HANCOCK COUNTY, INDIANA

THOROUGHFARE PLAN

FUTURE HANCOCK
Have a hand in your county's future

ADOPTED: JANUARY 3 2023

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The Hancock County (County) Thoroughfare Plan (Thoroughfare Plan) is a component of Future Hancock (update to the County's Comprehensive Plan). The Thoroughfare Plan summarizes existing conditions, evaluates future conditions based on the updated Future Land Use map developed during Future Hancock, and recommends modifications and improvements to the transportation system to accommodate motor vehicles, pedestrians, bicycles, transit, and aviation.

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SECTION 2: EXISTING CONDITIONS AND ROADWAY CLASSIFICATIONS

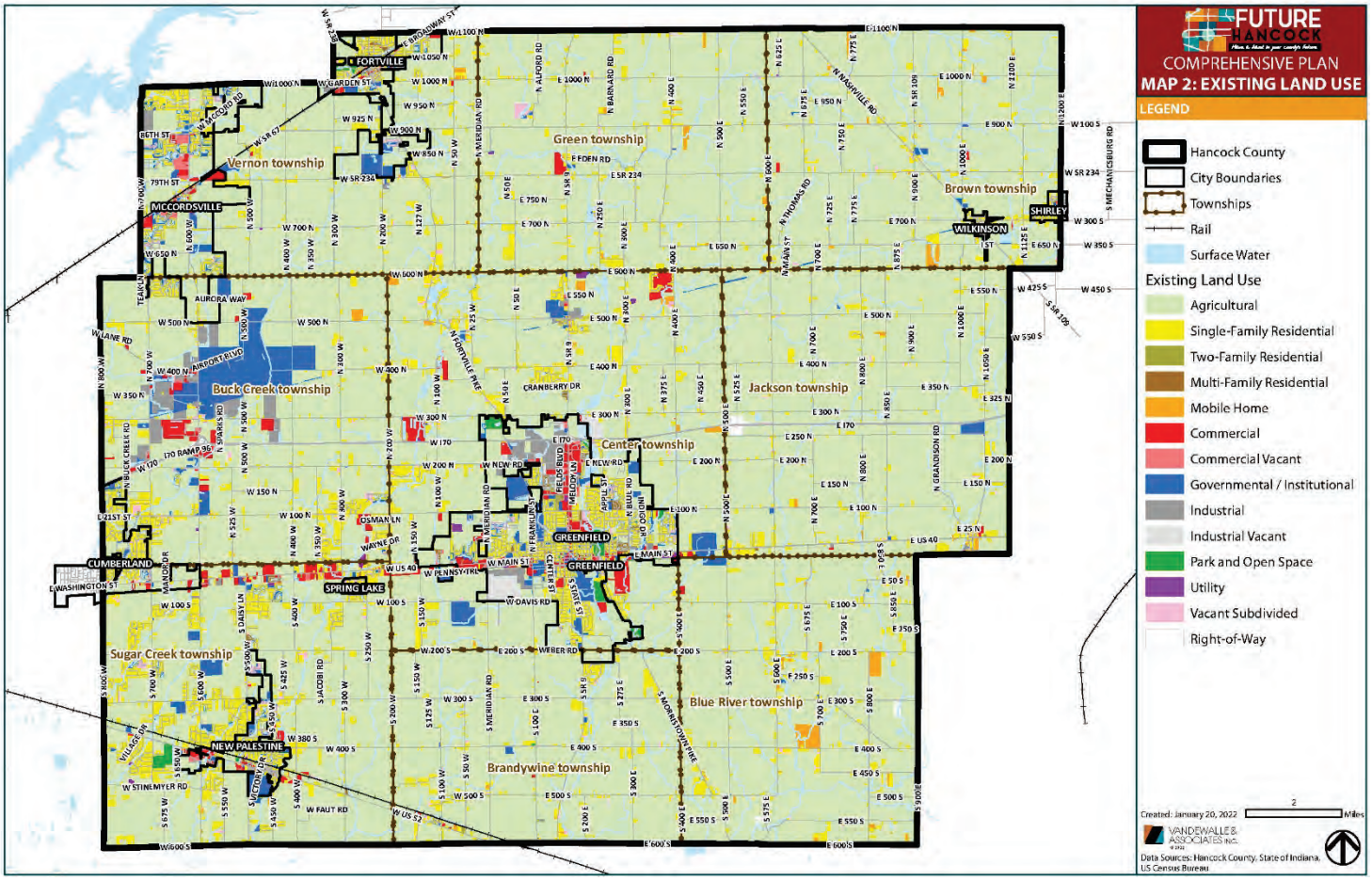
2.01 MOTOR VEHICLES

A. Existing Land Use and Traffic Volumes

Much of the County is in agricultural land uses. Developed areas of the County are generally centered on the incorporated communities of the Town of Cumberland (Cumberland), the Town of New Palestine (New Palestine), Town of McCordsville (McCordsville), Town of Fortville (Fortville) and the City of Greenfield (Greenfield). Industrial and commercial land uses are also prevalent west and east of the County Road 600 West (CR 600 W)/Mt. Comfort Road corridor primarily north of Interstate (I)-70. Figure 2.01-1 shows the existing land uses in the County.

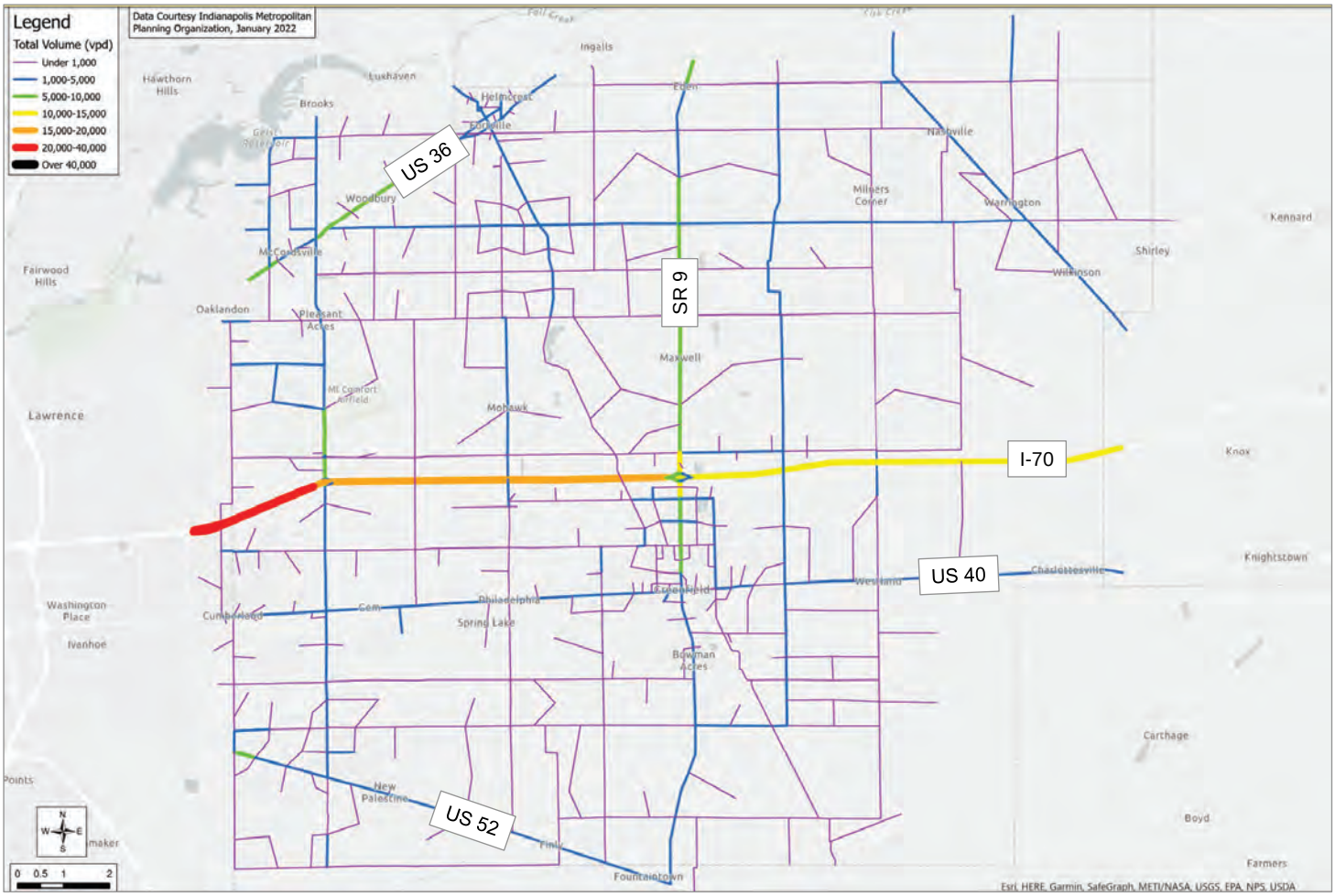
This Thoroughfare Plan uses traffic data provided by the Indianapolis Metropolitan Planning Organization (MPO). The MPO maintains a Travel Demand Model (TDM) that uses land use, employment, and population data to model traffic volumes on key streets and highways in the metropolitan area. Figure 2.01-2 shows the existing (2020) traffic volumes from the TDM.

Figure 2.01-1: Map 2. Hancock County Existing Land Use



The map below shows that the majority of corridors in the County carry less than 10,000 vehicles per day (vpd) which is typically suitable for a two-lane road. Based on traffic count data provided by the County, the TDM appears to underpredict traffic volumes on CR 600 W/Mt. Comfort Road near I-70. 2019 daily traffic counts provided by the MPO were 20,000 vpd north of the I-70 interchange while the model shows less than 10,000 vpd, and the counts were 14,000 vpd south of the interchange while the model shows less than 5,000 vpd. The study team accounted for these and similar differences by applying the predicted traffic volume growth between 2020 and 2050 from the MPO TDM, adjusted for the updated land use types and areas, to 2019 traffic counts rather than to the 2020 TDM volumes.

Figure 2.01-2: Existing Traffic Volumes from the MPO TDM (2020)



B. Overview of Federal and State Corridors

Motor vehicles in the County are well served by federal, state, and county roads. I-70 runs east to west through the center of the County with interchange access provided as follows:

- CR 600 W/Mt. Comfort Road interchange serving the Indianapolis Regional Airport and McCordsville to the north and Cumberland and New Palestine to the south.
- State Road (SR) 9 interchange serving the City of Greenfield to the north and south, and the Town of Fortville to the north.
- SR 109 east of the County line serving the Towns of Wilkinson and Shirley to the north.

