

Annual Listing of Projects

Fiscal Year 2007

July 1, 2006 through June 30, 2007



Where Have My Federal Gas Tax Dollars Been Going?

Area Plan Commission of Tippecanoe County
20 North 3rd Street
Lafayette, Indiana 47901
765-423-9242
www.tippecanoe.in.gov/apc

Where Have My Federal Gas Tax Dollars Been Going?

Have you ever wondered where your gas tax dollars go? Were they used for that recent road improvement? Are they only used for building new roads? Can they be used to resurface streets? How much tax did we actually pay? These are all very good questions, and this report shows where your federal gas tax dollars were spent in Tippecanoe County during Fiscal Year 2007 (July 1, 2006 through June 30, 2007).

The Highway Trust Fund

The Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956, primarily to ensure a dependable source of financing for the National System of Interstate and Defense Highways and also as the source of funding for the remainder of the Federal-aid Highway Program

Whenever you purchase gas, a portion of the total sale goes to the Federal Highway Trust Fund. The federal government collects 18.4¢ for every gallon of gas sold. Most of the money collected, 15.44¢, goes to road improvements. A smaller amount, 2.86¢, goes to transit; and an even smaller amount, .01¢, goes to a trust fund to clean up leaking underground storage tanks. In Fiscal Year 2006, Indiana motorists contributed \$929,679,000¹ to the Highway Trust Fund and \$124,933,000² to the Mass Transit Account.

The federal legislation that determines how the Federal Highway Trust Fund is used is the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, or SAFETEA-LU. This legislation allocates gas tax money to a variety of funding programs: National Highway System, Interstate Maintenance, Surface Transportation Program, Bridge, Federal Lands Highway, Emergency Relief, Highway Safety, and Congestion Mitigation and Air Quality. SAFETEA-LU also sets out how the dollars can be used within each program.

SAFETEA-LU

On August 10, 2005, the President signed SAFETEA-LU into law. It guarantees funding for highways, safety and public transportation. SAFETEA-LU addresses the many challenges facing our nation: improving safety, reducing traffic congestion, improving intermodal connectivity and protecting the environment.

Federal gas tax dollars rarely pay for the entire cost of a project. Most often a combination of federal and local or state funds pays for projects. Typically, eighty percent (80%) is paid from gas tax dollars. Local governments or the state must fund the other twenty percent. Exceptions include safety and interstate projects where federal funds pay ninety percent (90%) and sometimes the entire project cost.

Projects Initiated by the State

The State of Indiana, through the Indiana Department of Transportation (INDOT), uses a variety of these federal funds in Tippecanoe County. The four programs most frequently used

¹ FHWA Highway Statistics 2006, Table FE-9, Highway Account

² FHWA Highway Statistics 2006, Table FE-9, Transit Account

MPOs

MPOs were created by Congress in 1962 through the Federal Aid Highway Act. The legislation focused on planning for urban areas. MPOs were created to conduct transportation planning in cooperation with state and local jurisdictions.

Area Plan Commission of Tippecanoe County

The APC is a multi-jurisdictional planning agency serving the Cities of Lafayette and West Lafayette, the towns of Battle Ground, Clarks Hill and Dayton, and unincorporated Tippecanoe County. Its three primary functions are: Comprehensive Planning (plans and policies to shape the future), Current Planning (zoning and land division ordinances to implement the plans), and Transportation Planning.

include Interstate Maintenance, National Highway System, Surface Transportation Program, and Bridge. The amount of money spent in Tippecanoe County varies each year because there is no set amount the state spends in each city or county. In Fiscal Year 2007, INDOT spent \$18,127,922.37 from federal gas tax funds on state highways in Tippecanoe County (**Table 1**).

Table 1 summarizes all construction contracts INDOT awarded during Fiscal Year 2007. The table shows the total construction cost as well as the amount of federal funds used. Other information includes project location, award date, project designation number, and a description of the improvements. **Figure 1** shows the location of projects. To help visualize the projects, aerial and site photos of each project are located at the end of this report.

Not all state projects utilize federal gas tax dollars. Six of the twelve in this report were funded solely with state funds. Those projects mainly involved installing new traffic signals, updating existing traffic signals, and bridge painting.

Projects Initiated Locally

Federal funds known as STP (Surface Transportation Program) funds are returned to the cities and county. However, these funds do not go directly to the local governments. It is the responsibility of Metropolitan Planning Organizations, or MPOs, to manage and oversee the use of these funds. The Area Plan Commission of Tippecanoe County is the MPO for our community.

In Federal Fiscal Year 2007 (October 1, 2006 through September 30, 2007), the community received \$3.70 million dollars in STP funds, an increase of \$330,000 from the previous fiscal year.

Table 2 summarizes the local projects that were awarded construction contracts during Fiscal Year 2007. Only one project advanced to construction: the relocation of CR 500E. This project is part of INDOT's SR 26 widening project. During project scoping and design, local officials requested the county road be relocated to create a much safer single intersection. Unfortunately, INDOT did not concur and local officials decided to use our own local STP funds to pay for the project.

Sometimes unforeseen or unexpected problems arise during construction of road projects. These are called change orders. When that happens, the local government overseeing the project

**Long-Range
Transportation Plan**

The long-range transportation plan identifies the future need for transportation improvements and an implementation strategy. Per federal regulations, the plan shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods."

**Transportation
Improvement
Program (TIP)**

The purpose of the TIP is to list transportation projects for which federal funding will be sought over a four-year period. The TIP should reflect the region's priorities, represent a consensus among officials, show a direct relationship to the regional transportation plan, and be financially constrained.

requests additional money from our STP funds. During FY 2007, there were fifteen requests for additional federal funds. The City of West Lafayette requested and received an additional \$928,785.93 for the Tapawingo Extension project, a project awarded in Fiscal Year 2006.

The use of federal gas tax dollars is not limited to road construction. Gas tax dollars also pay for environmental assessments, design engineering (creating the detailed plans needed for construction) and right-of-way acquisition (purchasing land needed for the road project). During Fiscal Year 2007, STP Funds were utilized to continue the design engineering of the County's Cumberland Road Extension project (\$192,000 budgeted) and Lafayette's Concord Road Project (\$450,000 budgeted).

SAFETEA-LU also provided money for high priority projects. These are specific projects identified by Congress. They are more commonly referred to as earmarks or demonstration projects. These funds can be used only for those specific projects. In Tippecanoe County, SAFETEA-LU provided demonstration funds to conduct design engineering, purchase right-of-way, and construct Phase 1A of the perimeter parkway in West Lafayette, the County, and Purdue University. Phase 1A is identified in the *Long Range Transportation Plan for 2030* as: Williams and Harrison Streets. The total amount of federal funds allocated is \$5,600,000. Throughout Fiscal Year 2007, the engineering firm hired for this project continued working on design engineering. \$514,520 was budgeted for this work.

Transit Funds

The transit component of SAFETEA-LU provides gas tax dollars for various transit programs for urban and rural services, as well as for persons with special transportation needs because of age, disability, or income.

The Greater Lafayette Public Transportation Corporation, or CityBus, utilizes gas tax funds to transport passengers throughout the urban area of our community. Its primary source of federal funding comes from Section 5307. These funds are used to operate the system, purchase capital equipment, and conduct planning studies. CityBus projects selected to receive these federal funds are shown in **Table 3**.

CityBus

CityBus is the local transit system in Lafayette and West Lafayette. It was established as a municipal corporation in 1971. Currently it has about 70 buses and carried 4,664,881 passengers in 2007. To contact CityBus, call 742-RIDE or go to gocitybus.com.

Section 5307 & 5309 funds

Section 5307 and 5309 funds are federal funds that come from the Federal Mass Transit Trust Fund. 5307 funds can be used for both operating and capital assistance while 5309 funds can only be used to purchase capital equipment. 5307 funds are allocated by a formula based on population and population density. 5309 funds are discretionary funds.

Land Use Element, Comprehensive Plan

The Land Use Plan consists of two distinct yet interrelated sets of planning activities. The Urban Area Land Use Plan follows traditional land use planning methods. The Phased Land Use Plan helps guide decisions in the urbanizing and rural portions of our County where growing pressures to urbanize often conflict with essential agricultural activity.

Another gas tax fund CityBus regularly uses is Section 5309. Like the high priority road projects, these funds can only be used for specific transit projects. CityBus has used these funds to purchase buses and transit-related capital equipment, and to construct its garage and maintenance buildings. Congress awards these special funds annually. These grants are also shown in **Table 3**.

Pedestrian and Bicycle Facilities

Of the numerous projects initiated this year, only two specifically focus on road construction or reconstruction: widening a portion of SR 26 and the CR 500E projects. Sidewalks will be built on both sides of SR 26 nearly the entire length of the project. The sidewalks will be five feet wide. For the CR 500E project, a sidewalk will be constructed on the east of side of the road between Wolf Lake Drive and SR 26. It will also be five feet wide. No bicycle lanes will be construction for either project.

How Does Our Federal Gas Tax Money Come Back to Us?

The first step in the life of a project starts by documenting the need for the particular improvement. Every five years, the Area Plan Commission of Tippecanoe County develops a 25-year long range countywide transportation plan that identifies those needs. It is based on historical trends, current circumstances, projected population and employment growth, and computer models that forecast future traffic all set within the context of the *Land Use Element* of the *Comprehensive Plan*. The Plan contains a list of projects to solve our future traffic needs. Those projects must then be financially constrained based on “reasonably available” financial resources. The *Transportation Plan for 2030* was adopted in May of 2006.

Based on the Transportation Plan and decisions by city and county officials, a project moves from the long range plan to implementation by its inclusion in the Transportation Improvement Program (TIP). Local government officials decide which projects to construct. All projects in the FY 2008 TIP involving road widening and new construction came from the *Transportation Plan for 2030*.

The TIP contains the list of all public transit, highway, bicycle, airport, and pedestrian projects that will receive federal transportation funds in the near future. It also includes major improvements that are funded solely with state or local funds. The

**Financially
Constrained**

The Long-Range Transportation Plan and TIP must be financially constrained. Both documents cannot over-program or spend more than is allocated to our area. Financial constraint is a demonstration that there will be sufficient funds to implement proposed projects.

**Citizen Participation
& Administrative
Committees**

The Citizen and Administrative Committees are advisory committees to the Area Plan Commission. The Citizen Committee is comprised of organizations and individuals. The Administrative Committee is comprised of the chief elected officials and officials from the airport, CityBus and INDOT.

**Technical
Transportation
Committee**

The Technical Transportation Committee is comprised of local government engineers, planners, traffic officers, transit operators, Purdue University, the airport and INDOT. Members have important responsibilities for designing, operating, and maintaining the transportation system.

current TIP covers a five-year period and was adopted in June 2007.

A TIP is created every one or two years and is amended as needed to reflect changing cost estimates and priorities. It is a process open for citizen comment. Local governments first submit requests for federal gas tax dollars during a call for projects. All requests are then assembled and summarized. The Technical Transportation Committee reviews, prioritizes and creates a financially constrained list based on the amount of federal funding reasonably available. The list is then reviewed by two other committees of the APC: the Citizen Participation and Administrative Committees. Before it becomes an official document, it must be adopted by the Area Plan Commission. All federally funded projects in this report came from the adopted TIP.

