



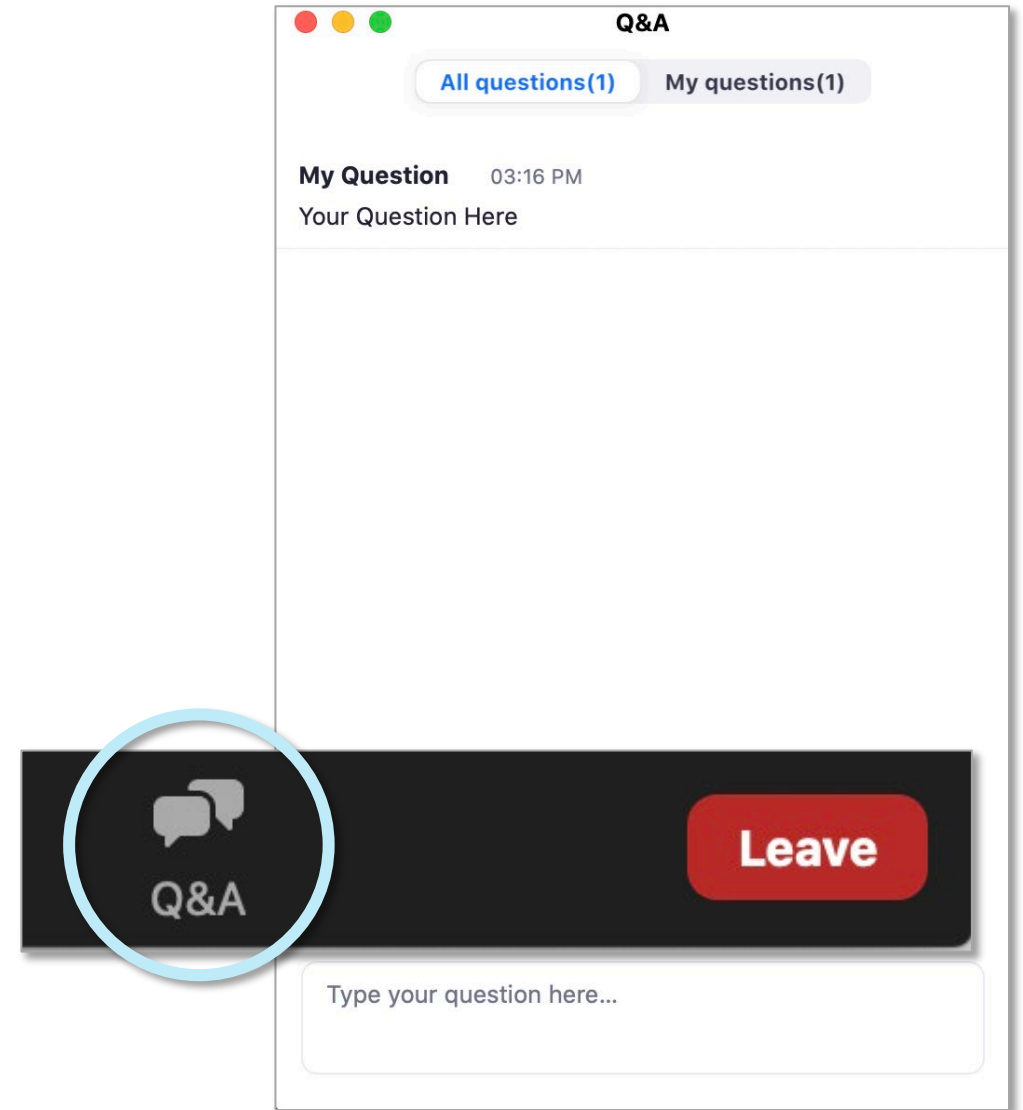
US 40 and I-70 Corridor Study

Public Open House

April 15, 2021

Objectives

- Present Results of the Corridor Analysis
- Provide Opportunities for Input and Comment:
 1. Q&A Feature in this Session
 2. [“Share your Input” Section](#) of the Online Meeting page
 3. Submit questions to PlainfieldCorridorStudy@cmtengr.com



Frequently Asked Questions

When will this corridor be constructed?

