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ENGINEERS
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CONSTRUCTORS

REAL WORLD CHALLENGES . . . REAL WORLD SOLUTIONS

US 36 Corridor Study Danville / Hendricks County

Public Information Meeting
July 27, 2004

TRANSPORTATION
COMMUNICATIONS
UTILITIES
INSTITUTIONAL/COMMERCIAL
FEDERAL
PLANNING/ENVIRONMENTAL

Send comments to:

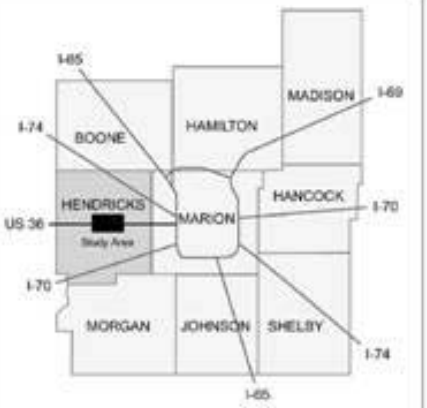
Jim Klausmeier

jklausmeier@ekmail.com

For more information:

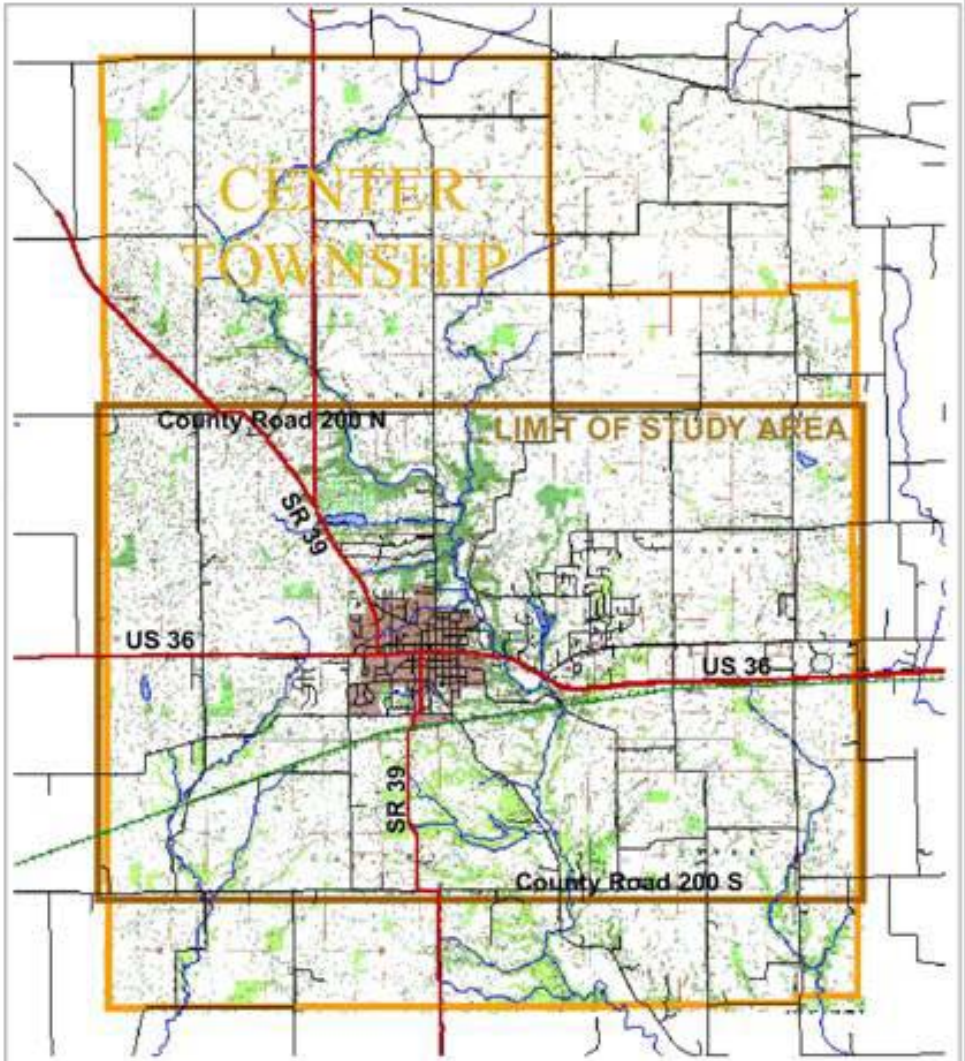
http://www.in.gov/dot/projects/us36/

Study Area Location



Study Area : Regional Context

Study Area : State Context



Study Area - Center Township (Hendricks County) Context

Indiana Department of Transportation

US 36 Corridor NEPA Study

Study Area Location

Figure 1

Various Scales

US 36 : Background

Regional Mobility Corridor (INDOT LR Plan)

4 Through lanes : I-465 – east edge of Danville

2 Through lanes : in Danville and westward

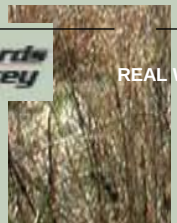
11,000 daily trips through Danville

- 36% at east edge
- 74% at west edge

Peak hour congestion and delay (LOS E)

Truck traffic incompatible with town character

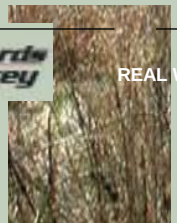
Only major route across White Lick Creek



Purpose and Need

Provide additional system capacity to accommodate the traffic demands of projected (20 year) development patterns at Levels of Service C in the rural areas and LOS D through the town of Danville

Provide additional system flexibility (redundancy) and divert at least half of the through trips



