

## Appendix 1

Accomplishments from the Transportation Plan for 2030.

Since the completion of the most recent transportation plan in 2007, there has been significant progress in implanting needed road improvements. The following projects have been completed or are nearing completion:

- Hoosier Heartland Highway
- US 231 Reconstruction
- Widening of Veterans Memorial Parkway
- Reconstruction and widening of SR 26 from Park East Blvd to CR 550W including interchange modifications.
- Visibility improvement on SR 26 at CR 500W and 300W.
- Reconstruction of Concord Rd. from Brady to Veterans Memorial Parkway
- Sidewalks on 26<sup>th</sup> Street from Union to Cason
- Sycamore Lane safety improvements
- Tapawingo Extension
- Cable Barriers on I-65
- SR 25 West intersection improvement with CR 575 W and CR 500W
- US 52 bridge over Norfolk Southern RR tracks
- ???Earl Ave. Safety improvements at State and 24<sup>th</sup> streets ???
- Reconstruction of Railroad Street in Battle Ground
- Pedestrian Crosswalks at Happy Hollow and Cumberland Schools
- Reconstruction of SR 38 in Dayton
- Extension of the Wabash Heritage Trail in West Lafayette
- Greenways and Trail Master Plan in Lafayette
- Reconstruction of Cumberland Ave. from US 52 to Yeager
- Bridge replacement on Lilly Road over CSX RR
- Reconstruction of US 52 from the Wabash River to Beech Drive
- Sign upgrade in Lafayette, West Lafayette, and Tippecanoe County
- Reconstruction of S River Road from CR 300W to US 231
- Safety improvements to Tyler Road
- Lindberg Road Bridge
- Reconstruction of Harrison Road in West Lafayette
- Upgraded and new traffic signals at: 70 intersections in Lafayette, West gate of SIA, SR 26 from Park East to CR 550W, US 231 and CR 350S, Grant and Northwestern, US 52 and 38, CR 250W, Kossuth at 16<sup>th</sup> and 18<sup>th</sup> streets, Union at 26<sup>th</sup> Street, Earl and 36<sup>th</sup> Street,

## Appendix 2

Detailed Socioeconomic Information, Forecasts and Traffic Zones

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
1	52	1	51	43	35	303
2	30	0	30	20	17	852
3	135	0	135	92	90	1,708
4	133	0	133	135	117	600
5	94	0	94	65	56	504
6	798	105	693	481	425	1,435
7	458	42	416	281	265	407
8	1357	19	1338	797	692	735
9	132	0	132	69	64	701
10	1160	0	1160	608	534	58
11	615	98	517	230	200	2,014
12	974	493	481	321	264	1,143
13	620	0	620	256	226	90
14	1490	13	1477	659	574	1,039
15	149	0	149	87	75	217
16	604	0	604	277	262	54
17	1341	0	1341	608	551	89
18	392	0	392	160	144	478
19	1275	0	1275	546	508	136
20	78	5	73	37	36	754
21	571	0	571	247	233	9
22	659	0	659	312	295	226
23	421	0	421	251	234	1,228
24	197	0	197	89	85	368
25	950	158	792	439	403	431
26	965	0	965	555	503	150
27	1148	0	1148	568	516	327
28	212	79	133	58	51	1,813
29	1017	0	1017	482	449	134
30	0	0	0	0	0	433
31	993	4	989	482	436	194
32	23	0	23	22	17	2,695
33	1237	0	1237	561	519	139
34	9	0	9	3	2	1,134
35	0	0	0	0	0	29
36	0	0	0	0	0	427
37	0	0	0	0	0	210
38	47	19	28	21	19	180
39	1304	5	1299	637	589	37
40	696	0	696	330	307	103
41	857	0	857	425	374	129
42	798	6	792	444	395	45
43	1140	16	1124	489	460	49
44	965	0	965	459	408	53
45	535	0	535	278	245	112
46	711	7	704	375	333	175
47	552	121	431	184	152	261

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
48	679	0	679	350	305	3
49	834	158	676	412	366	289
50	71	0	71	33	32	124
51	98	0	98	41	40	4
52	2548	0	2548	1097	978	31
53	730	0	730	449	390	678
54	520	0	520	258	246	0
55	0	0	0	0	0	102
56	0	0	0	0	0	278
57	90	0	90	33	29	15
58	47	0	47	19	19	114
59	589	0	589	249	216	33
60	479	0	479	204	193	104
61	0	0	0	0	0	21
62	344	0	344	157	138	108
63	754	0	754	313	283	22
64	2235	0	2235	975	916	127
65	0	0	0	0	0	17
66	1101	0	1101	445	430	20
67	866	0	866	379	358	18
68	1253	0	1253	484	458	84
69	1604	0	1604	725	685	502
70	6	0	6	4	4	204
71	2096	0	2096	997	895	53
72	147	0	147	56	55	1,022
73	0	0	0	0	0	68
74	1347	0	1347	539	509	110
75	839	0	839	358	341	27
76	0	0	0	0	0	313
77	1887	0	1887	1165	1012	47
78	0	0	0	0	0	606
79	18	0	18	9	6	136
80	39	0	39	25	24	1,587
81	2	0	2	1	1	84
82	0	0	0	0	0	156
83	272	0	272	121	111	22
84	898	0	898	326	314	14
85	1003	0	1003	358	349	16
86	0	0	0	0	0	118
87	665	0	665	249	238	5
88	2016	0	2016	736	712	8
89	226	0	226	91	87	15
90	481	0	481	202	190	29
91	388	0	388	168	159	0
92	243	0	243	104	101	4
93	707	0	707	292	283	28
94	1136	0	1136	538	498	203
95	343	0	343	120	113	438

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
96	0	0	0	0	0	370
97	355	16	339	267	228	38
98	0	0	0	0	0	34
99	1523	0	1523	583	559	66
100	1229	0	1229	416	396	51
101	457	0	457	154	144	5
102	60	0	60	23	23	184
103	325	0	325	129	123	9
104	384	0	384	157	148	22
105	1912	0	1912	614	571	10
106	3	0	3	1	1	0
107	20	0	20	7	7	43
108	659	0	659	218	212	19
109	303	0	303	103	99	24
110	28	0	28	9	9	105
111	20	0	20	14	11	584
112	38	0	38	20	20	82
113	0	0	0	0	0	3,770
114	0	0	0	0	0	155
115	17	0	17	5	5	12
116	0	0	0	0	0	110
117	637	0	637	193	189	284
118	3	0	3	2	2	577
119	494	0	494	229	213	124
120	0	0	0	0	0	200
121	0	0	0	0	0	282
122	46	0	46	43	33	4
123	0	0	0	0	0	2,398
124	0	0	0	0	0	359
125	7	0	7	5	3	1,082
126	1261	0	1261	626	538	19
127	84	8	76	30	29	46
128	6	0	6	3	3	499
129	868	0	868	477	437	111
130	14	0	14	7	7	203
131	0	0	0	0	0	512
132	1426	0	1426	784	684	16
133	5	0	5	2	2	0
134	15	0	15	6	6	0
135	0	0	0	0	0	232
136	5	0	5	2	2	0
137	4	0	4	1	1	987
138	429	5	424	259	255	8
139	36	0	36	16	16	170
140	927	0	927	341	315	123
141	87	0	87	40	37	821
142						558
143	0	0	0	0	0	73

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
144	0	0	0	0	0	250
145	167	0	167	143	130	783
146	0	0	0	0	0	1,904
147	0	0	0	0	0	1,152
148	7	0	7	5	4	1,345
149	0	0	0	0	0	166
150	0	0	0	0	0	17
151	2166	64	2102	1012	910	166
152	47	0	47	48	40	1,719
153	399	0	399	207	199	687
154	1310	7	1303	583	561	204
155	1661	0	1661	761	727	170
156	374	0	374	146	141	111
157	213	0	213	94	87	61
158	77	0	77	34	29	191
159	142	132	10	10	7	446
160	517	0	517	239	236	728
161	341	0	341	245	198	85
162	1570	238	1332	584	567	961
163	2721	22	2699	1273	1254	529
164	1424	767	657	274	269	122
165	0	0	0	0	0	452
166	2021	0	2021	979	882	16
167	1301	47	1254	803	743	116
168	2370	107	2263	940	914	285
169	300	205	95	64	64	805
170	1545	1202	343	147	142	144
171	4756	4756	0	0	0	193
172	0	0	0	0	0	15,562
173	3508	3281	227	87	85	84
174	1065	0	1065	486	459	132
175	868	53	815	338	321	188
176	0	0	0	0	0	103
177	2390	1587	803	383	376	286
178	1032	0	1032	523	482	61
179	596	0	596	247	233	19
180	688	0	688	309	292	759
181	892	8	884	374	354	226
182	0	0	0	0	0	33
183	0	0	0	0	0	374
184	147	0	147	83	75	374
185	859	0	859	544	515	160
186	870	103	767	331	312	580
187	2243	0	2243	728	708	176
188	1227	0	1227	496	471	0
189	593	0	593	363	325	40
190	0	0	0	0	0	412
191	0	0	0	0	0	532

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
192	476	131	345	264	250	777
193	810	0	810	396	382	3
194	1058	0	1058	489	485	187
195	0	0	0	0	0	628
196	693	0	693	430	379	3
197	58	0	58	49	31	1,274
198	336	260	76	51	43	497
199	132	0	132	76	57	10
200	268	0	268	102	93	0
201	583	0	583	241	213	2
202	325	0	325	209	178	37
203	129	0	129	53	51	12
204	12	0	12	5	5	49
205	1315	0	1315	531	496	28
206	259	0	259	117	109	9
207	2	0	2	1	1	171
208	1910	0	1910	977	866	14
209	589	0	589	264	244	3
210	598	0	598	246	217	76
211	174	0	174	75	64	229
212	291	0	291	130	113	28
213	2115	0	2115	889	846	31
214	0	0	0	0	0	732
215	962	0	962	536	515	171
216	0	0	0	0	0	0
217	5	0	5	2	2	0
218	1098	0	1098	494	421	175
219	1747	24	1723	709	697	193
220	630	0	630	330	323	6
221	777	0	777	306	286	6
222	46	0	46	24	23	0
223	49	0	49	19	18	8
224	14	0	14	5	5	106
225	11	0	11	7	6	95
226	236	0	236	107	105	38
227	276	0	276	117	112	25
228	278	0	278	102	97	3
229	148	0	148	69	66	6
230	638	0	638	242	231	141
231	1094	0	1094	420	399	20
232	1193	0	1193	477	455	19
233	53	0	53	26	21	75
234	482	0	482	193	178	15
235	1003	0	1003	459	382	492
236	477	0	477	205	172	35
237	357	0	357	187	123	0
238	164	0	164	92	72	31
239	3	0	3	2	2	0

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
240	819	0	819	322	306	93
241	786	0	786	314	299	102
242	544	0	544	210	201	21
243	87	0	87	36	32	25
244	116	0	116	38	37	27
245	264	0	264	101	97	26
246	133	0	133	44	42	9
247	355	0	355	130	128	136
248	165	0	165	47	46	10
249	374	0	374	174	120	14
250	0	0	0	0	0	173
251	543	70	473	172	162	54
252	40	0	40	18	17	149
253	231	0	231	88	86	74
254	1147	0	1147	454	406	29
255	980	0	980	447	342	14
256	574	0	574	202	188	41
257	537	0	537	204	192	22
258	408	0	408	198	167	46
259	355	0	355	153	136	26
260	669	0	669	293	266	128
261	76	0	76	34	32	6
262	143	0	143	69	58	286
263	269	0	269	140	110	52
264	984	0	984	402	385	58
265	244	0	244	105	99	185
266	349	0	349	165	151	39
267	313	0	313	126	120	43
268	564	0	564	247	229	53
269	133	0	133	51	47	109
270	360	0	360	131	121	32
271	95	0	95	38	34	41
272	157	0	157	65	59	39
273	607	0	607	214	206	14
274	575	0	575	199	190	18
275	1055	0	1055	387	372	38
276	352	0	352	154	144	12
277	770	0	770	557	441	320
278	0	0	0	0	0	886
279	432	0	432	184	165	0
280	0	0	0	0	0	0
281	1180	0	1180	444	431	42
282	849	0	849	307	291	11
283	477	21	456	191	169	124
284	1052	0	1052	418	407	8
285	349	0	349	136	124	17
286	826	0	826	337	319	30
287	498	0	498	186	181	213

## 2010 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
288	350	0	350	131	126	66
289	808	0	808	301	282	155
290	91	0	91	33	31	0
291	41	0	41	13	12	0
292	69	0	69	36	36	0
293	6	0	6	2	2	11
294	652	0	652	262	252	99
295	769	0	769	302	285	182
296	411	0	411	151	145	24
297	604	0	604	209	200	73
298	498	0	498	184	173	26
299	312	0	312	121	117	50
300	257	0	257	94	87	69
301	455	0	455	167	156	33
302	575	0	575	220	207	121
303	709	0	709	310	268	205
304	370	0	370	145	136	33
305	487	0	487	179	168	39
306	695	0	695	238	227	45
307	84	0	84	34	32	13
308	173	0	173	68	68	11
309	212	0	212	80	75	6
310	233	0	233	90	86	30
311	93	0	93	30	28	231
312	536	0	536	209	197	53
313	161	0	161	64	59	44
314	141	0	141	49	47	17
315	199	0	199	75	67	26
316	300	0	300	110	102	37
317	41	0	41	16	16	60
318	915	0	915	378	339	99
319	633	0	633	242	224	38
320	454	0	454	191	177	80
321	493	0	493	190	171	38
322	169	0	169	64	62	11
323	485	0	485	217	199	23
324	0	0	0	0	0	803
52650	172780	14463	158317	71096	65532	94,911

## 2040 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
1	122	1	121	88	74	1,000
2	33	0	33	20	17	1,000
3	128	0	128	92	92	1,708
4	148	0	148	141	125	600
5	166	0	166	107	94	1,500
6	1,089	105	984	567	512	2,000
7	1,290	42	1,248	781	754	1,000
8	1,504	19	1,485	819	727	1,000
9	132	0	132	69	65	1,500
10	1,221	0	1,221	608	546	58
11	1,321	98	1,223	430	382	2,014
12	1,588	493	1,095	321	270	3,000
13	649	0	649	256	231	90
14	1,595	13	1,582	659	587	1,039
15	160	0	160	87	77	1,000
16	591	0	591	277	268	54
17	1,368	0	1,368	608	563	89
18	403	0	403	160	147	478
19	1,267	0	1,267	546	519	136
20	79	5	74	37	37	754
21	616	0	616	272	263	9
22	644	0	644	312	302	226
23	418	0	418	251	239	1,228
24	191	0	191	89	87	368
25	1,115	158	957	439	412	431
26	985	0	985	555	514	150
27	1,169	0	1,169	568	528	327
28	786	179	607	158	142	500
29	1,010	0	1,010	482	459	134
30	0	0	0	0	0	433
31	1,019	4	1,015	482	446	194
32	28	0	28	22	17	2,695
33	1,236	0	1,236	561	531	139
34	12	0	12	3	2	1,209
35	0	0	0	0	0	29
36	0	0	0	0	0	427
37	0	0	0	0	0	210
38	67	19	48	21	19	180
39	1,309	5	1,304	637	602	37
40	692	0	692	330	314	103
41	901	0	901	425	382	129
42	835	6	829	444	404	45
43	1,137	16	1,121	489	470	49
44	1,030	0	1,030	471	428	53
45	561	0	561	278	251	112
46	747	7	740	375	342	175
47	739	121	618	184	155	2,000
48	745	0	745	362	322	3

## 2040 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
49	1,056	158	898	426	387	289
50	68	0	68	33	33	124
51	659	0	659	291	290	4
52	2,643	0	2,643	1,097	1,000	31
53	1,585	0	1,585	916	814	678
54	651	0	651	333	325	0
55	0	0	0	0	0	152
56	0	0	0	0	0	278
57	238	0	238	83	75	40
58	43	0	43	19	19	114
59	628	0	628	249	221	33
60	468	0	468	204	197	104
61	0	0	0	0	0	21
62	362	0	362	157	141	108
63	2,779	0	2,779	1,128	1,043	22
64	2,425	0	2,425	1,075	1,033	127
65	0	0	0	0	0	17
66	1,054	0	1,054	445	440	20
67	848	0	848	379	366	18
68	1,224	0	1,224	484	468	84
69	1,570	0	1,570	725	700	502
70	6	0	6	4	4	204
71	2,159	0	2,159	997	915	53
72	138	0	138	56	56	1,022
73	0	0	0	0	0	68
74	1,319	0	1,319	539	521	110
75	815	0	815	358	349	27
76	0	0	0	0	0	313
77	2,009	0	2,009	1,165	1,035	47
78	0	0	0	0	0	606
79	25	0	25	9	6	136
80	38	0	38	25	25	1,916
81	2	0	2	1	1	134
82	0	0	0	0	0	156
83	501	0	501	221	208	22
84	1,391	0	1,391	526	518	14
85	951	0	951	358	357	16
86	0	0	0	0	0	118
87	643	0	643	249	243	5
88	1,927	0	1,927	736	728	8
89	2,006	0	2,006	835	816	15
90	1,853	100	1,753	749	721	29
91	907	0	907	402	389	0
92	231	0	231	104	103	4
93	675	0	675	292	289	28
94	1,460	0	1,460	692	655	203
95	1,096	100	996	355	342	438
96	0	0	0	0	0	370

## 2040 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
97	400	16	384	267	233	38
98	0	0	0	0	0	50
99	1,519	0	1,519	603	591	66
100	1,309	0	1,309	456	444	51
101	1,039	0	1,039	354	339	5
102	56	0	56	23	23	184
103	364	0	364	149	145	9
104	1,732	0	1,732	722	696	22
105	1,901	0	1,901	614	584	10
106	3	0	3	1	1	4,000
107	3,363	0	3,363	1,273	1,273	43
108	6,663	0	6,663	2,318	2,305	19
109	292	0	292	103	101	300
110	26	0	26	9	9	300
111	24	0	24	14	11	584
112	35	0	35	20	20	82
113	0	0	0	0	0	4,000
114	0	0	0	0	0	3,000
115	116	100	16	5	5	2,000
116	0	0	0	0	0	1,500
117	602	0	602	193	193	2,000
118	3	0	3	2	2	600
119	491	0	491	229	218	500
120	0	0	0	0	0	1,500
121	0	0	0	0	0	1,000
122	55	0	55	43	34	4
123	0	0	0	0	0	2,398
124	0	0	0	0	0	359
125	11	0	11	5	3	1,082
126	1,357	0	1,357	626	550	19
127	180	100	80	30	30	46
128	6	0	6	3	3	499
129	1,243	0	1,243	677	634	1,000
130	13	0	13	7	7	3,000
131	0	0	0	0	0	600
132	1,708	0	1,708	886	790	16
133	726	0	726	314	314	2,000
134	14	0	14	6	6	4,000
135	0	0	0	0	0	1,500
136	467	0	467	202	202	2,000
137	4	0	4	1	1	1,000
138	408	5	403	259	255	8
139	179	0	179	86	86	1,000
140	928	0	928	341	322	123
141	87	0	87	40	38	1,000
142	0	0	0	0	0	1,000
143	0	0	0	0	0	73
144	0	0	0	0	0	250

## 2040 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
145	170	0	170	143	133	783
146	0	0	0	0	0	1,904
147	0	0	0	0	0	1,152
148	28	0	28	17	14	1,345
149	0	0	0	0	0	166
150	0	0	0	0	0	17
151	2,291	64	2,227	1,012	932	166
152	52	0	52	48	41	1,719
153	384	0	384	207	204	687
154	1,331	7	1,324	613	603	204
155	1,608	0	1,608	761	743	170
156	358	0	358	146	144	111
157	213	0	213	94	89	61
158	84	0	84	34	30	191
159	320	132	188	10	7	446
160	484	0	484	239	236	1,200
161	390	0	390	245	203	300
162	2,066	238	1,828	714	709	1,200
163	2,978	22	2,956	1,473	1,467	700
164	2,108	767	1,341	274	269	200
165	0	0	0	0	0	452
166	2,074	0	2,074	979	902	500
167	1,347	47	1,300	803	760	116
168	3,080	107	2,973	1,240	1,233	550
169	482	205	277	64	64	805
170	2,681	1,202	1,479	147	145	144
171	5,230	5,230	0	0	0	500
172	0	0	0	0	0	19,500
173	6,905	3,585	3,320	87	87	84
174	1,043	0	1,043	486	469	132
175	1,523	53	1,470	588	571	250
176	0	0	0	0	0	103
177	3,838	1,587	2,251	383	376	286
178	1,186	0	1,186	599	564	61
179	584	0	584	247	238	19
180	673	0	673	309	299	900
181	879	8	871	374	362	226
182	0	0	0	0	0	300
183	0	0	0	0	0	374
184	150	0	150	83	77	450
185	839	0	839	544	527	200
186	1,005	103	902	350	337	580
187	2,174	0	2,174	742	738	176
188	1,195	0	1,195	496	482	0
189	612	0	612	363	332	40
190	0	0	0	0	0	412
191	0	0	0	0	0	600
192	709	181	528	300	290	800

