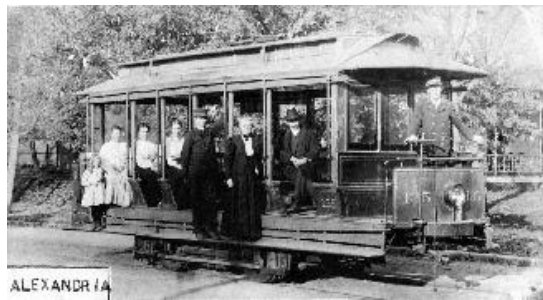




CHAPTER 9: Transportation Plan

ALEXANDRIA TRANSPORTATION PLAN

The overall objective of the Transportation Plan is to offer a system of thoroughfares that will allow for the safe movement of people and commodities, quickly, economically, and conveniently between all points of the City and the surrounding area to provide a reasonable choice of facilities and routes.



CURRENT CONDITIONS

Roadways

Roadways are classified according to a functional hierarchy. In this hierarchy, a street should connect with a roadway of equal or higher ranking so that local streets carry traffic to collectors, collectors carry traffic to arterials and arterials carry traffic to freeways. These functional definitions are as follows:

Freeways (Interstates) – These are divided highways with full control of access and grade-separated interchanges. The primary function of this classification is movement of traffic, in particular, longer trips. These roads are designed for relatively high speed operation.

Primary Arterials – These routes have greater traffic-carrying capabilities and higher levels of service than other at-grade routes in order to channel major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the

freeway system and to other primary arterials, and are oriented primarily to moving through traffic rather than serving abutting land uses.

Secondary Arterials – These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity.

Collectors – The primary function of collectors is to collect traffic from an area and move it to arterials while also providing substantial service to abutting land uses.

Local Streets – These roads include the remainder of the surface streets. Their primary function is to service abutting land uses.

All of these roadway classifications can be designated as either urban or rural. All of the roadways in Alexandria are classified as rural.

Rural Arterials

The 2030 Transportation Plan lists both SR 28 and SR 9 as Rural Arterials.

The City of Alexandria has two major routes going through the City. State Road 28 is a two lane east/west route that runs along the northern city limits of Alexandria and is the major east/west route through the northern part of Madison County. SR 28 connects Alexandria to Interstate 69 approximately 6 miles to the east and to SR 37 and the City of Elwood approximately 6 miles to the west.

State Road 9 is a two lane north/south route which connects the City to Anderson approximately 8 miles to the south. Most of the SR 9 route to Anderson is four lanes starting just south of the city limits. SR 9 runs north to the City of Marion which is approximately 20 miles to the north.

Rural Collectors

The Rural Collectors in and around Alexandria include CR 100E, 100W, 200E, 200W which are all north/south and CR 1100N which runs east/west turning into Washington St. inside the city limits.

Local Roads

The remainder of the roads within Alexandria are considered rural local roads. The City of Alexandria Street Department takes care of minor maintenance of the local roads and contracts out any major maintenance o road projects.

Sidewalks

The sidewalk system in Alexandria is a conglomeration of historic brick and old and new concrete. It is piecemeal in nature with many areas going without any sidewalks at all.

Trails

There is a trail dedicated to walking in Beulah Park. There is also within the city, bike route markers.

Public Transportation

Alexandria is served by TRAM (Transportation for Rural Areas of Madison County) which was established in 1985 as a demand response transit system for rural residents of Madison County. Riders are requested to make arrangements for transportation at least 24 hours in advance. LifeStream Services, Inc. is the private provider of TRAM, and the service goes by the name of "The New InterUrban".

Railroads

Madison County's rail system is characterized by good connections to regional and national hubs for extended service. Three rail companies service the County: CSX, Norfolk-Southern, and Indiana Central Western Railroad companies. CSX owns the primary north-south link in the County, known as the Indianapolis-Cleveland line. Norfolk-Southern operates the main east-west line through northern Madison County. Both of these companies provide service connections to the City of Alexandria.

Airports

The County has three small airports that service local traffic. Alexandria has a small airport which services local recreational pilots. Nearby Anderson has a commercially rated airport that handles a considerable amount of traffic flow each year. Anderson Aviation operates out of this facility and provides local and national freight service.

