US 52 Corridor Study
Tippecanoe County

Appendix A
Summary Report Figures

Prepared for:
Tippecanoe County, Indiana

Participating Agencies:
West Lafayette, Indiana
Area Plan Commission of Tippecanoe County Indiana
Indiana Department of Transportation

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Engineers Architects
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US 52 CORRIDOR STUDY
SUMMARY REPORT FIGURES

Figure A1: Study Vicinity Map
Figure A2: Study Process
Figure A3: Existing Land Use
Figure A4: 2030 Transportation Plan Map
Figure A5: Existing Traffic Volumes
Figure A6: Forecast 2015 Traffic Volumes
Figure A7: Forecast 2030 Traffic Volumes
Figure A8: Transit, Bicycle and Pedestrian Facilities
Figure A9: Environmental Constraints
Figure A10: US 52 Traffic Speeds
Figure A11: Existing Intersection Traffic Operation
Figure A12: 2030 No Build Intersection Traffic Operation
Figure A13: Yeager to Nighthawk, Alternate Commercial Access Concept
Figure A14: Proposed Bicycle and Pedestrian Facilities
Figure A15: Proposed Gateway Enhancement Locations
Figure A16: Potential Driveway Consolidation
Figure A17: Conceptual Layout, US 52 Base Build Alternative
Figure A18: 2030 Intersection Traffic Operation, US 52 Base Build Alternative
Figure A19: Conceptual Layout, US 52 Median U-Turn Alternative
Figure A20: 2030 Intersection Traffic Operation, US 52 Median U-Turn Alternative
Figure A21: Conceptual Layout, US 52 Quadrant Roadway Intersection Alternative
Figure A22: 2030 Intersection Traffic Operation, US 52 Quadrant Roadway Intersection Alternative
Figure A23: Conceptual Layout, Northwestern Avenue Base Build Alternative
Figure A24: Conceptual Layout and 2030 Traffic Operation, US 52/Northwestern At-Grade Intersection Alternative
Figure A25: Conceptual Layout, US 52/US 231 Interim Intersection

U.S. 52 Corridor Study: Tippecanoe County

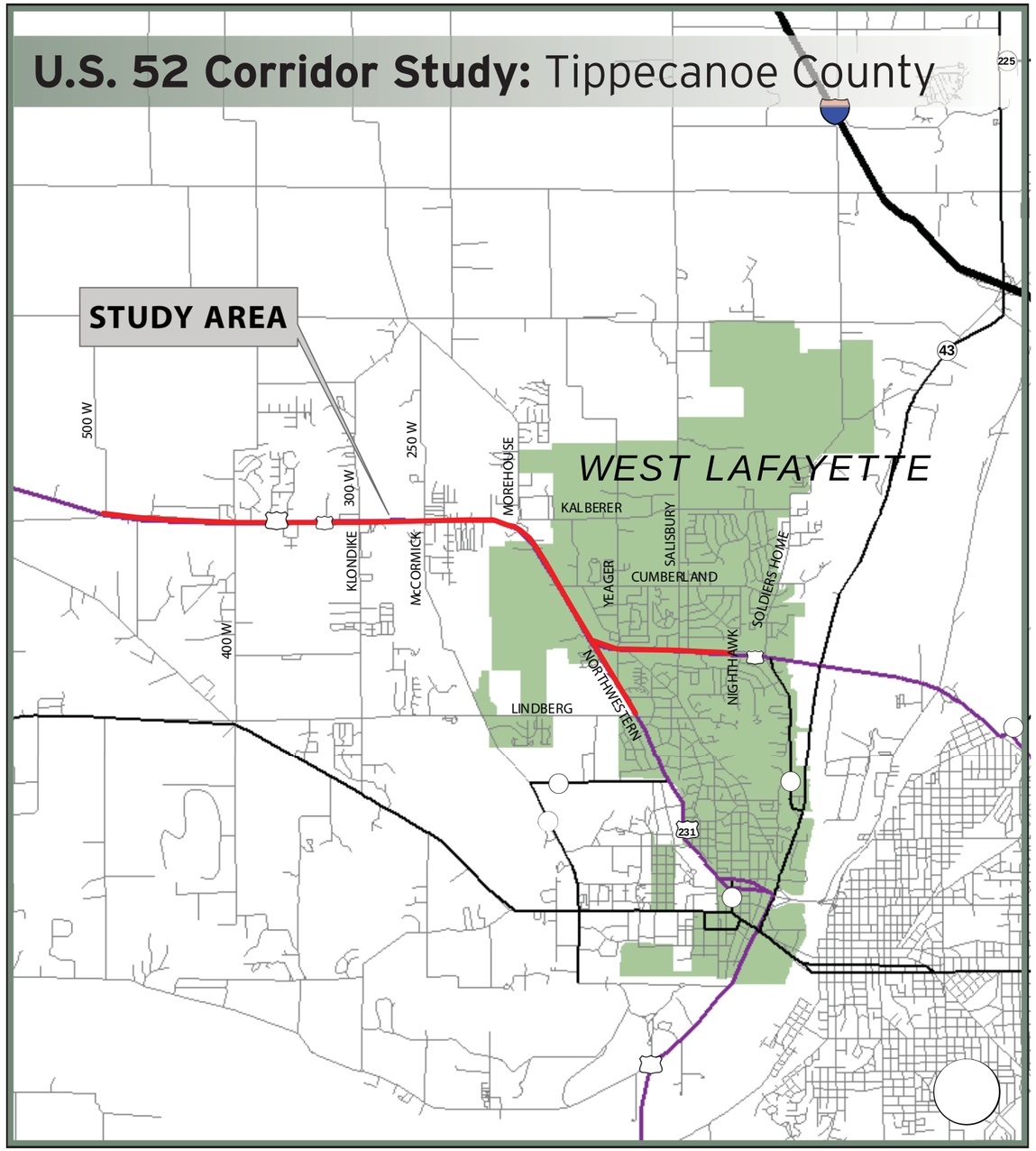

FIGURE A1

Study Vicinity Map

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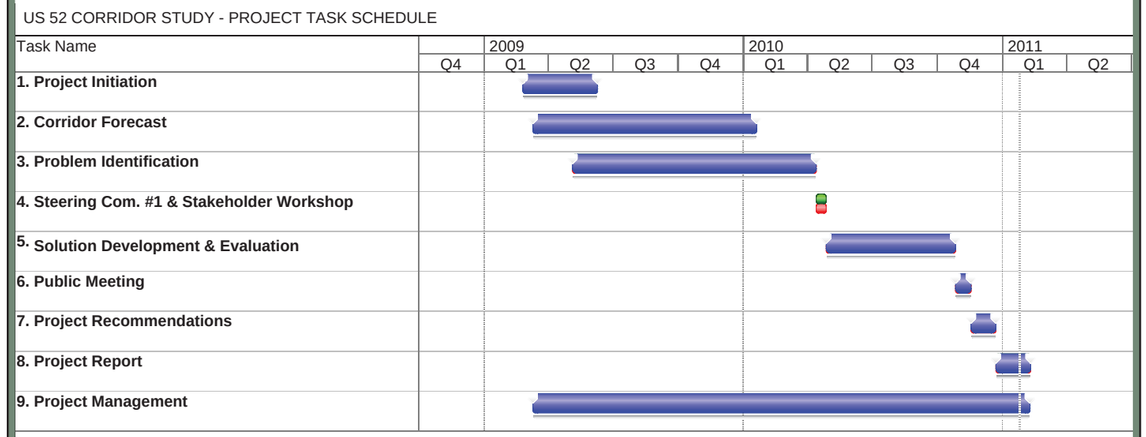

FIGURE A2

Study Process

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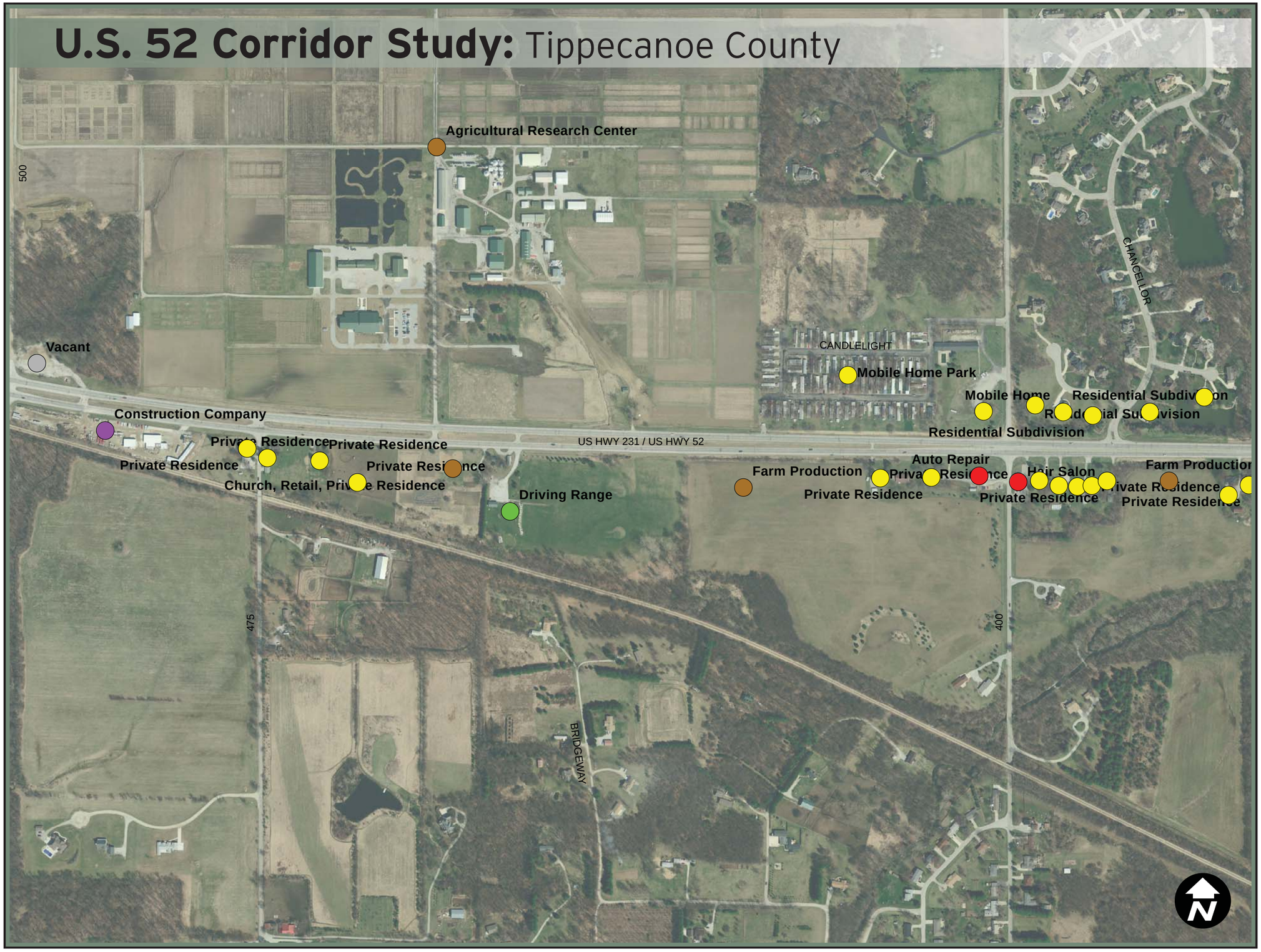

LAND USE

- Agriculture
- Single-Family
- Multi-Family
- Commercial
- Industrial
- Public
- Recreation
- Vacant

FIGURE A3-1
Existing Land Use

1 inch = 500 feet

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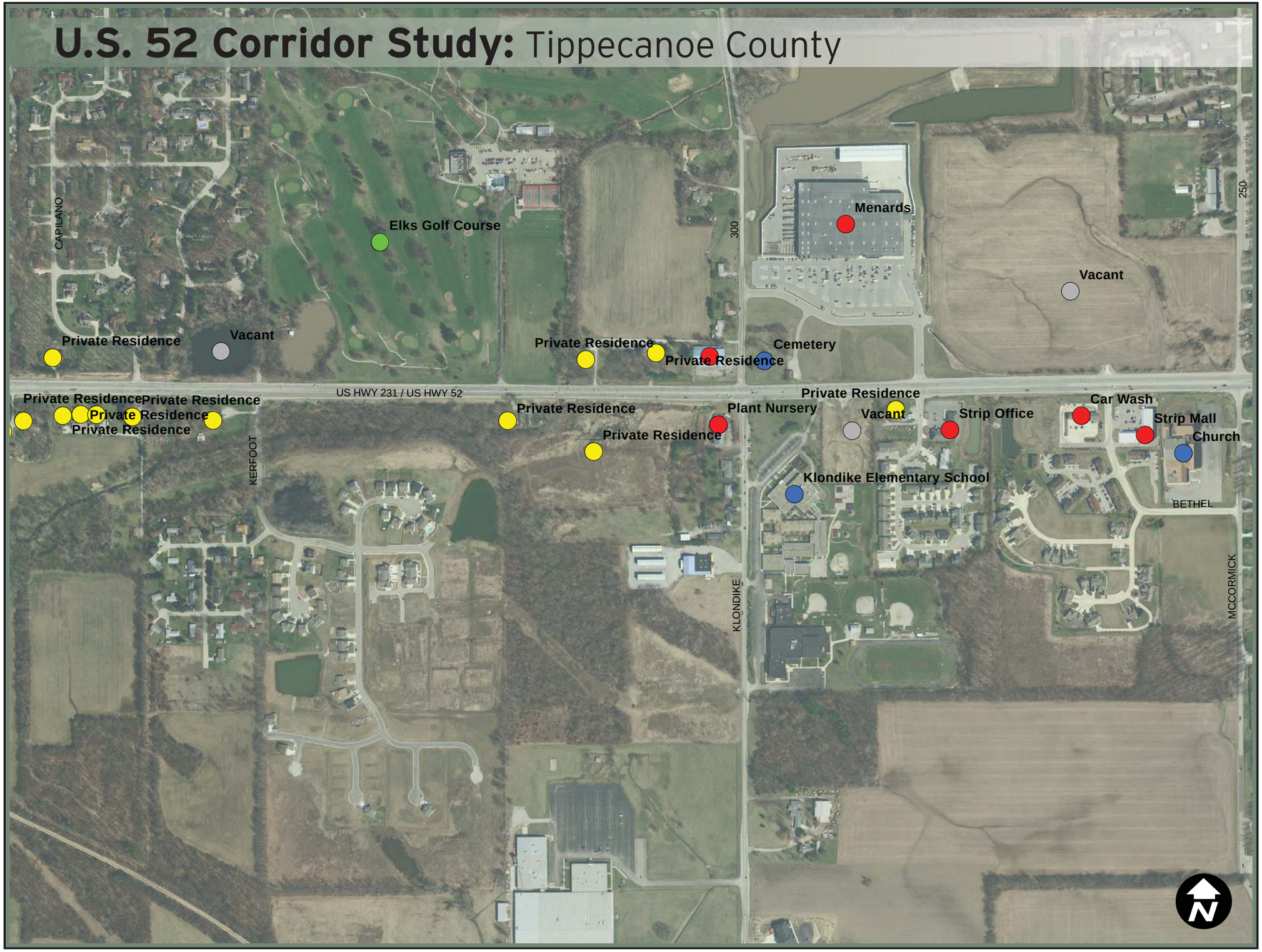

LAND USE

- Agriculture
- Single-Family
- Multi-Family
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- Industrial
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- Recreation
- Vacant

FIGURE A3-2

Existing Land Use

1 inch = 500 feet

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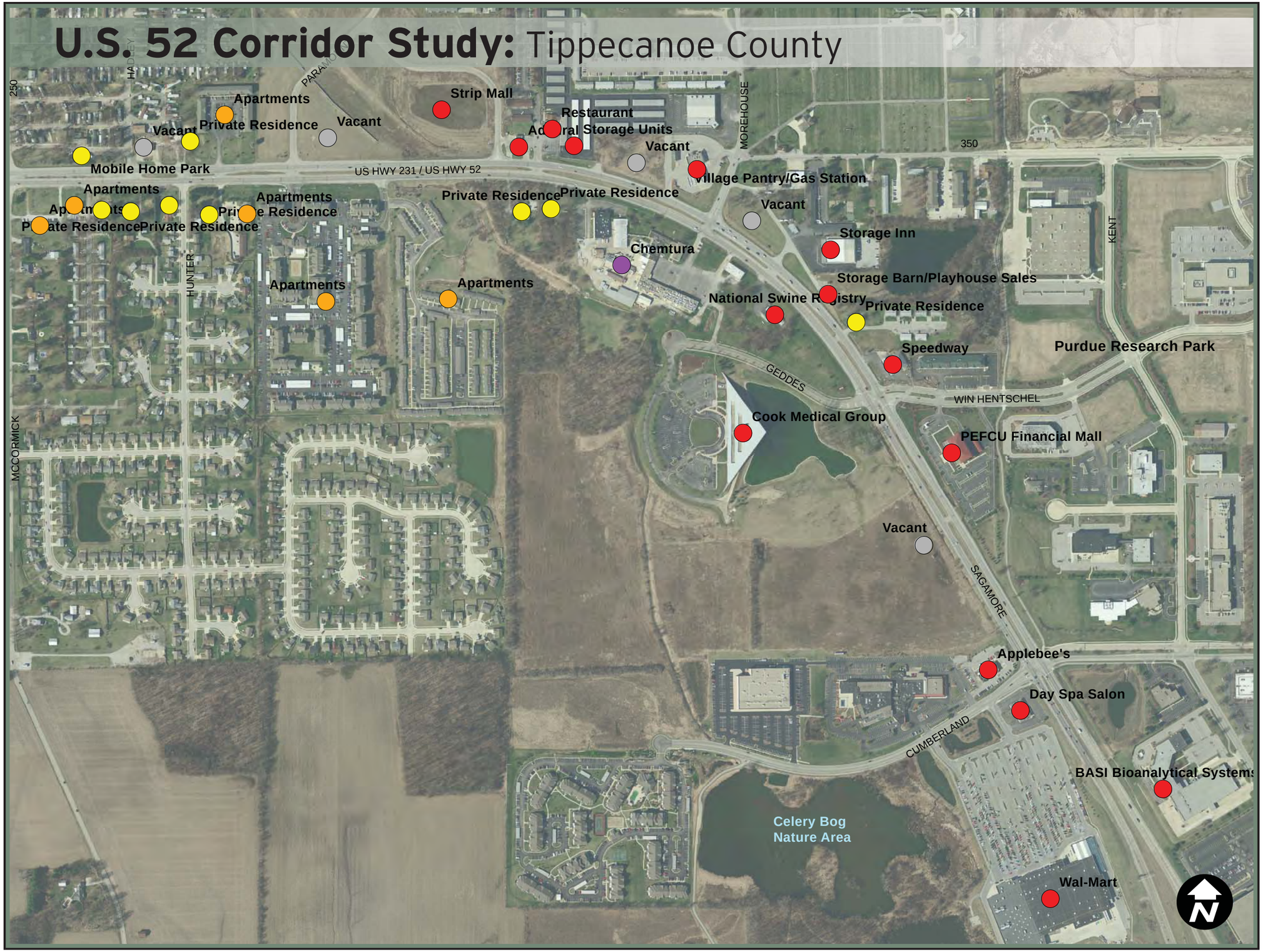
U.S. 52 Corridor Study: Tippecanoe County



LAND USE

- Agriculture
- Single-Family
- Multi-Family
- Commercial
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- Public
- Recreation
- Vacant