Danville Comprehensive Plan … Goals

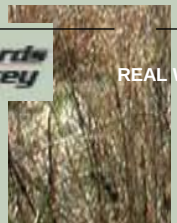
Preserve small town and rural character

Discourage sprawl

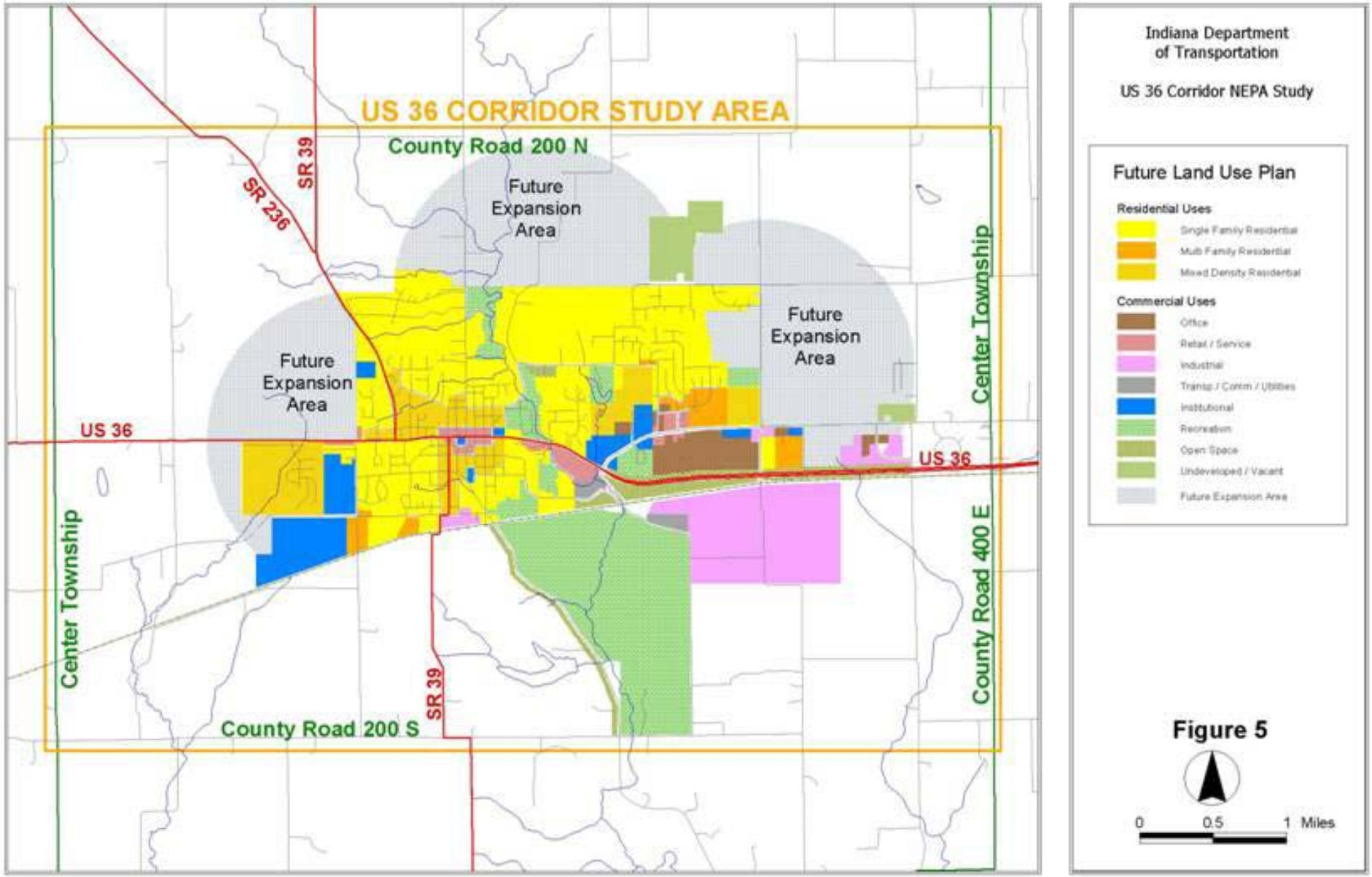
Discourage development causing congestion

