



# MID-STATES CORRIDOR

## APPENDIX DD: SOCIAL IMPACT ANALYSIS

### Mid-States Corridor Tier 1 Environmental Impact Study

Prepared for

Indiana Department of Transportation

Mid-States Regional Development Authority

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# 1 SUMMARY

The construction of a new-terrain major highway will both positively and negatively impact and influence the social aspects of the communities it traverses. In general, these include changes to traffic patterns and accessibility, as well as increased or decreased travel time between communities, residences, and services within the study area and the selected corridor. Social impacts vary from one alternative to another.

This document provides additional detail on potential impacts to communities and religious groups within the study area as well as potential impacts to organizations and institutions to support the summary information provided in Section 3.3. Organizations and institutions evaluated for this study include educational facilities, recreational areas, religious institutions, public safety and medical facilities, and bicycle and pedestrian facilities.

Each alternative avoids the urban areas for the towns and cities within the study area. Direct impacts to community resources within these towns and cities are expected to be minimal. However, populations residing outside the towns and cities in residential neighborhoods or in rural communities may have altered access to services and facilities located in nearby towns and cities. The corridor, depending on facility type, may require the use of new interchanges and intersections, which could alter existing travel patterns.

Community cohesion may be impacted by the splitting of nearby incorporated cities and towns, as well as unincorporated communities from one another. The level of impacts to cohesion and access between communities will depend on facility type and alternative location.

Direct impacts to public facilities are expected to be minimal. These are dependent on facility type and final alignment. No direct impacts are anticipated to bicycle and pedestrian facilities. In total, there are six educational facilities that could potentially be relocated, with Alternative O directly impacting three of the six. Alternative M also directly impacts three of the six educational facilities. No recreational facilities are anticipated to be relocated along any of the alternatives. Two religious institutions are expected to have direct impacts depending on final alignment and facility type. One institution, Antioch Christian Church, occurs along Section 2 of Alternatives C, M, O, and P. The other facility, Gospel Lighthouse Church, occurs on Section 3 of Alternative M. Compared to the other alternatives, the preferred alternative, Alternative P in the North Central Family, has mid-range impacts to communities, organizations and institutions.

## 1.1 Methodology

Social impacts were assessed using both qualitative and quantitative methods. A 2,000-foot corridor was defined, consisting of a 1,000-foot buffer on either side of an alternative's centerline. Once this corridor was defined, impacts were evaluated as follows:

- The area within a two-mile buffer on each side of the corridor (referred to as two-mile buffer) was used to analyze impacts to cohesion between cities, towns, and communities within the study area.
- The area within a one-mile buffer on each side of the corridor (referred to as the one-mile buffer) was used to determine impacts to other resources.



Quantitative analysis was conducted in coordination with **Volume I Section 3.5 Relocation Impacts** to identify impacted structures associated with community organization or institutions. Detailed analysis of relocations is included in **Section 3.5**.

This analysis considers the comparative impacts of the five alternatives (Alternatives B, C, P, M and O). At this Tier 1 level of analysis, differences in social impacts among facility types of a given alternative are regarded as insignificant. Facility types for a given alternative share a common centerline. Also, no decisions about access are being made in this Tier 1 study. Decisions about access will not be made until Tier 2 studies. Final, detailed analyses of social impacts will be provided in Tier 2 studies.

For similar reasons, social impacts in Section 1 of the project (SR 66 to I-64) and the existing SR 37 segments of Section 3 for Alternatives M and O are treated as insignificant at a Tier 1 level. Freeway facility types are no longer under consideration. Accordingly, there will be no modifications to existing US 231 south of I-64 or to SR 37.

These broader social impact analyses were based on the new alignment corridors. Social impacts resulting from local improvements included with each alternative were analyzed separately and only include direct impacts, which are summarized by alternative below.

## **1.2 Organization**

Social impacts are organized into the following three categories. Each has its own stand-alone section, as follows.

- **Section 2, Community and Neighborhood Cohesion.** This section reviews impacts to the community fabric of cities and towns. It also reviews impacts to religious and social communities.
- **Section 3, Travel Patterns and Accessibility.** This section reviews impacts to community resources and services. It also reviews impacts to bicycle and pedestrian mobility and facilities.
- **Section 4, Organizations and Institutions.** This section reviews impacts to several categories of organizations and institutions. These include educational institutions, recreational areas, religious institutions, public safety providers and major health care facilities.

Within each section, impacts are considered separately for the five alternatives carried forward for detailed study (Alternatives B, C, P, M and O).



## 2 NEIGHBORHOOD AND COMMUNITY COHESION

### 2.1 Cities and Towns

Impacts to neighborhoods and community cohesion were assessed by locating communities, towns, and cities within the two-mile buffer, and comparing their location with each alternative to assess whether an alternative would cause disruptions within and between communities. **Figure 2-1** shows the cities, towns, and populated places near the two-mile buffer. **Table 2.1** includes a full listing of cities, towns, and communities within the two-mile buffer. However, only those potentially impacted by each alternative are described in the narrative below<sup>1</sup>.

**TABLE 2-1. LIST OF POPULATED PLACES AND CENSUS PLACES WITHIN TWO-MILE BUFFER**

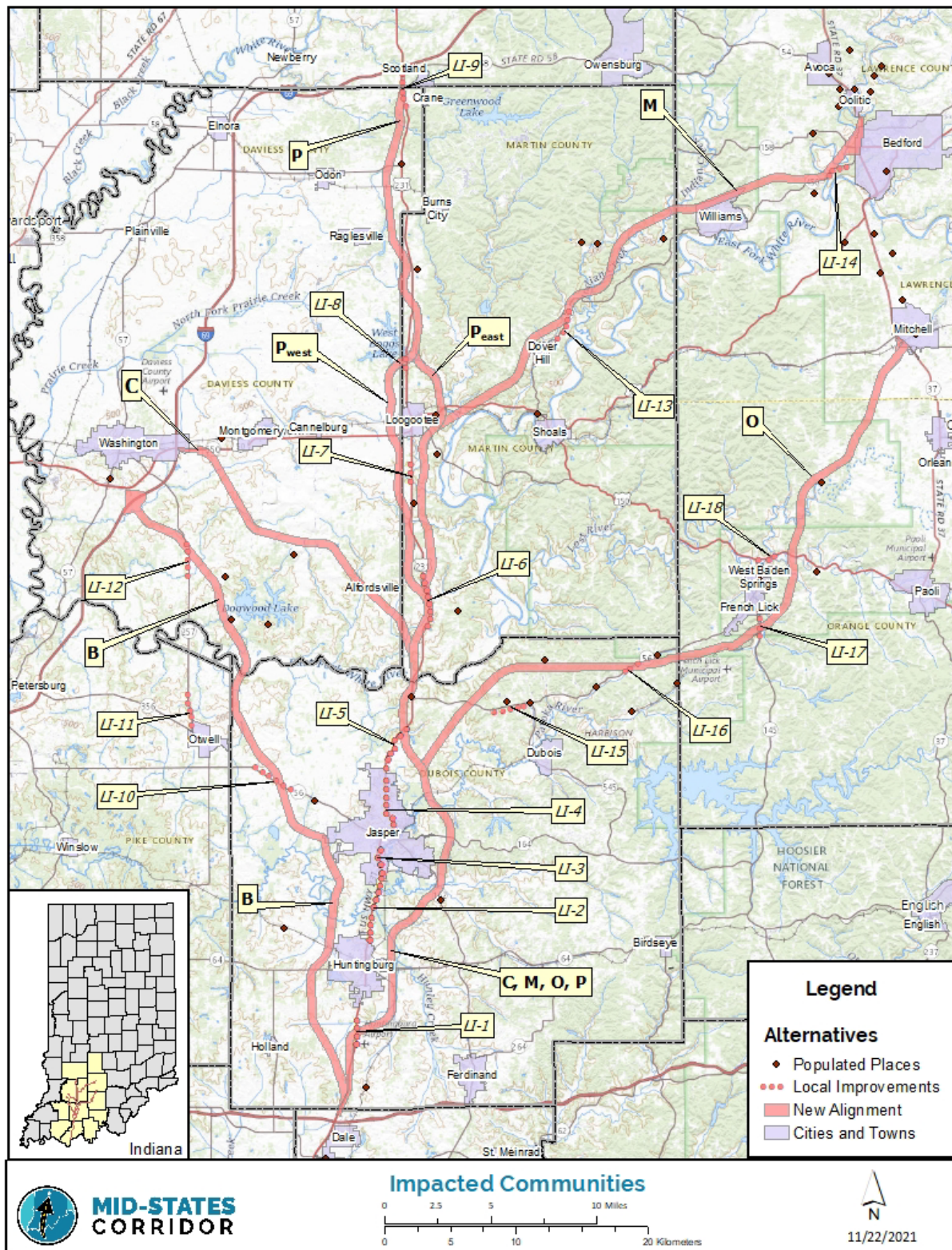
	Census Places within 2-miles of Corridor	Populated Places within 2-miles of Corridor
Alternative B	Holland, Huntingburg, Jasper, Otwell, Washington	Johnsburg, Duff, Ireland, Glendale, Hudsonville, Waco, South Washington
Alternative C	Huntingburg, Jasper, Alfordsville, Montgomery, Washington	Johnsburg, Maltersville, Haysville, Corning, Black Oak
Alternative M	Huntingburg, Jasper, Loogootee, Shoals, Dover Hill, Williams, Bedford	Johnsburg, Maltersville, Haysville, South Martin, Whitfield, Mount Pleasant, Scenic Hill, Indian Springs, Cale, Mount Olive, Riverview, Fayetteville, Coxton, Eureka
Alternative O	Huntingburg, Jasper, French Lick, West Baden, Mitchell	Johnsburg, Maltersville, Kellerville, Dubois Crossroads, Thales, Crystal, Cuzco, Hillham, Norton, Prospect, Abydel, Orangeville, Woodville
Alternative P (P <sub>w</sub> & P <sub>e</sub> )	Huntingburg, Jasper, Alfordsville(P <sub>w</sub> ) Loogootee, Raglesville, Burns City, Odon, Crane, Scotland	Johnsburg, Maltersville, Haysville, South Martin, Whitfield, Mount Pleasant, Scenic Hill, Bramble, Farlen

<sup>1</sup> Cities and towns are defined as incorporated places, while populated places include all named communities including those that are not incorporated and do not have a legal boundary. This document refers to all cities, town, and populated places as “communities”.