All documents are available at the APC office and on the APC web site. Comments and questions regarding the projects contained in this report can be directed to:

Area Plan Commission of Tippecanoe County
20 North 3rd Street
Lafayette, IN 47901
(765) 423-9242

Additional transportation planning information is available at:
www.tippecanoe.in.gov/apc

Table 1

List of State Projects – Construction Costs

Route & Number	Contract Date	Project Location	Type of Project	Total Cost	Federal Funds	Fed %
US 52, 0400067	7/19/06	East bound bridge over Wabash River	Bridge Maintenance & Repair	\$66,149.37	\$52,919.50	80%
US 52, 0300170	7/19/06	At SR 38	Traffic Signal Modernization	\$96,649.82	\$0	0%
US 231, 0500680	7/19/06	At Grant Street	Traffic Signal Modernization	\$77,987.34	\$0	0%
US 231, 0501082	7/19/06	At CR 350S	New Traffic Signal Installation	\$96,683.26	\$0	0%
I-65, 0600242	9/1/06	.03 miles south of CR 500S bridge in Clinton County to 1.0 miles north of bridge over Lauramie Creek	Surface Treatment	\$5,646,595.49	\$5,081,935.94	90%
US 52, 0400598	11/1/06	West bound bridge over Wabash River	Bridge Painting	\$465,265.00	\$0	0%
SR 26, 9134885	11/15/06	From I-65 to 0.3 miles east of CR 550E	Added Travel Lanes	\$10,309,507.17	\$8,247,605.74	80%
SR 26, 9711520	11/15/06	At Meijer Entrance, and detection for I-65 northbound	Traffic Signal Modernization	\$140,176.60	\$140,176.60	100%
SR 26, 9711530	11/15/06	At CR 500E	Traffic Signal Modernization	\$149,990.75	\$149,990.75	100%
SR 26, 973488X	11/15/06	From I-65 to 0.3 miles east of CR 550E	Sign Modernization	\$354,001.37	\$354,001.37	100%

Table 1

List of State Projects Continued

Route & Number	Award Date	Project Location	Type of Project	Total Cost	Federal Funds	Fed %
SR 25, 0600765	2/7/07	1.04 miles west of I-65 at west entrance to Subaru plant	New Traffic Signal	\$218,275.20	\$218,275.20	100%
Various, 0201331	3/21/07	Various locations in Tippecanoe Co.	Traffic Signal Modernization	\$214,258.00	\$0	0%
I-65, 0600043	5/16/07	At SR 25/38 and 0.06 miles south of SR 25/38	Bridge Painting	\$292,383.00	\$0	0%
Total				<hr/> \$18,127,922.37	\$14,244,905.10	

Figure 1
State Projects

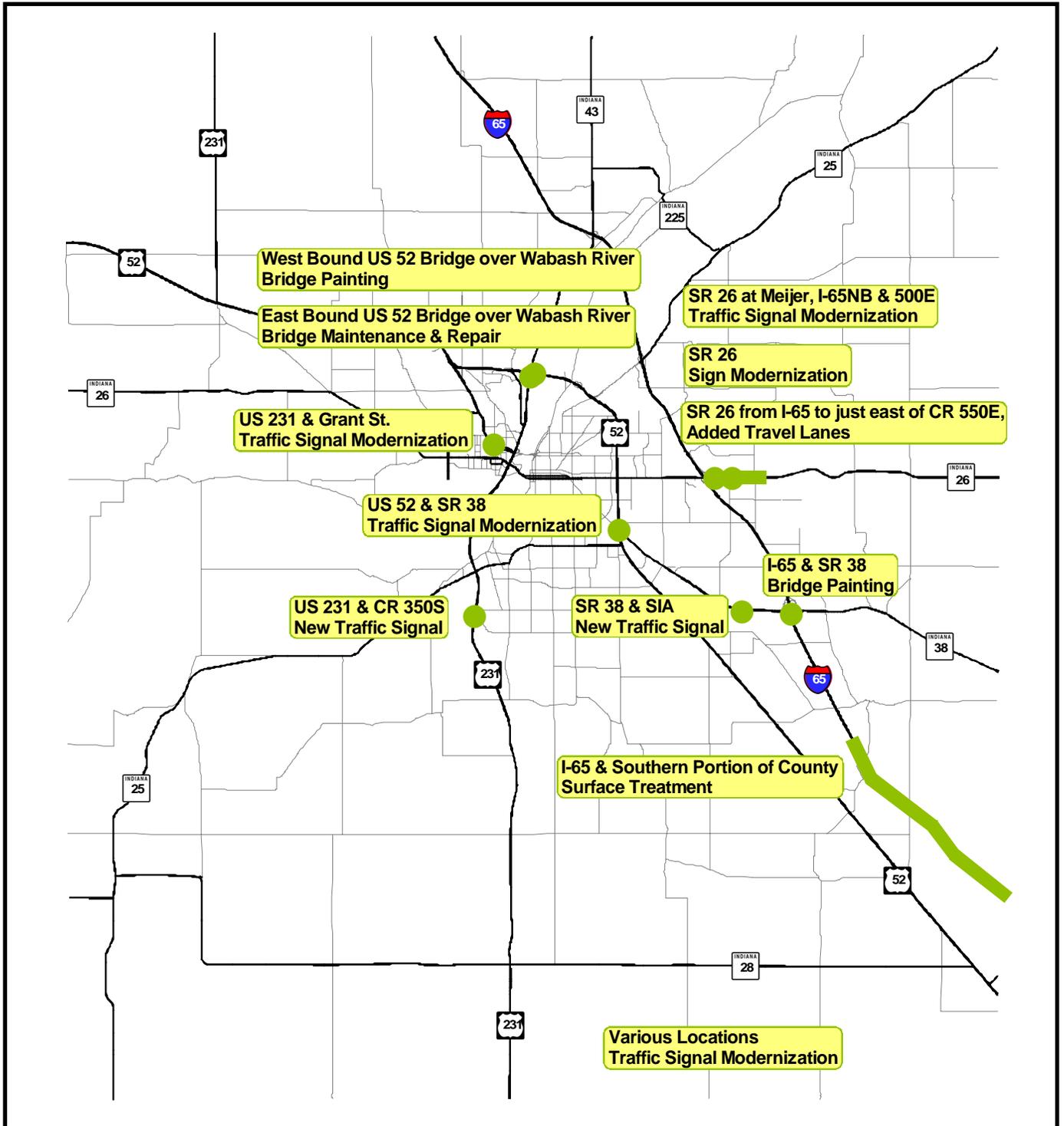


Table 2

List of Local Projects

Route & Number	Contract Date	Project Location	Type of Project	Total Cost	Federal Funds	Fed %
CR 500E 0200656	11/15/06	CR 500E & SR 26 relocated eastward to align with Goldersgreen	Intersection Improvement (Relocate CR 500E)	\$384,202.60	\$307,362.08	80%
CHANGE ORDERS						
Tapawingo Extension 0200099	8/06	C.O. #1	Remove dynamic compaction	-91,721.47	-73,377.18	
	8/06	C.O. #2	Curb & Signs	738.76	591.01	
	8/06	C.O. #3	Removal & replacement of subgrade	1,155,749.77	924,599.82	
	8/06	C.O. #4	Concrete mix	0.00	0.00	
	10/06	C.O. #5	Geogrid & stone	60,032.25	4,802.58	
	10/06	C.O. #6	Monuments	-597.80	-478.24	
	5/07	C.O. #7	Conduit & backfill	29,775.00	23,820.00	
	5/07	C.O.#8	Casing inlet move	-547.36	-437.89	
	5/07	C.O. #9	Pipe catch basin	0.00	0.00	
	5/07	C.O. #10	Signage	883.20	706.56	
	6/07	Engineering Supplemental		68,542.39	54,833.91	
	6/07	C.O. #11	Traffic controller	543.33	434.66	
	6/07	C.O. #12	Pavement markings	1,996.68	1,597.34	
	6/07	C.O. #13	Ped push button	516.19	4,12.95	
	6/07	C.O. #14	Curbing, guard rails & adjustments	-10,383.30	-8,306.64	
Total				\$1,599,730.24	\$1,236,148.01	

Figure 2
Local Projects



Table 3

List of Federal Transit Funds (used by CityBus)

Grant Number Draw Down Date	Operating Assistance	Capital Projects	Planning Assistance
<u>Grant IN-90-X336</u>			
October 17, 2006 - Tip and National Transit Database	\$0	\$0	\$6,786
October 17, 2006 - Paratransit Buses and Fork Lift	\$0	\$145,964	\$0
<u>Grant IN-90-X459</u>			
October 19, 2006 - Bus Tires and Cameras	\$0	\$19,546	\$0
<u>Grant IN-90-X492</u>			
October 19, 2006 - Rebuilt Wheel Chair Lifts, Shelters, Engine Rebuilds, Computers	\$0	\$35,932	\$0
December 6, 2006 - Bus Transmission, Tires and Office Equipment	\$0	\$6,871	\$0
<u>Grant IN-03-0104</u>			
October 19, 2006 - Repave Parking Lot, Rebuild Steam Jenny, Survey	\$0	\$49,627	\$0
December 6, 2006 - Garage Doors, Parking Lots Resurface	\$0	\$3,280	\$0
February 16, 2007 - CAD/AVL system, Garage Door Replacement	\$0	\$0	\$0
<u>Grant IN-90-X507</u>			
August 28, 2006 - Operating Assistance	\$1,260,862	\$0	\$0
October 19, 2006 - Engine Rebuilds	\$0	\$77,418	\$0
December 6, 2006 - Bus Washer Replacement, Rebuild Wheel Chair Lifts, Tires	\$0	\$159,136	\$0
December 8, 2006 - Transit Needs Study	\$0	\$0	\$12,226
December 8, 2006 - Riehle Plaza Study	\$0	\$0	\$24,000
February 16, 2007 - Tires, Riehle Plaza Study, Transit Needs Study	\$0	\$0	\$27,004

List of Federal Transit Funds (used by CityBus) Continued

Grant Number Draw Down Date	Operating Assistance	Capital Projects	Planning Assistance
<u>Grant IN-90-4521</u>			
October 22, 2006 - Operating Assistance	\$80,000	\$0	\$0
<u>Grant IN-04-0004</u>			
December 6, 2006 - Bus Radios	\$0	\$4,200	\$0
February 16, 2007 - Buses CAD/AVL Equipment	\$0	\$4,200	\$0
February 28, 2007 - Buses	\$0	\$1,097,023	\$0
<u>Grant IN-03-0130</u>			
February 28, 2007 - Buses	\$0	\$626,743	\$0
<u>Grant IN-90-4539</u>			
June 22, 2007 - Operating Assistance	\$1,095,065	\$0	\$0

Project Information and Photos

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US 52, East Bound Bridge over the Wabash River

