

Public Information Meeting

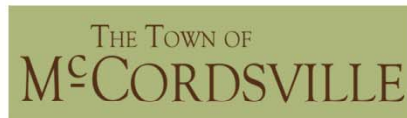
Corridor Study / Environmental Analysis

for

County Road 600 West from County Road 300
North to County Road 1000 North (96th Street)



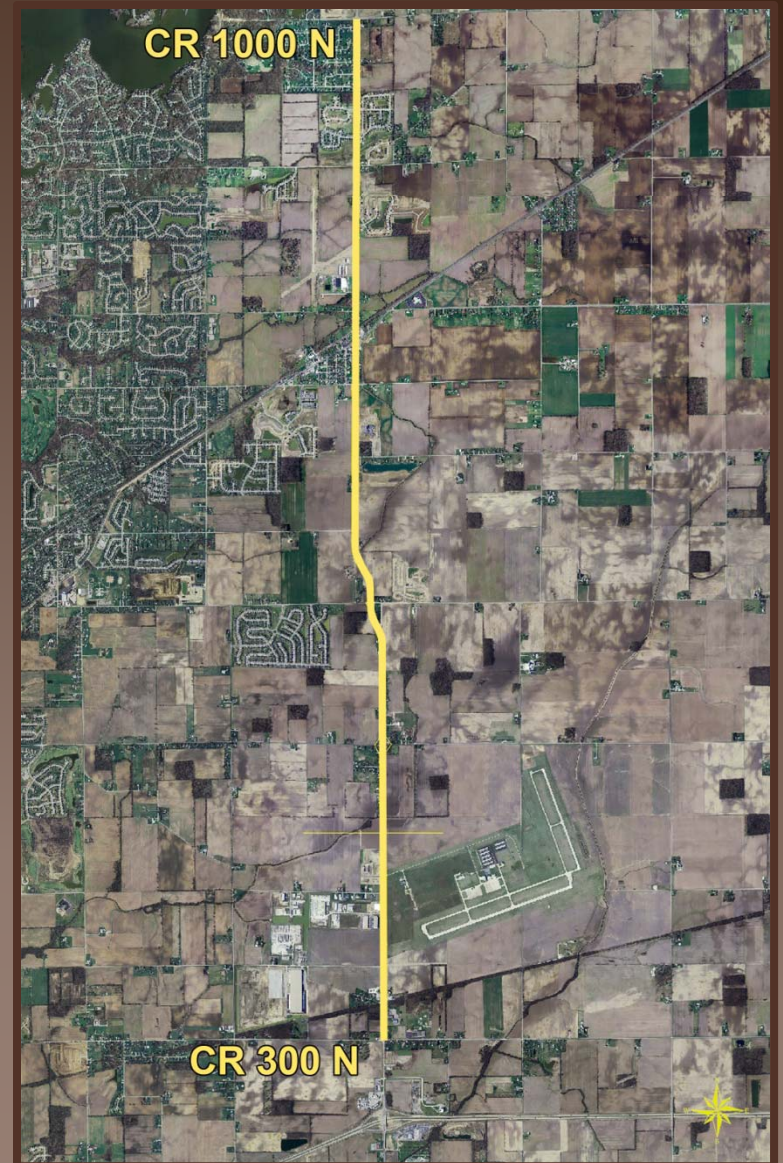
Hancock County



Study Description

Study Limits

- County Road 600 West from County Road 300 North to County Road 1000 North
- Total Length = Approximately 7 miles



Study Scope/Focus

Scope

- Add capacity to County Road 600 West while focusing on improvements within the corporate limits of the Town of McCordsville
- Identify preferred alignment alternative

Stakeholder Involvement

- Stakeholder committee was organized
 - Indianapolis MPO
 - Hancock County Public Officials
 - McCordsville Public Officials
- Periodic stakeholder meetings were held to discuss the evolution of the study

Study Scope Components

- Environmental
- Engineering

Environmental Scope Components

- Federal, State and Local Agency Coordination
 - Used to identify federal and state Endangered or Threatened species, federally protected lands, well head protection areas, and other environmentally sensitive areas.
- Cultural Resources Investigations
 - Archaeological
 - Prehistoric and historic below ground resources (burial grounds and artifacts)
 - Historical
 - Above ground resources (National Register of Historic Places listed or eligible structures)
- Hazardous Materials and Regulated Substances
 - Sites with the potential for contaminated soils/groundwater (i.e. gas stations, dry cleaners, factories, etc.)
- Wetlands and Other Aquatic Resources
 - Identified wetlands and streams
- Floodplain Impacts
 - Defined by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps

Environmental Scope Components – Continued

- Farmland Impacts
 - Prime farmland of State or Local significance
- Environmental Justice
 - Is required for any project that may result in disproportionately high adverse impacts on a minority and low income population in or near the project area

Engineering Scope Components

Indiana Design Manual – Basis for Engineering Evaluation

- 45 mph thoroughfare
- Grade separation with CSX Railroad
- Cost
- Major utilities
- Relocations and land acquisition
- Land access (land locking)

Engineering Scope Roadway Section

General Section

- 2-12' travel lanes each direction
- 1-14' bi-directional center turn lane or raised median
- Mill and resurface existing lanes

Engineering Scope Structures

Bridges and Small Structures from south to north

- County Road 600 West over Indian Creek
- County Road 600 West over Broadway (US 36 / SR 67) and the CSX Railroad (New Structure)
- County Road 600 West over Dry Branch
- County Road 600 West over North Fork

Study Analysis

Preferred Alignment Alternative Development

- Existing alignment was analyzed based on the environmental and engineering components.
 - Existing alternate was carried forward for further analysis from County Road 300 North to County Road 700 North alignment and from County Road 800 North to County Road 1000 North (96th Street).
 - The existing alignment alternate did not meet study scope objectives between County Road 700 North and County Road 800 North.