The majority of commercial passenger service to state, national, and international airports is provided by the Indianapolis International Airport (located near the junction of Interstate 70 and Interstate 465), and is approximately a 1 ½ hour drive from Alexandria.

FUTURE TRANSPORTATION PLAN

The City of Alexandria is located in Madison County which is a Metropolitan Planning Area (MPA). Since 1969, the Madison County Council of Governments has provided transportation planning for the county and its incorporated cities and towns. Because this planning entity already exists, it was decided to follow the recommendations from the Anderson/Madison County 2030 Transportation Plan which was completed in 2005. These recommendations are shown for the following categories of roadways, bikeways, trails, and public transportation in the maps on the preceding pages.

Anderson/Madison County 2030 Transportation Plan

According to the 2030 Transportation Plan:

The 2030 Plan is a comprehensive list of transportation improvements recommended for action or further study. It is a blueprint for local, state, and federal transportation planners as well as local citizens, identifying the vision of the MPO and, in this plan, specific proposals to support that vision.

*In order for a proposed transportation project to receive federal approval, the concept for it must be included in the **2030 Plan**. The Plan does not specify design features or other levels of detail for projects, allowing flexibility for these to be developed as the proposed project moves toward implementation. In this plan, some basic features such as number of lanes in a proposed road or endpoints of a proposed transit route are suggested, but final decisions on these features are made in later stages of planning and design.*

*Not all the projects in the **2030 Plan** are certain to be developed; some may be determined to be unfeasible or too expensive after further study, while, in other cases, new alternatives may be found to be more effective than the proposed project. For this reason, the Plan is updated every three to five years, so that projects can be dropped, added, or changed as transportation needs and land use plans develop.*

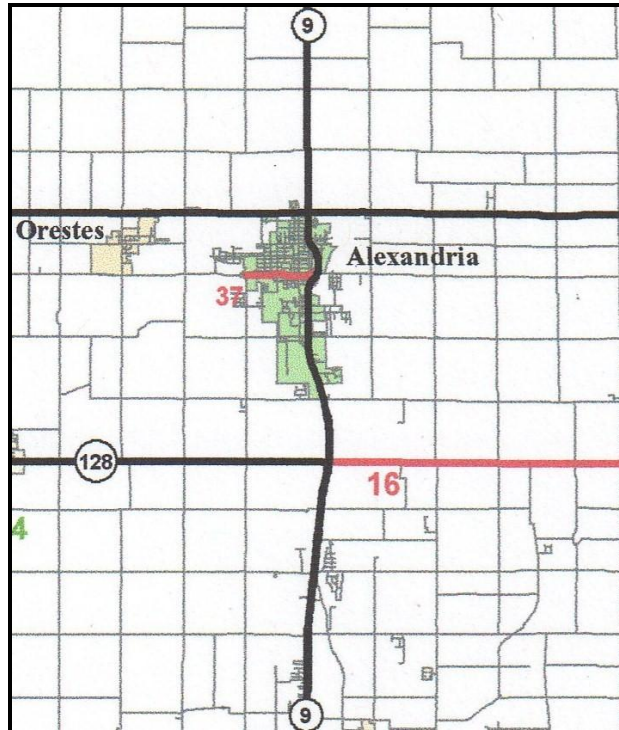
Roadway Projects

There are only two projects identified for the Alexandria area. Of these two projects, only one of them is within the cities incorporated limits.

CR 800 N, Between SR 9 and CR 500 E (No. 16 on map)

Madison County Road 800 North is a minor arterial extending between SR 9 and Interstate 69 Interchange Exit # 41. CR 800 North continues east into Delaware County and becomes SR 332 at the I-69 interchange. The average daily traffic ranges between 7,000 and 7,500 vehicles per day with a heavy truck

classification of 6-8%. This county road segment exhibits many of the characteristics of most state routes and road reconstruction of CR 800 North is recommended.



Washington St., Between SR 9 and CR 100 W/Madison Ave. (No. 37 on map)

This one-mile road segment is the continuation of Madison County Road 1100 North and becomes Washington Street at the West corporate limits of Alexandria. Average daily traffic ranges between 3,500 and 4,200 vehicles per day. Road reconstruction is recommended for the 2006-2015 project time table. The total project cost is estimated at \$5.9 million (2005 dollars).

