

AN AMENDMENT TO THE
ADOPTED THOROUGHFARE PLAN
REGARDING THE BRADY-BECK CORRIDOR

THE COMPREHENSIVE PLAN FOR
TIPPECANOE COUNTY
VOLUME 4: THE THOROUGHFARE PLAN
ADOPTED SEPTEMBER 16, 1981

TIPPECANOE COUNTY AREA PLAN COMMISSION
20 NORTH THIRD STREET
LAFAYETTE, INDIANA 47901-1209

JOSEPH E. YAHNER, PRESIDENT
JAMES D. HAWLEY, EXECUTIVE DIRECTOR

JANUARY 1989

ADOPTED BY THE TIPPECANOE COUNTY AREA PLAN COMMISSION AT ITS
REGULAR MEETING ON DECEMBER 21, 1988

BACKGROUND

At the August 19, 1988 meeting of the Administrative Committee of the Greater Lafayette Area Transportation and Development Study, the Chairman, Mayor Riehle, requested the Area Plan Commission to hold a hearing and recommend an amendment to The Thoroughfare Plan (Volume 4 of The Comprehensive Plan for Tippecanoe County). The amendment involves the proposed extension of Brady Lane west of South 9th Street.

The "Brady-Beck" corridor shown in The Thoroughfare Plan is a continuous east-west Primary Arterial across the southern portion of Lafayette linking the Divided Primary Arterials of US 52 on the east and the State's proposed US 231 Road Relocation and Bridge Project on the west. This corridor includes segments of existing Brady and Beck Lanes and proposed roadway connections. SR 25 is shown as the connecting link with the proposed US 231 Project at the west end of the corridor. Last year the APC amended the Plan at the corridor's east end by replacing proposed Brady and Creasy Lane extensions with a single diagonal connection between SR 38 and US 52. This change was made in response to anticipated impacts on the area road system as a result of the SIA development.

For the Brady-Beck corridor west of 18th Street, The Thoroughfare Plan reflects the roadway improvements recommended in The Long Range Transportation Plan adopted in 1978. Brady Lane is shown as a due east-west extension between 9th and 18th Streets. West of 9th, the Plan shows a proposed roadway along the west edge of the Norfolk Southern Railroad to connect Brady and Beck Lanes (see "Before" graphic attached to this report).

The amendment is in response to a couple of projects that have developed over the past few years. Most recently, the City of Lafayette has been working on a major drainage facility that involves the land along the west edge of the Norfolk Southern Railroad between S. 9th Street and Beck Lane. This segment is also a portion of land set aside for the sanitary sewer-force main coming from the SIA plant. Further, Twyckenham Boulevard, a road built to "collector" standards (44-ft. of pavement width back-to-back of curb) between 9th Street and CR 50 E, has been constructed since The Thoroughfare Plan was adopted. This road is aligned with the proposed extension of Brady between 9th and 18th Streets.

THE THOROUGHFARE PLAN AMENDMENT TO THE BRADY-BECK CORRIDOR

The initial proposal was formulated by Staff in consultation with the County Highway Engineer, Lafayette's Assistant City Engineer and the City's Director of Water Pollution Control. The changes are based on recommendations of the Greater Lafayette Area Technical Highway Committee. The proposal was discussed at their regular meetings in October and November 1988. The amendment shifts the arterial further to the south and west (see "After" graphic attached to this report).

The existing Twyckenham Boulevard becomes part of the corridor between 9th Street and CR 50 E. At CR 50 E, then, instead of connecting with Beck Lane to the north, the arterial is extended in an east-west alignment, crossing the existing US 231. The section of Beck Lane that was a Primary Arterial is now reclassified as a Secondary Arterial east of the existing US 231, and a Local Road to the west.

Between US 231 and Old Romney Road the corridor follows the north property line of the Weaton Subdivision. At Old Romney Road the Plan shows alternative routes to connect with the proposed US 231 Project under study by the Indiana Department of Highways. One alternative would use the existing alignment along Old Romney Road north to SR 25; the other alternative is to extend the proposed road west of Old Romney Road to make a direct connection with proposed US 231. At this point in time it is not known whether the intersection of the proposed US 231 and SR 25 will be at-grade or grade-separated. If the intersection is at-grade, then the direct connection with the proposed US 231 is preferred. But if projected traffic volumes justify the need for a grade-separated interchange, then using the Old Romney Road link to SR 25 is the preferred route: the direct connection to proposed US 231 would be too close to on/off ramps.

Most of the property near the corridor is zoned for residential purposes. Properties near the intersection of US 231 and Beck Lane are zoned General Business. Also, lots in the Weaton Subdivision are eligible for certain business uses. The Land Use Element of the Comprehensive Plan designates much of the area traversed by this corridor as Phase I Residential. The area between existing US 231 and Old Romney Road--the Weaton Subdivision and the area to the north adjacent to the existing Lafayette Plaza South Shopping Center--is planned for Commercial use.