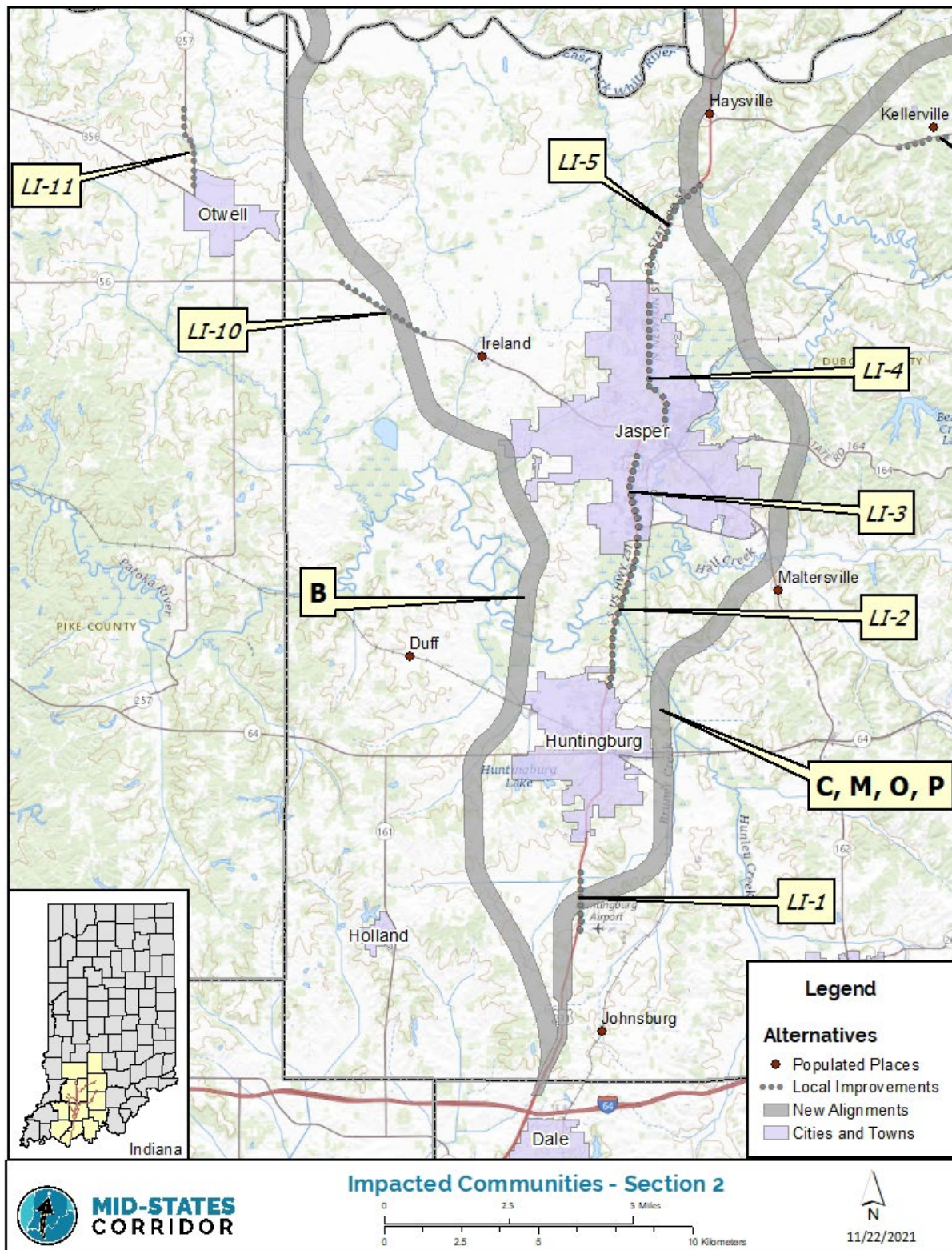
**FIGURE 2-1. LOCATION OF IMPACTED COMMUNITIES**







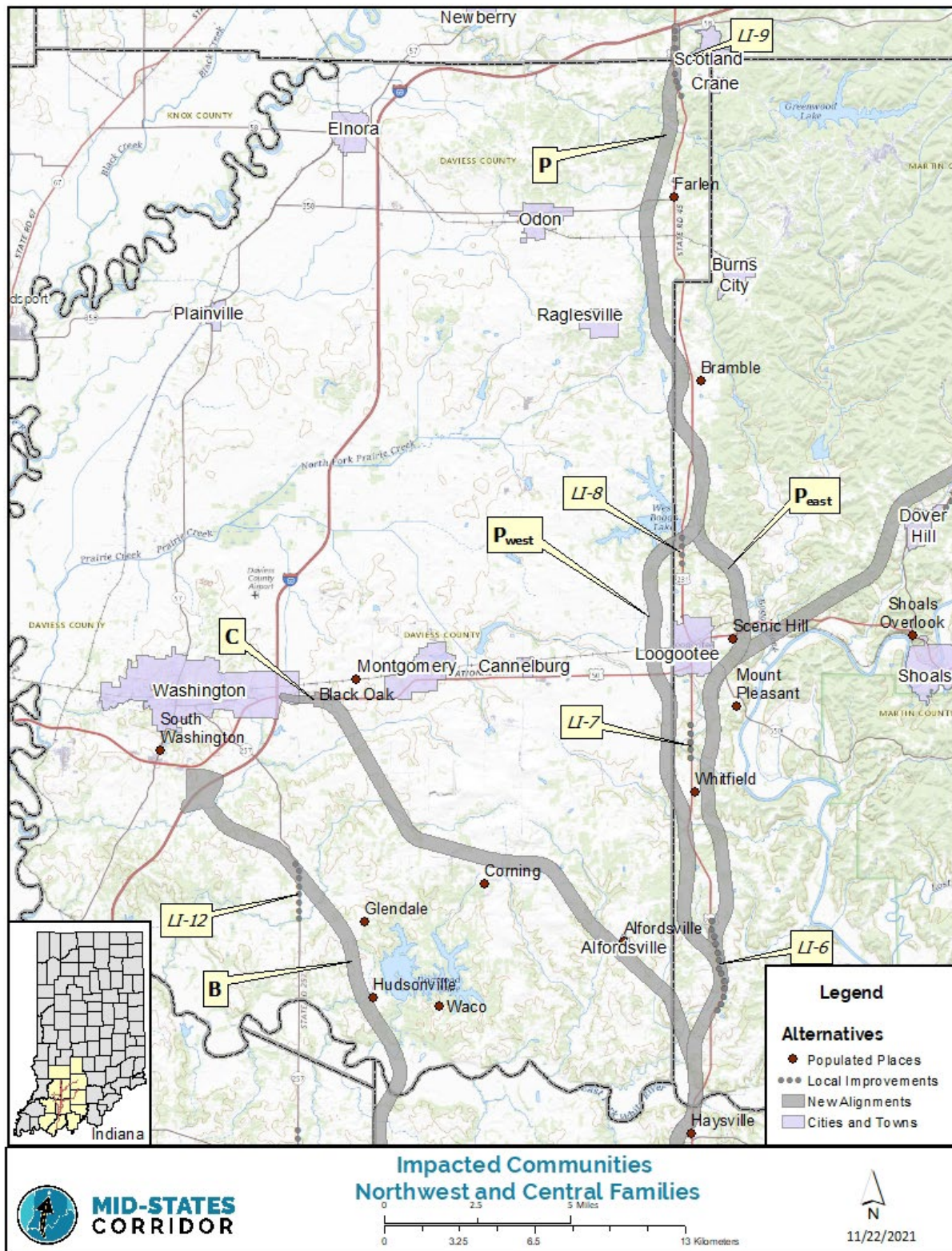
**FIGURE 2-2. LOCATION OF IMPACTED COMMUNITIES- SECTION 1 AND 2**