FIGURE A3-3

Existing Land Use

1 inch = 500 feet

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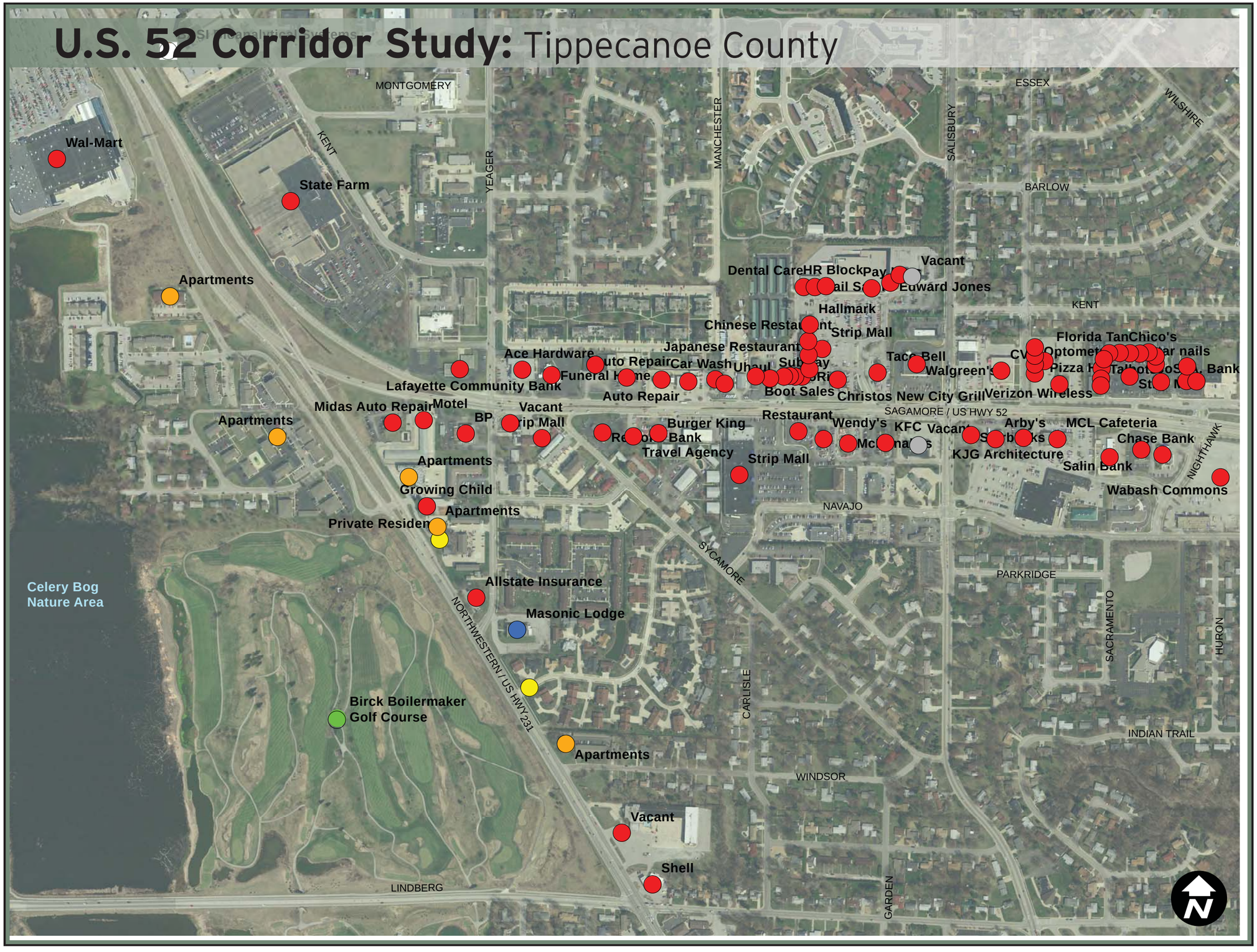

LAND USE

- Agriculture
- Single-Family
- Multi-Family
- Commercial
- Industrial
- Public
- Recreation
- Vacant

FIGURE A3-4

Existing Land Use

1 inch = 500 feet

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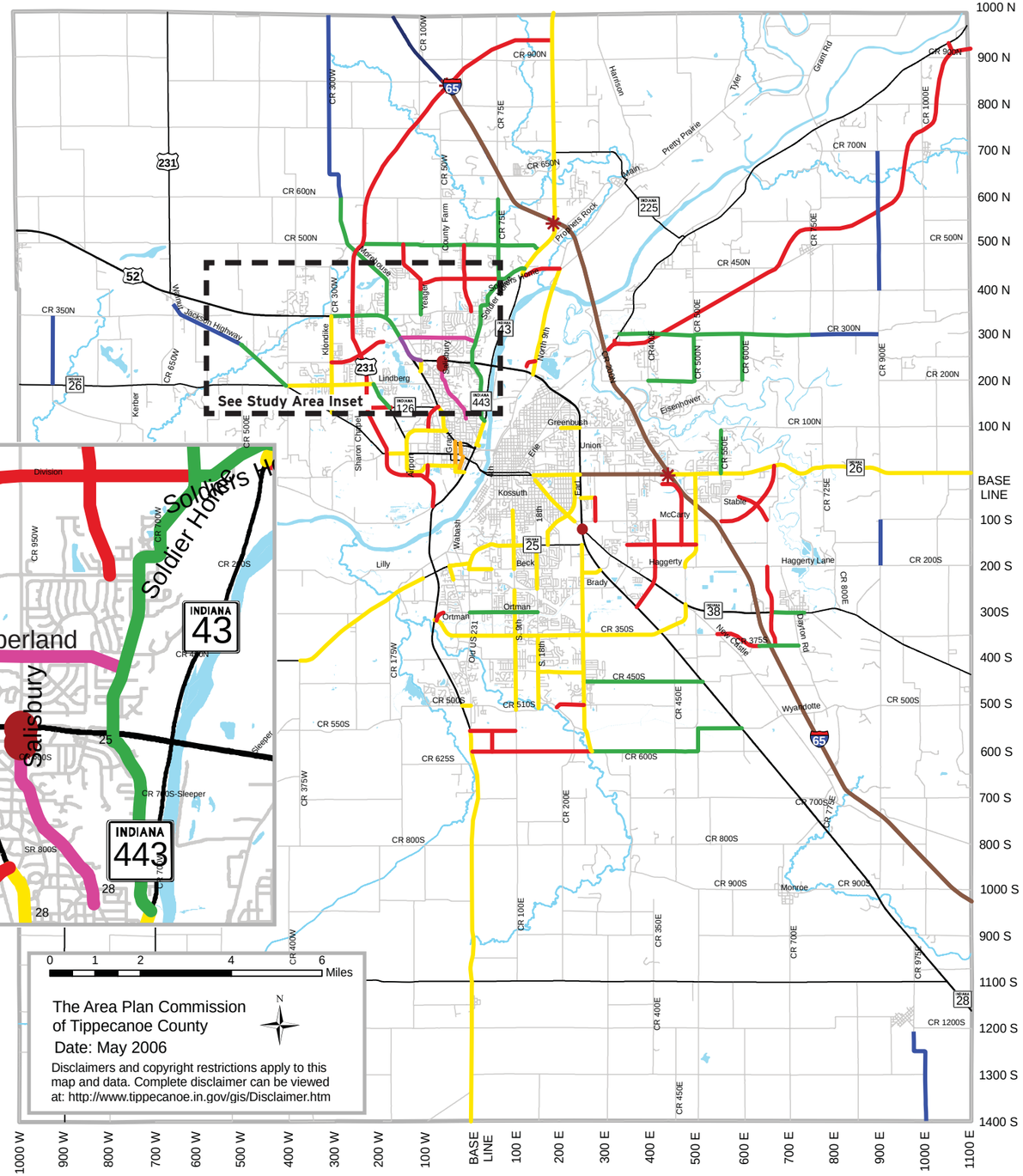
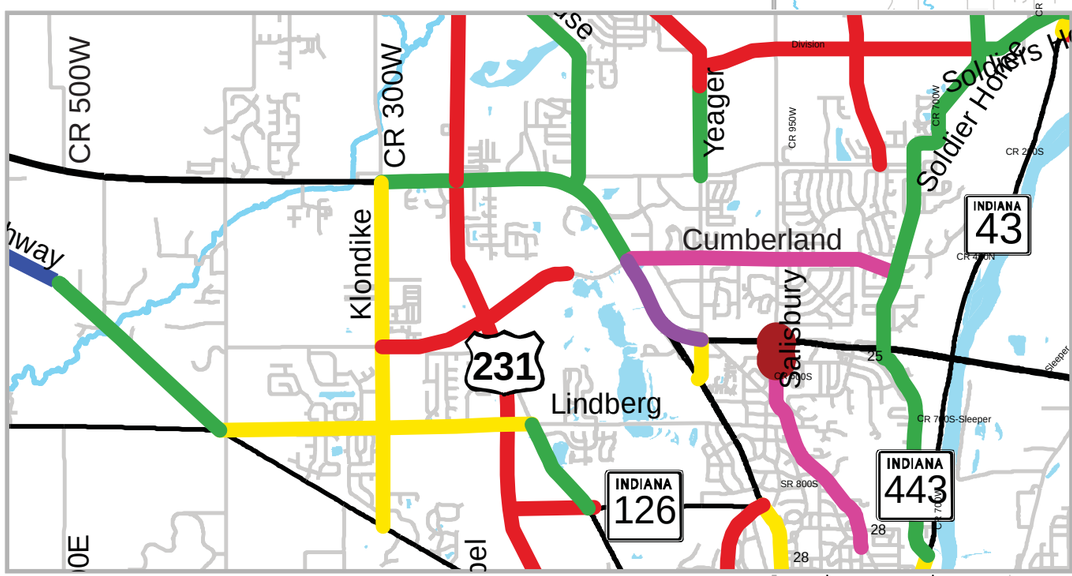


STUDY AREA INSET: Not to Scale



LEGEND

Interstates, Highways, and Major Roads

- Interstate
- US Highway
- State Highway
- Local Roads

Transportation Plan for 2030 Improvements

- New Road Construction
- Safety Improvement
- Road Reconstruction
- One Way Improvements
- Rural to Urban Improvement
- Rural Improvement
- Four Lane Improvement
- Six Lane Improvment
- Intersection Improvement
- Interchange Improvement

FIGURE A4

2030 Transportation Plan Map

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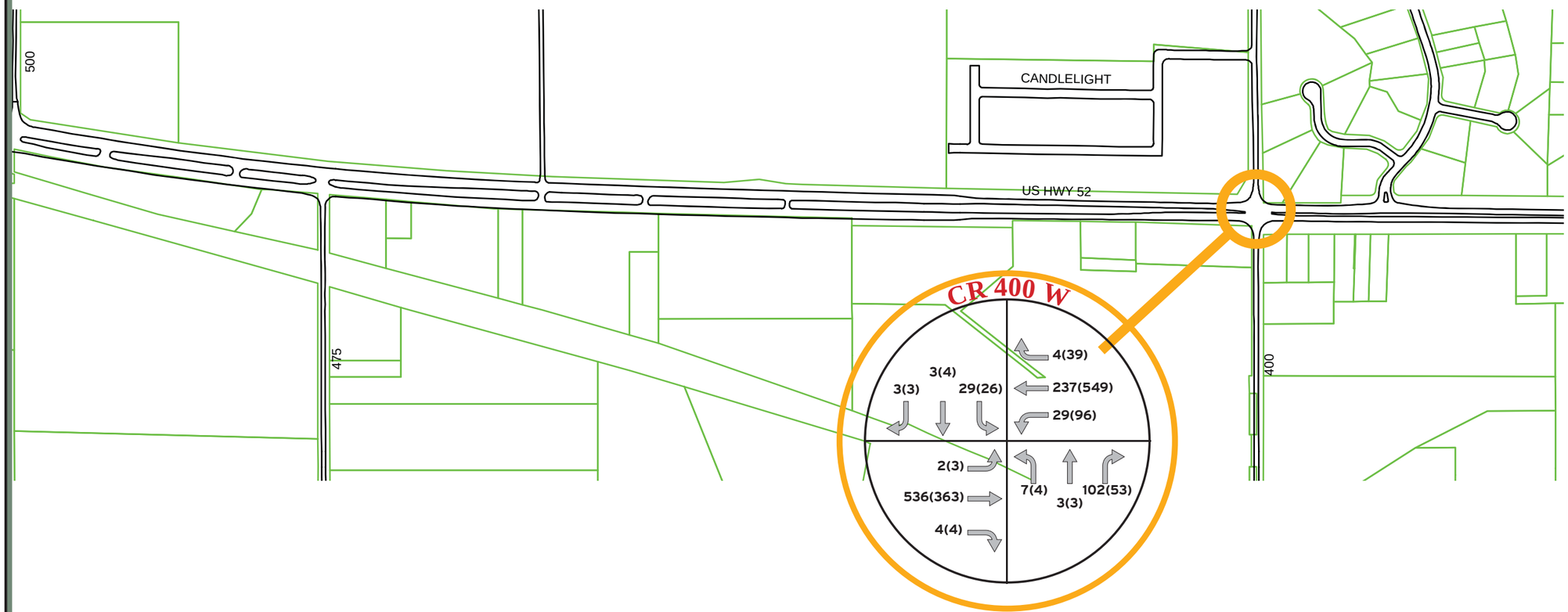

LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A5-1

Existing Traffic Volumes

1 inch = 500 feet

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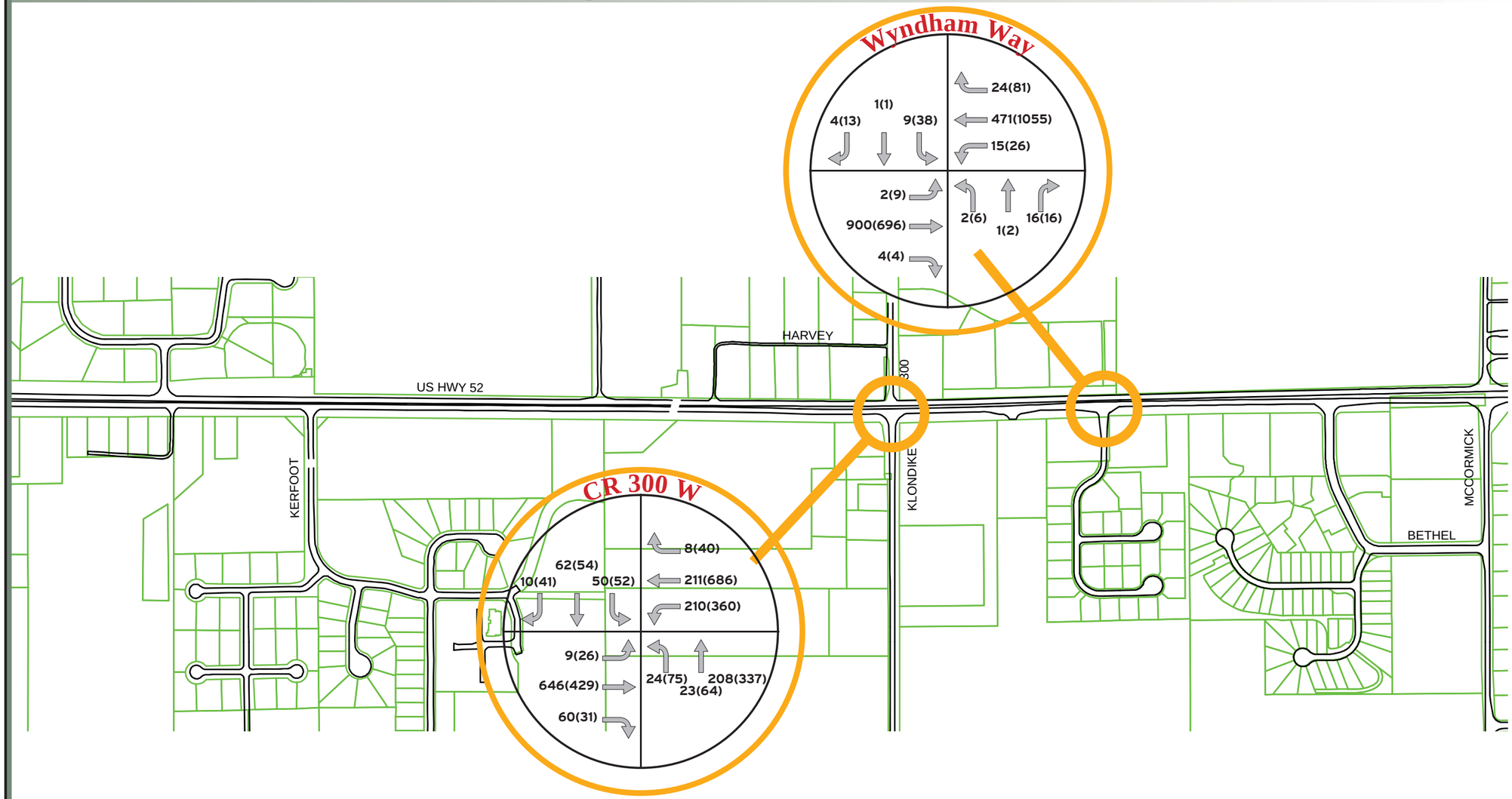

LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A5-2

Existing Traffic Volumes

1 inch = 500 feet

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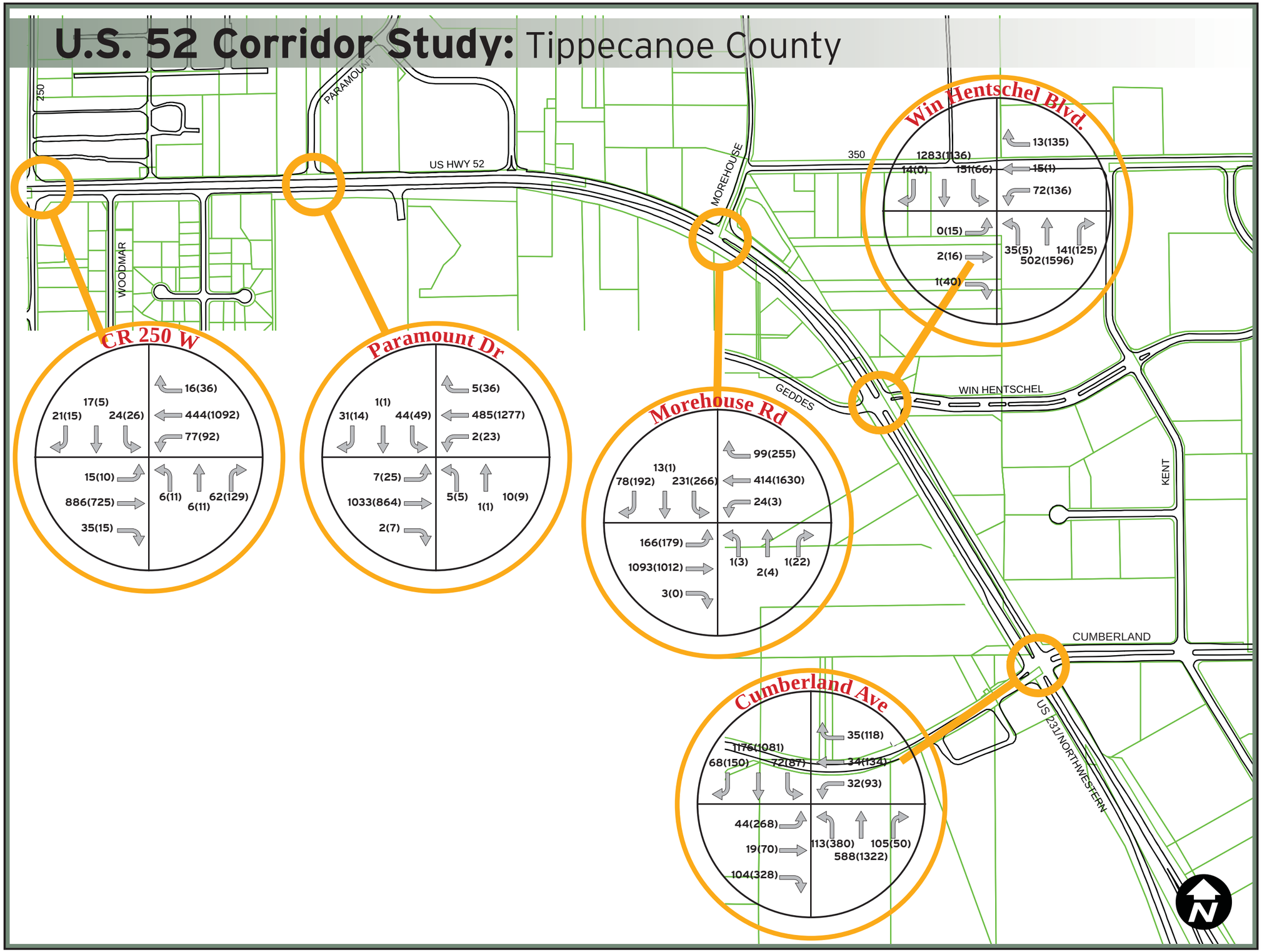

LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A5-3

Existing Traffic Volumes

1 inch = 500 feet

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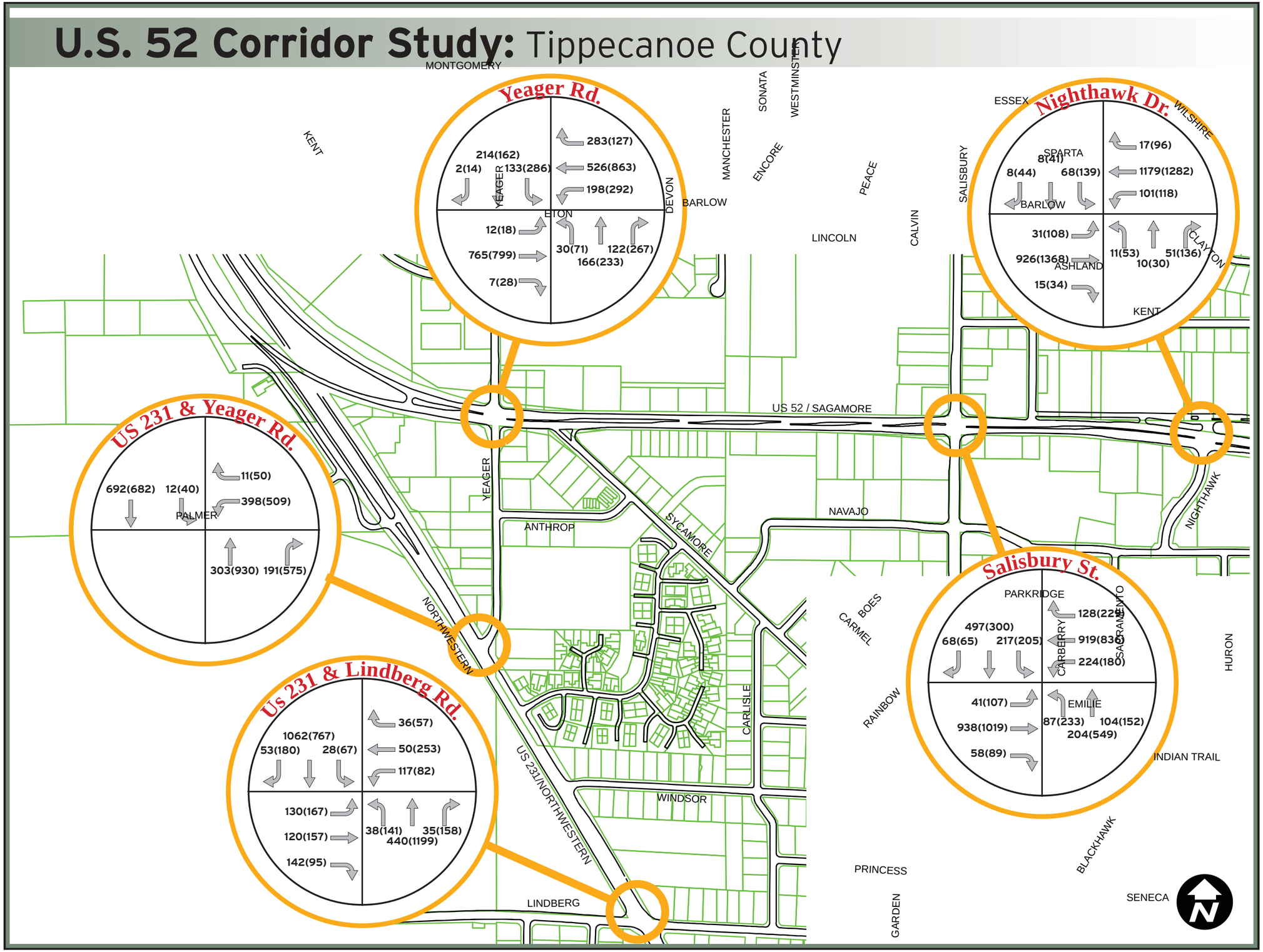
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A5-4

Existing Traffic Volumes

1 inch = 500 feet

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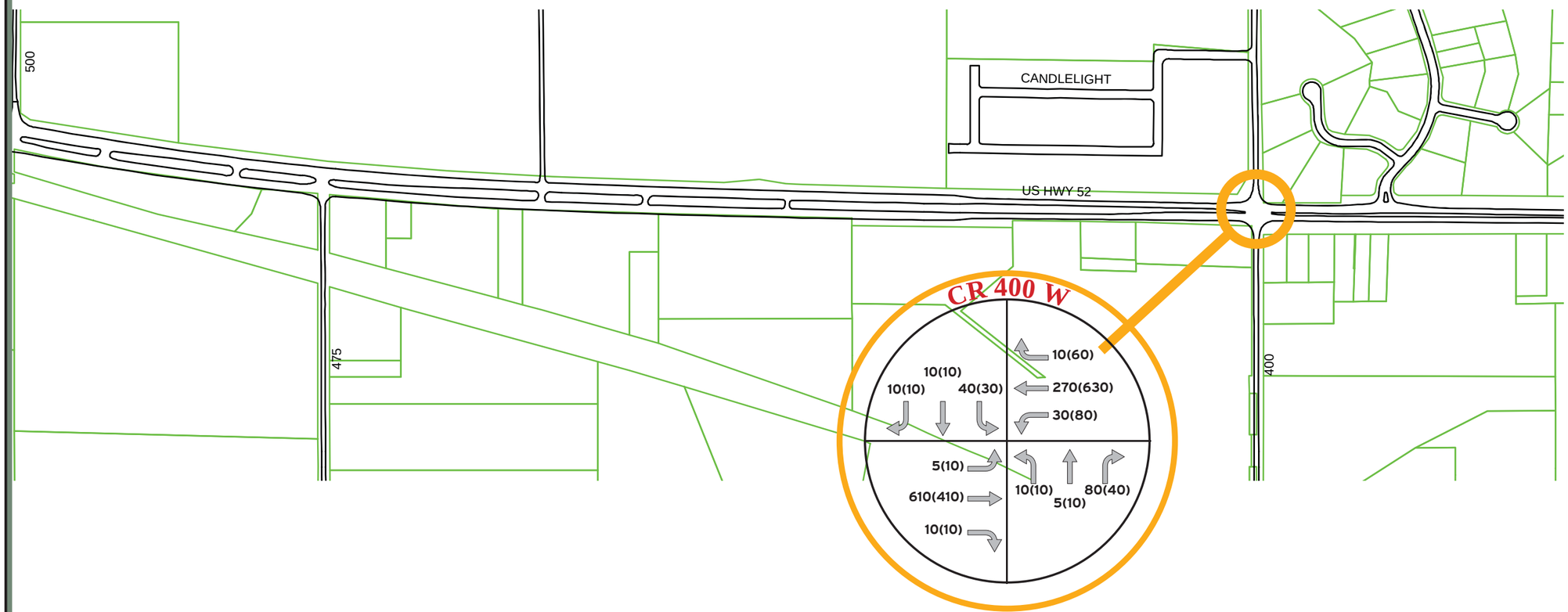
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A6-1

2015 Traffic Volumes

1 inch = 500 feet

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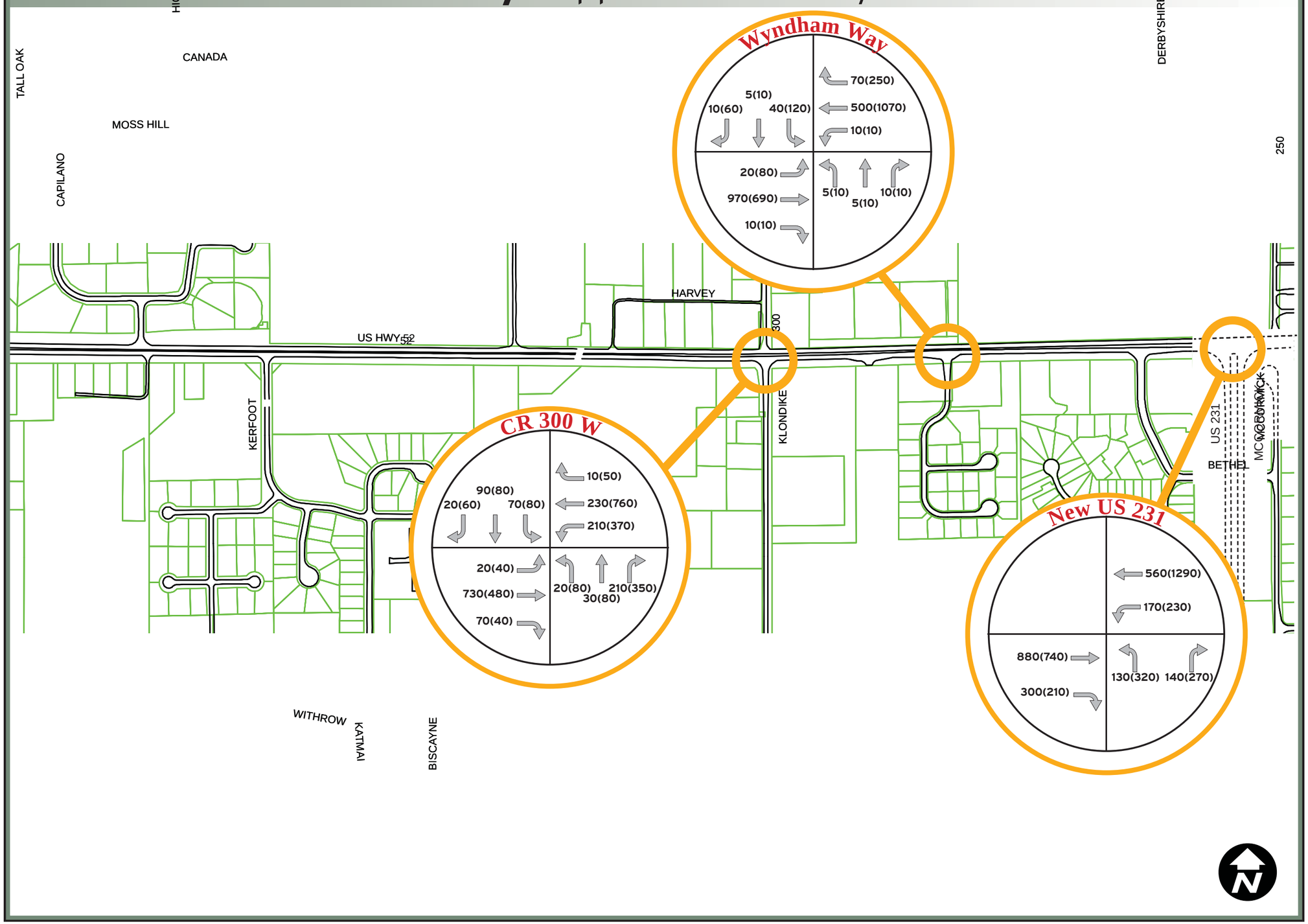
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A6-2

2015 Traffic Volumes

1 inch = 500 feet

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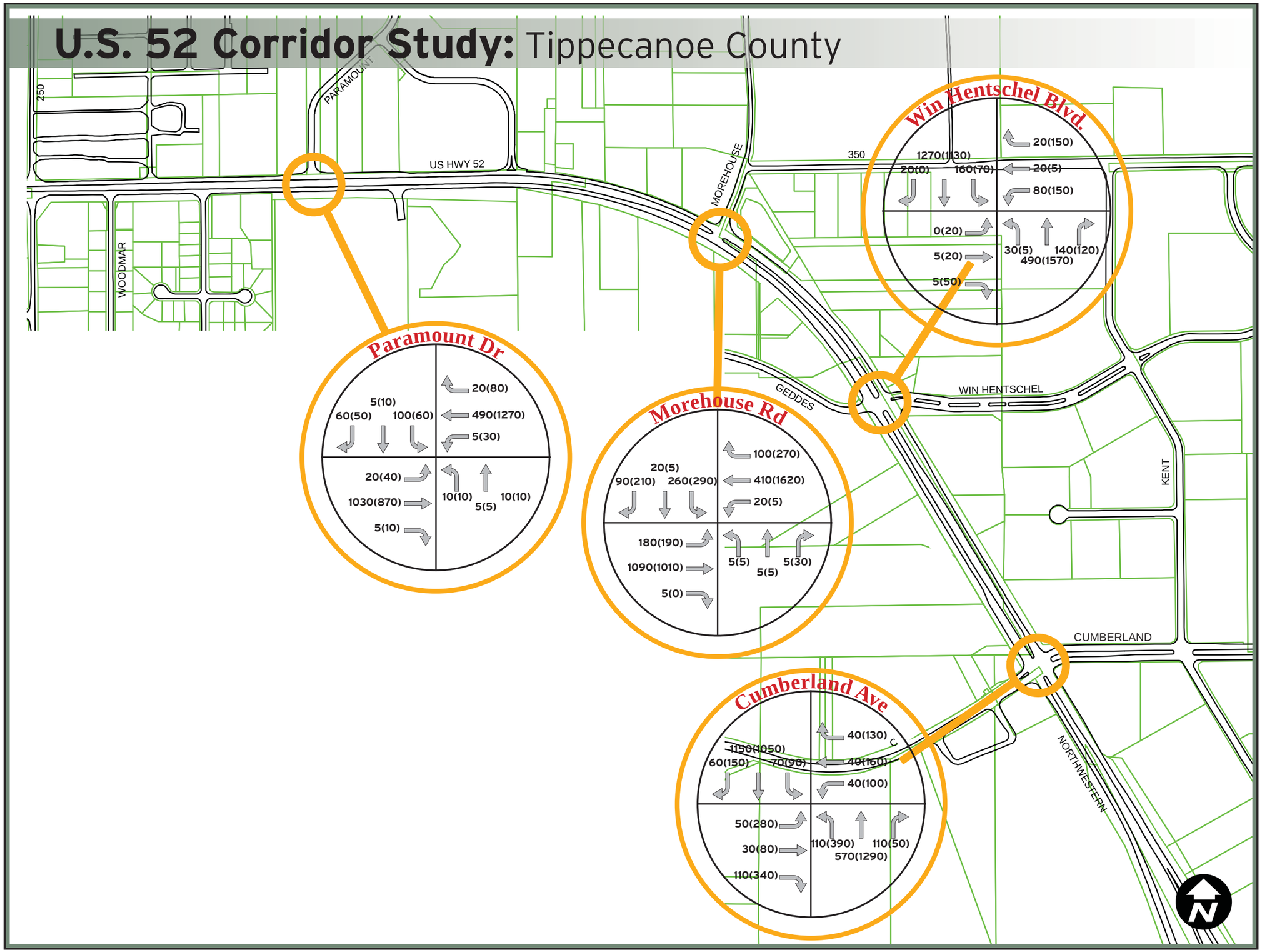
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A6-3

2015 Traffic Volumes

1 inch = 500 feet

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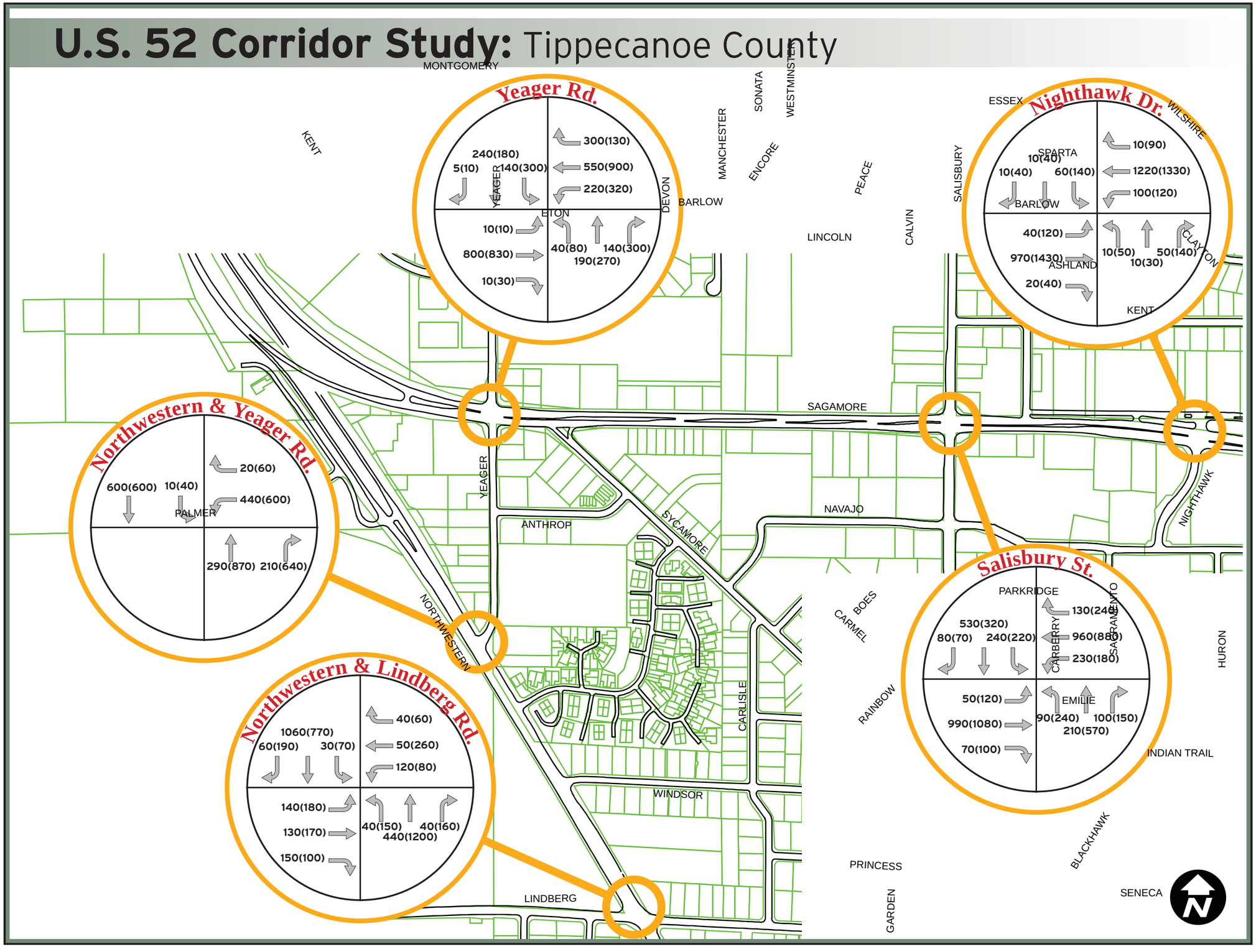
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A6-4

