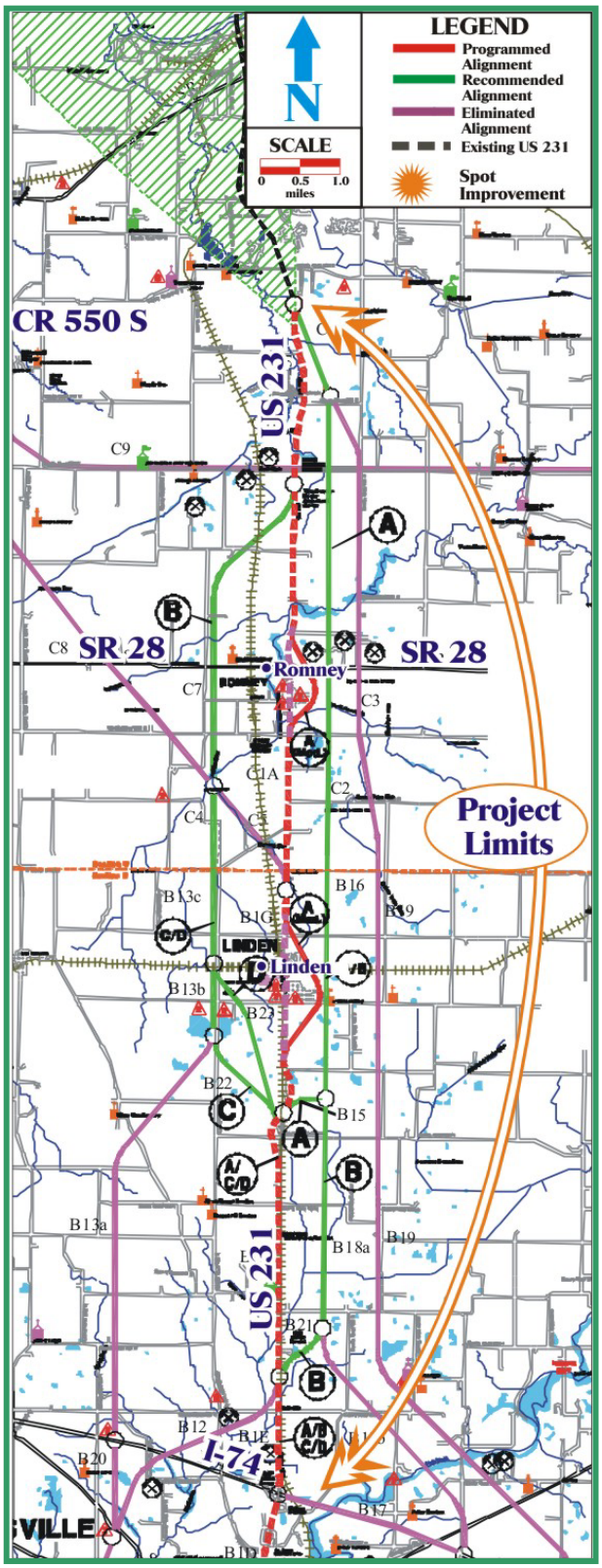
Project of Independent Utility #10
US 231 from I-74 to Tippecanoe CR 550 S

Montgomery and Tippecanoe Counties



Proposed Improvement: Added Travel Lanes and New Road Construction

Purpose and Need: Capacity and Safety

Priority: High

Schedule: Mid-term: The projected 2025 design year LOS is less desirable than and the existing crash rate is higher than the typical Rural Principal Arterial. Traffic is projected increase, and added travel lanes could be appropriate after 2010. Due to the length of the project and the potential right-of-way impacts, it is recommended that the next phase of development start in the next 5 years.

Estimated Traffic (2025):
I-74 to SR 28 - 19,000 vpd
SR 28 to Tippecanoe 550 S - 20,000 vpd

Phasing: Due to the size of the project, construction could be broken into three phases:
Phase 1: From I-74 to Mont/Tipp County Line
Phase 2: From Mont/Tipp County Line to SR 28
Phase 3: From SR 28 to Tippecanoe

Preliminary Cost: $100,000,000

Alternatives: Each of the alternatives contain sections of roadway along the existing alignment as well as some new terrain alignment to the east or west. All alternatives by-pass Linden and Romney. A four-lane section with median shall be constructed. At the south end, consideration should be given to the elimination of at-grade intersections and the use of overpasses crossing both the railroad and US 231. At-grade intersections with channelization will be constructed for alignments not paralleling the high-speed railroad corridor. Limited access right-of-way should be purchased on new terrain alignments. Partial access control will be on existing alignments. Frontage roads should be constructed to reduce the amount of non-public road access to US 231.

Programmed Alternative: B1E, B1F, B1G south of Linden, Linden mini-bypass, B1G north of Linden, C1A south of Romney, Romney mini-bypass, C1A north of Romney, C1B