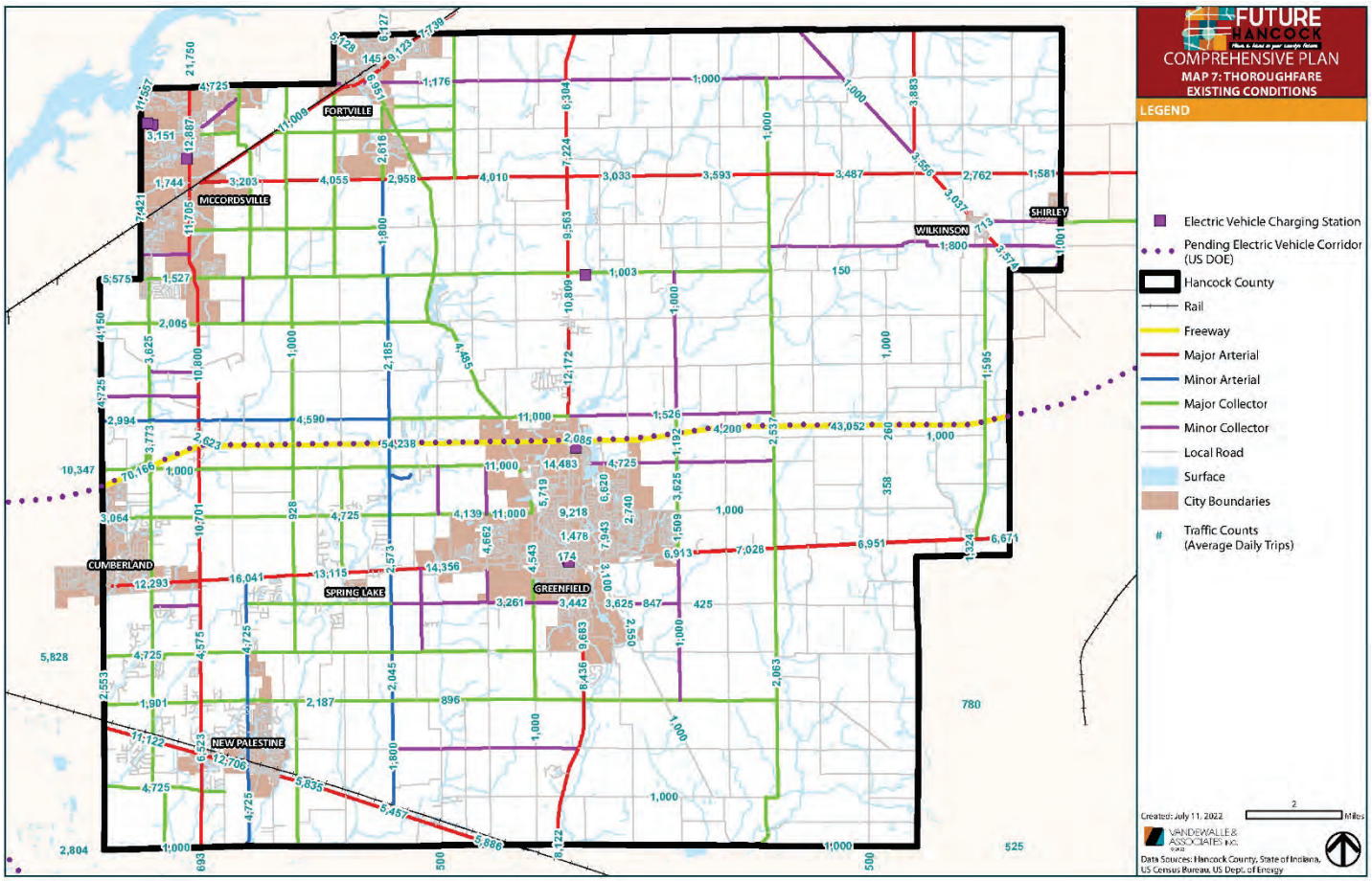
United States Highway (US) 36 runs southwest to northeast in the northwest portion of the County and travels through McCordsville and Fortville. US 40 runs east to west parallel to and south of I-70 and passes through Cumberland and Greenfield. US 52 runs northwest to southeast in the southwest portion of the County and travels through New Palestine.

SR 9 runs north to south through the middle of the County and travels through Greenfield. SR 109 traverses the northeast corner of the County and travels through Wilkinson. SR 234 runs east to west in the northern portion of the County and runs through McCordsville.

C. Summary of Arterial and Collector Roadways

The existing roadway classifications are shown in Figure 2.01-3. The legend lists them from highest mobility and lowest level of access (Freeway) to lowest mobility and highest level of access (Local Road). Arterial streets are major corridors that connect other important routes and destinations. They prioritize mobility (movement) over access to adjacent land uses. Collector streets blend mobility and access and generally move traffic from local streets to the arterial and freeway system. Local streets provide lower mobility but a high level of access (driveways and cross streets).

Figure 2.01-3: Map 7. Existing Hancock County Thoroughfare Existing Conditions



1. US 36

US 36 travels Northeast to Southwest for 7.2 miles in the County. It travels through one unincorporated town (town of Woodbury [Woodbury]). For two miles, US 36 travels through McCordsville and for 1.5 miles, it travels through Fortville. Through McCordsville and Fortville the roadway consists of two, 12-foot lanes in each direction with turning lanes at higher volume intersections. Otherwise, the roadway consists of one 12-foot travel lane in each direction with 8-foot paved shoulders. A summary of major intersections is included in Table 2.01-1.

Table 2.01-1: US 36 Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	T-Intersection Stop on Crossroad	Signal
Carroll Road				X
750 North		X		
600 West				X
SR 234				X
500 West		X		
900 North			X	
400 West		X		
300 West			X	
South Maple Street				X
SR 13				X

2. US 40

US 40 is a Major Arterial that travels east to west for 19 miles through the County. On the eastern side of the County, US 40 is a divided highway, separated by a grass median, with two 12-foot travel lanes in each direction and 2-foot paved shoulders which passes through the unincorporated town of Charlottesville. Throughout the 5 miles through Greenfield, INDOT implemented a road diet wherein the median is replaced with a center left-turn lane and the lanes are reduced to one 10-foot lane in each direction with varying shoulder widths. A 6-foot bike lane on each side of the road is also added for 1.7 miles through Greenfield limits. On the western side of the County, US 40 is a 2-lane highway in each direction, with 10-foot paved shoulders. US 40 passes through 0.4 miles of Cumberland city limits in Hancock County; however. US 40 also passed through two unincorporated towns, the town of Philadelphia and the town of Gem. INDOT is considering extending the road diet concept along US 40 east and west of Greenfield. A summary of major intersections on US 40 is included in Table 2.01-2.

Table 2.01-2: US 40 Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	Signal
800 West		X	
700 West			X
600 West			X
500 West			X
400 West		X	
200 West			X
150 West		X	
100 East			X
SR 9			X
400 East		X	
600 East		X	
1050 East		X	

3. US 52

S 52 travels southeast to northwest through the County for approximately 8.6 miles. The roadway consists of one 11-foot travel lane in each direction with 2-foot paved shoulders. US 52 travels through New Palestine for approximately one mile. Throughout New Palestine the roadway changes to include a center left-turn lane. US 52 travels through the unincorporated town of Carrolton. A summary of major intersections is included in Table 2.01-3.

Table 2.01-3: US 52 Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	T-intersection Stop on Crossroad	Signal
800 West				X
700 West				X
600 West				X
500 West				X
400 West		X		
200 West			X	

4. SR 9

SR 9 is a Major Arterial that extends north to south for 17.2 miles through the County. There is one travel lane in each direction that is 12 feet in width with a 4-foot paved shoulder. SR 9 travels through Greenfield for approximately 5.3 miles. SR 9 also passes through the unincorporated towns of Maxwell and Eden. A summary of major intersections on SR 9 is included in Table 2.01-4.

Table 2.01-4: SR-9 Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	Signal
400 South		X	
300 South		X	
200 South		X	
100 South			X
US 40			X
100 North			X
200 North			X
I-70			X
300 North			X
600 North		X	
SR 234	X		
1000 North		X	

5. SR 109

SR 109 travels north to south through the County for approximately 6 miles. SR 109 passes through the unincorporated town of Warrington, while 0.8 miles of SR 109 passes through the Town of Wilkinson. The roadway consists of one 12-foot lane in each direction with 2-foot paved shoulders. A summary of major intersections is included in table 2.01-5.

Table 2.01-5: SR 109 Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	T-Intersection Stop on Crossroad	Signal
650 North		X		
1050 East			X	
700 North			X	
SR 234		X		
Nashville Road			X	

6. SR 234

SR 234 is a Major Arterial that extends east to west for 18 miles through the County. There is one travel lane in each direction that is 12 feet in width with 2-foot paved shoulders. SR 234 travels through McCordsville for approximately 0.8 miles and passes through the town of Eden at SR 9. A summary of major intersections on SR 234 is included in Table 2.01-6.

Table 2.01-6: SR 234 Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	Signal
US 36			X
500 West		X	
400 West		X	
300 West		X	
200 West	X		
North Fortville Pike	X		
50 West		X	
SR 9	X		
600 East		X	
SR 109	X		
1200 East		X	

7. CR 500 W

CR 500 W is a minor arterial that travels north to south for 5.6 miles through the County. It passes through New Palestine for approximately 0.5 miles and ends at the unincorporated town of Gem. The roadway consists of one 10-foot lane in each direction with 1-foot aggregate shoulders. A summary of major intersections is included in table 2.01-7.

Table 2.01-7: CR 500 W Major Intersections

Crossroad	4-Way Stop	2-Way Stop on Crossroad	T-Intersection Stop on Crossroad	Signal
US 52				X
300 South		X		
200 South		X		
100 South		X		
US 40				X

8. CR 600 W (Mt. Comfort Road)

CR 600 W travels north to south through the County for approximately 16 miles. North of I-70, it passes through the unincorporated town of Mt. Comfort. For 3.7 miles the road is within the Town of McCordsville. In the southernmost section of CR 600 W, the road consists of one 10-foot travel lane in each direction for approximately 5.75 miles. From there the lanes expand to 11-foot travel lanes with 8-foot paved shoulders. For the northernmost 2.5 miles of CR 600 W, the paved shoulder width expands to 10 feet. A summary of major intersections is included in table 2.01-8.

Table 2.01-8: CR 600 W Major Intersections

Crossing Road	4-Way Stop	Roundabout	2-Way Stop on Crossing Road	Signal
600 South	X			
W Stinemeyer Rd	X			
SR 52				X
300 South			X	
200 South			X	
100 South			X	
US 40				X
100 North				X
200 North			X	
300 North		X		
350 North			X	
400 North			X	
500 North			X	
600 North				X
650 North			X	
700 North			X	
750 North			X	
US 36				X
900 North				X
1000 North				X

9. Collector Roadways

Table 2.01-9 summarizes the lengths of major and minor collectors in the County.

Table 2.01-9: Major and Minor Collectors in County

Road Name	Classification	Length (Miles)
600 North	Major Collector	14
675 West	Major Collector	7
700 West	Major Collector	10.5
West Stinemeyer Road	Major Collector	3
700 North	Major Collector	4
900 North	Major Collector	8.3
500 North	Major Collector	7
200 North	Major Collector Minor Collector	14
100 North	Major Collector Minor Collector	14
100 South	Major Collector	4
200 South	Major Collector	10
300 South	Major Collector	14
1050 East	Major Collector	6.5
600 East	Major Collector	16.5
200 West	Major Collector	15
400 West	Major Collector	14
500 West	Major Collector	12
700 West	Major Collector	11
800 West	Major Collector	12
1200 East	Minor Collector	5
1000 North	Minor Collector	16
650 North	Minor Collector	1
400 East	Minor Collector Major Collector	9
650 West	Minor Collector	1
150 West	Minor Collector	2
400 South	Minor Collector	4
300 North	Minor Collector Minor Arterial Major Collector	14
Nashville Road	Minor Collector	3.5

2.02 ALTERNATE MODES

A. Pedestrians and Bicycles

Sidewalks generally exist along the main thoroughfares through the incorporated towns and cities in the County, but often do not exist on other local streets. In rural areas, pedestrians are accommodated on wide shoulders, where they exist.

Multiuse paths for pedestrian and bicycle use exist primarily in the western part of the County, near the US 40 corridor, and near schools.

1. The Pennsy Trail is a rails-to-trails conversion of the railroad corridor that US 40 formerly followed. This trail originates in Marion County, just west of the Hancock County line. In the County, it travels from CR 800 W to CR 600 W, and from CR 150 W to CR 400 E through Greenfield. A project was let in February 2022 to extend the trail from CR 600 W to CR 500 W.
2. The Buck Creek Trail is near Cumberland. Starting at the Pennsy Trail at the south end, it travels along Buck Creek to CR 100 N, jogs west to Buck Creek Road, and follows that road north until it ends at I-70.
3. In McCordsville, a side path exists along CR 600 W from McCordsville Elementary School to CR 1000 N, with the exception of two short segments: from CR 750 N to approximately 360 feet south of the intersection with US 36/SR 67; and from US 36/SR 67 to CR 800 N. This trail does not provide a crossing of the double-track CSX Railroad. A side path also exists on the north side of 96th Street/CR 1000 N between Carroll Road and CR 600 W but is technically in Hamilton County jurisdiction.
4. New Palestine does not currently have any exclusive pedestrian and bicycle trails. A project is currently in design to reconstruct CR 600 W between the railroad near US 52 and CR 100 S. This project will include an 8-foot side path on the west side of the roadway.
5. In Fortville, little exists for exclusive pedestrian and bicycle trails. However, a project is currently in design for a trail to connect Fortville with the Mt. Vernon School complex at SR 234 and CR 200 W. This trail will travel from Garden Street in Fortville along Fortville Pike and then turn south on CR 200 W to reach the schools.
6. In Greenfield, side paths exist along Broadway Street between CR 200 N and Greenfield High School, as well as on Franklin Street and McKenzie Street which provides connectivity between the junior high school and the high school.