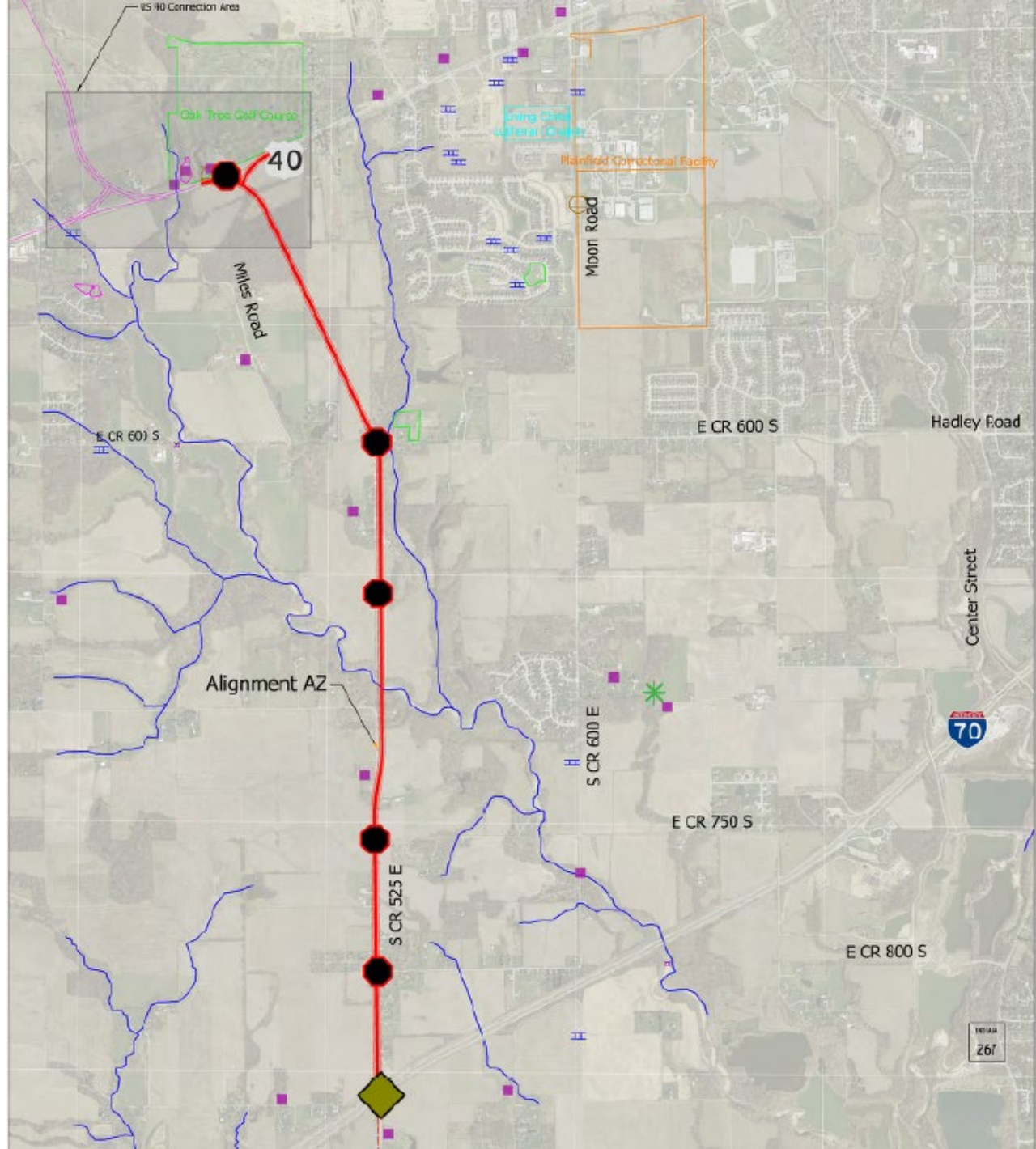
Which corridor or alignment will be constructed?

Will the area around the interchange be re-zoned for warehouse or industrial uses?

Will there be future opportunities for public comment?

