



### **III. Description of the Alternatives**

This section of the report will describe the alternatives and the way in which they were developed. Each alternative, including optional variations of the alternative, will be described.

#### **A. The Scoping Process**

Early in the study, meetings were held with federal and state review agencies to help frame the major issues and design a process for conducting the study. An additional aspect of those meetings was to “scope” the range of alternatives that should be studied. Two corridor concepts (i.e., “D” and “K”) originated from suggestions made in those meetings. Similarly, three public meetings were held out of which Route “G” arose as a variation of “F”. In addition to these outreach efforts, previous studies were examined to ensure that the work of others was considered in the scoping of alternatives.

#### **B. Route Descriptions**

The following describes in very general terms the route concepts that have been evaluated in this phase of the study. It is critical to understand that these routes are only conceptual. Specific alignments have not been developed. Following the completion of the Level-2 screening process, corridors (approximately 2000 feet in width) will be identified for those route concepts that are advanced to Level 3 for further study. Within those corridors, at least one “working alignment” will be developed in order to estimate environmental impacts. Included on the following pages are route concept maps.

##### **Route Concept “A”**

Route Concept A consists of about 155 – 158 driving miles from I-64 / US 41 to I-465. However, it is important to note that the length of construction is only about 90 miles, since *INDOT has decided to treat the widening of I-70 between Terre Haute and Indianapolis from 4 to 6 lanes as a “committed project” regardless of the outcome of this study.* This route concept begins at the US 41 / I-64 interchange, and makes use of the US 41 corridor, northward to the proposed SR 641 Terre Haute bypass. Some options would be considered through or around Fort Branch, Vincennes, and Farmersburg. This route concept then uses the SR 641 bypass to I-70, and I-70 from SR 641 to I-465.

##### **Route Concept “B”**

Route Concept B consists of about 147 – 156 driving miles from I-64 / US 41 to I-465. The route begins at the US 41 / I-64 interchange, and makes use of the US 41 corridor, northward to SR 65. Some alternative alignments would be considered through or around Fort Branch. This route concept then follows the SR 65 corridor, northeast, to just north of the East Fork of the White River. It then travels along the SR 57 corridor to near the Daviess / Greene County Line (near Elnora). Optional alignments would be considered to bypass Washington. It then travels northeast cross-country to SR 37 (near Bloomington). Then, it travels along the existing SR 37 corridor to SR 39. Two options would be considered to bring this route concept from SR 39 to I-465. Route “B-1” would travel along the SR 39 corridor northward to I-70, then take I-70 to I-465. The second option, “B-2” would use the SR 37 corridor to I-465. For portions of the SR 37 corridor, new alignments would be considered.



## **Route Concept “C”**

Route Concept “C” is about 146 – 149 driving miles from I-64 / US 41 to I-465. This route concept begins at the US 41 / I-64 interchange, and makes use of the US 41 corridor, northward to SR 67. Some alternative alignments would be considered through or around Fort Branch and Vincennes. Route “C” then follows the SR 67 corridor to Paragon, in Morgan County. *During the course of this study, a second option for the northern portion of this route (from a point near Paragon on SR 67) was added to the original concept. The original concept is now referred to as “C-1” and the second concept as “C-2”.* Route Concept “C-1” would travel cross-country from a point at or near Paragon, northward, in Morgan County to I-70. Alternative alignments would be considered between Paragon and I-70. This route concept would then make use of I-70 to I-465. “Route Concept C-2” would continue along the SR 67 corridor east of Paragon until reaching the SR 39 bypass, which connects SR 67 and SR 37 south of Martinsville. At that point, Route Concept “C-2” would diverge from SR 67 and connect to SR 37, and would then proceed northward along the SR 37 corridor to I-465.

## **Route Concept “D”**

Route Concept “D” consists of about 164 – 168 driving miles from I-64 / US 41 to I-465. This route concept begins at the US 41 / I-64 interchange, and makes use of the US 41 corridor, northward to near SR 54. Some alternative alignments would be considered through or around Fort Branch and Vincennes. Route Concept “D” then travels along the SR 54 corridor, northeast to a point west of SR 45. From this point, the route concept travels cross-country to SR 37, near Bloomington. It follows the SR 37 corridor north to I-465. For portions of the SR 37 corridor, cross-country options would be considered.

## **Route Concept “E”**

Route Concept “E” is about 150 – 153 driving miles from I-64 / US 41 to I-465. This route concept begins at the US 41 / I-64 interchange, and makes use of the US 41 corridor, northward to near SR 54. Some alternative alignment would be considered through or around Fort Branch and Vincennes. This route concept then travels along the SR 54 corridor northeast to a point near SR 67. It follows the SR 67 corridor in an easterly direction to Paragon in Morgan County. The route then travels cross-country from Paragon to I-70. Alternative alignments would be considered to bring I-69 from Paragon to I-70. The route concept then travels on I-70 to I-465.