B. Transit

Existing County transit options consist of call-for-service carriers. Table 2.02-2 shows a summary of participating transportation providers in the County that provide transportation on behalf of consumers.

Table 2.02-1: Transportation Providers in County

Program/Agency Name	Legal Authority
Central Indiana Regional Transportation Authority	Regional Transportation Authorities
CICOA Aging & In-Home Solutions Inc.	Private Non-Profit Organization
Hancock Area Rural Transit/Hancock Senior Services	Private Non-Profit Organization
Noble Inc.	Private Non-Profit Organization
Tangram	Private Non-Profit Organization

Fixed route transit service in the Indianapolis metropolitan area is provided by IndyGo. Route 8 provides 15-minute service along US 40/Washington Street as far east as Cumberland, west of the County line. Currently, there are no fixed routes serving the County.

C. Aviation

The Indianapolis Regional Airport (formerly known as Mount Comfort Airport), or MQJ, is owned and operated by the Indianapolis Airport Authority (IAA). MQJ is located on 1,805 acres north of I-70 and east of CR 600 W/Mt. Comfort Road. MQJ has served the area for 40 years, having opened on November 6, 1977. MQJ has two paved runways: the 6,005-foot asphalt Runway 7/25 equipped with an Instrument Landing System (ILS) on the 7 approach; and the 3,900-foot concrete crosswind runway 16/34. As a general aviation airport, MQJ serves both corporate businesses and private pilots.[1] MQJ is currently developing an updated Airport Master Plan.

2.03 EXISTING TYPICAL SECTIONS

The County follows Indiana Department of Transportation (INDOT) design guidance for roadway typical sections. INDOT subdivides typical sections for each roadway by Average Annual Daily Traffic and/or the type of roadway. Table 2.03-1 lists typical section dimensions that result in the widest total section width for each roadway classification.

Table 2.03-1: County Typical Roadway Sections

	Travel Lane Width (feet)	Shoulder Width (feet)	Clear Zone Width (feet)	Auxiliary Lane Width (feet)	Curb Offset* (feet)
Rural Arterial	12	11 usable 10 paved	22	11	N/A
Rural Collector	12	10 usable 8 paved	22	11	N/A
Urban Arterial (4 Lanes)	12	Curbed: 2 paved Uncurbed: 4 paved	16	11	2
Urban Arterial (2 Lanes)	12	Curbed: 2 paved Uncurbed: 10 paved	16	11	2
Urban Collector	11	Curbed: 2 paved Uncurbed: 8 paved	18	11	2
Urban Local Road	11	2 usable	16	10	2
Rural Local Road	12	8 usable	22	10	N/A

**If applicable*

[1] https://www.ind.com/mqjmasterplan referenced February 12, 2022

SECTION 3: FUTURE CONDITIONS

3.01 MOTOR VEHICLES

A. Future Land Use and Projected Traffic Volumes

Figure 3.01-1 shows the Future Land Use map developed by the Future Hancock team and local stakeholders. The Future Land Use map reflects continued agricultural land use for the eastern portion of the County. Continuing industrial and commercial/business park development served by CR 600 W/Mt. Comfort Road is planned, which is complemented by new areas of suburban residential, planned neighborhoods, neighborhood commercial, and village center land uses in the western portion of the County.

Figure 3.01-1: Map 3. Hancock County Future Land Use Map

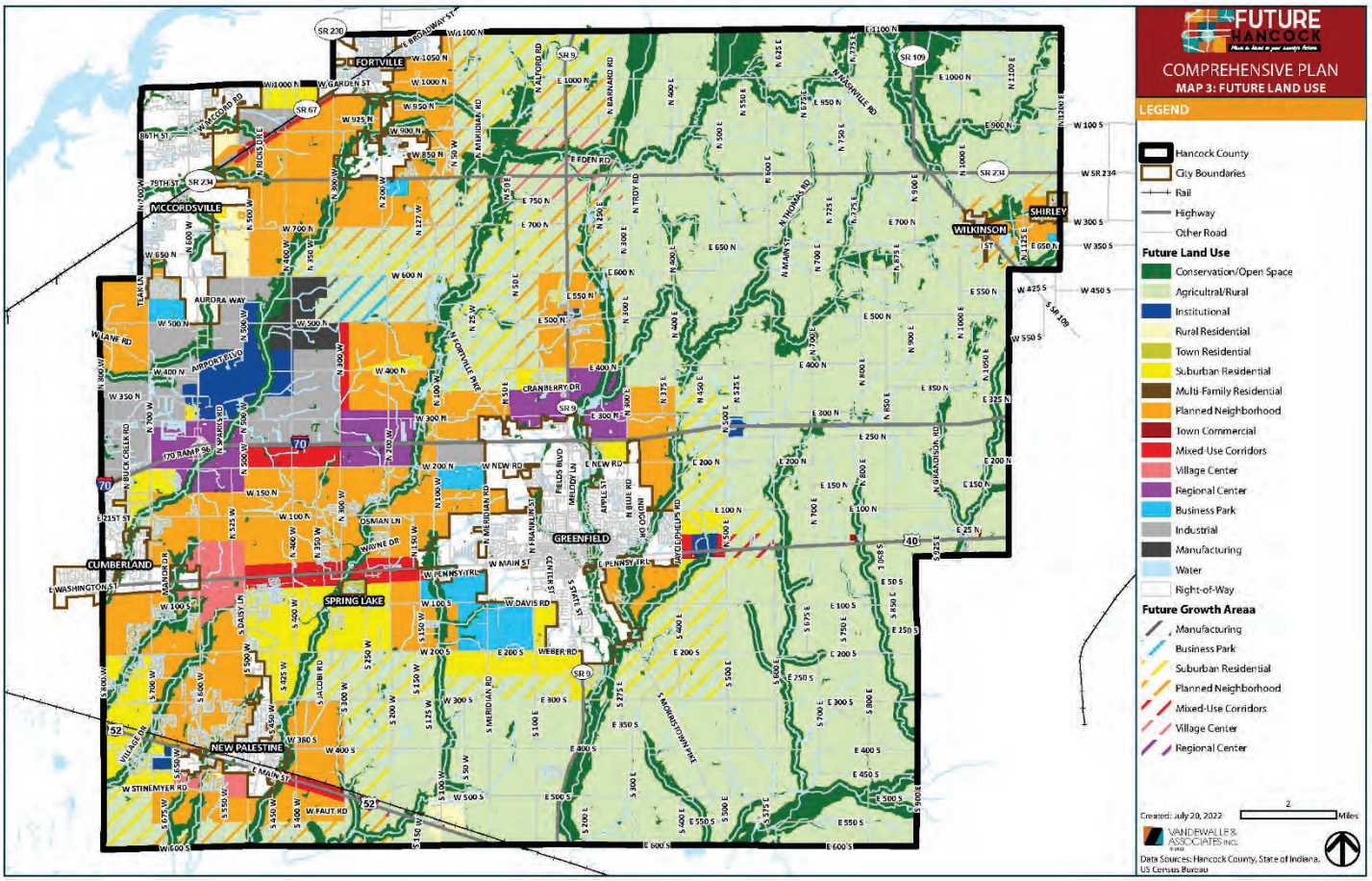


Figure 3.01-2: Future Traffic Volumes from the MPO TDM (2050)

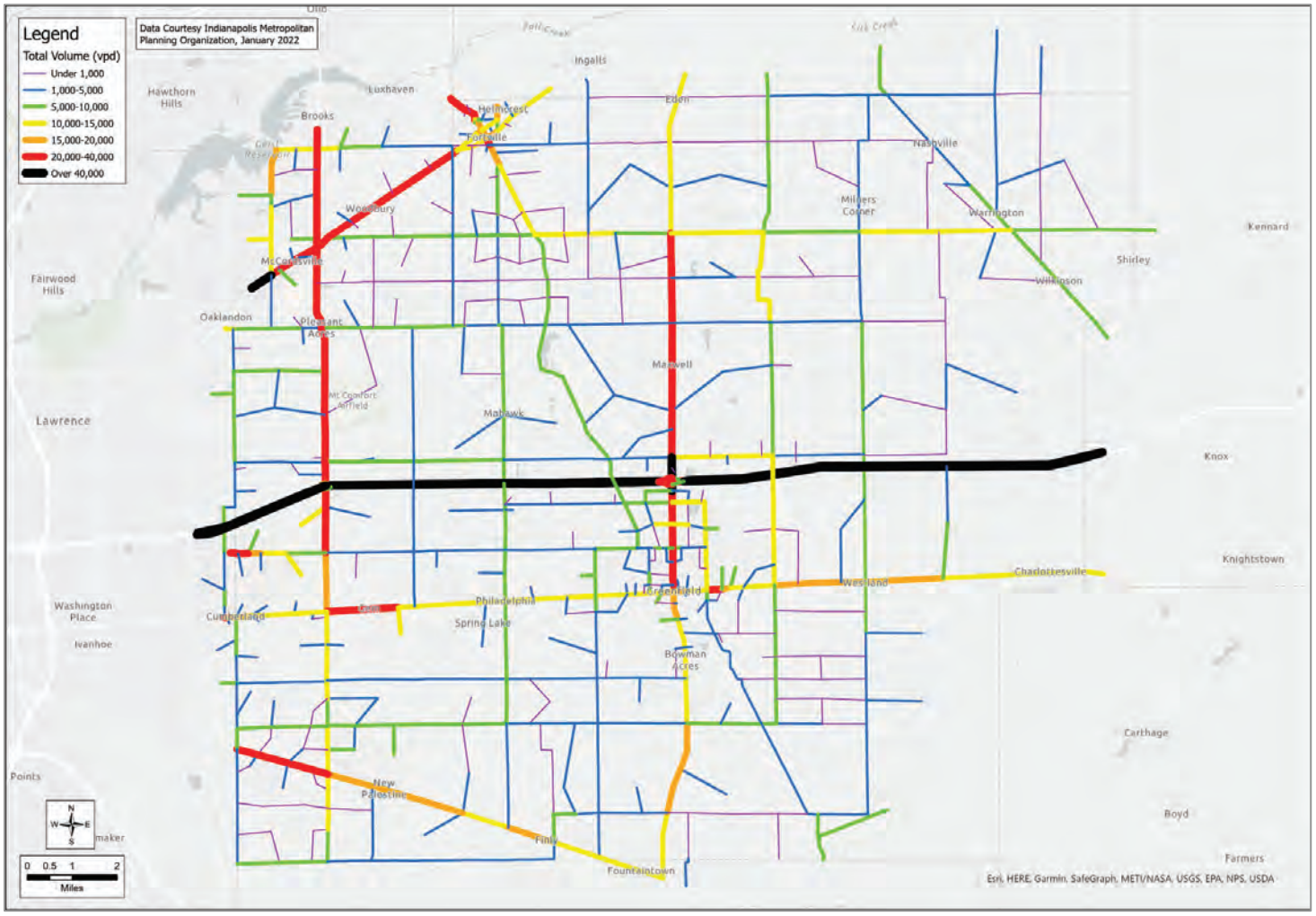


Figure 3.01-2 shows the future (2050) traffic volumes from the MPO TDM. The TDM reflects planned land uses from adopted plans as of January 2022, and is not fully reflective of the Future Land Use map developed as part of Future Hancock. The MPO traffic forecasts that a number of corridors in Hancock County will carry more than 10,000 vpd, which is the range where expansion from a two-lane road to a three-lane road (one travel lane in each direction with a center left-turn lane) or a four-lane road may need to be considered. Some corridors generally carry 15,000 to 20,000 vpd or more, suggesting a two-lane facility is not likely to have sufficient capacity to avoid recurring congestion and delays.

Furthermore, a review of the increased population and employment in the TDM between 2020 and 2050 suggests that the model likely underestimates the growth that is now planned between CR 600 W and CR 200 W. Specifically, the growth planned northeast of the CR 600 W/Mt. Comfort Road interchange with I-70 would likely result in higher traffic volumes on CR 600 W/Mt. Comfort Road north of I-70, CR 300 N between CR 600 W and CR 200 W, and CR 500 N between CR 600 W and CR 200 W than the model indicates. The MPO model also predicts heavy truck traffic will double on most of these corridors, even without a new I-70 interchange at CR 200 W and with a lower amount of population and employment growth in this area than is currently expected.