Project Purpose: Bridge Maintenance and Repair

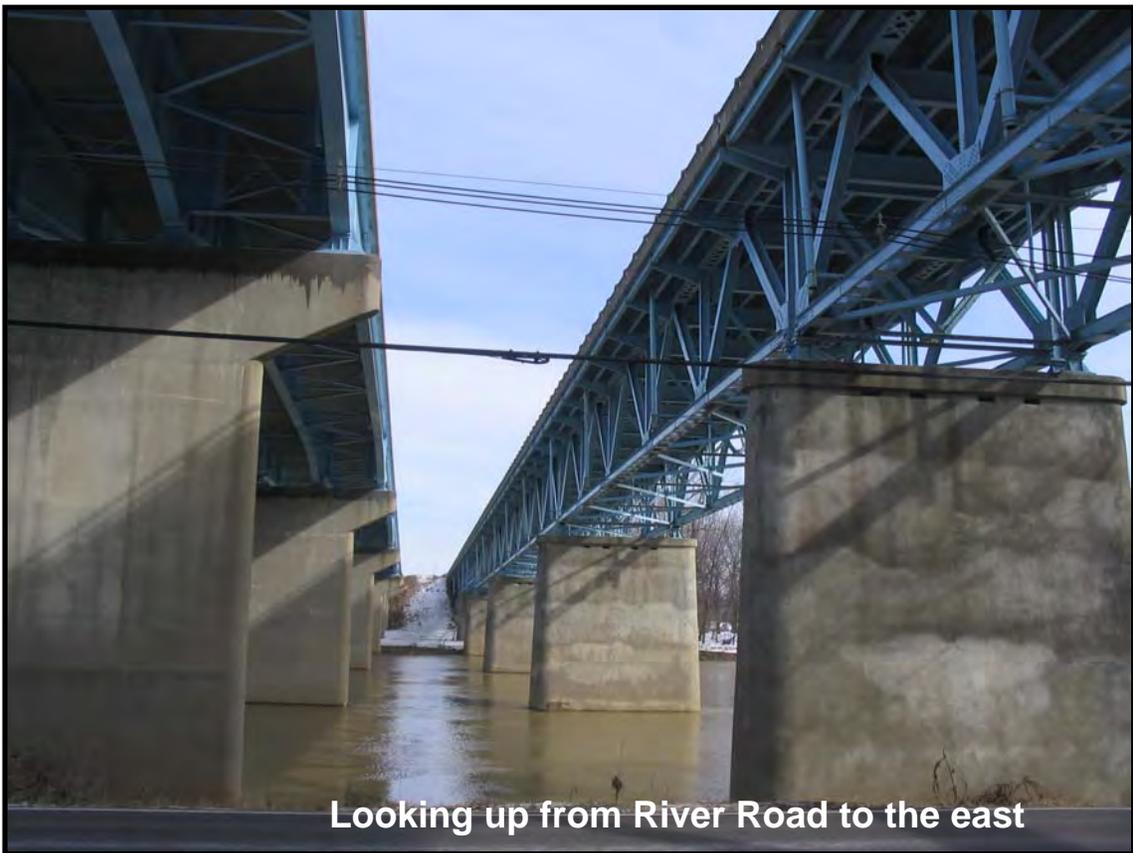
Contact Agency: INDOT
Project Total Cost: \$66,149.37
Federal Funds: \$52,919.50

State ID # 0400067
Pedestrian Accommodations: No
Bicycle Accommodations: No





Looking up from River Road to the south



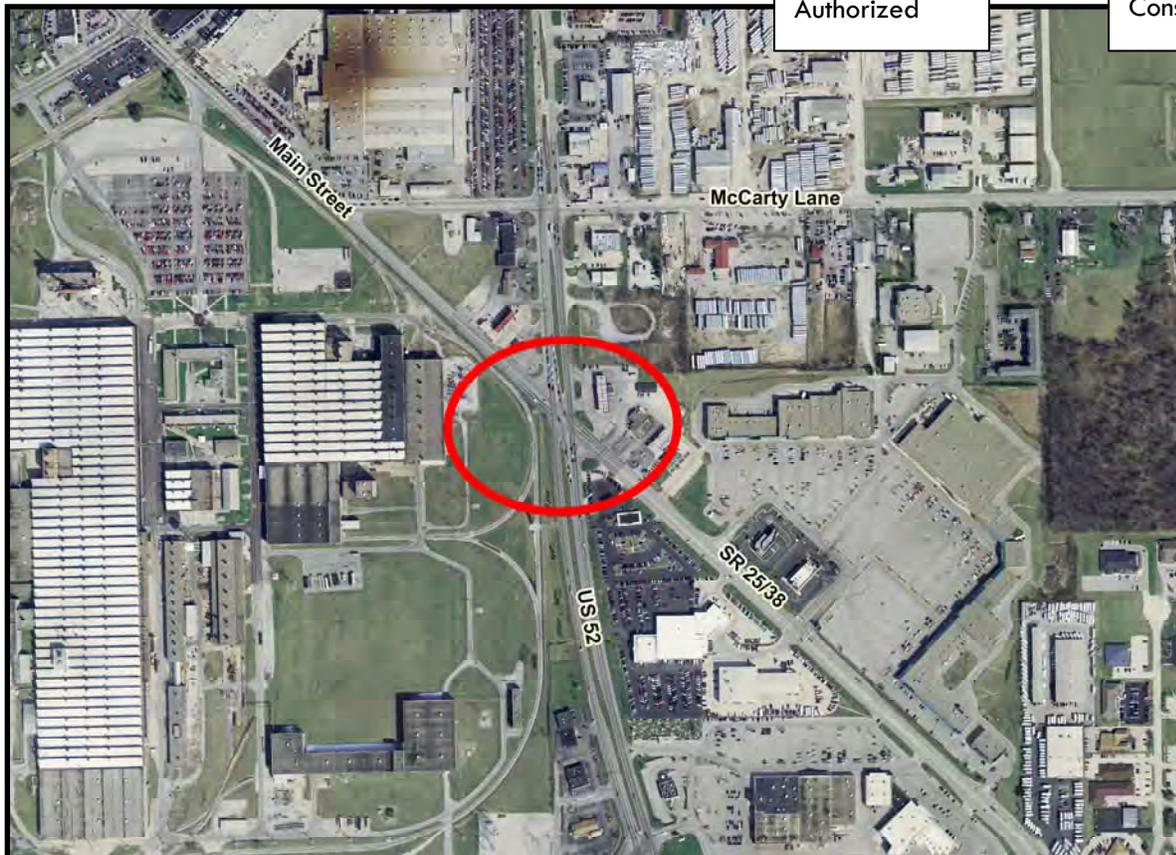
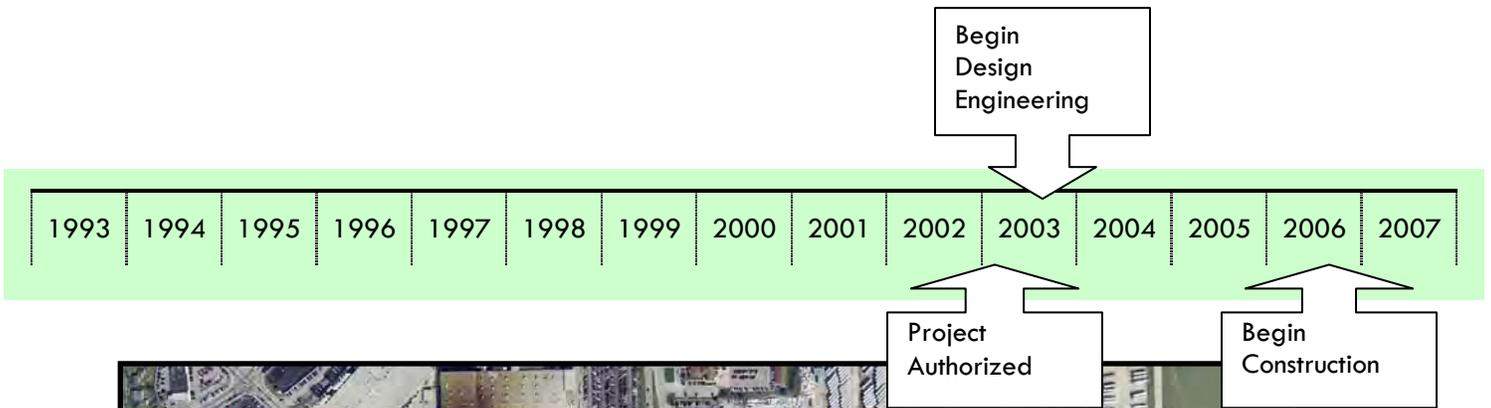
Looking up from River Road to the east

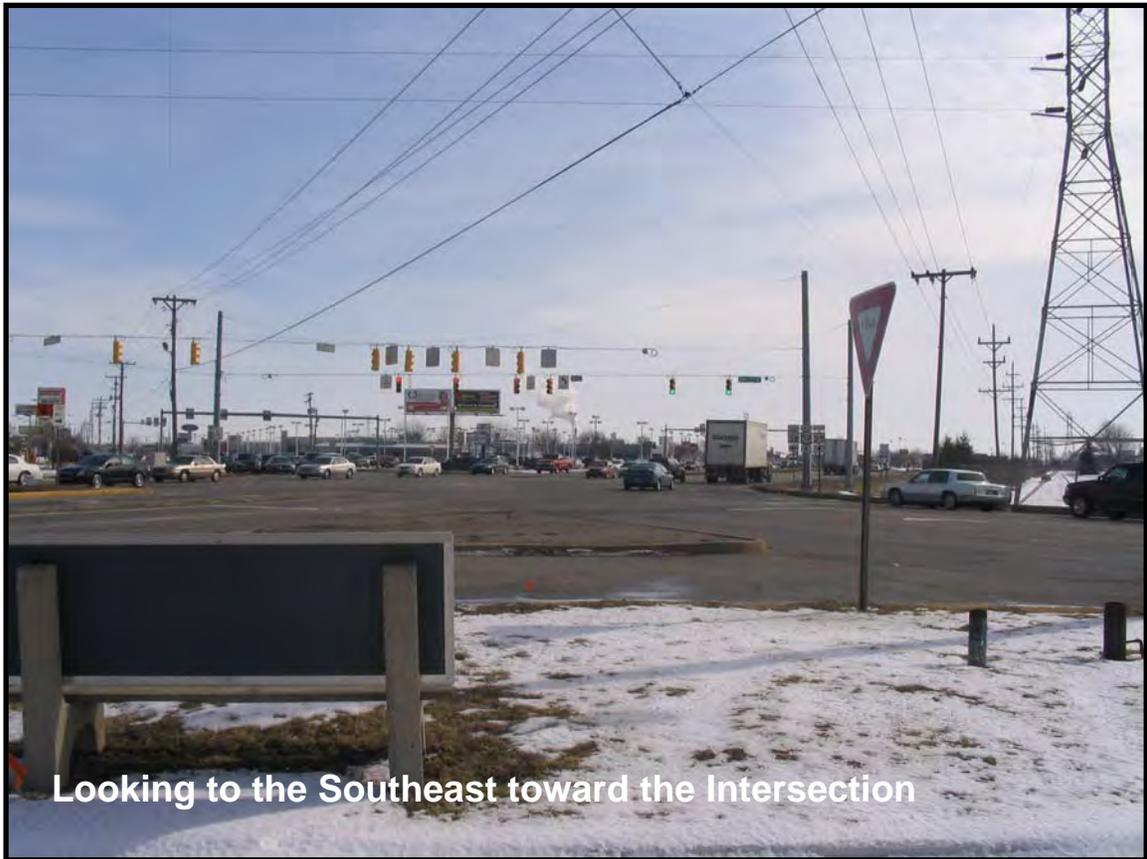
US 52, At SR 38 (Main Street)