Preserve attractive visual corridors

Preserve open spaces



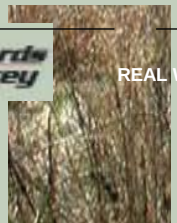
Future Land Use Plan



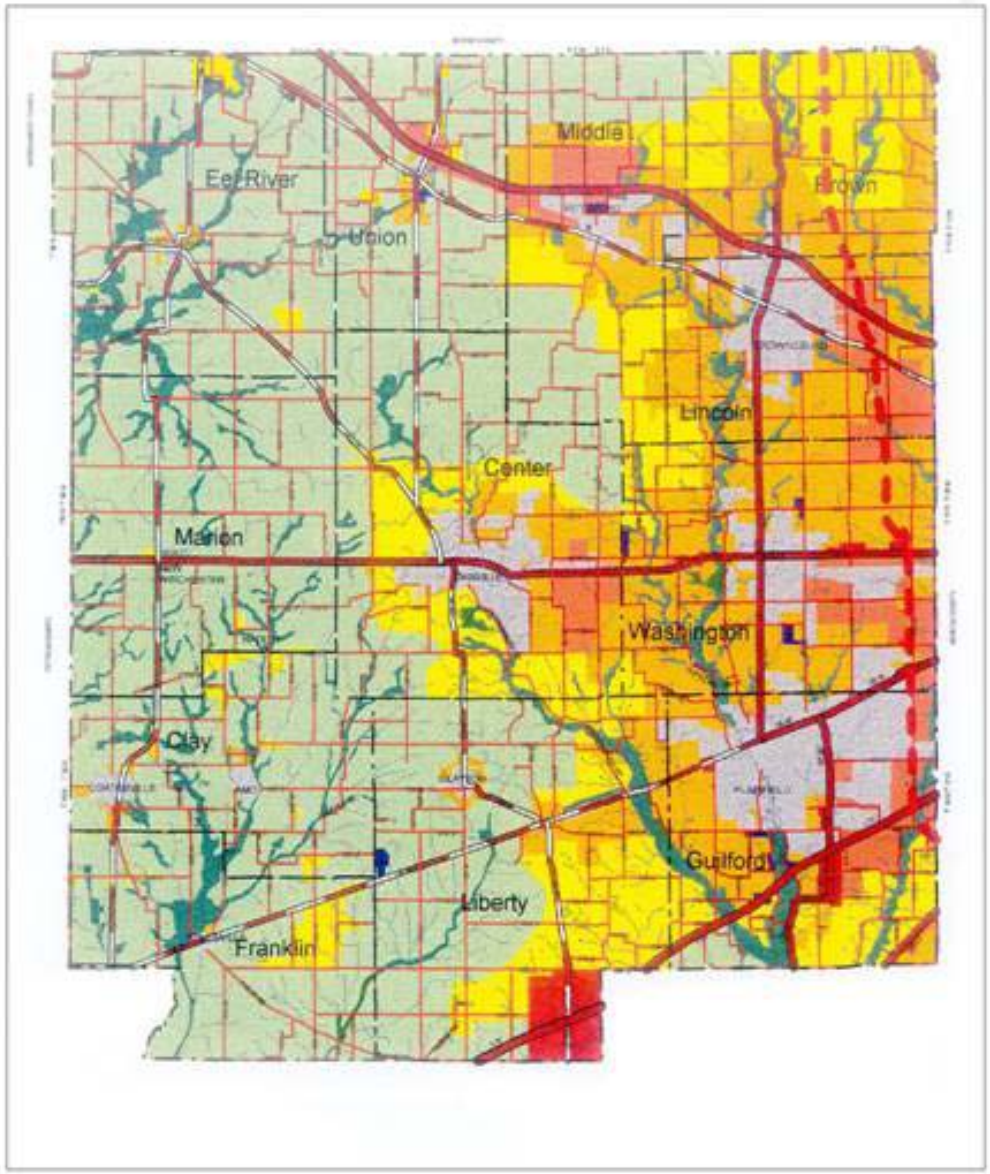
Hendricks County Comprehensive Plan

Policies for development in eastern part of County with urban services

Policies for agricultural protection and preservation in western part of County



Hendricks County Land Use Plan



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Hendricks County Land Use Plan

Legend

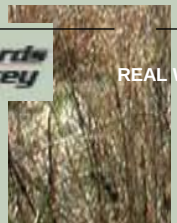
- Agricultural Use
- Low Density Residential 1 acre minimum Open Space Subdivisions Encouraged
- Medium Density Residential w/ Urban Services 1-4 Units per Acre
- Commercial/Light Industrial
- Commercial
- Institutional
- Greenway/Floodplain Corridor
- Incorporated Areas
- Arterial Corridor
- Future Principal Arterial

Figure 6

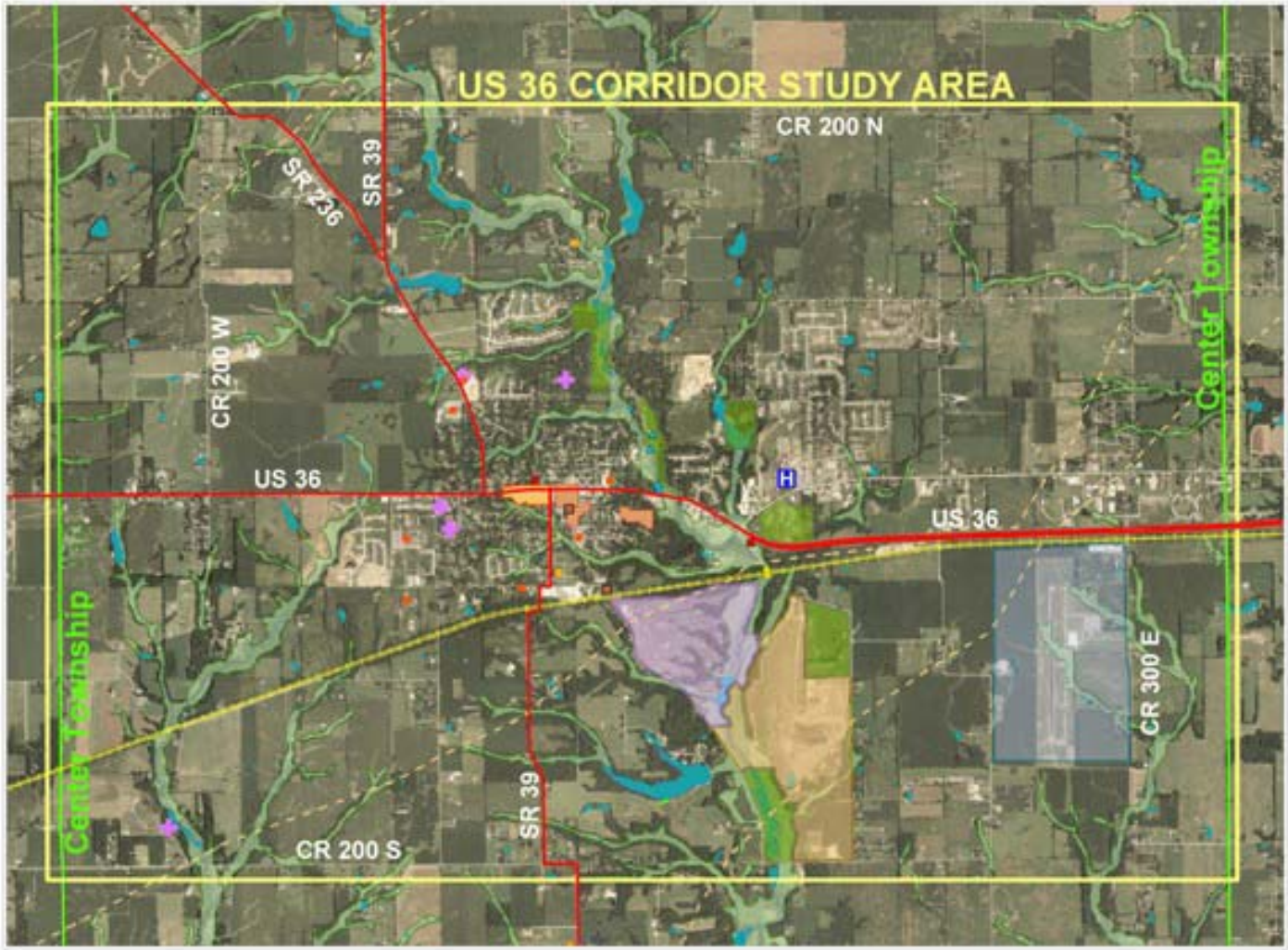
No Scale

Danville, Brownsburg, Plainfield, Avon, Hendricks County

All comprehensive plans recognize the environmentally sensitive White Lick Creek branches for their values as ***scenic and recreation corridors*** to be protected from adverse impacts.