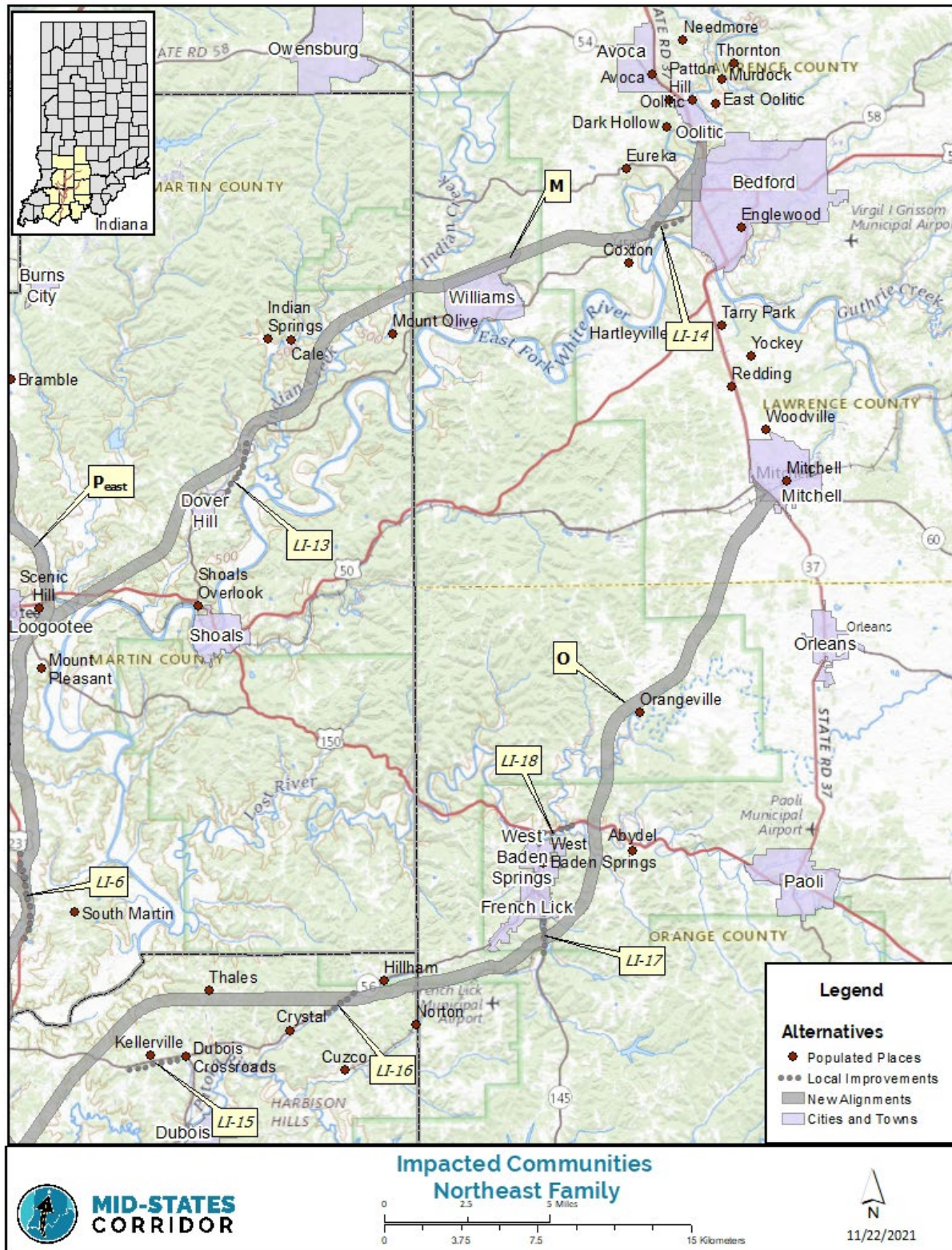
**FIGURE 2-3. LOCATION OF IMPACTED COMMUNITIES- NORTHWEST AND CENTRAL ALTERNATIVES**







**FIGURE 2-4. LOCATION OF IMPACTED COMMUNITIES- NORTHEAST ALTERNATIVES**





### 2.1.1 Alternative B

Alternative B follows the Section 1 alignment and then curves west, north of Dale and I-64, heading north around the eastside of Holland and the westside of Huntingburg and Jasper (Figure 2-2). Alternative B would separate Duff and Huntingburg, as well as Holland and Huntingburg. There are potential community cohesion impacts if Duff or Holland relies on Huntingburg for services or community activities. Section 2 of Alternative B ends on the west side of Jasper and Ireland. Section 3 of Alternative B continues northwest toward Washington, passing Otwell and a cluster of communities to the east (Glendale, Hudsonville, and Waco), before intersecting with I-69 at Washington (Figure 2-3).

Local improvements within the Northwest Family are expected to have minimal neighborhood and community cohesion impacts. Local improvements within the Northwest Family occur primarily along areas of scattered rural residences.

### 2.1.2 Alternative C

**Section 2:** *(Same for Alternatives P and M)*

Alternative C heads north from I-64 and Dale around the eastside of Huntingburg and Jasper (Figure 2-2). The corridor would divide the community of Maltersville to the east and Jasper to the west. There are potential community impacts if Maltersville relies on Jasper for services. Section 2 of the corridor ends on the north side of Jasper.

Local improvements within the Northwest Family are expected to have minimal neighborhood and community cohesion impacts. Local improvements within the Northwest Family occur primarily along areas of scattered rural residences.

**Section 3:**

Section 3 of Alternative C begins at US 231 near Haysville. As it continues north, it passes near Alfordsville. Before connecting to I-69 at Washington, Alternative C passes the communities of Montgomery and Black Oak near SR 50 (Figure 2-3). Access between Washington and Montgomery could be impacted by the alternative. No local improvements will occur in Section 3 of Alternative C.

### 2.1.3 Alternative M

**Section 2:** *See 2.1.2 Section 2*

**Section 3:**

Section 3 begins at US 231 at Haysville where it crosses the White River. South of Loogootee it heads northeast. The alternative crosses US 50 between Mount Pleasant and Loogootee (Figure 2-3). As Alternative M continues northeast toward Bedford, it passes Shoals and several communities near the Lawrence/Martin County line (Dover Hill, Indian Springs, Cale, Mount Olive). Alternative M impacts northern Williams, southwest of Bedford. Near Bedford there is a cluster of communities that would be bisected by Alternative M. These include Coxton and Riverview to the southeast and Eureka and Fayetteville to the northwest (Figure 2-4). Access to Bedford for communities northwest of Alternative M potentially could be impacted.

Local improvements in the Northeast Family occur primarily within extremely rural areas with scattered residences and are expected to have minimal impacts to neighborhood and community cohesion.



### 2.1.4 Alternative O

**Section 2:**

The corridor heads north from I-64 and Dale around the east side of Huntingburg and Jasper (Figure 2-2). The corridor would divide the communities of Maltersville to the east and Jasper to the west. There would be community impacts if Maltersville relies on Jasper for services. Section 2 of the corridor ends on the northeast side of Jasper. Local improvement impacts are the same as Alternative C.

**Section 3:**

Section 3 begins as the route curves east north of Jasper and heads toward French Lick. Alternative O passes a cluster of communities (Kellerville, Dubois Crossroads, Thales, Crystal, Cuzco, Hillham, Norton) before reaching the southeast side of French Lick (Figure 2-4). The corridor could impact the cohesion of these communities if they are socially connected or rely on each other for services and facilities. The corridor will also go between French Lick and the small community of Abydel, which could cause cohesion impacts. Alternative O continues north, passing closely to Orangeville, before intersecting SR 37 at Mitchell.

Local improvements in the Northeast Family occur primarily within extremely rural area of scattered residences and are expected to have minimal impacts to neighborhood and community cohesion.

### 2.1.5 Alternative P

**Section 2:** *See 2.1.2 Section 2***Section 3:** *P<sub>e</sub> or P<sub>w</sub>*

Section 3 of Alternative P will either bypass Loogootee on the east or west side near US 50, but both will pass the same communities along the existing US 231 (Figure 2-3). The eastern bypass would bisect a small population at Mount Pleasant near Loogootee. North of Loogootee, the corridor will pass a cluster of communities including Bramble, Raglesville, Burns City, Odon, and Farlen. These communities are currently served by US 231, Alternative P could potentially impact access to them. Alternative P terminates at I-69 near Crane and Scotland. Local improvement impacts are the same as Alternative M.

### 2.1.6 Summary

A new highway facility will have both negative and positive impacts to the nearby communities. A new highway facility would alter travel patterns, increase some travel times and decrease other travel times. The new facility will cause some communities to have restricted access from each other. Changes to accessibility across the new facility may result in a number of social impacts by disrupting community and neighborhood cohesion.

The number of communities within the two-mile band increases as the length of the corridor increases. All corridors either pass near or traverse the outskirts of the major cities and towns (Huntingburg, Jasper, Washington, Loogootee, French Lick, Mitchell and Bedford). This does not indicate that there will be no cohesion impacts to these communities; however, greater impacts are anticipated on smaller communities and neighborhoods. For example, the corridor will potentially decrease access between such communities as Holland and Huntingburg, Maltersville and Jasper, Ireland and Jasper, Duff and Huntingburg, and Montgomery and Washington. All alternatives will improve access and reduce travel times to markets and facilities, especially for smaller rural communities. Negative impacts can be





mitigated, and positive impacts enhanced by engaging the communities early in the Tier 2 process for locating elements such as intersections, grade-separations, interchanges, etc.

At this Tier 1 stage alternatives have similar impacts. All alternatives in Section 2 will pass to the east of Jasper and Huntingburg, with the exception of Alternative B, which passes to the west of Jasper and Huntingburg. Each Section 3 alternative will affect different communities within their respective geographic regions. The preferred alternative, Alternative P, will pass within two miles of eight to nine cities and nine communities.

## **2.2 Religious and Social Communities**

Information on the location of Amish and other religious or social communities was provided by Regional Issues Involvement Team, project questionnaires, public meetings, the project website, the project office and letters and comment cards. As follow up, project team members met with two Amish communities in Daviess/Martin County and Orange/Lawrence County. They obtained additional information on the location of Amish communities in the study area. These two concentrations of Amish communities have the potential to be impacted by this project if Alternatives O or P are selected. The information presented from the public and regional stakeholders as well as information received during the meeting with the communities is discussed below.

### **2.2.1 Alternative O**

The Mid-States Corridor Project Team Manager, Jason DuPont, met during March 2020 with multiple members of the Amish community in the Orange and Lawrence County area. He provided project information and details on the location of Amish farms and property in the area.

A committee member was able to draw Amish-owned parcels along Alternative O, this information was used to create a general area of the Amish community location in Orange and Lawrence counties (see **Figure 2-5**). Drawings were provided showing Amish-owned parcels west of Mitchell and Orleans and generally south of SR 60. Alternative O crosses some of these parcels. Properties not directly impacted would be separated from other properties. There would be specific impacts to individual properties and community cohesion impacts. Due to this community's reliance on non-motorized transportation, there are likely to be heightened impacts to community cohesion.

An Amish committee member stated that Alternative O would be impactful to the community. In addition to the mapped properties, he shared that members of the community have residences and property from Orangeville to the southwest extending east to east of SR 37 and north to nearly SR 60. Concern for impacts on the Amish community near Alternative O were reiterated in public comments received by the project team. Primary elements of concern from the community itself as well as concerns expressed in public comments or feedback include:

- Restricted access across the facility, travel distance, and time
- Buggies may not be able to cross Alternative O
- Potential impacts to environmental and social features of the area (Hoosier National Forest, karst features, family cemeteries, etc.)
- Losing property and farmland upon which the community is dependent for livelihood
- Effectively disseminating information to Amish communities about the project due to religious or daily practices limiting and/or prohibiting the use of electronic devices



- Effects upon social cohesion and rural charm of the area and Amish attractions
- Safety in using or crossing facilities/state roads during peak travel times. Concerns relative to horses being spooked (e.g., noise, rainwater, wind, speed of oncoming vehicles).