2015 Traffic Volumes

1 inch = 500 feet

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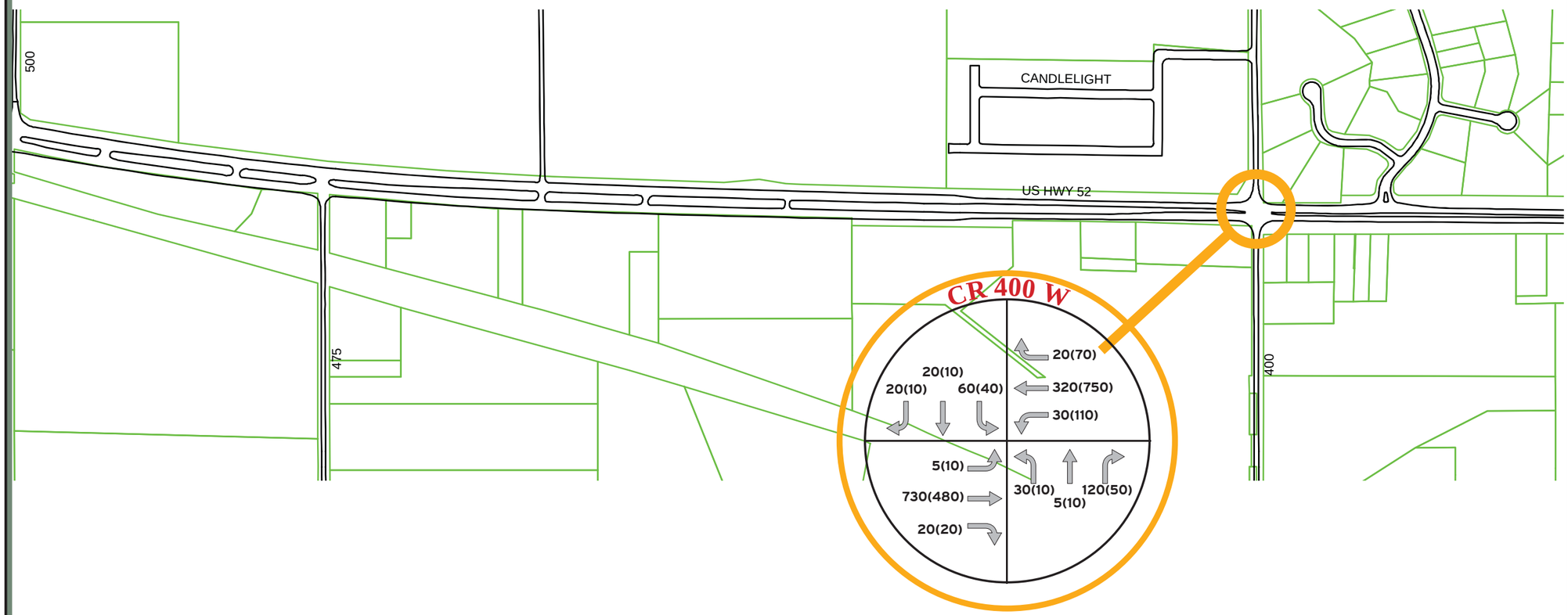
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A7-1

2030 Traffic Volumes

1 inch = 500 feet

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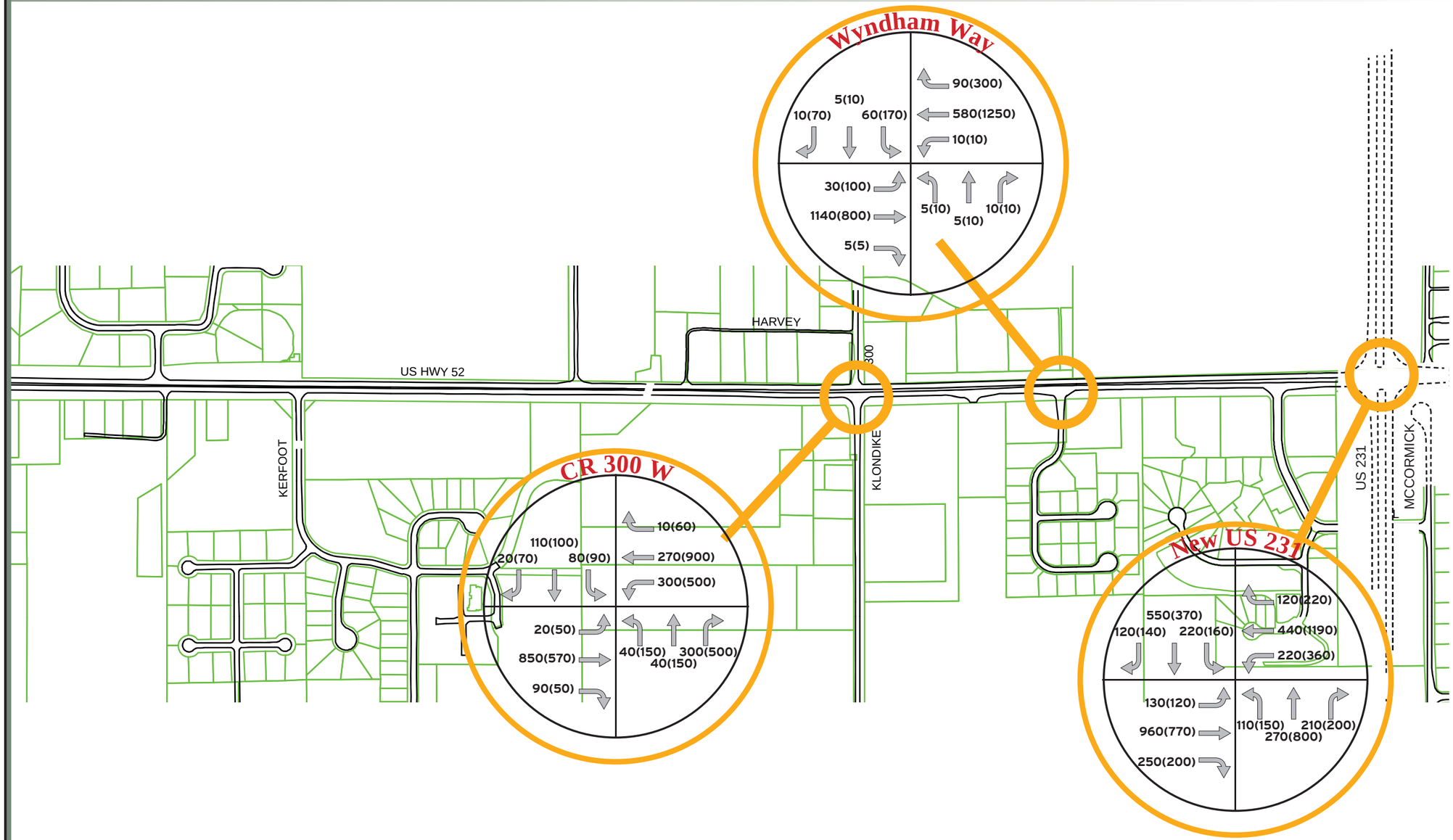
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A7-2

2030 Traffic Volumes

1 inch = 500 feet

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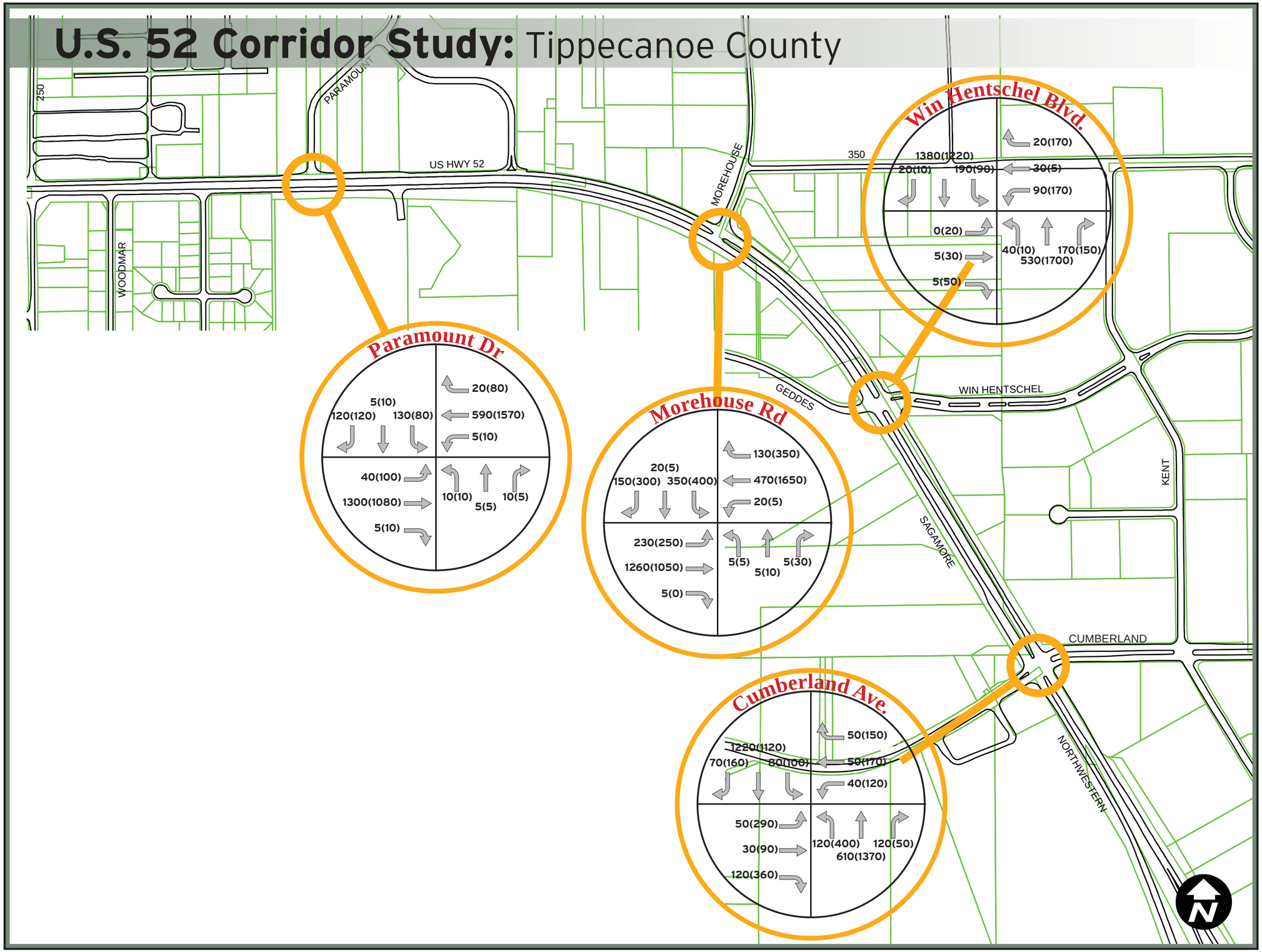
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A7-3

2030 Traffic Volumes

1 inch = 500 feet

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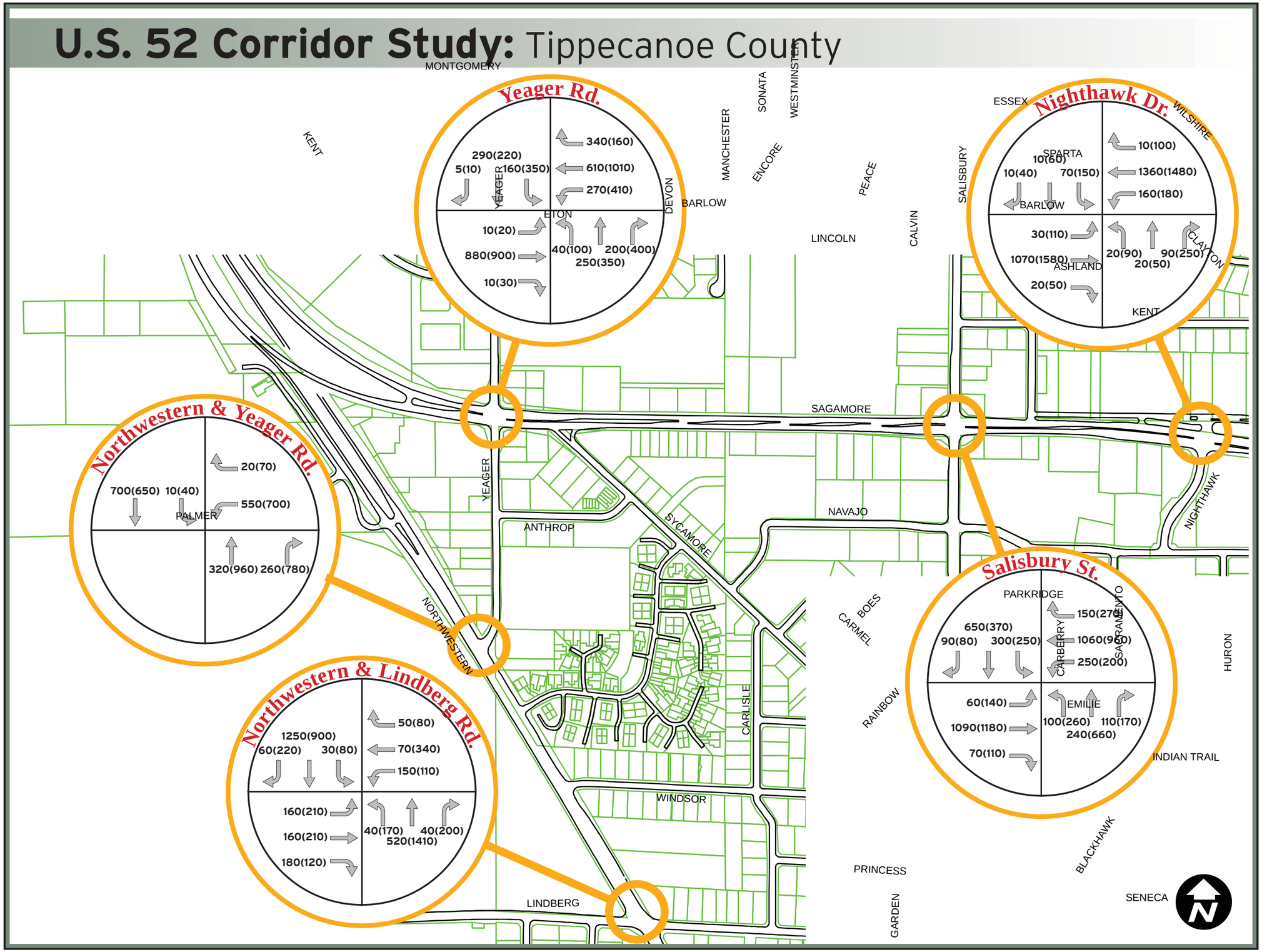
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Traffic Volume

FIGURE A7-4

2030Traffic Volumes

1 inch = 500 feet

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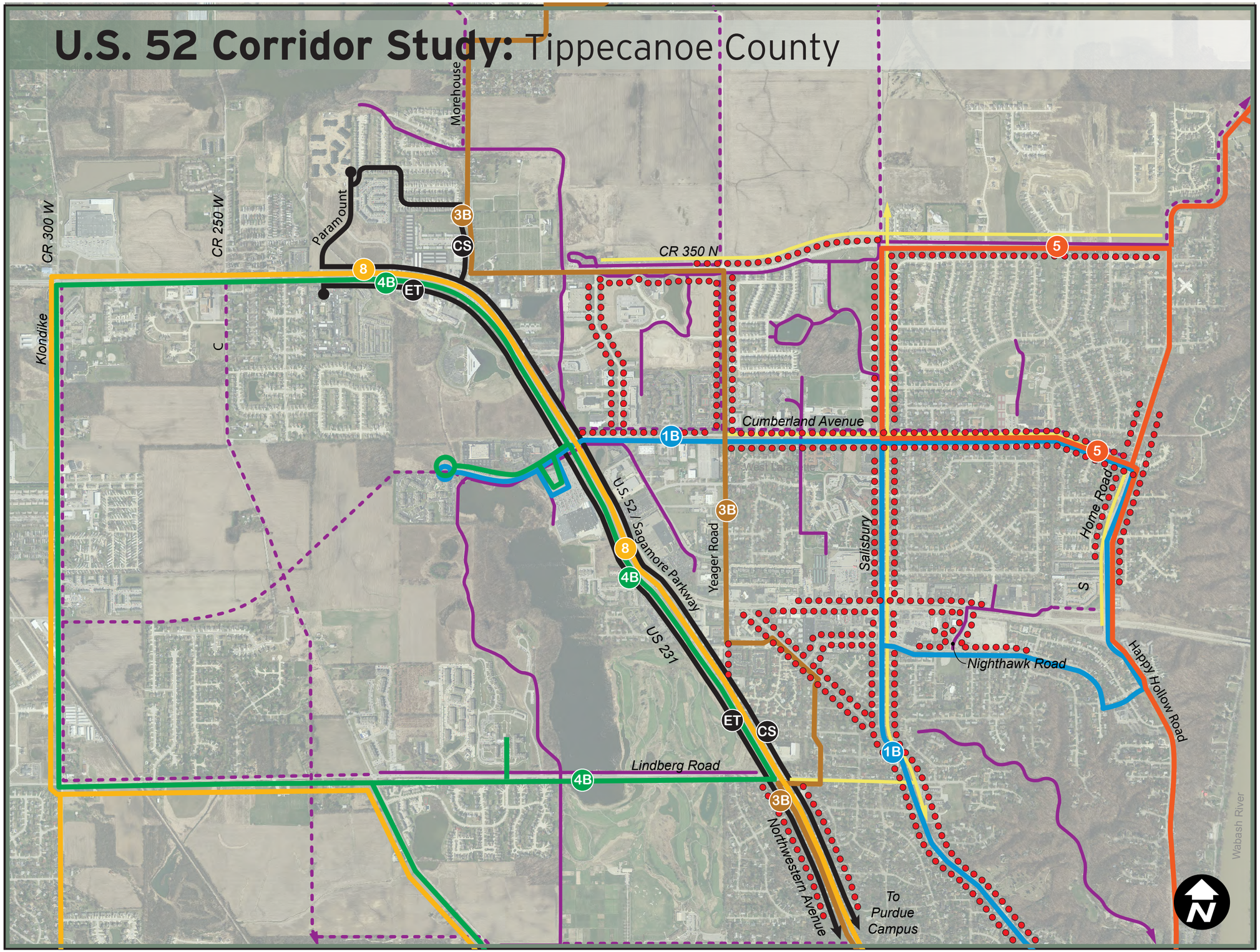
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- TRAILS
- PROPOSED TRAILS
- BICYCLE LANES
- SIDEWALKS
- 1B SALISBURY BUS ROUTE
- 3B NORTHWESTERN BUS ROUTE
- 4B PURDUE WEST KLONDIKE BUS ROUTE
- 5 HAPPY HOLLOW BUS ROUTE
- 8 KLONDIKE EXPRESS
- CS CAMPUS SUITES EXPRESS ROUTE
- ET COLLEGE STATION "EXPRESS TRAIN" ROUTE