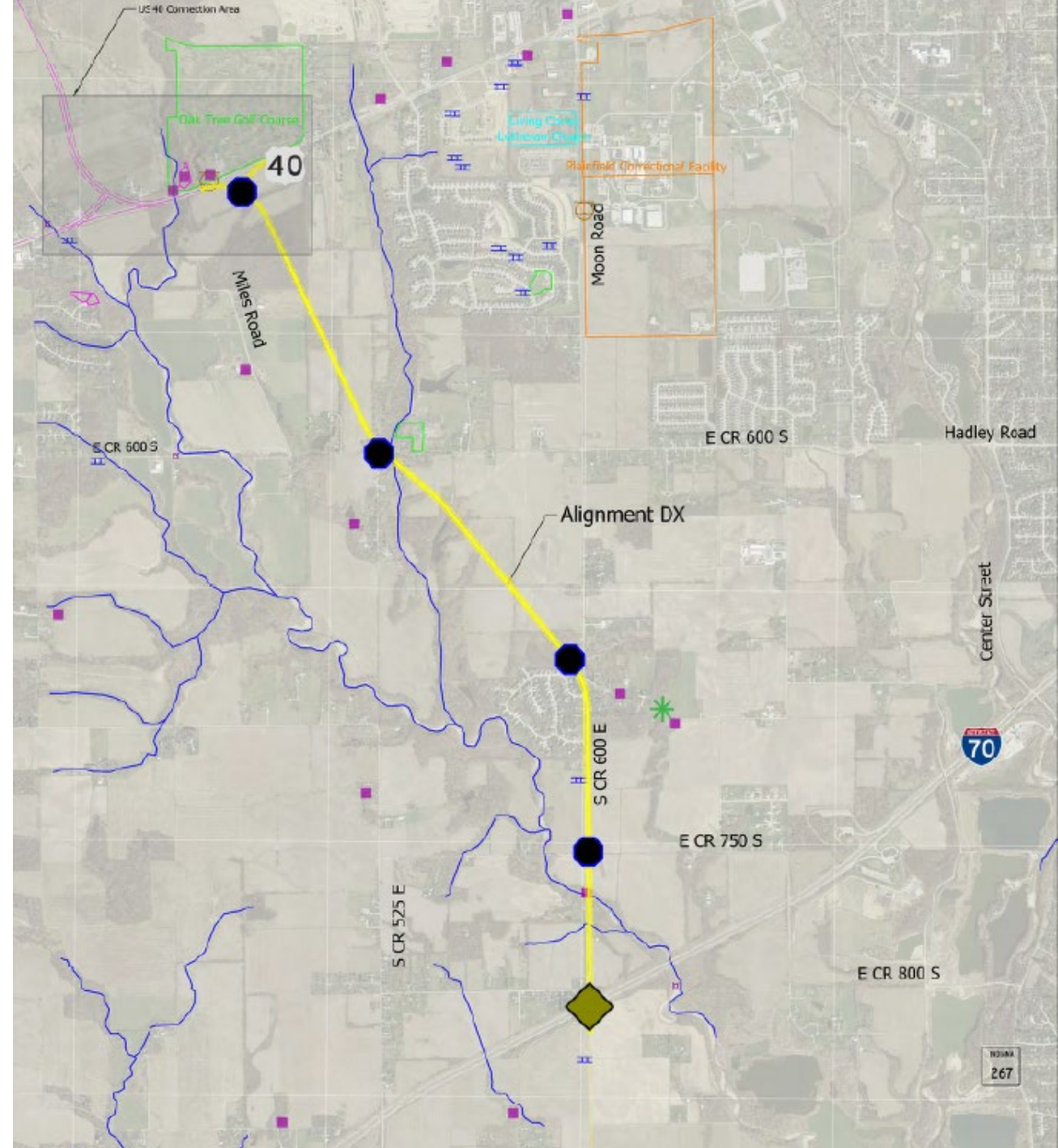
Western Alignment

Pros	Cons
Meets FHWA interchange spacing requirements	Provides little to no immediate support to Plainfield transportation network.
Provides opportunities for regional corridor connection to the north and south	Provides least traffic diversion from SR 267 and Hadley Road
	Creates potential impacts to historic structures in Joppa area
	Highest overall cost



