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3.5 RELOCATION IMPACTS

3.5.1 Introduction

The following substantive changes have been made to this section since the Draft Environmental Impact Statement (DEIS) was published:

- Impacts for Alternatives R and Refined Preferred Alternative P (RPA P) have been added.

Relocation impacts from a transportation facility of this size and type are expected to be large and complex. They will occur along the entire project corridor. Although the more developed areas such as around Jasper, Huntingburg, Bedford and Loogootee would be expected to have a greater potential to impact residences and businesses, the summation of impacts to rural areas can be as substantial as urban areas.

All acquisitions and relocations required by this project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended in 1987 (Uniform Act); 49 CFR Part 24; Title VI of the Civil Rights Act of 1968 (Title VI); 23 CFR Part 710 (Right-of-way and Real Estate) and Indiana Department of Transportation (INDOT) relocation policies and guidance. This analysis addresses the intents of these laws and policies, as appropriate for a Tier 1 EIS. All federal, state and local government agencies receiving Federal financial assistance for public projects that require acquisition of real property must comply with the Uniform Act. If Federal funding is used in any phase of the project the Uniform Act will apply.

No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available and within the financial means of that person. INDOT will take required actions to ensure fair and equitable treatment of persons displaced as a result of this project up to and including providing replacement housing of last resort as defined in 49 CFR 24.404. Relocation resources and advisory services will be available to relocated residential and business entities without discrimination. Consideration of unique relocation circumstances must be accounted for within analyses performed. To learn about the identification of Environmental Justice Populations of Concern within the Study Area and the potential relocations within those communities, see **Chapter 3.8 Title VI/Environmental Justice Impacts**.

3.5.2 Methodology

Types of relocations were estimated for each alternative. These included agricultural structures, residential properties with single-family and multi-family residences, businesses and institutions such as places of worship, schools and libraries. Impacts were identified and assessed using the proposed working alignments for each alternative. Estimations did not include final access treatments, grade separations or access roads. That level of detail will be determined during Tier 2 studies.

Relocation impacts include permanent or temporary acquisition, damages to property from construction or loss of access. Impacts to structures on the property or loss of access may constitute a “taking” of property, but these can be considered partial or total. A total take includes purchase of the entire parcel and the requirement for the relocation of persons or businesses. Partial takes can impact the property by removing secondary structures, restricting access or otherwise rendering part of the property unusable but not necessarily requiring relocation. For this Tier 1 Study, all takes were considered as total takes to provide a conservative estimate of impacts.

Potential relocation impacts were estimated using GIS data layers incorporating working alignments, the built environment, parcel geospatial data and aerial photography. Available datasets were enhanced using aerial imagery, county property and tax data and “street view” imagery to make necessary corrections.



Relocation impacts were calculated by the number of parcels with structures either directly impacted by proposed alternative right-of-way or indirectly impacted through loss of access to structures. For example, if a parcel had 10 structures, and five are within the proposed right-of-way boundaries, then that parcel would be counted as one relocation. As part of the analysis, all structures within 20 feet of the proposed right-of-way were counted as directly impacted and included in the relocation count summaries.

The relocations were grouped by agricultural, business, institutional and residential categories according to the Indiana *Property Tax Management System Code List Manual*, dated December 11, 2017,¹ which provides a comprehensive code list for the property tax management system. The manual lists the codes required for data submission to the Department of Local Government Finance (DLGF) and Legislative Services Agency (LSA) by local governments for property tax management datasets.

- **Agricultural:** The agricultural category contains properties where relocations of agricultural structures are possible. The structures impacted on agricultural properties range from small sheds to large scale commercial farm buildings. These properties generally had tax codes in the 100s range.
- **Businesses:** The businesses category contains properties where relocations of commercial or industrial structures are possible. These properties generally had property tax codes in the 300s to 400s range.
- **Institutions:** The institutions category contains properties where relocations of government, religious or non-profit-owned structures are possible. These properties generally had property tax codes in the 600s. Also included in this category are aboveground utility structures such as water towers or substations. The utility structure properties were typically assigned tax codes in the 800s range.
- **Residential:** The residential category contains properties where relocations of single-family or multi-family residential structures, including farmsteads, are possible. These properties generally had property tax codes in the 500s. In some cases, the proposed right-of-way would only affect secondary structures on these parcels; however, the loss of secondary structures was not differentiated from the loss of primary residential structures unless the parcel had a property tax code of 599, the code for “residential other structures.” Properties with a 599 tax code were excluded from the count.