Miscellaneous Constraints



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Miscellaneous Constraints

- Flood Associated Soils
- NWI Wetlands
- Park / Recreational
- Golf Course
- Landfill
- Airport
- Railroad
- Cemetery
- School
- Church
- Hospital
- Fire Station
- Public Well
- Pipeline

Historic Structures

- Historic Building
- Historic Bridge

Historic Districts

- Natl Reg of Hist Places
- Hist Lndmk Fdn of Ind

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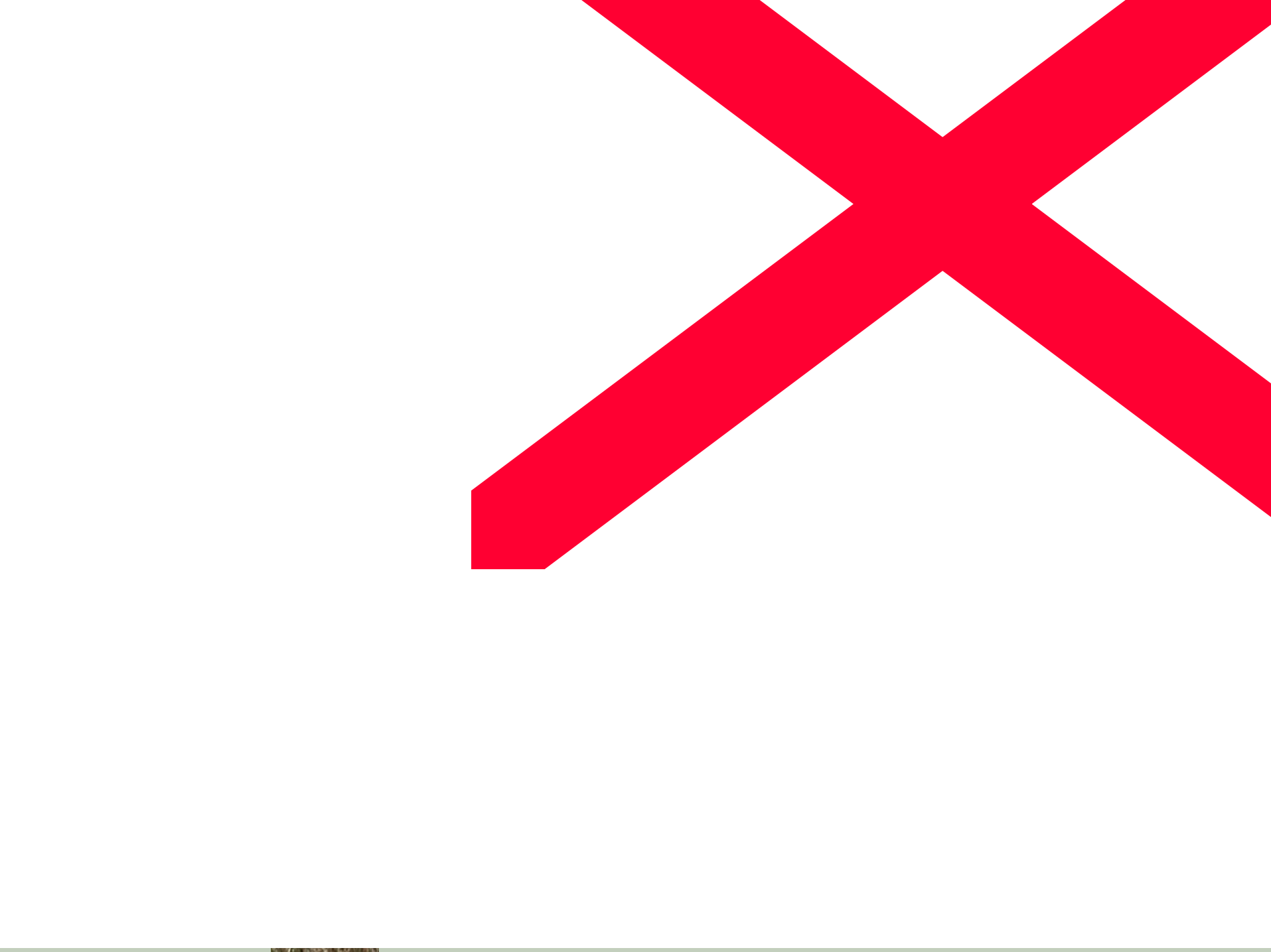
Notes :
Digital ortho-photomosaic from National Agricultural Imagery Program (NAIP), Summer 2003.
Natural and institutional development constraints symbolized in this map will be used, without legend, in subsequent Alternative Alignment Analysis maps in this report.

0 0.25 0.5 1 1.5 Miles

N

RAY'S 539-2



Evaluated Alternatives

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Notes:
Digital ortho-photomosaic from National Agricultural Imagery Program (NAIP), Summer 2003.
Refer to Figure 1 for natural and institutional development constraints symbol definitions.

0 0.25 0.5 1 1.5 Miles

N

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US 36 Corridor NEPA Study

Evaluated Alternatives

- Existing Highway
- Railroad

North Alternative
- North Alignment
- Local Road Improvement
- Bridge
- Terminate Exist. Local Road