## 2040 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
193	776	0	776	396	391	3
194	1,093	0	1,093	542	538	187
195	0	0	0	0	0	1,000
196	727	0	727	430	388	3
197	85	0	85	49	32	2,000
198	628	260	368	51	44	497
199	227	0	227	106	82	10
200	1,164	0	1,164	437	407	0
201	1,205	0	1,205	476	432	2
202	2,091	50	2,041	1,209	1,053	37
203	1,840	100	1,740	744	732	12
204	11	0	11	5	5	2,000
205	4,266	0	4,266	1,740	1,662	28
206	965	0	965	439	418	9
207	2	0	2	1	1	300
208	2,908	0	2,908	1,426	1,293	14
209	589	0	589	264	251	3
210	1,180	0	1,180	463	417	76
211	375	0	375	149	130	229
212	310	0	310	130	116	28
213	2,055	0	2,055	889	865	31
214	0	0	0	300	292	1,000
215	926	0	926	536	527	221
216	110	110	0	200	194	500
217	236	0	236	102	102	100
218	2,156	0	2,156	894	779	300
219	2,169	74	2,095	904	889	193
220	595	0	595	330	330	6
221	1,357	0	1,357	551	527	6
222	59	0	59	24	24	0
223	48	0	48	19	18	8
224	13	0	13	5	5	200
225	12	0	12	7	6	95
226	222	0	222	107	107	38
227	267	0	267	117	116	25
228	554	0	554	209	203	3
229	143	0	143	69	68	6
230	618	0	618	242	236	141
231	1,597	0	1,597	630	614	20
232	1,486	0	1,486	613	598	19
233	61	0	61	26	21	75
234	483	0	483	193	182	15
235	2,328	0	2,328	959	816	550
236	933	0	933	364	312	35
237	837	0	837	312	210	0
238	194	0	194	92	74	31
239	3	0	3	2	2	0
240	797	0	797	322	313	93

## 2040 Socioeconomic Data

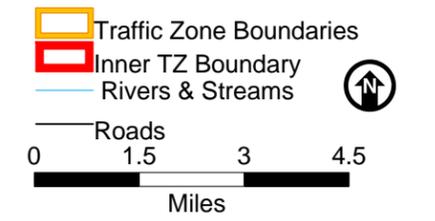
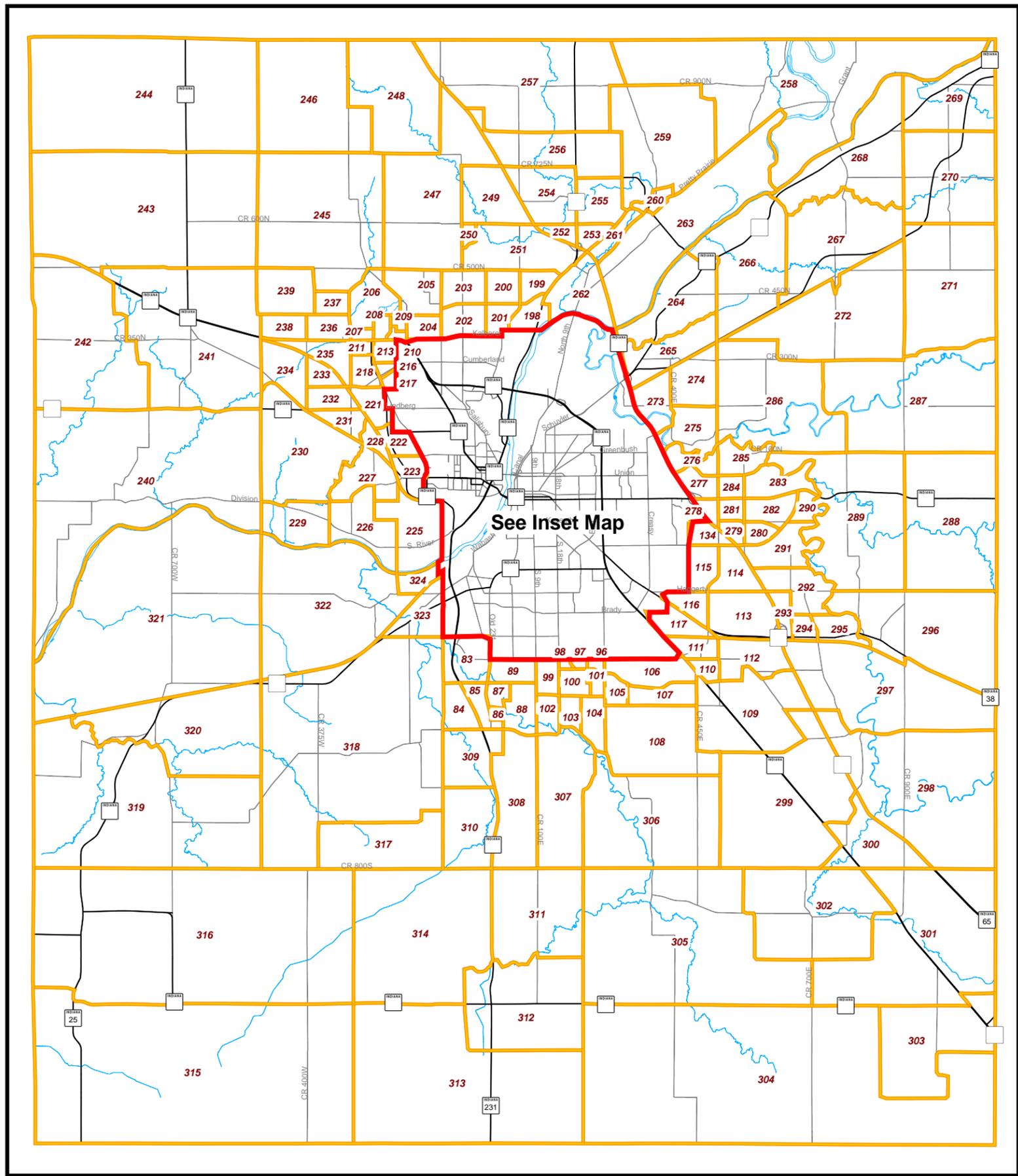
Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
241	763	0	763	314	306	102
242	526	0	526	210	206	21
243	91	0	91	36	33	25
244	110	0	110	38	38	27
245	506	0	506	201	197	26
246	129	0	129	44	43	9
247	333	0	333	130	128	136
248	156	0	156	47	47	10
249	501	0	501	174	123	14
250	0	0	0	0	0	173
251	913	70	843	272	262	54
252	39	0	39	18	17	300
253	323	0	323	130	130	100
254	1,708	0	1,708	654	598	29
255	1,611	0	1,611	608	476	14
256	570	0	570	202	192	41
257	528	0	528	204	196	22
258	447	0	447	198	171	46
259	369	0	369	153	139	26
260	681	0	681	293	272	128
261	75	0	75	34	33	6
262	157	0	157	69	59	286
263	317	0	317	140	113	52
264	988	0	988	418	409	58
265	695	0	695	305	296	511
266	353	0	353	165	154	39
267	304	0	304	126	123	43
268	563	0	563	247	234	53
269	133	0	133	51	48	109
270	360	0	360	131	124	32
271	98	0	98	38	35	41
272	160	0	160	65	60	39
273	2,281	0	2,281	837	824	14
274	5,146	0	5,146	1,839	1,796	18
275	1,088	0	1,088	415	408	38
276	348	0	348	154	147	12
277	899	0	899	557	452	320
278	0	0	0	0	0	886
279	1,397	0	1,397	577	529	20
280	100	100	0	200	194	250
281	1,124	0	1,124	444	441	42
282	4,476	0	4,476	1,659	1,609	50
283	1,302	21	1,281	491	444	124
284	999	0	999	418	416	8
285	445	0	445	171	161	17
286	807	0	807	337	326	30
287	473	0	473	186	185	213
288	337	0	337	131	129	66

## 2040 Socioeconomic Data

Traffic Zone	Total Population	Group Quarter	Household Population	Total # of Dwelling Units	Occupied Dwelling Units	Total Employment
289	798	0	798	301	288	155
290	361	0	361	133	128	0
291	5,693	0	5,693	1,802	1,702	50
292	1,365	0	1,365	770	770	0
293	6	0	6	2	2	200
294	935	0	935	391	385	99
295	801	0	801	321	310	182
296	396	0	396	151	148	24
297	863	0	863	309	303	73
298	490	0	490	184	177	26
299	298	0	298	121	120	50
300	257	0	257	94	89	69
301	450	0	450	167	161	33
302	565	0	565	220	212	121
303	758	0	758	310	274	205
304	365	0	365	145	139	33
305	480	0	480	179	172	39
306	957	0	957	338	329	45
307	1,053	0	1,053	434	417	13
308	630	0	630	268	268	11
309	209	0	209	80	77	6
310	225	0	225	90	88	30
311	92	0	92	30	29	231
312	526	0	526	209	201	53
313	162	0	162	64	60	44
314	136	0	136	49	48	17
315	206	0	206	75	70	26
316	299	0	299	110	104	37
317	38	0	38	16	16	60
318	1,068	0	1,068	428	393	99
319	632	0	632	242	229	38
320	453	0	453	191	181	80
321	507	0	507	190	175	38
322	161	0	161	64	63	11
323	489	0	489	217	204	23
324	0	0	0	0	0	803
52650	250,851	16,193	234,658	98,596	93,173	144,418

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# Traffic Zones

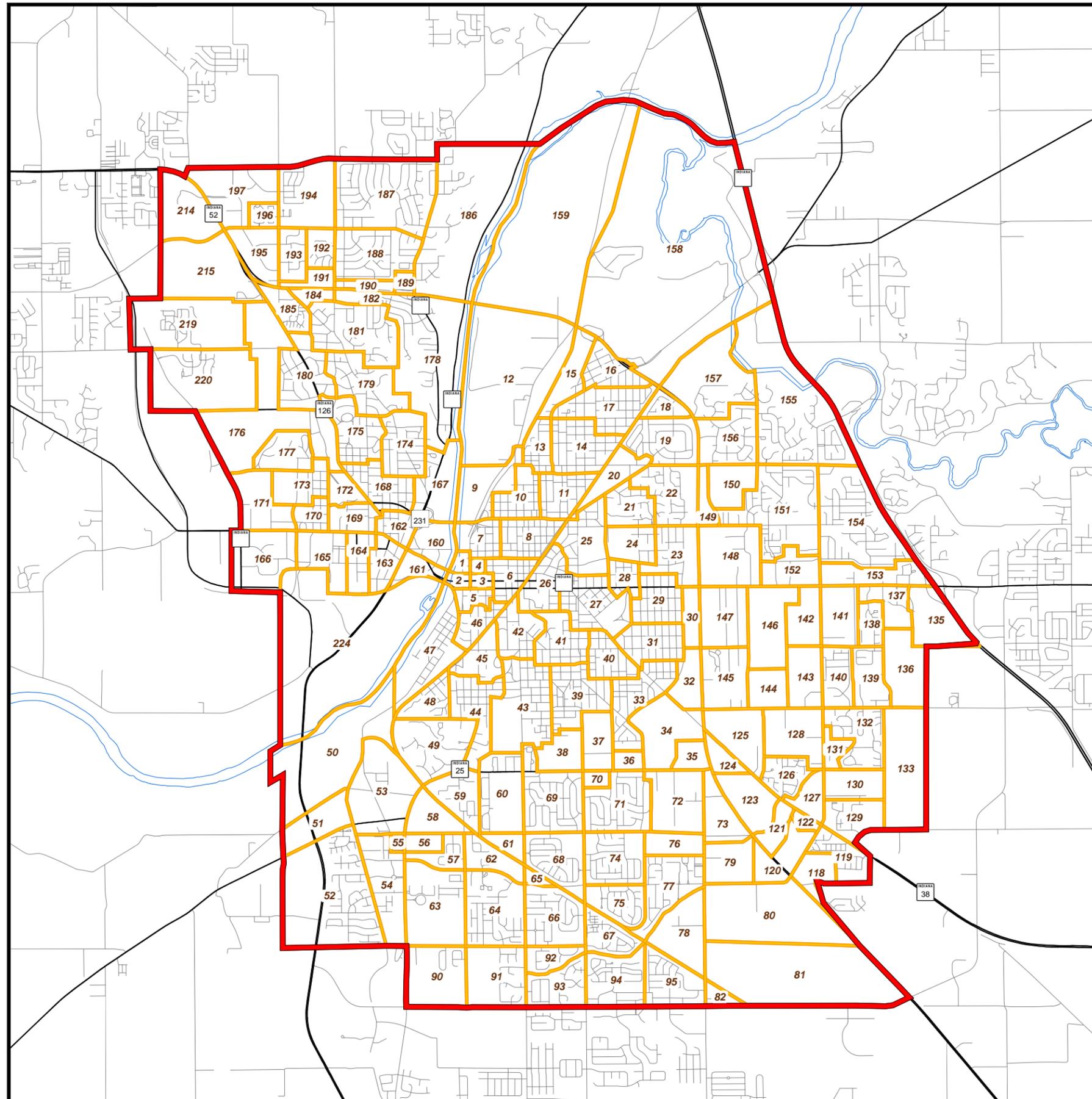


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# *Inset Map Traffic Zones*



 Traffic Zones  
 Inner TZ Boundary  
 Roads  
 Streams & Rivers Wabash

0 .5 1 1.5  
Miles



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## Appendix 3

### Environmental Analysis

# Environmental Analysis

## 1. Introduction

SAFETEA-LU builds upon previous initiatives to increase safety, security, encourage the protection and enhancement of cities, and protect the environment. Among the tasks that the federal law delegates to the MPOs, such as the Area Plan Commission of Tippecanoe County, are the development of a regional transportation plan and the examination of its related social and environmental impacts. This appendix provides an overview of the various potential impacts of the Metropolitan Transportation Plan for 2040. Figure 3-A shows a Map of all proposed highway projects in the Plan.

It is important to note that this impact analysis is general and regional in nature. It in no way replaces the detailed Environmental Impact Statement (EIS) required by the National Environmental Policy Act (NEPA)<sup>1</sup> for any transportation improvement project utilizing federal funds.

## 2. Background

### ***Metropolitan Transportation Plan for 2040-Completing Our Streets***

The 2040 Metropolitan Transportation Plan continues the long range planning emphasis from previous Plans by creating additional alternative route such as circumferential streets, to divert traffic away from existing congested streets. It recommends improving circulation through expanding and upgrading the road network and contains a detailed list of projects. The Plan documents recent progress, emerging transportation issues, and future concerns the community will need to address.

The Plan is a joint effort by the staffs of the Area Plan Commission (APC), Tippecanoe County, Lafayette, and West Lafayette, with input from Purdue University, the local transit provider (CityBus) and the Indiana Department of Transportation. The Plan has been reviewed and approved by the Area Plan Commission and its Citizens Participation, Transportation Study, Technical, and Administrative Committees. INDOT maintains a separate list of needed improvements for State highways; the Plan supports those state projects. However, the community has identified additional needs not yet included in the state's schedule; those have been included in the Plan for illustrative purposes.

### ***Assessment Categories***

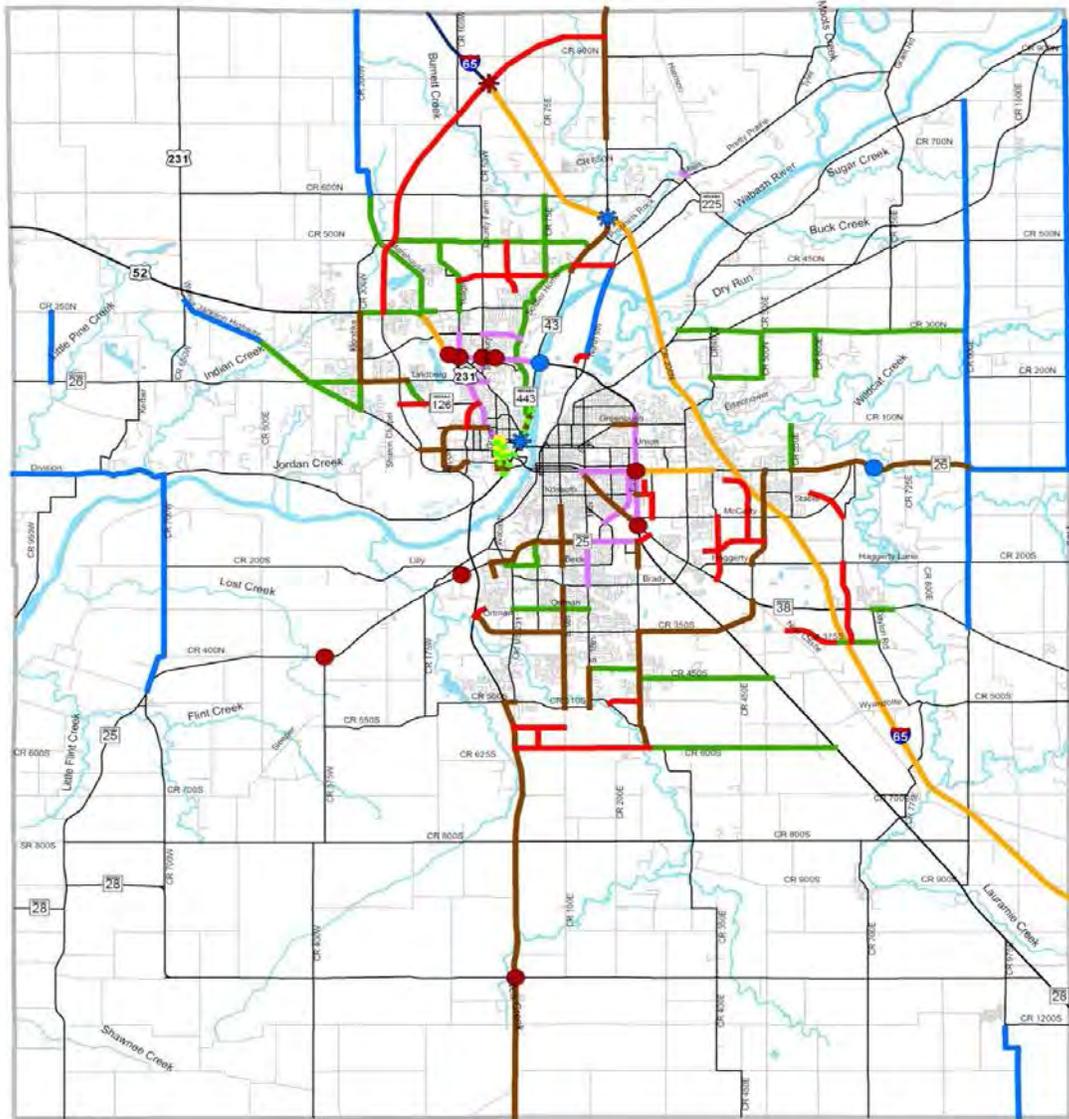
As part of the Metropolitan Transportation Plan for 2040, information on potential social, cultural, and environmental characteristics in Tippecanoe County was documented. MPO staff reviewed the following characteristics and how they could impact, or be affected by projects in the Plan.

- Social Impacts
  - Neighborhoods, Low Income and Traditionally Underserved Groups
  - Tribal Areas
  - Historical Sites and Districts
- Environmental Impacts
  - Parks and Open Spaces
  - Cemeteries
  - Endangered Species
  - Floodplains
  - Surface and Subsurface/Aquifer Water Quality
  - Hazardous Waste and Superfund Sites
  - Leaking Underground Storage Tanks

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<sup>1</sup> The National Environmental Policy Act (NEPA) [42 U.S.C. 4321 et seq.] was signed into law on January 1, 1970. The Act establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment and it provides a process for implementing these goals within the federal agencies. The Act also establishes the Council on Environmental Quality (CEQ). The complete text of the law is available for review at <http://ceq.eh.doe.gov/nepa/nepanet.htm>.

**Figure 3-A, Metropolitan Transportation Plan for 2040**



**Recommended Improvements**

- |  |   |
|--|---|
| <span style="color: red;">—</span> New Road Construction   | <span style="color: brown;">—</span> Four Lane Improvement  |
| <span style="color: purple;">—</span> Road Reconstruction  | <span style="color: orange;">—</span> Six Lane Improvement  |
| <span style="color: yellow;">—</span> One Way Improvements | <span style="color: red;">●</span> Intersection Improvement |
| <span style="color: green;">—</span> Urban Conversion      | <span style="color: red;">✱</span> New Interchange          |
| <span style="color: blue;">—</span> Rural Improvement      | <span style="color: blue;">★</span> Bridge Replacement      |
| <span style="color: green;">▨</span> Corridor Study        | <span style="color: blue;">★</span> Interchange Improvement |



The Area Plan Commission  
of Tippecanoe County  
Date: April 2012



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### **3. Analysis Methodology**

To better illustrate how the Metropolitan Transportation Plan for 2040 transportation improvements would impact the social and environmental quality of the area, maps were developed to visually represent the location of the potential impacts.

Proximity analyses were performed, where applicable, using GIS software to evaluate the specific social, environmental, and cultural features that could impact the various network improvements. This process first involved selecting the network links (i.e., road segments and intersections) slated for improvements from the project listing in Tables 3-C of the Metropolitan Transportation Plan for 2040. Using only these links, buffered sections of 150 feet on each side of limited access facilities, and 50 feet on each side of other street network links were used to determine which potential sites or features might be adversely impacted by the transportation improvement.

It is important to note that the GIS data used in the proximity analysis in this Appendix is of varying levels of accuracy and completeness. No attempt was made to correct or improve the spatial accuracy or completeness or the data obtained from sources outside of Tippecanoe County (e.g., Leaking Underground Storage Tanks, hazardous waste sites, and superfund sites). However, staff made efforts to ensure the accuracy and completeness for data supplied by the Tippecanoe County GIS and MPO Staff. While care was taken in the creation and maintenance of this data, the Area Plan Commission of Tippecanoe County does not accept responsibility for its accuracy.