FIGURE A8

Transit, Bicycle and Pedestrian Facilities

1 inch = 1,500 feet

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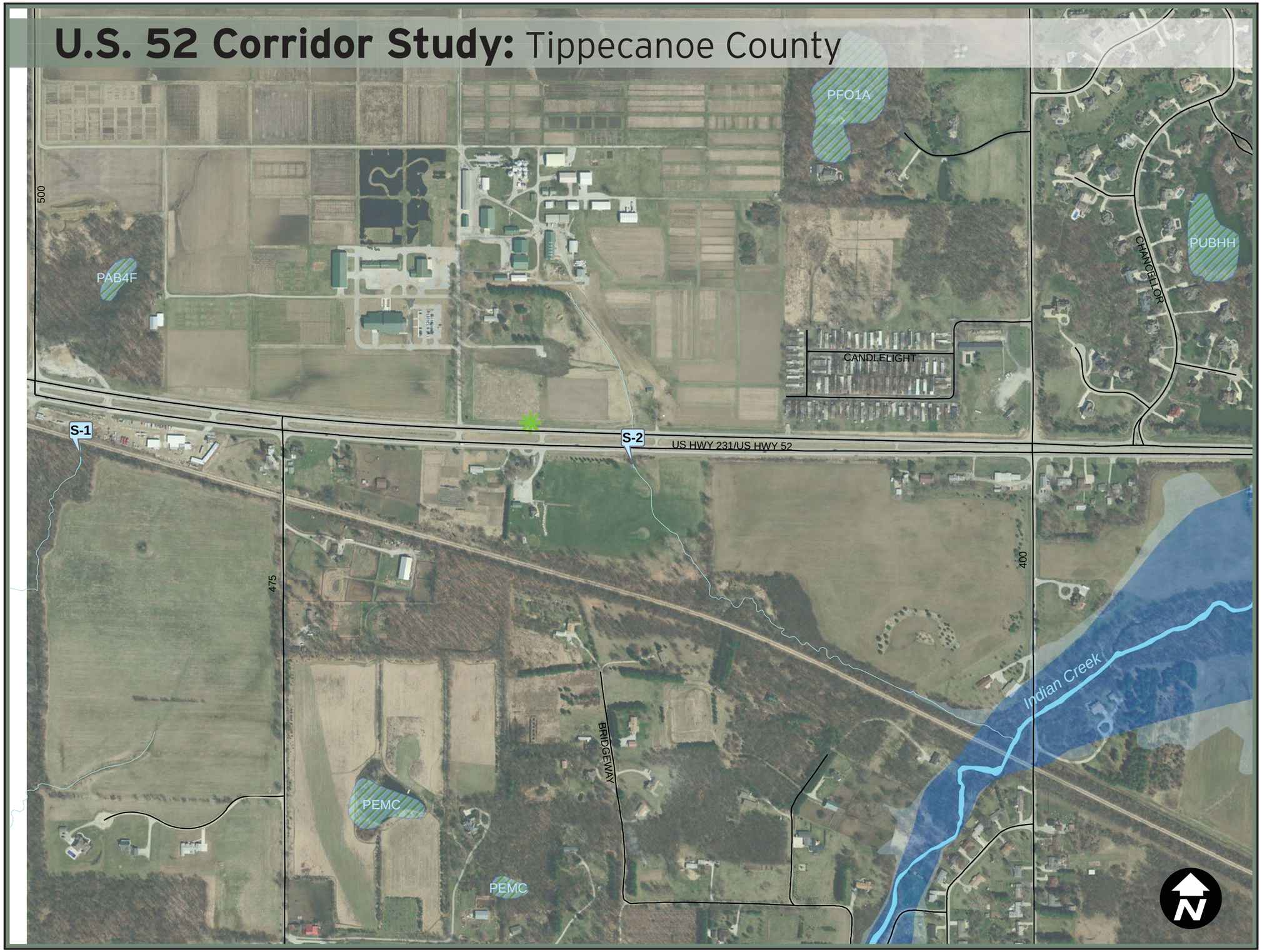
U.S. 52 Corridor Study: Tippecanoe County



- Superfund Site
- State Cleanup Site
- Brownfield
- Corrective Action Site
- VRP Site
- Illegal Dump Site
- Industrial Waste Site
- Restructed Waste Site
- Construction/Demolition Waste Facility Site
- Waste Tire Site
- Septage Waste Site
- Treatment, Storage, or Disposapl Site
- Active Permited Solid Waste Site
- Inactive or Abandonded Landfill
- LUST
- UST
- Pipeline
- Impaired Stream
- Impared Lake
- NWI Wetland
- Floodplain
- Floodway
- Potential Wetland
- Pond
- Stream

FIGURE A9-1

Environmental Constraints

1 inch = 500 feet

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U.S. 52 Corridor Study: Tippecanoe County

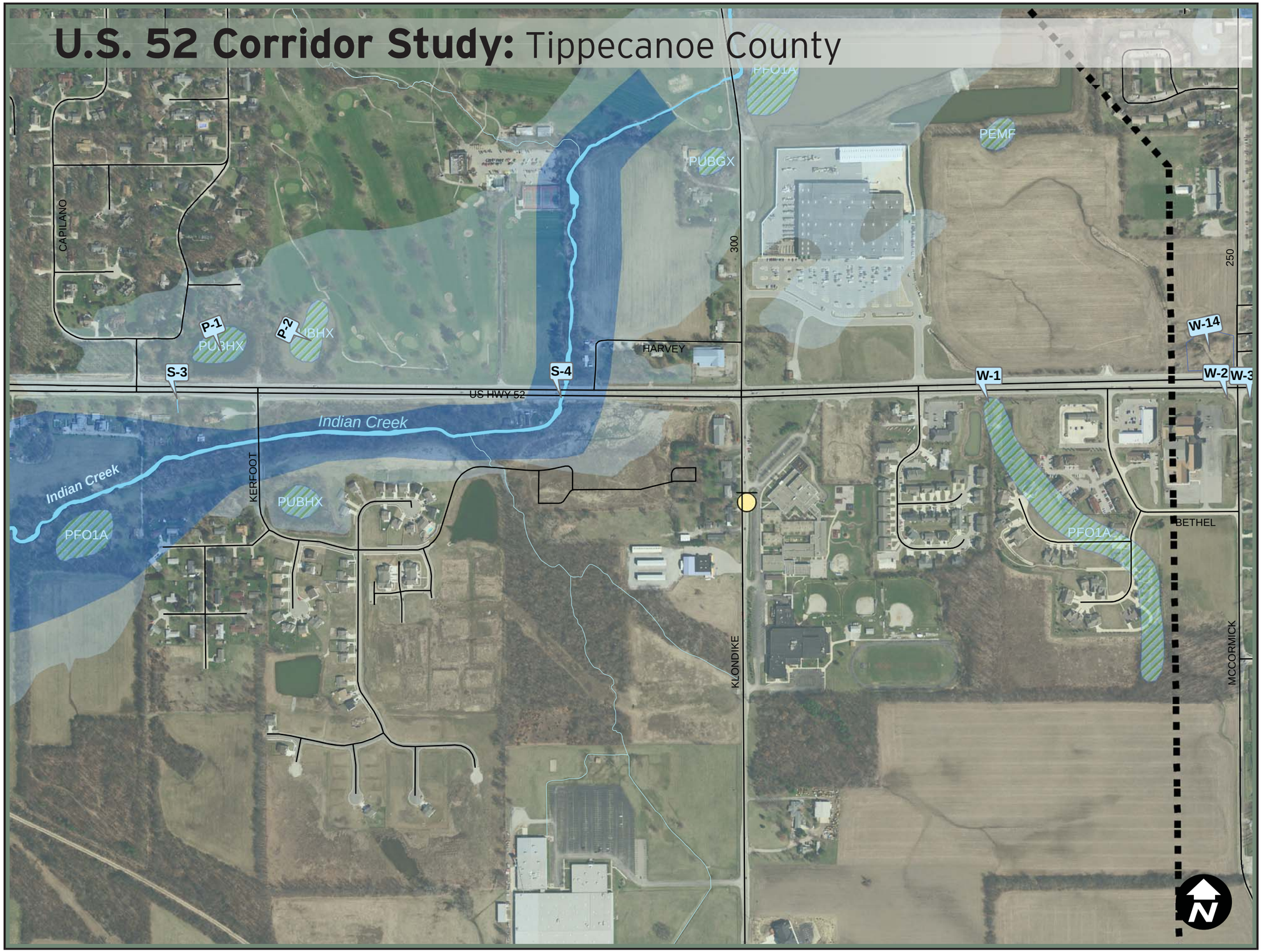

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FIGURE A9-2

Environmental Constraints

1 inch = 500 feet

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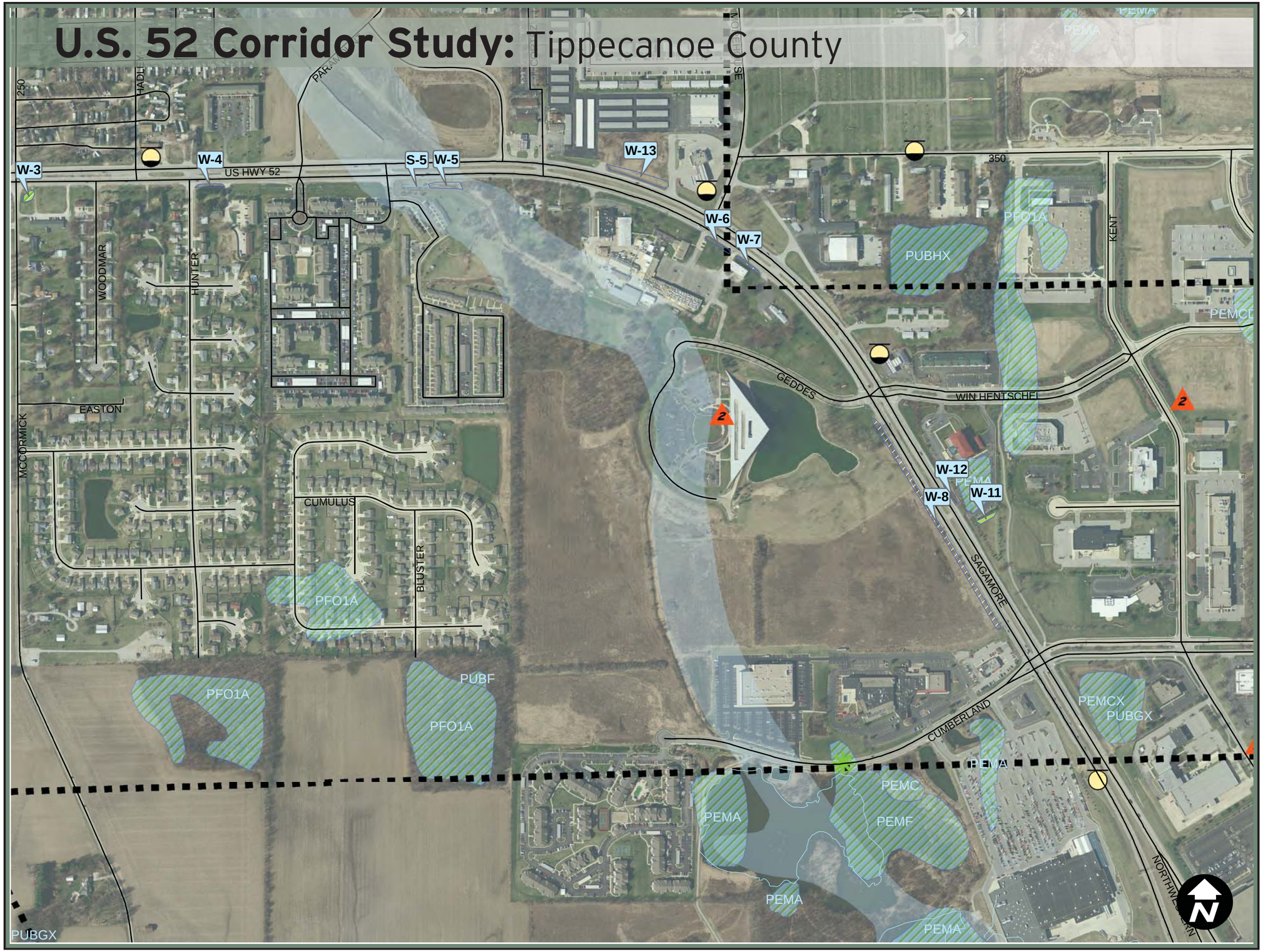
U.S. 52 Corridor Study: Tippecanoe County



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- Pond
- Stream

FIGURE A9-3

Environmental Constraints

1 inch = 500 feet

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U.S. 52 Corridor Study: Tippecanoe County

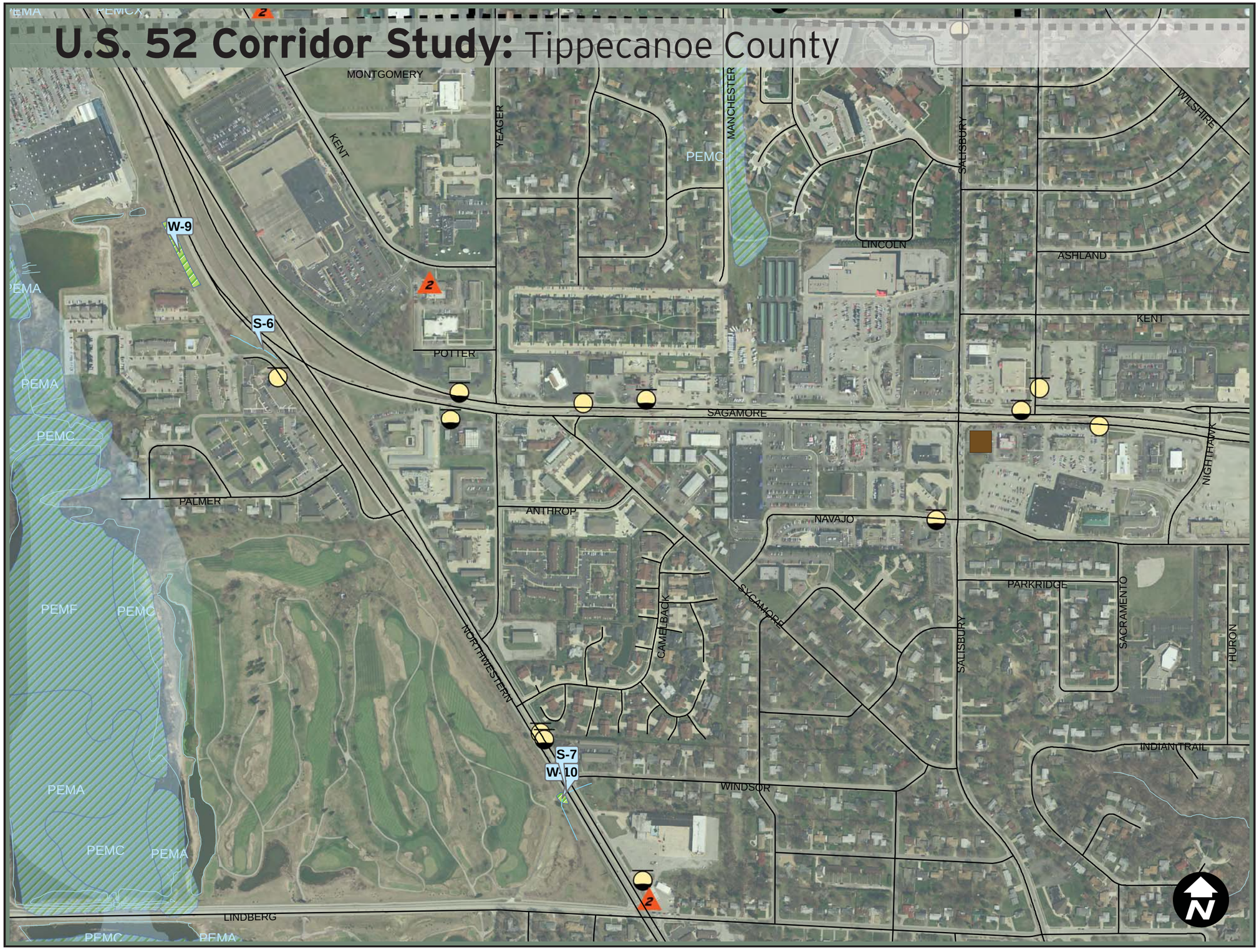

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FIGURE A9-4

Environmental Constraints

1 inch = 500 feet

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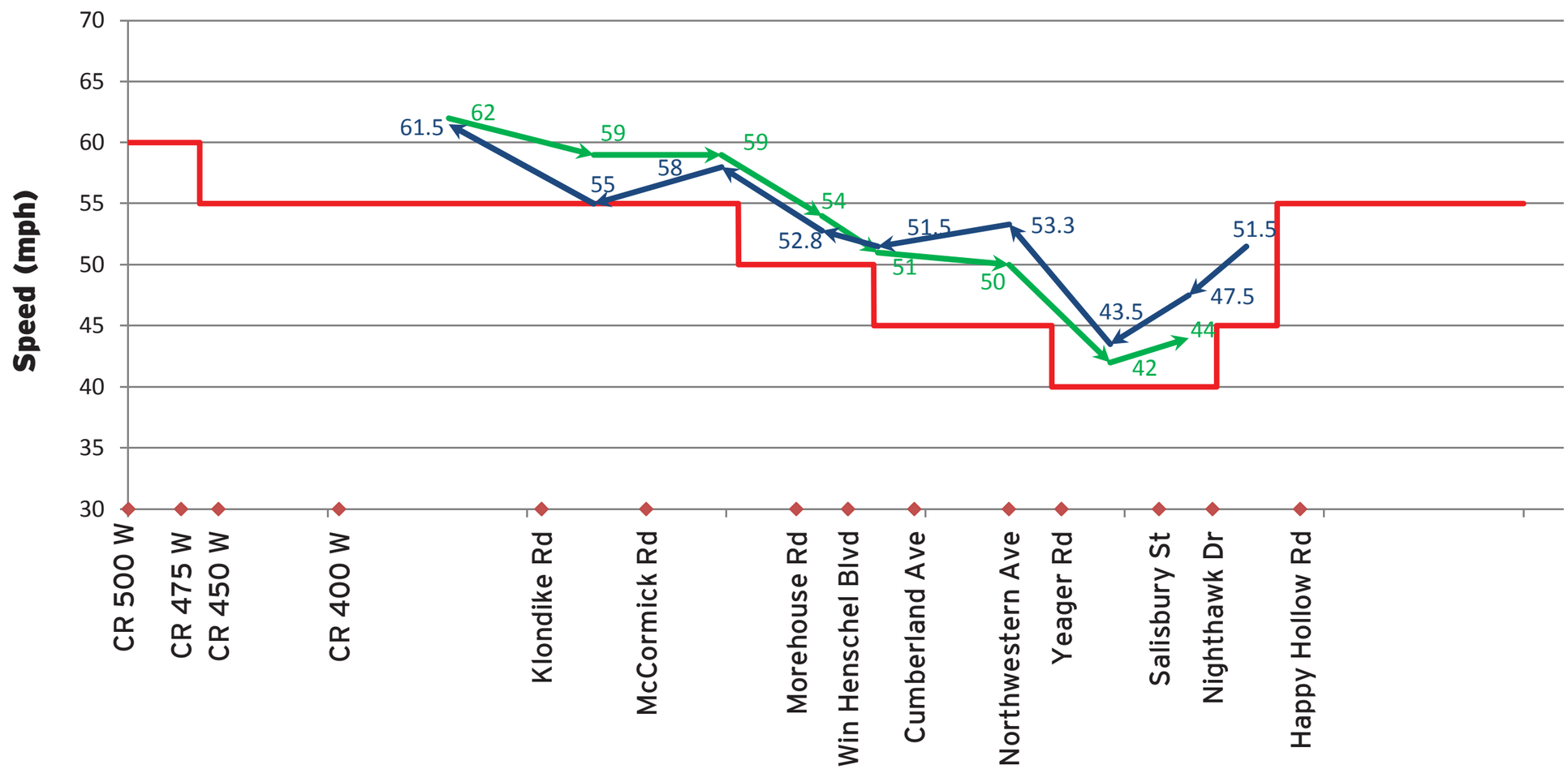

