Artificial light at night has been shown to affect the mating, migration, and predation behaviors of many different species and, consequently, the ecological community as a whole.</p>	<p>Local lighting ordinance does not apply to interstates.</p>	<ul style="list-style-type: none"> <li>Encourage lighting to be installed at a lower height.</li> <li>Encourage interstate design criteria that do not require continuous street lighting in rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>Require dark skies compliance for fixtures along the interstate.</li> <li>Protect existing wooded buffers parallel to existing terrain. Maintain 100'+ wooded buffer whenever possible.</li> <li>Create wildlife corridors where the forest is not adjacent to the right-of-way.</li> </ul>



Table 3: Environmental Summary

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>The increased traffic and emissions associated with the interstate will result in a considerable increase in pollutants and greenhouse gases being discharged into the atmosphere.</p>	<p>Generally limited to state/federal requirements.</p>	<ul style="list-style-type: none"> <li>• Restrict idling within the county. Prohibit idling tractor-trailers within the corridor. Discourage drive-through establishments in the corridor.</li> <li>• Establish an air quality monitoring program before/after I-69. Consider stricter air quality standards based on actual air quality data.</li> <li>• Incentivize developments in the corridor to provide carpool, hybrid and electric car parking and plug-in stations.</li> <li>• Consider establishing an air pollution control district and regulating emissions and particulate matter discharges.</li> </ul>	<ul style="list-style-type: none"> <li>• Require preservation of tree canopy in areas around new terrain I-69 to offset additional carbon emissions associated with an interstate.</li> </ul>

Table 3: Environmental Summary

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
<p>Karst areas are vulnerable to erosion, sinkholes, and groundwater pollution/contamination.</p>	<ul style="list-style-type: none"> <li>Chapter 829 Monroe County Zoning Ordinance requires setbacks of 25 to 50 feet from a sinkhole conservancy area (CSA).</li> <li>Streets and highways are forbidden in CSAs, but not interstates.</li> </ul>	<ul style="list-style-type: none"> <li>Work with INDOT to include protection measures identified in Karst MOA as part of the I-69 design.</li> </ul>	<ul style="list-style-type: none"> <li>Increase the buffers required by Chapter 825 to 100 feet or more.</li> </ul>
<p>Interstate construction will impact the land beyond the boundaries of the right of way. Borrow sites, construction access roads, and related support facilities would need to be identified and built.</p>	<ul style="list-style-type: none"> <li>Permitting of facilities outside the right of way will follow Monroe County ordinances.</li> </ul>	<ul style="list-style-type: none"> <li>Develop rules to govern construction outside the right-of-way.</li> <li>Coordinate Interstate plans with proposed northern reservoir.</li> <li>Do not limit methods to "current" sustainability practices.</li> </ul>	<ul style="list-style-type: none"> <li>Modify ordinances to require enhanced sustainability practices for roadway construction.</li> <li>Add tree replacement requirements in the new terrain corridor impact area.</li> </ul>
<p>Construction waste would be disposed of outside the right-of-way.</p>			
<p>INDOT will likely propose a tree mitigation program.</p>			

**Table 3: Environmental Summary**

Impact Summary	Existing Regulations	Action Items	Recommended Ordinance Changes
Stormwater runoff from the built interstate will be contaminated by vehicular traffic, and by both airborne and precipitation pollution.	<ul style="list-style-type: none"> <li>Monroe County stormwater ordinances do not apply to interstates.</li> </ul>	<ul style="list-style-type: none"> <li>Work with INDOT to incorporate hazardous waste sinks into the design of I-69.</li> </ul>	<ul style="list-style-type: none"> <li>Amend stormwater ordinances to require specific alternative stormwater management best practices for interstate construction.</li> </ul>
Stormwater runoff from paved areas can have significant velocity and volume, contributing to flooding and erosion.	<ul style="list-style-type: none"> <li>Phase 2 compliance requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Stormwater management practices should apply both during and after construction.</li> </ul>	<ul style="list-style-type: none"> <li>Require compliance with full Rule 5 erosion control within the interstate.</li> </ul>
Local stormwater ordinances do not apply to roadways, leaving exposure on a project of the magnitude of I-69.		<ul style="list-style-type: none"> <li>Work with INDOT on de-icing practices on the interstate.</li> </ul>	<ul style="list-style-type: none"> <li>Work with INDOT on de-icing practices on the interstate.</li> </ul>

*Note: These tables are focused on primary impacts OUTSIDE the right of way.*

## XII. APPENDIX

The county has regularly reviewed proposed documents related to I-69 as they have been developed, and has provided comments to INDOT. All of the correspondence listed below is reproduced on the following pages:

DATE	SUBJECT	FROM
April 28, 2003 (Submitted January 31, 2004)	I-69 Monroe County Road Impacts by Route "C"	Monroe County Highway Department
January 31, 2004	I-69, Tier 1, Final Environmental Impact Statement Comments; Monroe County Impacts	Monroe County Highway Department
May 5, 2005	I-69, Section 4, Interchange in Western Monroe County	Monroe County Commissioners
August 15, 2005	I-69, Section 5, Public Comments from July 20, 2005 Public Information Meeting	Monroe County Commissioners
August 15, 2005	I-69, Section 4, Public Comments from June 16, 2005 Public Information Meeting	Monroe County Commissioners
July 24, 2006	I-69, Tier 1 Re-evaluation Report Comments	Monroe County Commissioners
February 15, 2008	I-69, Section 5, Interchange at Walnut Street/College Avenue in Monroe County	Monroe County Commissioners

MONROE COUNTY HIGHWAY DEPARTMENT

January 31, 2004

Lyle Sadler, Project Manager  
Indiana Department of Transportation  
100 North Senate Avenue, Room N855  
Indianapolis, Indiana 46204-2218

Mike Grovak, Project Manager  
Bernardin, Lochmueller & Associates, Inc.  
6200 Vogel Road  
Evansville, Indiana 47715

RE: I-69 Tier 1 Final Environmental Impact Statement Comments;  
Monroe County Road Impacts.

Dear Mr. Sadler and Mr. Grovak:

Please find enclosed a copy of a report titled "I-69, Evansville to Indianapolis, Indiana, Monroe County Road Impacts by Route 3C, Comments on Final Environmental Impact Statement & Section 4(f) Evaluation" which specifically identifies the impacts of I-69, Alternate 3, on our road system. The report was prepared after a review of the FEIS for this corridor. The report updates information previously submitted to the INDOT along Alternate 3C through Monroe County, and makes comments on the anticipated affect of traffic flow that I-69 would have on particular areas.

It is anticipated that the Indiana Department of Transportation and their design consultants will cooperatively work with Monroe County on minimizing the affect an interstate would have on the traffic flow in and around our County. Specifically, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel.

Thank you for the opportunity to submit this information and hope that it will be of benefit to the INDOT, FHWA and Monroe County in future discussions on this project. If you have any questions or comments, please contact me at your convenience.

Sincerely,

Bill Williams  
Monroe County Highway Engineer

Cc: Monroe County Board of Commissioners  
Frank Nierzwicki, Bloomington / Monroe County Metropolitan Planning Organization

WEW/me  
Enclosure



**I-69**

# **Monroe County Road Impacts by Route "C"**

Prepared by:  
Bill Williams  
Monroe County Highway Engineer  
April 8, 2003  
Revised April 28, 2003

## Introduction

This report was prepared to use as a guide for the review of the impacts the construction of I-69 will have on the road system of the Monroe County Highway Department. It reviews the entire 2 mile wide Study Band and, in some instances, discusses possible affects on the road network outside of that study boundary.