Given the location and extent of the Amish community in Northern Orange County and Southern Lawrence County in relation to Alternative O, relocation impacts and cohesion impacts are expected. Impacts to relocation, access, safety, and travel patterns would depend on facility type and final alignment. Additional coordination with the community would be warranted if Alternative O is selected.

### 2.2.2 Alternative P

The Mid-States Corridor Project Team Manager, Jason DuPont, met with multiple members of the Amish community in the Daviess and Martin County area in early March 2020. The meeting was held to exchange project information and details on the location of the Amish community and concerns regarding the project. Information provided by committee members as well as stakeholders and the public indicated that existing US 231 is the eastern boundary of this Amish community. Most families within their community live between I-69 to the west, US 50 to the south, US 231 to the east, and SR 58 to the north (See **Figure 2-6**).

Concern for impacts on the Amish community near Alternative P were reiterated in public comments received by the project team. Primary elements of concern from the community itself as well as concerns expressed in public comments or feedback include:

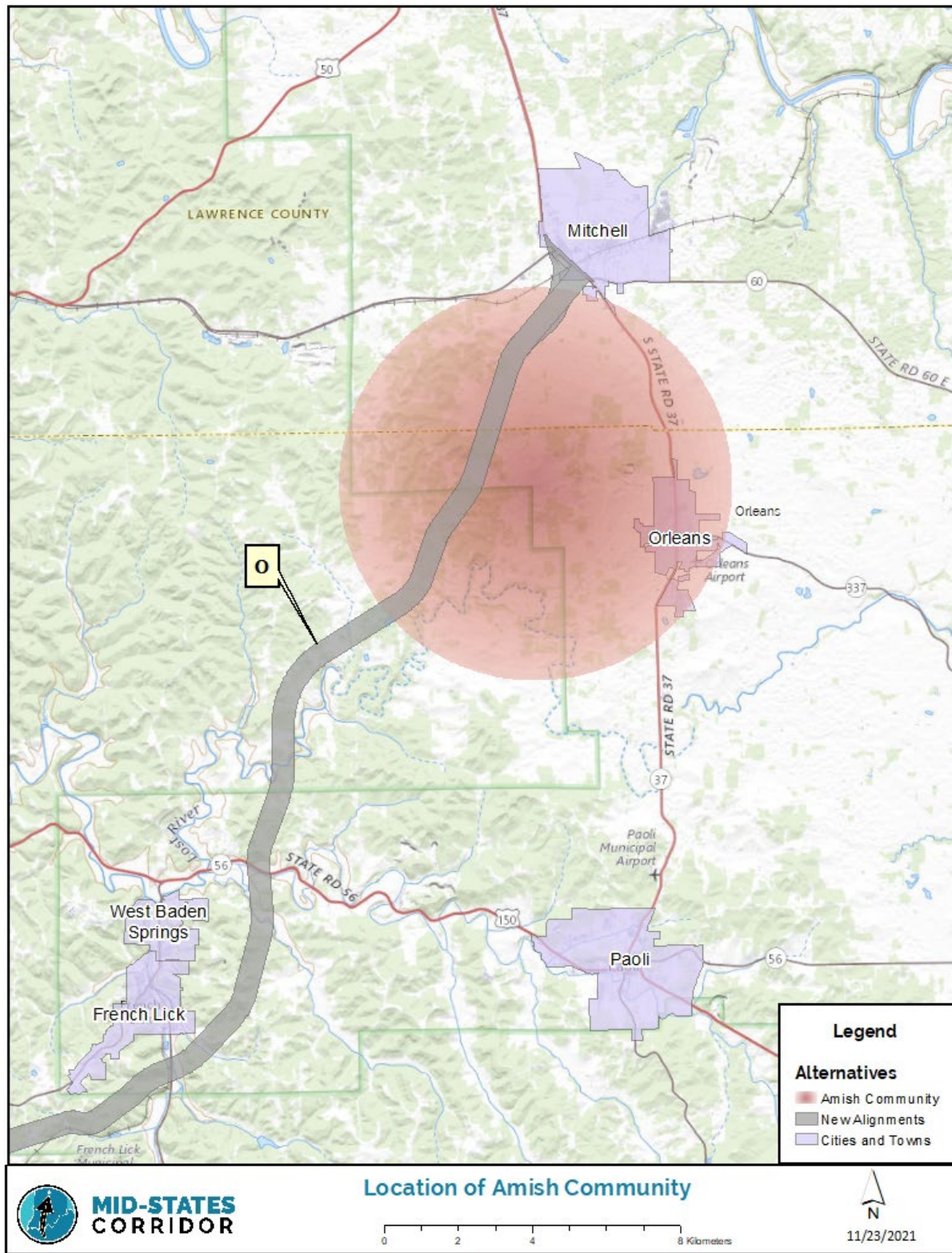
- Physically dividing the community with a major highway or new facility
- Increasing travel distance and impacting access to existing primary east/west and north/south county roads used by the communities (1200 N, 800 N, 1000 N/Raglesville Rd, 700 N, 350 N, 250 N, 150 N, and 1200 E)
- Safety of travelers, especially as it relates to noise that distracts and alarms horses
- Concern about steep grades on overpasses
- Effectively disseminating information to Amish communities about the project due to religious or daily practices limiting and/or prohibiting the use of electronic devices

North of Loogootee, Alternative P is located west of US 231 and travels north to I-69. As mentioned above, Amish communities reside to the west of US 231. Based upon this information, there are potential relocation and cohesion impacts if Alternative P is selected. The level of impacts (which may include relocations and changes to access, safety, and travel patterns) would depend on facility type and final alignment. Additional coordination with the community would be warranted if the recommended preferred alternative is Alternative P.

Daviess County has the third largest population of Amish residents of all Indiana counties. It has more Amish residents than any other Study Area county. Alternatives B and C will traverse the southern portion of Daviess County. However as mentioned above, the southern boundary of their community is generally US 50. Alternative B is south of US 50, and Alternative C is south of US 50 until its intersection at I-69 and Washington, where it will briefly intersect with US 50. It is unlikely that either of these alternatives will impact the Daviess County Amish population, but future coordination may be warranted in Tier 2 studies if either of these alternatives are selected. At this time, there are no other known locations of Amish communities within the Study Area.



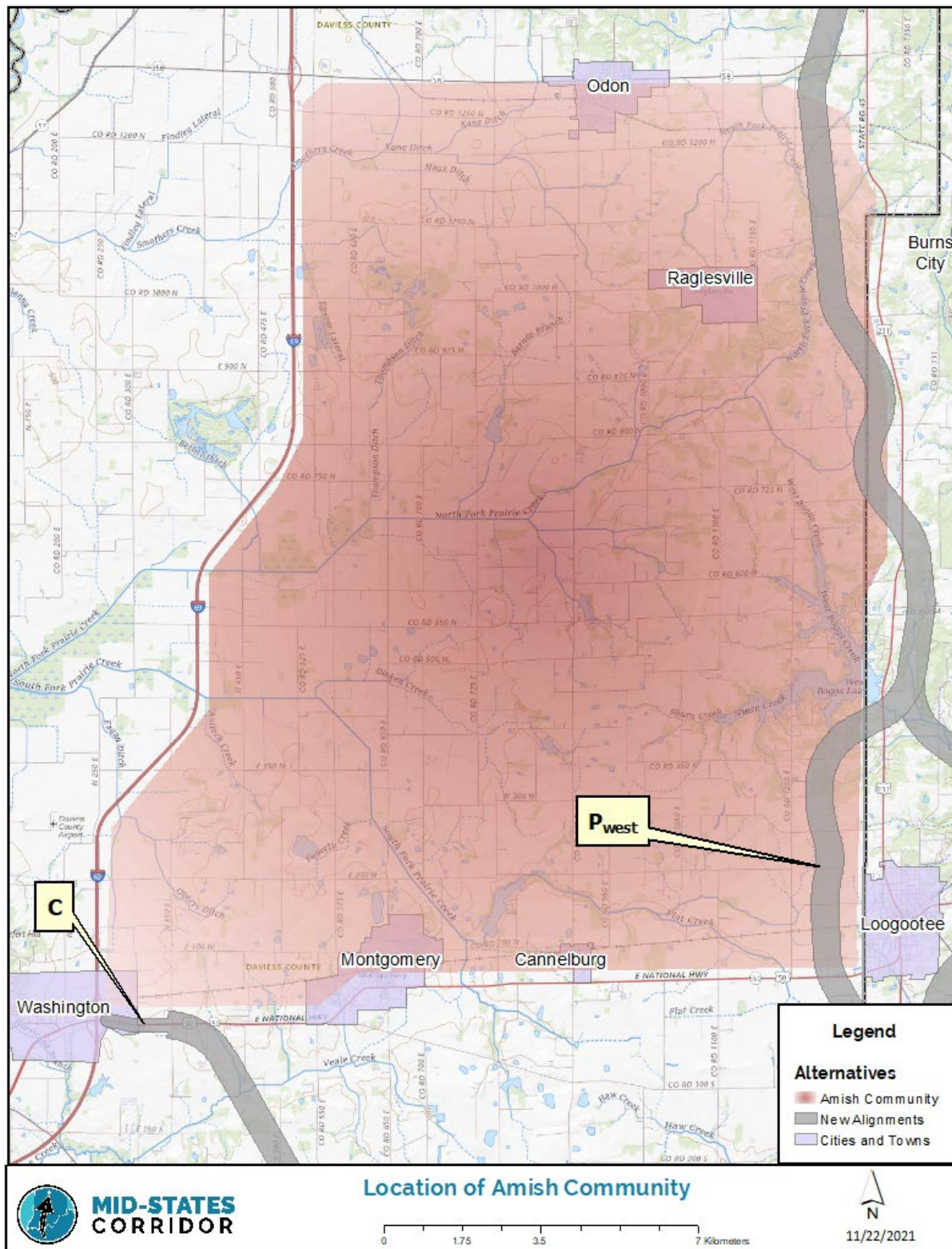
**FIGURE 2-5. LOCATION OF AMISH COMMUNITY – ORANGE/LAWRENCE COUNTY**







**FIGURE 2-6. LOCATION OF AMISH COMMUNITY – DAVIESS/MARTIN COUNTY**







## **3 IMPACTS TO TRAVEL PATTERNS AND ACCESSIBILITY**

### **3.1 Access to Community Resources and Services**

Access to community resources and services in the Study Area's major cities and towns, such as Huntingburg, Jasper, Washington, Loogootee, Mitchell, Bedford and French Lick, should be minimally impacted. Community resources such as grocery stores, pharmacies, shopping centers, etc., generally are located within the urban area or commercial and downtown core of communities. All alternatives avoid these urban areas. Travel patterns within these towns and cities should be minimally impacted.