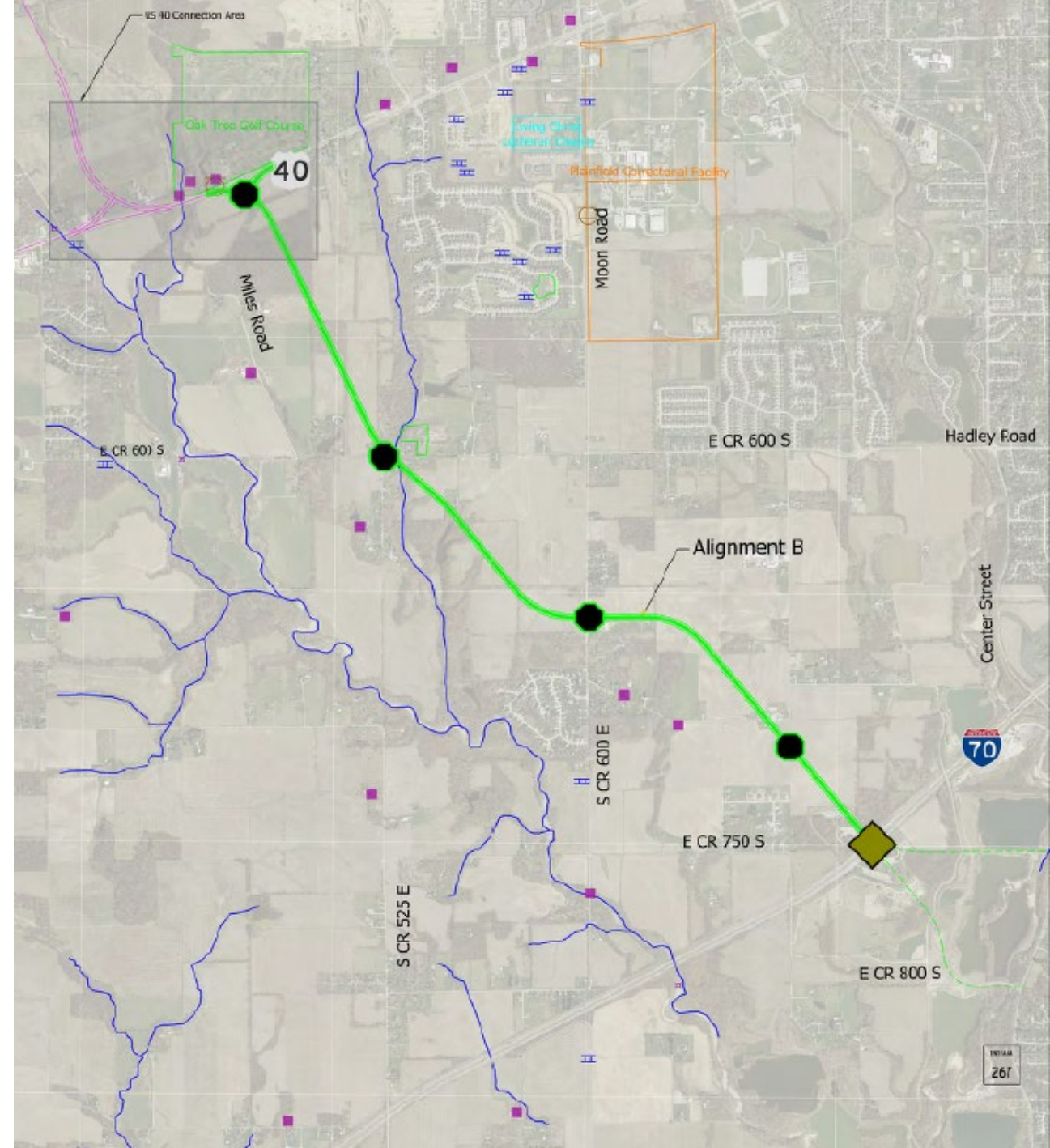
Center Alignment

Pros	Cons
Provides balance of immediate and future support to Plainfield transportation network	Impacts the longest length of floodplain
Fewest number of predicted crashes	Passes near new elementary school
Provides opportunities for regional corridor connection to the north and south	Potential frontage impacts to Hickory Hills subdivision
Meets FHWA interchange spacing requirements	