The report focuses on Route “C” information provided to this office by the Indiana Department of Transportation and their consultant, Bernardin, Lochmueller and Associates, Inc., specifically a report titled “I-69 Evansville to Indianapolis Tier 1 Draft Environmental Impact Statement”, dated July of 2002.

The report did not originally select a preferred route in Monroe County but does discuss the traffic issues related to an area in or near the Study Band the selected alternate that is proposed in our County. Since that time, Route “C” has been selected as the preferred alternate.

As with most projects of this magnitude, it is anticipated that additional public comment will be afforded as the plans are developed once a route is chosen by the INDOT. This is in accordance with current Federal Highway Administration rules and regulations.

The specific alternate, Alternate 3 C, traverses through Monroe County. An aerial map from the INDOT study is attached to this report.

We expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel. Most of those locations have been identified in this report, however, due to Monroe County being a County that is continuing to develop at a rapid pace, this report is by no means conclusive and will require further study once a route is selected.

Comments regarding this report should be directed to Bill Williams, Monroe County Highway Engineer, Courthouse, Room 323, Bloomington, Indiana, 47404 or by calling (812) 349-2555.

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
			Alternate enters Monroe County in Indian Creek Township, Section 19, at Greene County Line.
Rockeast Road / Greene County CR 1375	GS	MiC	This segment is in Greene County, but will have an impact on traffic movements in Monroe County. The grade separation will guarantee continued utility known during preconstruction. (pg. 14 of 32)
Carmichael Road	GS	MiC	This grade separation is in Greene County, but will have an impact on traffic movements in Monroe County. The grade separation will guarantee continued utility known during preconstruction. Major County road realignment anticipated. (pg. 14 and 15 of 32)
Thacker Road	NA	L	The intersection with Greene County Road 1375 is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor. (pg. 14 and 15 of 32)
Breeden Road	GS  Proposed Interchange	MiC	Consideration should be given to establishment of an interchange at this location. It is approximately half way between the SR 54 and SR 37 interchanges. At a minimum, the grade separation will guarantee continued utility known during preconstruction. All of this road is in the Study Band. (pg. 14 and 15 of 32)
Burch Road	GS	L	The grade separation will guarantee continued utility known during preconstruction. (pg. 15 of 32)
Tom Phillips Road	NA	L	The intersections with Burch and Breeden Roads are proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, but inside the Study Band. (pg. 15 of 32)



## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Evans Road	C	L	All of the road is within the Study Band and over half is in the Study Corridor. Major impact to traffic movements generated this road. Will require construction of a frontage road in order to maintain access to adjacent properties. (pg. 15 of 32)
Evans Lane	C	L	All of the road is within the Study Band and over half is in the Study Corridor. Major impact to traffic movements generated this road. Will require construction of a frontage road in order to maintain access to adjacent properties or will be landlocked. (pg. 15 of 32)
Kirksville Road	NA	L	The intersection with Harmony Road is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor. (pg. 15 of 32)
Harmony Road	GS	MiC	The grade separation will guarantee continued utility known during preconstruction. (pg. 15 of 32)
Mount Zion Road	NA	L	The intersection with Harmony Road is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor. (pg. 15 of 32)
Koontz Road	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (pg. 15 and 16 of 32)
Duvall Road	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (pg. 15 and 16 of 32)
Rockport Road	GS	MaC	The grade separation will guarantee continued utility known during preconstruction. (pg. 16 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Lodge Road	C	L	The grade separation for Rockport Road is in the vicinity of where Lodge Road intersects with Rockport Road. It is near the Working Alignment for the interstate. This road must continue to maintain access to Rockport Road since it is a dead end road. (page 16 of 32)
Evans Road	C	L	The grade separation for Rockport Road is in the vicinity of where Evans Road intersects with Rockport Road. It is in the Study Corridor for the interstate. This road must continue to maintain access to Rockport Road since it is a dead end road. (page 16 of 32)
Milton Road	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)
Victor Pike	NA	MaC	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)
Tramway Road	GS	L	The grade separation will guarantee continued utility known during preconstruction. (pg. 16 of 32)
May Road	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)
Fluck Mill Road	NA	MaC	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)
Mamie Eads Road	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Ketcham Road	NA	MaC	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)
Dillman Road and Dillman Lane	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page16 of 32)
Bolin Lane	GS	L	This grade separation will guarantee continued utility know during preconstruction. (page 16 of 32)
Farmer's Field and Rolling Glenn Subdivisions	C	L	These subdivisions will be impacted by the construction of the interstate along this alignment. Both subdivisions have other options for access however efforts should be made to maintain their accesses onto Bolin Lane. (page 16 of 32)
Wexford Drive	NA	L	This roadway connects with Victor Pike and is a dead end road. It is not indicated on the aerial photo. It is located in the Study Band. The road should remain open to Victor Pike in order to maintain the only access to the homes in this subdivision. (page 16 of 32)
State Road 37	I	PA	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37the proposed interstate. (page 17 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
That Road	C	MaC	This intersection is proposed to be closed. It will not adversely impact traffic movements provided the construction mentioned in the State Road 37 section of this report and a frontage road is connected to Rockport Road, possibly continuing north to Tapp Road. This would allow traffic movements similar to preconstruction. (page 17 of 32)
East Lane	NA	L	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Must maintain access to That Road for home access. Inside of Study Corridor. (page 17 of 32)
Rockport Road	GS	MaC	This grade separation is extremely important to traffic flow in this area, given the closure of That Road at State Road 37. The frontage road system should continue north and south of this roadway to maintain traffic flow. (page 17 of 32)
Fullerton Pike	I	MA & MaC	The construction of an interchange at this location is vital to traffic movements to the interstate from the south side of Bloomington, especially since the Tapp Road intersection will not be connected to the interstate. This will require special funding assistance from the INDOT to assure that the construction of Fullerton Pike, from the interstate to Walnut Street, is provided. (page 17 of 32)
Leonard Springs Road	NA	MaC	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page 17 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Tapp Road	GS	MA	This grade separation will maintain east-west traffic flow but will create have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 45, which would impact Tapp Road, west of State Road 37, Weimer Road, and State Road 45, by increasing the traffic flow on these roadways. The other interchange is proposed to be at Fullerton Pike which would increase Leonard Springs Road and Rockport Road's traffic flow. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 45 interchange. Otherwise, again, INDOT funds for improvements to the roads mentioned should be earmarked for those areas. Any construction will require removal of the homes located in the northeast corner of Van Buren Park Subdivision. (page 17 of 32)
State Road 45	I	PA	The existing interchange will remain in place. Modifications to accommodate additional traffic may be required. The construction of a frontage road system will assist with traffic flow in this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. This system is part of the Monroe County Thoroughfare Plan. (page 17 of 32)
State Road 48	I	PA	The existing interchange will remain in place. Modifications to accommodate additional traffic may be required. See frontage road system described in State Road 45 comments. (page 17 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Vernal Pike	GS	MA	This grade separation will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 46 interchange. Consideration should be made to move this grade separation north, realign Vernal Pike, and construct a new roadway to 17 <sup>th</sup> Street, thus providing another east-west corridor to Bloomington. (page 17 of 32)
Woodyard Road	NA	MaC	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Outside of Study Corridor, however in the Study Band. (page17 of 32)
State Road 46	I	PA	The existing interchange will remain in place. Modifications to accommodate additional traffic may be required. See frontage road system described in State Road 45 comments and collector-distributor system description in Vernal Pike comments. (page 17 of 32)
Prow Road	C	L	This road is along the Working Alignment of this alternate and will be closed or relocated to the east, acting as a frontage road for Bloomington North High School. It should be constructed in order to maintain traffic flow to this area, thus not redirecting from a closure to Kinser Pike and other area roadways. (page 17 of 32)
Acuff Road	C	MaC	A portion of this roadway is in the Working Alignment of this alternate and will be closed. If Prow Road is relocated, it should be connected to this roadway in order to maintain traffic flow in this area. The segment west of State Road 37 could still be accessed by State Road 37. (page 17 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Fritz Terrace, North High School, subdivisions north of BNHS and Cascades Golf Course	NA	L	All of this area is in the Study Band however, construction is not anticipated on any of the interior streets of these subdivisions. Traffic flow will not be disrupted by this alignment within the subdivision. (pg. 17 of 32)
Kinser Pike	I	MaC	An interchange is proposed where this intersection and State Road 37 meet the Working Alignment of this alternate. Kinser Pike should be incorporated into the design for access in order to maintain traffic flows. See Bell Road for access issues to Kinser Pike on the west side of this interchange. (page 17 of 32)
Bayles Road	NA	MaC	The west end of this roadway is in the Study Band of this route. No construction is anticipated. It is anticipated that, if Kinser Pike does tie into the interstate via an interchange, this road will experience increased traffic and should be improved to accommodate the additional traffic. (page 17 and 25 of 32)
Bell Road	C	L	This roadway may be closed on the west side of the interchange. This would require traffic from the homes along this road to traverse north on Kinser Pike to the interchange at Business 37 North in order to travel south into Bloomington. Consideration should be give to access via a ramp to this location. (page 17 of 32)
Walnut Street	I	MA	This interchange will remain. It should be modified to accommodate traffic movements along the interstate wanting to traverse east or west of the interstate. This will serve the Bottom Road and Maple Grove Road areas if completed as proposed. (page 18 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Whisnand Road	NA	MaC	The west end of this roadway is in the Study Band of this route. No construction is anticipated, therefore, no adverse traffic impact is anticipated. (page 18 of 32)
Bottom Road	C	MaC	This intersection would be closed. It is important to connect this roadway to the ramp system at Walnut Street in order to maintain traffic flow to the west side of the interstate. If not constructed, it would increase traffic on other area roadways, for persons trying to travel to this part of the County and increase emergency response times to this area. (page 18 of 32)
Mel Curry Road	C	L	This road is within the Study Corridor of this alignment and its access to this roadway as know today via other County roads to State Road 37 will be closed with the proposed interstate. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. This road could be used for that purpose if it were upgraded to satisfy traffic demands. (page 18 of 32)
Showers Road	C	L	This road is within the Study Corridor of this alignment and its access to this roadway as know today via other County roads to State Road 37 will be closed with the proposed interstate. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. This road could be used for that purpose if it were upgraded to satisfy traffic demands. (page 18 of 32)