Figure 3.01-3: Hancock County 2050 Traffic Volumes Estimation Process

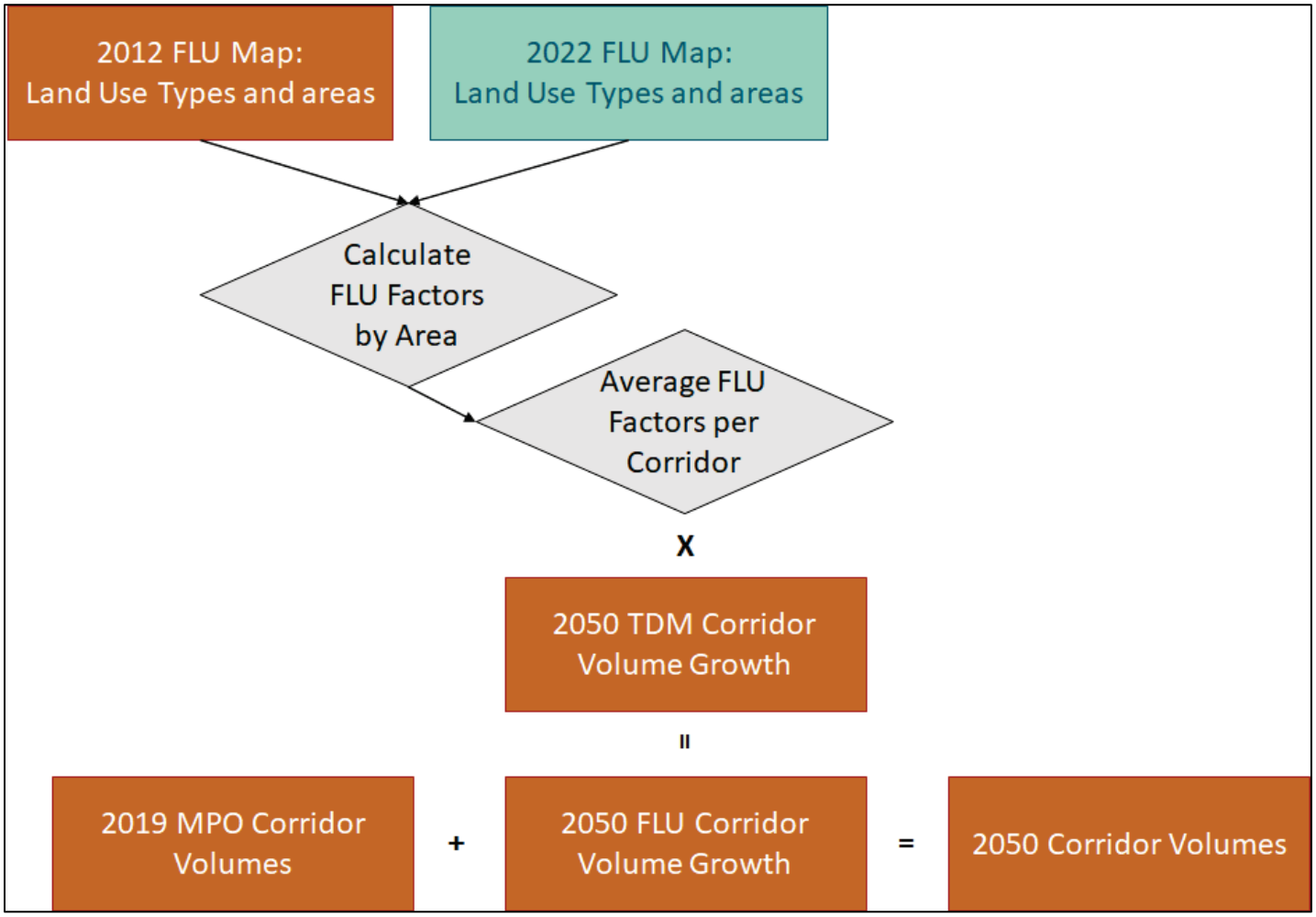


Figure 3.01-3 shows the process the study team used to create an updated estimate of the 2050 traffic volumes in Hancock County.

First, the study team compared the future land use types, locations, and areas between the currently adopted 2012 Future Land Use (FLU) Map upon which the 2050 MPO TDM is based with the draft Future Hancock 2022 FLU Map. Based on the differences the study team created FLU Factors to account for the generally higher traffic generating land uses in the 2022 FLU Map. The FLU Factors are based on the land use differences over the following general areas within Hancock County:

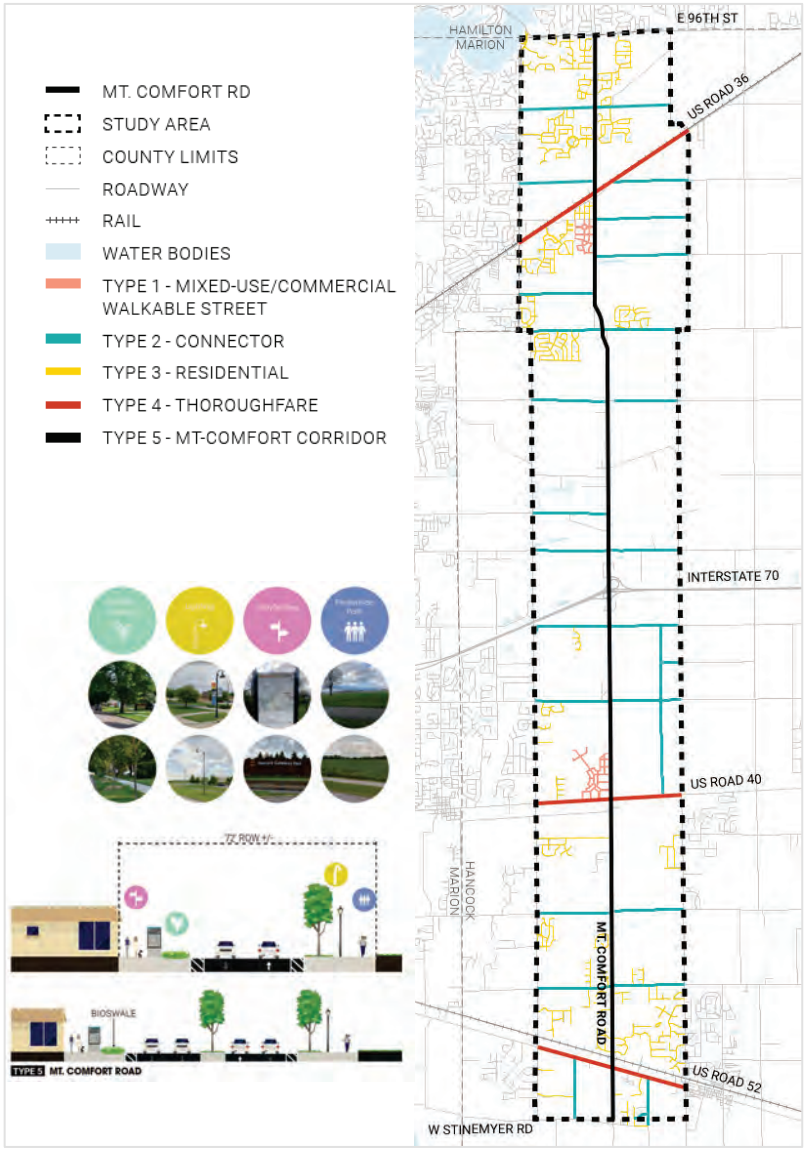
- New Palestine Area
- Cumberland/Gem Area
- Mt. Comfort Road North Area
- McCordsville Area
- East Airport Area
- SR 9 Area

Second, the study team calculated FLU Factors per Corridor based on applying a weighted average to the base FLU Factors likely to contribute traffic to specific corridors.

Third, the study team applied FLU Factors per Corridor to the growth predicted between 2020 and 2050 by the MPO TDM and added the resultant traffic volume growth to 2019 traffic volumes provided by the MPO.

Finally, the 2050 corridor volumes were evaluated against existing corridor cross sections (number of travel lanes) and the study team developed the following recommendations. Appendix A provides details of the process to create the estimated 2050 traffic volumes.

Figure 3.01-4: Mt. Comfort Corridor Visioning Project



B. Improved Corridors, New Roadway Connections, and Changes to Functional Classifications

1. CR 600 W/Mt. Comfort Road

   The County should generally support and seek to help implement the corridor plan developed in the Mount Comfort Corridor Visioning Project (MCCVP) completed by Stantec, Inc. and dated July 16, 2021. Figure 3.01-4 shows the transportation recommendations included in the MCCVP. Along CR 600 W/Mt. Comfort Road itself the street typology calls for a four-lane divided street section where forecasted future traffic volumes warrant it. This Thoroughfare Plan incorporates and adopts the Mount Comfort Corridor Visioning Project for implementation except where additions or changes are noted.

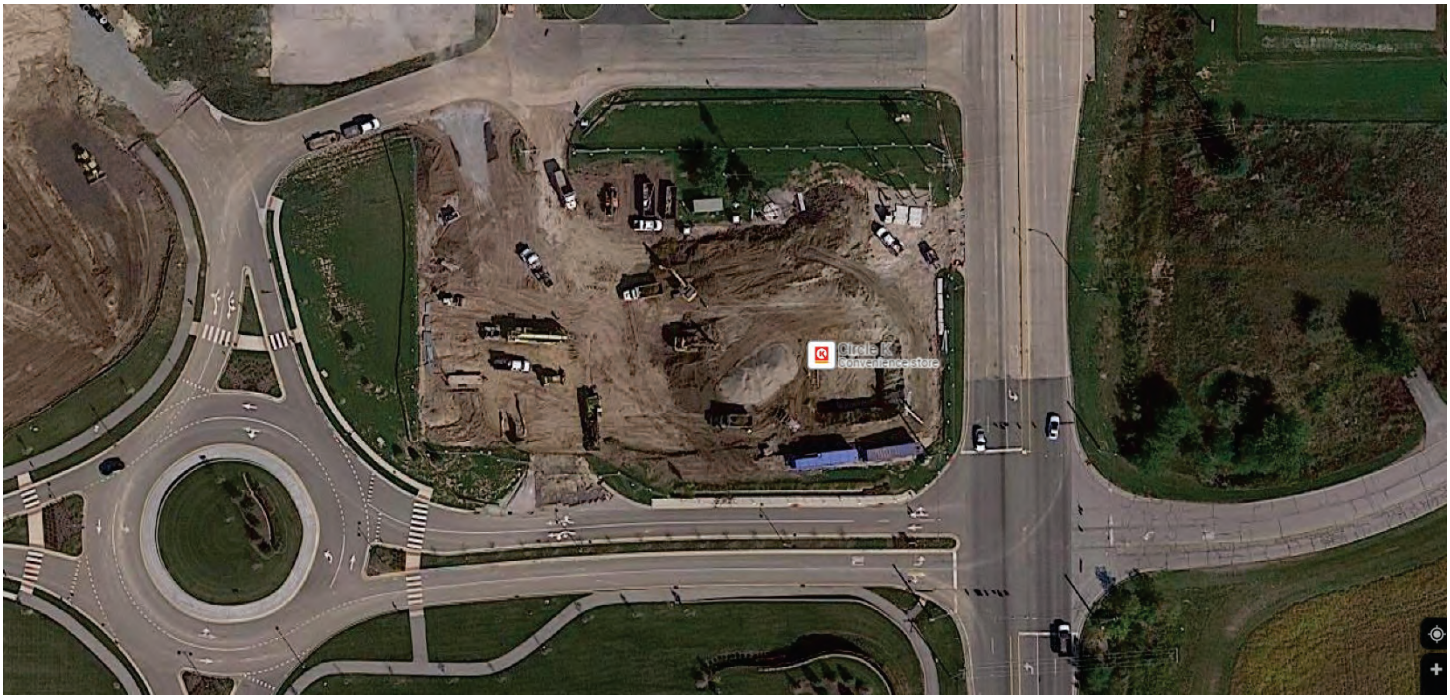
   Following are specific recommendations based on the Future Hancock land uses and estimated 2050 traffic volumes developed by the study team for this Thoroughfare Plan.

a. CR 600 W from CR 200 N to CR 500 N

2019 Traffic Volumes:	20,000 vpd
Existing Section:	4/5 lane section
2050 Traffic Volumes:	31,000 vpd
Proposed Section:	No Change

Limit new access points to cross streets, frontage or backage roads, and/or right-in/right-out access on CR 600 W. Figure 3.01-5 shows recent improvements to access control in this area.

