



5.4 Community Facilities and Services

5.4.1 Schools

The No-Build Alternative will have no impact on the various schools within the project area. Impacts to the school systems and specific schools from the alternatives are discussed below:

Plymouth Community School Corporation:

Alternatives Cs, Es, G-Cs and G-Es: The loss of access to US 31 at West 7B Road and Plymouth-Goshen Trail may result in the rerouting of some school bus routes. Buses will continue to have access across US 31 at North Linden Road.

Coordination with the Superintendent of the Plymouth Community School Corporation indicates all of the US 31 alternatives are east of the City of Plymouth and would have no impact on the school system's facilities or bus routes. The school system is planning expansions in the future, but all expansions will be in the greater Plymouth area and have no effect on the US 31 project.

Union-North United School Corporation:

Alternatives Cs, Es, G-Cs and G-Es: The alternatives pass approximately one mile east of the Laville Elementary and Laville Junior/Senior High School. There are not expected to be any direct impacts to these schools. Indirect impacts would include the alteration of bus routes and changes in access to the new facility. An interchange is not proposed at Tyler Road, although buses will be able to cross US 31 on realigned Tyler Road. Interchange access to the new facility for school buses would be at US 6 or at Pierce Road.

Coordination with the Superintendent of the United-North United School Corporation indicates there are no plans to add or improve the Laville Elementary School or Jr.-Sr. High School. None of the alternatives would result in direct impacts to any of the school buildings in this school system; however, there will be indirect impacts associated with the current bus routes. The buses for this school system gain access to and from the schools via crossing US 31. They rely heavily on most of the existing access roads. The Superintendent expressed concern that access would no longer be available at some of the existing roads and stressed the need for access to both the east and west sides of US 31. Following construction of the new facility, the existing US 31 would still be available to school buses for use as a local road in the areas where the new facility follows a different alignment. Underpasses or overpasses will be available at the major east-west roads along the freeway facility. While there are no direct impacts to any of the Union-North United School Corporation buildings, bus routes would likely need to be revised following construction of the new facility.

South Bend Community School Corporation:

Alternative Cs and G-Cs are both located approximately one mile west of Forest G. Hay Elementary and Andrew Jackson Middle School. Indirect impacts would include the alteration of bus routes and changes in access to the new facility. Interchange access to the new facility for school buses would be at Kern Road.

Alternative Es and Preferred Alternative G-Es will utilize existing US 31 right-of-way between Kern Road and US 20. A revised local access plan was developed to improve north-south connectivity between Kern Road and Ireland Road, just north of US 20, that included two separate grade separated crossings of US 20, one on the west side of US



31 at Scott Street and the other on the east side of US 31 at Fellows Street. East-west connectivity across US 31 was improved with the addition of grade-separated crossings at Johnson Road and Jackson Road and the extension of Main Street southward, under the proposed US 31, to existing US 31 near Kern Road.

This local access plan should improve access to Forest G. Hay Elementary, which is located approximately 1,300 feet east of US 31 on Johnson Road. Buses will have access to the new facility at Kern Road and will be able to cross US 31 on other major roadways.

Coordination with the Assistant Superintendent of the South Bend Community School Corporation indicates that no new school buildings are currently planned. However, based on development trends in the South Bend area, it is anticipated that sometime in the future, the school system may consider the construction of a new school. The US 31 project would not interfere with the placement of this building. The Assistant Superintendent anticipates there will be no more than minimal impact on bus transportation routes, regardless of the alternative selected, and it appears there will be sufficient east-west traffic routes across the proposed US 31.

St. Jude School:

St. Jude School is located directly across from Forest G. Hay Elementary School on Johnson Road. Impacts to the school will be the same as those described above for Hay Elementary. St. Jude is a private Catholic school and does not provide bus service to the school at this time.

5.4.2 Churches

The No-Build Alternative will not have any impacts to area churches. There is one church that will likely be acquired by all alternatives. The New Philadelphia Church located on the south side of US 6 approximately one mile east of US 31 would likely be acquired by the placement of an interchange at this location. The New Philadelphia Church utilizes a former office building. A survey sent to the church office was not returned. Other attempts to contact someone at the church were not successful. The church appears to own several acres at its current location. It may be possible to construct a new church building on the remaining acreage depending on the final right-of-way requirements for the US 6 Interchange.

The Southlawn United Methodist Church located on the east side of US 31 north of Kern Road is not expected to be displaced by Alternative Es or by Preferred Alternative G-Es. The new facility will tie into the existing US 31 right-of-way just north of the church property. Access to the church would still be available from the proposed frontage roads along the new facility. The church responded to a church survey for the US 31 project and expressed their concern that an elevated US 31 would restrict the visibility of the church by the public. In addition to Sunday services, the church provides a preschool facility and many weekly activities. They also voiced concern regarding construction impacts, parking and the possibility of construction-related drainage problems. The issue of drainage will be addressed more completely during the design phase of this project, when detailed engineering plans are developed. At this time, it is not expected that the church parking lot will be altered as a result of this project.