**I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C**

<p align="center"><b>INFORMATION ON AREA  COUNTY ROAD NAME</b></p>	<p align="center"><b>PROPOSED CONSTRUC- TION</b></p>	<p align="center"><b>FC</b></p>	<p align="center"><b>COMMENTS</b></p>
<p>Wylie Road</p>	<p>C</p>	<p>L</p>	<p>This intersection is proposed to be closed. It will adversely impact traffic movements in this immediate area, specifically truck traffic to the Monroe County Landfill, as this is the preferred route. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)</p>
<p>Hoosier Energy Road</p>	<p>C</p>	<p>L</p>	<p>This intersection is proposed to be closed. It will adversely impact traffic movements in this immediate area, specifically traffic to Hoosier Energy’s Main Office. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)</p>
<p>Wayport Road</p>	<p>C</p>	<p>L</p>	<p>This intersection is proposed to be closed. It will adversely impact traffic movements in this immediate area. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)</p>
<p>Miscellaneous Private Frontage Roads</p>	<p>C</p>	<p>NA</p>	<p>There are homes that have direct access onto State Road 37 that will have to utilize a new frontage road for access to their lot. (page 18 of 32)</p>
<p>Lawson Road</p>	<p>NA</p>	<p>L</p>	<p>This roadway is in the Study Band of this route. No construction is anticipated, therefore, no adverse traffic impact is anticipated. (page 18 of 32)</p>

**I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C**

<p align="center"><b>INFORMATION ON AREA  COUNTY ROAD NAME</b></p>	<p align="center"><b>PROPOSED CONSTRUC- TION</b></p>	<p align="center"><b>FC</b></p>	<p align="center"><b>COMMENTS</b></p>
<p>Sample Road</p>	<p>I</p>	<p>MaC</p>	<p>An interchange is proposed where this intersection and State Road 37 exist today, which is the Working Alignment of this alternate. This would be the logical location to connect frontage roads in this area of the County. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway. (page 18 of 32)</p>
<p>Simpson Chapel Road</p>	<p>C</p>	<p>MaC</p>	<p>This roadway connect onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and adjacent businesses in this immediate area, specifically traffic to Oliver Winery, The Star of Indiana, The Soft Light, and several other small businesses at this commercial node. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. Again, there are many homes that have direct access onto State Road 37 in this area. (page 18 of 32)</p>
<p>Winery Road</p>	<p>C</p>	<p>L</p>	<p>This intersection is proposed to be closed. It will adversely impact traffic movements and adjacent businesses in this immediate area, specifically traffic to Oliver Winery, The Star of Indiana, The Soft Light, and several other small businesses at this commercial node and a large subdivision, Windsor Private. Will require construction of a frontage road in order to maintain access to adjacent properties or will be landlocked. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)</p>

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Lee Paul Road	C	L	This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and adjacent businesses in this immediate area, specifically traffic to Oliver Winery, The Star of Indiana, The Soft Light, and several other small businesses at this commercial node. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. Again, there are many homes that have direct access onto State Road 37 in this area. (page 18 of 32)
Fox Hollow Road	C	L	This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)
Cross Over Road	C	L	This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area.. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)

## I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C

INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUC- TION	FC	COMMENTS
Dittemore Road	C	MiC	This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area.. It is advisable to construct a grade separation at Chambers Pike / Dittemore Road in order to maintain east-west traffic flow in this area of the County and for emergency response purposes. (page 18 of 32)
Chambers Pike	C	MiC	This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area.. It is also advisable to construct a grade separation at Chambers Pike / Dittemore Road in order to maintain east-west traffic flow in this area of the County and for emergency response purposes. (page 18 of 32)
Sylvan Lane	C	L	Will require construction of a frontage road in order to maintain access to adjacent properties or will be landlocked. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)
Burma Road	C	L	This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)

**I-69 MONROE COUNTY ROAD IMPACTS BY ROUTE - ALTERNATE 3C**

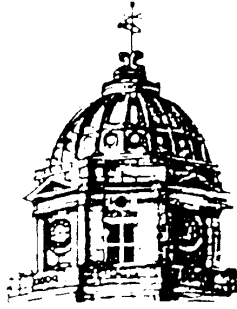
INFORMATION ON AREA  COUNTY ROAD NAME	PROPOSED CONSTRUCTION	FC	COMMENTS
Wyatt Road	C	L	As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. Will require construction of a frontage road in order to maintain access to adjacent properties or will be landlocked. (page 18 of 32)
Bryant's Creek Road	C		This roadway connects onto the Working Alignment (State Road 37) and will be closed. It will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area. As proposed in the Monroe County Thoroughfare Plan, this road should be connected with a frontage road system. It will be necessary for a frontage road system to be constructed, eventually connecting with a grade separation or an interchange along the interstate in order to maintain access to the existing homes in this area and to assist with emergency response to the area. (page 18 of 32)
			End Alt. 3C in Monroe County / Morgan County Line in Washington Township, Section 3.