Eastern Alignment

Pros	Cons
Provides immediate support to Plainfield transportation network	Limited potential for regional corridor connection to the south
Requires fewest property relocations	Passes near new elementary school
Lowest overall cost	Highest predicted crash rate
	Impacts to I-70 rest area

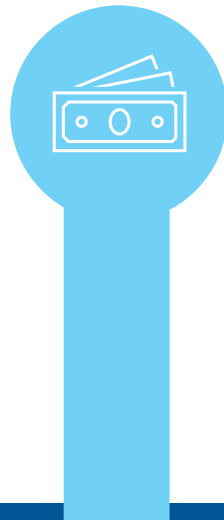


Performance Criteria

Environmental /
Resource Protection



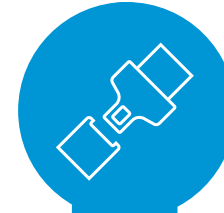
Stimulate Economic
Development



Travel Time
Reliability



User Safety



Local Traffic
Operations



Regional
Connectivity



Performance Criteria

INITIAL PROJECT PERFORMANCE/EVALUATION CRITERIA

PERFORMANCE CRITERIA PRIORITIZATION MATRIX



I-70 New Access Interchange - Plainfield, IN

NO.	CRITERIA	INITIAL PRIORITY
1.	Corridor Average Travel Time	8
2.	Average Intersection Delay (SR 267 and Hadley)	9
3.	Local traffic operations	9
4.	Highway user safety (accident rate)	10
5.	Total Network Delay	10
6.	Access (quantity and quality of access)	7
7.	System compatibility / Regional Connectivity	10
8.	Travel Time Reliability	9
9.	Environmental impacts	8
10.	Economic/business impacts	7
11.	Environmental Justice	5
12.	Stimulate/support economic development	8
13.	Constructability	6

													TOTAL	%	
													11		
System Compatibility / Regional Connectivity		A	b	a/c	a	e	a	g	a/h	a/i	j	a		5.5	8%
Highway User Safety		B	b	b/d	b/e	b	b	b	b/i	b/j	b			9	14%
Project Phaseability		C	d	e	f	g	c/h	c/i	j	c/k				3	5%
Total Network Delay		D	e	f	d/g	h	d/i	d/j	d					5	8%
Local Traffic Operations		E	e	e	e/h	e/i	e/j	e						9	14%
Access / Quality of		F	f	f/h	f/i	f/j	f/k							6	9%
Travel Time Reliability		G	g/h	g/i	j	g/k								5	8%
Environmental Impacts		H	h/i	h/j	h									6.5	10%
Stimulate/Support Economic Development		I	i/j	i/k										6	9%
a	More Important	Quality of Place		J	j									8	12%
a/b	Equal Importance	Cost / Value		K										3	5%
													66	100%	

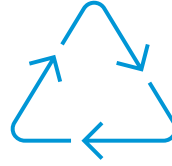
Scenario Planning



Universal Growth

The Town of Plainfield and, by extension, southern Hendricks County, continues to see tremendous interest from the commercial, residential, and industrial sectors.

Central Indiana recognizes the benefits of the high-quality Plainfield and Mill Creek school systems. Families flock to the Town to take advantage of the community's amenities and proximity to downtown Indianapolis.



Adaptive Re-Use

Automation takes hold of the Ronald Regan Parkway as industrial and logistic centers convert to fulfillment centers. Plainfield recognizes the significance of this shift in the industrial sector and solidifies a partnership with Ivy Tech and Vincennes University to expand secondary educational opportunities to support the development of robotics in heavy manufacturing.