North RR Alternative
- North RR Alignment
- Local Road Improvement
- Bridge

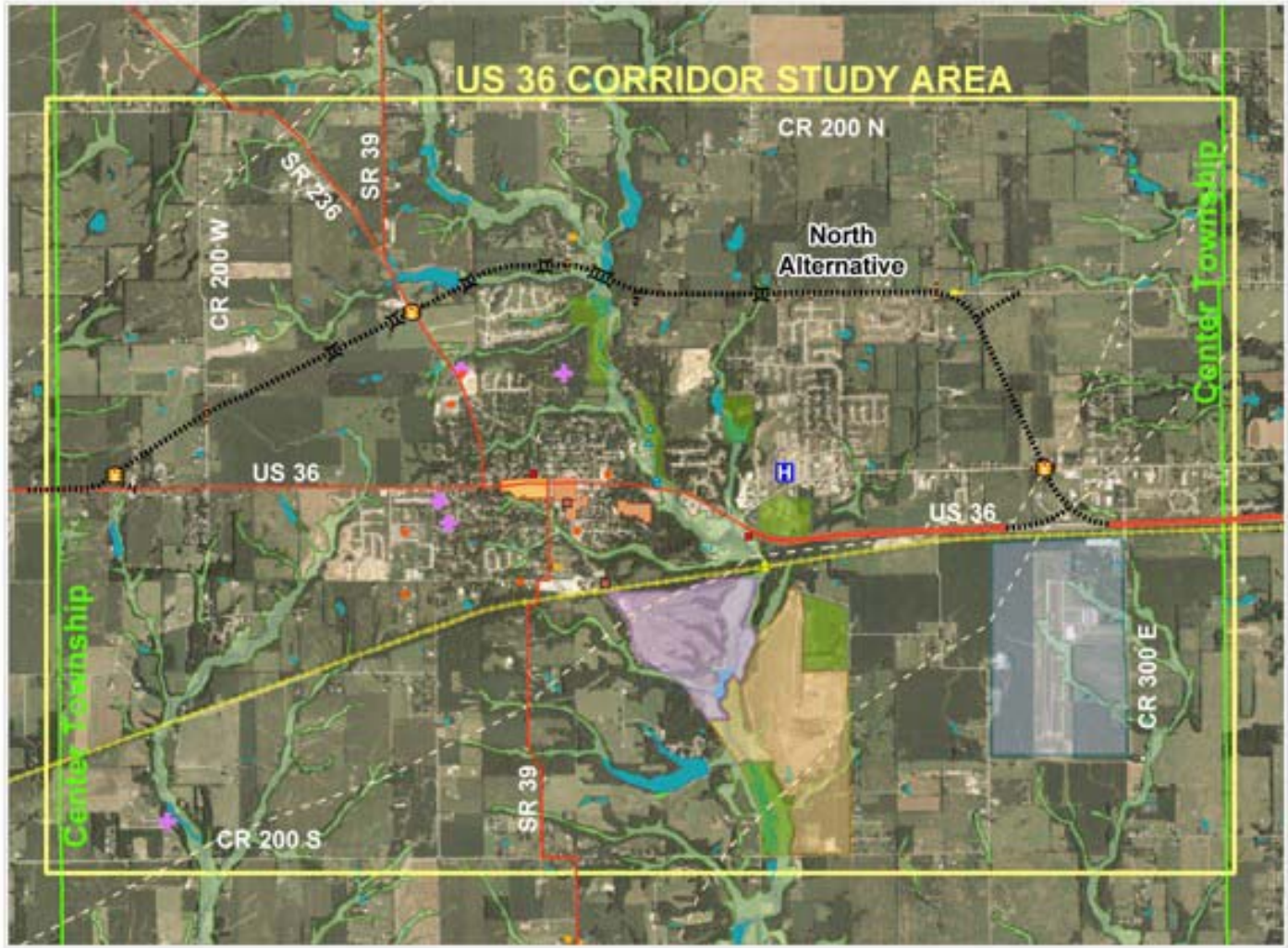
South RR Alternative
- South RR Alignment
- Local Road Improvement
- Bridge

South Alternative
- South Alignment
- Local Road Improvement
- Bridge
- Terminate Exist. Local Road

