



Relocation Study

Tippecanoe County, Indiana

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Comment Statistics:

Approximately 367 comments have been received on the study. Top concerns of commentors continue to include impacts to neighborhoods, access, increased noise, and increased traffic.

Over 100 comments were submitted to INDOT regarding the Draft Environmental Document. There was also a petition that was signed by 386 individuals. The comments submitted on the Draft Environmental Document can be viewed on the project website (www.relocate231.com/comments.asp). All formal comments on the draft Environmental Document, as well as those associated with the public hearing, will be reviewed and considered throughout November and December. ■

Project Website Statistics:

Thank you to those that have made the project website (www.relocate231.com) a success. Since its inception in December of 2001, the site has received over 7,500 hits. ■

Community Advisory Committee (CAC)



At their last meeting, CAC members considered how Context Sensitive Design (CSD) could be incorporated into the proposed preferred alternative.



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Submit your comments to the project website: www.relocate231.com/feedback.asp or by mail:
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Project Background

The Indiana Department of Transportation (INDOT), in association with the Federal Highway Administration is re-evaluating alternatives originally proposed as part of the 1987 environmental impact study for the relocation of US 231 from south of the Wabash River to US 52. That study was done in accordance with the National Environmental Policy Act (NEPA). In June 2001, the southern portion of the project, including the new bridge crossing the Wabash River as well as improvements to South River Road, were completed and opened for traffic. The planned middle portion between South River Road and State Street is currently undergoing final design by INDOT.

In June 2001, Michael Baker Jr., Inc. was provided official Notice to Proceed on preparing additional environmental documentation regarding the northern portion of the US 231 Relocation Project between State Road 26 (State Street) and US 52.

The northern portion of the project was planned to alleviate traffic congestion on the Purdue Campus by re-routing US 231 to the west. Several alternatives were studied as part of the 1987 study, and a preferred alternative was selected in a 1992 Record of Decision. However, significant developments west of the campus have necessitated that the original alternatives be re-evaluated. Therefore, INDOT is taking another look at the project to determine the best alternative to meet current needs while avoiding or minimizing environmental impacts to the area. ■

Public Hearing

The public hearing was held October 3, 2002 at Klondike Elementary School. Over 215 people were in attendance to collect information regarding the status of the overall project and to view results of the Draft Environmental Document, which identifies Line 7 as the recommended preferred alternative.

Presentations regarding the format of the hearing and the status of the project were given by Mary Wright (INDOT Public Hearings Examiner) and Wendy Vachet (Project Manager for INDOT's project consultant, Michael Baker Jr., Inc.). Immediately following the presentations, public comments were heard. Information packets and comment sheets were provided to all in attendance. This information can be found on the project website (www.relocate231.com).

The official comment period for the Draft Environmental Document ended October 18, 2002. Thank you to those that submitted comments. All formal comments on the draft Environmental Document, as well as those associated with the public hearing, will be reviewed and considered throughout November. ■



Citizens take a look at the proposed preferred alternative for the relocation of US 231.



Over 215 people were in attendance for the public hearing held on October 3.



Joanne Thomson presents her thoughts on the project during the public comment portion of the hearing.



The History of US 231

What's Next?