Project Purpose: Traffic Signal Modernization

Contact Agency: INDOT
Project Total Cost: \$96,649.82
Federal Funds: \$0

State ID # 0300170
Pedestrian Accommodations: No
Bicycle Accommodations: No





Looking to the Southeast toward the Intersection



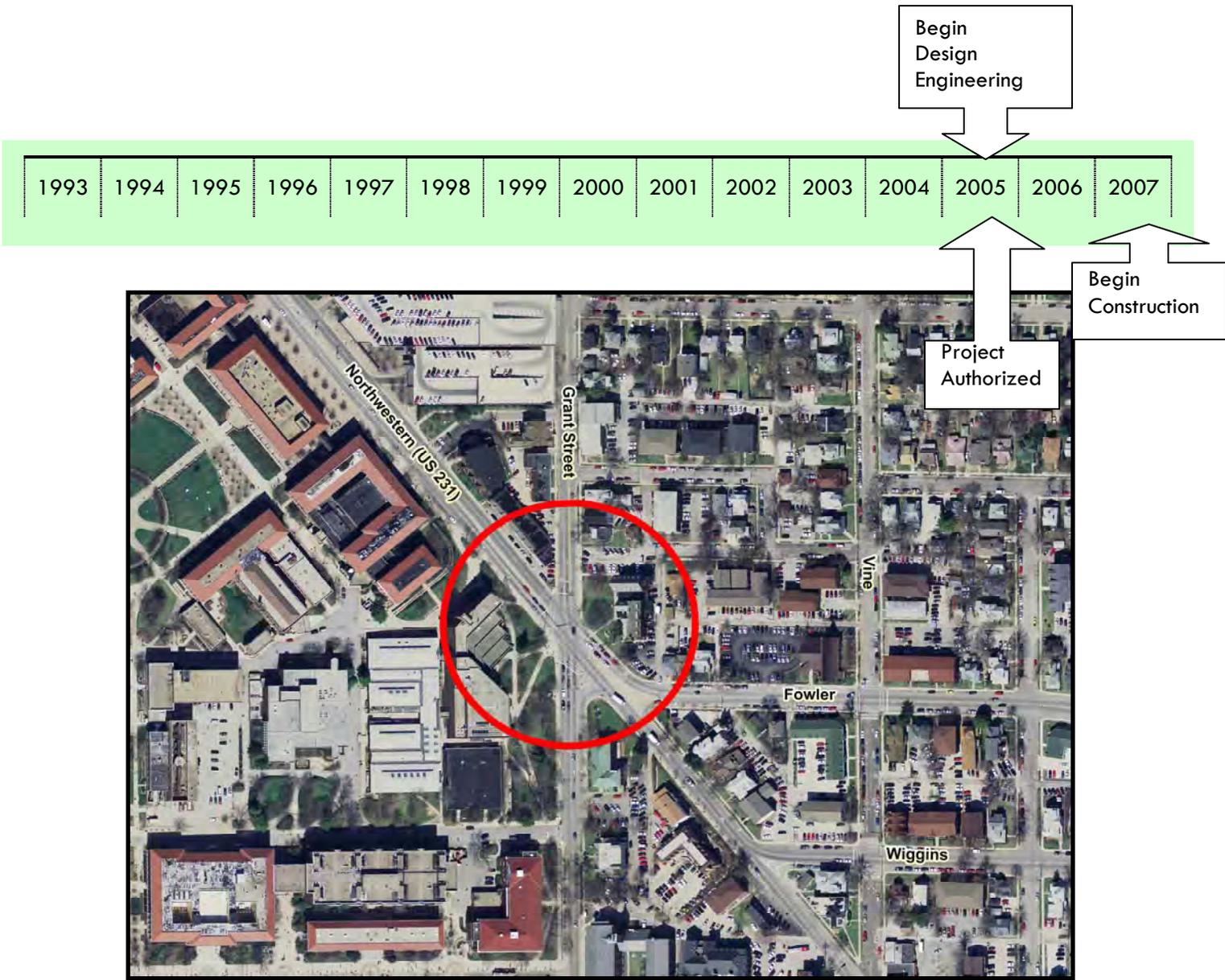
Looking to the Intersection from Main Street

US 231, At Grant Street

Project Purpose: Traffic Signal Modernization

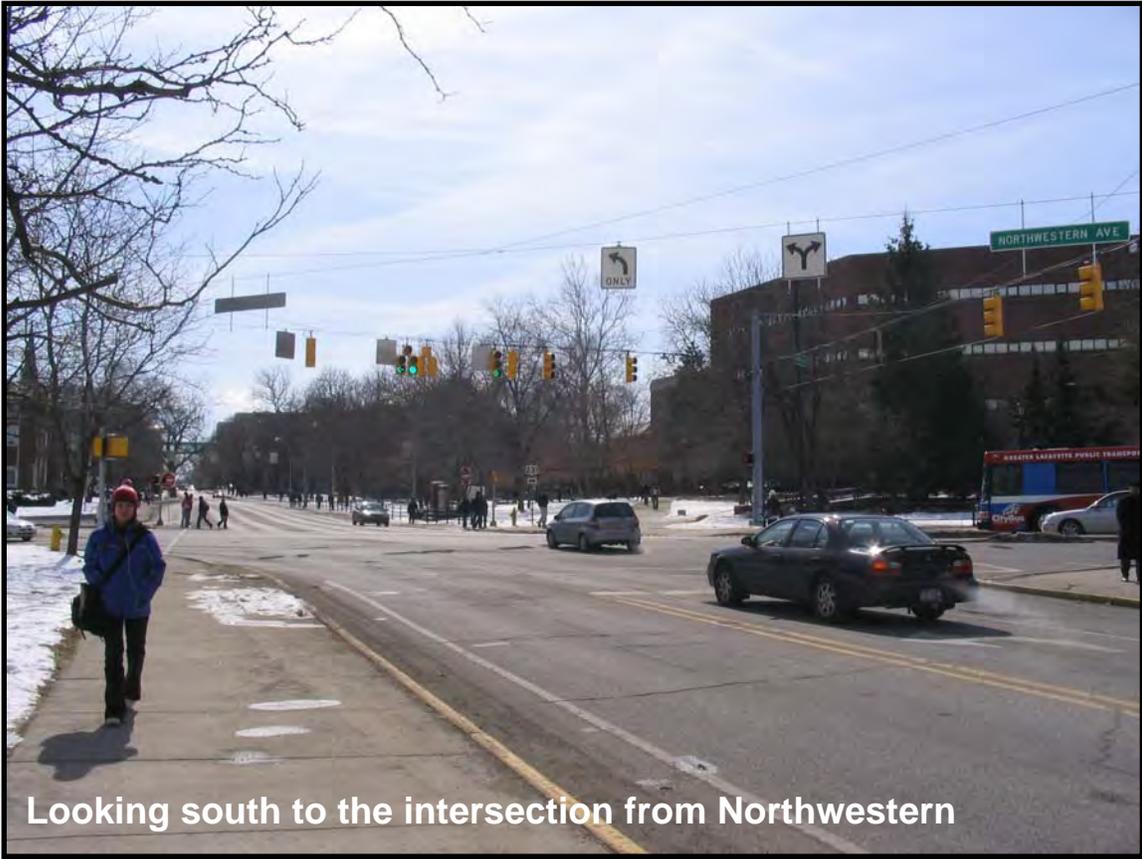
Contact Agency: INDOT
Project Total Cost: \$77,987.34
Federal Funds: \$0

State ID # 0500680
Pedestrian Accommodations: No
Bicycle Accommodations: No





Looking north to the intersection from Northwestern



Looking south to the intersection from Northwestern



Looking north to the intersection from Grant

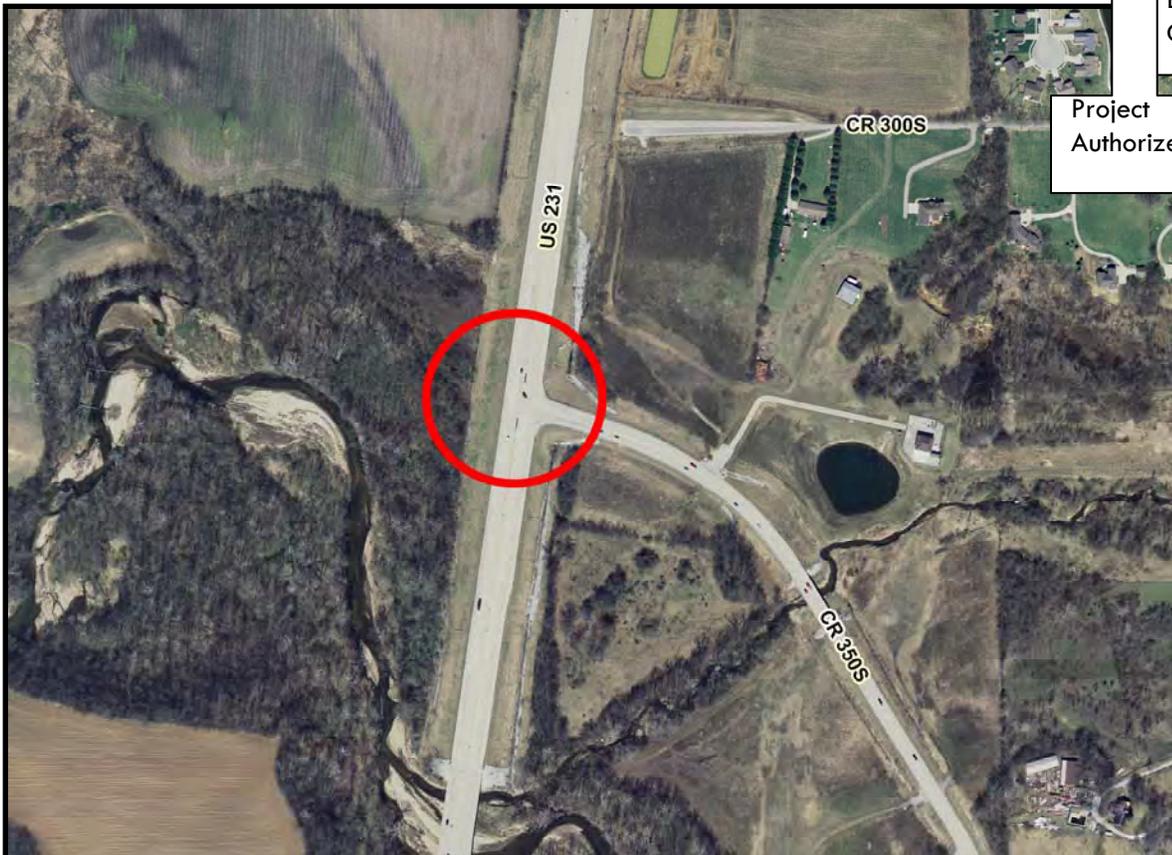
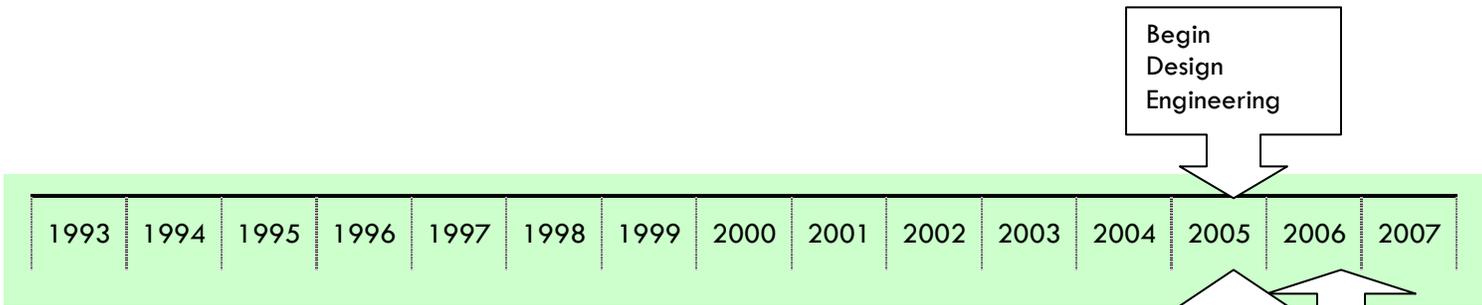
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US 231, At CR 350S