County Road Alternative
- New Alignment
- Improved Alignment

Traffic Operations Alternative
- Traffic Operations Enhancements

North Alternative Alignment



Indiana Department of Transportation

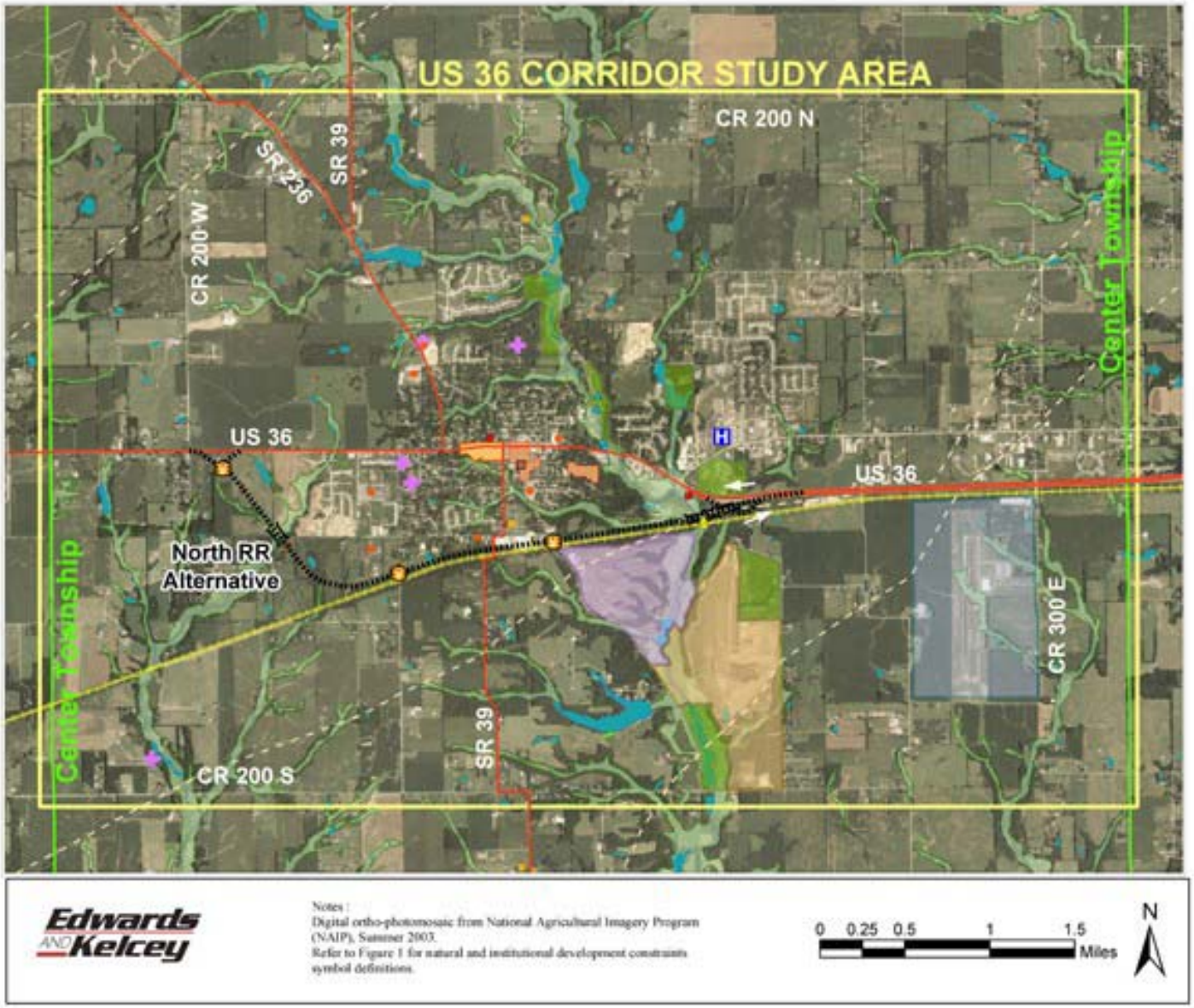
US 36 Corridor NEPA Study

North Alternative Alignment

North Alternative

- North Alignment
- Local Road Improvement
- Bridge
- Terminate Exist. Local Road
- Existing Highway
- Railroad
- Signalized Intersection