### **4. Social Impacts**

#### ***Neighborhoods, Low Income and Traditionally Underserved Groups***

Acquisition of rights-of-way and/or close proximity of improvements may negatively impact low-income and minority groups. For further information, see the Environmental Justice Section in Chapter 1 and Appendix 2 of the Metropolitan Transportation Plan for 2040.

#### ***Tribal Areas***

Tribal land include those lands under the jurisdiction or control of a Native American Tribe, including that land held in federal trust by the Bureau of Indian Affairs (BIA) for the tribe. In Tippecanoe County, there are no federally recognized tribes and no tribal or federal trust land holdings.

#### ***National Historic Sites and Districts***

Information on historic sites and districts was collected from the National Park Service's National Registry of Historic Places, the Indiana Division of Historical Preservation and Archeology. As of January 2012, there were 33 sites and 15 districts listed with the National Registry of Historic Places (and six sites listed only on the State Registry). Figure 3-B shows the registered historical site and district locations within Tippecanoe County.

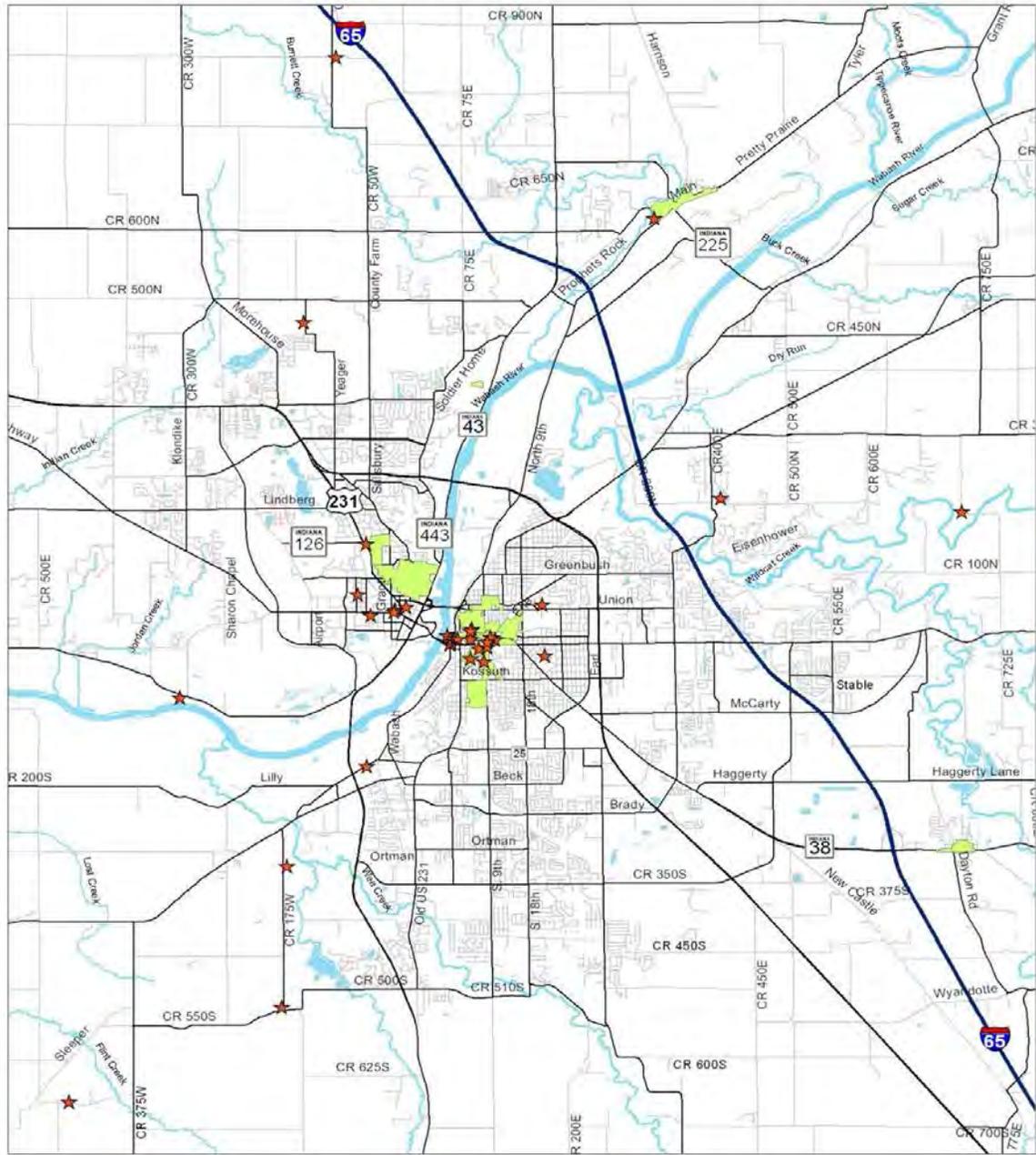
A proximity analysis determined that no historical sites/buildings are located within the potential impact buffer from the 2040 improvements. However, the parcel/lot associated the registered site/building(s) may require additional site-specific planning and review.

A proximity analysis determined the following historical district potential impact locations:

- Dayton Historic District from the urban conversion on SR 38, through Dayton, (INDOT).
- Highland Park Neighborhood Historic District from the four lane widening on South 9<sup>th</sup>, Owen to Teal, (Lafayette).
- Battleground Historic District from the road reconstruction of North from College to Main, (Battle Ground).
- Hills and Dales Historic District from the road reconstruction of Northwestern from Stadium to Cherry (Purdue Area Improvements).

In general, the potential impacts on historical sites/districts from the street and highway improvements would possibly involve added time and costs in site-specific planning for the improvement.

**Figure 3-B, National and State Registry of Historic Places**



- ★ National Registry of Historic Places - Sites/Buildings
- National Registry of Historic Places - Districts



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## 5. Environmental Impacts

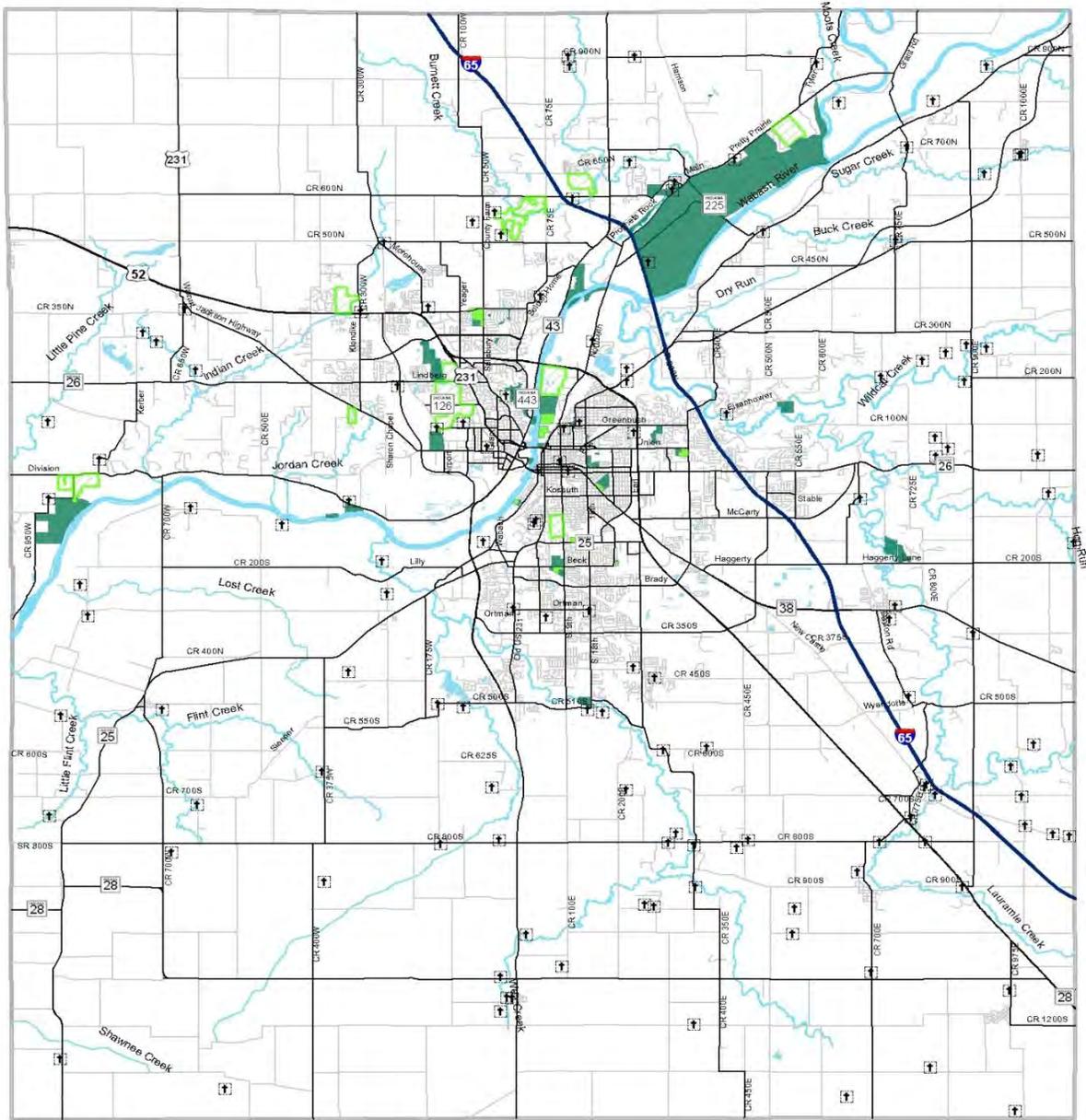
### ***Parks and Open Spaces***

The inventory of existing parks, trails, and open spaces was obtained from the Tippecanoe County GIS data warehouse, and supplemented by MPO Staff. The inventory includes state parks, municipal and neighborhood parks, golf courses, sports complexes, trails, wildlife and nature areas, and public areas surrounding significant bodies of water. This inventory does not include parks and sports facilities adjacent to schools and Purdue University (with the exception of the Purdue Golf Courses and the Horticulture Park). Conservatively, there are 3000+ acres of parkland, open space golf, sports complexes, and public nature areas. Figure 3-C shows the major parks, open spaces, and recreational facilities in the County.

A proximity analysis determined that the following parks/open spaces (> 10 acres) are potential impact locations.

- Ackerman Hills Golf Course from the new road construction of N. Intramural from Northwestern to Stadium, sponsored by Purdue Area Improvements
- Bishop Woods from the four lane widening of S 9<sup>th</sup>st from Teal to Beck Lane, sponsored Lafayette
- Coyote Crossing Golf Course from the rural to urban improvement on CR 75E from CR 600N to Soldiers Home, sponsored by Tippecanoe County.
- Columbian Park from the four lane widening of Main Street from 18th to McCarty Lane, sponsored by Lafayette, from the road reconstruction of South Street from Main Street to Earl Avenue, sponsored by Lafayette
- Cumberland Park from the urban conversion of Yeager from Kalberer to City Limits, sponsored by West Lafayette
- Davis Ferry Park from the rural improvement of North 9th St. from Swisher to Duncan Rd, sponsored by Tippecanoe County
- Happy Hollow Park from the urban conversion of Happy Hollow from US 52 to N. River Road, sponsored by West Lafayette
- Lafayette Country Club from the four lane widening on South 9th from Central to Teal, sponsored by Lafayette
- Mar Len Park from the four lane widening of South 18th from CR 430S to CR 510S, sponsored by Tippecanoe County
- Mascouten Park from the four lane widening on N. River Road & Harrison from Dehart to Happy Hollow, sponsored by West Lafayette
- Prophetstown State Park from the six lane widening on I-65 from SR 43 to SR 38, sponsored by INDOT
- Purdue Golf Course from the new road construction of N. Martin Jischke Drive from Stadium to Northwestern
- Purdue Horticulture Park from the four lane widen/new road on Harrison/Airport from State to S. Intramural, sponsored by Purdue Area Improvements
- Purdue Horticulture Park from the four lane widen/new road of McCormick from State to N. Intramural, sponsored by Purdue Area Improvements
- Purdue Horticulture Park from the four lane widening of SR 26 from US 231 to Airport Road, sponsored by Tippecanoe County
- Ravines Golf Course from the rural improvement Division Road from County Line to CR 700W, sponsored by Tippecanoe County
- Tecumseh Trails/Amphitheater Park from the four lane widening on SR 43 from State Park Road to I-65, sponsored by INDOT
- Tecumseh Trails/Amphitheater Park from the new road construction on Prophetstown Park from SR 43 to North 9th, sponsored by INDOT
- Tecumseh Trails/Amphitheater Park from the rural to urban improvement on Soldiers Home Road from City Limits to N. River Rd, sponsored by Tippecanoe County

**Figure 3-C, Parks, Open Space, Recreational Facilities, and Cemeteries**



-  Cemetery
-  Sports Fields/Complex
-  Park, Open Space, Nature Area
-  Golf Course



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- Tippecanoe Battlefield Park from the six lane widening on I-65 from SR 43 to SR 38, sponsored by INDOT Tippecanoe County Fairgrounds from the four lane widening on Teal Rd from 9<sup>th</sup> St. to 18<sup>th</sup> St.
- Tommy Johnston Park from the one way improvements on Grant/Chauncey from State to Williams, sponsored by Purdue Area Improvements

In general, the potential impacts to parks and open spaces from street and highway improvements would possibly involve added time and cost in site specific planning, permitting and construction for the improvement.

### **Cemeteries**

APC staff created a cemetery database from a land use survey in 1988-1989. It was subsequently converted into a GIS format by identifying the location and extent of the database's cemeteries for mapping purposes. The database was most recently updated in the August of 2009.

The database includes 134 sites that have been documented by verifiable public information. However, there are 30 to 40 other cemetery sites that are not verifiable. It is estimated that Tippecanoe County has approximately 200 cemeteries. Figure 3 depicts the verified cemetery locations in Tippecanoe County.

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology require that all improvements within 100 ft of a cemetery must submit a development plan for approval. A proximity analysis determined that the following cemeteries, within a 100 ft buffer of the 2040 Plan road improvements, are potential impact locations:

- Burton Cemetery (AKA Old Bilderback, Klondike) from the four lane widening on Klondike from US 52 to Lindberg, sponsored by Tippecanoe County and from the urban conversion on US 52 from Klondike to Morehouse, sponsored by INDOT
- Davis-Higman Cemetery from the rural improvement on North 9th St. from Swisher to Duncan Rd, sponsored by Tippecanoe County
- Driscoll Cemetery from the new road construction on US 231 from SR 26 to US 52, sponsored by INDOT
- Fink Cemetery (AKA Fink Meadows, Tharp, Ortman) from the urban conversion on Ortman from Old US 231 to 18th Street, sponsored by Lafayette
- Hebron Cemetery (AKA Grand Prairie Baptist (not Mt. Zion)) from the urban conversion on Morehouse Rd from CR 600N to US 52, sponsored by Tippecanoe County
- Kenny Cemetery from the urban conversion on CR 450S from Concord Rd to US 52, sponsored by Tippecanoe County
- Montmorenci Cemetery from the rural improvement on Jackson Highway from CR 650W to UAB, sponsored by Tippecanoe County
- Old Union Cemetery (AKA Union, Bowers, Old Campbellite) from the rural improvement on CR 975E from Railroad to CR 1300S, sponsored by Tippecanoe County
- Sickler Cemetery (AKA Lehman) from the urban conversion on Ortman from Old US 231 to 18th Street, sponsored by Lafayette
- Soldiers Home Cemetery (AKA Old Veterans Cemetery) from the urban conversion on Soldiers Home from Kalberer to City Limits, sponsored by West Lafayette
- Spring Grove Cemetery (AKA Ritchie) from the urban conversion on CR 600S from Wea School Rd to CR 540E, sponsored by Tippecanoe County

In general, the potential impacts of cemeteries from street and highway improvements would possibly involve added time and cost in site specific planning, permitting, construction, or alignment of the improvement. However, it is possible that an undocumented cemetery or unmarked gravesite may be encountered during a road construction causing a significant delay.

**Wildlife and Endangered Species**

The US Fish and Wildlife Services (USFWS), Midwest Region, provides a listing on their website of all endangered and threatened species for Tippecanoe County. The animals potentially located in the 2040 transportation study area are listed Table 3-A.

**Table 3-A, Active and Candidate Endangered and Threatened Species**

Species	Status	Habitat	Habitat Specific
<b>MAMMALS</b>			
<a href="#">Indiana Bat</a> ( <i>Myotis sodalis</i> )	Endangered	<b>Statewide</b> CRITICAL HABITAT: Big Wyandotte Cave (Crawford County), Ray's Cave (Greene County)	Hibernacula = Caves and mines; Maternity and foraging habitat = small stream corridors with well developed riparian woods; upland forests
<b>BIRDS</b>			
<a href="#">Bald Eagle</a> ( <i>Haliaeetus leucocephalus</i> )	Threatened	<b>Statewide</b>	
<b>REPTILES</b>			
<a href="#">Eastern massasauga</a> ( <i>Sistrurus c. catenatus</i> )	Candidate	Allen, Carroll, Elkhart, Kosciusko, Lagrange, LaPorte, Marshall, Noble, Porter, Pulaski, St. Joseph, Steuben, <b>Tippecanoe</b>	
<b>MUSSELS</b>			
<a href="#">Sheepnose</a> ( <i>Plethobasus cyphus</i> )	Candidate	Carroll, Cass, Clark, Floyd, Fulton, Pulaski, Spencer, <b>Tippecanoe</b> , Vanderburgh, Warrick, White	Eel, Ohio, Tippecanoe, and Wabash Rivers
<a href="#">Clubshell</a> ( <i>Pleurobema clava</i> )	Endangered	Carroll, DeKalb, Fulton, Kosciusko, Marshall, Pulaski, <b>Tippecanoe</b> , White	Rivers
<a href="#">Fanshell</a> ( <i>Cyprogenia stegaria</i> )	Endangered	Carroll, Daviess, Lawrence, Martin, Pike, <b>Tippecanoe</b> , Wabash, White	Rivers

The US FWS has not designated critical habitats for the threatened or endangered species within Tippecanoe County (<http://criticalhabitat.fws.gov/>). However, the Indiana Bat and the Bald Eagle may appear in Tippecanoe County because of streams, rivers, and forested area located along the Wabash and Wildcat Rivers, and throughout the County. Due to species roosting and foraging, the USFWS will

most likely request species surveys if a road project. If a road improvement impacts the Wabash River or its upstream tributaries, the Clubshell and Fanshell mussels will most likely require mitigation activities.

It is also possible that a transportation project may encounter a state-listed endangered species. Indiana state law protects several species from “take,” which is defined as harassing, hunting, capturing, killing or attempting to kill a state-listed species. The Indiana Division of the Fish and Wildlife (IDFW) will be contacted during the EIS to potential impact on state-listed species’ habitat.

In general, the potential impacts of endangered and threatened species from street and highway improvements would possibly involve added time and cost in site specific planning, permitting, construction, or alignment of the improvement.

**Floodplains**

Staff obtained the digital Federal Emergency Management Agency (FEMA) floodplain data from the latest FIRM2. In Tippecanoe County there are approximately 48 mi<sup>2</sup> of land in the 100-year flood zone and an additional 2 mi<sup>2</sup> in the 500-year flood zone.

Multi-Hazard Mitigation Plan for Tippecanoe County was adopted by the County and cities in 2006. The plan describes the risk assessment and the mitigation goals and projects in relation to flood hazard zones. The plan should be used as guidance for improvement projects. In addition local floodplain ordinances and the Tippecanoe County Drainage Board must be consulted for all street and highway improvements.

Proximity analysis determined that 41 road projects would pass through the 100-year and/or 500-year FEMA flood hazard zone as shown in Table 3-B.

In general the potential impacts from flood zones to street and highway improvements would possibly involve time and cost in site specific planning, permitting and construction. Refer to the following section for additional information regarding potential source water protection requirements.

**Table 3-B. Projects Crossing the 100-Year and/or the 500-Year Flood Hazard Zone**

Project	Location	Project Sponsor	Water Body
Concord Rd	CR430S to CR600S	Tippecanoe Co.	Wea Creek
CR 500N	SR 43 to County Farm	Tippecanoe Co.	Burnett Creek
CR 500N	County Farm to rel. 231	Tippecanoe Co.	Burnett Creek
CR 500S	Wea School to Concord	Private Dev.	Wea Creek
CR 600S	US 231 to CR250E	Private Dev.	Little Wea/Wea Creek
CR 600S	Wea School Rd to US 52	Tippecanoe Co	Wea Creek
CR 700W	SR 25 to Division Rd	Tippecanoe Co	Lost Creek
CR 75E	CR 600N to Soldiers Home	Tippecanoe Co	Burnett Creek
CR 900E	SR 26 to SR 38	Tippecanoe Co	Wildcat Creek
CR 900E	SR 26 to CR300N	Tippecanoe Co	Wildcat Creek
CR 900E	CR300N to CR800N	Tippecanoe Co	Sugar Creek
Division	CR700W to CL	Tippecanoe Co	Indian Creek
E Co. Line Rd	H.H. to SR 26	Tippecanoe Co	Sugar Creek/Wildcat Creek
Grant/Chauncey	Fowler/Wiggins to Harrison	Purdue Area	Wabash River
Grant/Chauncey	Fowler/Wiggins to Harrison	Purdue Area	Wabash River
Happy Hollow	US 52 to N River	West Lafayette	Wabash River
I 65	SR 38 to County Line	INDOT	Lauramie Creek
I 65	SR 43 to SR 38	INDOT	Wabash Ri./Wildcat Creek
I 65	US 231 to SR 43	INDOT	Burnett Creek
Jackson Hwy	UAB to SR 26	Tippecanoe Co	Indian Creek
Morehouse Rd	CR 600N to US 52	Tippecanoe Co	Indian Creek/Hadley Lake
Morehouse Rd	County Line to CR600N	Tippecanoe Co	Burnett Creek

Floodplain delineations used were latest available data from County.