**LEGEND:**

- I = INTERCHANGE
- GS = POTENTIAL GRADE SEPARATION
- C = POTENTIAL CLOSURE
- NA = IN STUDY BAND; CONSTRUCTION NOT ANTICIPATED
- FC = FUNCTIONAL CLASSIFICATION
  - PA = PRINCIPAL ARTERIAL
  - MA = MINOR ARTERIAL
  - MaC = MAJOR COLLECTOR
  - MiC = MINOR COLLECTOR

**NOTES:**

- STUDY BAND = 2 MILES WIDE
- STUDY CORRIDOR = 420' - 2000' WIDE
- WORKING ALIGNMENT = < 420' WIDE



## MONROE COUNTY BOARD OF COMMISSIONERS

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THE COURTHOUSE, ROOM 322  
BLOOMINGTON, INDIANA 47404  
TELEPHONE: (812)349-2550  
FACSIMILE: (812)349-2959

May 5, 2005

Bruce Hudson,  
DLZ Indiana, LLC  
3802 Industrial Blvd., Suite 2  
Bloomington, Indiana 47403

RE: I-69, Section 4; Interchange in western Monroe County.

Dear Mr. Hudson:

This letter is being sent to reiterate our statement regarding access to I-69 in western Monroe County. As was mentioned, by this office, in a letter to the Indiana Department of Transportation, during the Tier 1 phase of this segment of the project, the portion of the letter, a part of the INDOT's Environmental Impact Statement for Tier 1, stated, as it relates to Breeden Road, "Consideration should be given to establishment of an interchange at this location. It is approximately half way between the SR 54 and SR 37 interchanges."

The reasons for this consideration are for several purposes. Emergency access to this part of the County could be improved with direct interchange access at this intersection. Van Buren Fire Department has a station approximately 4 miles from this area and could enter the interchange at this location to assist with a crash that may occur on this new segment of interstate.

Also, by providing access to the interstate at this location, it would decrease traffic that uses State Road 45, traversing to Bloomington. If an interchange were to be constructed here, it may eliminate the need to four lane the portion of this State highway as is recommended in the INDOT's 25 year Long Range Plan. It would be wise to review the traffic model in this

Page two  
I-69 / Breeden Road letter  
May 5, 2005

area, as it may save the State money over the long term.

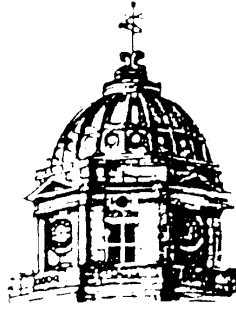
In summary, we request that your firm investigate the possibility of including this interchange in the plans for this segment by making a detailed review of the benefits it's construction would provide to this community and the traveling public. We appreciate your assistance with this request and hope for a renewed approach regarding elimination of access constraints along this segment of the new interstate. If you have any questions or comments, please contact this office at (812)349-2550 or Bill Williams, Monroe County Highway Director / Engineer at (812)349-2555, at your convenience.

Sincerely,

Joyce B. Poling, President  
Monroe County Board of Commissioners

JBP/bw

Cc: Bill Williams, Monroe County Highway Department



## MONROE COUNTY BOARD OF COMMISSIONERS

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THE COURTHOUSE, ROOM 322  
BLOOMINGTON, INDIANA 47404  
TELEPHONE: (812)349-2550  
FACSIMILE: (812)349-2959

August 15, 2005

Wendy Vachet, Project Manager  
Michael Baker, Jr., Inc.  
One City Center, Suite 106/108  
120 W. 7<sup>th</sup> Street  
Bloomington, Indiana 47404

RE: I-69, Section 5; Public Comments.

Dear Ms. Vachet:

Please be advised that we have reviewed the latest proposal for I-69, Section 5, in Monroe County and have discussed the latest alignments with Bill Williams, Monroe County Highway Director / Engineer, in detail.

In general, we agree with the local and overall goals as outlined by your office at the hearing. We concur with Mr. Williams' assessment of the impacts the attached memorandum describes and urge the Indiana Department of Transportation to strongly consider the recommendations as outlined by his report on this matter.

If you have any questions or comments, please feel free to contact us at your convenience.

Sincerely,

Monroe County Board of Commissioners

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Joyce Poling, President

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Herb Kilmer, Vice-President

---

Iris Kiesling

JP/HK/IK/ww  
Enclosure

Cc: Indiana Department of Transportation  
Robert Cowell, Monroe County Plan Director





**I-69**

**Monroe County Road Impacts  
of Section 5**

**Comments for Tier 2,  
Public Information Meeting  
July 20, 2005**

Prepared by:  
Bill Williams  
Monroe County Highway Engineer  
August 15, 2005

## Introduction

This report was prepared to use as a guide for the review of the impacts the construction of I-69, Section 5, will have on the road system of the Monroe County Highway Department. Unlike this Department's review of Tier 1, which reviewed all roads in the entire 2 mile wide Study Band and, in some instances, discussed possible affects on the road network outside of that study boundary, this report will focus on specific access issues to the interstate and the proposed grade separations and/or closures being proposed at this time and the impact on the local transportation network caused by these various alternatives. It should be used in conjunction with the Tier 1 report.

The report focuses on Section 5, from the proposed interchange near Victor Pike, at State Road 37, to the Monroe / Morgan County lines, with information provided to this office by the Indiana Department of Transportation and their consultant, Michael Baker, Jr., specifically maps titled "I-69 Evansville to Indianapolis Tier 2 Studies, Section 5, from SR 37 to SR 39", dated July 20th of 2005. The maps, as presented, were divided into three specific alternates in Monroe County.

The 2003 Tier 1 MCHD report did not originally select a preferred route in Monroe County, but discussed the traffic issues related to an area in or near the Study Band. This report comments further regarding the impacts the selected alternate, 3C, has on Monroe County.

As with most projects of this magnitude, it is anticipated that additional public comments will be afforded as the plans are developed once a route is chosen by the INDOT. This is in accordance with current Federal Highway Administration rules and regulations. We further anticipate being able to review and comment on the drainage impacts of a refined alignment will provide.

As was stated in the Tier 1 submittal by this Department and the Monroe County Board of Commissioners, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel. Most of those locations have been identified in this report, however, due to Monroe County being a County that is continuing to develop at a rapid pace, this report is by no means conclusive and will require further study as construction plans are developed.

This report was submitted on behalf of the Monroe County Board of Commissioners. Comments regarding this report should be directed to Bill Williams, Monroe County Highway Engineer, Courthouse, Room 323, Bloomington, Indiana, 47404, by calling (812) 349-2555, or by e-mail at [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us).

**MONROE COUNTY – Access Plan No. 1**

COUNTY ROAD NAME	PROPOSED CONSTRUCTION	FUNCTIONAL CLASSIFICATION	COMMENTS
Victor Pike	<p>To be determined as detailed plans are prepared.</p> <p>NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.</p>	Major Collector	<p>The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements in anticipation of an interchange at Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would also provide long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by Section 5. Truck traffic could be focused to a specific route by construction of these improvements, thus improving traffic safety in this area.</p> <p>(Section 4 Sheet 6 of 6)</p>
State Road 37	<p>Interchange</p> <p>NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.</p>	Principal Arterial	<p>The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate.</p> <p>(Section 4 Sheet 6 of 6)</p>
That Road	Closed	Major Collector	<p>If this intersection is closed, the east side of the closed roadway should be realigned with a curve to promote adequate traffic flow north, to Rockport Road and Fullerton Pike, possibly extending to Tapp Road. A cul-de-sac should be constructed on the west side of the proposed interstate.</p>
Rockport Road	Overpass	Major Collector	<p>Support grade separation is extremely important to traffic flow in this area,</p>