Project Overview

The proposed project consists of resurfacing and minor relocation of Washington Street in the City of Alexandria, Indiana. Also included in the project is the installation of a trunk storm sewer line to collect storm runoff from Washington Street.

Project Need

There are three basic areas of the existing Washington Street that are in need of improvement. The first is the street surface itself. The existing pavement has

been in service for approximately 15 years and is in need of repair. There are numerous potholes and rough spots that are indicative of old, failed pavement.

The second is the existing alignment of Washington Street in the vicinity of its intersection with Clinton Street. Washington Street is the main east-west thoroughfare through Alexandria. It has the governing right-of-way along the entire project route with the exception of two locations. One location is the intersection with Harrison Street, the main north-south thoroughfare through Alexandria. This intersection is controlled by a stoplight. The other location is the intersection with Clinton Street. There are two issues with this intersection that need to be addressed. The first issue is the fact that westbound Washington Street is approximately 200 feet south of eastbound Washington Street, traveling away from Clinton Street. This offset forces Clinton Street to govern the right-of-way as traffic on Washington Street approaches Clinton Street from the east and west. This is the second issue that needs to be addressed. Washington Street traffic is controlled by stop signs at both of its intersections with Clinton Street. The overall need for this issue is to make Washington Street the governing right-of-way to allow for smooth flow of traffic. In order to accomplish this, Washington Street will need to be slightly realigned in this area.

The third issue is the stormwater runoff from Washington Street. Most of the runoff from Washington Street is collected by existing catch basins. These basins drain to combined sewers. The remaining runoff, in general, flows to low spots or potholes along the route. A storm trunk line would provide an outlet for runoff from Washington Street as well as providing a means for removing storm water from the existing combined sewer.

Existing Environmental & Historical Conditions

As stated above, this project centers on an existing street with a small amount of proposed realignment. The realignment will require approximately 0.39 acres of additional right-of-way. The existing route does not intersect a stream and it does not proceed through any form of park or refuge. The proposed improvements do not include additional driving lanes or additional turn lanes and increased vehicular volume is not anticipated.

It is anticipated that four buildings will be removed as a result of the realignment of Washington Street. Two of the buildings are commercial structures, the third is a residence that is being used as a rental unit and the fourth is a residence. See attachments for proposed alignment. None of the buildings are anticipated to be of historic influence.

Even though it is assumed that there are no adverse environmental or historical impacts resulting from this project, some level of further research needs to be done to make a final determination on these issues. This summary is provided as a tool to help make those final determinations.

Bikeways, Trails and Walking Paths

The 2030 Plan:

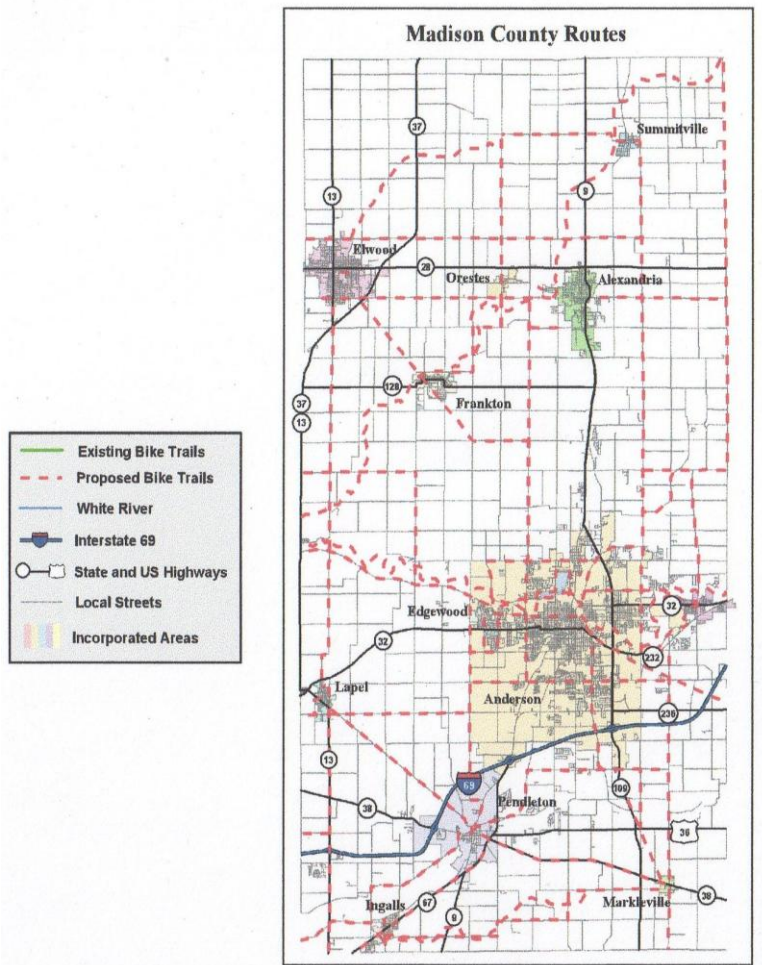
- Identified bicycle and pedestrian linkages