Figure 3.01-5: Recent Access Control Improvements on CR 600 W



b. CR 600 W from US 40 to CR 200 N

2019 Traffic Volumes:	14,000 vpd
Existing Section:	2 lane section
2050 Traffic Volumes:	20,000 vpd
Proposed Section:	Widen to 4/5 lane section, or 3 lane section

Limit the number of new full access driveways. 2050 volumes in this area are expected to be similar to 2019 volumes on CR 600 W south of CR 500 N.

c. CR 600 W from CR 500 N to E 96th Street

2019 Traffic Volumes:	15,000 vpd
Existing Section:	2 lane section with some turn/bypass lanes
2050 Traffic Volumes:	23,000 vpd
Proposed Section:	Widen to 4/5 lane section.

Limit the number of new full access driveways. 2050 volumes in this area are expected to be similar to 2019 volumes on CR 600 W north of I-70.

d. CR 600 W from US 52 to US 40

2019 Traffic Volumes:	8,000 vpd
Existing Section:	2 lane section with some turn/bypass lanes
2050 Traffic Volumes:	13,000 vpd
Proposed Section:	Widen to 3 lane section and/or add turn/bypass lanes as needed

2050 volumes in this area are expected to be similar to 2019 volumes on US 40 at Apple Street (see Figure 3.01-6).

Figure 3.01-6: Three-Lane Section on US 40 at Apple Street

2. New I-70 Interchange at CR 200 W

Previous planning efforts have considered the need for, value of, and impacts associated with new interchanges on I-70. The two locations that show the most promise are CR 200 W between the existing interchanges at CR 600 W and SR 9 and CR 600 E between the existing interchanges at SR 9 and SR 109. Based on the current planning that primarily maintains the agricultural land uses in eastern Hancock County and the lack of planned utilities needed to serve development that could be attracted by a new interchange at CR 600 E, that location is a lower priority for a new interchange at this time.

Considering the growth planned in the Future Hancock Future Land Use map northeast of the CR 600 W/Mt. Comfort Road interchange, a new I-70 interchange at CR 200 W would potentially provide the following benefits:

- Provide improved access and mobility for the planned growth areas
- Reduce the traffic burden on CR 600 W, including the heavy truck traffic associated with the planned industrial and commercial land uses north of I-70
- Provide alternate access to Greenfield, relieving the SR 9 corridor
- Make the CR 200 W corridor north and south of I-70 more attractive for future growth

3. Improved CR 200 W/CR 300 W corridor

Upgrade CR 200 W south of CR 300 N and upgrade CR 300 W north of CR 300 N. Designate the CR 200 W/CR 300 W corridor throughout the County as a Major Arterial in anticipation of a new I-70 Interchange. Consider constructing roundabouts at the intersections of CR 200 W/CR 300 N and CR 300 W/CR 300 N to facilitate the north-south corridor. At CR 600 N eliminate the exiting offset tee intersections to provide a continuous north to south route throughout the full length of the County.

CR 200 W/CR 300 W should generally be planned to accommodate a three-lane typical section with center left-turn lane (retrofit where existing driveways and side streets exist and cannot be reconfigured) from US 40 to CR 500 N. The portion of CR 200 W that will carry the highest traffic volumes is expected near I-70 (from CR 200 N to CR 300 N) serving the planned industrial, commercial, and residential growth in this part of the County. This portion of CR 200 W should be planned as a four-lane divided boulevard or five-lane section.

a. CR 200 W from CR 200 N to CR 300 N

2019 Traffic Volumes:	3,000 vpd
Existing Section:	2 lane section without turn/bypass lanes
2050 Traffic Volumes:	9,000 vpd (higher near the proposed I-70 interchange)
Proposed Section:	Widen to 4/5 lane section

2050 volumes in this area are expected to be similar to 2019 volumes at SR 9 and I-70.

b. CR 200 W/CR 300 W from CR 300 N to CR 500 N

2019 Traffic Volumes:	2,000 vpd
Existing Section:	2 lane section without turn/bypass lanes
2050 Traffic Volumes:	5,000 vpd (higher at full buildout beyond 2050)
Proposed Section:	Widen to 3 lane section

The estimated 2050 volumes above do not fully reflect the ultimate development possible in this area. This new Major Arterial serving the proposed I-70 interchange at CR 200 W should be shifted west to CR 300 W north of I-70. This allows the higher traffic volumes and truck traffic to avoid passing through Mohawk and the Mt. Vernon Schools campus to the north. This realignment could occur by directing traffic to use an improved CR 300 N to travel between CR 200 W and CR 300 W.

c. CR 200 W from US 40 to CR 200 N

2019 Traffic Volumes:	4,000 vpd
Existing Section:	2 lane section with some turn/bypass lanes
2050 Traffic Volumes:	7,000 vpd (possibly higher with SR 9 diversion)
Proposed Section:	Widen to 3 lane section and/or add turn/bypass lanes as needed

The estimated 2050 volumes above may not fully reflect diversion that could occur from SR 9 to CR 200 W due to the proposed I-70 interchange at CR 200 W. For some Greenfield residents it may be more desirable to use CR 200 W to access I-70 for trips to/from the west rather than traveling SR 9 and through the signalized intersections along that corridor.

d. CR 200 W/CR 300 W Remainder (north of CR 500 N and south of US 40)

Add turn/bypass lanes as needed. Realign the offset tee CR 300 W intersections at CR 600 N.

4. CR 300 N

   Upgrade CR 300 N between CR 600 W and CR 200 W from Minor Arterial to Major Arterial. Plan to accommodate a three-lane typical section with center left-turn lane.

   Upgrade CR 300 N between CR 200 W and SR 9 from Major Collector to Minor Arterial. Plan to accommodate a three-lane typical section with center left-turn lane.

   a. CR 300 N from CR 600 W to CR 200 W

2019 Traffic Volumes:	3,000 vpd
Existing Section:	3 lane/2 lane section with turn/bypass lanes
2050 Traffic Volumes:	6,000 vpd (higher at full buildout beyond 2050)
Proposed Section:	Widen to 3 lane section

      2050 volumes in this area are expected to be similar to 2019 volumes on CR 600 W north of New Palestine. The estimated 2050 volumes above do not fully reflect the ultimate development possible in this area.

   b. CR 300 N from CR 200 W to SR 9

2019 Traffic Volumes:	3,000 vpd
Existing Section:	2 lane section without turn/bypass lanes
2050 Traffic Volumes:	6,000 vpd (higher at full buildout beyond 2050)
Proposed Section:	Widen to 3 lane section and/or add turn/bypass lanes as needed

      2050 volumes in this area are expected to be similar to 2019 volumes on CR 600 W north of New Palestine. The estimated 2050 volumes above do not fully reflect the ultimate development possible in this area.

5. CR 500 N

   Upgrade CR 500 N between CR 600 W and CR 300 W from Major Collector to Minor Arterial. Plan to accommodate a three-lane typical section with center left-turn lane or add turn/bypass lanes as needed.

2019 Traffic Volumes:	2,000 vpd
Existing Section:	2 lane section without turn/bypass lanes
2050 Traffic Volumes:	5,000 vpd (higher at full buildout beyond 2050)
Proposed Section:	Widen to 3 lane section and/or add turn/bypass lanes as needed

   2050 volumes in this area are expected to be similar to 2019 volumes on CR 600 W north of New Palestine. The estimated 2050 volumes above do not fully reflect the ultimate development possible in this area.

6. CR 200 N

   Upgrade CR 200 N between CR 600 W and Fortville Pike from Major Collector to Minor Arterial. Plan to accommodate a three-lane typical section with center left-turn lane or add turn/bypass lanes as needed.

2019 Traffic Volumes:	3,000 vpd
Existing Section:	2 lane section without turn/bypass lanes
2050 Traffic Volumes:	7,000 vpd (higher at full buildout beyond 2050)
Proposed Section:	Widen to 3 lane section and/or add turn/bypass lanes as needed

   2050 volumes in this area are expected to be similar to 2019 volumes on CR 600 W north of New Palestine. The estimated 2050 volumes above do not fully reflect the ultimate development possible in this area.

7. CR 525 W

   Upgrade CR 525 W between US 40 and CR 200 N from Local Road to Minor Collector. The combination of this section of CR 525 W and CR 500 W south of US 40 provides an alternate north to south route to CR 600 W. The existing two-lane section should provide adequate capacity for future volumes. Turn lanes should be considered at the intersections. Consider connecting CR 525 W to CR 500 W south of US 40 via currently vacant land.

2019 Traffic Volumes:	500 vpd
Existing Section:	2 lane section without turn/bypass lanes
2050 Traffic Volumes:	1,000 vpd (relief route for CR 600 W)
Proposed Section:	Add turn/bypass lanes as needed

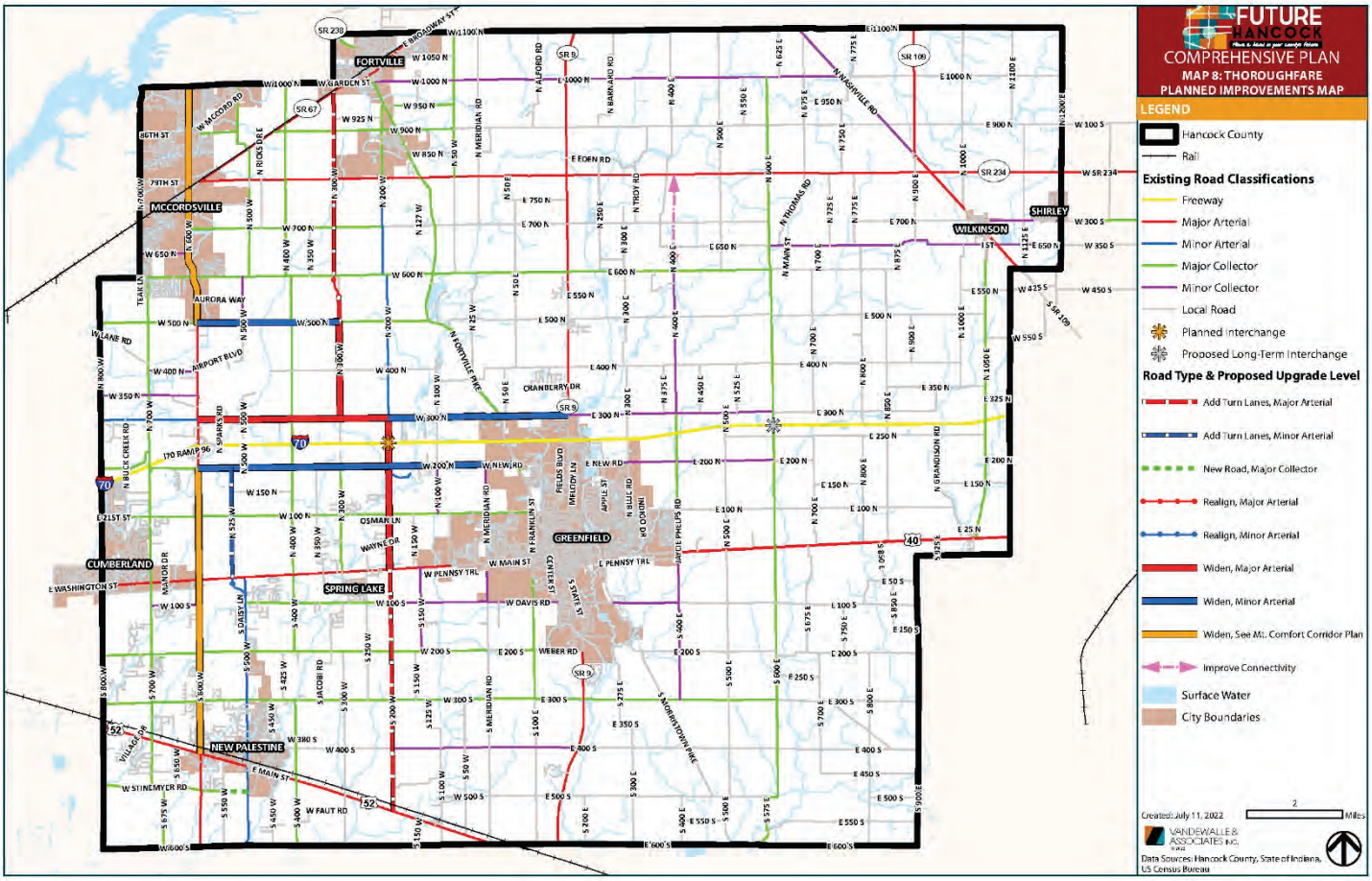
   Consider realigning CR 525 W with CR 500 W south of US 40.