Adherence to Environmental and Engineering Study Scope Components		
Existing Alignment	Environmental	Engineering
County Road 300 North to County Road 700 North	√	√
County Road 700 North to County Road 800 North	X	X
County Road 800 North to County Road 1000 North	√	√

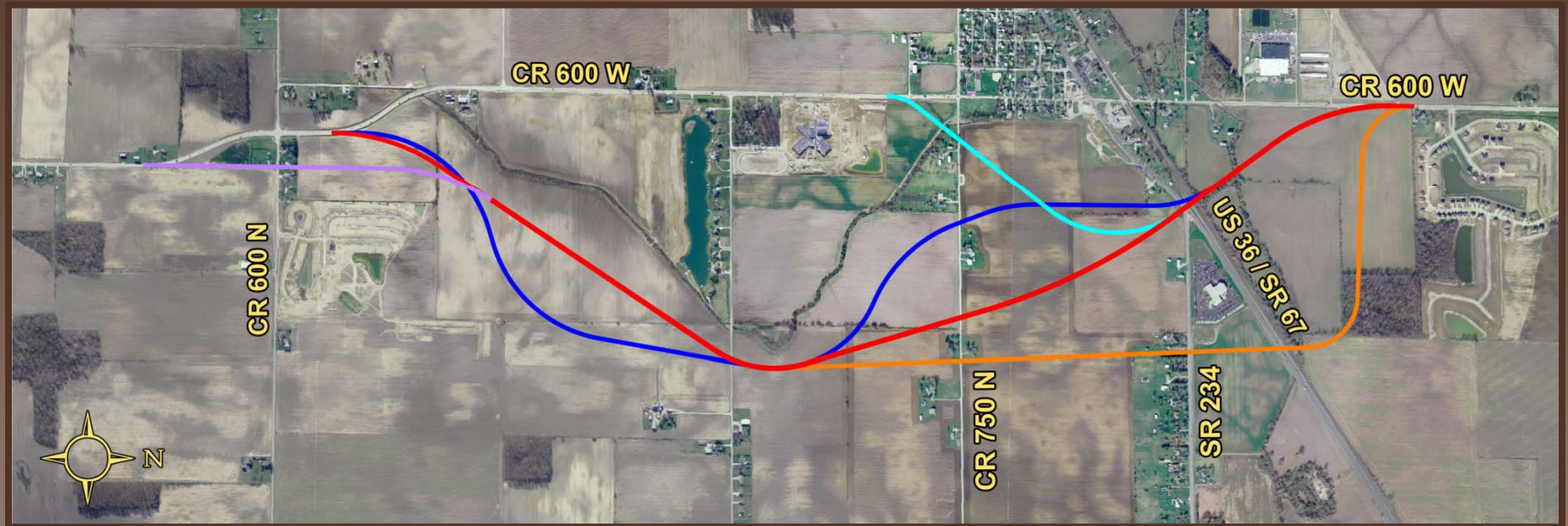
Study Analysis

Preferred Alignment Alternative Development - Continued

- Western Alternative Alignments of McCordsville
 - Disproportionate relocation impacts due to existing developments
 - Economic and social impacts within McCordsville
 - Eliminated from further evaluation

Study Analysis

Preferred Alignment Alternative Development - Continued
Eastern Alternative Alignments of McCordsville Development



Study Analysis

Preferred Alignment Alternative Development - Continued

- Eastern alternative alignment of McCordsville selected for comparison versus the existing alignment



Study Analysis

Preferred Alignment Alternative Development - Continued Environmental Impacts – Existing Alignment vs. Eastern Alternate Alignment of McCordsville

Environmental Resource	Existing Alignment	Eastern Alternate Alignment of McCordsville
Wetlands	0	0
Stream Crossings	3	1
Natural Areas and Nature Preserves	0	0
Relocations	10	1
Wellhead Protection Areas	0	0
Natural Habitat	0.35 acres	0.91 acres
Floodplain Impacts	2	2
Archaeological Impacts	0	0
Cemetery Impacts	2	0
Hazardous Material Sites	4	2
Section 4 (f) Impacts (Parks)	1	0
Section 6 (f) Impacts	0	0
Environmental Justice Impacts	0	0

Study Analysis

Existing Alignment vs. Eastern Alternate Alignment of McCordsville

Engineering Consideration	Existing Alignment		Eastern Alternate Alignment of McCordsville	
	Yes	No	Yes	No
45 mph thoroughfare		X	X	
Grade separation with CSX Railroad		X	X	
Cost		X	X	
Major Utilities	X		X	
Relocations and land acquisition		X	X	
Land access (land locking)	X		X	

Recommended Preferred Alternative



What's Next?

Approval of preferred alignment

Followed by:

- Design
- Environmental Documentation
- Public Hearing
- Seek out funding sources
- Place projects in the MPO's Transportation Improvement Program (TIP)
- Construction

Thank you for attending!



Hancock County

THE TOWN OF
McCORDSVILLE