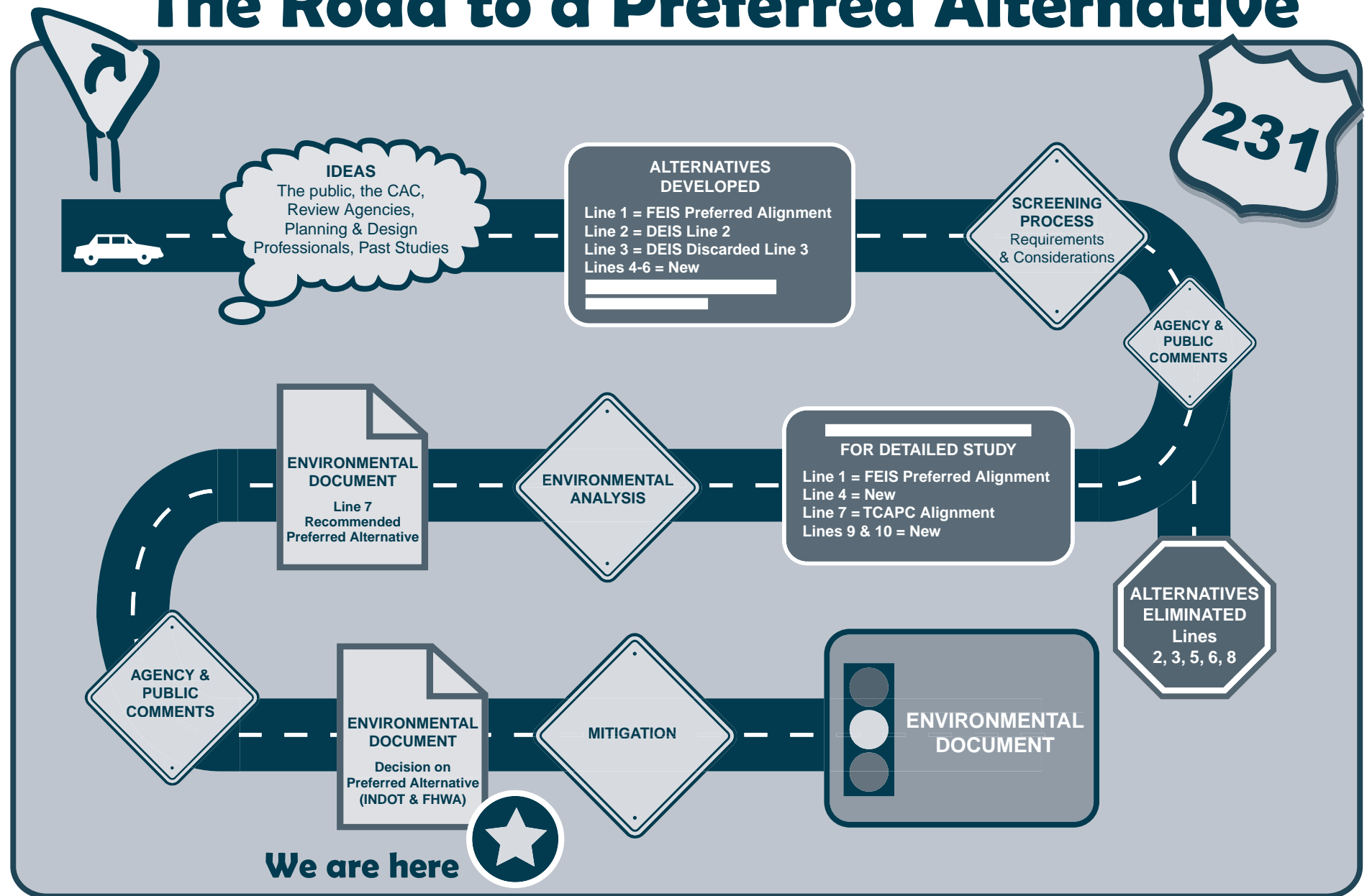
FHWA and INDOT will make final official project findings in early 2003. This will conclude the National Environmental Policy Act (NEPA) requirements for the project. After completion of NEPA documentation, the project will be programmed for final engineering design and ultimately, construction.

The roadway will experience changes during the final design stage; this is typical of the design process and is to be expected. Acquisition of right-of-way (purchase of property by the State for the roadway) is years away. If your property is to be directly impacted by the roadway after the final design phase, an INDOT representative will contact you.

1978	Transportation Plan for the Greater Lafayette area was adopted by the Area Plan Commission of Tippecanoe County (TCAPC); the proposed relocation of US 231 was included
1981	Comprehensive Land Use Plan for Tippecanoe County adopted
1984	City of West Lafayette obtained an agreement with INDOT's Department of Highways (INDOH) to proceed with the project
1986	Proposed relocation of US 231 was included in the Transportation Improvement Plan (TIP) of the TCAPC and the INDOH Highway Improvement Program (HIP)
1987	Draft Environmental Impact Statement (DEIS) issued
1992	June - Final Environmental Impact Statement (FEIS) issued Sept - Record of Decision (ROD) issued
2001	June - Southern portion of project (including new bridge crossing of Wabash River and improvements to South River Road) completed and opened for traffic; Northern portion undergoing final engineering design Dec - Environmental document for the northern portion of the US 231 Relocation Study is initiated to determine if there are significant project-related impacts to the environment; the environmental document will determine if a Supplemental Environmental Impact Statement (SEIS) will be required
2002	Project website launched (www.relocate231.com) Jan - Public Kickoff Meeting April - Community Advisory Committee (CAC) Meeting #1* May - CAC Meeting #2* June - Public Meeting to announce alternatives to be carried forward for detailed study July - CAC Meeting #3* Final Section 106: Phase I Survey Report Sept - CAC Meeting #4* Oct - Public Hearing to announce the Draft Environmental Document proposed preferred alternative (Line 7)
2003	Nov/Dec - Project team reviews all comments and continues with context sensitive design (CSD) Jan - INDOT and FHWA make final decision on the preferred alternative Final CAC Meeting*

*Input gathered from the CAC is included in the Community Impact Assessment Report, which is an Appendix to the Environmental Document.

The Road to a Preferred Alternative



Community Advisory Committee

The Community Advisory Committee (CAC) met for the fourth time on September 23 at Klondike Middle School. The project landscape architect, Keith Oliver of InSites, gave a presentation on Context Sensitive Design (CSD). CSD is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSD is an approach that considers the total context within which a transportation improvement project will exist. Functional amenities may include bikepaths, sidewalks, pedestrian intersection crossings, landscaping, gateways, etc. The CAC participated in an exercise to identify concerns/impacts along the proposed preferred alternative and possible CSD concepts to alleviate those concerns.

A final CAC Meeting will be held this winter to discuss the project's findings, proposed Context Sensitive Design concepts, and to evaluate the CAC process.

