US 231 RELOCATION STUDY CAPSTONE
Purdue Road School
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The US 231 Relocation Project Capstone provides an opportunity to take a ‘soft’ look back on the evolution of the planning, environmental assessment, design and ultimate construction of this important project in West Lafayette. The project was successfully constructed and opened to traffic in 2013.

In 2001, INDOT and FHWA agreed that the project presented an opportunity to explore the value of using a different approach to collaboration and impact assessment during the environmental study. This capstone poses two fundamental questions for consideration:

- Did this decision change the ultimate outcome of the project?
- Was there a lasting effect on policy and how projects are developed?
INSTRUCTIONS & NAVIGATION
Scroll over any ORANGE DOT to learn more about this project and the timeline of events for the US 231 relocation.

1980
Transportation Planning

1981: Comprehensive land use plan for Tippecanoe County adopted
1978: Transportation Plan for Greater Lafayette Area adopted by the TCAPC
1984: City of West Lafayette obtains agreement with INDOT’s Dept of Highways (INDOH) to proceed

1990
Environmental Impact Statement

1986: Proposed relocation of US 231 included in Transportation Improvement Plan and INDOH Highway Improvement program
1987: Draft EIS issued
June 1992: Final EIS issued

2000
Final Engineering Design

December 2001: Environmental docs for northern portion initiated; Project website launched
June 1992: Final EIS issued

2010
Public Involvement

2008: Value engineering negotiations
2010: Construction letting
January 2003: CAC meeting #5

2013
Construction

2013: US 231 open to traffic

Future opportunities

• January 2002: Public Kick off
• April: CAC mtg #1
• May: CAC mtg #2
• June: Public mtg to announce alternatives
• July: CAC meeting #3; Final Section 106: Phase I Survey
• September: CAC meeting #4
• October: Public hearing to announce draft environmental document proposed preferred alternative
• November/December: Project team reviews all comments and continues with context sensitive design
INSTRUCTIONS & NAVIGATION
Scroll over any ORANGE DOT • to learn more about this project, specific areas of interest, or to view photos of the construction and final relocation.

LEGEND
- Potential buffer landscaping
- Enhanced buffer landscaping/berms
- Intersections
- Popular bikeable streets
- Community/campus green space
- Existing/planned neighborhoods
- Existing wetlands
- Existing cultural resource
- Existing roadway
- Proposed greenways
- Complete trails
- Church or grave
- School
- Railroad

Michael Baker INTERNATIONAL
Did this decision to do things differently change the ultimate outcome of the project?  **YES**

Was there a lasting effect on policy and how projects are developed?  **YES**

**INDOT’s decision to do things differently in 2001 matters**

This project changed the way INDOT does business:
- Enhanced Public Involvement
- The MPO as a partner; resource
- Context Sensitive Design
- Bridging the gap b/w planning, NEPA and design

The level of engagement with the MPO and the use of CIA/CACs established and preserved accountability.

“One of the things we learned since 2003 is that a public involvement plan should be required... that’s been a step in the right direction to get project management teams to pause and think about impacts to communities at the onset, figure some of the things we need to look at, and make a plan for moving forward.

**Issues are being caught earlier, conversations are being had sooner. That can only be a good thing.**”

**Rickie Clark**
Manager, Public Involvement (INDOT)

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**For more information** on this US 231 project, please contact:

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