Designs for working alignments attempted to minimize relocation impacts. Tier 2 NEPA studies will select a final alignment within the corridor selected in the Tier 1 FEIS/ROD and determine the final relocation impacts.

For residential impacts, replacement housing availability was evaluated using web-based on-line services and market studies to determine the number of replacement properties available for sale. The level of replacement housing is largely dependent on how robust or strong the real estate market is in the project area. A robust real estate market usually has low mortgage interest rates, high demand and low supply, upward trending home prices and other factors. For each working alignment, a mix of both robust and non-robust real estate markets exist. For areas where the real estate market is not robust, higher than average residential relocation costs are anticipated.

In areas where replacement housing is readily available, residential relocation costs would be closer to the average cost expenditure per household, which is the average amount a household will spend on housing, transportation, utilities and other household costs. Commercial relocation costs typically are due to the size of the business enterprise being acquired and are not as dependent on the number of available replacement properties.

¹ Available at <https://www.in.gov/dlgf/files/Property-Tax-Management-System-Code-List-Manual-180614.pdf>, accessed August 16, 2021.



3.5.3 Analysis

For each alternative, the number of relocations was identified by category. The potential relocation impacts for each alternative were calculated using GIS. **Table 3.5-1** represents the relocations from direct right-of-way impacts by category for the different alternatives. **Table 3.5-2** represents the potential relocations due to loss of access by category for each alternative. Total relocations are additive.

Since the Draft EIS (DEIS), two alternatives have been added with alignments in one or more urban areas. Both RPA P and Alternative R have alignments through Loogootee. For RPA P, this is the case for one of its four variations at Loogootee. Alternative R also has alignments through Jasper and Huntingburg. These alignments result in higher levels of relocations compared with other alternatives.

Potential Relocations					
Alternatives*	Agricultural	Business	Institutions	Residential	Total
B	16 - 18	2	1	71 - 75	90 - 96
C	17 - 21	10 - 11	2 - 4	63 - 80	92 - 116
M	36 - 43	19 - 20	5 - 7	127 - 144	187 - 214
O	23 - 29	4 - 25	2 - 4	112 - 131	141 - 189
P	23 - 34	6 - 9	3 - 6	77 - 100	109 - 149
R	32	93	11	282	418
RPA P	24 - 37	6 - 22	4 - 7	75 - 108	114 - 156

* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types and route variations.

Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 and existing SR 37 in Section 3 are anticipated. No impacts are anticipated on either of these facilities.

Table 3.5-1: Relocation Impacts

Loss of Access					
Alternatives*	Agricultural	Businesses	Institutions	Residential	Total
B	3	0	0	9 - 10	12 - 13
C	13 - 16	1	0 - 1	11 - 17	25 - 35
M	16 - 20	1	0 - 1	16 - 32	33 - 54
O	13 - 16	1	0 - 1	11 - 22	25 - 40
P	15 - 19	1 - 2	0 - 1	13 - 29	29 - 51
R	0	0	0	0	0
RPA P	15 - 19	1 - 2	0 - 1	13 - 33	29 - 54

* Tier 1 Route impacts are reported in ranges including all the route variations and facility type options.

Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 and existing SR 37 in Section 3 are anticipated. No impacts are anticipated on either of these facilities.

Table 3.5-2: Relocation Impacts Due to Loss of Access



3.5.3.1 Alternative B

Alternative B splits from US 231 north of I-64 and heads northwest. Alternative B follows the western edge of Huntingburg and Jasper before continuing to the northwest to meet I-69 south of Washington. Alternative B is located primarily on agricultural lands and avoids impacts to the larger communities of Jasper and Huntingburg.