Regional Bike Linkages on State Roads: Work to establish bicycle linkages on state roads whenever INDOT is improving the facility, if possible.

Regional Bike Linkages on County Roads: Work to establish bicycle linkages on county roads whenever it is improving the facility, if possible.

Local System Bike Links on Existing Roads: Work to establish bicycle linkages on local roads whenever it is improving the facility, if possible.

Proposed Off-System Links: Develop coordinated, regionally funded programs to build and promote off-system links that create connectivity within and between communities and the metropolitan region.



Alexandria 5 Year Master Park Plan:

The Park Plan identifies these goals for trails and paths:

- Establishing a community wide bicycle/jogging trail
- Developing a historic walking trail
- Connecting all parks with a trail system

The City of Alexandria along with the Park Board is planning to link all recreational areas by a trail system. This trail system would incorporate historical sites in downtown Alexandria and all along Pipe Creek. Not only would this trail system provide users with historical data, but would provide access to all the parks in the city.

The Madison County Bicycle and Pedestrian Plan provides Alexandria with references on how to encourage people to bicycle and walk more often and how to increase the number of facilities while improving safety. It also focuses on a regional network linking to surrounding counties.

Public Transportation

The 2030 Plan outlines future improvements to Public Transit in Madison County. These are some of the improvements listed in the 2030 Plan concerning rural areas:

- Establish sustainable funding and structure to maintain services, support growth and coordinate decision making for countywide and regional transit.
- Improve transit service efficiency and effectiveness.

Night and Weekend Service: Establish service for nights and weekends, particularly targeting needs of health care and retail employees.

Increased Service Frequency: Increase the frequency of service along priority corridors during certain times of the day to improve transit's status as a viable alternative to the automobile. Targeted corridors include areas of increasing congestion such as State Road 9.

Strategies for Senior Citizen Services: Update strategies to serve increasing numbers and percentages of senior citizens.

Bicycle/Bus Connections: Improve connections between bicycle and bus transportation, including placing bike racks on buses.

TRANSPORTATION POLICY

In order to serve present and future traffic needs adequately, the following Objectives are recommended:

Goal:

The City of Alexandria will strive to continue to make the community connected by all means of transportation modes. It will honor its past connection to transportation heritage while continuing to develop better road, rail, and pedestrian modes of transportation which will enhance the growth and development of Alexandria.

Objectives:

- *Keep informed of developments in regional transportation planning through communication with the Madison County Planning Department and the Madison County Council of Governments.*
- *Work with the Indiana Department of Transportation and the Madison County Highway Department to improve major roads in and surrounding Alexandria.*
- *Place development standards in a Zoning Ordinance and Subdivision Control Ordinance so that sidewalks and/or trails are added to any new developments.*
- *Continue improvements to and maintenance of the existing roadway system.*
- *Continue development and maintenance of the sidewalk system.*
- *Improve trails for walking and bicycling.*
- *Develop Bicycling safety program.*
- *Construct pedestrian crossings on SR 9.*
- *Provide public transportation for the community.*
- *Develop Washington St. project.*
- *Improve railroad crossing issues.*