<b>Project</b>	<b>Location</b>	<b>Project Sponsor</b>	<b>Water Body</b>
N River	RR Overpass to N City Limits	West Lafayette	Wabash River
North	N Burnett's Cr. to CSX tracks	Battle Ground	Burnett Creek
North 9th St	Swisher to Duncan Rd	Tippecanoe Co	Wabash River
North Yeager	Curve Correction to CR500N	Tippecanoe Co	Burnett Creek
Prophetstown	SR 43 to N 9th	INDNR	Burnett Creek
South 18th	CR430S to CR510S	Tippecanoe Co	Wea Creek
South 9th	Owen to Teal	Lafayette	Wabash River
South 9th	Twyckenham to CR350S	Lafayette	Wea Creek
South 9th	CR430S to CR510S	Tippecanoe Co	Wea Creek
SR 26	CR550E to CR900E	INDOT	Wildcat Creek
Teal	S 4th to S 9th	INDOT	Unnamed Wabash Tributary
US 231	CR500S to County Line	INDOT	Wea Creek
US 231	US 52 to I65	INDOT	Burnett Creek/Indian Creek
Vet. Mem. Pkwy	US 231 to S 9th	Lafayette	Wea Creek
Williams	Sheetz to S River	Purdue Area	Wabash River
WL-E/W Collector	CR100W to Soldiers Home	Private Dev.	Unnamed Burnett Tributary

### **Water Quality**

In Tippecanoe County, many entities and residences rely on groundwater, from local aquifers for potable water which may or may not receive treatment. In addition to public supply, Tippecanoe County surface water resources and wetlands are crucial to wildlife, agriculture, businesses, and recreational users. The water quality of surface and groundwater sources is monitored by the Indiana Department of Natural Resources (IDNR) and Indiana Department of Environmental Management (IDEM). These state agencies are responsible for regulating monitoring and enforcing the water quality and source protection laws. In addition, the Tippecanoe County Soil and Water Conservation District (SWCD) is the local subdivision of state government responsible for coordinating the conservation of our soil, water, and related natural resources.

Ensuring that the source water is protected from contamination will reduce the potential costs of treatment and risks to public health. In addition, many of the larger street and highway improvements may require National Pollutant Discharge Elimination System (NPDES) project and storm water permit from IDEM.

In general, the potential impacts from source water protection and runoff permitting to street and highway improvements would possibly involve added time and cost in site-specific planning.

### **Groundwater**

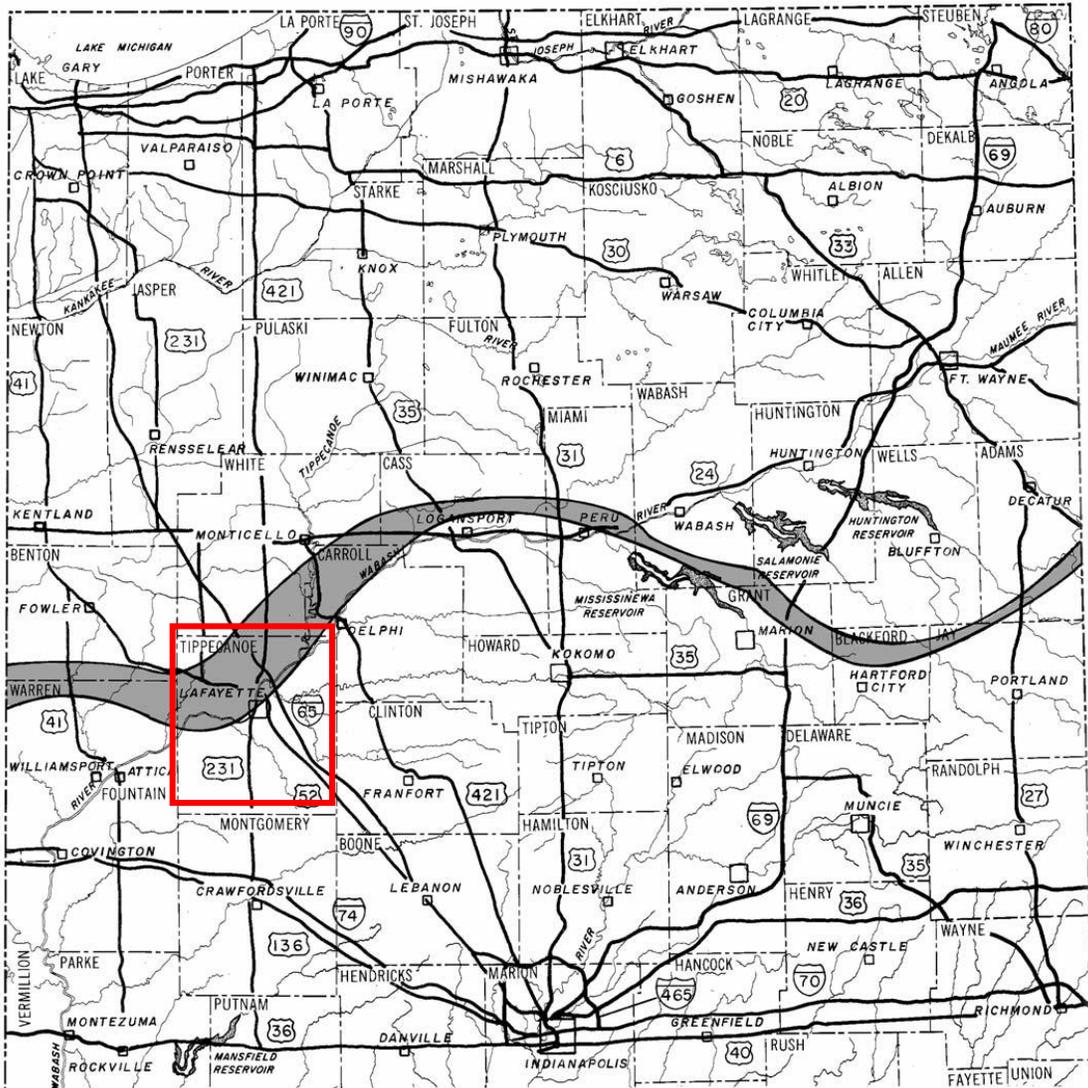
In general municipal water supply is taken from the Lafayette (Teays) Bedrock Valley System, associated with the Wabash River; the Teays traverses north-central Indiana as shown in Figure 3-D.

Recharge to aquifers within the Lafayette (Teays) Bedrock Valley occur in the same manner as do many of the other aquifers in the state, namely by the downward percolation of local rainfall through the soil horizon and underlying formations. However, localized significant rainstorms can produce relatively quick response to recharge especially if adjacent areas did not receive the rainfall.

In addition to the Lafayette (Teays) bedrock aquifer, the Silurian-Devonian aquifer (carbonate-rock) and other surficial sand and gravel aquifers may be utilized in Tippecanoe County by rural wells.

Care must be taken to ensure the quality of the water from the alluvial and surficial aquifer source waters. Potential pollution from construction, sewage outfall, illegal dumping, agriculture, and storm water runoff must be avoided or controlled due to the recharge of these aquifers from runoff and river water.

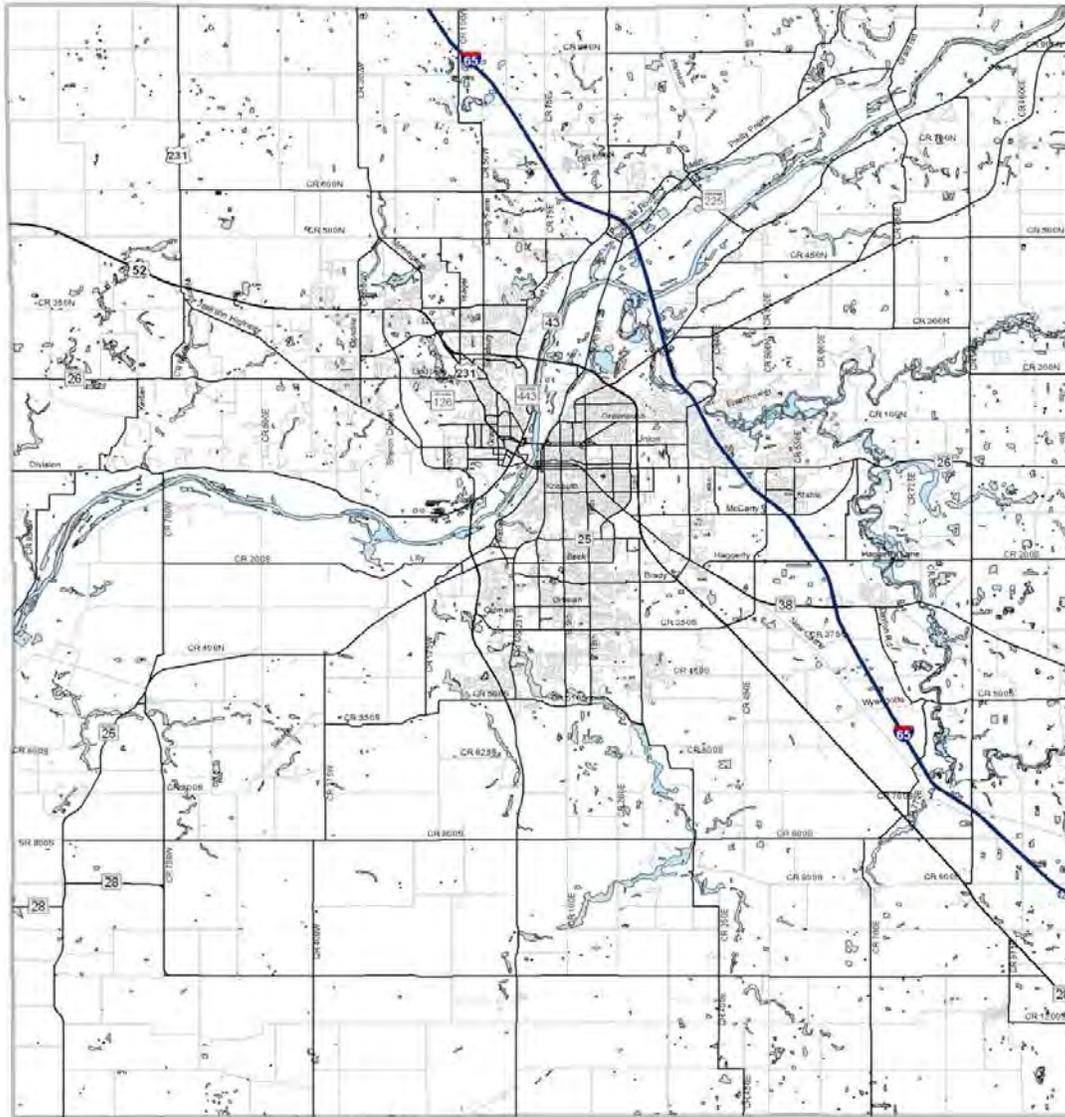
**Figure 3-D, Lafayette (Teays) Bedrock Valley in the State of Indiana**



**River, streams, lakes, and other surface water**

The Wabash Valley is the most striking physiographic feature of this county. The entire county is within the drainage basin of the Wabash River, which crosses the county from the northeastern corner to near the center of the western boundary. In addition, there are many watersheds and sub watersheds within Tippecanoe County. Two main tributaries, the Tippecanoe River and Wildcat Creek, enter the Wabash River in the northeastern part of the county. Little Pine Creek, Indian Creek, Burnett's Creek and Moot's Creek are minor tributaries from the north; Sugar Creek and Buck Creek enter from the east, and finally, Wea Creek and Flint Creek come in from the south. In all, there are 65 waterways within Tippecanoe County according to IDEM as shown in Figure 3-E. The Indiana Department of Environmental Management has identified Wabash River segments on the State's Section 303(d) List of Impaired Waters as shown in Table 3-C. Additional mitigation activities may be required surrounding these impaired reaches of the Wabash.

**Figure 3-E, Tippecanoe County Hydrologic Features and Wetlands**



 NWI wetlands (2011)

0 1 2 4 6 Miles

The Area Plan Commission  
of Tippecanoe County  
Date: April 2012  
Disclaimers and copyright restrictions apply to this  
map and data. Complete disclaimer can be viewed  
at: <http://www.tippecanoe.in.gov/gis/Disclaimer.htm>

**Table 3-C, Tippecanoe County Impaired Water Bodies**

<b>BASIN</b>	<b>14-DIGIT HUC</b>	<b>WATERBODY SEGMENT ID</b>	<b>WATERBODY SEGMENT NAME</b>	<b>BASIN</b>
Upper Wabash	5120105060010	INB0561_M1010	Wabash River - main stem	FCA for MERCURY
Upper Wabash	5120105060020	INB0562_M1011	Wabash River - main stem	FCA for MERCURY
Upper Wabash	5120105070030	INB0573_M1012	Wabash River - main stem	FCA for MERCURY
Lower Wabash	5120108010030	INB0813_M1001	Wabash River	FCA for MERCURY
Lower Wabash	5120108010040	INB0814_M1002	Wabash River	FCA for MERCURY
Lower Wabash	5120108030010	INB0831_M1003	Wabash River - D/S Wea Creek	FCA for MERCURY
Lower Wabash	5120108030030	INB0833_M1004	Wabash River - Granville Bridge to Flint Creek	FCA for MERCURY
Lower Wabash	5120108030110	INB083B_M1007	Wabash River - below Independence	FCA for MERCURY

Table 3-D shows the results of proximity analysis for surface water bodies that may be impacted by transportation improvements in the 2040 Plan.

In general, care must be taken to ensure the quality of the County's surface water. Potential pollution from construction, sewage outfall, illegal dumping, agriculture, and storm water runoff must be avoided or controlled to ensure health water for wildlife and humans. It is also important to protect the surface water since it's a recharge mechanism for local alluvial and bedrock aquifers used for drinking water.

**Wetlands**

Wetlands are areas of land that are wet (saturated or flooded) for at least part of the year, have soils that formed under wet conditions and support vegetation that can live in wet or moist areas. Wetlands are important because they naturally perform many functions we value as a society. Wetlands, depending on their location, can provide habitat for fish wildlife, flood protection, shoreline stabilization, groundwater recharge, water quality protection and recreation.

According to National Wetland Inventory (2011) there are ~20 mi<sup>2</sup> in Tippecanoe County. However, State agencies, such as INDOT, are continually updating the wetland delineations in during site investigations.

In general, the potential impacts of wetlands from street and highway improvements would possibly involve added time and cost in site specific planning, permitting, construction, or alignment of the improvement.

A proximity analysis determined the following 32 improvements listed in Table 3-E may impact wetland locations.

**Table 3-D, Water Bodies Potentially Affected by Projects**

<b>Project</b>	<b>Location</b>	<b>Project Sponsor</b>	<b>Improvement</b>
<b>Burnett Creek</b>			
CR 75E	Soldiers Home to CR 600N	Tippecanoe Co	Urban Conversion
I 65	SR 43 to new US 231	INDOT	Six Lane Improvement
Prophetstown Park	SR 43 to N 9th	DNR	New Road
US 231	US 52 to I 65	INDOT	New Road
US 231	I 65 to SR 43	INDOT	New Road
<b>Hadley Lake</b>			
Morehouse	US 52 to CR 600N	Tippecanoe Co	Urban Conversion
US 231	US 52 to I 65	INDOT	New Road
<b>Indian Creek</b>			
Division	CR 700W to County Line	Tippecanoe Co	Rural Improvement
Jackson Hwy	SR 26 to UAB	Tippecanoe Co	Urban Conversion
Morehouse	US 52 to CR 600N	Tippecanoe Co	Urban Conversion
<b>Lauramie Creek</b>			
I 65	S County Line to SR 38	INDOT	Six Lane Improvement
<b>Sugar Creek</b>			
CR 900E	CR 300N to CR 800N	Tippecanoe Co	Rural Improvement
<b>Wabash River</b>			
CR 700W	SR 25 to Division	Tippecanoe Co	Rural Improvement
I 65	SR 38 to SR 43	INDOT	Six Lane Improvement
N 9th	Duncan to Swisher	Tippecanoe Co	Rural Improvement
River Road	RR Overpass to N City Limits	West Lafayette	Corridor Study
<b>Wea Creek</b>			
CR 600S	Wea School Rd to US 52	Tippecanoe Co	Urban Conversion
S 9th	CR 430S to CR 510S	Tippecanoe Co	Four Lane Improvement
<b>Wildcat Creek</b>			
CR 900E	SR 26 to SR 38	Tippecanoe Co	Rural Improvement
E County Line Rd	HH to SR 26	Tippecanoe Co	Rural Improvement
I 65	SR 38 to SR 43	INDOT	Six Lane Improvement
SR 26	CR 550E to CR 900E	INDOT	Four Lane Improvement
SR 26	SF of Wildcat Creek	INDOT	Replace Bridge

**Table 3-E, Projects in Close Proximity of Wetlands**

<b>Project Name</b>	<b>Location</b>	<b>Project Sponsor</b>	<b>Wetland Type</b>
Concord Rd	CR 430S to CR 600S	Tippecanoe County	Freshwater Forested/Shrub Wetland
CR 500E	SR 26 to Haggety	Tippecanoe County	Freshwater Forested/Shrub Wetland
CR 550S	US 231 to CR 50E	Private Development	Freshwater Emergent Wetland
CR 600S	US 231 to CR 250E	Private Development	Freshwater Forested/Shrub Wetland, Freshwater Emergent Wetland
CR 700W	SR 25 to Division Rd	Tippecanoe County	Riverine, Freshwater Forested/Shrub Wetland
CR 900E	SR 26 to CR 300N	Tippecanoe County	Riverine, Freshwater Forested/Shrub Wetland
CR 900E	SR 26 to SR 38	Tippecanoe County	Freshwater Forested/Shrub Wetland
CR 925W	CR 350N to SR 26	Tippecanoe County	Freshwater Emergent Wetland
CR 975E	Railroad to CR 1300S	Tippecanoe County	Freshwater Emergent Wetland
E County Line Rd	Hoosier Heartland to SR 26	Tippecanoe County	Riverine, Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland
Hamman	End to Kossuth	Lafayette	Freshwater Pond
I-65	US 231 to SR 43	INDOT	Freshwater Forested/Shrub Wetland
I-65	SR 43 to SR 38	INDOT	Riverine, Freshwater Forested/Shrub Wetland
I-65	SR 38 to County Line	INDOT	Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland
Jackson Highway	CR 650W to UAB	Tippecanoe County	Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland
Klondike	US 52 to Lindberg	Tippecanoe County	Freshwater Emergent Wetland
Lindberg	Klondike To McCormick	Tippecanoe County	Freshwater Pond
Morehouse Rd	CR 600N to US 52	Tippecanoe County	Freshwater Lake, Freshwater Forested/Shrub Wetland
N 9th St	Swisher to Duncan Rd	Tippecanoe County	Riverine, Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland
N Yeager	Curve Correction to CR 500N	Tippecanoe County	Freshwater Forested/Shrub Wetland

Project Name	Location	Project Sponsor	Wetland Type
Park East Drive	McCarty to E-W Collector	Private Development	Freshwater Emergent Wetland
Prophetstown Pk	SR 43 to North 9th	INDOT	Freshwater Pond
S Intramural	Harrison to US 231	INDOT	Freshwater Pond, Freshwater Forested/Shrub Wetland
S 18th	CR 430S to CR 510S	Tippecanoe County	Freshwater Forested/Shrub Wetland
SR 25 (350S)	New US 231 to Poland Hill	INDOT	Freshwater Pond
SR 26	CR 550E to CR 900E	INDOT	Riverine, Freshwater Pond, Freshwater Forest/Shrub Wetland
SR 26	US 52 to I-65	INDOT	Freshwater Pond
SR 43B	I-65 to SR 43	INDOT	Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland
US 231	CR 500S to County Line	INDOT	Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland
US 231	US 52 to I-65	INDOT	Freshwater Forested/Shrub Wetland
WL E/W Collector	CR 100W to Soldiers Home	Private Development	Freshwater Emergent Wetland
WL N/S Collector	CR 500N to Kalberer	Private Development	Freshwater Emergent Wetland

### **Hazardous Waste Sites/Superfund Sites**

The Superfund program, also known as the National Priorities List (NPL), was created as a result of the Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLA was enacted in 1980, and amended by the Superfund Amendments and Reauthorization act of 1986. These acts establish broad authority for the government to respond to problems posed by the release, or threat of release, of hazardous substances and provided the authority for the government to undertake enforcement and abatement action against responsible parties.

Staff obtained the March 2012 listing of open and archived hazardous waste sites from the CERCLA Information System (CERCLIS) online database. Both archived and open CERCLA sites must be considered for the environmental impact studies.

**Table 3-F. Active Superfund Sites**

EPA ID	Site Name	City	County	State	NPL Status
IND980997639	<a href="#">Tippecanoe Sanitary Landfill, Inc.</a>	LAFAYETTE	TIPPECANOE	IN	Final NPL
INSFN0507954	<a href="#">Elliott Ditch/Wega Creek Sediment Site</a>	LAFAYETTE	TIPPECANOE	IN	Not NPL (ESI on going)

The Toxics Release Inventory (TRI)<sup>3</sup> is an additional publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by

<sup>3</sup> The U.S. Environmental Protection Agency (EPA) maintains this information in a database called the Toxics Release Inventory (TRI), which is available to the public over the Internet (<http://www.epa.gov/tri>) and in written reports. A federal law called the Emergency Planning and Community Right to Know Act (EPCRA) gives you the right to know about toxic chemicals being released into the environment. The law requires facilities in certain industries, which manufacture, process, or use significant amounts of toxic chemicals, to report annually on their releases of these chemicals. The reports contain information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

certain covered industry groups as well as federal facilities. Staff obtained a list of facilities from the EPA TRI Explorer - Releases: Facility Report spatial data from the EPA Envirofacts website<sup>4</sup>.