Alternative B's direct impacts include 90 to 96 estimated total relocations. These include 71 to 75 residential relocations, 16 to 18 agricultural structures, two businesses and one institution. There are 12 to 13 additional potential relocations due to the loss of access. These include three agricultural structures and nine to 10 residential relocations. The largest number of relocations would occur where Alternative B connects to I-69 south of Washington. Alternative B has the fewest relocations.

3.5.3.2 Alternative C

Alternative C splits from US 231 north of I-64 and proceeds east around both Huntingburg and Jasper. After crossing US 231 and going west of Haysville, Alternative C continues northwest, passing the southeast corner of Alfordville and north of Corning, before ending at I-69 east of Washington where US 50/150 connects to I-69. Alternative C impacts primarily agricultural and forested lands and does not impact larger communities.

Alternative C's direct impacts include 92 to 116 estimated total relocations. These include 63 to 80 residential relocations, two to four institutions, 17 to 21 agricultural structures and 10 to 11 businesses. East of Jasper Alternative C, as well as Alternatives M, O, P and RPA P would result in 19 to 31 relocations. Alternative C has a large number of relocations northeast of Hayesville, with up to 16 relocations due to direct impacts. Relocations associated with loss of access include 13 to 16 agricultural, one business, zero or one institution and 11 to 17 residential properties.

3.5.3.3 Alternative M

Alternative M splits from US 231 north of I-64. It is the same as Alternative C until it crosses the White River at Haysville. It continues to the east of US 231 until turning northeast south of Loogootee and parallels SR 450 before ending at Bedford. Alternative M primarily impacts agricultural and forested lands and does not impact larger communities.

Alternative M's direct impacts include 187 to 214 estimated total relocations. These include 127 to 144 residential relocations, 19 to 20 businesses relocations, 36 to 43 agricultural structures and five to seven institutional relocations. Loss of access could result in relocations of 16 to 20 agricultural structures, one business, zero or one institution and 16 to 32 residences.

The largest number of potential relocations from Alternative M are on the west side of Bedford, with approximately 46 direct relocations. Alternative M has the highest number of potential relocations.

3.5.3.4 Alternative O

Alternative O splits from US 231 north of I-64 and proceeds east around Huntingburg and Jasper. Alternative O continues north and crosses SR 56 east of Haysville. It crosses SR 56 a second time to pass south and east of French Lick. Alternative O then goes northeast and ends at Mitchell. Alternative O primarily impacts agricultural and forested lands and avoids impacts to larger communities.

Alternative O's direct impacts are between 141 to 189 estimated total relocations. These include 112 to 131 residential relocations, four to 25 business relocations, 23 to 29 agricultural structures and two to four institutions. The wide range of business relocations for Alternative O results from direct impacts to the commercial district on the southwest side of Mitchell for the Alternative O expressway and SR 37 interchange. The Super-2 alternative for



Alternative O would not require any business relocations in this area. Loss of access could impact an additional 13 to 16 agricultural structures, one business, zero or one institution and 11 to 22 residences.

Up to 26 relocations from direct right-of-way impacts are possible where Alternative O ends at Mitchell.

3.5.3.5 Alternative P

Alternative P is the same as Alternatives C and M south of the East Fork of the White River. Alternative P has two variations to the north. These include a variation to the west of Loogootee and a variation to the east of Loogootee. The eastern variation continues north to the east of Loogootee and runs generally to the west of US 231, before joining I-69 at Crane. The western variation continues north to the west of Loogootee and runs generally to the west of US 231 before joining I-69 at Crane. These alternatives impact primarily agricultural and forested lands, and do not impact larger communities in the area.

Alternative P's direct impacts include between 109 to 149 total relocations. These include 77 to 100 residential relocations, three to six institutions, 23 to 34 agricultural structures and six to nine businesses. Loss of access could impact an additional 15 to 19 agricultural structures, one to two business, zero to one institution and 13 to 29 residences. The highest number of possible relocations due to access loss would be along the Super-2 variations.