Project Purpose: New Traffic Signal Installation

Contact Agency: INDOT
Project Total Cost: \$96,683.26
Federal Funds: \$0

State ID # 0501082
Pedestrian Accommodations: No
Bicycle Accommodations: No



Looking to the Intersection from CR 350S



Looking to the Intersection from south

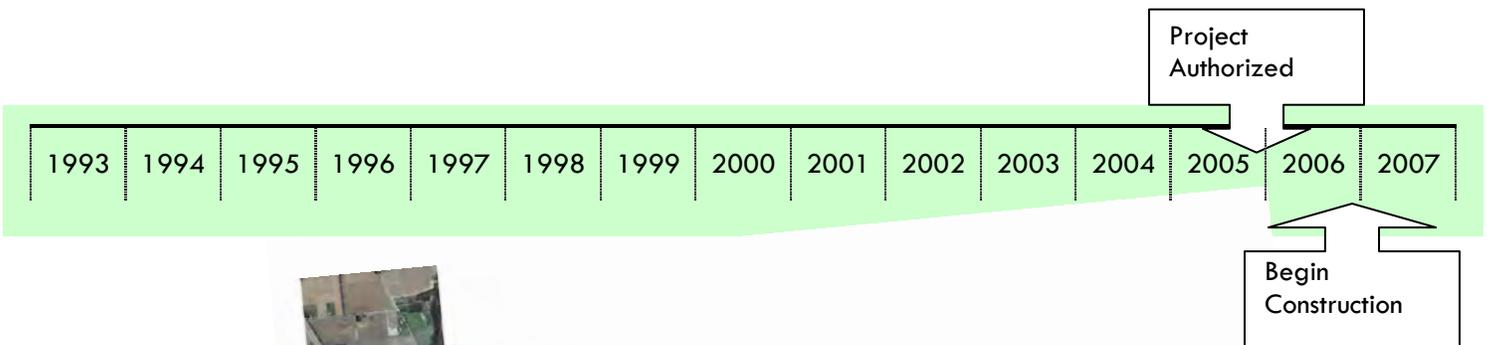


**I-65, .03 Miles South of CR500S Bridge in Clinton County to
1.0 Miles North of Bridge over Lauramie Creek**

Project Purpose: Surface Treatment

Contact Agency: INDOT
Project Total Cost: \$5,646,595.49
Federal Funds: \$5,081,935.94

Sate ID # 0600242
Pedestrian Accommodations: No
Bicycle Accommodations: No



Looking at I-65 south from the CR 900E bridge



Looking at I-65 north from the CR 900E bridge



Looking at I-65 north from the CR 900E bridge



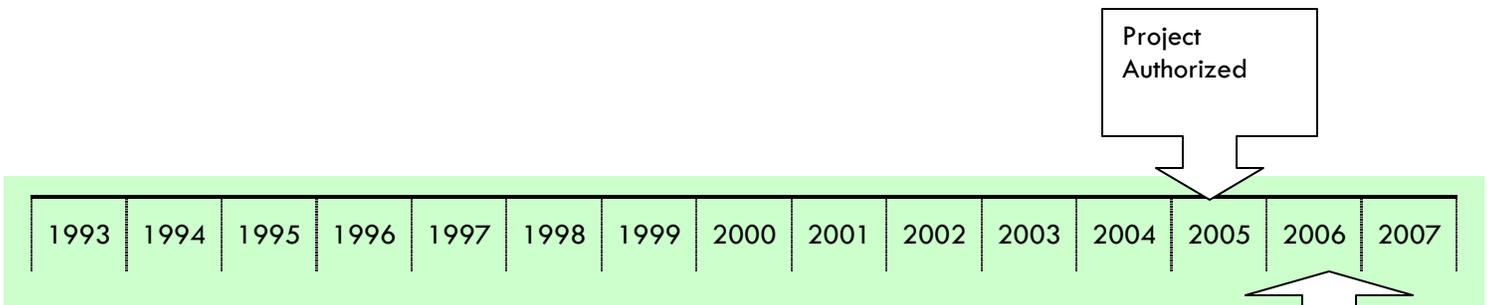
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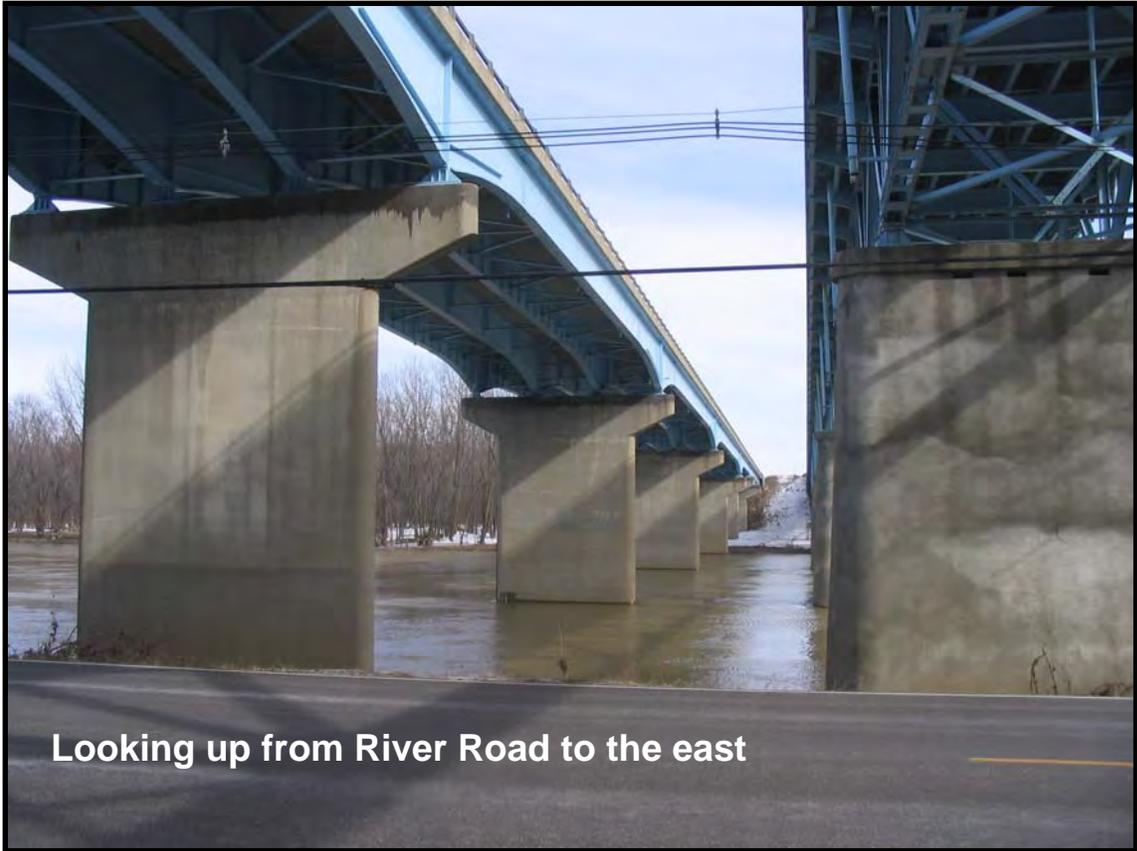
US 52, West Bound Bridge over the Wabash River

Project Purpose: Bridge Painting

Contact Agency: INDOT
Project Total Cost: \$465,265.00
Federal Funds: \$0

State ID # 0400598
Pedestrian Accommodations: No
Bicycle Accommodations: No





Looking up from River Road to the east



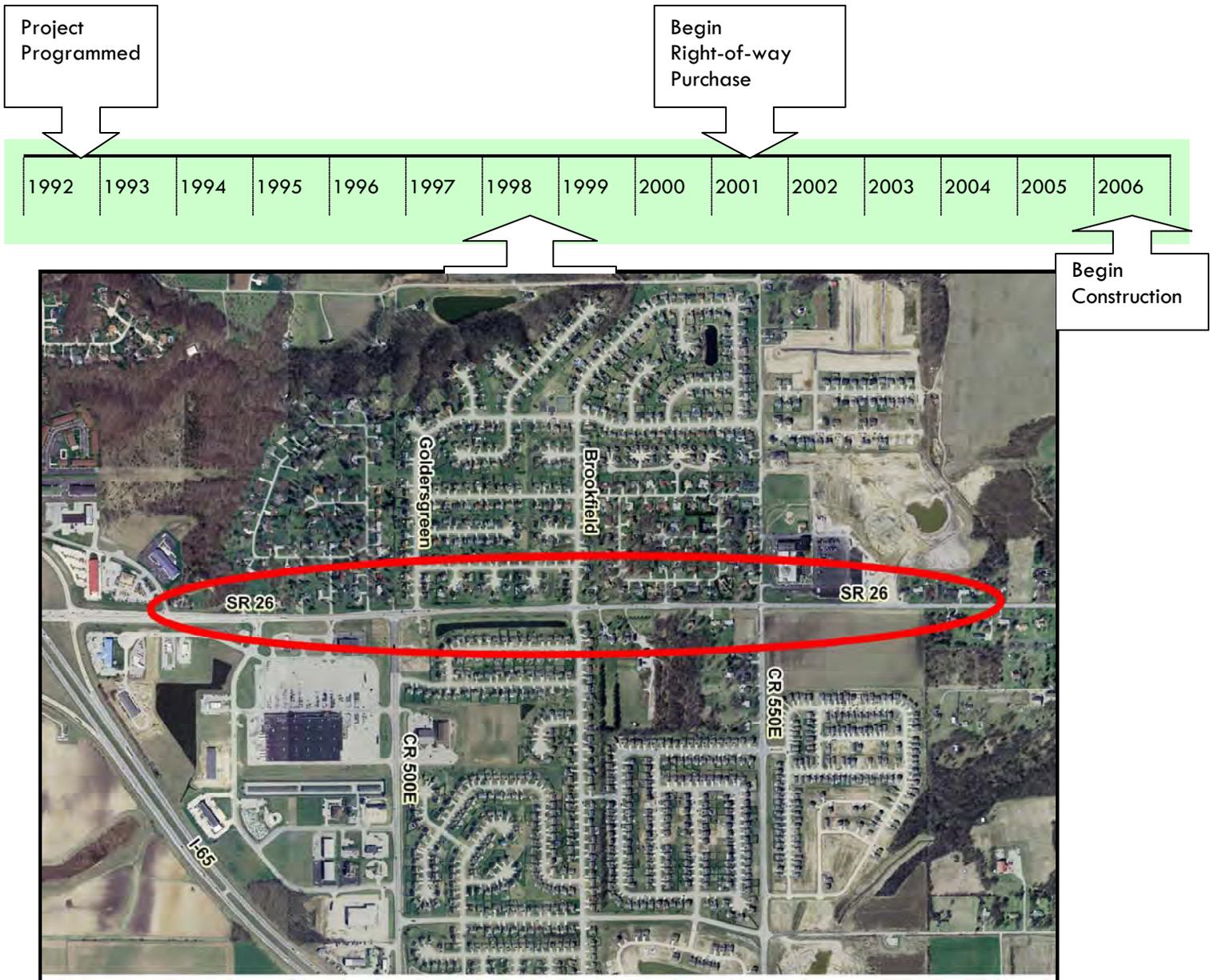
Looking up from River Road to the northwest