8. North-South Routes parallel to and east of SR 9

   The 2050 traffic forecasts indicate SR 9 could carry between 20,000 and 40,000 vpd from US 40 to SR 234. Opportunities to add capacity on SR 9 are limited, and continuous alternate north to south routes are lacking east of Maxwell between SR 9 and CR 600 E. While a new I-70 interchange at CR 200 W would provide relief to SR 9, considering the more intensive land uses shown in the Future Land Use map versus the MPO model, the County should look for opportunities to improve north to south continuity along CR 300 E and CR 400 E as they arise.

Figure 3.01-7 highlights the proposed updates to the Hancock County Throughfare Plan Map.

Figure 3.01-7: Map 8. Thoroughfare Planned Improvements



C. Travel Demand Management (DM)

Travel Demand Management (DM) refers to strategies whose primary goal is to reduce the traffic impacts associated with development and make transportation associated with it more sustainable. This is accomplished by developing a partnership between elected officials, municipal staff, and development teams to identify strategies that will reduce the number of peak-hour, single-occupant motor vehicle trips to and from the development site. DM plans and programs often set an initial goal of reducing single-occupant motor vehicle trips (SOMV) by 15 to 30 percent compared to Institute of Transportation Engineers trip generation rates.

The County should encourage use of DM strategies as development continues to occur, particularly where the density of jobs and/or housing is higher. A brief description of strategies to consider follows.

1. Transportation Management Associations (TMA)

   A TMA is a non-profit organization that supports, monitors, and refines/updates DM strategies for an area with multiple property and/or business owners, such as shopping malls or warehouse districts. It is typically member-controlled with a board that includes representatives of the member property and business owners.

   Among other duties, a TMA is responsible for implementing, maintaining, and managing the DM strategies and may enforce and sustain the DM. A TMA may typically levy fines for continuing or flagrant violations of the DM measures. All owners within the TMA may be subject to a general annual assessment, determined and levied by TMA board for the purpose of paying the costs and expenses incurred by the TMA and are also subject to special assessments for extraordinary expenses that are outside the budgeted general annual assessment.

2. Measures to Encourage Walking and Bicycling

   As development occurs, the County and other reviewing agencies should consider and require the appropriate level of pedestrian and bicycle infrastructure to make walking and bicycling a more achievable means of transportation to and from individual sites. Specific measures to consider requiring or encouraging include:

   - Provide on-site, covered bicycle parking.
   - Provide a bike repair and maintenance facility.
   - Provide lockers and showers for employees.
   - Provide sidewalk along all street frontage and connect it to building entries.
   - Provide funding for additional public street improvements to improve conditions for pedestrians and bicyclists.

3. Transit and Shared Ride Services

   Transit is much more efficient on a per trip basis than travel by personal automobile, when sufficient density exists to make service feasible. Shared ride options can reduce parking demand and may result in fewer motor vehicle trips to and from the site over the course of a day. Specific measures to consider requiring or encouraging include:

   - Provide or help fund vanpools and or shuttle bus options.
   - Provide on-site car share or fleet vehicles.
   - Provide or participate in a guaranteed ride home program to offer a fixed amount of reimbursable taxi rides for employees that choose not to drive to work.
   - Continue to monitor land use types and densities and communicate with the Central Indiana Regional Transit Authority (CIRTA) and IndyGo transit services regarding the feasibility of expanded service to the County.

4. Parking

   The number of on-site, free parking stalls has one of the largest impacts on the number of SOMV trips to and from individual properties. Providing less parking can reduce transportation impacts of a site provided viable alternatives to driving are made available. Specific measures to consider requiring or encouraging include:

   - Priced parking program (one or both of the following)
     - Construct less parking and with the savings offer a stipend for employees that choose not to drive to work.
     - Charge employees and residents a monthly rate for parking.
   - Provide premium parking for carpool vehicles.

5. Land Use

   Providing mixed land uses within a site or among neighboring sites can reduce the need to use a personal automobile for travel. Specific measures to consider requiring or encouraging include:

   - Complementing employment, services, and housing land uses (mixed use) within individual sites or adjacent to one another with adequate pedestrian and bicycle accommodations connecting them.
   - Provide on-site day care for larger employers.

3.02 ALTERNATE MODES

A. Pedestrians and Bicycles

1. Complete Streets

Complete Streets is a term used to describe an overall goal to improve accommodations on streets and highways for pedestrians, bicyclists, and transit users instead of only prioritizing personal motor vehicle and freight transportation modes. Improving conditions for pedestrians and bicyclists through Complete Streets initiatives has a number of potential benefits. Nationally, the percentage of children walking or bicycling to school has dropped significantly since 1969. At that time, 48 percent of children walked or bicycled to school while 12 percent were driven in a family vehicle. In 2009, 13 percent of children walked or bicycled to school while 45 percent were driven in a family vehicle.[2] Parents driving students to school comprise 10 to 14 percent of morning peak hour traffic.[3] More parents driving creates more traffic which leads to yet more parents driving their children rather than letting them walk or bike to school. Implementing Complete Streets improvements in urban and suburban areas can increase the number of parents who are comfortable letting their children walk or bike to school.

Another benefit of providing pedestrian accommodations is the benefit they provide to senior residents; nationally, 21 percent of people over 65 years of age do not drive. Of this population, approximately one half stay home on a given day because they lack travel options. These senior citizens could benefit from improved access to basic services such as groceries and daily appointments. As the Baby Boomer generation ages, this demographic is a growing segment of the population.

There are also health benefits associated with providing complete streets and pedestrian infrastructure. 55 percent of the US adult population falls short of daily activity guidelines. 43 percent of people with safe places to walk typically meet recommended activity guidelines, versus 27 percent of those without safe places to walk. People in walkable neighborhoods do 35 to 45 more minutes of moderate intensity physical activity per week.

Finally, improving conditions for pedestrians and bicyclists is increasingly seen as a key component to quality of life for when people are making decisions regarding where they prefer to live and work.

The Hancock County Trails Plan includes the following complete streets recommendations:

- ENG-4. Strategy: Adopt Complete Streets policies
- ENG-7. Strategy: Create a Complete Streets checklist to ensure policy standards are met

[2] https://www.saferoutespartnership.org/healthy-communities/101/facts
[3] McDonald, Brown, Marchetti, & Pedroso, 2011

2. Key Corridors and Connections

The Hancock County Trails Plan was adopted in late 2018. The key routes and priorities remain appropriate considering the Future Hancock Future Land Use map. This Thoroughfare Plan incorporates and adopts the Hancock County Trails Plan for implementation except where additions or changes are noted. This Thoroughfare Plan recommends four additions.

- Proposed Multiuse Trail along CR 300 N connecting the future industrial, commercial, and residential land uses northwest of I-70 and CR 600 W interchange to the SR 9 and CR 600 W corridors.
  - 600 W to SR 9: North Side
- Proposed Multiuse Trail between New Palestine in the southwest part of the County and Eden in the north central part of the County along Sugar Creek and connecting greenways.
  - New Pal to 300 S: East Side
  - 300 S to 200 S: West Side
  - 200 S to 100 S: East Side
  - 100 S to 100 W/375 N: West Side
  - 100 W/375 N to Eden: East Side
- Proposed Multiuse Trail along CR 200 W/CR 300 W.
  - County Line to US 40: West Side
  - US 40 to 100 N: East Side
  - 100 N to Fortville: West Side
- Proposed Multiuse Trail between Beckenholt Park and Fortville along Fortville Pike
  - Beckenholt Park to Fortville Pike: West Side

Figure 3.02-1: Map 9. Bike/Pedestrian Trails

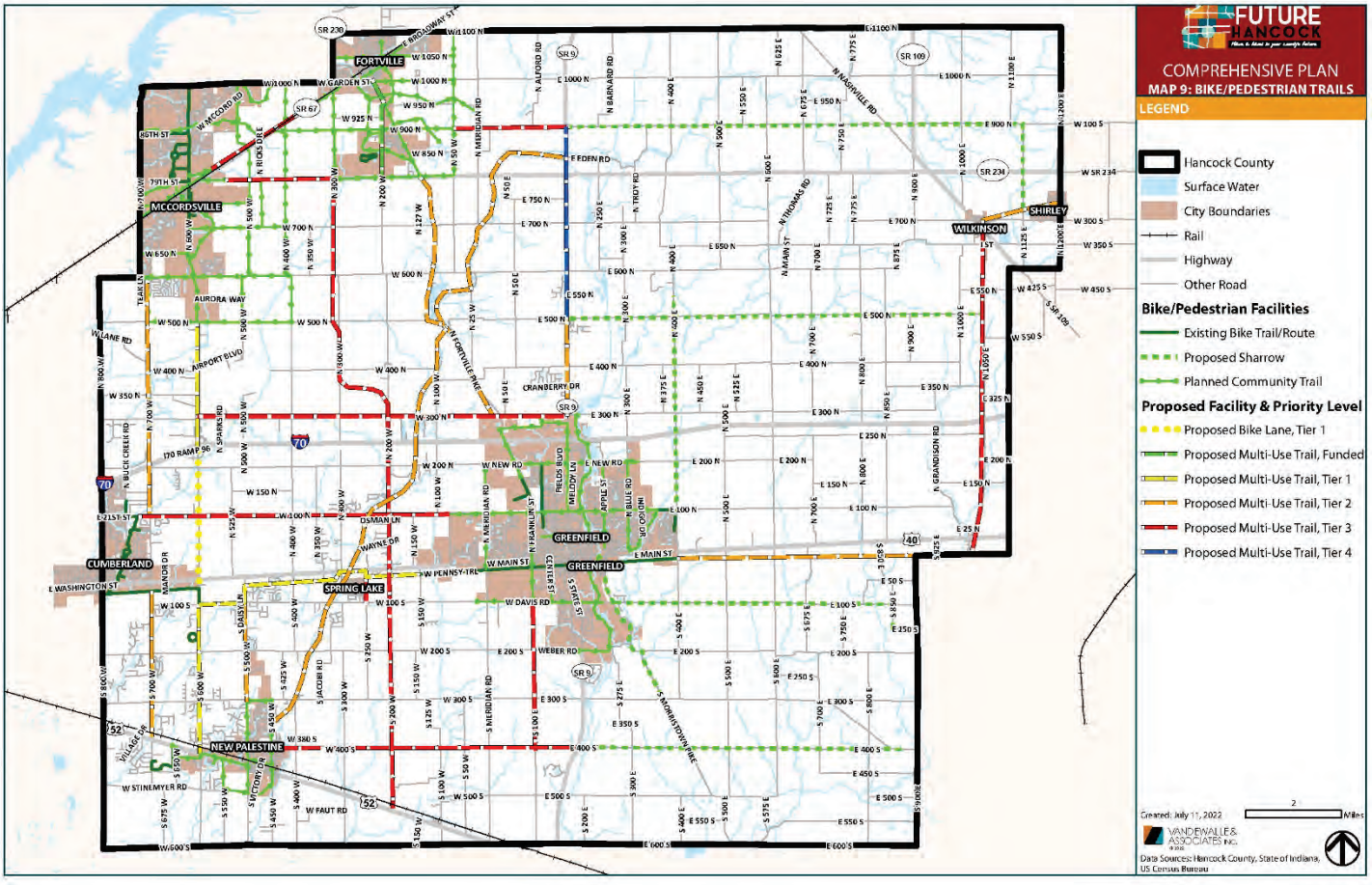


Figure 3.02-1 shows the updated County Trails Plan with the four additions noted above highlighted.