However, populations outside these towns and cities may have altered access to services and facilities in nearby towns. Residents may have changed access to local and county roads. Local residents may have either increased or decreased travel times depending on facility and final alignment. Specific changes will be assessed as part of the Tier 2 NEPA studies.

The Study Area's public transportation systems are limited. These systems generally are ride sharing entities which would be subjected to the same altered travel patterns as private automobiles. Impacts to these systems and their users are expected to be minimal. The elderly who use ride sharing vans and services should also be minimally impacted. Amish residents who rely on non-motorized transportation could potentially be impacted by a new facility as discussed in **Section 2.2**.

School bus routes may be impacted by any of the alternatives. School districts and educational facilities potentially impacted are discussed in **Section 4.1**.

Specific relocation and qualitative cohesion impacts to organizations and facilities are discussed in the following sections. Direct impacts to public facilities are expected to be minimal. Cohesion impacts and access between communities will depend on the alternative and facility type. Impacts caused by changes in local roadway networks and access across a new facility may be minimized and designed to provide adequate accessibility through continued coordination with local officials and stakeholders.

### **3.2 Bicycle and Pedestrian Mobility and Facilities**

Impacts to bicycle and pedestrian mobility and facilities were assessed using spatial data in two ways. The one-mile buffer was used for analysis in order to determine cohesion impacts beyond direct right of way impacts. The path of the alternative and the relative location of the trail or path to the surrounding communities was reviewed for qualitative assessment of impacts. The second level of analysis was conducted in coordination with **Volume I Section 3.5, Relocations** in order to determine facilities which may be directly impacted. Results of the second level analysis indicate that there will be no direct impacts to bicycle and pedestrian mobility and facilities.

Facilities and trails are also discussed in **Section 4.2**. The GIS layer used for analysis included public, off-road recreation, and transportation trails in Indiana. A distinction between a facility used as transportation versus a facility used as a recreational trail in a park or managed land was made based on trail location and length, as well as whether trails were circular loops rather than straight connections between two distinct areas. Trails used as modes of transportation are discussed here and a



comprehensive listing of all trails is discussed in **Section 4.2**. Additional information on transportation facilities was obtained from county and city websites within the study area and within each corridor.

**Table 3-1** includes a full list of bicycle and pedestrian mobility and facilities within the one-mile buffer. The subsequent narratives for each alternative discuss the potential impacts. Only potential impacts to Section 2 and Section 3 are discussed; modifications to Section 1 are insignificant with respect to potential bicycle and pedestrian facilities.

**TABLE 3-1. LIST OF BICYCLE AND PEDESTRIAN FACILITIES WITHIN ONE-MILE BUFFER**

Bicycle and Pedestrian Facilities within One Mile of the Corridor	
Alternative B	None
Alternative C	Jasper Riverwalk
Alternative M	Jasper Riverwalk, Loogootee Loop – Phase 1 (2-part, planned), Milwaukee Rail Trail – Lawrence/Martin County Line west to Indian Springs
Alternative O	Jasper Riverwalk
Alternative P (P <sub>w</sub> & P <sub>e</sub> )	Jasper Riverwalk, Loogootee Loop – Phase 1 & County Line Trail to West Boggs Park (2-part, planned)

### 3.2.1 Alternative B

There are no spatial data indicating trails used for bicycle or pedestrian transportation within the one-mile buffer.

### 3.2.2 Alternative C

**Section 2:** *(Same for Alternatives P, O, and M)*

The corridor for Alternative C will pass within one mile of a segment of the Jasper Riverwalk. The Jasper Riverwalk is a 1.5 mile out and back trail following the Patoka River on the east side of Jasper. Depending on final alignment, the corridor could cause access impacts to this facility for some rural residents east of Jasper. However, access to the trail will remain unchanged for the City of Jasper residents.

**Section 3:**

There are no spatial data indicating trails used for bicycle or pedestrian transportation within the one-mile buffer in Section 3 that are expected to be impacted.

### 3.2.3 Alternative M

**Section 2:** *See 3.2.2. Section 2*

**Section 3:**

The Milwaukee Rail Trail is an 11-mile rail to trail path that begins in Bedford and extends to Williams in Lawrence County. There are plans to extend the trail from Williams into Martin County and Indian Springs in two additional segments. The corridor would go through this planned second segment. Impacts to the planned trail system are possible if Alternative M is selected as the preferred corridor. Impacts would depend on facility type and the ability for the planned trail to cross Alternative M with an underpass, overpass or at-grade intersection.



### 3.2.4 Alternative O

**Section 2:** See 3.2.2. Section 2

**Section 3:**

There are no spatial data indicating trails used for bicycle or pedestrian transportation within 1-mile of Alternative O Section 3.

### 3.2.5 Alternative P

**Section 2:** See 3.2.2. Section 2

**Section 3:**  $P_E$  or  $P_W$

There are different potential impacts for the two Loogootee bypass options.

There is a two-part planned trail system which would connect Loogootee to West Boggs Park. The first section is 1.6 miles in length and the second section is 2.7 miles in length. The western Loogootee bypass would cross the second section ('County Line Trail to West Boggs Park'). Impacts to the planned trail system are expected if the western Loogootee bypass of Alternative P is selected. Impacts would depend on facility type and the ability for the planned trail to cross Alternative P with an underpass, overpass or at-grade intersection.

### 3.2.6 Summary

Alternative M may impact the planned *Lawrence/Martin County Line west to Indian Springs* section of the Milwaukee Rail Trail, running from Bedford to Indian Springs. The trail is currently 11 miles long and runs from Bedford to Williams. There would be no impacts to the current trail. Impacts to the planned trail would depend on facility type and the ability for the planned trail to cross Alternative M with an underpass, overpass or at-grade intersection.

Alternative P, the preferred alternative, with a western Loogootee bypass is expected to impact the planned *County Line Trail to West Boggs Park* section of a two-part planned trail system connecting Loogootee to West Boggs Park. Impacts would depend on facility type and the ability for the planned trail to cross Alternative P with an underpass, overpass or at-grade intersection.

Local improvements are not anticipated to impact bicycle and pedestrian facilities.

No other identified trails within the one-mile bands are anticipated to be impacted.



## 4 IMPACTS TO ORGANIZATIONS AND INSTITUTIONS

Impacts to organizations and institutions were assessed using spatial data in two ways. The one-mile buffer was used to assess cohesion impacts beyond direct right of way impacts. The path of the alternative and the relative location of the facility to the surrounding communities was used for a qualitative assessment of potential impacts. The second level of analysis was conducted in coordination with **Volume I Section 3.5, Relocations** in order to determine potential direct impacts to facilities located within the working alignment.

### 4.1 Educational Institutions

**Table 4-1** includes a full listing of educational facilities within the one-mile buffer of each alternative and includes school districts traversed by each alternative. The narratives below discuss potential impacts to each school district and identify other educational facilities, structures, or properties located within 1-mile of each alternative that could potentially be impacted. Educational Facilities include Museums, Libraries, Public Schools, Private Schools, Childcare Facilities, and Higher Educational Institutions. The only Higher Education facility within one mile of any of the alternatives is the Vincennes University Jasper Campus. It is not expected to be impacted by any of the alternatives.

**TABLE 4-1. LIST OF SCHOOL DISTRICTS TRAVERSED AND EDUCATIONAL FACILITIES WITHIN ONE-MILE BUFFER**

	School Corporations Traversed	Educational Facilities within 1-mile of corridor	Anticipated Relocations
Alternative B	Southwest Dubois County School Corp., Greater Jasper Consolidated School Corp., Washington Community School Corp.	Dr. Ted's Musical Marvels Museum	Dr. Ted's Musical Marvels Museum
Alternative C	Southwest Dubois County School Corp., Greater Jasper Consolidated School Corp., Northeast Dubois School Corporation, Barr-Reeve Community School Corporation, Washington Community School Corporation	Dr. Ted's Musical Marvels Museum, Huntingburg Public Library, Jasper Arts Center, A Kid's Place, Vincennes University Jasper Campus, Pleasantview Christian Day School, Legacy Learning Center	Dr. Ted's Musical Marvels Museum, Legacy Learning Center
Alternative M	Southwest Dubois County School Corp., Greater Jasper Consolidated School Corp., Northeast Dubois School Corp., Loogootee Community School Corp., the Shoals Community School Corp., the North Lawrence Community School Corp.	Dr. Ted's Musical Marvels Museum, Huntingburg Public Library, Jasper Art's Center, A Kid's Place, Vincennes University Jasper Campus, Loogootee Public Library, Stalker Elementary School, Oolitic Middle School and Dollens Elementary School, In His	Dr. Ted's Musical Marvels Museum, Community Learning Center of Martin County, North Lawrence Career Center