			given the closure of That Road at State Road 37. The frontage road system should continue north and south of this roadway to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.)
Fullerton Pike	Interchange	Minor Arterial (east side of interstate) & Major Collector (west side of interstate)	The construction of an interchange at this location is vital to traffic movements to the interstate from the south side of Bloomington, especially since the Tapp Road intersection will not be connected to the interstate. This will require special funding assistance from the INDOT to assure that the construction of Fullerton Pike, from the interstate to Walnut Street, is provided. (NOTE: Also see State Road 37 comments as it relates to this segment.)
Tapp Road	Overpass	Principal Arterial (east side of interstate) & Minor Collector (west side of interstate)	Support the proposed overpass.
SR 45 / 2 <sup>nd</sup> Street	Interchange	Principal Arterial	Support the modified interchange. The construction of a frontage road system will assist with traffic flow in this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. This system is part of the Monroe County Thoroughfare Plan.
SR 48 / 3 <sup>rd</sup> Street	Interchange	Principal Arterial	Support the modified interchange. (NOTE: See SR 45 / 2 <sup>nd</sup> Street comments regarding frontage roads)
Vernal Pike	Underpass	Minor Arterial	This underpass will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 46 interchange. This would require modifications to bridges and interchanges north and south of this intersection. Support the proposal to realign Vernal Pike, and construct a new roadway to 17 <sup>th</sup> Street, thus providing another east-west corridor to Bloomington. The impact of this closure could be remedied with the construction of a railroad bridge at Gates Drive / Industrial Drive, along with the continuation of said road to Curry Pike (see SR 45 comments).
SR 46	Interchange	Principal Arterial	Support the interchange.
Arlington Road	Overpass	Principal Arterial	Support the proposed overpass. Will

			assist with maintaining existing traffic flows and future development in this area.
Acuff Road	Closed	Major Collector	Not supportive of closure due to continuity of traffic flow concerns, existing and for future development of the area. Support an overpass at this location.
Kinser Pike	Overpass	Major Collector	The overpass will guarantee continued utility known during preconstruction. This will require improvements to Kinser Pike, north of the existing intersection.
Walnut Street / Business 37 North	Interchange	Minor Arterial	This interchange will remain with this proposal. It should be modified to accommodate traffic movements along the interstate wanting to traverse east or west of the interstate. This will serve the Bottom Road and Maple Grove Road areas if completed as proposed, providing another access route to the Ellettsville area.
Walnut Street to Sample Road	Frontage Road System	Local	There are a number of private accesses and public roads that connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Interchange / Frontage Road System	Major Collector	Support construction of an interchange at this intersection with this alternative. This would be the logical location to connect frontage roads in this area of the County. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike		Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Overpass	Minor Collector	Support the overpass at this intersection with this alternate. If the grade separation and frontage roads are not constructed, it will adversely impact traffic movements and will require rerouted movements, impacting other County roads in this area and for emergency response purposes.
State Road 37	Frontage Road		Support shifting the mainline to serve

Mainline Shift	System from Chambers Pike to Bryants Creek Road		as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east and west side. The use of the existing northbound lanes as a frontage road system along with the construction of a new road to connect from Chambers Pike to Burma Road on the west side of the interstate satisfies the concerns of traffic flow in this area. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Paragon / Pine	Interchange		Support the construction of an interchange at this location. This would promote continuity of traffic flow as they exist in the northern part of Monroe County provided Old 37 North is properly constructed to this interchange. This would deter traffic from using other substandard roads in this area to access the interstate. Should review with Morgan County Highway officials for future needs of area.
Liberty Church Road	Overpass		No comment due to no impact on Monroe County road system. Should review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on Monroe County road system.

**MONROE COUNTY – Access Plan No. 2**

<b>COUNTY ROAD NAME</b>	<b>PROPOSED CONSTRUCTION</b>	<b>FUNCTIONAL CLASSIFICATION</b>	<b>COMMENTS</b>
Victor Pike	To be determined as detailed plans are prepared.  NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Major Collector	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements in anticipation of an interchange at Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would also provide long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by Section 5. Truck traffic could be focused to a specific route by construction of these improvements, thus improving traffic safety in this

			area. (Section 4 Sheet 6 of 6)
State Road 37	Interchange  NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Principal Arterial	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate. (Section 4 Sheet 6 of 6)
That Road	Overpass	Major Collector	Support overpass, if this alternate is selected because it is extremely important to traffic flow in this area, given the closure of Rockport Road at State Road 37. The frontage road system should continue north of this roadway to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.
Rockport Road	Closed	Major Collector	If this intersection is closed, the east side of the closed roadway should be tied into a frontage road along the east side of the interstate, from That Road to Tapp Road. A curve should be constructed on the west side to promote traffic movements to a proposed roadway that will parallel the interstate, through an approved office park, to Fullerton Pike.
Fullerton Pike	Overpass	Minor Arterial (east side of interstate) & Major Collector (west side of interstate)	Offers little utility for traffic movements that exist today and those anticipated with future development. This proposal does not offer connection to Gordon Pike, thus not providing connection per Monroe County Thoroughfare Plan. If chosen, the collector-distributor system would assist with immediate area traffic movements but would overload Tapp Road, both east and west of interstate.
Tapp Road	Interchange	Principal Arterial (east side of interstate) & Minor Collector (west side of interstate)	Would require improvements to Tapp Road due to capacity issues east and west of the interstate. Tapp Road should be constructed from its western terminus to SR 45 at the intersection of Airport Road to

			comply with Monroe County Thoroughfare Plan. This would assist with capacity issues at SR 45 interchange and other area roads and intersections on west side of interstate.
SR 45 / 2 <sup>nd</sup> Street	Interchange	Principal Arterial	Support the modified interchange. The construction of a frontage road system will assist with traffic flow in this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. This system is part of the Monroe County Thoroughfare Plan.
SR 48 / 3 <sup>rd</sup> Street	Interchange	Principal Arterial	Support the modified interchange. (NOTE: See SR 45 / 2 <sup>nd</sup> Street comments regarding frontage roads)
Vernal Pike	Overpass	Minor Arterial	Due to the existing terrain, primarily on the west side of the interstate, this alternative at this location is not logical nor economical. Bicycle and pedestrian concerns can be addressed in an underpass design. This overpass will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 46 interchange. This would require modifications to bridges and interchanges north and south of this intersection. Support the proposal to realign Vernal Pike, and construct a new roadway to 17 <sup>th</sup> Street, thus providing another east-west corridor to Bloomington. The impact of this closure could be remedied with the construction of a railroad bridge at Gates Drive / Industrial Drive, along with the continuation of said road to Curry Pike (see SR 45 comments).
SR 46	Interchange	Principal Arterial	Support the interchange.
Arlington Road	Overpass	Principal Arterial	Support the proposed overpass. Will assist with maintaining existing traffic flows and future development in this area.
Acuff Road	Overpass	Major Collector	Support the overpass with this alternative as it will maintain east-west traffic flows and provide for future development in this area.
Kinser Pike	Interchange	Major Collector	Support the proposed interchange at this location provided Walnut Street / Business 37 North is connected on the east approach and the west



			approach is extended to Bottom Road with grade satisfactory for truck movements. This will assist with maintaining existing traffic flows and future development in this area, inclusive of providing another route to the Ellettsville area.
Walnut Street / Business 37 North	Closed	Minor Arterial	With Kinser interchange, need will be minimal except for those immediately adjacent to Business 37 North.
Walnut Street to Sample Road	Frontage Road System	Major Collector	There are a number of private accesses and public roads that connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Business 37 North would be tied into this system providing continuity of traffic flow. Use of Showers Road as part of the frontage road system will require reconstruction. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Interchange	Major Collector	Support construction of an interchange at this intersection with this alternative. This would be the logical location to connect frontage roads in this area of the County. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike	Major Collector	Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Interchange	Minor Collector	Support the construction of an interchange at this location for best traffic flows in this area. Also provides best access to area for emergency services.
State Road 37 Mainline Shift	No Frontage Road System	Major Collector	The extension of Burma Road to Dittmore Road / Chambers Pike

			interchange will provide for existing traffic flows and for future development of this area.
Bryants Creek Road	Overpass	Local	Support the overpass with this alternative as it will provide existing traffic flows and for future development in this area. Connects to Turkey Track Road on west side of interstate.
Paragon / Pine	Overpass		With the continuation of a frontage road from Old SR 37 North to the proposed interchange at Liberty Church Road, the overpass should adequately manage traffic flows from Bryants Creek Road in this area. Should review with Morgan County Highway officials for future needs of area.
Liberty Church Road	Interchange		Support construction of an interchange for maintaining existing traffic flows in this area. Should review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on Monroe County road system.