Regional Partnerships

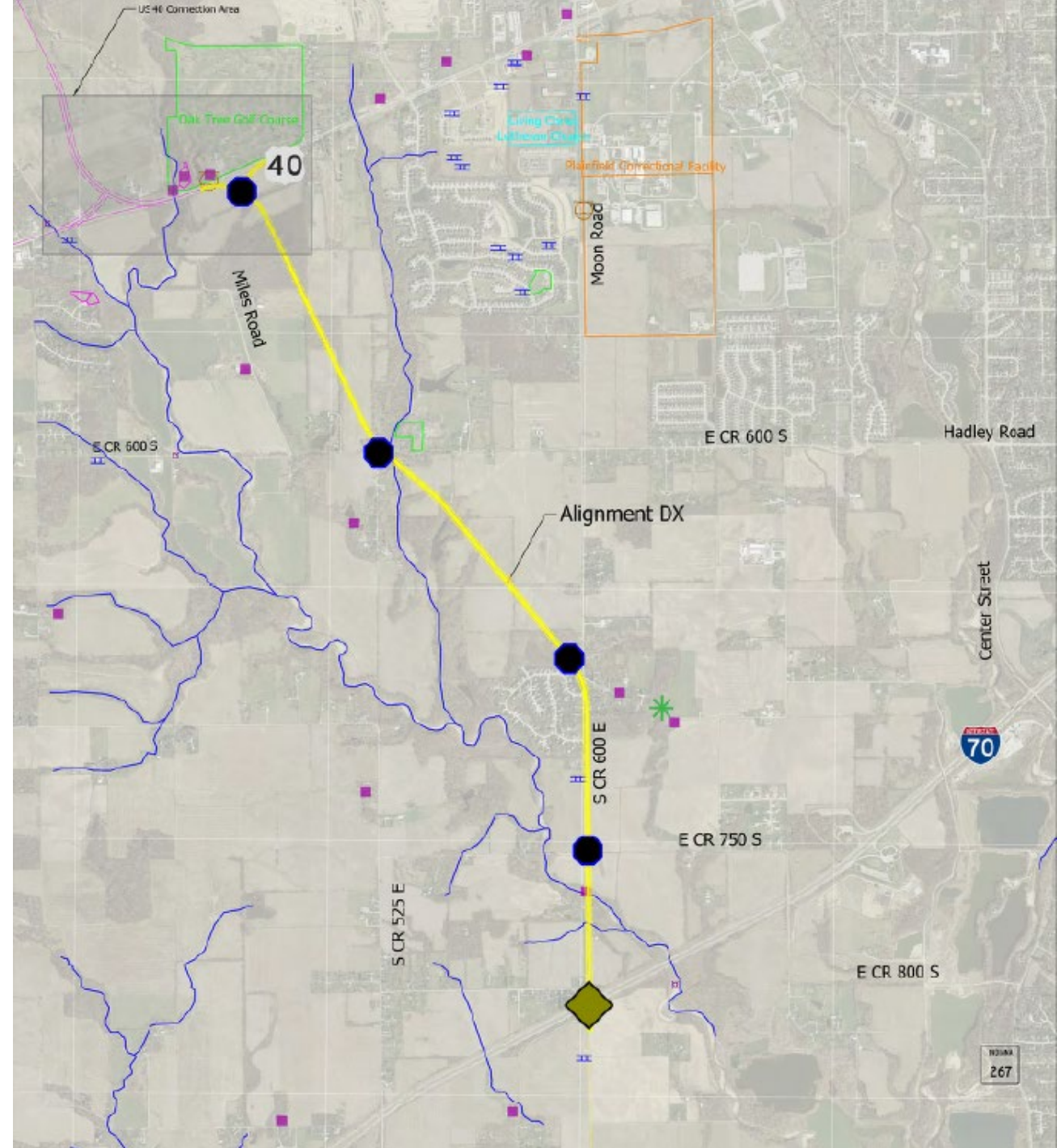
The national economy is under duress due to the global pandemic and lending limitations, which translates to many corporations being hesitant to make major investments in growth.

Freight and logistics continue to be a stabilizing force in the economy as the online marketplace accelerates its hold on retail.

Warehouses systematically improve both their efficiency and capacity by enhancing their fulfillment capabilities.