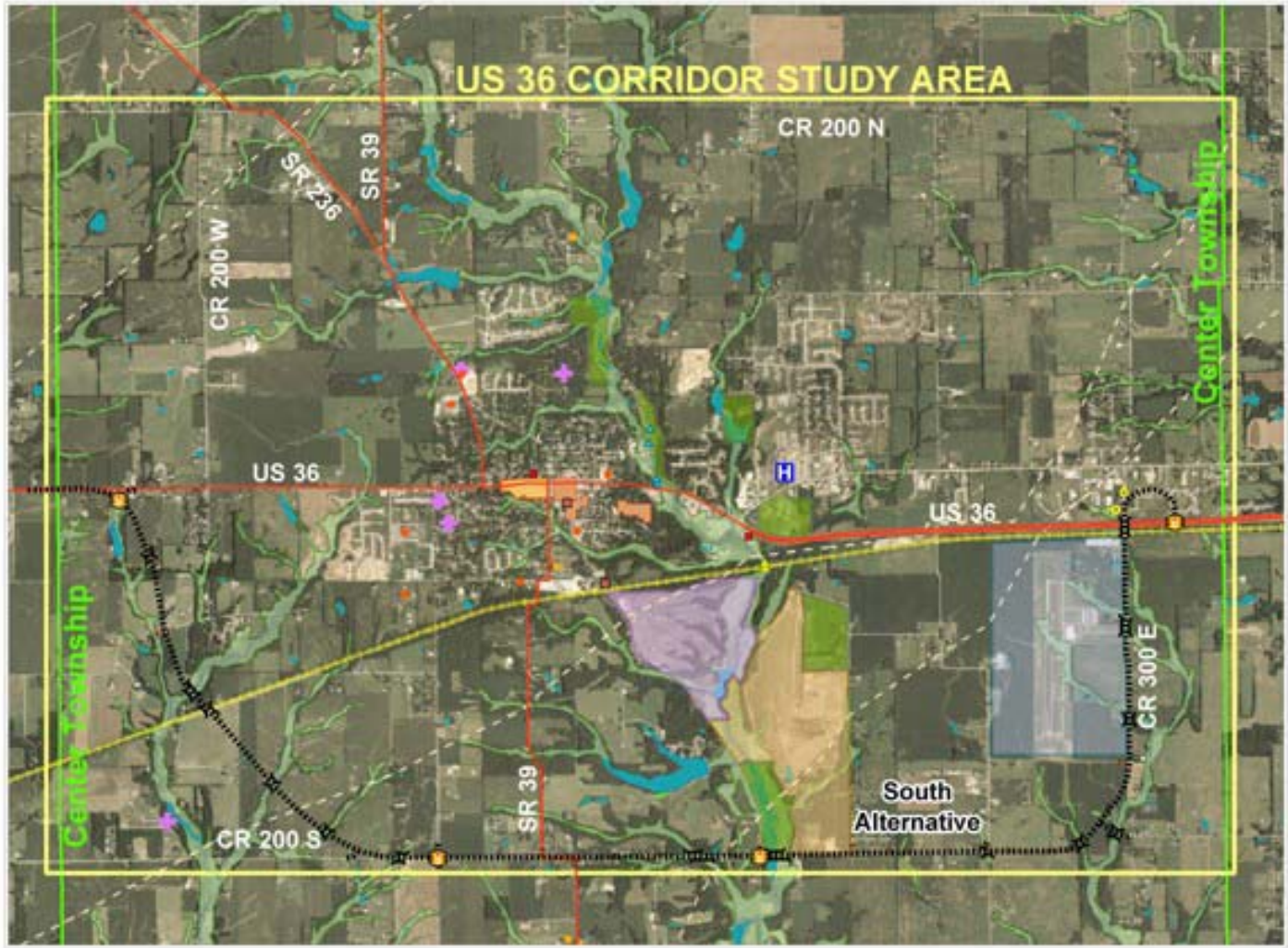
North RR Alternative Alignment



STOP

South RR Alternative Alignment

South Alternative Alignment



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0 0.25 0.5 1 1.5 Miles

N

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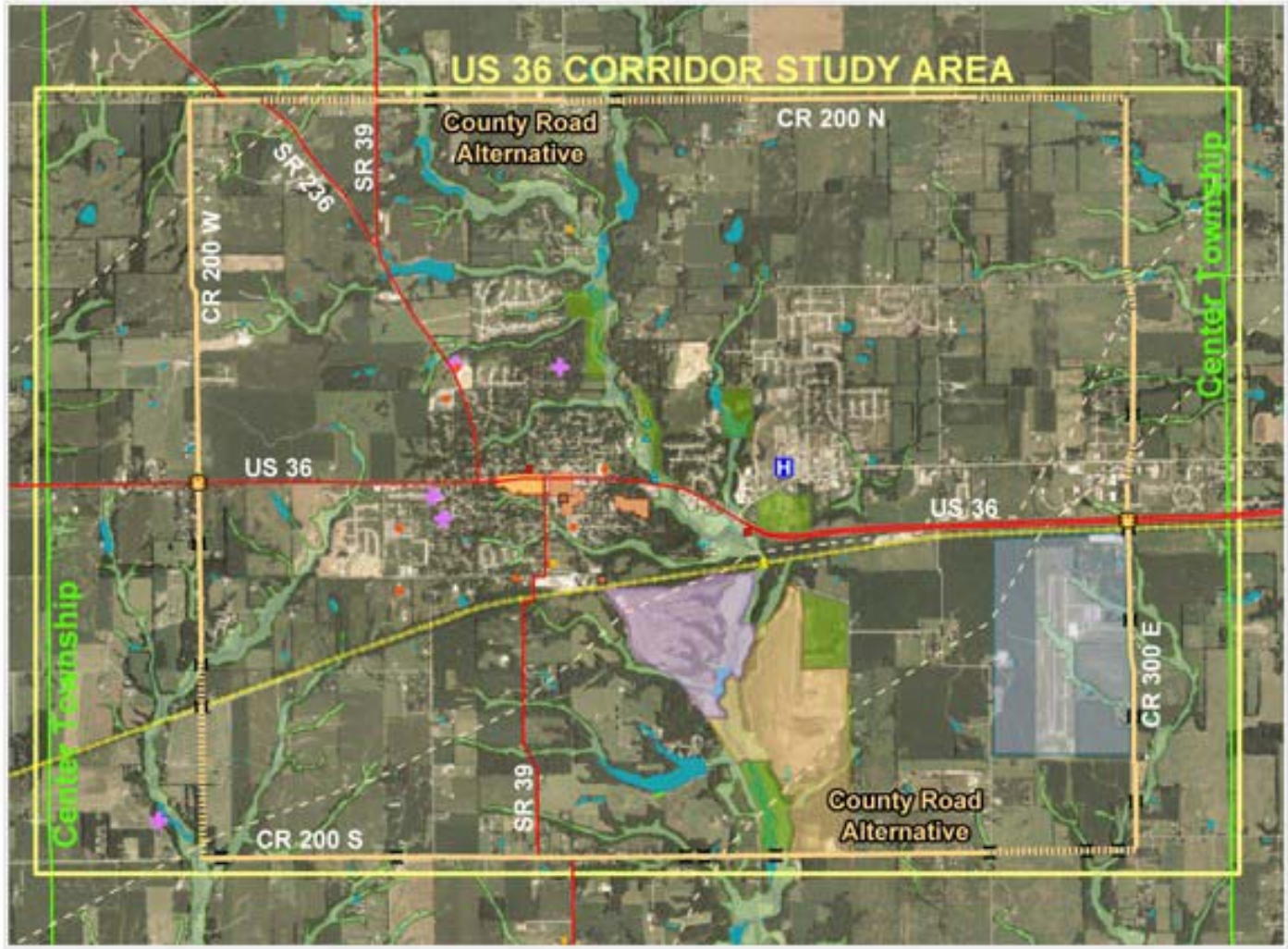
US 36 Corridor NEPA Study

South Alternative Alignment

South Alternative

- South Alignment
- Local Road Improvement
- Bridge
- Terminate Exist. Local Road
- Existing Highway
- Railroad
- Signalized Intersection