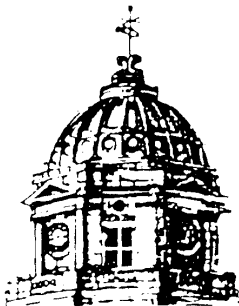
<b>MONROE COUNTY – Access Plan No. 3</b>			
<b>COUNTY ROAD NAME</b>	<b>PROPOSED CONSTRUCTION</b>	<b>FUNCTIONAL CLASSIFICATION</b>	<b>COMMENTS</b>
Victor Pike	To be determined as detailed plans are prepared.  NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Major Collector	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements in anticipation of an interchange at Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would also provide long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by Section 5. Truck traffic could be focused to a specific route by construction of these improvements, thus improving traffic safety in this area.  (Section 4 Sheet 6 of 6)
State Road 37	Interchange  NOTE: this	Principal Arterial	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this

	intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.		interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate. (Section 4 Sheet 6 of 6)
That Road	Overpass	Major Collector	Support overpass, if this alternate is selected because it is extremely important to traffic flow in this area, given the closure of Rockport Road at State Road 37. The frontage road system should continue north of this roadway along both the east and west side of the interstate to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.)
Rockport Road		Major Collector	If this intersection is closed, the east side of the closed roadway should be tied into a frontage road along the east side of the interstate, from That Road to Tapp Road. A curve should be constructed on the west side to promote traffic movements to a proposed roadway that will parallel the interstate, through an approved office park, to Fullerton Pike.
Fullerton Pike	Interchange	Minor Arterial (east side of interstate) & Major Collector (west side of interstate)	The construction of an interchange at this location is vital to traffic movements to the interstate from the south side of Bloomington, especially since the Tapp Road intersection will not be connected to the interstate. This will require special funding assistance from the INDOT to assure that the construction of Fullerton Pike, from the interstate to Walnut Street, is provided. (NOTE: Also see State Road 37 comments as it relates to this segment.)
Tapp Road	Overpass	Principal Arterial (east side of interstate) & Minor Collector (west side of interstate)	Support the proposed overpass.
SR 45 / 2 <sup>nd</sup> Street	Interchange	Principal Arterial	Support the modified interchange. The construction of a frontage road system will assist with traffic flow in this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. This

			system is part of the Monroe County Thoroughfare Plan.
SR 48 / 3 <sup>rd</sup> Street	Interchange	Principal Arterial	Support the modified interchange. (NOTE: See SR 45 / 2 <sup>nd</sup> Street comments regarding frontage roads)
Vernal Pike	Underpass	Minor Arterial	This underpass will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 46 interchange. This would require modifications to bridges and interchanges north and south of this intersection. Support the proposal to realign Vernal Pike, and construct a new roadway to 17 <sup>th</sup> Street, thus providing another east-west corridor to Bloomington. The impact of this closure could be remedied with the construction of a railroad bridge at Gates Drive / Industrial Drive, along with the continuation of said road to Curry Pike (see SR 45 comments).
SR 46	Interchange	Principal Arterial	Support the interchange.
Arlington Road	Overpass	Principal Arterial	Support the proposed overpass. Will assist with maintaining existing traffic flows and future development in this area.
Acuff Road	Overpass	Major Collector	Support the overpass with this alternative as it will maintain east-west traffic flows and provide for future development in this area.
Kinser Pike	Interchange	Major Collector	Support the proposed interchange at this location provided Walnut Street / Business 37 North is connected on the east approach and the west approach is extended to Bottom Road with grade satisfactory for truck movements. This will assist with maintaining existing traffic flows and future development in this area, inclusive of providing another route to the Ellettsville area.
Walnut Street / Business 37 North	Overpass	Minor Arterial	Support the overpass with this alternative as it will provide an additional route to the area north of Ellettsville for and provide for future development in this area.
Walnut Street to Sample Road	Frontage Road System	Major Collector	There are a number of private accesses and public roads that connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Business 37

			North would be tied into this system providing continuity of traffic flow. Use of Showers Road as part of the frontage road system will require reconstruction. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Overpass	Major Collector	Does not provide for existing and future traffic and access to area businesses. Diverts traffic onto area's substandard roads.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike	Major Collector	Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road or Dittmore Road to provide access to existing parcels along the west side of interstate. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Interchange	Minor Collector	Support the construction of an interchange at this location for best traffic flows in this area. Also provides best access to area for emergency services.
State Road 37 Mainline Shift	No Frontage Road System	Major Collector	The extension of Burma Road to Dittmore Road / Chambers Pike interchange will provide for existing traffic flows and for future development of this area.
Bryants Creek Road	Overpass	Local	Support the overpass with this alternative as it will provide existing traffic flows and for future development in this area. Connects to Turkey Track Road on west side of interstate.
Paragon / Pine	Interchange		Support the construction of an interchange at this location. This would promote continuity of traffic flow as they exist in the northern part of Monroe County provided Old 37 North is properly constructed to this interchange. This would deter traffic from using other substandard roads in this area to access the interstate. Should review with Morgan County Highway officials for future needs of area.
Liberty Church Road	Overpass		No comment due to no impact on Monroe County road system. Should review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on

			Monroe County road system.
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## MONROE COUNTY BOARD OF COMMISSIONERS

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THE COURTHOUSE, ROOM 322  
BLOOMINGTON, INDIANA 47404  
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August 15, 2005

Bruce Hudson, Project Manager  
DLZ, Indiana, LLC  
3802 Industrial Blvd., Suite 2  
Bloomington, Indiana 47403

RE: I-69, Section 4; Public Comments.

Dear Mr. Hudson:

Please be advised that we have reviewed the latest proposal for I-69, Section 4, in Monroe County and have discussed the latest alignments with Bill Williams, Monroe County Highway Director / Engineer, in detail.

In general, we agree with the local and overall goals as outlined by your office at the hearing. We concur with Mr. Williams' assessment of the impacts the attached memorandum describes and urge the Indiana Department of Transportation to strongly consider the recommendations as outlined by his report on this matter.

If you have any questions or comments, please feel free to contact us at your convenience.

Sincerely,

Monroe County Board of Commissioners

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Joyce Poling, President

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Herb Kilmer, Vice-President

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Iris Kiesling

JP/HK/IK/ww  
Enclosure

Cc: Indiana Department of Transportation  
Robert Cowell, Monroe County Plan Director  
Bill Williams, Monroe County Highway Director / Engineer



**I-69**

**Monroe County Road Impacts  
of Section 4**

**Comments for Tier 2,  
Public Information Meeting  
June 16, 2005**

Prepared by:  
Bill Williams  
Monroe County Highway Engineer  
August 15, 2005



## Introduction

This report was prepared to use as a guide for the review of the impacts the construction of I-69, Section 4, will have on the road system of the Monroe County Highway Department. Unlike this Department's review of Tier 1, which reviewed all roads in the entire 2 mile wide Study Band and, in some instances, discussed possible affects on the road network outside of that study boundary, this report will focus on specific access issues to the interstate and the proposed grade separations and/or closures being proposed at this time and the impact on the local transportation network caused by these various alternatives. It should be used in conjunction with the Tier 1 report.

