



ES.6 Local Road Improvement Projects

The conversion and/or replacement of a partial or no access control non-freeway facility, such as existing US 31, to a freeway facility with full access control, as is the case with each of the four build alternatives studied in detail (Alternatives Cs, Es, G-Cs and G-Es) will often have dramatic effects on the local traffic patterns. These types of projects will often concentrate the flow of local traffic to the lower-level local roadways that feed upper-level local and state roadways that provide access to the freeway. There is often a substantial increase in traffic volumes associated with the traffic migration to the local or state roadways that have access to the new freeway facility. This increase in traffic volumes can often change the facility type and functional classification of the local or state roadway and accelerate the need to improve the local or state roadway.

The upgrade of US 31 to a freeway facility with full access control will affect the flow of local traffic, as local commuters will redirect their routes to roadways with access to the freeway. These changes in traffic patterns will affect the traffic volume and change the type of facility or some of the local or state roadways that will access the new freeway. This will drive the need for expansion of the local or state roadways, the need for which is accelerated by the improvements to US 31. Local roadway improvements identified for the US 31 Improvement Project include:

- US 6 Upgrade to four-lanes from just east of the existing US 31 and US 6 intersection, eastward to the proposed interchange – Alternatives Cs, Es, G-Cs and G-Es;
- SR 4 (Pierce Road) Extension from existing US 31 to new US 31 – Alternatives G-Cs and G-Es;
- Fellows Street Extension southward over existing US 20 from Ireland Road to Jackson Road – Alternative G-Es;
- Scott Street Extension northward over existing US 20 from Jackson Road to Ireland Road – Alternative G-Es; and
- 7th Road Extension in Marshall County from Michigan Road eastward to the new US 31 and 7th Road interchange and further eastward to existing 7th Road – Alternatives Cs, Es, G-Cs and G-Es.
 - Following publication of the DEIS, local officials in Marshall County and Plymouth expressed concerns with the local access plan associated with the preliminary alternatives within the county and met with the Project Management Team on two occasions to discuss these access issues. These issues focused on interchange, overpass/underpass and cul-de-sac locations. Through the course of discussions at these meetings, Marshall County and INDOT officials were able to modify the Marshall County local access plan and produce a plan that was in the best interest of both parties. The most significant change related to the revised Marshall County local access plan and the resulting local roadway improvement project, involved the elimination of a proposed interchange at West 5A Road and the addition of an interchange at 7th Road for Alternatives Cs, Es, G-Cs and G-Es. This change in local access is consistent with the Marshall County Comprehensive Plan and Plymouth Comprehensive Plan. No interchange had been proposed at the 7th Road location initially as no intersecting roadway currently exists at 7th Road and US 31.

Due to no existing connecting roadway at the 7th Road interchange location, Marshall County officials made a written commitment to complete a 7th Road extension project that would begin at Michigan Road (Old US 31) and extend eastward to the western limits of the proposed US 31 interchange at 7th Road. It would then begin on the east side of the proposed 7th Road interchange and continue eastward to 7th Road. This commitment included funding associated with preliminary engineering, environmental studies, right-of-way acquisition and construction costs. Preliminary Alternatives Cs, Es, G-Cs and G-Es may need this local road improvement project. For the 7th Road extension, no socio-economic and environmental impacts were determined. It should be noted that



the graphical representation of the 7th Road extension is a conceptual representation developed for this EIS only. The final alignment of the 7th Road extension is to be determined by Marshall County officials during the design of the local roadway project

It is anticipated that Marshall County will utilize Federal funding for the construction of the 7th Road Extension Project, which will require the associated environmental evaluation to follow the NEPA process. It should be noted that while the US 31 and 7th Road interchange, including the US 31 Bridge over 7th Road and the associated interchange ramps, is identified as a part of this EIS, the timing of the construction of the interchange is directly related to the timing of the construction of the 7th Road Extension Project. Construction of the interchange ramps that will provide access to and from US 31 at 7th Road will not be completed by INDOT prior to the completion of the 7th Road Extension NEPA process and the construction of the 7th Road Extension Project by the county.

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Table ES.6.6: Summary of Local Roadway Improvement Projects for Alternatives Cs, Es, G-Cs & G-Es (Costs include Preliminary Engineering (Design), Right-of-Way and Construction) (Preferred Alternative G-Es shaded)				
Local Roadway Improvement Project	ALTERNATIVE			
	Cs	Es	G-Cs	G-Es
US 6 Extension (Mil. of \$) (Year 2005 Dollars)	4.2	4.2	4.2	4.2
Construction Costs and Preliminary Engineering Fees (Mil. of \$)	2.6	2.6	2.6	2.6
Right-of-Way Costs and Right-of-Way Engineering Fees (Mil. of \$)	1.6	1.6	1.6	1.6
SR 4 (Pierce Road) Upgrade (Mil. of \$) (Year 2005 Dollars)	N/A	N/A	2.2	2.2
Construction Costs and Preliminary Engineering Fees (Mil. of \$)	N/A	N/A	1.4	1.4
Right-of-Way Costs and Right-of-Way Engineering Fees (Mil. of \$)	N/A	N/A	0.8	0.8
Fellows Street Extension (Mil. of \$) (Year 2005 Dollars)	N/A	4.6	N/A	4.6
Construction Costs and Preliminary Engineering Fees (Mil. of \$)	N/A	2.8	N/A	2.8
Right-of-Way Costs and Right-of-Way Engineering Fees (Mil. of \$)	N/A	1.8	N/A	1.8
Scott Street Extension (Mil. of \$) (Year 2005 Dollars)	N/A	2.6	N/A	2.6
Construction Costs and Preliminary Engineering Fees (Mil. of \$)	N/A	2.2	N/A	2.2
Right-of-Way Costs and Right-of-Way Engineering Fees (Mil. of \$)	N/A	0.4	N/A	0.4
* 7th Road Extension (Mil. of \$) (Year 2005 Dollars)	* N/A	* N/A	* N/A	* N/A
ALTERNATIVE TOTAL (Mil. of \$) (Year 2005 Dollars)	4.2	11.4	6.4	13.6

NOTE: * Marshall County officials have made a written commitment to complete a 7th Road extension project.