There are 13 possible relocations north of Dale due to direct right-of-way impacts. A similar number of relocations as the Alternatives M and O would occur along the eastern edge of Jasper. There would be approximately 8 to 16 relocations due to direct right-of-way impacts near Haysville.

3.5.3.6 Alternative R

Alternative R continues along US 231 north of I-64 and proceeds north through Huntingburg and Jasper. Alternative R continues north along US 231 and crosses the East Fork of the White River at Haysville. To the north, Alternative R continues along US 231 through north Loogootee before joining I-69 at Crane. Alternative R primarily impacts business and residential lands and causes significant impacts to larger communities in the area.

Alternative R's direct impacts include 418 relocations. This includes 282 residential relocations, 11 institutions, 33 agricultural structures, and 93 businesses. All relocation impacts associated with Alternative R are assumed to be direct due to the alternative consisting of upgrades to existing US 231.

3.5.3.7 Refined Preferred Alternative P

Refined Preferred Alternative P (RPA P) is the same as Alternatives C, M, and P south of the East Fork of the White River. It has four variations near Loogootee. These include a western variation of Loogootee (P1), a variation through Loogootee via the existing US 231 (P2), a near eastern variation and far eastern variation of Loogootee (P3 and P4, respectively). The eastern variations continue north to the east of Loogootee (the near east variation passes closer to Loogootee than the far eastern variation) and runs generally to the west of US 231, before joining I-69 at Crane. The western variation continues north to the west of Loogootee and runs generally to the west of US 231 before joining I-69 at Crane. These alternatives impact primarily agricultural and forested lands, and do not impact larger communities in the area.

RPA P contains four variations: RPA P1, RPA P2, RPA P3 and RPA P4. Each is assessed as an end-to-end variation with a range of relocation impacts depending on facility type. The lowest total relocations for any RPA P variation is 114 while the highest total relocations for any RPA P variation is 156. For individual relocation types, the ranges are 75 to 108 residential relocations, four to seven institutions, 24 to 37 agricultural structures, and six to 22 businesses. Loss of access could impact an additional 13 to 33 residences, zero to one institution, 15 to 19 agricultural structures, and one to two businesses. The highest number of possible relocations due to loss of access would be along RPA P2 which includes the variation through Loogootee along existing US 231.



3.5.3.8 Local Improvements

Eighteen local improvements are being evaluated as part of the Mid-States Corridor alternatives. These local improvements consist mostly of added travel lanes that are intended to provide added safety benefit and reduce congestion and improve the performance of the existing roadways during and after the construction of the Mid-States Corridor project. The relocation impacts vary by local improvement. Local Improvement 5, associated with Alternatives C, M, O and P, has the highest potential for relocations at 15 total. Local Improvement 4, also associated with Alternatives C, M, O and P, has zero anticipated relocations. For more information on the individual local improvements, refer to **Chapter 2 – Alternatives**. The potential relocation impacts that would be caused by these local improvements are included in **Table 3.5-1: Relocation Impacts**, and they can be found broken down by individual local improvement in **Appendix V**.

3.5.3.9 Replacement Housing

Potential relocation impacts may occur in six counties in the 12-county Study Area. These include Pike, Dubois, Orange, Daviess, Martin and Lawrence counties. There are more residential relocations when an alignment is close to a more developed areas, and the expressway facility types have higher relocation impacts than the Super-2 facility types because they have a larger footprint.

The single-family homes that could be acquired have a wide range of values. The following information was taken from multiple listing services to determine the availability of replacement housing in the entire 12-county Study Area. This information was included for the entire Study Area since people may choose to relocate to another county. **Table 3.5-3** shows the available housing in the Study Area during the spring of 2023.