The report focuses on Section 4, from the Monroe / Greene County lines, with information provided to this office by the Indiana Department of Transportation and their consultant, DLZ, Indiana, LLC, specifically maps titled "I-69 Evansville to Indianapolis Tier 2 Studies, Section 4, Preliminary Alternatives", dated June 16th of 2005. The maps, as presented, were divided into three specific segments in Monroe County, of which each has various alignments in each segment.

The 2003 Tier 1 MCHD report did not originally select a preferred route in Monroe County, but discussed the traffic issues related to an area in or near the Study Band. This report comments further regarding the impacts the selected alternate, 3C, has on Monroe County.

As with most projects of this magnitude, it is anticipated that additional public comments will be afforded as the plans are developed once a route is chosen by the INDOT. This is in accordance with current Federal Highway Administration rules and regulations. We further anticipate being able to review and comment on the drainage impacts of a refined alignment will provide.

As was stated in the Tier 1 submittal by this Department and the Monroe County Board of Commissioners, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel. Most of those locations have been identified in this report, however, due to Monroe County being a County that is continuing to develop at a rapid pace, this report is by no means conclusive and will require further study as construction plans are developed.

This report was submitted on behalf of the Monroe County Board of Commissioners. Comments regarding this report should be directed to Bill Williams, Monroe County Highway Engineer, Courthouse, Room 323, Bloomington, Indiana, 47404, by calling (812) 349-2555, or by e-mail at [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us).

**MONROE COUNTY – SEGMENT ONE (4F) – County Line to Evans Lane**

COUNTY ROAD NAME	PROPOSED CONSTRUCTION	FUNCTIONAL CLASSIFICATION	COMMENTS
Rockeast Road / Greene County CR 1260E	None in Monroe County / Grade Separation in Greene County	Minor Collector	All alternatives are in Greene County, but will have an impact on traffic movements in Monroe County. Support construction of grade separation on any of the alignments, which will guarantee continued utility known during preconstruction activities. Any of the proposed alternatives will address this concern. (Sheet 4 of 6)
Carmichael Road / Greene County CR 35N	None in Monroe County / Grade Separation in Greene County	Minor Collector	All alternatives are in Greene County, but will have an impact on traffic movements in Monroe County. Support construction of grade separation on any of the alignments, which will guarantee continued utility known during preconstruction activities. Any of the proposed alternatives will address this concern. (Sheet 4 of 6)
Carter Road / Greene County CR 150N	Grade Separation	Local	Two of three alternates, 4F-2 and 4F-3, of this segment enter Monroe County south of Carter Road in Section 18, then merge to one alignment, north of Carter Road. The other alignment, 4F-1 is shown west of County Line, crossing CR 150N in Greene County. Will have an impact on traffic movements in Monroe County. Support construction of grade separation, which will guarantee continued utility known during preconstruction activities. Any of the proposed alternatives will address this concern. (Sheet 4 and 5 of 6)
Breden Road	Grade Separation And location of Proposed Interchange	Minor Collector	Consideration should be given to establishment of an interchange at this location. It is approximately half way between the SR 54 and SR 37 interchanges. (See attached letter from Monroe County Commissioners, dated May 5, 2005, for support of interchange.) At a minimum, support the grade separation, as proposed, which will guarantee continued utility known during preconstruction. Either of the proposed alternatives, 4F-1 and 2, will address this concern. Be advised of historical flash flooding in the Breden Road / Graves Road area, near Indian Creek. Measures should be taken to worsen this situation. (Sheet 4 and 5 of 6)
Burch Road	Grade Separation	Local	Support the grade separation which will guarantee continued utility known during preconstruction. Either of the proposed alternatives, 4F-1 and 2, will address the this concern. (Sheet 5 of 6)
Evans Lane	Grade Separation	Local	The alignments are merged to one near this location. This road is a dead end road. Support the grade separation which will guarantee continued utility known during preconstruction. The proposed alternative will address the this concern. Otherwise, a

Evans Lane (continued)  (Indian Creek Township, Sections 4 & 5)			new roadway should be constructed to avert landlocking homeowners. (Sheet 5 of 6)
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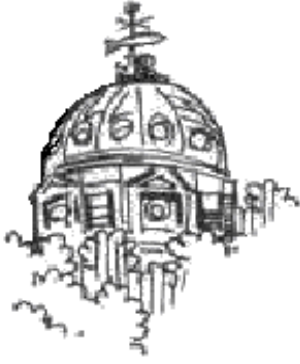
**MONROE COUNTY – SEGMENT TWO (4G) – Evans Lane to Lodge Road**

<b>COUNTY ROAD NAME</b>	<b>PROPOSED CONSTRUCTION</b>	<b>FUNCTIONAL CLASSIFICATION</b>	<b>COMMENTS</b>
Harmony Road	Grade Separation	Minor Collector	Support the grade separation which will guarantee continued utility known during preconstruction. Either of the proposed alternatives, 4G-1 and 2, will address the this concern. (Sheet 5 and 6 of 6)
Rockport Road	Grade Separation	Major Collector	The alignments are merged to one west of this location. Support the grade separation which will guarantee continued utility known during preconstruction. Monroe County has Federal aid bridge project south of working alignment of which design will be coordinated with the INDOT during plan process (see Des. No. 0301007). (Sheet 5 and 6 of 6)
Lodge Road	Grade Separation	Local	This road is a dead end road. Support the grade separation which will guarantee continued utility known during preconstruction. The proposed alternative will address the this concern. Otherwise, a new roadway should be constructed to avert land locking homeowners. Portion could also be connected to the west at Evans Lane, a different road segment than previously mentioned that connects to Rockport Road. (Sheet 5 and 6 of 6)

**MONROE COUNTY – SEGMENT THREE (4H) – Lodge Road to State Road 37**

<b>COUNTY ROAD NAME</b>	<b>PROPOSED CONSTRUCTION</b>	<b>FUNCTIONAL CLASSIFICATION</b>	<b>COMMENTS</b>
Tramway Road	Grade Separation	Local	Support the grade separation which will guarantee continued utility known during preconstruction. Either of the proposed alternatives, 4H-1, 2 and 3, will address the this concern. (Sheet 6 of 6)
Bolin Lane	Grade Separation	Local	Support the grade separation which will guarantee continued utility known during preconstruction. Either of the proposed alternatives, 4H-1 and 2, will address the this concern. (See subdivision note, next item.) (Sheet 6 of 6)
Farmer's Field and Rolling Glenn Subdivisions	To be determined as detailed plans are prepared. Could be closed due to construction of Bolin	Local	These subdivisions will be impacted by the construction of the interstate along either alignment. Both subdivisions have other options for access however efforts should be made to maintain their accesses onto Bolin

Farmer's Field and Rolling Glenn Subdivisions (continued)	Lane Grade Separation.		Lane. (Sheet 6 of 6)
Victor Pike	To be determined as detailed plans are prepared.	Major Collector	<p>The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements in anticipation of an interchange at Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would also provide long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by Section 5. Truck traffic could be focused to a specific route by construction of these improvements, thus improving traffic safety in this area.</p> <p>(Sheet 6 of 6)</p>
State Road 37	Interchange	Principal Arterial	<p>The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate.</p> <p>(Sheet 6 of 6)</p>



# MONROE COUNTY BOARD OF COMMISSIONERS

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THE COURTHOUSE, ROOM 322  
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July 24, 2006

Mr. Michael Grovak, Project Manager  
Bernardin, Lochmueller and Associates, Inc.  
6200 Vogel Road  
Evansville, Indiana 47715

RE: I-69 Tier 1 Re-evaluation Report Comments.