## **Route Concept “F”**

Route Concept F consists of about 141 – 142 driving miles from I-64 / I-164 / SR 57 to I-465. This concept begins at the I-64 / I-164 / SR 57 interchange, and follows the SR 57 corridor northeast to Newberry in Greene County. Two different concepts would be considered to bypass Washington. Route “F” then travels cross-country, east, from Newberry to US 231; then northeast to around SR 46 near Ellettsville in Monroe County. *During the course of this study, a second option for the northern portion of this route (from near Ellettsville to I-465) was added to the original concept. The original concept is now referred to as “F-1” and the second concept as “F-2”.* The first option (“F-1”) travels cross-country, north to I-70. Alternative alignments would be considered between Paragon in Morgan County and I-70. “F-1” then travels along I-70 to I-465. The second alternative



(“F-2”) travels cross-country to SR 37 and uses the SR 37 corridor to I-465. For portions of the SR 37 corridor, new alignments would be considered.

### **Route Concept “G”**

Route Concept “G” consists of about 142 – 143 driving miles from I-64, east of I-164 / SR 57, to I-465. This route concept travels cross-country from I-64 (east of the I-164 / SR 57 Interchange) to SR 356. It then travels along the SR 57 corridor to Newberry, in Greene County. Some alternative alignments would be considered to bypass Washington. This route concept then travels cross-country east, from Newberry to US 231; then northeast to around SR 46 near Ellettsville in Monroe County; and north to I-70. Some alternative routings would be considered between Paragon in Morgan County and I-70. This route concept then travels along I-70 to I-465.

### **Route Concept “H”**

Route Concept “H” consists of about 139 – 146 driving miles from I-64 / I-164 / SR 57 to I-465. This route concept begins at the I-64 / I-164 / SR 57 interchange, and follows the SR 57 corridor, northeast to Newberry in Greene County. Some alternative routings would be considered to bypass Washington. Route Concept “H” would travel cross-country, east from Newberry to SR 37 near Bloomington. Then, it would travel along the SR 37 corridor to SR 39. This route concept has two major options between SR 39 to I-465. The first option (“H-1”) travels along the SR 39 corridor, northward to I-70 and then takes I-70 to I-465. The second option (“H-2”) uses the SR 37 corridor to I-465. For portions of the SR 37 corridor, new alignments would be considered.

### **Route Concept “I”**

Route Concept “I” consists of about 143 driving miles from I-64 / I-164 / SR 57 to I-465. This route concept begins at the I-64 / I-164 / SR 57 interchange, and follows the SR 57 corridor, northeast to SR 67. Alternative routings would be considered to bypass Washington. It then uses the SR 67 corridor proceeding northeast to US 231, where it will follow the US 231 corridor north to I-70. This route concept then travels on I-70 to I-465.

### **Route Concept “J”**

Route Concept “J” consists of about 141 – 142 driving miles from I-64 / I-164 / SR 57 to I-465. This concept begins at the I-64 / I-164 / SR 57 interchange, and follows the SR 57 corridor, northeast to SR 67. Alternative routings would be considered to bypass Washington. It then uses the SR 67 corridor proceeding northeast to Paragon in Morgan County. From this point, it travels north cross-country to I-70. Optional routings would be considered between Paragon and I-70. Route Concept “J” then travels on I-70 to I-465.

### **Route Concept “K”**

Route Concept “K” is about 152 driving miles from I-64 / I-164 / SR 57 to I-465. This route begins at the I-64 / I-164 / SR 57 interchange, and follows SR 57, northeast to Newberry in Greene County. Optional routings would be considered to bypass Washington. The route concept then travels cross-country, northeast from Newberry to SR 37 near Bloomington. From this point, it travel cross-



country to SR 46 near the Monroe / Brown County Line. The route concept then uses the SR 46 corridor to SR 135 near Nashville. It then travels cross-country northeast from SR 135 to I-65. This route concept then proceeds along I-65 to I-465.

### **Route Concept “L”**

Route Concept “L” consists of about 146 – 152 driving miles from I-64 / I-164 / SR 57 to I-465. This route concept begins at the I-64 / I-164 / SR 57 interchange, and follows the SR 57 corridor, northeast to US 50 near Washington. Some alternative alignments would be considered to bypass Washington. Route “L” then travels along the US 50 corridor in an easterly direction to SR 37, where it follows the SR 37 corridor to SR 39. Route Concept “L” has two major options from SR 39 north to I-465. “L-1” travels along the SR 39 corridor northward to I-70, and then takes I-70 to I-465. “L-2” uses the SR 37 corridor to I-465. For portions of the SR 37 corridor, new alignments would be considered. *The US 50 corridor between Washington and Bedford has been identified for potential improvement to a four-lane facility in the Statewide Long-Range Plan. Accordingly, the preliminary cost estimate for these improvements has been deducted from the cost of Route Concept “L”. (See Table 4 below.)*

### **Route Concept “M”**

Route Concept “M” consists of about 161 driving miles from I-64 / I-164 to I-465. This route concept begins at the I-64 / I-164 / SR 57 interchange and travels east along I-64 to US 231. At this point, the route concept travels north on the proposed upgrade/relocation of the US 231 corridor near Jasper and Huntingburg. From Jasper, this concept utilizes the US 231 corridor to its interchange at I-70. The route concept then travels along I-70 to I-465.

### **Route Concept “N”**

Route Concept “N” consists of about 159 – 161 driving miles from I-64 / I-164 to I-465. It begins at the I-64 / I-164 / SR 57 interchange and travels east along I-64 to US 231. It turns north on the proposed upgrade/relocation of the US 231 corridor. It then utilizes the US 231 corridor to US 50 and travels east along the US 50 corridor to SR 37. The route concept then makes use of SR 37 north to I-465.