Proposed multiuse paths are categorized by tier, as follows:

- Tier 1:
  - CR 600 W Corridor
    - Consider locating the path on the west side of CR 600 W
  - Pennsy Trail connection between CR 600 W and CR 150 W
    - Consider locating the path along the former rail line south of US 40 from CR 600 W to CR 300 W; along the west side of CR 300 W north to US 40; along the south side of US 40 from CR 300 W to CR 250 W; along the west side of CR 250 W south to the former rail line; along the former rail line to meet the existing Pennsy Trail

- Tier 2:
  - CR 700 W Corridor
    - Consider locating the path along the west side from the Pennsy Trail to CR 300 S
  - CR 500 W between Pennsy Trail and CR 300 S (New Palestine limits)
    - Consider locating the path along the east side from CR 300 N to CR 500 N
  - SR 9 from CR 300 N to CR 500 N, connecting Greenfield and Maxwell
    - Consider locating the path along the east side from CR 300 N to CR 500 N
  - Extension of the Pennsy Trail from CR 400 E to the east
    - Consider locating the path along the former rail line
  - A rail trail connecting the towns of Wilkinson and Shirley
    - Consider locating the path along the south side of CR 700 N from SR 109 to Shirley Street
  - Proposed Multiuse Trail between New Palestine and Eden along Sugar Creek and connecting greenways (added by this Thoroughfare Plan)
  - Proposed Multiuse Trail between Beckenholt Park and Fortville along Fortville Pike.
    - Consider locating the path along the south side of CR 700 N from SR 109 to Shirley Street
- Several more projects are considered Tiers 3 and 4 as shown in the figure.

B. Transit

The CIRTA currently has three workforce connector routes in operation. Two routes serve business/industrial parks in Plainfield (one north and one south of US 40 near Ronald Reagan Parkway). The third route serves business/industrial parks in Whitestown along both sides of I-65 from Whitestown Parkway to Albert South White Drive. All three routes tie into Marion County and IndyGo stops to expand mobility.

Four additional proposed routes are currently in planning stages and anticipate starting services in 2022 or 2023. These proposed routes would serve the I-70 and SR 39 warehouse area in Plainfield; Greenwood, Whiteland, and Franklin warehouse districts along I-65 in Johnson County; the Mt. Comfort warehouse area and the new adult training center at the old John Marshall High School in Marion County; and the I-74, Ronald Reagan, and Industrial Drive business districts in Brownsburg. All of these services would also tie into IndyGo stops in Marion County.[4]

The County should continue coordinating with the MPO and CIRTA as development occurs that is served by CR 600 W/Mt. Comfort Road. There may be future opportunities to connect housing and jobs with additional or modified transit service.

C. Aviation

MQJ is currently updating its airport master plan. As noted, MQJ has two paved runways. Runway 7-25 is 6,000-feet in length and is equipped with an ILS on the 7 approach. Airport staff are considering extending runway 7-25 to 7,000 feet in length and adding ILS on the 25 approach.

[4] https://d16db69sqbolil.cloudfront.net/mpo-website/downloads/MTP-LRTP/MTP-2050/2050-MTP_2021-12-15_220125_170022.pdf

3.03 PROPOSED TYPICAL SECTIONS

Table 3.03-1 shows the recommended typical section widths for County roads. The proposed updates are shown in italicized text and are intended to provide sufficient width for buffered on-street bicycle accommodations in the urbanized areas.

Table 3.03-1: Recommended Typical Section Width for County Roads

	Travel Lane Width (feet)	Shoulder Width (feet)	Clear Zone Width (feet)	Auxiliary Lane Width (feet)	Curb offset* (feet)
Rural Arterial	12	11 usable 10 paved	22	11	N/A
Rural Collector	12	10 usable 8 paved	22	11	N/A
Urban Arterial (4 Lanes)	12	Curbed: *8 paved* Uncurbed: *10 paved*	16	11	2
Urban Arterial (2 Lanes)	12	Curbed: *8 paved* Uncurbed: 10 paved	16	11	2
Urban Collector	11	Curbed: 2 paved Uncurbed: 8 paved	18	11	2
Urban Local Road	11	2 usable	16 ft	10	2
Rural Local Road	12	8 usable	22	10	N/A

SECTION 4: RECOMMENDED CAPITAL IMPROVEMENTS

4.01 PRIORITIZED PROJECTS LIST

The study team prioritized potential future projects for roads and trails in Hancock County based on the following criteria:

Urgency: the degree to which the project is needed in the near-term to address existing or imminent motor vehicle congestion, or to fill a critical gap in the pedestrian and bicycle system.
Synergy: the degree to which the project provides multiple benefits for mobility, accessibility, safety, and economic impacts.
Value: a planning-level assignment of relative level of benefit vs. relative project costs

Each project included in the Thoroughfare Plan Map and the Tier 1 and Tier 2 Priority Trails in the Trails Plan Map were scored from 1 to 3 on the three criteria above with 1 being higher or better compared to 3 being lower or poorer. Therefore, the lowest priority scores (PS) have the highest priority. Therefore, a score of PS of 3 represents the highest priority, while a PS of 9 represents a low priority project. The scoring and results are summarized in appendix A.

A. Motor Vehicle Projects

Motor Vehicle Project	Priority Score
Tier 1	
CR 600 W from US 40 to CR 200 N	4
CR 600 W from CR 500 N to E 96th Street	4
CR 600 W from US 52 to US 40	4
Tier 2	
CR 200 W from CR 200 N to CR 300 N	6
CR 200 W/CR 300 W from CR 300 N to CR 500 N	6
CR 200 W from US 40 to CR 200 N	6
CR 300 N from CR 600 W to CR 300 W	7
CR 300 N from CR 200 W to SR 9	6
CR 500 N from CR 600 W to CR 300 W	7
CR 200 N from CR 600 W to Fortville Pike	6
Tier 3	
CR 525 W from US 40 to CR 200 N	8
CR 300 E/CR 400 E from I-70 to SR 234	8

B. Trails Projects

Trails Project	Priority Score
Tier A	
CR 600 W Multiuse Trail/Protected Bike Lane from US 52 to CR 500 N	3
Pennsy Trail Multiuse Trail from CR 600 W to CR 150 W	3
Tier B	
CR 700 W Multiuse Trail from US 52 to Pennsy trail	5
CR 700 W Multiuse Trail from CR 100 N to CR 600 N	5
CR 500 W Multiuse Trail from CR 300 S to CR 100 S	5
SR 9 Multiuse Trail from CR 300 N to CR 500 N	5
Railroad Street Multiuse Trail from Wilkinson to Shirley	5
Tier C	
Pennsy Trail from CR 400 E to the County Line	6
Sugar Creek Multiuse Trail from New Palestine to Eden	7
Fortville Pike Multiuse Trail from Beckenholt Park to Fortville	7

4.02 IMPLEMENTATION MATRIX

The study team reviewed the Indianapolis MPO's Metropolitan Transportation Plan (MTP) and the Hancock County Highway Department's Capital Improvements Plan (CIP) and cross referenced the projects included against the Thoroughfare Plan's Prioritized Projects list. Table 4.02-1 provides a summary. The MPO uses 10-year date ranges in their MTP: 2020-2029; 2030-2039; and 2040-2049. Those projects labeled as "Illustrative" have not been assigned to any of the three time periods.

Upon adoption of the 2022 Thoroughfare Plan some of the priority corridors/and projects should be considered as possible additions to the Regional and/or County plans.

Improvements to the CR 600 W/Mt. Comfort Road north of I-70 are currently included in the MTP and CIP. The portions of CR 600 W south of I-70 should be added to the current plans.

Improvements to CR 200 W are included in the current MTP between US 40 and CR 300 N but this portion of the corridor is not currently in the CIP and should be considered as a possible addition. To be consistent with CR 200 W/ CR 300 W functioning as a Major Arterial once a new I-70 interchange is added at CR 200 W, the portions of CR 200 W south of US 40 and CR 300 W north of CR 500 N should be considered as possible additions to both the MTP and CIP.

Improvements to CR 300 N are included in the current MTP, although the 2040-2049 timeframe for the portion from CR 400 W to SR 9 should be moved up if the proposed new interchange with I-70 and CR 200 W is studied, designed, and constructed on a more accelerated schedule. Portions of CR 300 N east of CR 500 W should be considered as possible additions to the CIP.

The CR 500 N, CR 200 N, CR 525 W, and CR 300 E/CR 400 E corridors identified in this Thoroughfare Plan are not currently included in the MTP or CIP. CR 500 N and CR 200 N are considered Tier 2 priorities and should be considered as possible additions to the MTP and CIP. CR 525 W and CR 300 E/CR 400 E are considered Tier 3 priorities and should be monitored for possible inclusion in future versions of the MTP and CIP pending the actual amount and intensity of development in Hancock County.

Table 4.02-1 Prioritized Projects Implementation Matrix

PN	Thoroughfare Plan					MPO MTP Status				County Capital Plan			
	Route	From	To	Roadway	Trails	Years	From	To	MPO Cost	Years	From	To	Local Share
1	CR 600 W	CR 200 N	CR 500 N	4/5-lane	Multiuse Trail/ Protected Bike Lane	2020-2029	CR 300 N	CR 400 N	$7M	2019-2023	CR 300 N	CR 400 N	$3M
						2020-2029	CR 400 N	CR 550 N	$24 M	2019-2023	CR 400 N	CR 550 N	$7 M
2	CR 600 W	US 40	CR 200 N	4/5-lane or 3-lane	Protected Bike Lane	NA				NA			
3	CR 600 W	CR 500 N	E 96th Street	4/5-lane or 3-lane	Multiuse Trail	2030-2039	CR 600 N	CR 750 N	$24 M	2020-2024	CR 145	CSX RR	$2 M
						2040-2049	CR 750 N	CR 800 N	$50 M				
						2040-2049	CR 900 N	CR 1000 N	$22 M				
						Illustrative	CR 800 N	CR 900 N	$22 M				
						Illustrative	CR 500 N	CR 600 N	$20 M				
4	CR 600 W	US 52	US 40	3-lane or 2-lane+	Multiuse Trail	NA				2019-2022	Broken Arrow	CR 200 S	
5	CR 200 W	CR 200 N	CR 300 N	4/5-lane	Multiuse Trail	2030-2039	US 40	CR 300 N	$46 M	NA			
6	CR 200 W / 300 W	CR 300 N	CR 500 N	3-lane or 2-lane+	Multiuse Trail	NA				NA			
7	CR 200 W	US 40	CR 200 N	3-lane	Multiuse Trail	2030-2039	US 40	CR 300 N	See above	NA			
8	CR 300 N	CR 600 W	CR 200 W	3-lane	Multiuse Trail	2020-2029	CR 600 W	East of CR 500 W	$10 M	2019-2022	CR 600 W	CR 500 W	$4 M
						2040-2049	CR 400 W	SR 9	$105 M				
						Illustrative	CR 500 W	CR 400 W	$26 M				
9	CR 300 N	CR 200 W	SR 9	3-lane or 2-lane+	Multiuse Trail	2040-2049	CR 400 W	SR 9	See above	NA			
10	CR 500 N	CR 600 W	CR 300 W	3-lane or 2-lane+	NA	NA				NA			
11	CR 200 N	CR 600 W	Fortville Pike	2-lane+	NA	NA				NA			
12	CR 525 W	US 40	CR 200 N	2-lane+	NA	NA				NA			
13	CR 300 E, CR 400 E	I-70	SR 234	2-lane+	NA	NA				NA			