SR 26, From I-65 to 0.3 miles east of CR 550E

Project Purpose: Added Travel Lanes

Contact Agency: INDOT
Project Total Cost: \$10,309,507.17
Federal Funds: \$8,247,605.74

State ID # 9134885
Pedestrian Accommodations: Yes
Bicycle Accommodations: No



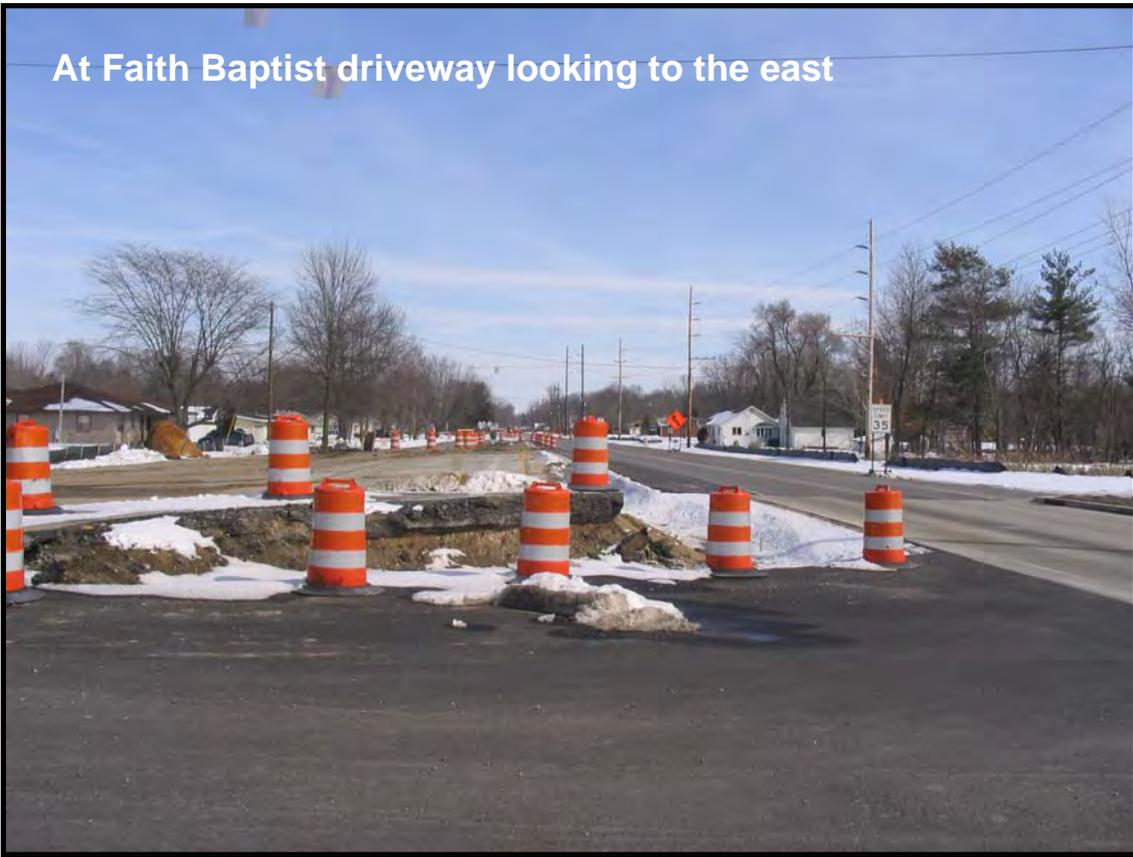
On CR 500E and looking west



On SR 26 looking to the east



At Faith Baptist driveway looking to the east



At Faith Baptist driveway and looking to the west



On SR 26 west of Meijer Drive looking to the east



SR 26, At Meijer Entrance, and detection for I-65 Northbound

Project Purpose: Traffic Signal Modernization

Contact Agency: INDOT
Project Total Cost: \$140,176.60
Federal Funds: \$140,176.60

State ID # 9711520
Pedestrian Accommodations: Yes
Bicycle Accommodations: No



Meijer Drive looking toward SR 26



Meijer Drive looking toward SR 26



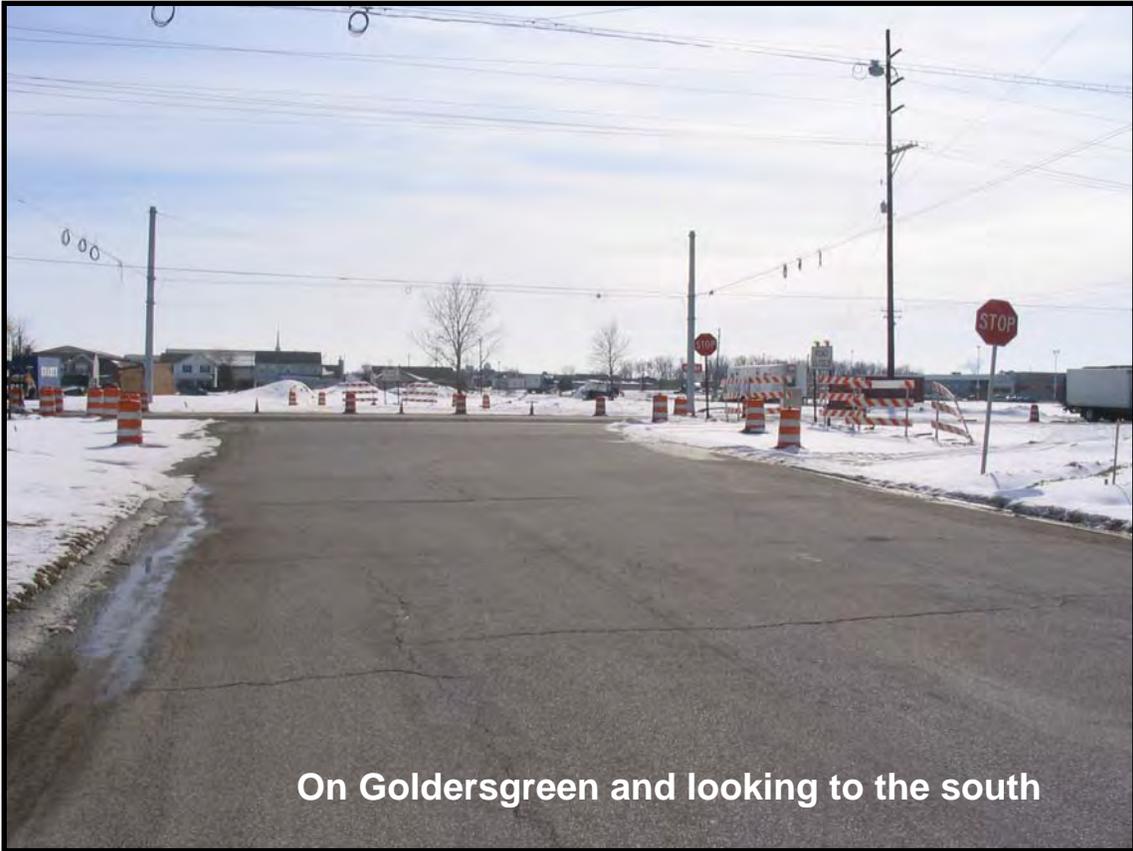
SR 26, At CR 500E

Project Purpose: Traffic Signal Modernization

Contact Agency: INDOT
Project Total Cost: \$149,990.75
Federal Funds: \$149,990.75

State ID # 911530
Pedestrian Accommodations: Yes
Bicycle Accommodations: No





On Goldersgreen and looking to the south



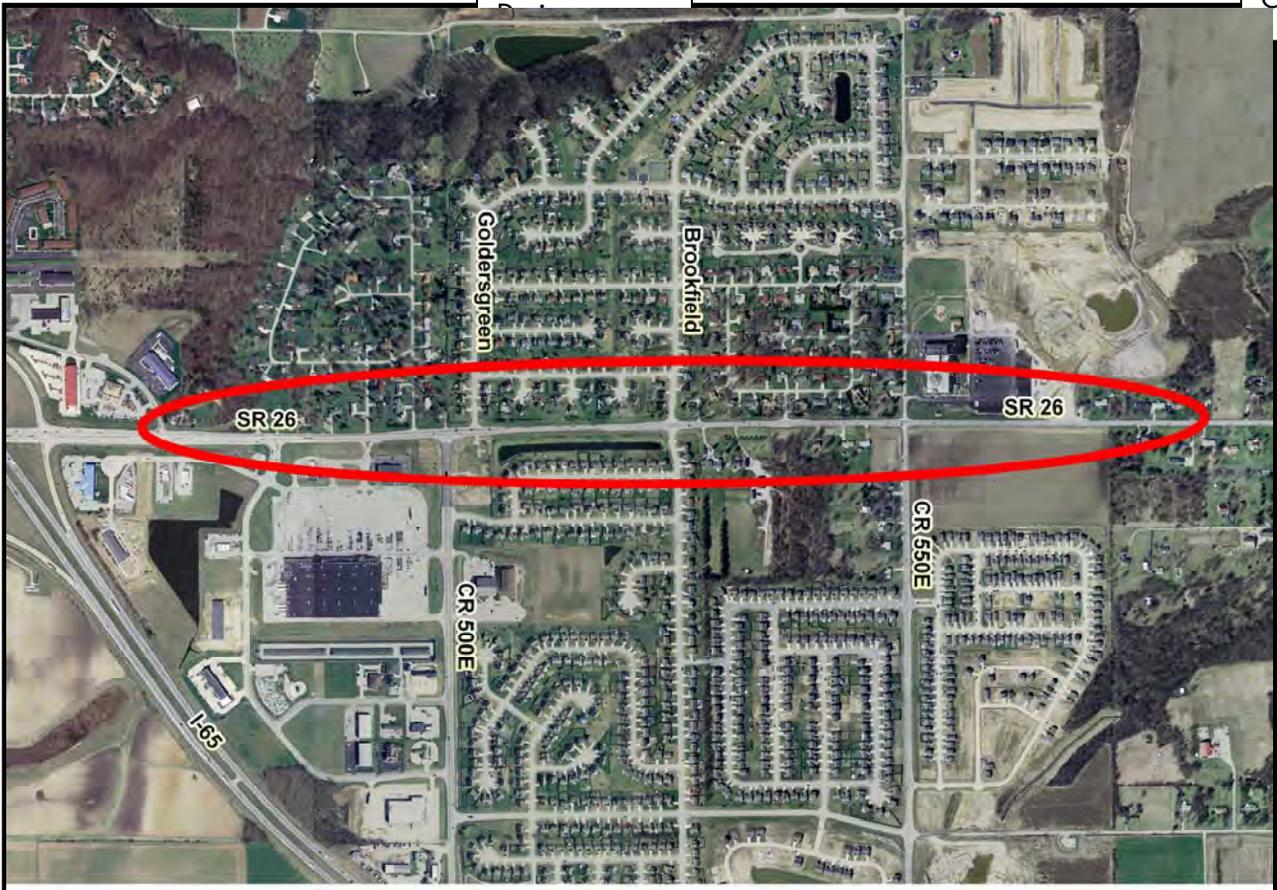
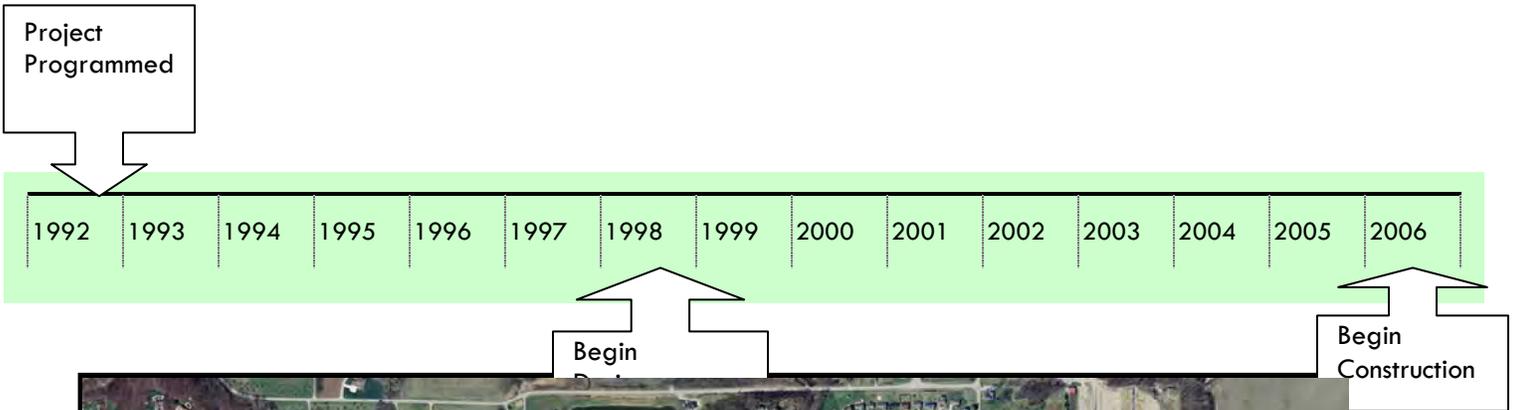
On SR 26 & CR 500E looking east to relocated intersection