	School Corporations Traversed	Educational Facilities within 1-mile of corridor	Anticipated Relocations
		Hand's Daycare, Loogootee Head Start Center, Community Learning Center of Martin County, Community Learning Center in Bedford, the North Lawrence Career Center, St. John Lutheran School	
Alternative O	Southwest Dubois County School Corp., Greater Jasper Consolidated School Corp., Northeast Dubois School Corp., Springs Valley Community School Corp., Orleans Community School Corp., Mitchell Community School Corp.	Dr. Ted's Musical Marvels Museum, Huntingburg Public Library, Jasper Art's Center, A Kid's Place, Vincennes University Jasper Campus, Melton Public Library, Mitchell Community Public Library, Springs Valley Community High School & Springs Valley Elementary School, Mitchell Junior High and High School, Hatfield Elementary School, Burris Elementary School, and Mitchell Head Start Center	Dr. Ted's Musical Marvels Museum, Mitchell Head Start Center,
Alternative P <sub>w</sub>	Southwest Dubois County School Corp., Greater Jasper Consolidated School Corp., Northeast Dubois School Corp., Loogootee Community School Corp., Barr-Reeve Community School Corp., North Daviess Community School Corp.	Dr. Ted's Musical Marvels Museum, Ireland Elementary School, Loogootee Public Library, Loogootee West Elementary School, Loogootee East Elementary and Middle School, Loogootee Jr/Sr High School, Loogootee Head Start Center,	Dr. Ted's Musical Marvels Museum
Alternative P <sub>e</sub>	Southwest Dubois County School Corp., Greater Jasper Consolidated School Corp., Northeast Dubois School Corp., Loogootee Community School Corp., Barr-Reeve Community School Corp., North Daviess Community School Corp.	Dr. Ted's Musical Marvels Museum, Huntingburg Public Library, Jasper Art's Center, A Kid's Place, Vincennes University Jasper Campus, Loogootee Public Library, Loogootee West Elementary School, Loogootee East Elementary and Middle School, Loogootee Jr/Sr High School, Loogootee Head Start Center, Community Learning Center of Martin Co.	Dr. Ted's Musical Marvels Museum



#### 4.1.1 Alternative B

Alternative B crosses the boundaries of the Southwest Dubois County School Corporation, the Greater Jasper Consolidated School Corporation and the Washington Community School Corporation. It splits both the Southwest Dubois County School Corporation and the Greater Jasper Consolidated School Corporation but only crosses the southeast corner of the Washington Community School Corporation. This may impact bus routes and school access. The level of impacts will depend on facility type and access locations.

The corridor has the potential to impact access to Dr. Ted's Musical Marvels Museum north of I-64 near the US 231 interchange. The facility is located along US 231, which already is a four-lane highway; any additional impacts are anticipated to be minimal.

#### 4.1.2 Alternative C

##### **Section 2: (Same for M, O, and P)**

Alternatives C, P, and M in Section 2 cross the Southwest Dubois County School Corporation and the Greater Jasper Consolidated School Corporation before crossing the Northeast Dubois School Corporation at US 231 where Section 3 begins. The corridor splits both the Southwest Dubois County School Corporation and the Greater Jasper Consolidated School Corporation. This may impact bus routes and school access. Impacts will depend on facility type and access.

The corridor has the potential to impact access to Dr. Ted's Musical Marvels Museum north of I-64 near the US 231 interchange. The facility is located along US 231, which already is a four-lane highway; any additional impacts are anticipated to be minimal.

##### **Section 3:**

Alternative C crosses the Barr-Reeve Community School Corporation and crosses a small portion of the Washington Community School Corporation. This may impact bus routes and school access. Impacts will depend on facility type and access.

Alternative C will go between the Pleasantview Christian Day School and Montgomery, which could impede access between the two. The Legacy Learning Center is near the 200-foot corridor on US 50. There could be both direct relocation and access impacts depending on facility type as well as final alignment.

#### 4.1.3 Alternative M

##### **Section 2: See 4.1.2 Section 2**

##### **Section 3:**

Alternative M crosses the Loogootee Community School Corporation, the Shoals Community School Corporation and the North Lawrence Community School Corporation. The corridor will split all three districts. This may impact bus routes and school access. Impacts will depend on facility type and access.

The Community Learning Center of Martin County is within the corridor along US 50. The North Lawrence Career Center in Bedford is located close to SR 37. The type of impact is highly dependent upon whether an interchange is provided at that location. For both facilities, there would be direct and/or access impacts depending upon the facility type as well as final alignment.



#### 4.1.4 Alternative O

**Section 2:** *See 4.1.2 Section 2*

**Section 3:**

Section 3 will traverse the northern portion of the Northeast Dubois School Corporation, the Springs Valley Community School Corporation, the Orleans Community School Corporation, and terminate in the middle of the Mitchell Community School Corporation. This may impact bus routes and school access. Impacts will depend on facility type and access.

There are two facilities near where Alternative O joins SR 37. These are Hatfield Elementary School and Mitchell Head Start. This may impact bus routes and school access as well as result in direct/ relocation impacts for these two facilities. Impacts will depend on facility type and access.

#### 4.1.5 Alternative P

**Section 2:** *See 4.1.2 Section 2*

**Section 3:**  $P_w$  or  $P_e$

The western Loogootee bypass crosses the edge of the Loogootee Community School Corporation and the edge of the Barr-Reeve Community School Corporation. The eastern Loogootee bypass crosses the Loogootee Community School Corporation, splitting it in half. North of Loogootee, Alternative P will cross the northeast corner of the North Daviess Community School Corporation. This may impact bus routes and school access. Impacts will depend on facility type and access.

The eastern Loogootee bypass would divide the Community Learning Center of Martin County from Loogootee, which could cause potential access and cohesion impacts.

#### 4.1.6 Summary

All alternatives have the potential to impact the school districts they cross. A new facility can alter bus routes as well as travel patterns used to access schools and other educational facilities. Each alternative will divide some school districts while only crossing a small portion of others. The magnitude of impacts will depend on the facility type as well as access locations throughout the school districts. The impacts may include altered bus routes that may result in longer travel times for some but shorter for others. All alternatives appear to be similar in their degree of impacts to school districts. Longer alternatives do impact a greater number of school districts.

All alternatives have the potential to impact access to Dr. Ted's Musical Marvels Museum. Additionally, Alternative C may result in relocation or result in access impacts to the Legacy Learning Center near Washington. Alternative M may result in relocation or access impacts to the Community Learning Center of Martin County, and the North Lawrence Career Center in Bedford. Alternative O may result in relocation or access impacts to the Hatfield Elementary School, Mitchell Head Start in Mitchell, and North Lawrence Career Center. The preferred alternative, Alternative P, along with Alternative B, has the lowest direct impacts to educational facilities compared to the other alternatives.

Continued coordination with school districts, educational institutions, local officials, and stakeholders during Tier 2 studies will assist in planning for avoidance and minimization of impacts.

Local improvements are not anticipated to impact any educational facilities.



## 4.2 Recreational Areas

Recreational areas evaluated for this study include trails, public and private outdoor recreational facilities, National Natural Landmarks, publicly and privately owned managed lands, and the Hoosier National Forest management area. **Table 4.2** provides a full list of facilities obtained from GIS data that are located within the one-mile band for each alternative. The narratives below identify the recreational facilities that could potentially be impacted by each alternative. Facilities listed as lakes or reservoirs by the United States Geological Survey were included under this listing due to their potential use as outdoor recreational areas. These facilities are identified in **Table 4-2** with an asterisk.

**TABLE 4-2. LIST OF TRAILS, MANAGED LAND, AND OTHER RECREATIONAL FACILITIES WITHIN ONE-MILE BAND**

	Trails	Managed Land	Other Recreational Facilities
Alternative B	None	Stewart Public Access Site, Huntingburg Lake Public Access, Glendale Fish and Wildlife Area including Dogwood Lake, Huntingburg Country Club, Jasper Youth Sports Complex	Flat Rock Access Site, Kelly's Camping, Miller's 'Get Away from it All' Fishing Campground, Washington Conservation Club, Maple Grove Camp
Alternative C	Runway Nature Trail, Municipal Park Trail, Jasper Riverwalk, Eastside Park and Walking Paths	Huntingburg Municipal Park, Fromme Wildlife Habitat Area, Barnes-Seng Wetland Conservation Area, Buffalo Pond Nature Preserve and Managed Area, Glendale Fish and Wildlife Area including Dogwood Lake	Memorial Gymnasium, Hochgesang Park, Sultan's Run Golf Course, Haysville Park, Huntingburg Conservation Club Dam, Izaak Walton Lakes Dam*, Beaver Lake and Dam*, Country Oaks Golf Club, Daviess County 4H Fairgrounds, Camp Carnes
Alternative M	Runway Nature Trail, Municipal Park Trail, Jasper Riverwalk, Loogootee Loop- Phase 1, Milwaukee Rail Trail, Fred Tarr Trail	Huntingburg Municipal Park, Fromme Wildlife Habitat Area, Barnes-Seng Wetland Conservation Area, Buffalo Pond Nature Preserve and Managed Area, Loogootee Park, Martin State Forest, Martin State Forest Conservation Area	Memorial Gymnasium, Hochgesang Park, Sultan's Run Golf Course, Haysville Park, Huntingburg Conservation Club Dam, Izaak Walton Lakes Dam, Beaver Lake and Dam, Loogootee Municipal Pool, Fountain Square Park, Martin County 4H Fairgrounds, Murray Forest Park, Edgewood Park, B & T Par Putt and Mini Golf, Dickinson Park