In total, there is one accepted Superfund and 16 TRI release or reporting sites located in Tippecanoe County.

Proximity analysis determined that only the North 9th St., Swisher to Duncan Rd. widening project is in the proximity of the Tippecanoe County Sanitary Landfill Superfund site.

Information was also gathered from the IndianaMap website<sup>5</sup> for non CERCLA hazardous waste sites. These additional environmental sites are listed below. Table 3-G shows the results of proximity analysis for projects that may be affected by these additional environmental sites.

- 1 waste storage treatment and disposal sites
- 2 septage waste site locations
- 47 industrial waste sites
- 1 active permitted solid waste sites
- 2 tire waste sites
- 6 waste transfer sites
- 2 open dumps
- 15 brownfield areas
- 1 RCRA corrective action site
- 20 voluntary remediation program sites
- 2 construction and demolition waste facilities

**Table 3-G, Projects in Close Proximity to Additional Environmental Sites**

Project Name	Location	Project Sponsor	Waste Location
CR 500E	SR 26 to Haggerty	Tippecanoe Co.	Tetzloff LLC
Earl Avenue	South Street to Teal Road	Lafayette	Bulk Plan
Main Street	18th to McCarty Lane	Lafayette	Raisor Pontiac-Isuzu Sims Station
Northwestern	Lindberg to Grant	West Lafayette	Hana Market
SR 25	18th to US 52	INDOT	BP Station
Teal	S 4th to 9th Street	Lafayette	Valley Flowers
Teal	9th Street to 18th Street	Lafayette	Bob Rohrman & Snowbear Frozen Custard
Yeager	US 52 to N of Cumberland	West Lafayette	CTS Microelectronics

### Leaking Underground Storage Tanks

If a release from an Underground Storage Tanks (UST) system is suspected or confirmed, the owner and operator must report it to IDEM, stop any on-going release, investigate to determine the type and extent of contamination, and conduct cleanup actions as necessary. These sites are called Leaking USTs (LUST). The current listing of LUST was found on the GIS Atlas for Indiana website<sup>6</sup>. The dataset consists of known sites with leaking underground storage tanks.

<sup>4</sup> <http://www.epa.gov/enviro> (March 8, 2012 report)

<sup>5</sup> Data provided to the GIS Atlas for Indiana by Indiana Department of Environmental Management (IDEM), Office of Land Quality, current as of April 14, 2010.

In total there are ~137 LUSTs out of ~300 USTs listed in Tippecanoe County. A proximity analysis determined that of known LUST locations, there are 29 locations within the proximity buffer of 19 scheduled street and highway improvements as listed in O. It is important to note that the property access point is considered in this analysis and not the actual tank location. Therefore the tank, in most instances, will not physically lie within the street or highway improvement area.

**Table 3-H, Projects in Close Proximity of Leaking Underground Storage Tanks**

Project Name	Location	Project Sponsor	LUST System ID
Concord	Teal to Maple Point Ext	Lafayette	19053
CR 500E	SR 26 to Haggerty	Tippecanoe County	16929
E Co. Line Rd	Hoosier Heartland to SR 26	Tippecanoe County	21353
Earl	South to Teal	Lafayette	18579, 21478
Grant/Chauncey	Fowler to State	Purdue Area Improvements	2014, 18656
Grant/Chauncey	Fowler/Wiggins to Harrison	Purdue	18656
Greenbush	Elmwood to US 52	Lafayette	114
Main	S 18th to McCarty	Lafayette	2898, 6740, 19803
Morehouse	County Line to CR 600N	Tippecanoe County	20009
Salisbury	Navajo	West Lafayette	13574
South	Main to Earl	Lafayette	4696, 10042
SR 25	Old US 231 to Teal	Lafayette	11517, 11574
SR 25	S 18th to US 52	INDOT	116, 1095, 3505, 5009
SR 26	N 31st to west of US 52	INDOT	4696, 10042, 21300
SR 26	US 52 to I 65	INDOT	191, 1057, 3527, 6807
SR 43	CR 725N to County Line	INDOT	6397
Teal	S 9th to S 18th	Lafayette	12799
US 52	Cumberland to Yeager	INDOT	1106, 6884
US 52	Beech to SR 38	INDOT	2516, 2992, 9478, 9481, 12634, 13058, 15216, 21300, 24596

In general, the potential impacts from known and undiscovered LUSTs to street and highway improvements would possibly involve added time and cost in site-specific planning, permitting, and construction.

## 6. Conclusion

Although general in nature, this analysis found that the social and environmental impacts, identified at the County level, would not preclude final plan adoption. Several potential impacts to locations may require increased time and costs in planning and review process due to compliance with environmental and historical regulations, additional rights-of-way acquisition, and potential accommodations/mitigation activities to neighborhoods, businesses, and historical places. Furthermore, a detailed site-specific environmental impact statement will be required by the National Environmental Policy Act (NEPA), for any street or highway project utilizing federal funds. In short, the analysis provided in this Appendix provides a forum for discussion and consideration of the potential system level impacts during the plan adoption phase.

<sup>1</sup> IndianaMap, 04/14/2010 (Indiana Department of Environmental Management, Office of Land Quality, Indianapolis, Indiana)

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## **Appendix 4**

### **Project Descriptions**

## Project Descriptions

The following summarizes the road improvements recommended in the *2040MTP*.

Lafayette:

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**Traffic Signal upgrade** is needed for all signals that have not already been upgraded and become part of the Advanced Traffic Management System.

**Greenbush Avenue** between Elmwood and Sagamore Parkway will be widened to four travel lanes with appropriate turn lanes at major intersections. This medium priority project includes a trail on one side with a sidewalk on the other. The road is classified as a Minor Arterial.

**Earl Avenue** from South Street to Teal Road will be reconstructed. This high priority project includes a portion of 22<sup>nd</sup> Street between Jefferson High School and Lafayette Plaza. The City has placed this project as a high priority. Since the road is wide, bike lanes should be installed between South Street and Russell Hyatt Drive. This portion of Earl Avenue is classified as a minor arterial.

**South Street** is a principal arterial and a gateway into our community. It is also part of the National Highway System. Because of its importance, the corridor has been improved several times with additional projects planned. In 2012 INDOT transferred jurisdiction of South Street from the Wabash River to I-65 to Lafayette.

The section from Main Street to Earl Avenue should be reconstructed as an urban boulevard with a landscaped median. Left turn lanes would be available at key intersections with sidewalks on both sides. This project has been identified as a medium priority.

Improvements from Earl Avenue to Sagamore Parkway include additional through lanes, improved turn lanes and sidewalks. The intersection improvements include additional turn lanes and changes to through lanes.

The intersection of South Street and Sagamore Parkway is a major bottleneck. The *SR 26 and 38 Corridor Study* identified the need for left-turn lanes and correcting delays experienced for westbound traffic.

South Street between Sagamore Parkway and I-65 experiences significant congestion and delay and is targeted for widening to six travel lanes. Sidewalks are to be construction on both sides of the road. This project is a high priority.

**Main Street** from 18<sup>th</sup> Street to McCarty is a principal arterial and needs to be widened. There are a variety of pedestrian and bicycle improvements needed throughout the corridor. The *2040MTP* recommends a bike lane from Columbia Park to Earl Avenue and Lafayette's draft *Greenway and Trail Master Plan* calls for a Trail from Earl Avenue to McCarty Lane. Sidewalks are proposed from McCarty Lane to Sagamore Parkway.

**Kossuth Street** between Sagamore Parkway and Farabee Drive needs to be reconstructed to urban road standards with curb, gutter, sidewalk and enclosed drainage. This portion of Kossuth is classified as a collector and is a medium priority.

**Farabee Drive** is a collector that terminates just south of Kossuth Street. This project extends Farabee to McCarty Lane and constructed to urban road standards with curb, gutter, sidewalks and enclosed drainage. The project has a medium priority.

**Hammand Drive** is a dead end street that needs to be extended to Kossuth Street. The new road will consist of two travel lanes and constructed to urban road standards. It is classified as a collector. The city has programmed this project in the TIP with construction in the near term.

**McCarty Lane** has been improved over the last two decades. The last section between Main Street and Sagamore Parkway will be widened to four lanes and its intersection with Main Street will be improved. A sidewalk will be constructed on one side and a trail on the other. This portion of McCarty Lane is classified as a Minor Arterial.

**Park East Boulevard** is a collector that needs to be extended further south to SR 25/SR 38. A trail will be constructed on one side and a sidewalk on the other. The project is currently a low priority.

**Concord Road** is a minor arterial and needs widening from Maple Point to Teal Road (SR 25). The road will be widened with a center left turn lane. Sidewalks will be built on both sides. The project is a low priority.

**South 9<sup>th</sup> Street** is a minor arterial and needs several sections improved. Four sections are identified for widening from Owen Street and the southern termini is at CR 430S. The highest priority is the section from Twyckenham Boulevard to Veterans Memorial Parkway. The section south of Veterans Memorial Parkway is a medium priority to improving the portion south of Veterans Memorial South. The two projects north of Twyckenham Boulevard are low priority.

There are several pedestrian and bicycle improvements in the corridor. Bike lanes are needed from Owen Street to Beck Lane. From there, a trail will continue to Ortman Lane. Sidewalks are recommended between Ortman Lane and Veterans Memorial Parkway.

**South 18<sup>th</sup> Street** is a minor arterial and needs to be improved to a complete street design from Teal Road (SR 25) to CR 430S. Lafayette's draft *Master Greenway and Trail Plan* calls for a trail to be constructed on one side and the *2040MTP* also recommends bike lanes. The project is a medium priority.

**Old US 231** is a principal arterial and needs to be reconstructed to urban road standards with curb, gutter, sidewalks and enclosed drainage. This project is a low priority.

**Beck Lane** from Old US 231 to Poland Hill Road needs to be upgraded from a rural design to urban road standards. It is a high priority project and programmed in the TIP. A trail will be constructed on one side with a sidewalk on the other. This road is classified as a collector.

**South Beck Lane** from Old US 231 to SR 25 needs to be reconstructed to urban road standards. Sidewalks are needed on both side of the road. The road is classified as a collector and this is a low priority project.

**Old Romney Road** improvements are a high priority and the project is currently in the TIP. Improvements include widening to four lanes from SR 25 to Twyckenham. The city is planning a trail on one side. The road is a local road.

**Veterans Memorial Parkway** is a minor arterial and has recently been improved to four lanes from South 9<sup>th</sup> Street to Concord Road. Additional four lane improvements are needed on the remaining portions of the Parkway. The first is from Concord Road to US 52 and will be widened and upgraded to an urban cross section. The *2040MTP* calls for a trail on one side and sidewalk on the other. This project will also construct the missing trail sections on Veterans Memorial Parkway between Promenade and Concord Road and on Concord Road from Daugherty Drive to Veterans Memorial Parkway. This project is currently being designed and will be under construction within the next couple of years.

The remaining three projects are from Concord Road to SR 25/SR 38 and from Haggerty Lane to SR 26. They will be widened to four travel lanes and upgraded to an urban cross section. A trail and sidewalks will be included in the projects. The portion between Haggerty Lane and SR 26 will be the built first and is assigned a medium priority. The remaining two are low priority projects.

**Ortman Lane** will be upgraded to an urban cross section with a trail on one side. The project is a low priority and the road is functionally classified as a collector.

**Poland Hill Road** from Teal Road to Beck Lane will be reconstructed to an urban design with sidewalks. Currently it is a narrow two lane road with no curbs, shoulders or sidewalks and several engineering challenges. The road is classified as a collector and is a medium priority.

**Sagamore Parkway (Formally US 52)** is a principal arterial and will be reconstructed from Beech Street to SR 25/SR 38. The city has agreed to assume responsibility for a portion of Sagamore Parkway. INDOT developed reconstruction plans and purchased land for the improvements. The city is now refining the design and will also assume responsibility for reconstruction. The design will retain two travel lanes in each direction with improvements at each intersection. Sidewalks will also be added to both sides of the road.

## West Lafayette

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**Traffic Signal Coordination** is a high priority and will interconnect as many traffic signals as possible. West Lafayette will assume responsibility of many signals as a part of the relinquishment of US 231. This involves an equipment upgrade, remote monitoring and timing modifications.

**Lindberg Road** improvements from US 231 to Salisbury Street are a high priority. The road is a minor arterial and needs to be improved to a complete street design to better accommodate pedestrian and bicycle traffic.

**Yeager Road** is a collector and there are two sections north of US 52 needing improvement. The high priority section is north of Kalberer Road and it's a joint project with the Tippecanoe County. The improvements involve constructing the road to an urban design with a trail on one side and a sidewalk on the other. The project is currently in the TIP and being designed.

The other section from US 52 to Cumberland Avenue needs to be reconstructed. A trail will be constructed on one side with a sidewalk on the other. This project was assigned a medium priority.

**Salisbury Street** improvements at Navajo are a high priority. The project involves improvements to the intersection and its approaches. South of Navajo, the street will be a boulevard design similar to previous improvements to the south. Pedestrian and bicycle improvements will be included with the project. Salisbury Street is a minor arterial.

**Cumberland Avenue** between Salisbury Street and Soldiers Home Road is a high priority project. It will be the third section to be reconstructed. The project is currently being designed and will continue the boulevard design. A trail will be built on the north side and with a sidewalk on the south side. On street parking and bicycle lanes are incorporated in the design.

**Soldiers Home Road** is a minor arterial and scheduled for reconstruction in two sections. The road will be reconstructed to an urban design. Bike lanes will be striped and a trail will be constructed on one side with a sidewalk on the other. Both sections are programmed in the TIP.

**CR 75E** needs reconstruction from Soldiers Home Road to CR 500N. The road will be improved to an urban standard with a trail and sidewalk. The road is classified as a collector and the project is assigned a medium priority.

**Happy Hollow Road** improvements, from North River Road to US 52, are a high priority and currently being designed. The road is a minor arterial and will be reconstructed with an urban cross section. The design will include a trail; however significant slope issues remain a challenge in meeting trail and ADA standards. The intersection at North River Road will be raised and may become a roundabout.

**North River Road** is a minor arterial and widening the road from Dehart Street to Happy Hollow is recommended. The design is to add a third lane to accommodate a center shared left turn lane and a sidewalk on the east side. The project has a low priority.

**North River Road at the US 231 Interchange** needs an additional short ramp to accommodate the south bound traffic wanting to access Purdue via Fowler Street. This ramp was not constructed when the interchange was built. There is currently a north bound ramp to Fowler and the new ramp would connect to that ramp. This project is assigned a low priority.

**River Road** from the railroad overpass to the north city limits needs a corridor study to recommend how to improve its safety and better incorporate pedestrians and bicyclists. This section of SR 43 and US 231 will become the responsibility of West Lafayette as a part of the relinquishment of US 23. The city wants to assess the options for making the road safer and more inviting to all users.

**Northwestern Avenue** will become the responsibility of West Lafayette as part of the US 231 relinquishment. The city wants to convert this road to a complete street design with significant pedestrian and bicycle safety improvements. The project is a high priority and the road is classified as a principal arterial.

#### Tippecanoe County

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**Klondike Road** is a collector and needs improvement in two locations; from US 52 to Lindberg and from Lindberg to SR 26. Klondike Road from Lindberg to US 52 has experienced significant residential, commercial and industrial growth. Two schools are also located just south of US 52. The improvements include widening the road to a four lane urban design with a sidewalk and trail. It is programmed in the TIP.

The project from Lindberg Road to SR 26 needs to be reconstructed as a two lane urban design standard with a sidewalk and trail. It is a medium priority.

**Lindberg Road** needs improvement in two locations. It is a principal east-west corridor and is a Minor Arterial. The section between McCormick Klondike Roads will be widened to four travel lanes with a trail on one side and a sidewalk on the other. This project is a high priority and programmed in the TIP.

Between Klondike Road and SR 26, the road will be reconstructed with only two lanes but will retain the urban design standard with a trail and sidewalk. This project is assigned a medium priority.

**South 9<sup>th</sup> Street, South 18<sup>th</sup> Street and Concord Road** are being improved by the City of Lafayette to improved north-south circulation. Concord Road north of Veterans Memorial Parkway has been improved and the engineering work on South 18<sup>th</sup> Street from Veterans Memorial to Wea Ridge Middle School is currently underway. The county will continue improvement to the south. South 9<sup>th</sup> and South 18<sup>th</sup> Streets will see improvements to CR 510S. On Concord Road, the improvements continue to the south to CR 600S. All three are classified as Minor Arterials.

The roads will be widened to four travel lanes with an urban design standard. Improvements to Concord will be built in at least two phases. The first phase is from Veterans Memorial Parkway to CR 450S and the second phase from CR 450S to CR 600S. All four projects are a medium priority.

**CR 500S** between old and relocated US 231 needs to be widened to four travel lanes to an urban design standard with sidewalks. The road is a minor arterial and is a low priority.

**Cherry Lane** currently ends at McCormick Road and should be extended and to relocated US 231.

This project is currently programmed in the TIP and is classified as a collector.

**State Street (SR 26)** between relocated US 231 and Airport Road needs widening and is a high priority project. It currently is two lanes with virtually no shoulders and no provisions for bicyclists or pedestrians. With the completion of US 231 it will become even more heavily traveled and have even more bicycle and pedestrian traffic. A trail is the most critical improvement because it will be the principal connection from US 231 to the campus. Improvements also call for an urban design standard and widening the road to four travel lanes to accommodate the increased traffic volume. SR 26 is a principal arterial. This section of State Street will become a county road with the relinquishment of 231.

**North 9<sup>th</sup> Street** north of US 52 has narrow shoulders and is the sole access to Prophetstown State Park. The 2040MTP recommends wider shoulders and a trail. The trail should be on the west side and above the flood plain. This project is a medium priority and the road is classified as a collector.

**CR 375S & CR 400S** improve East-West circulation south of Dayton between Newcastle Road and Dayton Road. A new road will be built connecting the corridor to CR 350S. The existing road to the east will then be reconstructed with wider shoulders. The road is classified as a local road and the project is a low priority.

**Rural to Urban Conversion Projects:** There are 16 projects that are designated as Urban Conversion. All of these roads currently have a rural design with minimal shoulders, ditches. An urban design standard is recommended to reflect the existing and anticipated land uses and will include curb and enclosed drainage. Depending on location, provisions for pedestrians and bicyclists will be included.

While many of them are located in the county, there are some located within Lafayette and West Lafayette. Those that are located in the county are in areas that the Plan has identified as future growth areas.

The following lists identify the project location and priority.

**Projects currently in the TIP:**

<b>Project</b>	<b>Location</b>	<b>Trail</b>
McCormick Road	Cherry Lane to Lindberg Road	---
North Yeager	Curve Correction/CR 500 N	---

**Medium Priority Projects:**

<b>Project</b>	<b>Location</b>	<b>Trail</b>
CR 430S	South 18 <sup>th</sup> Street to Concord Road	Yes
CR 450S	Concord Road to US 52	Yes
Morehouse Road	CR 600N to US 52	Yes
CR 500E	CR 200N to CR 300N	---

CR 500N	SR 43 to County Farm Road	---
CR 500N	County Farm Rd to Relocated US 231	---
Soldiers Home Road	WL City Limits to North River Road	---

**Low Priority Projects:**

<b>Project</b>	<b>Location</b>	<b>Trail</b>
Jackson Highway	SR 26 to Urban Area Boundary	---
CR 600S	Wea School Road to US 52	---
CR 550E	SR 26 to CR 100N	---
CR 600E	CR 200N to CR 300N	---
CR 200N	CR 400E to CR 500E	---
CR 300N	Old SR 25 to CR 750E	---
CR 300N	CR 750E to CR 900E	---

**Rural Improvement Projects:** Tippecanoe County has an extensive network of rural roads. Care and maintenance of these roads are handled through its annual pavement program. Recommended improvements range from significant resurfacing to reconstruction. Shoulder widening to improve safety and better accommodate bicyclists and drainage are other upgrades in rural improvement projects.

The following lists identify the project location and priority.

**Projects assigned a Medium Priority:**

<b>Project</b>	<b>Location</b>
Division Road	CR 700W to the north County Line
CR 700W	SR 25 to Division road
CR 900E	SR 26 to SR 38
CR 900E	SR 26 to CR 300N
CR 900E	CR 300 N to CR 800N

**Projects assigned a Low Priority:**

<b>Project</b>	<b>Location</b>
Morehouse Road	CR 600N to the north County line
Jackson Highway	Urban Area Boundary to CR 650W
CR 925W	SR 26 to CR 350N
CR 975E	Railroad to CR 1300S
East County Line Road	Hoosier Heartland to SR 26

**Purdue University**

The Purdue Master Development Plan recommends an urban pedestrian campus relying on transit, biking and walking. Buildings will be located close to the campus core to maintain 10 minute walking time between classes. The Master Plan reduces pedestrian-vehicle conflicts by removing cars from the core of campus.

The Area Plan Commission incorporated a Purdue University Perimeter Parkway plan into its long range transportation plan in 2005. The Perimeter Parkway recommends a system of improvements outside the campus core for circulation around the campus and not through the campus. It calls for a 4-lane landscaped parkway with a raised median, trail, sidewalk and bike lanes. The multi-modal corridor will provide lighting that is appropriate for all travel modes. Jischke Drive will extend northward and connect to Northwestern Avenue. All of the roads are classified as Collectors.