Dear Mr. Grovak:

Pursuant to the public informational meeting conducted in Bloomington regarding the Re-evaluation Report of the I-69 Tier 1 Draft FEIS, please be advised that the Monroe County Board of Commissioners have been advised of the report and have concerns regarding the proposal as it relates to impacts on Monroe County and other communities in or near along the corridor of the proposed interstate. Therefore, we offer comments regarding the information relayed to the public at the meeting.

At the meeting, it was stated the re-evaluation asks two key questions – would tolling have changed the Tier 1 choice and, secondly, does tolling have significant impacts not considered in the Tier 1 FEIS?

We believe that tolling would not have changed the selection of 3C as the corridor of choice. We believe this corridor's performance is supported due to the travel time savings, increased personal accessibility, an increase in higher education, savings of truck hours traveled, reduction in personal injury and property damage accidents, increase in personal income and permanent jobs. This will most definitely be realized without a fee to the public for use.

We do, however, believe that tolling this corridor will have impacts beyond the corridor as it relates to other local and state roads. The areas of concern that were reviewed as it relates to the re-evaluation were traffic, environmental justice, air quality, noise and indirect and cumulative impacts. We offer concerns on these matters as it relates to this area;

Traffic - Traffic will increase over time on State Road 45 and other local roads due to the public not willing to pay a toll to use I-69, especially on the segment of State Road 37 that is to be converted to interstate standards. It is anticipated that many people will use local roads in order to avoid paying the toll, therefore, defeating the purpose of creating a toll road. If I-69 were a free road and accessibility to the interstate were allowed near the Greene / Monroe County line, the Indiana Department of Transportation could potentially save funds from the anticipated \$23.5 million project of improving State Road 45 as planned in the INDOT's Long Range Transportation Plan, scheduled for 2010. Additionally, State Road 67, west of Monroe County, will provide this area with the only opportunity of a free road which will be used in order to avoid paying the toll, again creating problems for local communities, such as Spencer, Gosport and Martinsville in these areas due to an increase in traffic. As it is written in current legislation, I-69 would be a free road from Morgan County to I-465. If the Levels of Service are impacted by increased traffic on the local road systems, which we anticipate they will be, it should be the responsibility of the State to improve said roadways at a cost to the INDOT, not the local communities.

Environmental Justice – As you state, this will be evaluated in Tier 2 studies. There is no question that a toll road will have an effect on the low-income citizens that could use this route otherwise.

Air Quality – We concur with your findings as it relates to this issue however, it is believed that only by decreasing the traffic by tolling along the corridor, vehicles will use alternate routes thus impacting air quality in other areas of the State.

Noise – Again, we concur with your findings as it relates to the corridor but believe, as you related to in your presentation to the public, an increase in traffic noise will most definitely be realized due to vehicles utilizing other routes.

Indirect and Cumulative Impacts – These impacts will not be seen immediately however, we believe that development will occur in areas that are closer to the free roadway system in this area of the State, thus increasing development in the northwest quadrant of Monroe County. This area is readily accessible to State Road 67, another route to Indianapolis, which, as described above, will likely realize increase usage if a toll road is created through Monroe County.

We also are re-submitting, as part of our comments on this re-evaluation, the concerns and requests that had been previously submitted on this corridor as submitted on Tier 2, of Sections 4 and 5, including the support for an interchange at the Greene / Monroe County lines, which would improve accessibility and address emergency response concerns for this area of the State. Said interchange on the Greene County side would satisfy this situation and the commitments previously made in Tier 1 and, to date in Tier 2, as it relates to construction of interchanges in Karst areas.

It is anticipated that the Indiana Department of Transportation and their design consultants will cooperatively work with Monroe County on minimizing the affect an interstate would have on the traffic flow in and around our County. Specifically, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel.

Thank you for the opportunity to submit this information and hope that it will be of benefit to the INDOT, FHWA and Monroe County in future discussions on this project. If you have any questions or comments, please contact any of us or Bill Williams, Monroe County Highway Director / Engineer, at your convenience.

Sincerely,

Monroe County Board of Commissioners

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Joyce Poling, President

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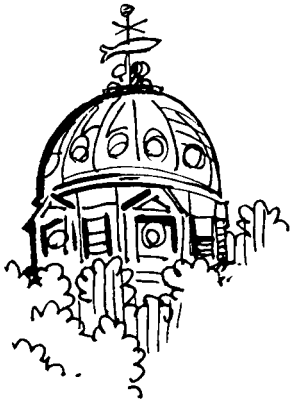
Herb Kilmer, Vice-President

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Iris Kiesling

JP/HK/IK/bow

Cc: Thomas Sharp, Commissioner, Indiana Department of Transportation  
Bill Williams, Monroe County Highway Director/Engineer



OFFICE OF  
**MONROE COUNTY COMMISSIONERS**  
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BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550  
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*Patrick Stoffers, President*

*Iris F. Kiesling, Vice President*

*Joyce B. Poling, Member*

February 15, 2008

Mary Jo Hamman, PE  
Michael Baker Jr., Inc.  
8888 Keystone Crossing  
Suite 1300  
Indianapolis, IN 46240

RE: I-69, Section 5; Interchange at Walnut Street / College Avenue in Monroe County.

Dear Ms. Hamman:

This letter is being sent to reiterate our statement regarding access to Walnut Street / College Avenue and northern Monroe County from a proposed interchange onto I-69. As was mentioned, by this office, in a letter to the Indiana Department of Transportation, during the Tier 1 and Tier 2 phases of this segment of the project, the portion of the letter, a part of the INDOT's Environmental Impact Statement for Tier 1 and 2, stated, as it relates to Walnut Street / Business 37 North, "This interchange will remain with this proposal. It should be modified to accommodate traffic movements along the interstate wanting to traverse east or west of the interstate. This will serve the Bottom Road and Maple Grove Road areas if completed as proposed, providing another access route to the Ellettsville area." Any change from this location would be contrary to previous conversations and plans provided for our review and comment.

The support for this location are for several purposes. Emergency access to this part of the County could be improved with direct interchange access at this intersection. Bloomington Township Fire Department has a station approximately 2 miles from this area and could enter the interchange at this location to assist with a crash that may occur on this new segment of interstate.

Also, as mentioned above, by locating the interchange at the original location of Walnut Street / College Avenue, the impacts to traffic flow in the northern part of Monroe County and the Ellettsville area will be maintained. By connecting access to the west, it provides another route to Ellettsville via Bottom Road and Maple Grove Road. Also, by maintaining this location, access to the existing businesses north of either proposed location, such as Hoosier Energy, will be better served by the proposed frontage road.

Another reason for providing access to the interstate at this location is that it would decrease traffic that uses Kinser Pike, a substandard roadway, traversing to Bloomington. If an interchange were to be constructed here, it would eliminate the need to improve Kinser Pike, which is currently residential and recreational in nature, as well as the location of a local high school.

In summary, we request that your firm investigate the selection of the location of the interchange at the existing Walnut Street / College Avenue area. We believe the location of the interchange at this location by far provides the best benefits for the community and the traveling public as a whole, be it Bloomington, Ellettsville, and Monroe County. We appreciate your assistance with this request. If you have any questions or comments, please contact this office at (812)349-2550 or Bill Williams, Monroe County Highway Director / Engineer at (812)349-2555, at your convenience.

Sincerely,

Monroe County Board of Commissioners

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Patrick Stoffers, President

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Iris Kiesling, Vice-President

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Joyce B. Poling

PS/IK/JP/bw

Cc: Bill Williams, Monroe County Highway Department  
Gregg Zody, Monroe County Planning Director