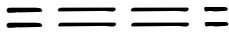
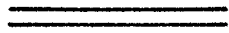
URBAN ARTERIALS

THOROUGHFARE PLAN URBAN AREA BEFORE AMENDMENT

EXISTING

PROPOSED

DIVIDED PRIMARY



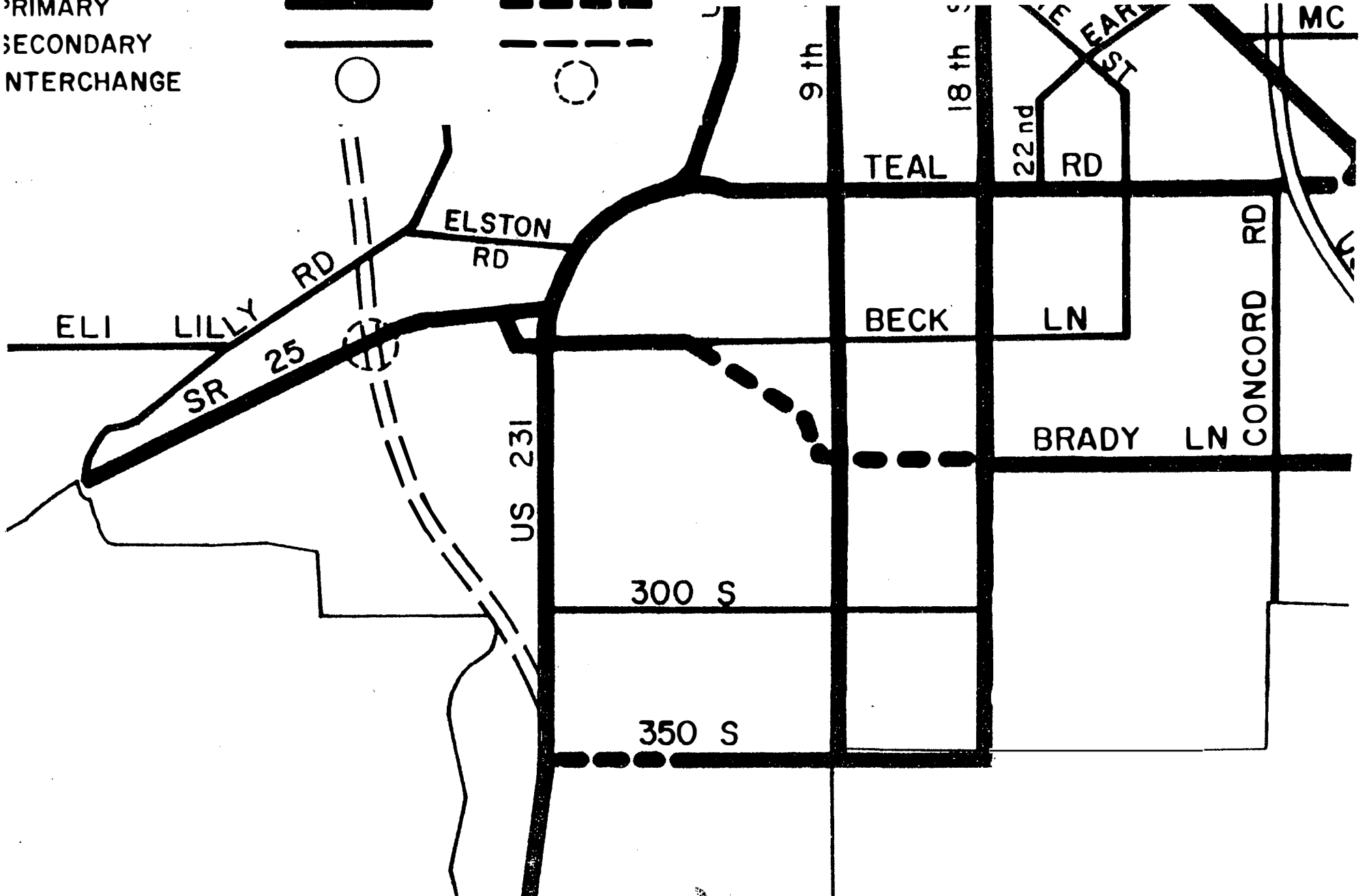
PRIMARY



SECONDARY



INTERCHANGE



URBAN ARTERIALS

THOROUGHFARE PLAN
URBAN AREA
AFTER AMENDMENT

EXISTING PROPOSED

DIVIDED PRIMARY
PRIMARY
SECONDARY
INTERCHANGE

