

## **PROJECT DESCRIPTION:**

The Marshall County Board of County Commissioners (Commissioners) is advancing a project that will evaluate several routes to extend 7<sup>th</sup> Road from Pine Road to Linden Road. Each alignment extends mostly along new terrain, but will also use the existing facilities of 7<sup>th</sup> Road or 7B Road.

As the project anticipates the utilization of federal funding, environmental studies on a reasonable range of alternatives are required. Four alignments are being advanced as part of the environmental analysis, Alignments A, B, C and D. The length of the alignments varies from 3.9 miles (Alignments A and C) to 4.0 miles (Alignments B and D).

All alignments being considered for the proposed project will begin at Pine Road and extend to the east terminating at Linden Road on the east side of US 31. At the proposed US 31 interchange, the area between the east and west ramp terminals, including the ramps and structure that will carry 7<sup>th</sup> Road over US 31, are being constructed as part of the Indiana Department of Transportation's (INDOT) US 31 Project. Environmental impacts associated with the placement of an interchange at this location have been documented under the Environmental Impact Statement prepared for the US 31 Project. To that end, no further analysis of the interchange will be completed as part of the 7<sup>th</sup> Road Project.

As the design of the project advances the right-of-way will be refined; however, a broad right-of-way corridor will be evaluated for each alignment. A detailed description of each alignment is provided in the following section. At present, the number of displacements associated with each alignment is not known. The project is anticipated for construction in 2014.

### **Alignment A**

Alignment A would begin at the intersection of Pine Road and a drive to an undeveloped commercial park located approximately 680 ft. south of the 7B Road intersection. The alignment would continue east and northeast along new terrain to Oak Road. As a result of the severe skew (approximately 20<sup>o</sup>) in which the alignment intersects Oak Road, as well as the addition of a new railroad crossing, modifications in access to 7B Road would be required. Specifically, this would involve closing 7B Road before intersecting Oak Road with a cul-de-sac. Access to the proposed alignment from properties along 7B Road would be provided by a 300 ft. connector road. From the Oak Road intersection, the alignment would continue an estimated 4,500 ft. to the northeast to Michigan Road. The alignment continues to the east along the northern boundary of Ev and Jayne's Irish Inn before turning to the northeast to intersect with Lilac Road. After intersecting Lilac Road the alignment would continue approximately 1,680 ft. eastward to the western ramp terminal of the US 31 interchange. The section of the alignment between the west and east ramp terminals and the structure carrying 7<sup>th</sup> Road over US 31 are to be constructed as part of the US 31 Project and is an exception area for the referenced project. East of the US 31 interchange 7<sup>th</sup> Road would continue from the east ramp terminal along new alignment to Linden Road, which is the eastern terminus. The typical section of the proposed road would consist of two 12 ft. travel lanes with 10 ft. paved shoulders (11 ft. usable). The proposed right-of-way is anticipated to extend 100 ft. either side of the proposed centerline (200 ft. total).

### **Alignment B**

Alignment B would begin at the intersection of Pine Road and 7B Road and continues east along existing 7B Road to Oak Road. From the Oak Road intersection, the alignment continues to the northeast to the intersection of 7B Road and Michigan Road. At this point, the alignment continues along 7B Road between Ev and Jayne's Irish Inn and Plymouth Rock Golf Course. The alignment continues to the end of the road before heading northeast to Lilac Road. After intersecting Lilac Road the alignment would continue approximately 1,680 ft. eastward to the western ramp terminal of the US 31 interchange. The section of the alignment between the west and east ramp terminals and the structure carrying 7<sup>th</sup> Road over US 31 are to be constructed as part of the US 31 Project and

is an exception area for the referenced project. East of the US 31 interchange 7<sup>th</sup> Road would continue from the east ramp terminal along new alignment to Linden Road, which is the eastern terminus. This alignment would utilize a curb and gutter section along its entire length to minimize impacts to residential properties along 7B Road. The typical section of the proposed road would consist of two 12 ft. travel lanes with a 2 ft. – 8 in. curb and gutter. The proposed right-of-way is anticipated to extend 75 ft. either side of the proposed centerline (150 ft. total). The proposed corridor for this alignment is narrower due to the use of a curb and gutter section rather than a shoulder section, which requires

#### Alignment C

Alignment C is a hybrid of Alignments A and B that begins at the intersection of 7B Road and Pine Road (western terminus). From the western terminus Alignment C follows the alignment of Alignment B until a point approximately 900 ft. east of Oak Road where it diverges and travels northeast to follow Alignment A to its eastern terminus, Linden Road. Alignment C would consist of two typical sections, a curb and gutter section and a shoulder section. The curb and gutter section, which would be present along 7B Road between Pine Road and Oak Road, and would consist of two 12 ft. travel lanes with a 2 ft. – 8 in. curb and gutter. The shoulder section would be present the remaining length of the Alignment and would consist of two 12 ft. travel lanes with 10 ft. paved shoulders (11 ft. usable). The proposed right-of-way is anticipated to extend 75 ft. either side of the proposed centerline (150 ft. total) in the curb and gutter section and 100 ft. either side of the proposed centerline (200 ft. total) for the remaining length of the Alignment.

#### Alignment D

Alignment D was developed as a result of coordination with vested stakeholders. More specifically, consideration for an alignment north of Alignments A and C between Michigan Road and Lilac Road was requested through coordination with affected property owners and at a public information meeting held in early August 2010. Alignment D begins at the same point as Alignment A along Pine Road and follows its alignment until a point approximately 800 ft. west of Michigan Road where it advances further to the north of Alignments A and C by approximately 250 ft. (maximum). Alignment D rejoins the other alignments approximately 1,260 ft. west of Lilac Road where it continues along the same alignment to Linden Road. The typical section of the proposed road would consist of two 12 ft. travel lanes with 10 ft. paved shoulders (11 ft. usable). The proposed right-of-way is anticipated to extend 100 ft. either side of the proposed centerline (200 ft. total).