The east side of the Perimeter Parkway is a pair of one-way streets with southbound traffic on Grant Street and northbound traffic on Chauncey Avenue. The 2040MTP continues that design concept. It also proposes a corridor study to refine the recommendations.

The following table lists the specific projects and their priorities.

<b>Project</b>	<b>Location</b>	<b>Priority</b>	<b>Improvement</b>
Williams	Sheets to South River Rd	High	Four Lane Improvement
Grant/Chauncey	Fowler/Wiggins to Harrison	High	Corridor Study
Grant/Chauncey	Fowler/Wiggins to Harrison	High	Results of Corridor Study
Stadium	Jischke to Northwestern	Low	Four Lane Improvement
Airport	State to US 231	Low	Four Lane Improvement
McCormick	State to Stadium	Medium	Four Lane Improvement
North Jischke Dr.	Stadium to Northwestern	Low	New Road
Northwestern	Jischke to Stadium	Low	Four Lane Improvement
Stadium Ave.	Jischke to McCormick	Medium	Four Lane Improvement
Harrison	Jischke to Airport	Low	Four Lane Improvement

#### Towns in Tippecanoe County

Two of the incorporated towns, Battle Ground and Dayton, in Tippecanoe County are looking at road improvements. Dayton wants to extend Yost Drive north from its current termini to Haggerty Lane. This new road, constructed as a collector, will parallel Dayton Road and provide an alternative to get to Haggerty Lane. The project is a medium priority.

The Town of Battle Ground wants to reconstruct North Street from just north of Burnett's Creek Road to the CSX railroad tracks. The project will be a complete street design. This project is a high priority and currently programmed in the TIP.

#### Indiana Department of Transportation

Many of our heavily traveled roads are owned and maintained by INDOT. These roads have the largest traffic volumes and the heaviest congestions. There are thus a significant number of projects targeting these roads. The majority of projects on the list involve preservation or increasing capacity either by widening intersection approaches, adding lanes or new construction.

**US 231** improvements were a part of the first transportation plan in 1978 and recent construction will extend its relocation to US 52. The remaining section to be relocated is from US 52 north to a new

interchange at I-65 and continuing to a new interchange at SR 43. These new roads will have a similar design with a controlled access divided four lane road and some county road connections.

The improvement between US 52 to I-65 has a medium priority while the new road between the I-65 and SR 43 has a low priority. These new roads are classified as principal arterials.

INDOT has identified the need to widen US 231 south of Lafayette to I-74. The road would be widened to four lanes and construct bypasses around the smaller towns. This stretch of US 231 is a part of the National Highway System and is classified as a primary arterial. This project is a medium priority.

INDOT is also recommending an intersection improvement at SR 28 to install traffic signal. The project is a medium priority.

**Interstate 65** is the most significant road in the county carrying more vehicles than any other road and has significant truck volumes, upward to 40% of traffic. Projects on the interstate involve widening from four travel lanes to six and interchange improvements.

Two interchange projects are recommended. The interchange at SR 43 was recently improved but the project scope was scaled back leaving unaddressed safety issues. This project would complete the improvements with a traffic signal at the northbound off-on ramps and is a low priority. The remaining recommendation is for a new interchange to accommodate extending US 231 further north to just inside of the north County line.

Road widening needs to start at the south county line and continue through the county to the new US 231 interchange. The goal is to have six lanes all the way to Indianapolis. The improvements have been divided into three projects with interchanges serving as the termini for constructability. The section between SR 43 to SR 25/38 is a medium priority and the other improvements are a low priority.

**US 52** is a principal arterial in Lafayette and is currently being reconstructed. INDOT wants to relinquish the urban portions to local jurisdictions and discussions are on-going. At this time Lafayette has assumed jurisdiction of Sagamore Parkway from the Wabash River to SR 25/38. Included here are the projects on US 52 that have not been relinquished.

The eastbound bridge over the Wabash River is the oldest of the two US 52 bridges and its replacement is currently being designed. INDOT has committed to a trail on the southern side of the bridge.

INDOT will also make improvements to the intersection of US 52 and SR 38. The improvements address the high volume of turning movements and are a high priority.

All of the remaining improvements on US 52 route are located in the City of West Lafayette and to its west. A recent corridor study made several recommendations for this section of US 52. The corridor study was a joint effort by INDOT, West Lafayette, Tippecanoe County and the Area Plan Commission. Study recommended the following projects as a high priority:

- Klondike Road to Morehouse Road should be reconstructed to urban design standards that include curb, sidewalks and enclosed drainage. Additionally raised landscaped medians, and gateways were recommended.
- Morehouse Road to Yeager Road experiences some of the heaviest congestion in the corridor and additional lanes are recommended as is reconstruction to urban design standards to accommodate bicyclist and pedestrians.
- Yeager Road to the Wabash River has several bottlenecks and Michigan Left Turns are recommended to address safety (of bicyclists, pedestrians and motorists) and capacity issues at

several intersections and eliminate the need for significant widening. Drainage issues also need to be addressed in this section because it affects safety.

-The Northwestern Avenue bridge over US 52 is nearing the end of its life expectancy. An alternative to rebuilding the bridge is to construct a new intersection and possibly a roundabout. This project has a medium priority.

**SR 25** needs widening in several locations. US 231 to 9<sup>th</sup> Street needs to be reconstructed to urban design standards as does the section from 26<sup>th</sup> Street to US 52. INDOT is proposing a new road between US 52 to SR 25/38. This section of SR 25 is classified as a Principal Arterial and all of these improvements are a high priority.

There are additional projects on SR 25 from CR 375W to CR 100W. Improvements in this area include capacity improvement to intersections. This project has been given a medium priority and SR 25 in this area is classified as a Minor Arterial.

**SR 43** north of I-65 has very high traffic and INDOT has already widened a portion of the corridor from I-65 to CR 725N. The 2040MTP recommends widening to the Town of Brookston. SR 43 is classified as a Principal Arterial and is a low priority.

**SR 38** in Dayton was reconstructed in 2011 by INDOT. For several reasons, the project's eastern terminus was shortened and a portion of the road was not rebuilt. The recommended project completes the improvements through the town. This project is assigned a low priority and is functionally classified as a Minor Arterial.

**SR 26** has been improved several times in the eastern part of the county. The recommended projects complement improvements recently completed from I-65 to CR 550E. The road would be widened to four travel lanes from CR 550E to the McCarty Lane intersection. Further east, improvements switch to a super two-lane design continuing to the county line. The bridge over the south fork of the Wildcat Creek will also be replaced. Provisions for pedestrians and bicycles will be included from CR 550E to McCarty Lane.

The highest priority is replacing the Wildcat Creek Bridge. Constructing the improvements to CR 900E was assigned a medium priority. The improvements east of the bridge are a low priority. This portion of SR 26 is classified as a Principal Arterial and is part of the National Highway System.

#### Indiana Department of Natural Resources

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The existing main entrance to Prophetstown State Park is via Swisher Road which currently ends at North 9<sup>th</sup> Street. Access to the park is very circuitous. The *Prophetstown State Park Master Plan* recommends a new road connecting North River Road (SR 43) to North 9<sup>th</sup> Street at the intersection of Swisher Road. This would give a more direct access to any one coming from the interstate or the south. The new road would be constructed as a local road and have a trail built along one side.

The project has been assigned a low priority because of limited state funds.

#### Private Development:

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Some road improvements in this plan will be constructed by private developers. They are located in future growth areas. No specific construction schedule is available because they are dependent on when those growth areas develop. All will be constructed as new roads.

Five projects are planned for Lafayette's east side and will form a grid road system. The area is bounded by South Street, I-65, SR 38 and Creasy Lane. All will be classified as collector Roads. These projects include:

- Addition of an East-West road from St. Francis Drive to Park East Boulevard
- Addition of an East-West road from Park East Boulevard to Commerce Drive
- Addition of an East-West road from Commerce Drive to Veterans Memorial Parkway
- Commerce Drive from where it dead ends to McCarty Lane
- Commerce Drive from McCarty Lane to the new East-West Road

Further to the east near Wyandotte Elementary School two new projects are planned. These projects will create a new commercial node at Stable Drive and McCarty Lane. The two projects are:

- Stable Drive from CR 550E to McCarty Lane
- Stable Drive from McCarty Lane to CR 650E

Stable Drive northwest of McCarty Lane is a collector. To the southeast it is a local road.

To the south of Lafayette a new East-West road will be built connecting US 231 to US 52. There will also be several new roads constructed between US 231 and CR 100E to better serve forecasted development in that area. One other new road will be constructed that will extend CR 500S to Wea School Road. All will be local roads except CR 600S which will be a collector.

The projects include:

- CR 500S from Wea School Road to Concord Road
- CR 550S from US 231 to CR 50E
- N-S Collector (Wea) from CR 550S to CR 600S
- CR 600S from US 231 to CR 250E

West Lafayette's north side is a growing area and two new collector roads are recommended to create a grid system to service the area. The projects include a North-South collector from CR 500N to Kalberer Road, and an East-West collector from Soldiers Home Road to CR 100W.

The remaining three development oriented road projects are located in growth areas but are stand alone projects. Two will be classified as collector road and Duncan Road will be classified as a local road. The three projects are:

- Duncan Road extension to North 9<sup>th</sup> Street
- CR 300S extension to Veterans Memorial Parkway West
- Yost Drive from SR 38 to CR 400S

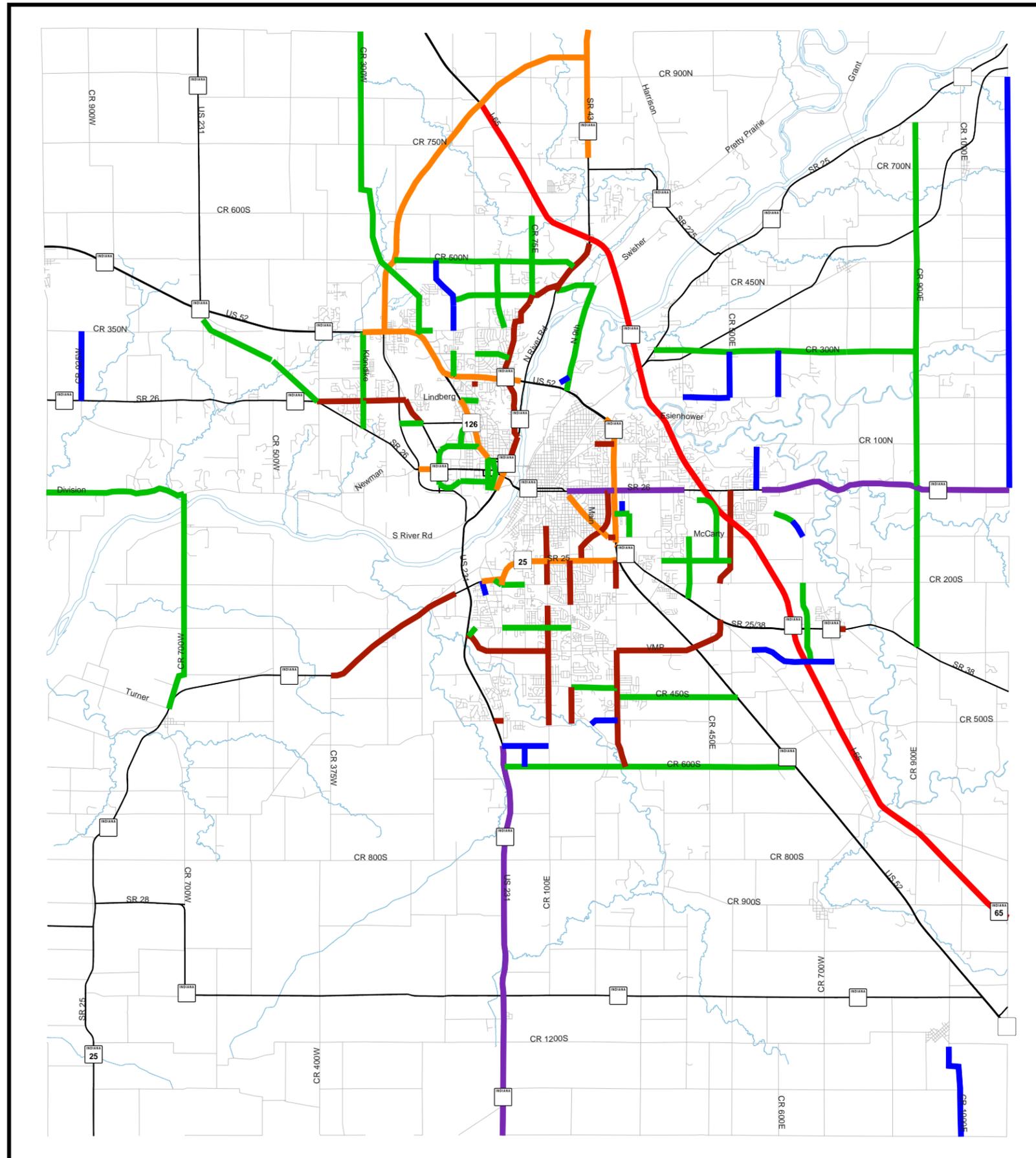
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## **Appendix 5**

### **Functional Classification**

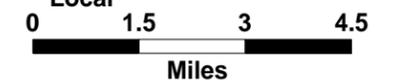
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# Functional Classification



## Functional Classification

- Interstate
- Principal Arterial - NHS
- Principal Arterial
- Minor Arterial
- Collector
- Local



Prepared by the Area Plan Commission  
of Tippecanoe County, May 2, 2012

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<http://www.tippecanoe.in.gov/gis/disclaimer.htm>

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## **Appendix 6**

### **Indiana Strategic Highway Safety Plan**

## Indiana Strategic Highway Safety Plan

The Indiana Department of Transportation has developed a Strategic Highway Safety Plan (SHSP) to help guide its safety program. It is a comprehensive effort to identify, analyze and prioritize proven countermeasures for reducing the greatest threats to highway safety. The APC supports the goals, objectives and strategies of the SHSP and will use them to guide local efforts.

The SHSP includes a discussion of those involved in the highway safety process and the sources of information used in evaluating crashes. It presents crash information from a variety of sources and identifies safety trends. The SHSP focuses on six emphasis areas or crash types:

- Roadway departure crashes
- Intersection crashes
- Large vehicle conflict crashes
- Roadway Restriction Related crashes
- Vulnerable user crashes
- Human factor contribution to crashes

Strategies and countermeasures were developed through data analysis, research results, and best practices. The SHSP established two benchmarks to assess progress toward meeting its goals: highway deaths and severe crashes. Additionally each benchmark included a short term and long term target. The first benchmark established a short term target to maintain annual fatalities below the average of the preceding five years, while in the long term target is to reduce traffic deaths at an average rate of 20 per year. The benchmark to address severe crashes establish a short term target to maintain annual severe crashes below the average of the preceding five years, while in the long term reduce severe crashes to an average rate of 97 per year.

Implementation is the responsibility of several public agencies, including the APC. Within INDOT the Office of Traffic Safety is responsible for monitoring and facilitating its implementation. The APC will work with the SHSP Manager to assist in its implementation.

The SHSP is available on the INDOT website at: [http://www.in.gov/indot/files/shsp\(1\).pdf](http://www.in.gov/indot/files/shsp(1).pdf).

## **Appendix 7**

### **INDOT Comments**

## INDOT Comments

**From:** Albers, Mark [mailto:malbers@indot.IN.gov]  
**Sent:** Wednesday, January 25, 2012 11:52 AM  
**To:** Doug Poad  
**Cc:** John Thomas  
**Subject:** RE: Projects in the 2040 Transportation Plan - INDOT

Doug

Please see below for comments. Call to discuss, if necessary. Our biggest concern in the misconception of projects without funding that appears in the LRP. Hopefully the narrative will be adequate.

Mark A. Albers, P.E.  
Local Programs Manager  
INDOT Crawfordsville District  
(765) 361.5224

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**From:** Doug Poad [mailto:DPoad@tippecanoe.in.gov]  
**Sent:** Wednesday, November 30, 2011 11:24 AM  
**To:** Smith, Steve (INDOT); Albers, Mark  
**Cc:** John Thomas  
**Subject:** Projects in the 2040 Transportation Plan - INDOT

Greetings Steve & Mark,

I have updated the list of projects from our discussion and I would like for you to review and correct any errors. You will notice that I did add a few projects. Some are from the US 52 Corridor Study, the US 52 Wabash River Bridge replacement project and the reconstruction of US 52 in Lafayette.

Could you also fill in the missing priorities? I am going to calculate project costs based on priorities. I am assuming that the high priority projects will be done from 2012 to 2020, the medium priority projects from 2021 to 2030 and the low priority projects from 2031 to 2040. We also discussed which projects were to be designated illustrative but there were only a few so noted. Could you also indicate the ones that should receive that designation?

Thanks,  
Doug

*Doug Poad*  
*Senior Planner – Transportation*  
*Area Plan Commission of Tippecanoe County*

<u>Project</u>	<u>Location</u>	<u>Priority</u>	<u>Type of Improvement</u>
SR 25	Old Romney to Old US 231	Med	Added <b>Intersection</b> Capacity & Safety Improvements
SR 25	Old US 231 to 4 <sup>th</sup> Street	Med	Added <b>Intersection</b> Capacity & Safety Improvements
SR 25 (Teal)	4th to 9th	Med	Added <b>Intersection</b> Capacity & Safety Improvements
SR 25 (Teal)	9th to 18th	Med	Added <b>Intersection</b> Capacity & Safety Improvements
SR 25	CR 375W to CR 100W	Low	Intersection Capacity Improvements
SR 26	US 52 to I-65	Med	Six Lane Widening w/ Sidewalks
SR 26	CR 550E to CR 900E	Med	Four Lane & Super Two Improvements
SR 26	At South Fork of Wildcat Creek	High	Replace Bridge
SR 26	CR 900E to County Line	Low	Geometric Improvements
SR 26	At US 52	High	Intersection Improvement
SR 38	Phase II, east part of Dayton	Low	Urban Conversion
SR 43	CR 725N to County Line	Low	Four Lane Improvements
Local Rd (Old SR 43)	State Park Road to I-65		<b>Local Road</b> Capacity Improvements
Local Rd (Proposed SR 43B)	I-65 to SR 43	Low	New <b>Local (Proposed SR 43B)</b> Road
US 52	Klondike Rd. to Morehouse Rd.	Low	Urban Conversion
US 52	Morehouse Rd. to Yeager Rd.	Low	Six Lane Widening w/ Urban Conversion
US 52	At SR 38	High	<b>Added Intersection Capacity</b>
Local Rd (Proposed US 231)	US 52 to I-65	Low	New <b>Local Road</b>
US 231	CR 500S to County Line	Med	Four Lane Improvements
I-65	<b>Local Rd (Proposed US 231 Interchange)</b> to SR 43	Low	Six Lane Widening
I-65	SR 43 to SR 38	Med	Six Lane Widening
I-65	SR 38 to County Line	Low	Six Lane Widening
I-65 Interchange	At <b>Local Rd (Proposed US 231)</b>	Low	New <b>Local Rd (Proposed US 231)</b> Interchange
I-65 Interchange	At SR 43	Low	Upgrade Ramps & Traffic Signal
US 52	Beech Dr. to SR 38	High	Road Reconstruction w/ Sidewalks
US 52	EB Bridge over Wabash River	High	Replace Bridge
US 52	At Northwestern	Med	<b>Bridge Removal w/New</b> Intersection
US 52	At Yeager Road	Med	Intersection Reconstruction & Drainage
US 52	At Salisbury	Med	Intersection Reconstruction & Drainage
US 52	Salisbury to Wabash River	Med	Drainage Improvements
US 231	At SR 28	Med	Intersection Improvements <b>w/Traffic Signal (once signal warrant is met)</b>
SR 25 (Teal)	18 <sup>th</sup> to US 52	Med	<b>Added Intersection Capacity &amp; Safety Improvements</b>
SR 25 (Teal)	US 52 South Junction to SR 38	High	<b>New Road</b>



## **Appendix 8**

### **Methodology for Calculating Year of Construction Costs and Federal Aid**

## **Methodology for Calculating Year of Construction Costs and Federal Aid**

### **How Project Costs Were Calculated**

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A multistep process was used to calculate individual road project costs.

- 1) Working with the Indiana Department of Transportation, Crawfordsville District Office, the Indiana State Transportation Improvement Program, and our FY 2012 – 2015 Transportation Improvement Program, an average construction cost by project type was developed. These costs were then recalculated based on project length and then a dollar per mile cost was derived.
- 2) Individual project type included added travel lanes, pavement replacement, road rehabilitation, road reconstruction, new road construction and converting a rural design to an urban cross section.
- 3) The length of each project was measured through GIS software.
- 4) Costs were then calculated for each project by multiplying the cost per project type (Step 1) to the project length (Step 2).
- 5) Project costs were then recalculated to reflect the year of construction. The year of construction for each project was determined by our local jurisdiction engineers. Taking that date and applying an annual inflation rate of 3.5% gave us the project cost.

### **How Federal Funding Was Calculated**

---

At this time it is uncertain what the next Federal transportation act will contain, what the funding categories will be and the level of funding. Working with FHWA the 2040MTP assumed that the Federal Surface Transportation Program and its funding of Group II areas would continue.

The Indiana Division of the Federal Highway Administration provided guidance in developing an estimate of the future Federal funds that may be available to this community. Based on their recommendation, two trends will occur. Our community received \$4,086, 283 in 2010 and in 2011. It is predicted that the amount of funds coming to our community will decrease slightly to \$4,000,000, and then remain flat through 2020. From then on, the annual amount will increase slightly at 1.5 % each year.