LEGEND

- SPEED LIMIT
- EASTBOUND 85th% SPEED
- WESTBOUND 85th% SPEED

FIGURE A10
US 52 Traffic Speeds

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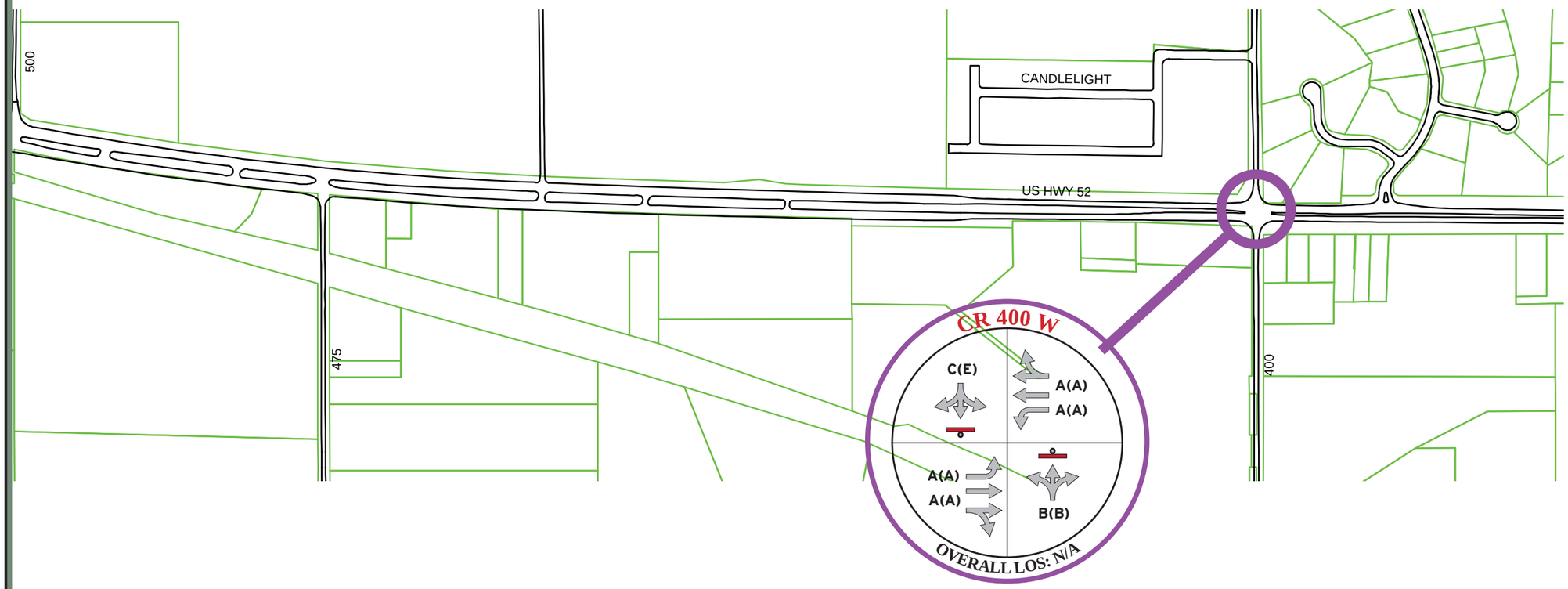
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A11-1

Existing Intersection Traffic Operation

1 inch = 500 feet

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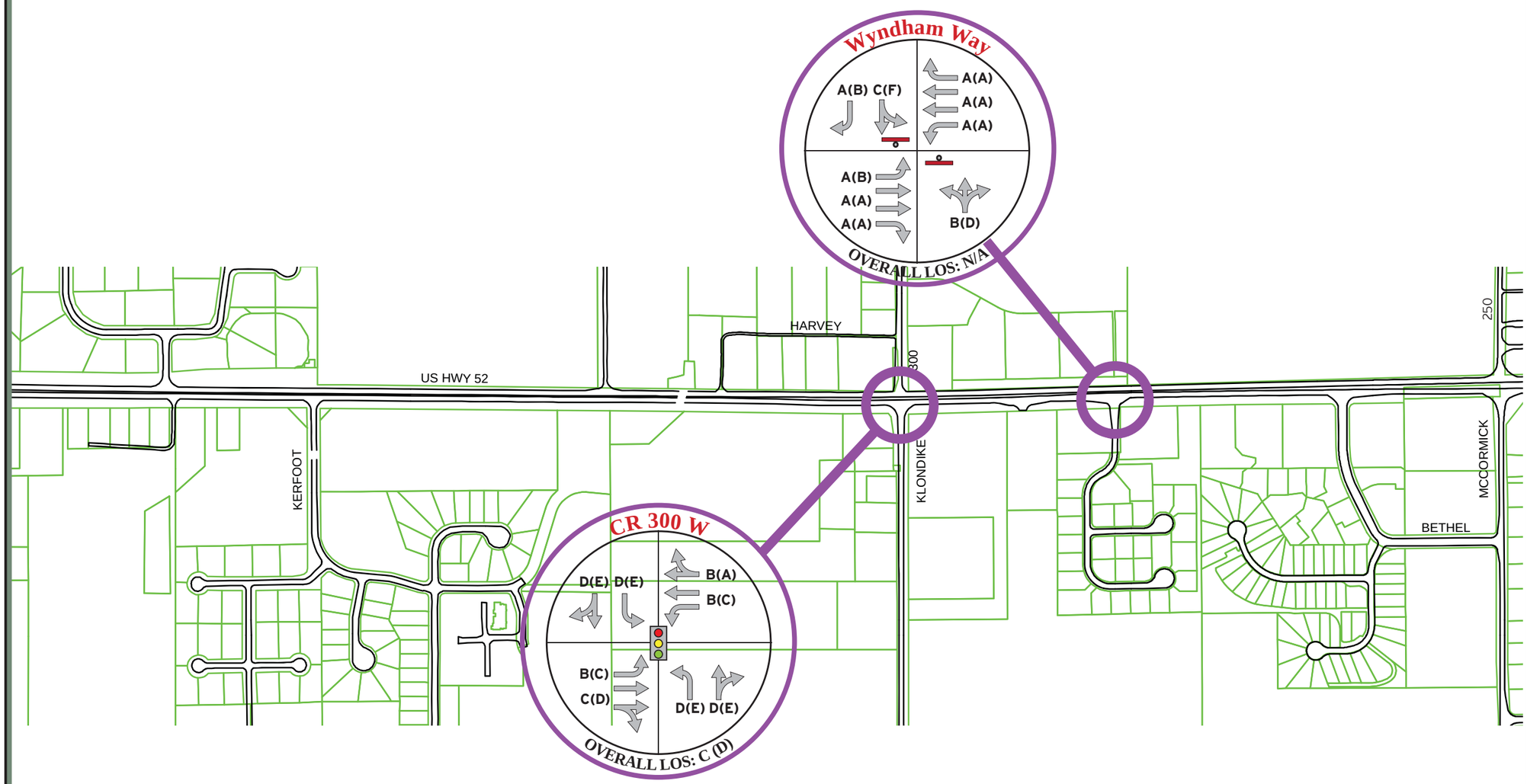
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A11-2

Existing Intersection Traffic Operation

1 inch = 500 feet

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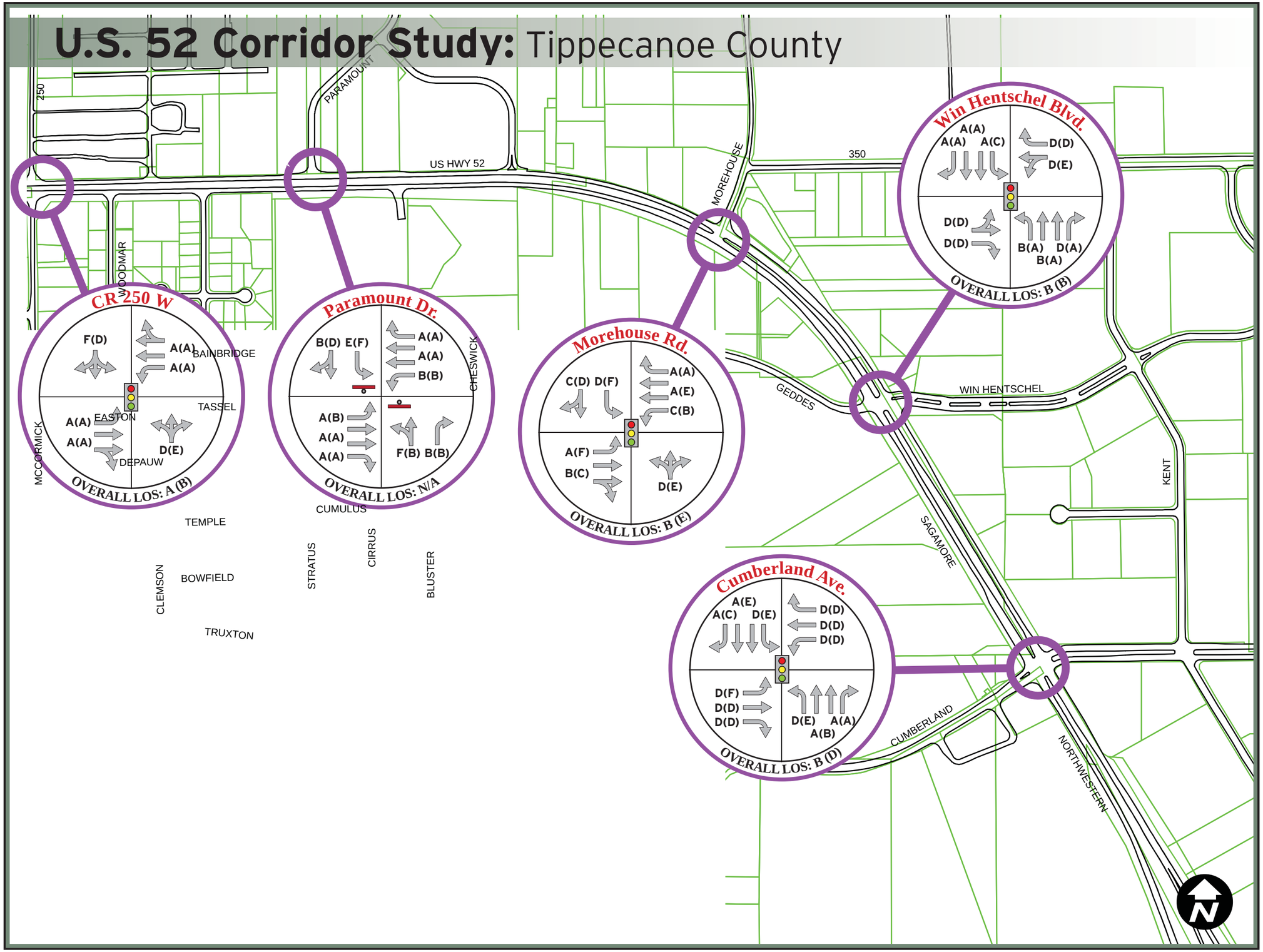
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

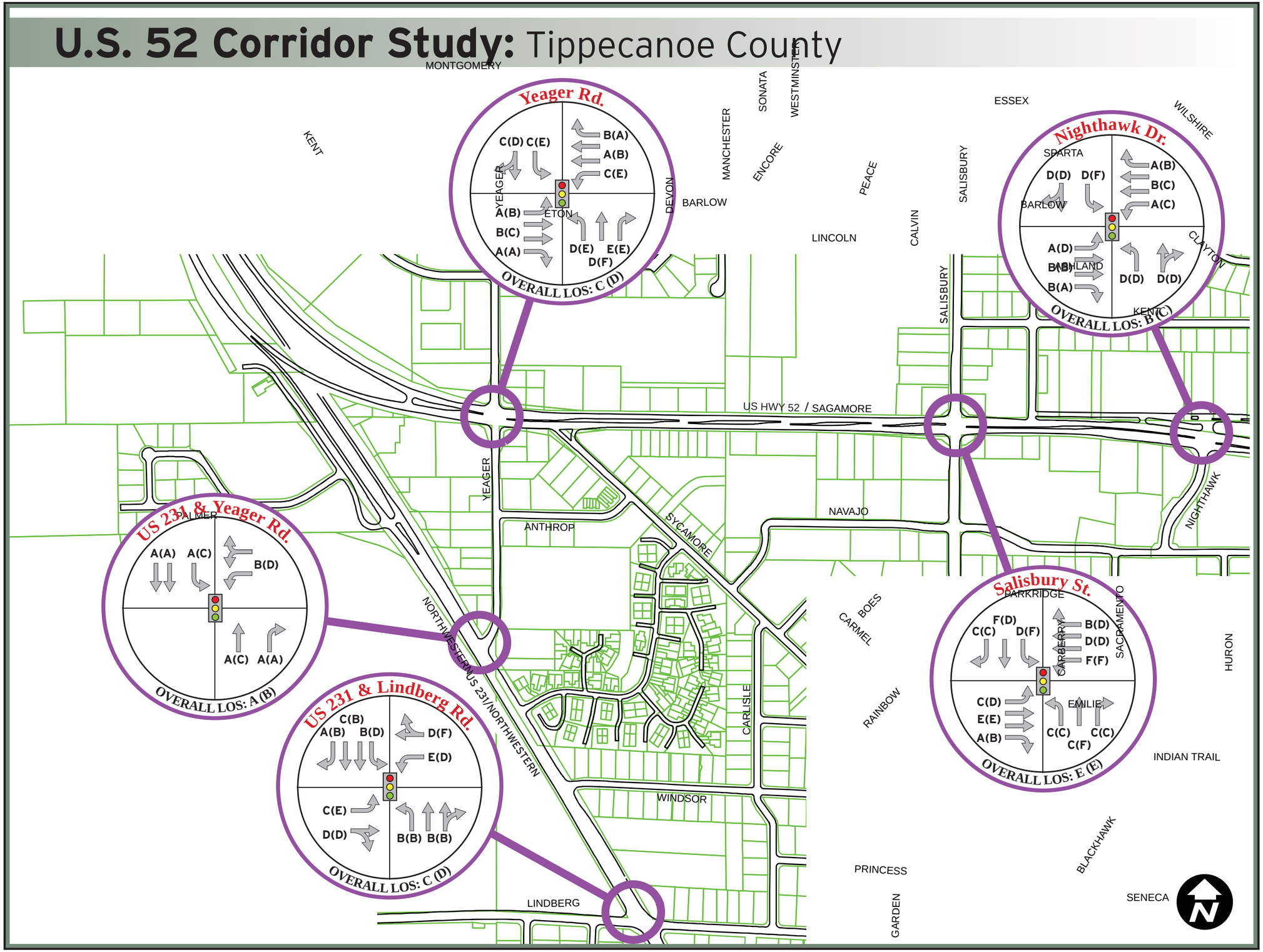
FIGURE A11-3

Existing Intersection Traffic Operation

1 inch = 500 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A11-4

Existing Intersection Traffic Operation

1 inch = 500 feet

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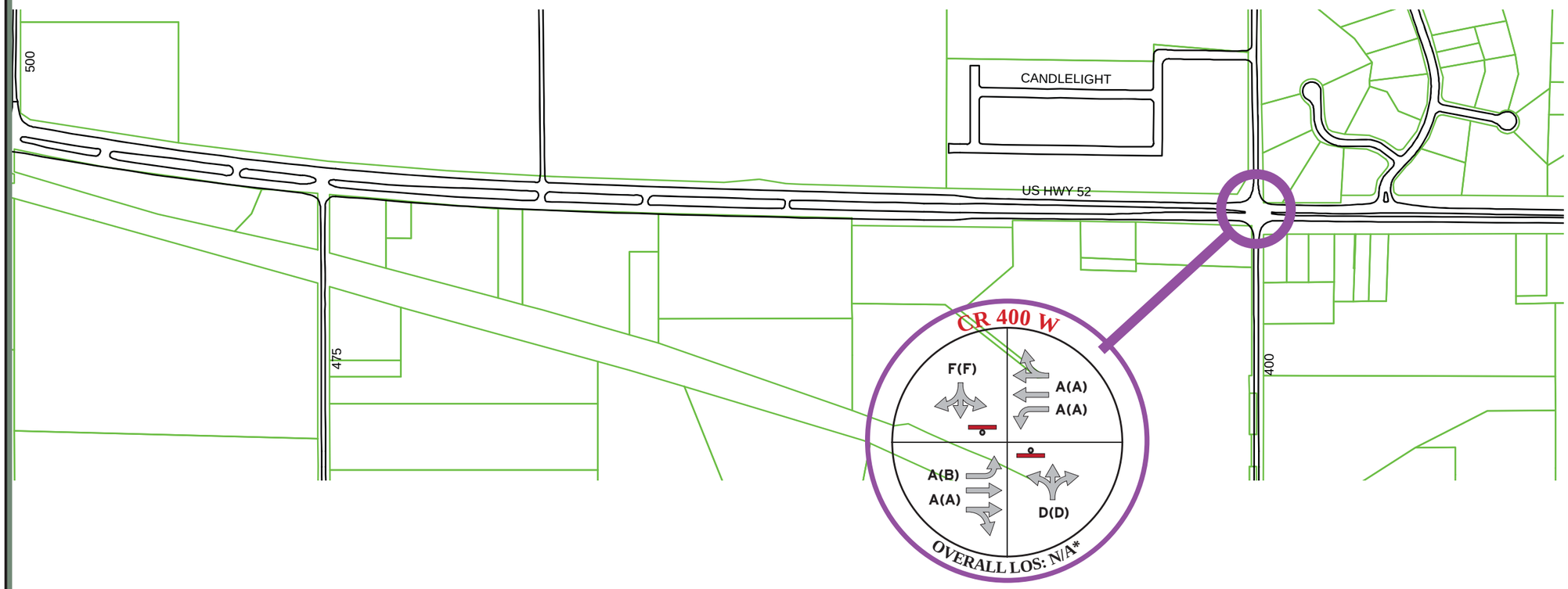
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A12-1

2030 No Build Intersection Traffic Operation

1 inch = 500 feet

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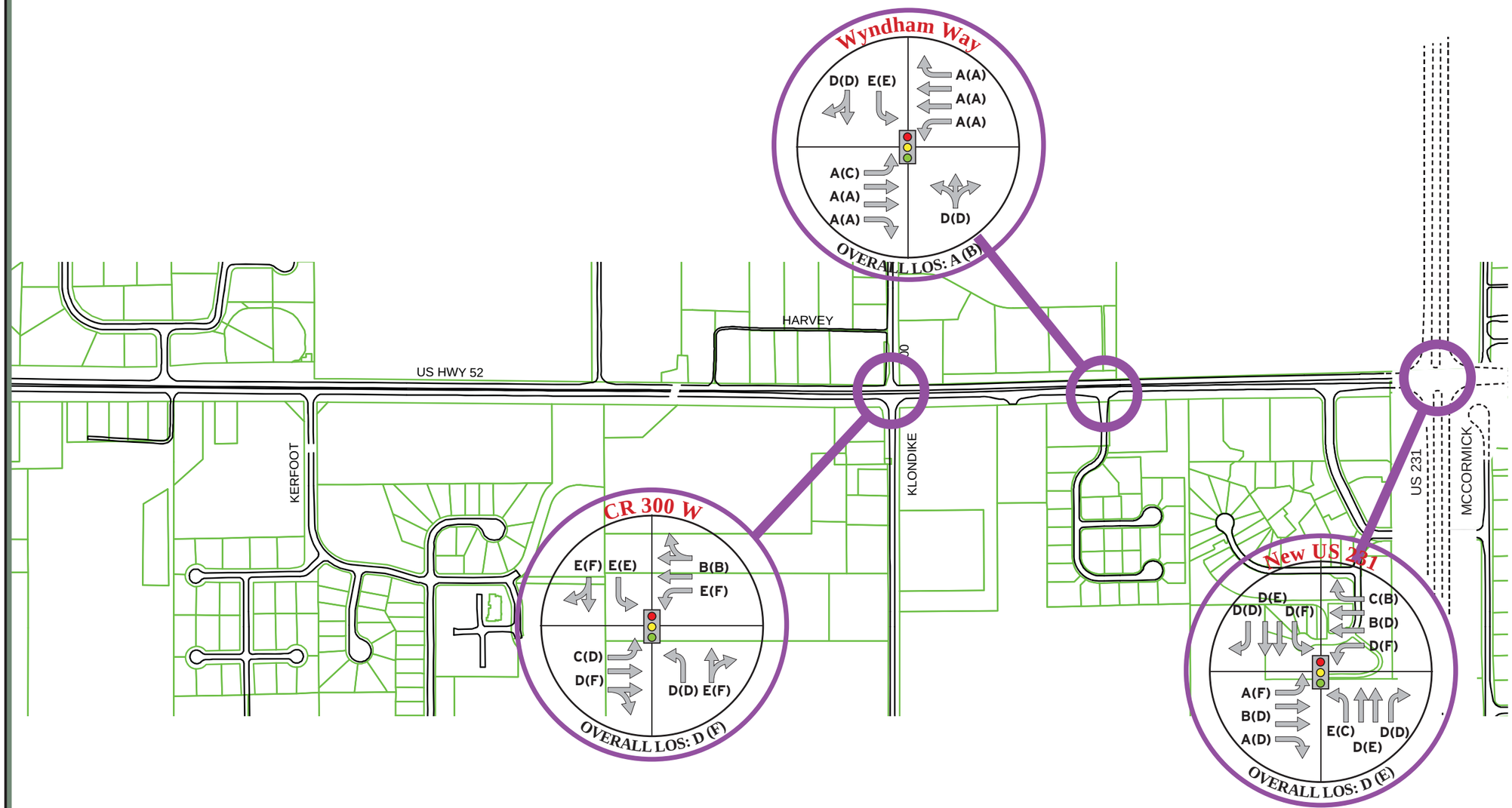

LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A12-2

2030 No Build Intersection Traffic Operation

1 inch = 500 feet

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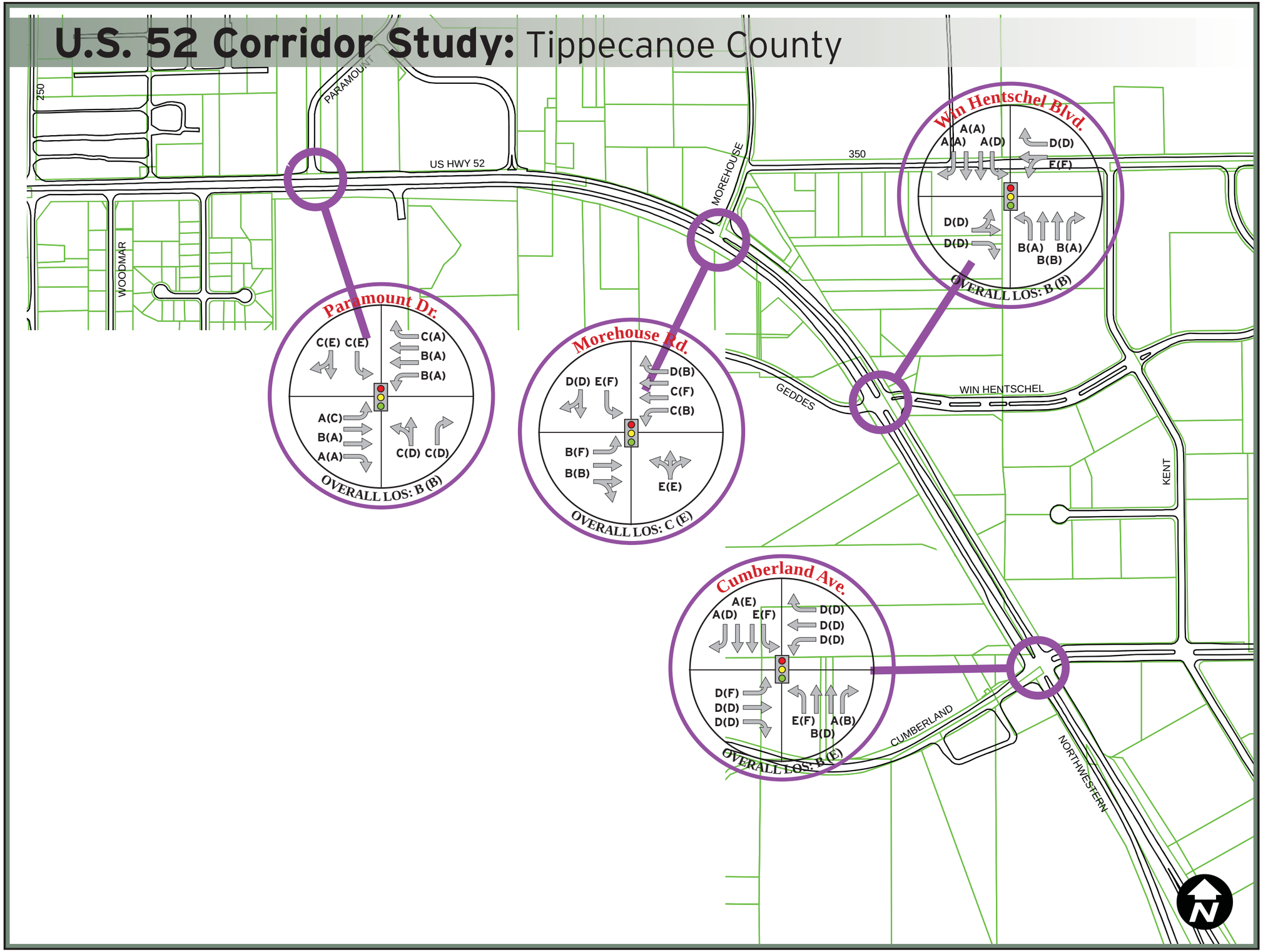
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A12-3

2030 No Build Intersection Traffic Operation

1 inch = 500 feet

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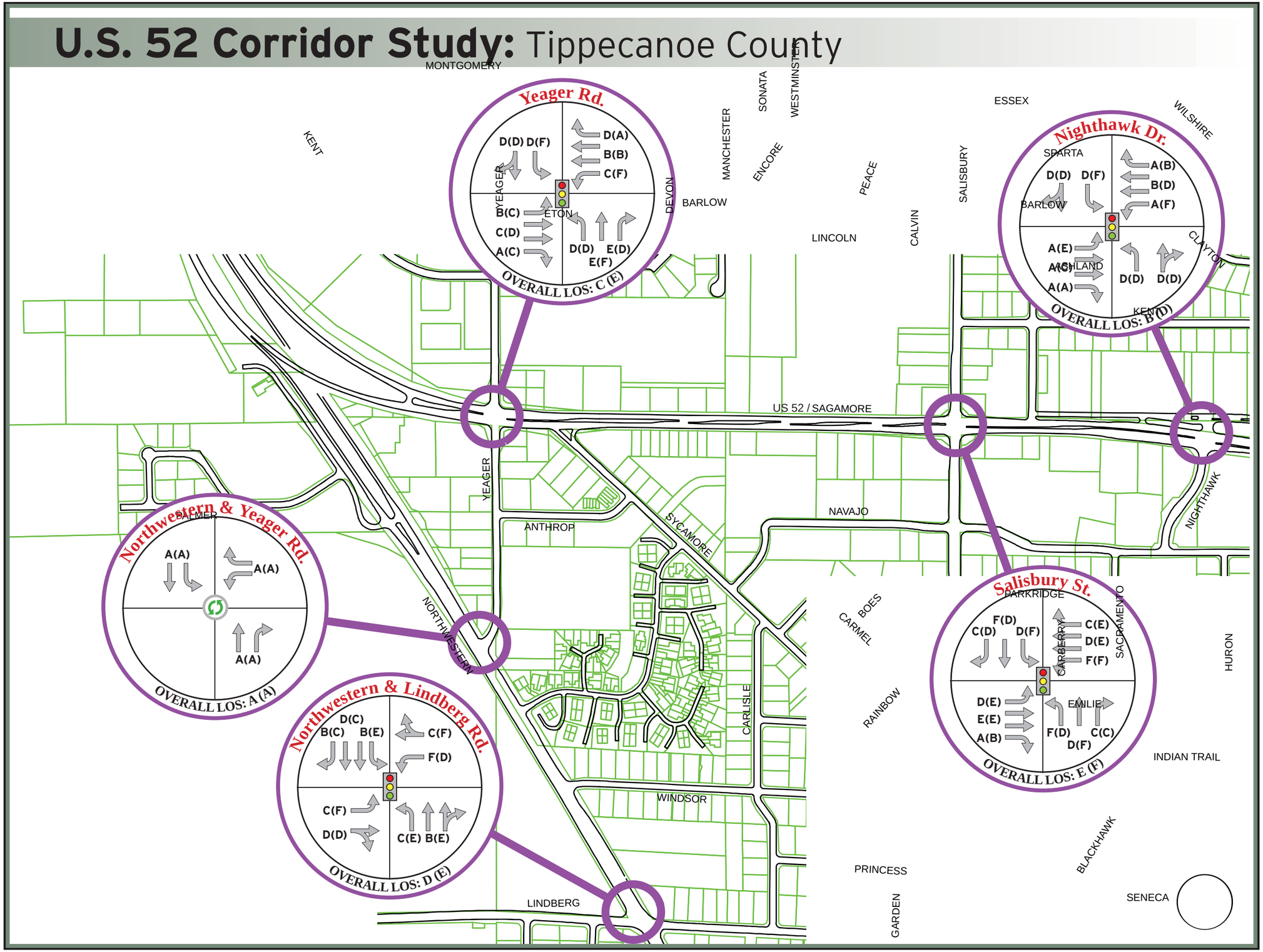
U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

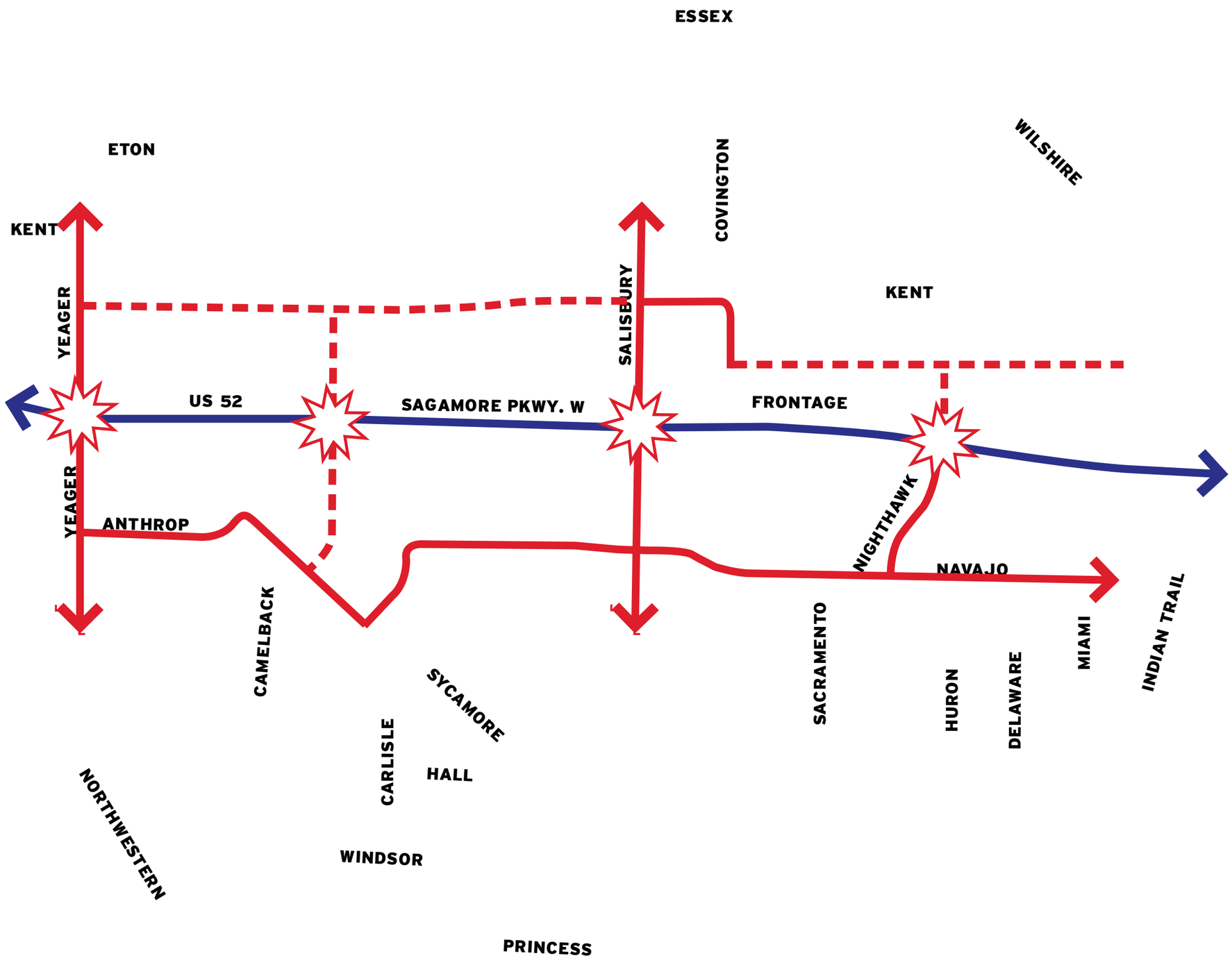
Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A12-4

2030 No Build Intersection Traffic Operation

1 inch = 500 feet

HNTB



LEGEND

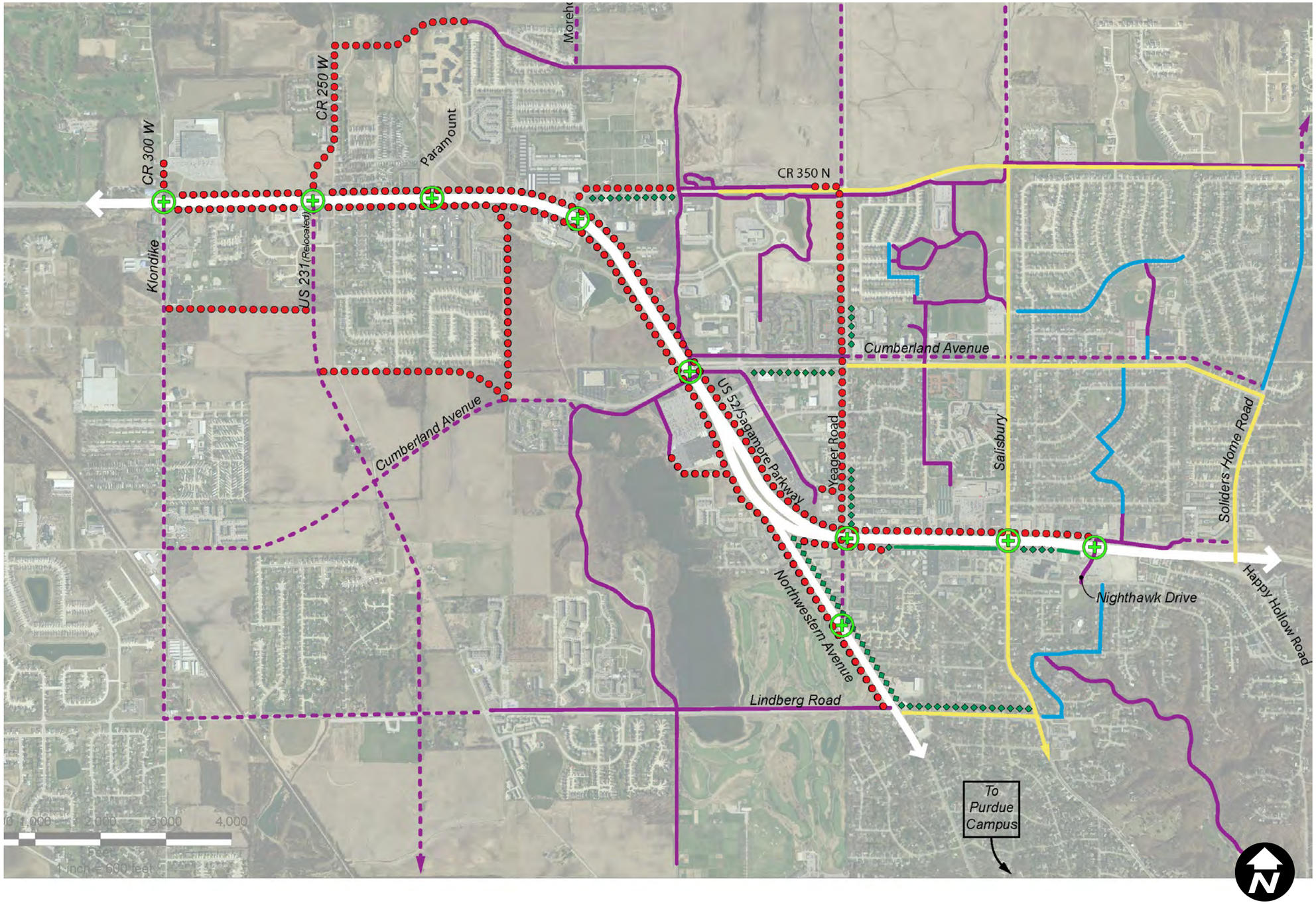
- EXISTING COMMERCIAL ACCESS ROAD
- POTENTIAL COMMERCIAL ACCESS ROAD
- MAJOR ACCESS POINT

FIGURE A13

Nighthawk,
ommercial
oncept

1 inch = 500 feet

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- PROPOSED SHARED-USE TRAIL
- PROPOSED SIDEWALK
- KEY CORRIDOR CROSSING LOCATIONS
- EXISTING TRAILS
- PLANNED TRAILS
- EXISTING BICYCLE LANE (MARKED, ON-STREET)
- EXISTING CONNECTING ROUTE (UNMARKED, ON-STREET)
- EXISTING SIDEWALK ALONG US 52

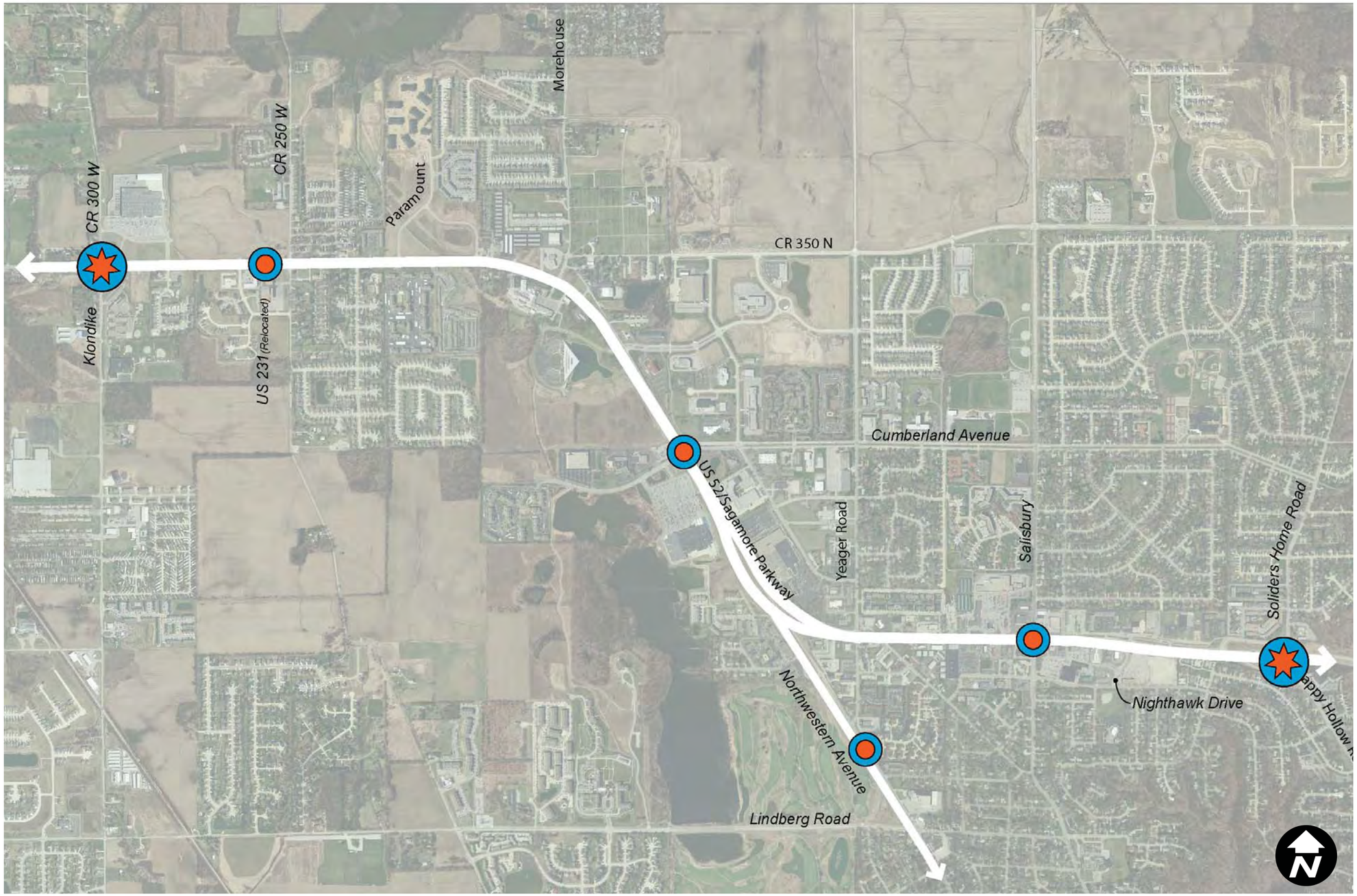
FIGURE A14

Proposed Bicycle and Pedestrian Facilities

Not To Scale

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- PROPOSED PRIMARY GATEWAY ENHANCEMENT LOCATIONS
- PROPOSED SECONDARY GATEWAY ENHANCEMENT LOCATIONS