Improved County Roads Alternative



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US 36 Corridor NEPA Study

Improved County Roads Alternative

County Road Alternative
- New Alignment
- Improved Alignment
- Bridge

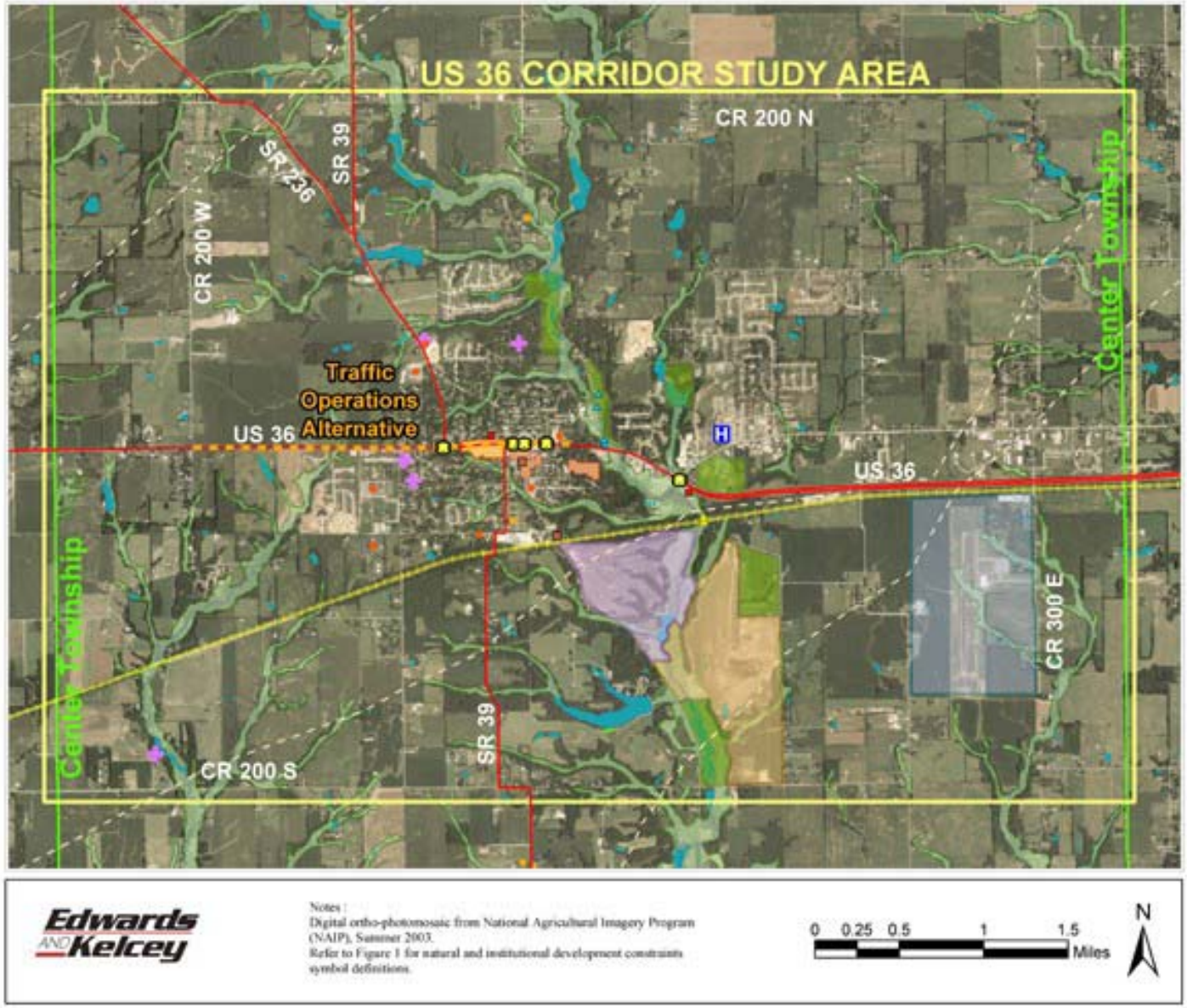
Existing Highway

Railroad

Signalized Intersection

WEIGHT
LIMIT
15
TONS

Traffic Operations Alternative



It's Spring!
BASKET SHOP
SPEED LIMIT 30

36
39

Evaluated Alternatives

Edwards and Kelcey

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Refer to Figure 1 for natural and institutional development constraints symbol definitions.

0 0.25 0.5 1 1.5 Miles

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County Road Alternative
- New Alignment
- Improved Alignment

Traffic Operations Alternative
- Traffic Operations Enhancements

ONLY

WASHINGTON ST

WASHINGTON ST

Typical Roadway Section (INDOT)

Table 1
U.S.36 Corridor / NEPA Study
COMPARISON OF ALTERNATIVES

	Northern Alignment	North RR Alignment	South RR Alignment	South Alignment	County Rd. Improvements	Traffic Improvements	Do Nothing
Length of Roadway (miles)							
2 lanes with shoulders	-	-	-	-	18.0	-	-
3 lanes with curbs	-	-	-	-	-	2.0	-
4 lanes with shoulders	6.6	1.1	1.1	8.8	-	-	-
4 lanes with curbs	-	2.3	3.0	-	-	-	-
Connections to U.S.36	1.5	0.8	1.0	0.8	-	-	-
Total:	8.1	4.2	5.1	9.6	18.0	2.0	-
Design Speed							
2 lanes with shoulders	-	-	-	-	40	-	-
3 lanes with curbs	-	-	-	-	-	30	30
4 lanes with shoulders	50	50	50	50	-	-	-
4 lanes with curbs	-	40	40	-	-	-	-
Connections to U.S.36	30	30	30	30	-	-	-
Number of Bridges							
Over Streams	7	3	2	12	18	1	-
Over Roads and Streams	-	1	-	1	-	-	-
Over Roads	-	-	1	-	-	-	-
Over Railroad and Road	-	-	1	1	-	-	-
Under Railroad	-	-	1	-	-	-	-
Temporary Railroad	-	-	1	-	-	-	-
Number of Intersections							
Signalized	4	3	3	4	4	5	5
Unsignalized	8	1	3	5	23	21	21
Driveways	some	none	none	many	many	many	many

U.S.36 Corridor / NEPA Study
COMPARISON OF ALTERNATIVES

	Northern Alignment	North RR Alignment	South RR Alignment	South Alignment	County Rd. Improvements	Traffic Improvements	Do Nothing
Right-of-Way Required							
Number of Acres	197	101	124	232	168	1	-
Number of Residences		10	-	-	-	-	-
Number of Business	-	3	-	-	-	-	-
Impacts On:							
Floodways	10.3 ac	7.4 ac	9.1 ac	25.7 ac	2.0	-	-
Historic Districts	no	no	no	no	no	yes	-
Historic Buildings	no	1 bldg.	no	no	no	yes	-
Schools	no	near	no	no	no	yes	-
Recreational Areas	no	no	near	near	no	yes	-
Neighborhoods	yes	no	no	yes	yes	yes	-
Cemeteries	near	near	no	no	no	no	-
Wetlands	26.3 ac	6.4 ac	5.4 ac	18.4 ac	no	no	-
Woodlands	23.6 ac	49.7 ac	36.6 ac	27.2 ac	no	no	-
Average Daily Traffic*							
(Future) Crossing White Lick Creek							
CR200N	-	-	-	-	5 (A)	-	-
Northern Alignment	9 (A)	-	-	-	-	-	-
Main Street	39 (F)	25 (C/D)	25 (C/D)	45 (F)	42 (F)	48 (D/E)	48 (F)
North R.R. Alignment	-	23 (B/C)	-	-	-	-	-
South R.R. Alignment	-	-	23 (B/C)	-	-	-	-
Southern Alignment	-	-	-	6 (A)	-	-	-
CR200S	3 (A)	3 (A)	3 (A)	-	4 (A)	3 (A)	3 (A)
Total:	51.0	51.0	51.0	51.0	51.0	51.0	51.0
System Redundancy Improvement	minimum	maximum	maximum	minimum	minimum	none	none
Cost Estimates (millions)	$	$	$	$	$	$	$
Roadway Construction	31.2	17.2	21.2	35.9	23.9	3.5	-
Bridge Construction	5.8	3.8	21.1	9.1	7.0	-	-
Total Construction	37.0	21.0	42.3	45.0	30.9	3.5	-
Engineering	1.3	0.8	2.0	1.6	1.6	0.2	-
Right-of-Way	0.9	4.7	0.9	1.1	0.9	0.5	-
Total Cost:	39.2	26.5	45.2	47.7	33.4	4.2	-

* Average Daily Traffic given in thousands of vehicles

(C/D) denotes Levels of Service during peak hours at critical intersections

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