Alternative O	Runway Nature Trail, Municipal Park Trail, Jasper Riverwalk,	Huntingburg Municipal Park, Fromme Wildlife Habitat Area, Barnes-Seng Wetland Conservation Area, Buffalo Pond Nature Preserve and Managed Area, Orangeville Rise of Lost River Nature Preserve, Hoosier National Forest general forest units, Hoosier National Forest water recreation protection unit to acquire, Hoosier National Forest solitude forest unit, Hoosier National Forest Lost River special unit, Mitchell Community Park, Donald Ross Golf Course	Memorial Gymnasium, Hochgesang Park, Sultan's Run Golf Course, Haysville Park, Huntingburg Conservation Club Dam, Izaak Walton Lakes Dam, Hickory Grove Community Center, Hunter's Run Park, Cherry Hill Park and Basketball Park, Orangeville Community Center, Mitchell Youth League Field, Emerson Gymnasium, City Hall Park
Alternative P <sub>w</sub>	<u>Open:</u> Ireland Park and Park Trail, West Boggs Park Trails (four trails)  <u>Planned:</u> Loogootee Loop – Phase 1 & County Line Trail to West Boggs Park,	Stewart Public Access Site, Huntingburg Lake Public Access, Huntingburg Country Club, Loogootee Park, West Boggs Park and Golf Course, Mt. Calvary Wildlife Management Area, Gantz Woods Nature Preserve	Ireland Community Center, Maple Grove Camp, Haysville Park, Gettelfinger Park, Beaver Lake and Lake Dam*, Loogootee Municipal Pool, Fountain Square Park, Martin County 4H Fairgrounds, West Boggs Lake Causeway
Alternative P <sub>e</sub>	<u>Open:</u> Runway Nature Trail, Municipal Park Trail, Jasper Riverwalk, West Boggs Park Trails (four trails)  <u>Planned:</u> Loogootee Loop- Phase 1 & County Line Trail to West Boggs Park,	Huntingburg Municipal Park, Fromme Wildlife Habitat Area, Barnes-Seng Wetland Conservation Area, Buffalo Pond Nature Preserve and Managed Area, Loogootee Park, West Boggs Park and Golf Course, Mt. Calvary Wildlife Management Area, Gantz Woods Nature Preserve	Memorial Gymnasium, Hochgesang Park, Sultan's Run Golf Course, Haysville Park, Huntingburg Conservation Club Dam, Izaak Walton Lakes Dam, Beaver Lake and Dam*, Loogootee Municipal Pool, Fountain Square Park, Martin County 4H Fairgrounds, Camp Carnes, West Boggs Lake Causeway



#### 4.2.1 Alternative B

Alternative B is between the Stewart Public Access site and the city of Jasper, which could cause access impacts depending on facility type. It also passes closely to the west side of the Glendale Fish and Wildlife Area. Access to the area from the other side of the corridor could potentially be impacted depending on facility type. No significant impacts to the other recreational facilities listed in **Table 4-2** were identified for Alternative B.

#### 4.2.2 Alternative C

**Section 2:** *(Same for P and M)*

The corridor will pass closely to the Buffalo Pond Nature Preserve and Managed Area as well as Sultan's Run Golf Course, and Haysville Park; access impacts to the east of the corridor are possible depending on facility type and final alignment. Local improvements could temporarily impede access to Jasper Parklands and State Police Park during the construction phase.

**Section 3:**

The corridor passes north of the Glendale Fish and Wildlife Area. Access to the Area from the north (Montgomery) may be impacted. The corridor also is between the Country Oaks Golf Club in Montgomery and Washington. Access impacts between Montgomery and Washington were discussed in **Section 2.1**.

#### 4.2.3 Alternative M

**Section 2:** *See 4.2.2 Section 2*

**Section 3:**

Alternative M will cross the Lawrence/Martin County Line West to Indian Springs planned section of the Milwaukee Rail Trail which connects to Bedford. Impacts to this system were also discussed in **Section 3.2**. Direct impacts to the planned section of the trail are possible.

The Martin County 4H Fairgrounds are located on US 50 to the east of Loogootee. Direct impacts to the property and/or access impacts are possible depending on facility type and final alignment.

The corridor will also pass-through portions of the Martin State Forest. Direct impacts and/or access impacts are possible. Impacts will depend on facility type and final alignment. Additional coordination with the Martin State Forest would be required if Alternative M is selected.

#### 4.2.4 Alternative O

**Section 2:**

The recreation facilities potentially impacted for the Alternative O Section 2 corridor are the same as those discussed under **Section 4.2.2** for Section 2 C, M, and P.

**Section 3:**

The corridor passes near to the Orangeville Rise of Lost River Nature Preserve (A National Natural Landmark and Managed Land) as well as the Orangeville Community Center. There may be access



impacts for populations to the north near Orangeville. The corridor will also go between Eastern and Western parcels of the Hoosier National Forest acquisition boundary; this may cause impacts to the communities surrounding the forest as well as access to different access sites.

#### 4.2.5 Alternative P

**Section 2:** See 4.2.2 Section 2

**Section 3:**  $P_e$  or  $P_w$

Potential impacts of the eastern and western Loogootee bypasses are noted below.

The western Loogootee bypass of Alternative P will impact a planned trail system from Loogootee to West Boggs Park. Impacts were discussed in **Section 3.2**. The eastern Loogootee bypass will go between the Martin County 4H Fairgrounds and Speedway and Loogootee, which could cause potential access and cohesion impacts between the facility and the communities. West Boggs Lake, West Boggs Park and Lakeview Golf Course, and the West Boggs trails (four trails in park) are located north of Loogootee and lie within one mile west of Alternative P. Alternative P is close to the southeast edge of the park. Access to the park is potentially impacted by the corridor. The trails connecting south to Loogootee are also likely to be impacted – see **Section 3.2.5**. To the east of Alternative P is the Mount Calvary Wildlife Management Area. Alternative P does not directly impact the wildlife management area, but its access to Loogootee could be impacted by the corridor.

#### 4.2.6 Summary

Many of the Study Area's recreational facilities are located on the outskirts of larger communities. Therefore, the qualitative impacts cited are associated with potentially restricted access to these facilities from the surrounding communities. The magnitude of impacts depends on facility type and final alignment. Alternative P, the preferred alternative, has mid-range impacts to recreational facilities compared to the other alternatives. Alternative P has one direct impact to a planned trail system near Loogootee. Alternatives B, C, and O have no direct impacts to recreational facilities while Alternative M would result in three direct impacts to recreational facilities.

### 4.3 Religious Institutions

Religious institutions and facilities described below include institutions identified by the United States Geological Survey Geographic Names Information System as well as additional addresses found on various religious listing websites. Websites used to obtain address listings include Dharma Web, Jewish Finder, and The Church of Jesus Christ Latter-day Saints. Additional sites were added from field review during previous studies for Interstate 69.

**Table 4.3** gives a numerical count of all religious facilities located within each alternative's one-mile band. The narratives below identify religious facilities that could potentially be impacted by the alternative. A count was provided rather than a full listing because many of the facilities have not been identified by name at this time. Those that may be impacted have been identified by name.



**TABLE 4-3. NUMBER OF RELIGIOUS INSTITUTIONS WITHIN EACH ONE-MILE BAND**

Churches within One Mile of Corridor	
Alternative B	8
Alternative C	12
Alternative M	31
Alternative O	26
Alternative P <sub>w</sub>	24
Alternative P <sub>e</sub>	27

#### 4.3.1 Alternative B

Alternative B is between the Pleasant Hill Church and Washington. Access impacts and adjusted travel patterns between the two are possible depending on facility type and the location of the final alignment.

#### 4.3.2 Alternative C

##### **Section 2:** *(Same for P and M)*

Calvary Baptist Church in Huntingburg and Fellowship Baptist Church in Jasper are located within the Section 2 corridors of Alternatives C, P and M. Potential impacts may include direct property impacts or access impacts, depending on facility type and final alignment. The corridor will also pass near to Saint Paul's Lutheran Church at Haysville. The church is situated along existing US 231. Impacts to access from Haysville are possible depending on final alignment and facility type. Local improvements could temporarily impede access to Redeemer Lutheran Church in Jasper during the construction phase.

##### **Section 3:**

Alternative C will pass near the Old Union Church near Alfordsville and the Saint Patrick's Church between Alfordsville and Montgomery. The corridor could cause potential access impacts between the churches and surrounding communities. Impacts will depend on facility type as well as location of congregation members in the surrounding region. Bethany Church, Providence Mennonite Church, and Antioch Church are situated along US 50 near the I-69 interchange. The second level analysis (**Section 3.5, Relocations**) indicates Alternative C's interchange at I-69 near US 50 will have direct impacts to Antioch Church as well as access issues from Montgomery or Washington. The Fresh Start Mennonite Chapel is located on South County Road 350 E. Alternative C will go between the church and Montgomery.





### 4.3.3 Alternative M

**Section 2:** *See 4.3.2 Section 2*

**Section 3:**

The Truelove Church, located North of Haysville near existing US 231, is near Alternative M. Access impacts are possible depending on facility type and location.

Alternative M will go between the Mount Union Church and Shoals. Access and cohesion impacts are possible depending on facility type and community ties between the two. Alternative M will also go between Indian Creek Church and Williams, resulting in similar potential qualitative impacts.

At Bedford, the Gospel Lighthouse Church is located on SR 37, potentially within the interchange footprint of Alternative M and SR 37. Direct impacts to the church are anticipated should Alternative M be constructed as an expressway.

### 4.3.4 Alternative O

**Section 2:**

Only the Calvary Baptist Church in Huntingburg is located near Alternative O. Impacts will depend on facility type and final alignment. Local improvements could temporarily impede access to Redeemer Lutheran Church in Jasper during the construction phase.

**Section 3:**

The Nicholson Valley Church, south of French Lick on existing State Road 56, is located within the corridor. Direct right-of-way impacts are possible depending on final alignment and facility type. Impacts to access are also possible from the locations to the south of the corridor.

### 4.3.5 alternative P

**Section 2:** *See 4.3.2 Section 2*

**Section 3:**  $P_e$  or  $P_w$

Potential impacts of the eastern and western Loogootee bypasses are noted below.

Truelove Church, north of Haysville near US 231 is within the corridor of the eastern bypass. Direct impacts are possible depending on facility type.

The western bypass may impact access from Loogootee to St. Mary's Church northwest of Loogootee. Impacts will depend on facility type.

Mount Olive Church, located east of Odon near existing US 231, is within the corridor. Potential direct impacts and impacts to access from east of the corridor will depend on facility type.



### 4.3.6 Summary

More churches are within the one-mile band of Alternative M, primarily due to the length of the corridor. All alternatives could potentially cause direct impacts to religious properties or facilities or could result in altered travel patterns and connectivity with neighboring communities. Alternative P, the preferred alternative, has three direct and/or relocation impacts to religious facilities, which is higher than the other alternatives. The impacts may be minimized or mitigated with continued communication with the religious communities as the final alignments are evaluated. Local improvements along US 231 in Section 2 could temporarily impact access to Redeemer Lutheran Church.