Based on those assumptions our community will receive approximately \$138,054,654 in Federal funds for road, bicycle and pedestrian projects over the life of the 2040MTP.

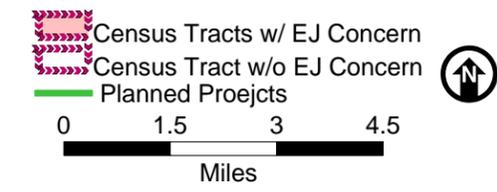
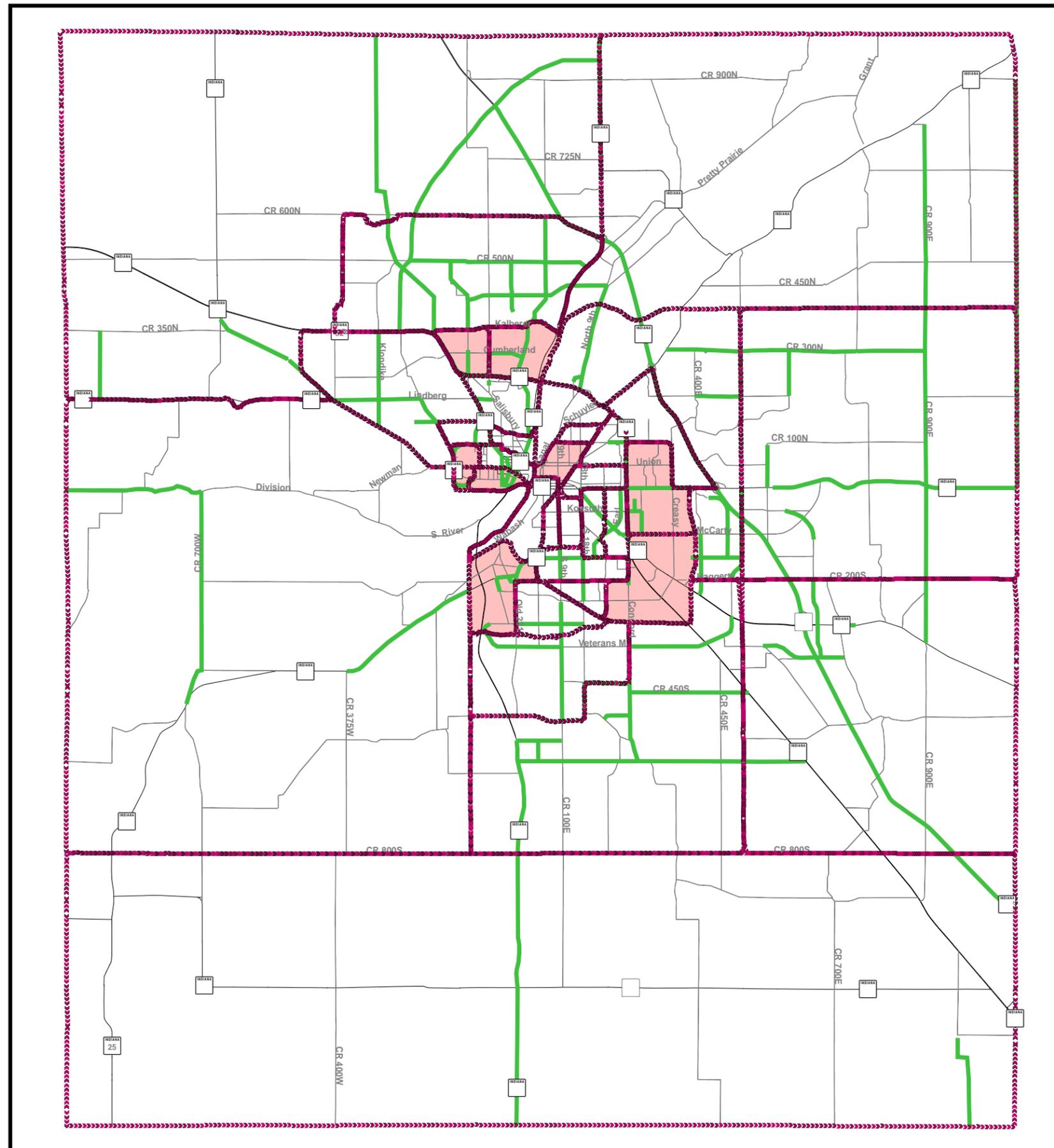
## **Appendix 9**

### **Environmental Justice**

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# Environmental Justice Review

2010 Census Tracts having an elevated Minority Population



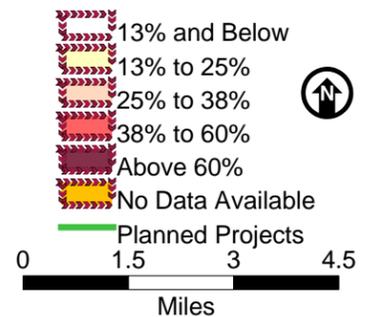
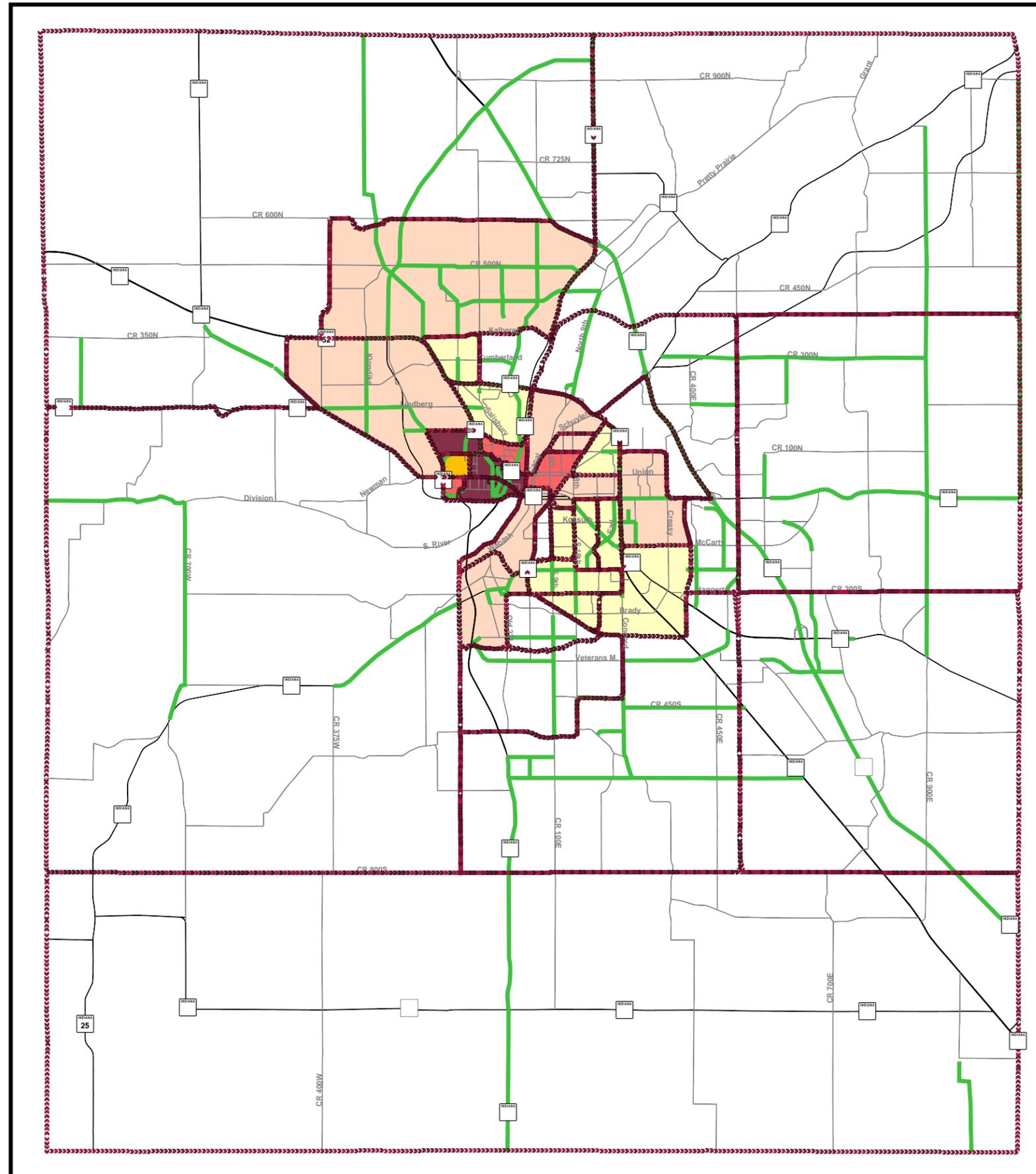
Prepared by the Area Plan Commission of Tippecanoe County, May 2, 2012

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# Environmental Justice Review

## 2010 Census Tracts Showing Persons in Poverty



Prepared by the Area Plan Commission of Tippecanoe County, May 2, 2012

Source Data: 2010 American Community Survey

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## **Appendix 10**

### **Community Input, Outreach and Adopting Resolution**

RESOLUTION TO ADOPT THE  
METROPOLITAN TRANSPORTATION PLAN FOR 2040  
COMPLETING OUR STREETS

**WHEREAS**, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County; and

**WHEREAS**, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Metropolitan Transportation Plan; and

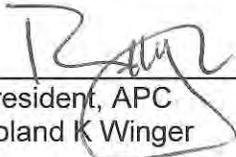
**WHEREAS**, the Metropolitan Planning Organization staff has worked with the Technical, Citizen, and Administrative Committees to develop the *Metropolitan Transportation Plan for 2040-Completing Our Streets*; and

**WHEREAS**, the open public comment period has been available since January of 2012 when staff was actively soliciting input from the public, that time period exceeding the 45 days prior to this meeting, which culminated in this public hearing on the *Metropolitan Transportation Plan for 2040-Completing Our Streets*, and

**WHEREAS**, the Citizen Participation Committee reviewed the *Metropolitan Transportation Plan for 2040-Completing Our Streets* on May 22, 2012, and was recommended for adoption by the Technical Transportation Committee on May 16, 2012 and by the Administrative Committee on May 22, 2012.

NOW THEREFORE BE IN RESOLVED, that the Area Plan Commission of Tippecanoe County, as the designated Metropolitan Planning Organization, does hereby adopt the *Metropolitan Transportation Plan for 2040-Completing Our Streets* as an amendment to the comprehensive Plan for Tippecanoe County.

Adopted on Wednesday, the 20<sup>th</sup> of June, 2012.

  
\_\_\_\_\_  
President, APC  
Roland K Winger

  
\_\_\_\_\_  
Secretary  
Sallie Dell Fahey

## **Meeting, Mailings and Media Coverage**

### May

- 18, Citizen Participation Committee meeting notice and agenda mailed.
- 24, Citizen Participation Committee meeting. Mapped bicycle and pedestrian destinations in the community and reviewed the proposed Lafayette Greenway and Trail Plan.

### July

- 20, Citizen Participation Committee meeting notice and agenda mailed.
- 26, Citizen Participation Committee meeting. Reviewed and modified the Vision and Objectives for Transportation Planning from the Comprehensive Plan for Tippecanoe County, and mapped bicycle and pedestrian destinations in the community.

### September

- 21, Citizen Participation Committee meeting notice and agenda mailed.
- 27, Citizen Participation Committee meeting. Reviewed public involvement plan for updating the MPT for 2040 and developed additional ways to obtain community input.

### November

- 16, Citizen Participation Committee meeting notice and agenda mailed.
- 22, Citizen Participation Committee meeting. Brainstorming exercise to map existing bicycle parking facility locations and suitable bicycling and walking routes.

### December

- 14, Technical Transportation Committee meeting notice and agenda mailed.
- 21, Technical Transportation Committee meeting. Reviewed the preliminary draft list of highway projects.

### January

- 11, Technical Transportation Committee meeting notice and agenda mailed.
- 18, Technical Transportation Committee meeting. Reviewed the preliminary pedestrian and bicycle projects list, and final draft of list of highways projects.
- 18, Citizen Participation Committee meeting notice and agenda mailed.
- 24, Citizen Participation Committee meeting. Reviewed preliminary list of pedestrian and bicycle projects, and draft final list of highway projects.

### February

- 9, West Lafayette Bicycle and Pedestrian committee meeting.
- 8, Technical Transportation Committee meeting notice and agenda mailed.
- 15, Technical Transportation Committee meeting. Reviewed final draft of pedestrian and bicycle projects list.
- 19, Journal and Courier newspaper article about the MPT and need for bicycle facilities.
- 21, Letter to the Editor of the Journal Courier in favor of additional bicycle facilities.

### March

- 14, Technical Transportation Committee meeting notice and agenda mailed.
- 21, Technical Transportation Committee meeting. Reviewed population and employment forecasts and discussed proposed Complete Streets Policy.
- 21, Citizen Participation Committee meeting notice and agenda mailed.
- 27, Citizen Participation Committee meeting. Reviewed proposed Complete Streets Policy, population and employment forecasts, and final list of bicycle and pedestrian projects.

### April

- 10, Meeting with Airport Director Betty Stansbury
- 13, Media Release for public information meeting on the 26th.
- 17, Meeting with Wabash River Cycle Club
- 11, Technical Transportation Committee meeting notice and agenda mailed.
- 11, Technical Transportation Committee meeting. The Committee approved the Complete Streets Policy
- 18, Sent Environmental section to natural resources consultation agencies.

- 18, Sent public information meeting notice the Citizen, Administrative, and Technical Committee members and non members.
- 20, Contacted the Journal and Courier newspaper and local TV station about media release for the public information meeting on the 26th.
- 22, Journal and Courier newspaper article advertising the public information meeting on the 26th.
- 26, Public information meeting. This was an open information meeting for the general public that was held at one of the local libraries. The format was a brief presentation and then one-on-one with staff at 4 stations (sidewalks, bicycle facilities, trails, transit). Maps were marked up with citizen comments for the record.

May

- 9, Preliminary Draft Plan posted on-line.
- 8, Technical Transportation Committee meeting notice and agenda mailed.
- 16, Technical Transportation Committee meeting. Reviewed draft report and made favorable recommendation to APC.
- 17, Wabash River Enhancement Corporation Executive Committee Meeting. Presented draft MTP.
- 17, Chamber of Commerce Transportation Committee Meeting. Presented MTP with PowerPoint of maps. (20 people)
- 18, Bike-To-Work Day. The APC helped promote the event with a media release. Two staff participated in the event and spoke at the kick off about the MTP-2040.
- 15, Citizen Participation Committee meeting notice and agenda mailed.
- 15, Administrative Committee meeting notice and agenda mailed.
- 22, Citizen Participation Committee meeting and discussed the draft MTP for 2040.
- 22, Administrative Committee meeting. Reviewed draft report and made favorable recommendation to APC.

June

- 13, Area Plan Commission of Tippecanoe County notice and agenda mailed.
- 17, West Lafayette's Go Greener Commission meeting presentation
- 20, Area Plan Commission of Tippecanoe County Adoption

Meeting minutes, notes, summaries, comments, attendance sheets, press releases and maps and handouts are available for review at the APC offices.

**Mailings Lists for Plan Review**

**CITIZEN PARTICIPATION COMMITTEE MAILING LIST**

NORTHWEST CENTRAL LABOR COUNCIL  
 JON FRICKER, SCHOOL OF CIVIL ENGINEERING  
 COMMUNITY AND FAMILY RESOURCE CENTER  
 ADVOCACY CHAIR, WABASH RIVER CYCLE CLUB  
 TIPPECANOE CO FARM BUREAU  
 ALICE ABBOT  
 CARL & JULIA COVELY  
 CENTENNIAL NEIGHBORHOOD  
 LAURAMIE TOWNSHIP TRUSTEE  
 TIPPECANOE TOWNSHIP TRUSTEE  
 BOB CARPENTER  
 JOHN FRY  
 EDWARD E EILER, LAFAYETTE SCHOOL CORP  
 CARL GRIFFIN, NEW CHAUNCEY NEIGHBORHOOD  
 DEWAYNE MOFFIT, HANNA COMMUNITY CENTER  
 CURT ASHENDEL, W L BIKE PED COMM  
 JEFFREY LUCAS, CARD  
 FAIRFIELD TOWNSHIP TRUSTEE

JIM BROWN, IZAAK WALTON LEAF  
JOE SUMMERS  
CHANDLER POOLE, WEST LAF COMMUNITY DEVELOPMENT DIRECTOR  
BRIAN RUSSELL  
RANDOLPH TWP VOL FIRE DEPT  
LAFAYETTE LEADER  
LEAGUE OF WOMEN VOTERS  
JIM STALKER  
WEA TOWNSHIP TRUSTEE  
INDIANA BICYCLE COALITION  
WAYNE TOWNSHIP TRUSTEE  
BUILDERS OF GR LAFAYETTE  
DAVID FETTINGER  
WILDCAT PARK FOUNDATION INC  
HISTORIC NINTH STREET HILL  
CHAMBER OFCOMMERCE  
BECKY RISCH  
WEST LAF ENVIRONMENTAL COMM  
JACKSON TOWNSHIP TRUSTEE  
STEVE CLEVINGER  
STEVE NEEDHAM  
SYCAMORE AUDUBON  
DENNIS CARSON, LAFAYETTE DEVELOPMENT DEPARTMENT DIRECTOR  
CHARLIE SHOOK, W LAFAYETTE HUMAN RELATIONS  
IRAN G. FLOYD, W L SCHOOL CORPORATION  
WABASH VALLEY TRUST  
HIGHLAND NEIGHBORHOOD  
VINTON NEIGHBORHOOD  
ST MARYS NEIGHBORHOOD  
WALLACE TRIANGLE  
COLUMBIAN PARK NEIGHBORHOOD  
PERRIN NEIGHBORHOOD  
MCALLISTER ST LAWRENCE NEIGHBORHOOD  
HEDGEWOOD NEIGHBORHOOD  
LINCOLN NEIGHBORHOOD  
HANNA NEIGHBORHOOD  
HISTORIC JEFF NEIGHBORHOOD  
LARRY ROSE, TREE LAFAYETTE  
ELMO GONZALEZ  
DAVID BERKEY  
DIRECTOR, WESTMINSTER VILLAGE  
PURDUE EXPONENT NEWSPAPER  
WAZY  
WBAA PURDUE  
WKHY  
WKOA  
JEFF SMITH, WLFI TV 18  
JOURNAL & COURIER

Mailings also include the Technical and Administrative Committees and the Area Plan Commission.

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## **Appendix 11**

### **Comprehensive List of Prioritized Local Projects**

<b>Project</b>	<b>Location</b>	<b>Priority</b>	<b>Type of Improvement</b>
<b><i>Lafayette Projects</i></b>			
Hamman Dr	End of Hamman to Kossuth St	In TIP	New Road
Beck Ln	Old US 231 to Poland Hill Rd	In TIP	Rural to Urban Improvement
Old Romney Rd	SR 25 to Twyckenham Blvd	In TIP	Four Lane Improvement
Veterans M. P.	Concord Rd to US 52	In TIP	Four Lane Improvement
Sagamore Parkway	Beech Lnto SR 25/38	In TIP	Road Recon. w/ Sidewalks
Earl Avenue / 22nd St	South St to Teal Rd	High	Road Reconstruction
South St	Earl Ave to Sagamore Pkwy	High	Road Recon & Intersection Impr
South 9th St	Twyckenham Blvd to Veterans M.P.	High	Widening & Reconstruction
Greenbush St	Erie Ave to Sagamore Pkwy	Med	Four Lane Improvement
South St	Main to Earl Ave	Low	Road Reconstruction
Kossuth St	Sagamore Pkwy to Farabee Dr	Med	Rural to Urban Improvement
Farabee Dr	Kossuth St to McCarty Ln	Low	New Road
McCarty Ln	At Main St & to Sagamore Pkwy	High	Intersection & Road Impr.
South 9th St	Veterans M. P. to CR 430S	Med	Four Lane Improvement
South 18th St	Teal Rd to Brady Ln	Low	Complete Streets
Veterans M. P.	US 52 to SR 38	Med	Four Lane Impr. w/ Trail
Veterans M. P.	Haggerty Ln to SR 26	Low	Four Lane Improvement
Poland Hill	Teal Rd to Beck Ln	Med	Rural to Urban Improvement
South St (old SR 26)	Sagamore Pkwy. to Park East Blvd	Med	Six Lane w/ Sidewalks
Main St	18th St to McCarty Ln	Low	Four Lane Improvement
Park East Blvd	McCarty Ln to Haggerty Ln	Med	New Road
Park East Blvd	Haggerty Ln to SR 38	High	New Road
Concord Rd	Teal Rd to Maple Point Ext.	Low	Widening & 3 Lane Impr.
South 9th St	Owen St to Teal Rd	Low	Four Lane Improvement
South 9th St	Teal to Beck Ln	Low	Four Lane Improvement
Old US 231	SR 25 to Beck Ln	Low	Rural to Urban Improvement
South Beck Ln	SR 25 to Old US 231	Low	Rural to Urban Improvement
Veterans M. P.	New US 231 to South 9th St	Med	Four Lane Improvement
Ortman Ln	Old US 231 to 18th St	Low	Rural to Urban Improvement
<b><i>West Lafayette Projects</i></b>			
Yeager Rd	Kalberer Rd to City Limits	In TIP	Rural to Urban Improvement
Salisbury St	Navajo St to Rainbow St	In TIP	Road Reconstruction
Soldiers Home	US 52 to Kalberer Rd	In TIP	Rural to Urban Improvement
Soldiers Home	Kalberer Rd to City Limits	In TIP	Rural to Urban Improvement
Happy Hollow Rd	North River Road to US 52	In TIP	Rural to Urban Improvement
Traffic Signal Coordin.	Throughout City	High	Traffic Signal Upgrade
Lindberg Rd	Northwestern Ave to Salisbury St	High	Road Reconstruction
River Rd	RR Overpass to N. City Limits	High	Corridor Study
Northwestern Ave	Lindberg St to Grant St	High	Road Recon and Safety Impr.