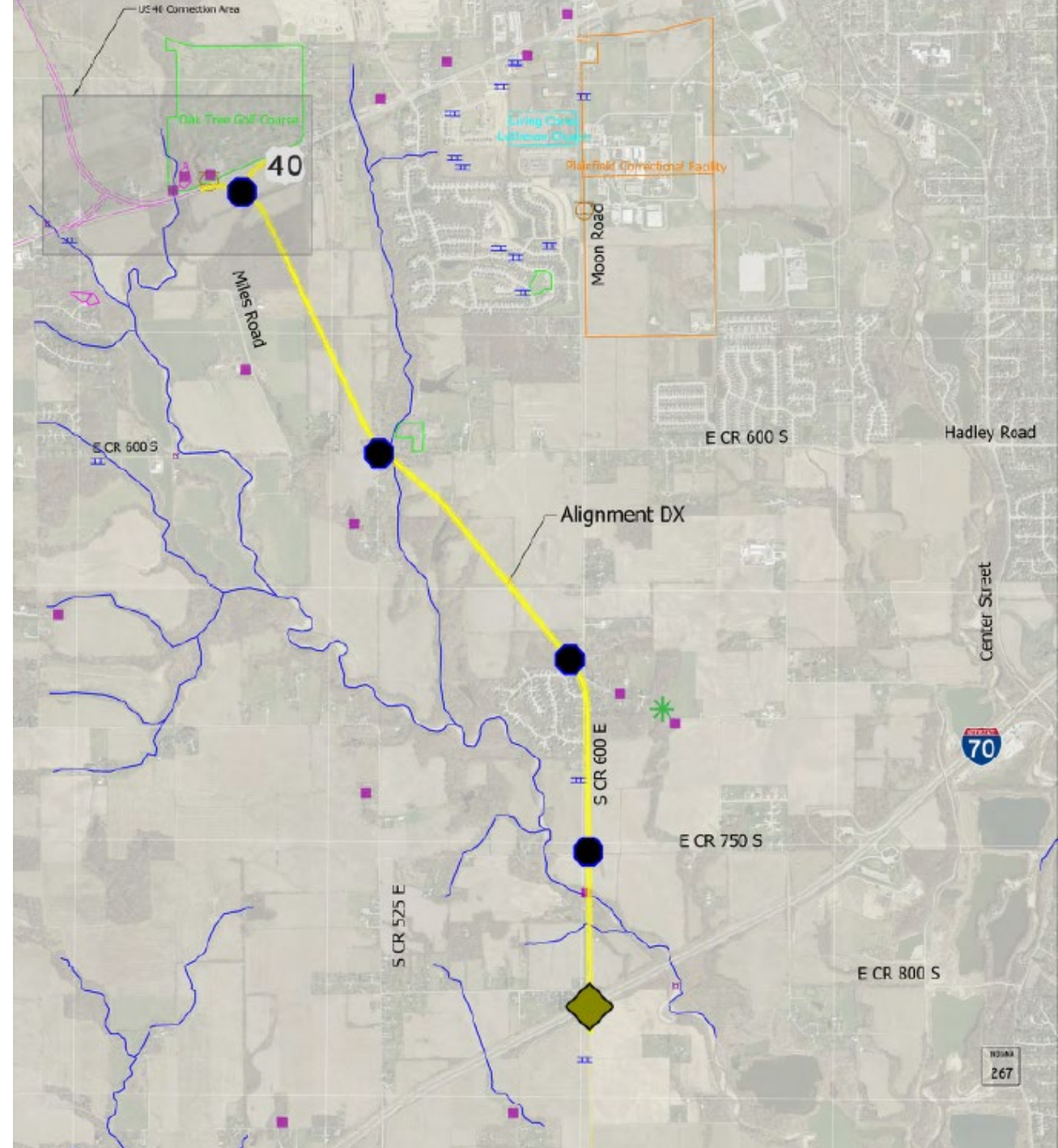
Recommended Alignment

	No Build	Alternative AZ (Western)	Alternative DX (Center)	Alternative B (Eastern)
Weighted Score	4.46	5.38	6.54	5.08