## 4.4 Public Safety

Public safety facilities are defined as emergency medical services and stations, fire stations, and police stations. **Table 4-4** gives a full listing of all public safety facilities within the one-mile band of each alternative.

**TABLE 4-4. LIST OF PUBLIC SAFETY FACILITIES WITHIN ONE MILE OF THE 2,000-FOOT-WIDE CORRIDOR FOR EACH ALTERNATIVE**

Public Safety Facilities within One Mile of the Corridor**	
Alternative B	Harrison Township Volunteer Fire Department, Washington Township Volunteer Fire Department Station 1
Alternative C	Huntingburg Fire Department, Huntingburg Police Department, Haysville Volunteer Fire Department
Alternative M	Huntingburg Fire Department, Huntingburg Police Department, Haysville Volunteer Fire Department, Loogootee Fire Department, Martin County Ambulance Service Limited Liability Company, Martin County Civil Defense and Fire, Bedford Police Department, Bedford Regional Medical Center Emergency Medical Services
Alternative O	Huntingburg Fire Department, Huntingburg Police Department, Orange County Rural Fire Department Number 1, French Lick Police Department, Mitchell Police Department, Mitchell Fire Department Station 2, Mitchell Fire Department Station 1, Marion Township Rural Fire Department
Alternative P <sub>w</sub>	Ireland Volunteer Fire Department/Madison Township Volunteer FD, Haysville Volunteer Fire Department, Loogootee Police Department, Loogootee Volunteer Fire Department, Loogootee Fire Department, Martin County Ambulance Service Limited Liability Company, Martin County Civil Defense and Fire*, Crane Town Hall, Richland/Taylor Township Volunteer Fire Department Incorporated Taylor Station
Alternative P <sub>e</sub>	Huntingburg Fire Department, Huntingburg Police Department, Haysville Volunteer Fire Department, Loogootee Police Department, Loogootee Volunteer Fire Department, Loogootee Fire Department, Martin County Ambulance Service Limited Liability Company, Martin County Civil Defense and Fire*, Crane Town Hall, Richland/Taylor Township Volunteer Fire Department Incorporated Taylor Station

\*The Martin County Civil Defense and Fire Station is within one mile of the Eastern Loogootee bypass only.

\*\*Excludes existing US 231 and SR 37



#### 4.4.1 Alternative B

The Harrison Township Volunteer Fire Department, just north of Glendale Fish and Wildlife, is close to the Alternative B. It could impact access to the region, depending upon the facility type and location.

#### 4.4.2 Alternative C

**Section 2:** *(Same for P and M)*

Alternative C passes within one mile of the Huntingburg Fire Department and Huntingburg Police Department in Huntingburg, as well as the Haysville Volunteer Fire Department at Haysville near US 231. It may impact the station's access to the surrounding area based on facility type and access point at Haysville. Local improvements could temporarily impede access and alter response times to Indiana State Police District 34 and Jasper Volunteer Fire Department Station 3 during the construction phase.

**Section 3:**

There are no public safety facilities within the one-mile band in Section 3.

#### 4.4.3 Alternative M

**Section 2:** *See 4.4.2 Section 2*

**Section 3:**

The Martin County Ambulance Service and the Loogootee Fire Department may have impacted access to the rest of Martin County. Impacts would depend on facility type and accessibility on the south side of Loogootee.

The Martin County Civil Defense and Fire is located within the Alternative M corridor on SR 50. There are potential direct impacts as well as access impacts to the surrounding area, depending on facility type and final alignment.

#### 4.4.4 Alternative O

**Section 2:**

Alternative O passes within one mile of the Huntingburg Fire Department and Huntingburg Police Department. The corridor could potentially impact the stations access to the surrounding area based on facility type and access point at Huntingburg. Local improvements could temporarily impede access and alter response times to Indiana State Police District 34 and Jasper Volunteer Fire Department Station 3 during the construction phase.

**Section 3:**

The corridor could impact the Orange County Rural Fire Department's access to areas south of French Lick. Impacts will depend on facility type and location. Additionally, local improvements could temporarily impede access and alter response times to the Orange County Rural Fire Department during the construction phase.



#### 4.4.5 Alternative P

**Section 2:** *See 4.4.2 Section 2*

**Section 3:** *P<sub>e</sub> or P<sub>w</sub>*

Potential impacts of the eastern and western Loogootee bypasses are noted below.

Martin County Civil Defense and Fire is located within the eastern bypass corridor on SR 50. There are potential direct impacts as well as potential access impacts, depending on facility type and final alignment.

The eastern bypass may impact access from facilities in Loogootee to the rest of Martin County. Impacts would depend on facility and access locations.

#### 4.4.6 Summary

Access of public safety facilities to the communities they serve within the study area is critical. Travel times and travel patterns could change for fire stations and police stations serving a large area. Impacts could be both positive and negative. There is the potential for reduced access to communities and counties which rely on these public safety facilities. Access impacts will depend on facility type as well as interchange or intersection locations. More facilities are within the one-mile band for the longer alternatives (M, O, P) than the shorter alternatives (B & C). Though all alternatives will result in access impacts to several public safety facilities, Alternatives B, C, and O will not result in any direct impacts. Alternative M will directly impact one public safety facility. The preferred alternative, Alternative P will potentially cause direct impacts to one public safety facility should the eastern bypass be chosen at Loogootee. During Tier 2 studies, communication with public safety entities will be important to plan adequate access to and across the new transportation facility.

### 4.5 Major Health Care Facilities

Health care facilities are defined as including hospital clinics, rural health clinics, hospitals and specialty hospitals, Naloxone providers, urgent care facilities, and other medical care facilities such as nursing homes and rehabilitation facilities. **Table 4-5** gives a full listing of all health care facilities within each alternative's one-mile band. The narratives below identify health care facilities located within the one-mile band that could potentially be impacted by the alternative.





**TABLE 4-5. LIST OF MEDICAL FACILITIES WITHIN ONE MILE OF EACH 2,000-FOOT-WIDE CORRIDOR FOR EACH ALTERNATIVE**

Medical Facilities within One Mile of the Corridor*	
Alternative B	Daviess Community Hospital Quick Care Clinic
Alternative C	Memorial Clinic of Huntingburg, Urgent Care of Huntingburg, Core of Huntingburg Nursing Home, Cullen Medical Professional Corporation in Washington, Eastgate Manor Nursing and Rehabilitation Center in Washington, the Emerald House Nursing Home in Washington
Alternative M	Memorial Clinic of Huntingburg, Urgent Care of Huntingburg, Core of Huntingburg Nursing Home, Daviess-Martin Medical Clinic, Resident Care Group Home in Loogootee, Martin County Healthcare and Rehabilitation Center, CVS Store #6883, Bedford Regional Medical Center, Westview Nursing and Rehabilitation Center, Bedford Regional Medical Center Physicians
Alternative O	Memorial Clinic of Huntingburg, Urgent Care of Huntingburg, Core of Huntingburg Nursing Home, Medco Health and Rehabilitation Center, Gentle Care of French Lick, Prompt Care, Mitchell WIC Clinic, Mitchell Manor, and CVS Store #6714
Alternative P <sub>w</sub>	Daviess-Martin Medical Clinic, Resident Care Group Home, Martin County Healthcare and Rehabilitation, CVS Store #6883
Alternative P <sub>e</sub>	Memorial Clinic of Huntingburg, Urgent Care of Huntingburg, Core of Huntingburg Nursing Home, Daviess-Martin Medical Clinic, Resident Care Group Home, Martin County Healthcare and Rehabilitation, CVS Store #6883

\*excludes existing US 231 and SR 37

#### 4.5.1 Alternative B

The Alternative B corridor will pass within one mile of the Daviess Community Hospital Quick Care Clinic. Direct impacts to this facility are not anticipated however, access impacts may occur depending on final alignment and access decisions.

#### 4.5.2 Alternative C

##### **Section 2: (Same P, O, and M)**

The Alternative C corridor will pass within one mile of the Memorial Clinic of Huntingburg, Urgent Care of Huntingburg, and Core of Huntingburg Nursing Home. Access to these medical facilities could be positively or negatively impacted depending on facility type and final alignment. Local improvements could temporarily impede access to Walgreens Store 10340 in Jasper during the construction phase.

##### **Section 3:**

Three medical facilities, Cullen Medical Professional Corporation, Eastgate Manor Nursing and Rehab Center, and Emerald House Nursing Center are within one mile of the Alternative C terminus in Washington. Access to these medical facilities could be positively or negatively impacted depending on facility type and final alignment.



### 4.5.3 Alternative M

**Section 2:** *See 4.5.2 Section 2*

**Section 3:**

Access to the Bedford Regional Medical Center from rural Lawrence County could be positively or negatively impacted depending on facility type and interchange type. The corridor may also impact eastern Martin County's access to facilities in Loogootee.

### 4.5.4 Alternative O

**Section 2:** *See 4.5.2 Section 2*

**Section 3:**

There are two facilities in Mitchell (Mitchell Manor and a Naloxone CVS location) that are on or near SR 37. Potential direct impacts and access impacts are possible depending on facility type. Alternative O will also go between The Gentle Care of French Lick nursing home and the downtown area of French Lick, creating potential access impacts.

### 4.5.5 Alternative P

**Section 2:** *See 4.5.2 Section 2*

**Section 3:**  $P_e$  or  $P_w$

The eastern Loogootee bypass may impact eastern Martin County's access to facilities in Loogootee. Impacts would depend on facility type.

### 4.5.6 Summary

Access to health care facilities, especially emergency centers, and hospitals, is critical. Facilities serving a large area can be positively impacted by a new highway facility by providing faster access to neighboring communities. Potential negative impacts include impeding access to medical facilities from some communities. Access impacts will depend on facility type as well as interchange or intersection locations. More potential impacts are associated with longer alternatives (M, O, P) than shorter alternatives (B & C) with Alternative M having the most potential access impacts to medical facilities. Alternative O is the only alternative with direct impacts to health care facilities. The preferred alternative, Alternative P, would result in access impacts to seven health care facilities. No direct impacts to health care facilities are associated with Alternative P.