APPENDIX

Hancock County Thoroughfare Plan

Appendix A

FLU Factor Calculations

Area #	acres	60% net acerage adjusment net acres	LU Type	people	jobs	Percent Developed by 2050 people	jobs	2012 Map 2020 to 2050 Growth people	jobs	FLU Map 2020 to 2050 Growth people	jobs		FLU Factor
2012 Map	**16000**	9600	Suburban Residential	74592	0	50%	50%	37,296	0				
2022 FLU	6400	3840	Suburban Residential	29837	0	50%	50%			14918		New Pal Area	1.4
	9600	5760	Planned Neighborhood	74592	0	50%	50%			37296			
2012 Map	**5900**	3540	Suburban Residential	27506	0	50%	50%	13,753	0				
2022 FLU	4720	2832	Planned Neighborhood	36674	0	50%	50%			18337		Cumberland/Gem Area	2.2
	590	354	Village Center	9169	0	50%	50%			4584			
	590	354	Regional Center	9169	15576	50%	50%				7788		
	7600												
2012 Map	1520	912	Suburban Residential	7086	0	70%	70%	4,960					
	760	456	Industrial	0	2964	70%	70%		2075				
	3040	1824	Regional Center	0	80256	70%	70%		56179				
2022 FLU	3040	1824	Industrial	0	11856	70%	70%				8299	Mt. Comfort North Area	0.5
32	1520	912	Planned Neighborhood	11810	0	70%	70%			8267			
	760	456	Regional Center	0	20064	70%	70%				14045		
2012 Map	1000	600	Suburban Residential	4662	0	50%	50%	2,331					
	1000	600	Planned Neighborhood	7770	0	50%	50%			3885		McCordsville Area	1.7
	10900												
2012 Map	2180	1308	Planned Mixed-Use	33877	0	50%	50%	16,939					
2022 FLU	2180	1308	Industrial	0	8502	50%	50%				4251		
	1090	654	Regional Center	0	28776	50%	50%				14388	East Airport Area	3.2
	3270	1962	Planned Neighborhood	25408	0	50%	50%			12703.95			
	1090	654	Regional Center	16939	28776	50%	50%			8469.3	14388		
	9400												
2012 Map	1880	1128	Regional Center	0	49632	50%	50%		24816				
	1880	1128	Planned Mixed-Use	29215	0	50%	50%	14,608					
2022 FLU	2820	1692	Planned Neighborhood	21911	0	50%	50%			10,956		SR 9 Area	1.1
	1410	846	Regional Center	21911	37224	50%	50%			10,956	18,612		
	470	282	Suburban Residential	2191	0	50%	50%			1,096			

Key Corridor Factors

Segment	Route	From	To				
1	CR 600 W	CR 200 N	CR 500 N	2.2	0.5		**1.4**
				50%	50%		
2	CR 600 W	US 40	CR 200 N	1.4	2.2	0.5	**1.6**
				25%	50%	25%	
3	CR 600 W	CR 500 N	E 96th Street	0.5	1.7		**1.1**
				50%	50%		
4	CR 600 W	US 52	US 40	1.4	2.2		**1.8**
				50%	50%		
5	CR 200 W	CR 200 N	CR 300 N	3.2	2.2		**3.0**
				75%	25%		
6	CR 200 W	CR 300 N	CR 500 N	3.2			**3.2**
				100%			
7	CR 200 W	US 40	CR 200 N	2.2	3.2		**2.5**
				75%	25%		
8	CR 800 N	CR 600 W	CR 200 W	0.5	3.2		**2.5**
				25%	75%		
9	CR 300 N	CR 200 W	SR 9	3.2	1.1		**1.6**
				25%	75%		
10	CR 500 N	CR 600 W	CR 200 W	0.5	3.2		**2.5**
				25%	75%		
11	CR 200 N	CR 600 W	Fortville Pike	2.2			**2.2**
				100%			
12	CR 525 W	US 40	CR 200 N	1.4	2.2	0.5	**1.6**
				25%	50%	25%	
				25%	50%	25%	
13	CR 300 E, 400 E	I-70	SR 234	1.1			**1.1**
				100%			

Hancock County Thorughfare Plan
Appendix A
2050 Corridor Volumes Calculations
Key Corridors for Improvements

Segi	Route	From	To	2019 Volume (vpd)	MPO Vol Growth (vpd)	2050 Raw Volume	2022 FLU Corridor Factor	2050 TP Volume (vpd)	Recommendation
1	CR 600 W	CR 200 N	CR 500 N	20000	8000	28000	1.4	31200	4/5-lane section
2	CR 600 W	US 40	CR 200 N	14000	3500	17500	1.6	19600	4/5-lane section , or 3-lane section with minimal full access points
3	CR 600 W	CR 500 N	E 96th Street	15000	7000	22000	1.1	22700	4/5-lane section , or 3-lane section with minimal full access points
4	CR 600 W	US 52	US 40	8000	2500	10500	1.8	12500	3-lane section, or 2-lane section with turn lanes at intersections
5	CR 200 W	CR 200 N	CR 300 N	3000	2000	5000	3	9000	4/5-lane section, volumes right at interchange likely to be higher
6	CR 200 W	CR 300 N	CR 500 N	2000	1000	3000	3.2	5200	3-lane section, or 2-lane section with turn lanes at intersections (interchange may drive volumes higher)
7	CR 200 W	US 40	CR 200 N	4000	1000	5000	2.5	6500	3-lane section, or 2-lane section with turn lanes at intersections (interchange may drive volumes higher)
8	CR 300 N	CR 600 W	CR 200 W	3000	1000	4000	2.5	5500	2-lane section with turn lanes at intersections
9	CR 300 N	CR 200 W	SR 9	3000	1000	4000	2.5	5500	2-lane section with turn lanes at intersections
10	CR 500 N	CR 600 W	CR 300 W	2000	1000	3000	2.5	4500	3-lane section, or 2-lane section with turn lanes at intersections
11	CR 200 N	CR 600 W	Fortville Pike	3000	2000	5000	2.2	7400	2-lane section with turn lanes at intersections
12	CR 525 W	US 40	CR 200 N	500	500	1000	1.6	1300	2-lane section, consider turn lanes, consider aligning with CR 500 W south of US 40
13	CR 300 E, 400 E	I-70	SR 234	500	200	700	1.1	720	2-lane section, consider turn lanes, consider realigning for contiuous north-south route parallel to SR 9

Hancock County Thoroughfare Plan
Appendix A
Improvement Projects Prioritization

Roadway

Seg	Route	From	To	Proposed	Existing Section	Capacity	2050 Vol	2050 V/C	Urgency	Synergy	Value			Aggregate
											Benefit	Cost	B/C	Rating
1	CR 600 W	CR 200 N	CR 500 N	4/5-lane	4/5-lane	40000	31000	0.78						
2	CR 600 W	US 40	CR 200 N	4/5-lane, or 3-lane	2-lane+	14000	20000	**1.43**	1	1	3	3	1.0	2	4
3	CR 600 W	CR 500 N	E 96th Street	4/5-lane, or 3-lane	2-lane+	14000	23000	**1.64**	1	1	3	3	1.0	2	4
4	CR 600 W	US 52	US 40	3-lane, or 2-lane+	2-lane+	14000	13000	0.93	1	1	2	2	1.0	2	4
5	CR 200 W	CR 200 N	CR 300 N	4/5-lane	2-lane	10000	9000	0.90	1	2	2	3	0.7	3	6
6	CR 200 W/CR 300 W	CR 300 N	CR 500 N	3-lane, or 2-lane+	2-lane	10000	5000	0.50	2	2	2	2	1.0	2	6
7	CR 200 W	US 40	CR 200 N	3-lane, or 2-lane+	2-lane+	14000	7000	0.50	2	2	2	2	1.0	2	6
8	CR 300 N	CR 600 W	CR 200 W	3-lane	3-lane	16000	6000	0.38	3	2	1	1	1.0	2	7
9	CR 300 N	CR 200 W	SR 9	3-lane, or 2-lane+	2-lane	10000	6000	0.60	2	2	2	2	1.0	2	6
10	CR 500 N	CR 600 W	CR 300 W	3-lane, or 2-lane+	2-lane	10000	5000	0.50	2	3	2	2	1.0	2	7
11	CR 200 N	CR 600 W	Fortville Pike	2-lane+	2-lane	10000	7000	0.70	2	3	2	1	2.0	1	6
12	CR 525 W	US 40	CR 200 N	2-lane+	2-lane	10000	1000	0.10	3	3	1	1	1.0	2	8
13	CR 300 E, 400 E	I-70	SR 234	2-lane+	2-lane	10000	1000	0.10	3	3	1	1	1.0	2	8

Trails

A	CR 600 W	US 52	CR 500 N	Multiuse Trail/Protected Bike Lane					1	1	3	1	3.0	1	3
B	Pennsy Trail	CR 600 W	CR 150 W	Multiuse Trail					1	1	3	1	3.0	1	3
C	CR 700 W	US 52	Pennsy Trail	Multiuse Trail					2	1	2	1	2.0	2	5
D	CR 700 W	CR 100 N	CR 600 N	Multiuse Trail					2	2	2	1	2.0	2	5
E	CR 500 W	CR 300 S	CR 100 S	Multiuse Trail					2	1	2	1	2.0	2	5
F	Sugar Creek	New Pal	Eden	Multiuse Trail					2	1	2	2	1.0	3	7
G	Fortville Pike	Beckenholt Park	Fortville	Multiuse Trail					2	2	2	2	1.0	3	7
H	SR 9	CR 300 N	CR 500 N	Multiuse Trail					2	2	2	1	2.0	2	5
I	Pennsy Trail	CR 400 E	County Line	Multiuse Trail					2	1	1	1	1.0	3	6
J	Railroad Street	Wilkinson	Shirley	Multiuse Trail					2	2	2	1	2.0	2	5

Hancock County Thoroughfare Plan
Appendix A
Implemntation Matrix

Seg	Route	From	To	Roadway	Trails	MPO LRTP Status					County Capital Budget			
						Years	From	To	MPO Cost	Years	From	To	Local Share
1	CR 600 W	CR 200 N	CR 500 N	4/5-lane	Multiuse Trail/Protected Bike Lane	2020-2029	CR 300 N	CR 400 N	$ 7,000,000	2019-2023	CR 300 N	CR 400 N	$ 3,000,000
						2020-2029	CR 400 N	CR 550 N	$ 24,000,000		CR 400 N	CR 550 N	$ 7,000,000
2	CR 600 W	US 40	CR 200 N	4/5-lane, or 3-lane	Protected Bike Lane	NA							
3	CR 600 W	CR 500 N	E 96th Street	4/5-lane, or 3-lane	Multiuse Trail	2030-2039	CR 600 N	CR 750 N	$ 24,000,000	2020-2024	CR 145	CSX RR	$ 2,000,000
						2040-2049	CR 750 N	CR 800 N	$ 50,000,000				
						2040-2049	CR 900 N	CR 1000 N	$ 22,000,000				
						Illustrative	CR 800 N	CR 900 N	$ 22,000,000				
						Illustrative	CR 500 N	CR 600 N	$ 20,000,000				
4	CR 600 W	US 52	US 40	3-lane, or 2-lane+	Multiuse Trail	NA				2019-2022	S of Broken Arrow		$ 2,000,000
5	CR 200 W	CR 200 N	CR 300 N	4/5-lane	Multiuse Trail	2030-2039	US 40	CR 300 N	$ 46,000,000	NA			
6	CR 200 W/CR 300 W	CR 300 N	CR 500 N	3-lane, or 2-lane+	Multiuse Trail	NA				NA			
7	CR 200 W	US 40	CR 200 N	3-lane, or 2-lane+	Multiuse Trail	2030-2039	See above	See above	See above	NA			
8	CR 300 N	CR 600 W	CR 200 W	3-lane	Multiuse Trail	2020-2029	CR 600 W	East of CR 500 W	$ 10,000,000	2019-2022	CR 600 W	CR 500 W	$ 4,000,000
						2040-2049	CR 400 W	SR 9	$ 105,000,000				
						Illustrative	CR 500 W	CR 400 W	$ 26,000,000				
9	CR 300 N	CR 200 W	SR 9	3-lane, or 2-lane+	Multiuse Trail	2040-2049	See above	See above					
10	CR 500 N	CR 600 W	CR 300 W	3-lane, or 2-lane+	NA	NA							
11	CR 200 N	CR 600 W	Fortville Pike	2-lane+	NA	NA							
12	CR 525 W	US 40	CR 200 N	2-lane+	NA	NA							
13	CR 300 E, 400 E	I-70	SR 234	2-lane+	NA	NA							