Available Housing						
Area	County	\$0-75,000	\$75,000-150,000	\$150,000-250,000	\$250,000 and up	Total
Northwest	Daviess	11	10	12	12	45
	Pike	27	7	4	6	44
North Central	DuBois	46	8	14	45	113
	Greene	26	14	11	30	81
	Martin	6	13	3	7	29
Northeast	Lawrence	54	20	28	39	141
	Monroe	33	51	56	173	313
	Orange	15	15	16	16	62
Southwest	Warrick	39	26	16	115	196
South	Spencer	77	27	9	36	149
Southeast	Crawford	6	11	8	12	37
	Perry	18	14	14	18	64

Source: Zillow.com
Spring 2023

Table 3.5-3: Available Housing by County (Source: Zillow.com)



The availability of commercial real estate varies throughout the 12-county Study Area². In the Orange-Crawford-Perry-Spencer County areas there are two commercial sites available with prices ranging from \$132,000 to \$196,000. The \$196,000 commercial site available for sale in Perry County is a 49-acre forested lot located on Highfill Chapel Road in Taswell. In the Warrick-Pike-DuBois County areas there are approximately 56 commercial sites available with prices ranging from \$8,000 to \$849,000. The \$849,000 commercial site for lease in Warrick County is a 100,000 square foot industrial warehouse located on Industrial Park Drive in Elberfeld. In the Daviess-Martin-Greene County areas there are approximately seven commercial sites available with prices ranging from \$32,000 to \$341,000. The \$341,000 commercial site in Greene County is a 200,000 square foot industrial warehouse with six available properties within it. In the Lawrence-Monroe County areas there are approximately 48 commercial sites available with prices ranging from \$10,000 to \$2,700,000. The \$1,089,000 commercial site available for lease in Monroe County is a 5,546 square foot retail commercial building located on Morton Street in Bloomington.

On the west side of Bedford in Lawrence County, there is a concrete company, Irving Materials Inc., which could pose unique challenges to relocation due to its specialized equipment, size of the facility and uncertain availability of a replacement site. This site would be impacted by Alternative M.

In the Spring of 2023, there were approximately 1,274 single-family homes and 113 commercial sites available in the 12-county Study Area. By comparison, the DEIS analysis using data from Spring of 2021 showed approximately 622 single-family homes and 90 commercial sites available in the 12-county Study Area. This fluctuation over a relatively short period of time reflects unique market conditions coming out of the COVID crisis. New home builders and potential sellers were still apprehensive in the spring of 2021, so availability was low. Soon thereafter the apprehension began to wane, interest rates reduced further and incentives to build increased. Recent interest rate hikes are likely to drive availability downward. Similar assessment of real estate availability during Tier 2 studies will better represent the market conditions at a time closer to potential construction.

3.5.4 Mitigation

Relocations caused by the Preferred Alternative are anticipated to include residential, commercial, and institutional properties. The final right of way footprint will be determined as a part of the Tier 2 studies. During Tier 2 studies, local communities will provide guidance to develop appropriate measures to avoid, minimize and mitigate relocation impacts. Replacement housing availability will also be updated during Tier 2 studies. Acquisitions and relocations required by the project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR Part 24, and Title VI of the Civil Rights Act of 1964. Relocation assistance and appropriate compensation will be provided to any business or resident displaced.

3.5.5 Summary

Table 3.5-1 compares potential relocations from direct right-of-way impacts by category for each alternative. **Table 3.5-2** lists the potential relocations due to loss of access by category for each alternative. **Table 3.5-3** shows recent single-family home availability for each of the 12 counties in the Study Area.

As shown in **Tables 3.5-1** and **3.5-2**, Alternative B has the fewest relocation impacts. It avoids large, populated areas and is also the shortest alternative. RPA P has the largest variation of impacts related to loss of access, but Alternatives R, M, and O have the largest relocation impacts. The No-Build Alternative would not require any relocations. RPA P has higher relocation impacts than Alternatives B, C, and P but has lower relocation impacts than Alternatives R, M, and O.

² Commercial property listings obtained from ICREX (Indiana Commercial Real Estate Exchange). <https://www.icrex.net/>