As previously discussed, modifications were made to Alternative G-Es as well as the local access plan that were in the best interests of both the City of South Bend and INDOT. These modifications included revising the alternative between Kern Road and the US 31/US 20 interchange to be an "at grade" facility and not an elevated roadway constructed on retaining walls. A revised local access plan was developed to improve north-south connectivity between Kern Road and Ireland Road, just north of US 20, that included two separate grade-separated crossings of US 20. It is expected that these modifications should address some of the concerns raised by Southlawn United Methodist Church.



5.4.3 Cemeteries

There would be no impacts to cemeteries within the project area from any of the alternatives or from the No-Build Alternative. Some of the preliminary alternatives that were considered for this project impacted Southlawn Cemetery on US 31 south of Kern Road and White Cemetery in Marshall County. The alternatives have been shifted to avoid impacting these cemeteries.

5.4.4 Libraries

There would be no impacts to libraries within the project area from any of the alternatives or from the No-Build Alternative.

5.4.5 Fire Stations, Police Stations, and EMS

There are no police or sheriff offices that would be impacted by any of the alternatives or by the No-Build Alternative. None of the alternatives would require the acquisition of any fire station or EMS facility. With any of the alternatives, there is potential for changes in emergency response times for police, fire and EMS. Overall, there is likely to be some improvement in response times along US 31 with the elimination of the traffic signals and back-ups along existing US 31. Any of the alternatives should improve safety along US 31 and result in a reduction in emergency calls.

The one fire station that would be indirectly impacted by this project is the Centre Township Fire Station located at Kern Road and US 31. Alternative Es and Preferred Alternative G-Es would cross Kern Road approximately 1,000 feet west of the fire station. An interchange is proposed to be constructed at this location, which should improve emergency response times for highway-related accidents. Many of the emergency calls for the Centre Township Fire Department are directed to the west of the fire station since they serve portions of Greene Township. It would, therefore, be important for Kern Road to remain open for emergency vehicles during construction of the new facility. The proposed local access plan for the area north of Kern Road is expected to reduce the impacts to emergency response times for the Centre Township Fire Station.

5.4.6 Hospitals

There would be no impacts to hospitals within the project area from any of the alternatives or from the No-Build Alternative.

5.4.7 Public Parks and Recreation Areas

None of the alternatives, including the No-Build Alternative, will impact any public parks or recreation areas. A more detailed discussion of Section 4(f) Resources can be found in Chapter 7.

5.4.8 Major Utilities

The No-Build Alternative would result in no impacts to major utilities within the project area. The alternatives will cross major electrical transmission lines, natural gas pipelines and petroleum pipelines. Most of the project area is not serviced by sanitary sewer systems or public water supplies, however, there are sewer and water mains located near the north terminus and within the incorporated areas of Lakeville and LaPaz. In general, any of the alternatives would require the relocation of public and private utilities located above and below ground.



The locations of the major utility lines are depicted in Appendix A. Alternative Cs crosses five electrical transmission lines and three gas or petroleum pipelines. Alternative Es crosses three electrical transmission lines and two gas or petroleum pipelines. Alternative Es and Preferred Alternative G-Es also cross sewer and water mains in the area north of Kern Road. Alternative G-Cs and Preferred Alternative G-Es cross six electrical transmission lines and three gas or petroleum pipelines.

Summary of Preferred Alternative G-Es

Preferred Alternative G-Es could potentially impact the existing bus routes of some schools. Preferred Alternative G-Es could result in the rerouting of some Plymouth Community School Corporation school bus routes due to lost access to US 31 at West 7B Road and Plymouth-Goshen Trail. Buses will continue to have access across US 31 at North Linden Road. Preferred Alternative G-Es will also pass approximately one mile east of the Laville Elementary and Laville Junior/Senior High School. There are not expected to be any direct impacts to these schools. Indirect impacts would include the alteration of bus routes and changes in access to the new facility. Preferred Alternative G-Es will utilize existing US 31 right-of-way between Kern Road and US 20. A revised local access plan was developed to improve north-south connectivity between Kern Road and Ireland Road, just north of US 20, that included two separate grade separated crossings of US 20, one on the west side of US 31 at Scott Street and the other on the east side of US 31 at Fellows Street. East-west connectivity across US 31 was improved with the addition of grade-separated crossings at Johnson Road and Jackson Road and the extension of Main Street southward, under the proposed US 31, to existing US 31 near Kern Road.

This local access plan should improve access to Forest G. Hay Elementary, which is located approximately 1,300 feet east of US 31 on Johnson Road. Buses will have access to the new facility at Kern Road and will be able to cross US 31 on other major roadways.

Preferred Alternative G-Es will directly impact the New Philadelphia Church located on the south side of US 6 approximately one mile east of US 31.

The one fire station that would be indirectly impacted by Preferred Alternative G-Es is the Centre Township Fire Station located at Kern Road and US 31. It would cross Kern Road approximately 1,000 feet west of the fire station. An interchange is proposed to be constructed at this location, which should improve emergency response times for highway-related accidents.

Preferred Alternative G-Es will not directly impact any cemeteries, libraries, police stations, hospitals or public parks and recreation areas.