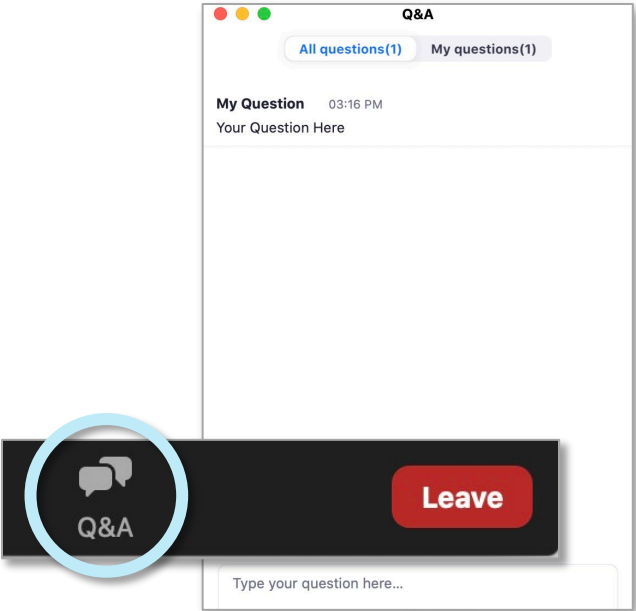
Additional Recommendations

- Corridor Pedestrian Connectivity Strategies
 - Include bicycle facilities where possible
 - Consider connections to Town and County trail networks or plans
- Context Sensitive Development Guidelines
 - Buffer surrounding properties where possible
 - Utilize materials and forms inspired by the heritage of the community

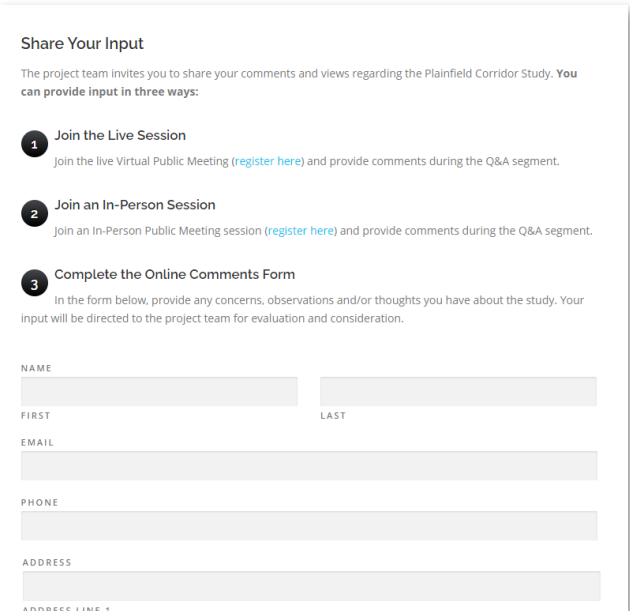


Opportunities for Comment

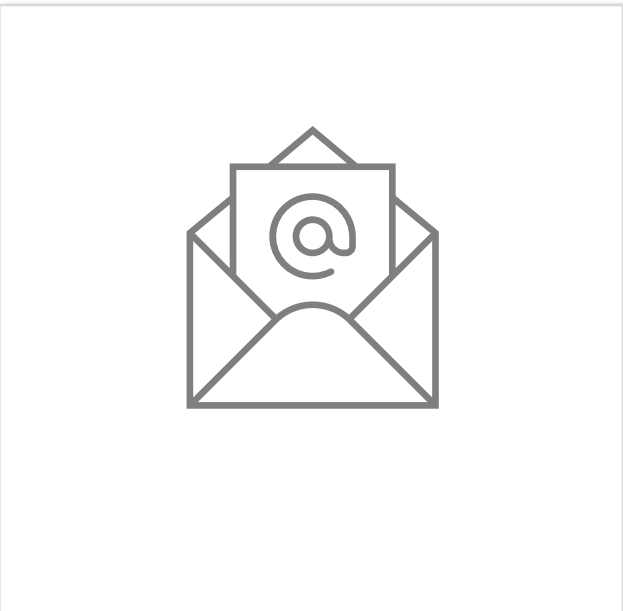
Q&A Feature in Presentation Portal



“Share your Input” in the Public Meeting Site



By email:
PlainfieldCorridorStudy@cmtengr.com





Thank You.

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