<b>Project</b>	<b>Location</b>	<b>Priority</b>	<b>Type of Improvement</b>
Yeager Rd	US 52 to north of Cumberland Ave	Med	Road Reconstruction
Cumberland Ave	Salisbury St Soldiers Home Rd	Med	Road Reconstruction
CR 75E	Soldiers Home Rd to CR 500N	Med	Rural to Urban Improvement
North River Rd	Dehart St to Happy Hollow Rd	Low	Three Lane Improvement
North River Rd	Harrison Br. Interchange	low	New Ramp Connection
<b>Tippecanoe County</b>			
Klondike Rd	US 52 to Lindberg Rd	In TIP	Four Lane Impr. w/ Trail
Lindberg Rd	McCormick Rd to Klondike Rd	In TIP	Four Lane Improvement
McCormick Rd	Cherry Ln to Lindberg Rd	In TIP	Rural to Urban Improvement
Cherry Lane Ext.	McCormick to Rel. US 231	In TIP	New Road
North Yeager Rd	Curve Correction/CR 500N	In TIP	Rural to Urban Improvement
State St (SR 26)	Airport Rd to Rel. US 231	High	Four Lane Improvement
Klondike Rd	Lindberg Rd to SR 26	Med	Rural to Urban Impr. w/ Trail
Lindberg Rd	Klondike Rd to SR 26	Med	Rural to Urban Improvement
Division Rd	CR 700W to County Line	Med	Rural Improvement
CR 700W	SR 25 to Division Rd	Med	Rural Improvement
CR 450S	Concord Rd to US 52	Med	Rural to Urban Impr w/ Trail
CR 430S	South 18th to Concord Rd	Med	Rural to Urban Impr w/ Trail
Concord Rd	Veterans M. P. to CR 450 S	Med	Four Lane Impr.w/ Trail
Concord Rd	CR 450S to CR 600S	Med	Four Lane Improvement
South 18th St	CR 430S to CR 510S	Med	Four Lane Improvement w/ Trail
South 9th St	CR 430S to CR 510S	Med	Four Lane Impr. w/ Trail
CR 500E	CR 200N to CR 300N	Med	Rural to Urban Improvement
CR 900E	SR 26 to SR 38	Med	Rural Improvement
CR 900E	SR 26 to CR 300 N	Med	Rural Improvement
CR 900E	CR 300N to CR 800N	Med	Rural Improvement
North 9th St Rd	Sagamore Pkwy to Swisher Rd	Med	Rural Improvement w/ Trail
CR 500N	North River Rd to County Farm Rd	Med	Rural to Urban Improvement
CR 500N	County Farm Rd to Rel. 231	Med	Rural to Urban Improvement
Soldiers Home Rd	City Limits to North River Rd	Med	Rural to Urban Improvement
Morehouse Rd	US 52 to CR 600 N	Med	Rural to Urban Impr. w/ Trail
CR 350N	Morehouse Rd to City Limits	Med	Rural to Urban Improvement
Jackson Highway	SR 26 to Urban Area Boundary	Low	Rural to Urban Improvement
Jackson Highway	Urban Area Boundary to CR 650W	Low	Rural Improvement
CR 925W	SR 26 to CR 350N	Low	Rural Improvement
CR 975E	Railroad to CR 1300 S	Low	Rural Improvement
CR 600S	Wea School Rd to US 52	Low	Rural to Urban Improvement
CR 500S	New US 231 to Old 231	Low	Four Lane Impr. w/ Trail/sidewalk
<b>Project</b>	<b>Location</b>	<b>Priority</b>	<b>Type of Improvement</b>

<b>Project</b>	<b>Location</b>	<b>Priority</b>	<b>Type of Improvement</b>
<b><i>Tippecanoe County, Continued</i></b>			
CR 350S / CR 400S	New Castle to Dayton Rd	Low	New Road / Rural Imp.
CR 550E	SR 26 to CR 100N	Low	Rural to Urban Improvement
CR 600E	CR 200N to CR 300N	Low	Rural to Urban Improvement
CR 200N	CR 400E to CR 500E	Low	Rural to Urban Improvement
CR 300N	Old SR 25 to CR 750E	Low	Rural to Urban Improvement
CR 300N	CR 750E to CR 900E	Low	Rural to Urban Improvement
North River Rd (SR 43)	New State Park Rd to I-65	Low	Four Lane
East County Line Rd	SR 25 to SR 26	Low	Rural Improvement
Morehouse Rd	CR 600N to County Line	Low	Rural Improvement
<b><i>Purdue Area</i></b>			
Williams St	Sheets St to South River Rd	High	Four Lane Improvement
Grant/Chauncey/Vine	Fowler/Wiggins to Harrison St	High	One Way Improvements
Grant/Chauncey/Vine	Fowler/Wiggins to Harrison St	High	Corridor Study
Grant/Chauncey/Vine	Fowler/Wiggins to Harrison St	High	Results of Corridor Study
McCormick Rd	State St to Stadium Ave	Med	Four Lane Improvement
Stadium Ave	Jischke Dr to McCormick Rd	Med	Four Lane Improvement
Stadium Ave	Jischke Dr to Northwestern Ave	Low	Four Lane Improvement
Airport Rd	State St to US 231	Low	Four Lane Improvement
North Jischke Dr	Stadium Rd to Northwestern Ave	Low	New Road
Northwestern Ave	Jischke Dr to Stadium Ave	Low	Four Lane Improvement
Harrison St	Jischke Dr to Airport Rd	Low	Four Lane Improvement
<b><i>Town of Dayton</i></b>			
Yost Dr	SR 38 to Haggerty Rd	Med	New Road
<b><i>Town of Battle Ground</i></b>			
North St	N. of Burnett's Cr. to CSX Tracks	In TIP	Road Reconstruction
<b><i>INDOT</i></b>			
US 52	EB Bridge over Wabash River	In TIP	Bridge Replacement
SR 25	Old Romney Rd to Old US 231	High	Four Lane Improvement
SR 25	Old US 231 to Teal Rd	High	Four Lane Improvement
SR 25/Teal	4th St to 9th St	High	Four Lane Improvement
SR 25/Teal	9th St to 18th St	High	Four Lane Improvement
SR 25	Teal Rd to SR 25/38	High	New Road
US 52	At Nighthawk Ln	High	Intersection Improvement
US 52	At Salisbury St	High	Intersection Improvement
US 52	Yeager Rd to Morehouse Rd	High	Widen w/ Rural to Urban Impr.
US 52	Morehouse Rd to Klondike Rd	High	Rural to Urban Improvement
<b>Project</b>	<b>Location</b>	<b>Priority</b>	<b>Type of Improvement</b>

SR 25	At SR 38	High	Intersection Improvements
US 231	US 52 to I-65	High	New Road
I-65	South County Line to SR 38	High	Six Lane Widening
I-65	SR 38 to SR 43	High	Six Lane Widening
SR 25/Teal Rd	18th St to US 52	Med	Road Reconstruction
SR 26	CR 550E to CR 900E	Med	Four Lane & Super Two Impr.
SR 26	At South Fork of Wildcat Creek	Med	Replace Bridge
SR 43	CR 725N to County Line	Med	Four Lane Improvement
I-65 Interchange	At US 231	Med	New Interchange
US 231	I-65 to SR 43	Med	New Road
US 231	CR 500S to South County Line	Med	Four Lane Improvement
US 231	At SR 28	Med	Intersection Improvement
I-65	SR 43 to New US 231	Med	Six Lane Widening
SR 25	CR 100W to CR 375W	Low	Intersection Capacity Impr.
SR 26	CR 900E to County Line	Low	Rural Improvements
SR 38	Phase II, east part of Dayton	Low	Rural to Urban Improvement
US 52	At Yeager Rd	Low	Intersection Improvement
US 52	At Northwestern Ave	Low	Intersection Improvement

### ***Indiana Department of Natural Resources***

Prophetstown Park	SR 43 to North 9th St Rd	Low	New Road
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### ***Private Development***

Stable Dr	CR 550E to McCarty Ln	As Dev	New Road
Stable Dr	McCarty Ln to CR 650E	As Dev	New Road
Yost Dr	SR 38 to CR 400S	As Dev	New Road
Duncan Rd	Existing Dead End to N. 9th St Rd	As Dev	New Road
E-W Collector (Laf)	St Francis Way to Park East Blvd	As Dev	New Road
E-W Collector (Laf)	Park East Blvd to Commerce Dr	As Dev	New Road
E-W Collector (Laf)	Commerce Dr to Vet. Mem. Pkwy.	As Dev	New Road
CR 300S	V.M.P. to Existing Dead End	As Dev	New Road
Commerce Dr	Existing to McCarty Ln	As Dev	New Road
Commerce Dr	McCarty Ln to E-W Collector	As Dev	New Road
CR 500S	Wea School Rd to Concord Rd	As Dev	New Road
CR 550S	US 231 to CR 50E	As Dev	New Road
CR 600S	US 231 to CR 250E	As Dev	New Road
N-S Collector (Co)	CR 550S to CR 600S	As Dev	New Road
N-S Collector (WL)	CR 500N to Kalberer Rd	As Dev	New Road
E-W Collector (WL)	Yeager to Soldiers Home Rd	As Dev	New Road

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## Appendix 12

Amendment #1, The Widening of I-65.

The Indiana Department of Transportation requested the MPO amend this *2040 Metropolitan Transportation Plan* and *FY 2014-2017 Transportation Improvement Program*, by letter dated December 3, 2013, to reflect their decision to widen a portion of I-65. The *2040 MTP* and the *TIP* included recommendations to widen I-65, but they were listed as unfunded or illustrative. The *2040 MTP* recommends widen I-65 as a high priority from the east County boundary north to SR 43 N and it was described in two segments. INDOT's request was for a section in the middle of the *2040 MTP* recommendation, from just south of SR 38 to just north of SR 25. In Amendment #1 the *2040 MTP* is changed to list four projects: INDOT's two and the balance of the original *2040 MTP* recommended projects.

The Technical Committee heard and considered the request at its January 15, 2014 meeting and recommended its adoption to the APC. The Administrative Transportation Committee heard and considered the request at its January 29, 2014 meeting and recommended its adoption to the APC. And the Area Plan Commission of Tippecanoe County adopted Amendment #1 to the *2040 MTP* on February 19, 2014.

This Appendix 12 documents the process of adoption and contains: INDOT's December 3, 2013 request letter with attachments, the staff report to APC and Commission's executed resolution.



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N955  
Indianapolis, Indiana 46204

PHONE: (317) 233-4713

**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

December 3, 2013

Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County  
County Office Building  
20 N. Third Street  
Lafayette, IN 47901

RE: Request for Amendment to the 2040 Metropolitan Transportation Plan and to the FY 2014 - 2017 TIP

Dear Ms. Fahey:

The Indiana Department of Transportation (INDOT) requests that the Area Plan Commission of Tippecanoe County amend its 2040 Metropolitan Transportation Plan to include the attached list of projects consisting of two added capacity projects on Interstate 65 inside the MPA. The status for these two I-65 segments can now be changed from *unfunded/illustrative* to *funded/committed*. The attached pdf titled, *Cross Section Treatment*, illustrates the typical cross-section design concept for these added capacity projects. This project listing will be funded under the 2020 Trust Fund that was established by and subject to approval of the Indiana General Assembly. INDOT plans to execute these Interstate projects principally by means of a joint design-build process, with construction lettings beginning late in calendar year 2014.

The implementation of these projects will result in higher mobility, less congestion, and more reliability in the transportation of goods and people through and within Indiana, strengthening the state's business competitiveness and quality of life. Benefits from these improvements will not be restricted to just easing traffic congestion. They will also provide additional opportunities for maintenance of traffic during future construction or for incident management following crashes and other traffic events. In addition, the older infrastructure now in place will be renewed or replaced.

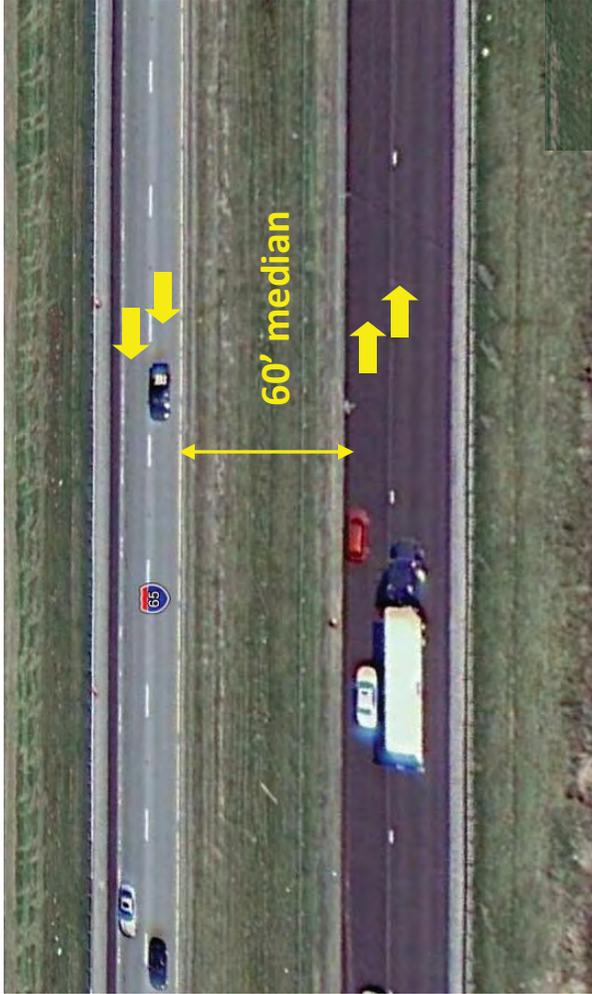
By way of this letter INDOT is also requesting amendments to the Transportation Improvement Program for FY 2014 – FY 2017 to include preliminary engineering for these projects as follows: \$2.8 million for preliminary engineering in fiscal year 2014. In addition to the preliminary engineering phase, construction activities should also be amended into the FY 2014 – FY 2017 TIP at the same time for FY 2015 and extending over two construction seasons. We anticipate the projects will be open to traffic in 2016 or 2017.

Thank you for your assistance. Should there be any questions, please contact Jay Mitchell at (317) 233-4713.

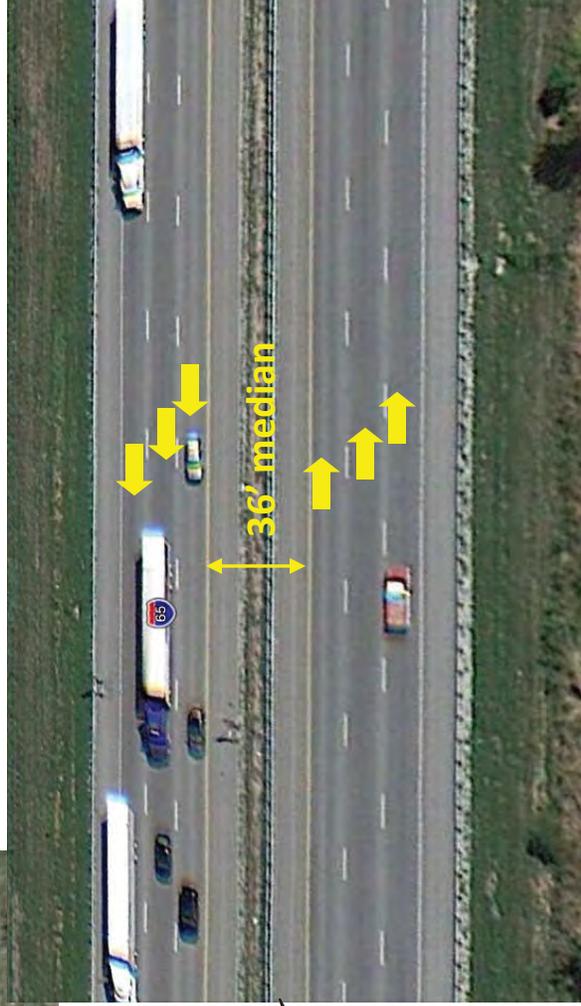
Sincerely,

Roy Nunnally  
Director  
Division of Asset Planning and Management

# Cross Section Treatment



Before: 4 lanes, 60' median



After: 6 lanes, 36' median

Note: Two of the advancing segments already have 6 lanes, with existing 36-foot median width; and for those areas, the additional lanes generally will be in the form of auxiliary lanes on the outside rather than basic mainline/through lanes on the inside.



Indiana Department of Transportation 2020 Trust Program Projects to be Amended into the Lafayette MPO's 2040 Metropolitan Transportation Plan

Route: Crossroad From/Crossroad To	2020 Trust Fund Segment #	Length Crossroad to Crossroad (miles)	Apex. Project Start	Apex. Project End	Apex. Project Length (miles)	Cost
I-65: SR 38 to SR 26	10	3.7	0.5 mile S of SR 38	0.5 mile N of SR 26	4.6	\$32,460,000
I-65: SR 26 to SR 25	11	3	0.5 mile N of SR 26	0.5 mile N of SR 25	3.3	\$36,650,000

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**Resolution T-14-01**  
**Amendment #1**  
**Metropolitan Transportation Plan for 2040**  
**Completing Our Streets**

**Staff Report**  
**February 12, 2014**

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**Amendment to the Metropolitan Transportation Plan for 2040**  
Requested by INDOT

**Staff Report**  
**February 12, 2014**  
**Area Plan Commission**

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**BACKGROUND AND REQUEST**

The *Metropolitan Transportation Plan for 2040: Completing our Streets (2040 MTP)* was adopted by the APC on June 20, 2012. It recommends the widening of I-65 from the south county line to an extended new US 231. The project was noted as unfunded because INDOT did not identify any funding for the project. INDOT has recently requested the Executive Director of the APC to amend the *2040 MTP* to change the widening of a portion of I-65 from an unfunded project to a funded and committed project.

The plan is to widen I-65 to 3 lanes in each direction from one half mile south of SR 38 to one half mile north of SR 25. Preliminary engineering will begin by July 1, 2014 with a bid letting late in 2014 and completion in 2016 or 2017 for this design-build project. Two projects are programmed: from one half mile south of SR 38 to one half mile north of SR 26 and from one half mile north of SR 26 to one half mile north of SR 25, at a cost of \$32,460,000 and \$36,650,000 respectively.

The 2040 MTP will be amended to include project documentation and approval in a new Appendix 12 and modify "Table 9, Highway Projects in the *2040 Metropolitan Transportation Plan*" to change INDOT's project list:

EXISTING

<b>Project</b>	<b>Location</b>	<b>Type of Improvement</b>	<b>Project Cost</b>
(* indicates unfunded/illustrative projects)			
*I-65	E County Line to SR 38	Six Lane Widening	\$151,360,000
*I-65	SR 38 to SR 43	Six Lane Widening	\$327,430,000

AMENDED

<b>Project</b>	<b>Location</b>	<b>Type of Improvement</b>	<b>Project Cost</b>
(* indicates unfunded/illustrative projects)			
*I-65	E County Line to S of SR 38	Six Lane Widening	\$151,360,000
I-65	S of SR 38 to N of SR 26	Six Lane Widening	\$32,460,000
I-65	N of SR 26 to N of SR 25	Six Lane Widening	\$36,650,000
*I-65	N of SR 25 to SR 43	Six Lane Widening	\$258,320,000

The Technical Transportation Committee and the Administrative Committee have recommended approval.

**STAFF RECOMMENDATION**

Adoption of amendment #1 to the *2040MTP*.

Resolution T-14-01

RESOLUTION TO AMEND THE  
METROPOLITAN TRANSPORTATION PLAN FOR 2040  
COMPLETING OUR STREETS

**WHEREAS**, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County; and

**WHEREAS**, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Metropolitan Transportation Plan; and

**WHEREAS**, the *Metropolitan Transportation Plan for 2040-Completing Our Streets* was adopted by the MPO on January 20, 2012; and

**WHEREAS**, the Indiana Department of Transportation requested an amendment to the *Metropolitan Transportation Plan for 2040-Completing Our Streets* to show the following projects as funded, and

<b>Project</b>	<b>Location</b>	<b>Type of Improvement</b>	<b>Project Cost</b>
I-65	S of SR 38 to N of SR 26	Six Lane Widening	\$32,460,000
I-65	N of SR 26 to N of SR 25	Six Lane Widening	\$36,650,000

**WHEREAS**, the Citizen Participation Committee reviewed the amendment to the *Metropolitan Transportation Plan for 2040-Completing Our Streets* on December 3, 2013 and January 28, 2014, and it was recommended for adoption by the Technical Transportation Committee on January 15, 2014 and by the Administrative Committee on January 29, 2014.

NOW THEREFORE BE IN RESOLVED, that the Executive Committee of the Area Plan Commission of Tippecanoe County, as authorized by the Area Plan Commission of Tippecanoe County, does hereby adopt Amendment #1 to the *Metropolitan Transportation Plan for 2040-Completing Our Streets*.

Adopted on Wednesday, the 19<sup>th</sup> of February, 2014.

  
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President, APC  
Tim Shriner

  
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Secretary  
Sallie Dell Fahey