SR 26, From I-65 to 0.3 Miles east of CR 550E

Project Purpose: Sign Modernization

Contact Agency: INDOT
Project Total Cost: \$354,001.37
Federal Funds: \$354,001.37

State ID # 973488X
Pedestrian Accommodations: No
Bicycle Accommodations: No



On SR 26 looking to the east



On SR 26 at the Faith Baptist Church looking to the east

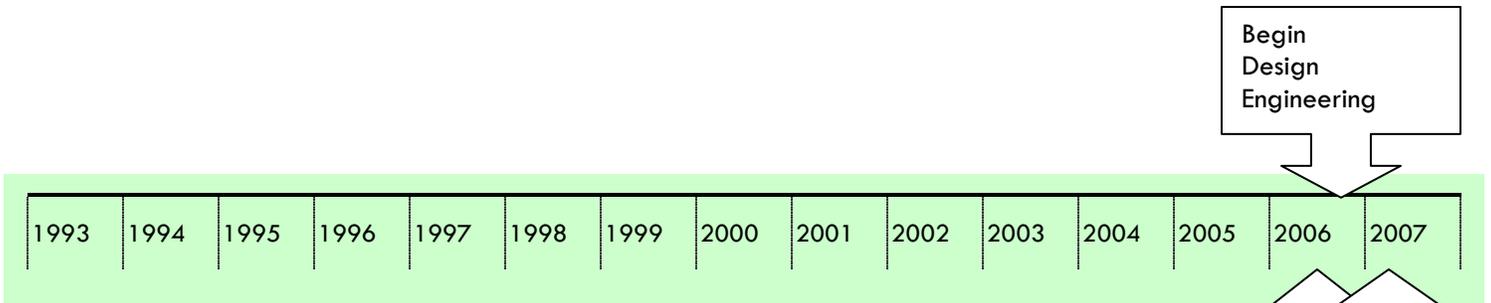


SR 25, 1.04 miles west of I-65 at West Entrance to Subaru Plant

Project Purpose: New Traffic Signal

Contact Agency: INDOT
Project Total Cost: \$218,275.20
Federal Funds: \$218,275.20

State ID # 0600765
Pedestrian Accommodations: No
Bicycle Accommodations: No



On SR 25/38 looking to the west at the new traffic signal



On SR 25/38 looking to the west at the new traffic signal



Various Locations in Tippecanoe County

Project Purpose: Traffic Signal Modernization

Contact Agency: INDOT

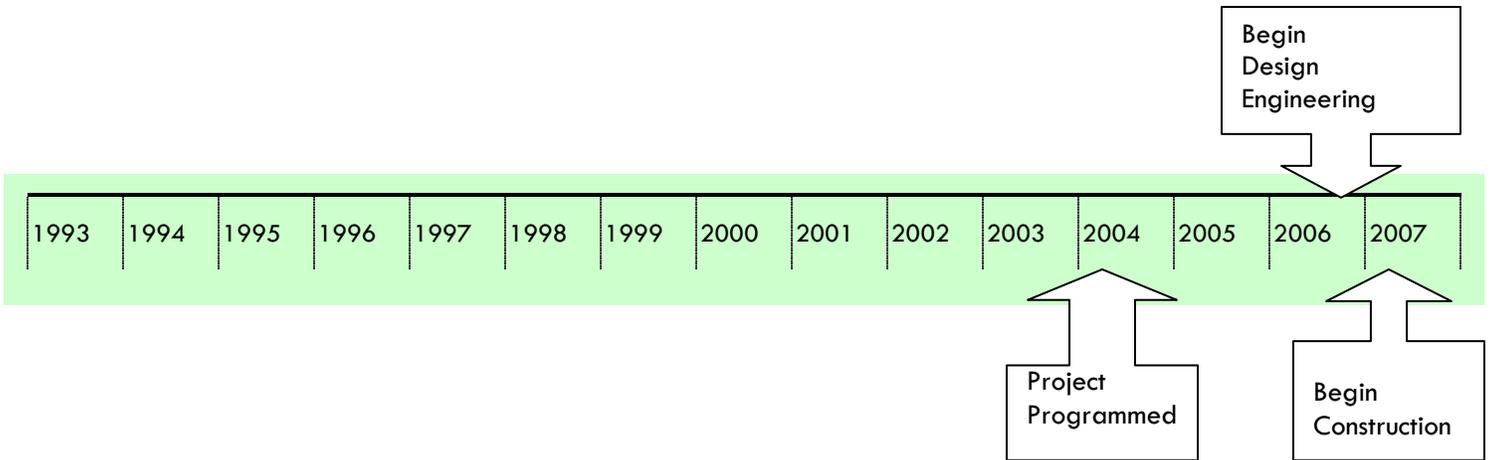
Project Total Cost: \$214,258.00

Federal Funds: \$0

State ID # 0201331

Pedestrian Accommodations: No

Bicycle Accommodations: No



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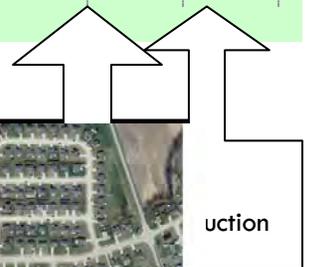
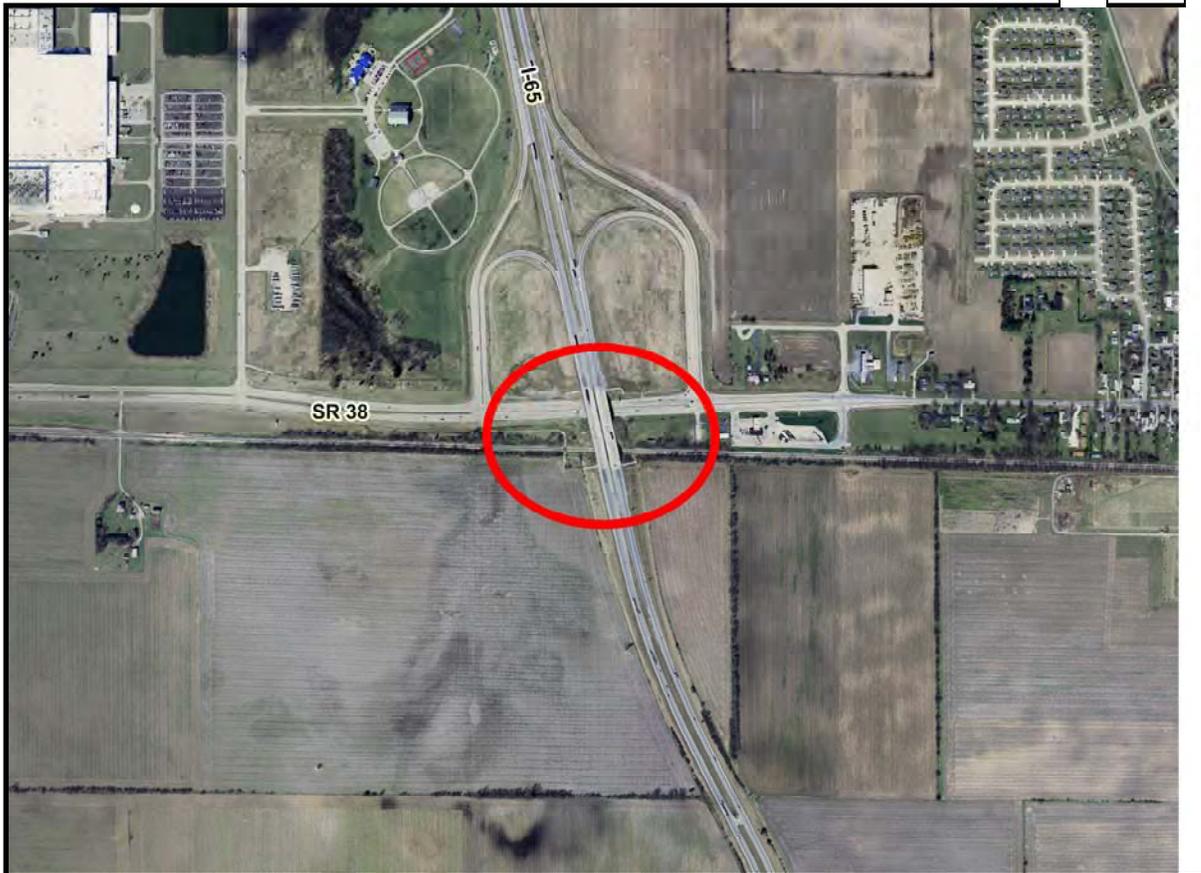
I-65, At SR 25/38 and 0.06 Miles South of SR 25/38

Project Purpose: Bridge Painting

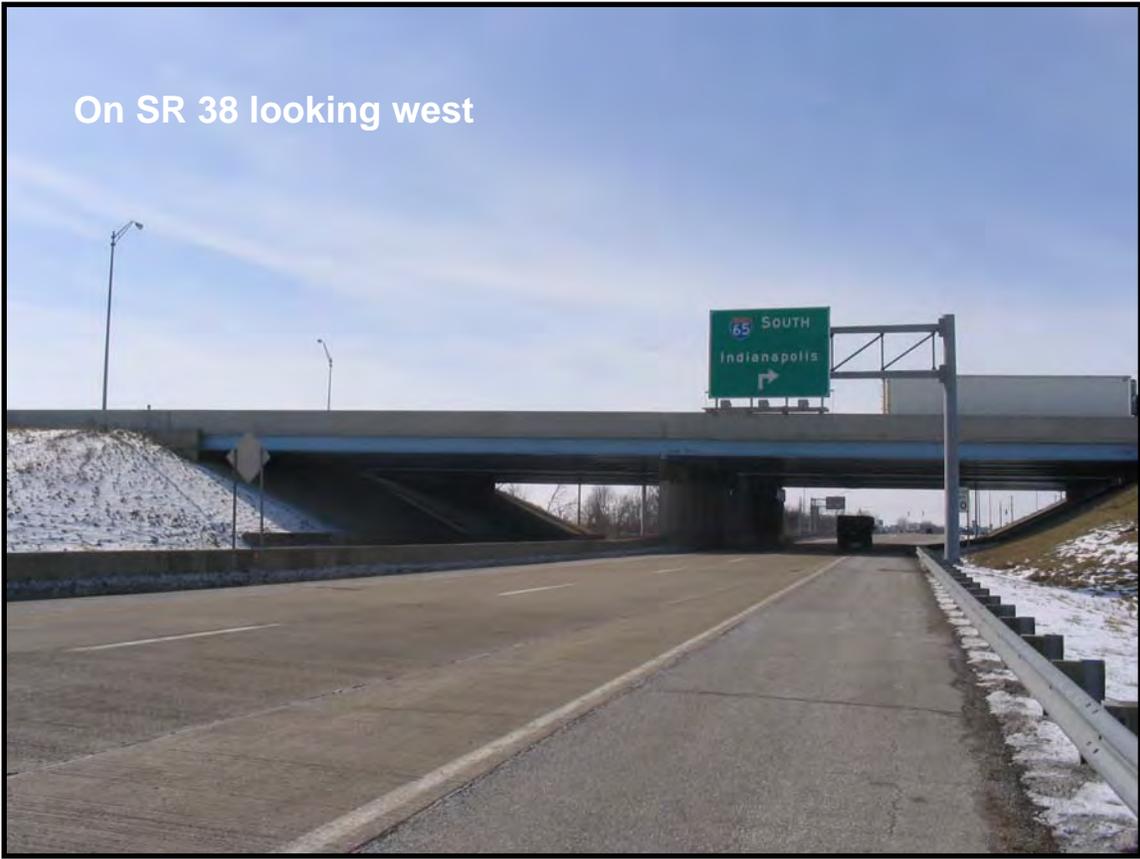
Contact Agency: INDOT
Project Total Cost: \$292,383.00
Federal Funds: \$0

State ID # 0600043
Pedestrian Accommodations: No
Bicycle Accommodations: No

1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
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On SR 38 looking west



On SR 38 looking south toward bridge over railroad

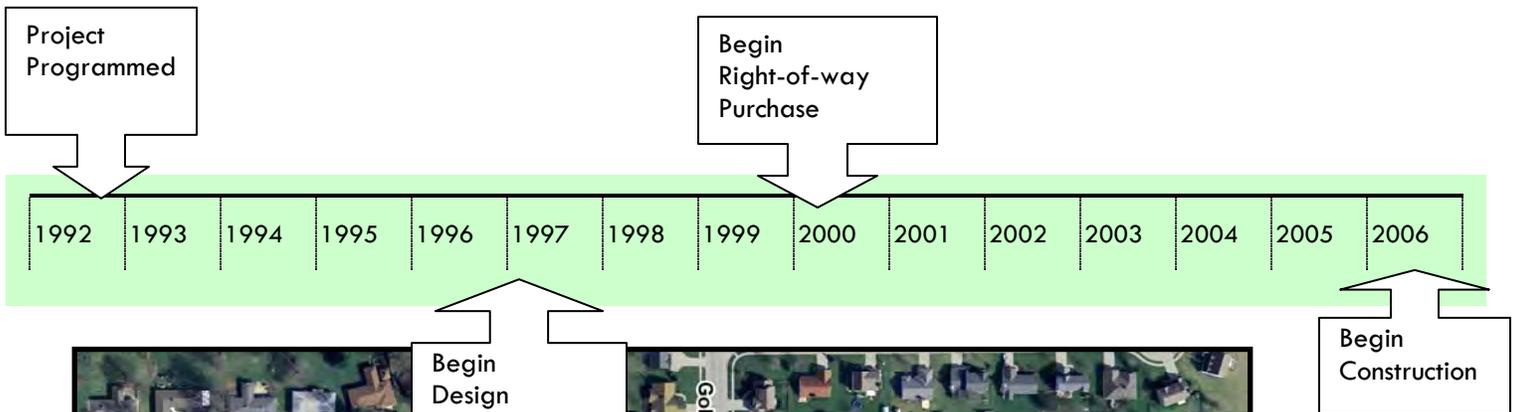


CR 500E, CR 500E & SR 26 Relocated eastward to align with Goldersgreen

Project Purpose: Intersection Improvement

Contact Agency: APC
Project Total Cost: \$384,202.60
Federal Funds: \$307,362.28

State ID # 0200656
Pedestrian Accommodations: Yes
Bicycle Accommodations: No





On Goldersgreen looking south



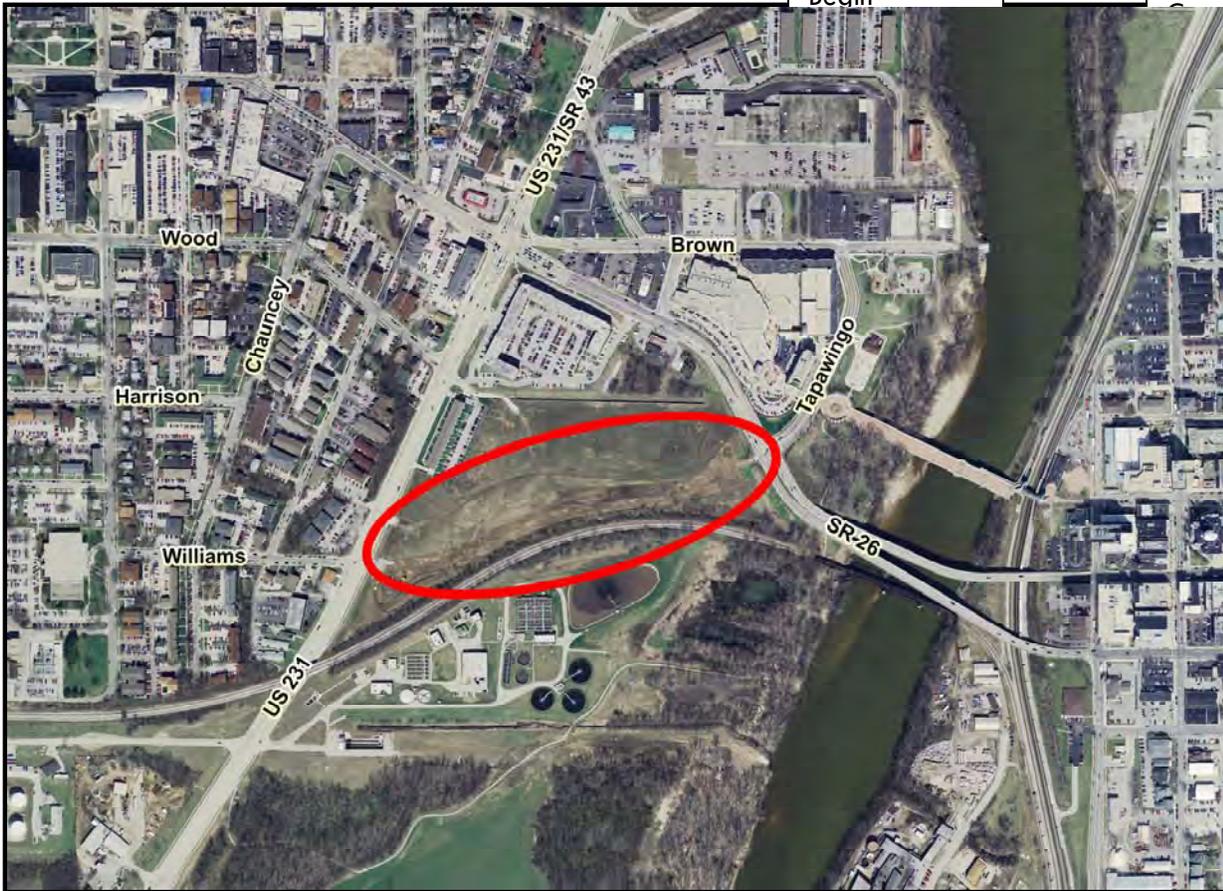
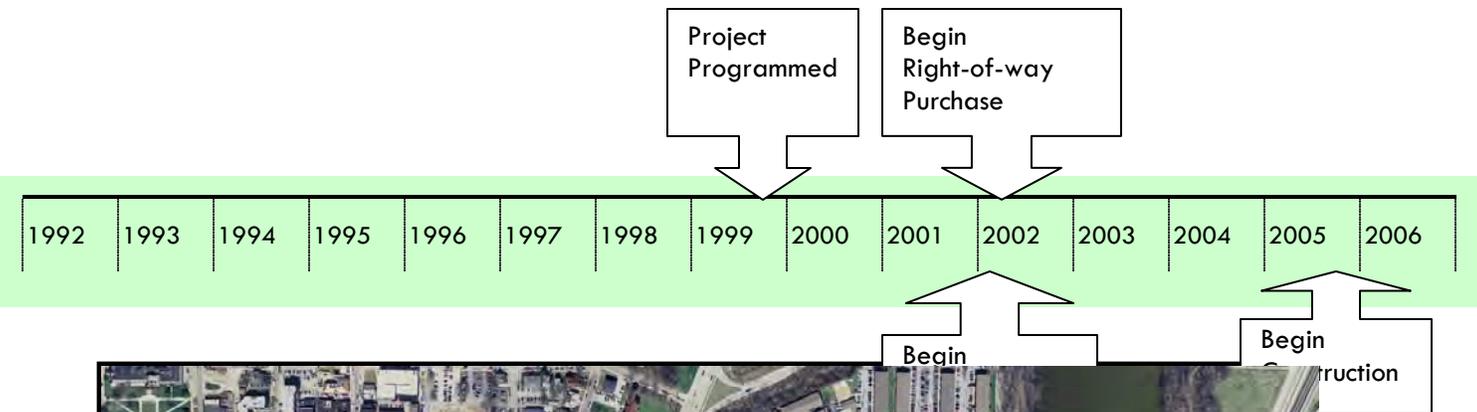
On SR 26 at existing 500E and looking east

Tapawingo Extension, Change Orders

Project Purpose: New Road Construction

Contact Agency: City Of West Lafayette
Project Total Cost: \$1,599,730.24
Federal Funds: \$1,236,148.01

State ID # 020099
Pedestrian Accommodations: Yes
Bicycle Accommodations: Yes



On Tapawingo Extension looking toward SR 26



On Tapawingo Extension looking toward the west



On Tapawingo Extension looking toward the east



On Tapawingo Extension looking toward US 231