FIGURE A15

Proposed Gateway Enhancement Locations

Not To Scale

HNTB

U.S. 52 Corridor Study: Tippecanoe County

LEGEND

AREAS OF DRIVEWAY AND CROSSOVER CONSOLIDATION

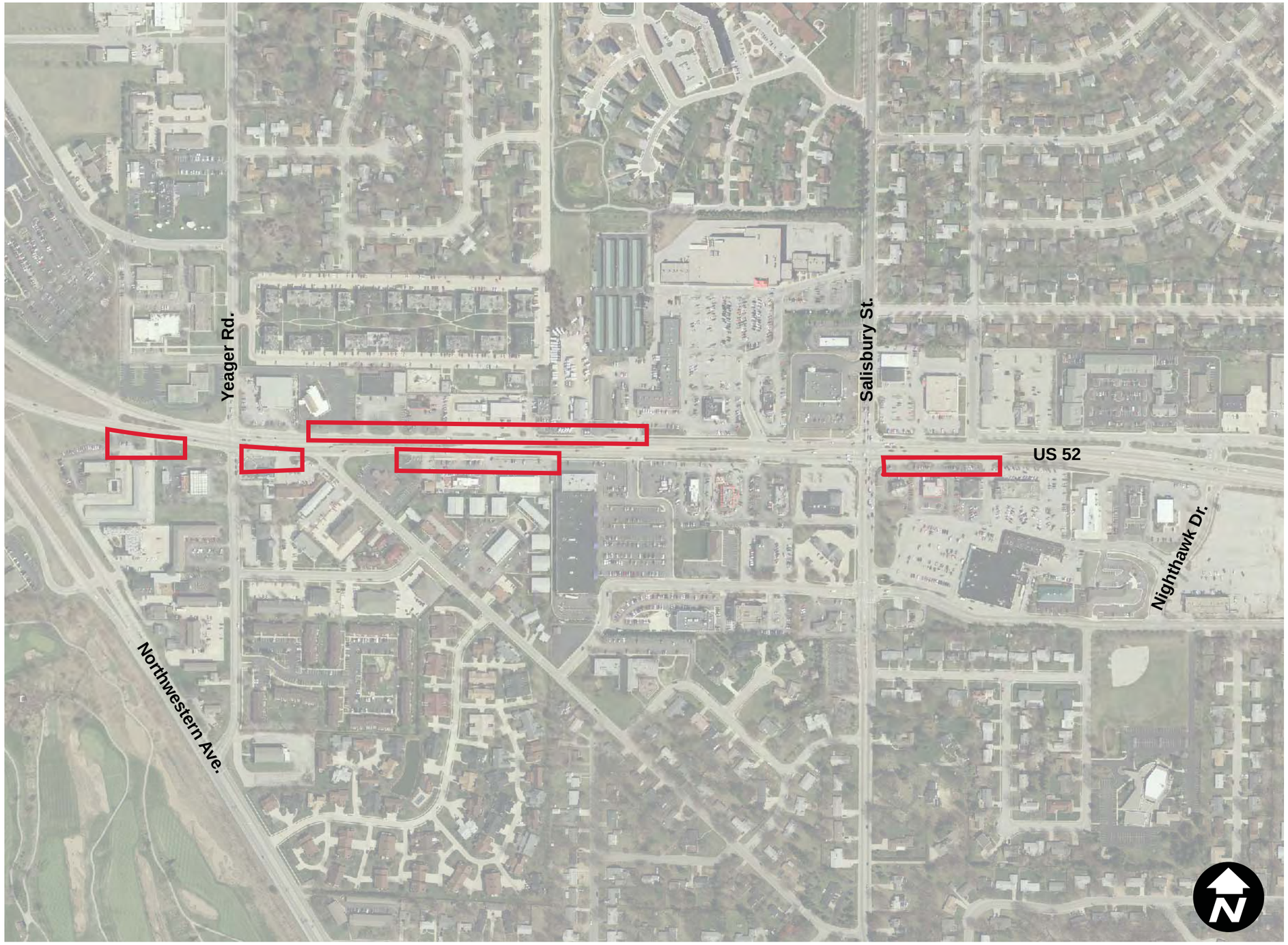
FIGURE A16-1

Potential Driveway and Crossover Consolidation CR 250 W to Cumberland Ave.

1 inch = 400 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

AREAS OF DRIVEWAY CONSOLIDATION

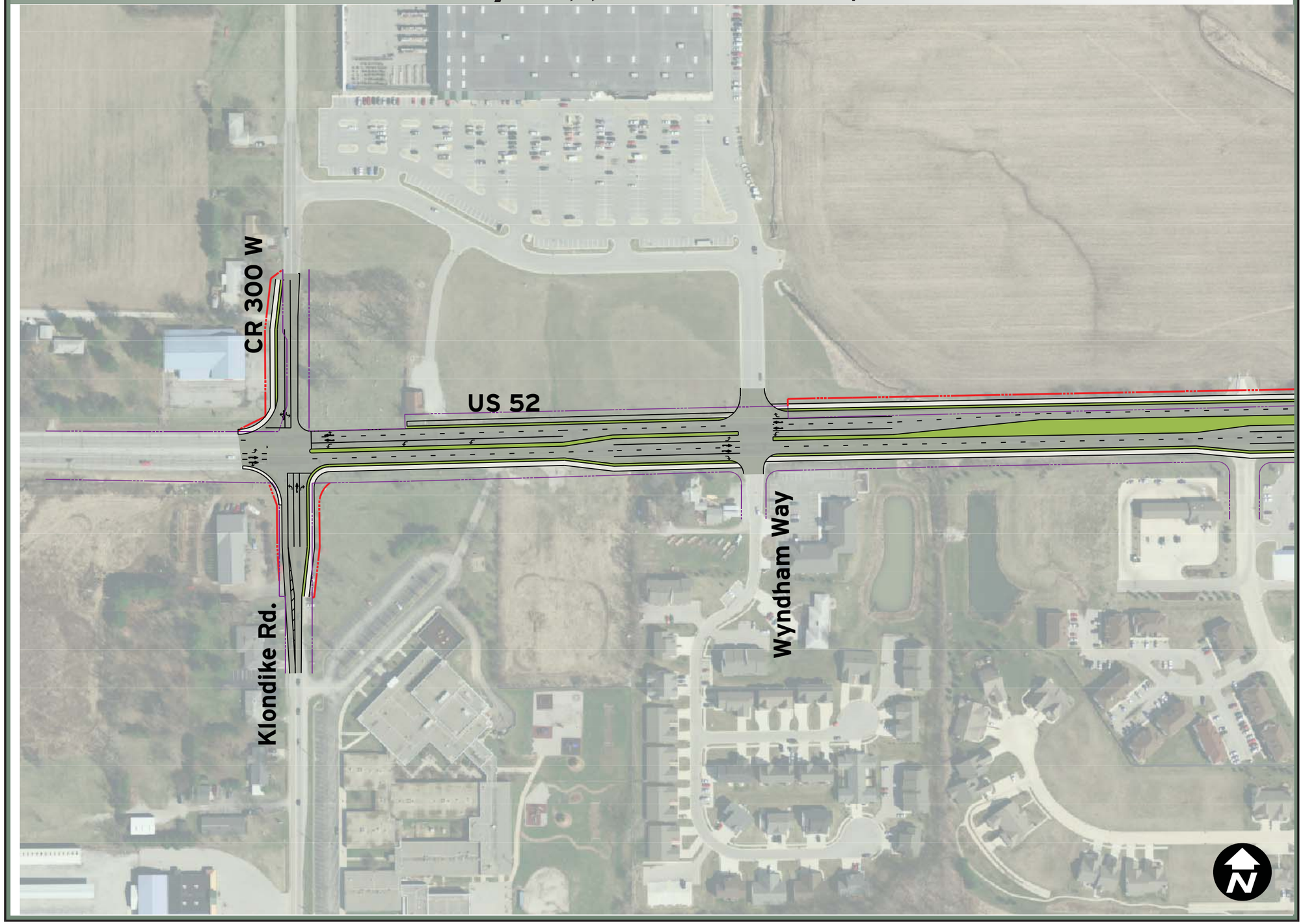
FIGURE A16-2

Potential Driveway Consolidation Northwestern to Nighthawk

1 inch = 400 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

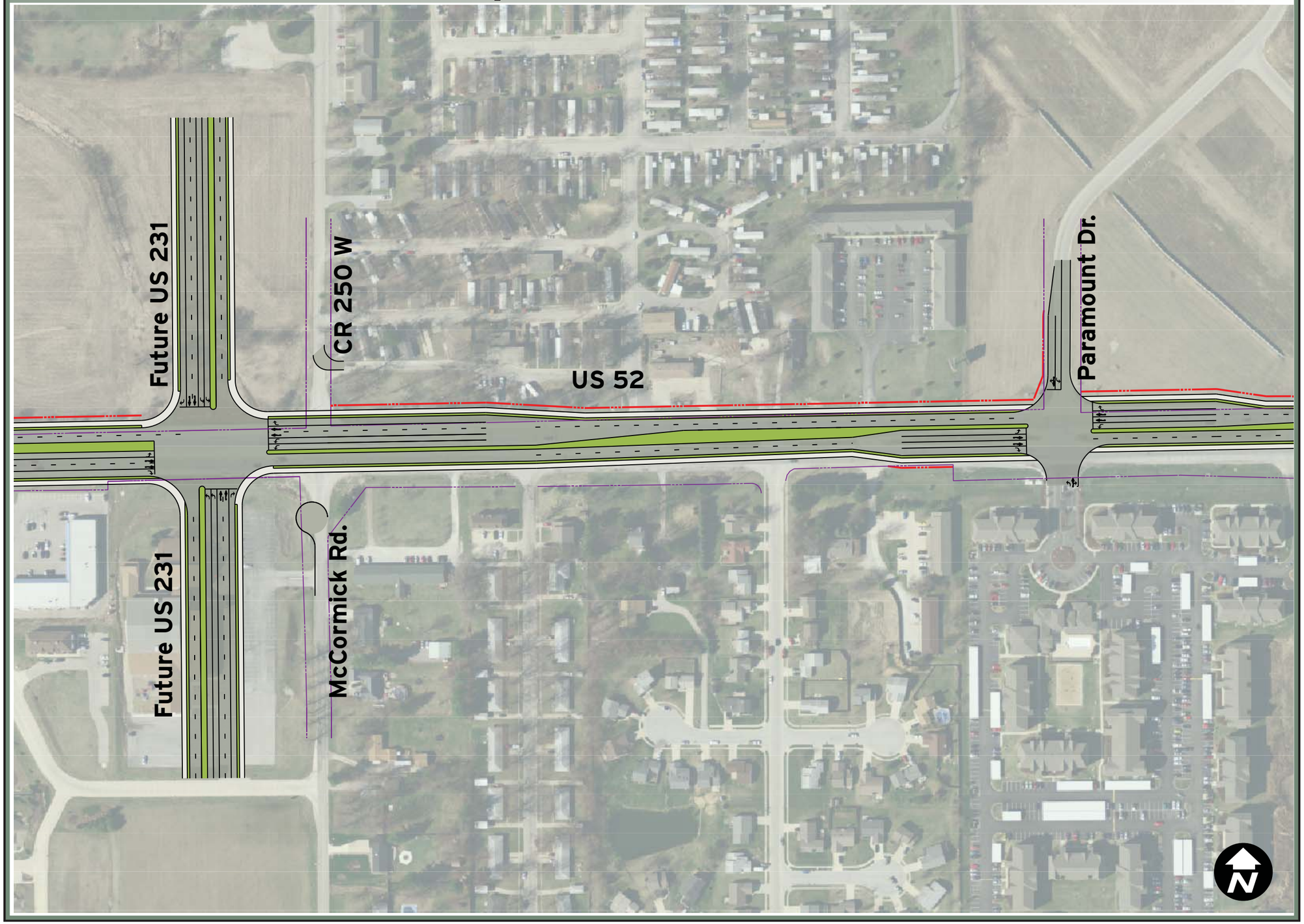
FIGURE A17-1

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

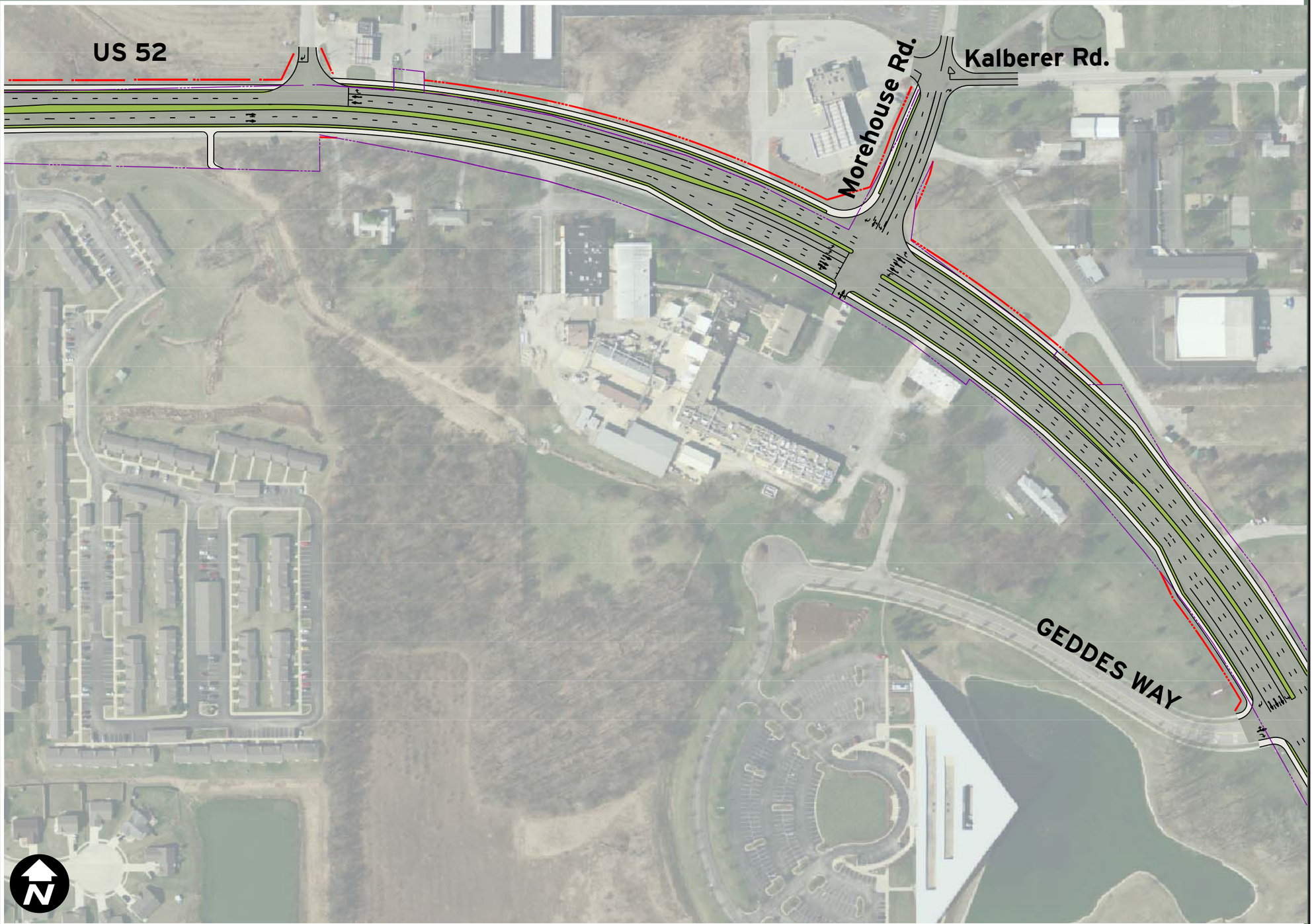
FIGURE A17-2

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

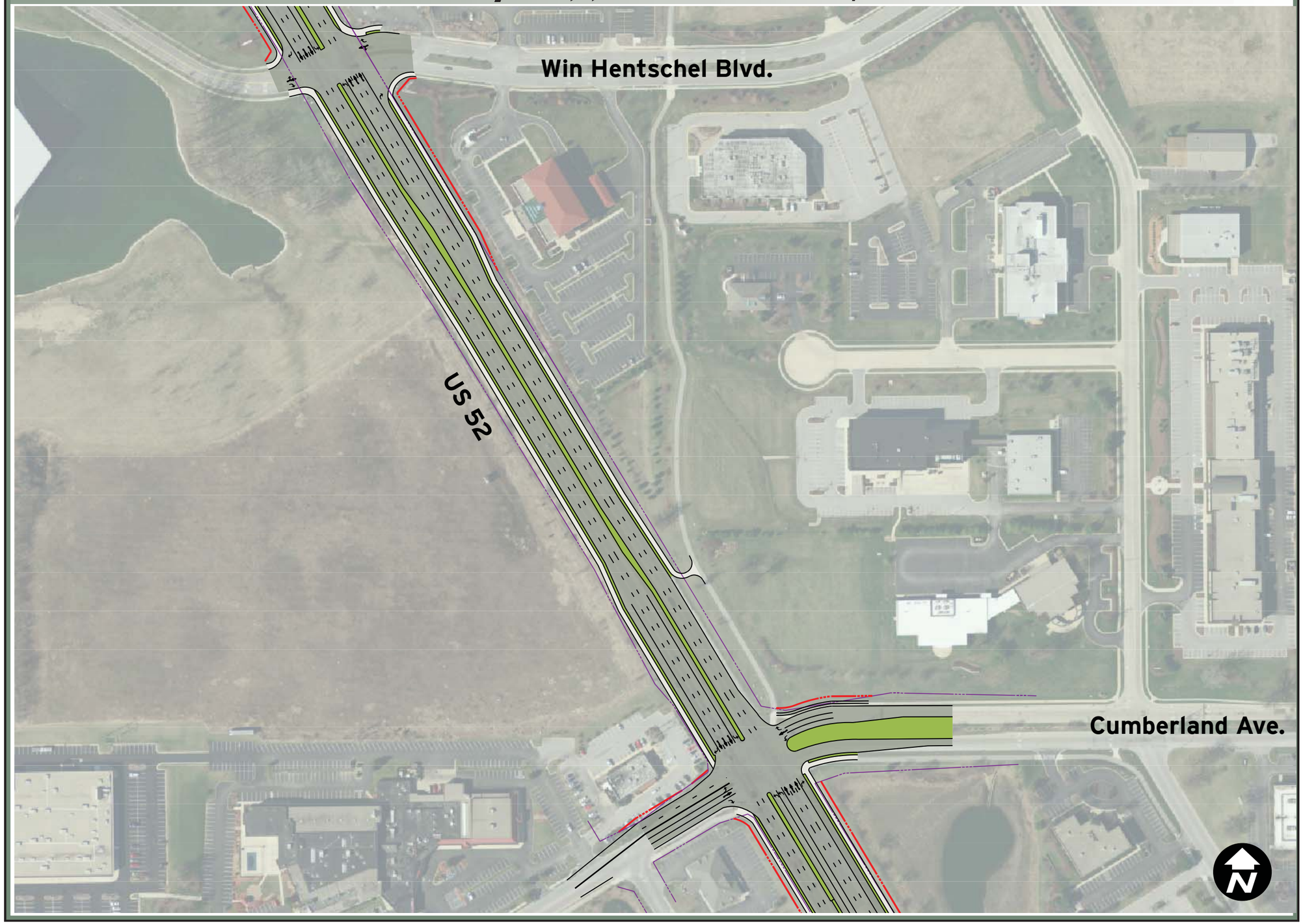
*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

FIGURE A17-3

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

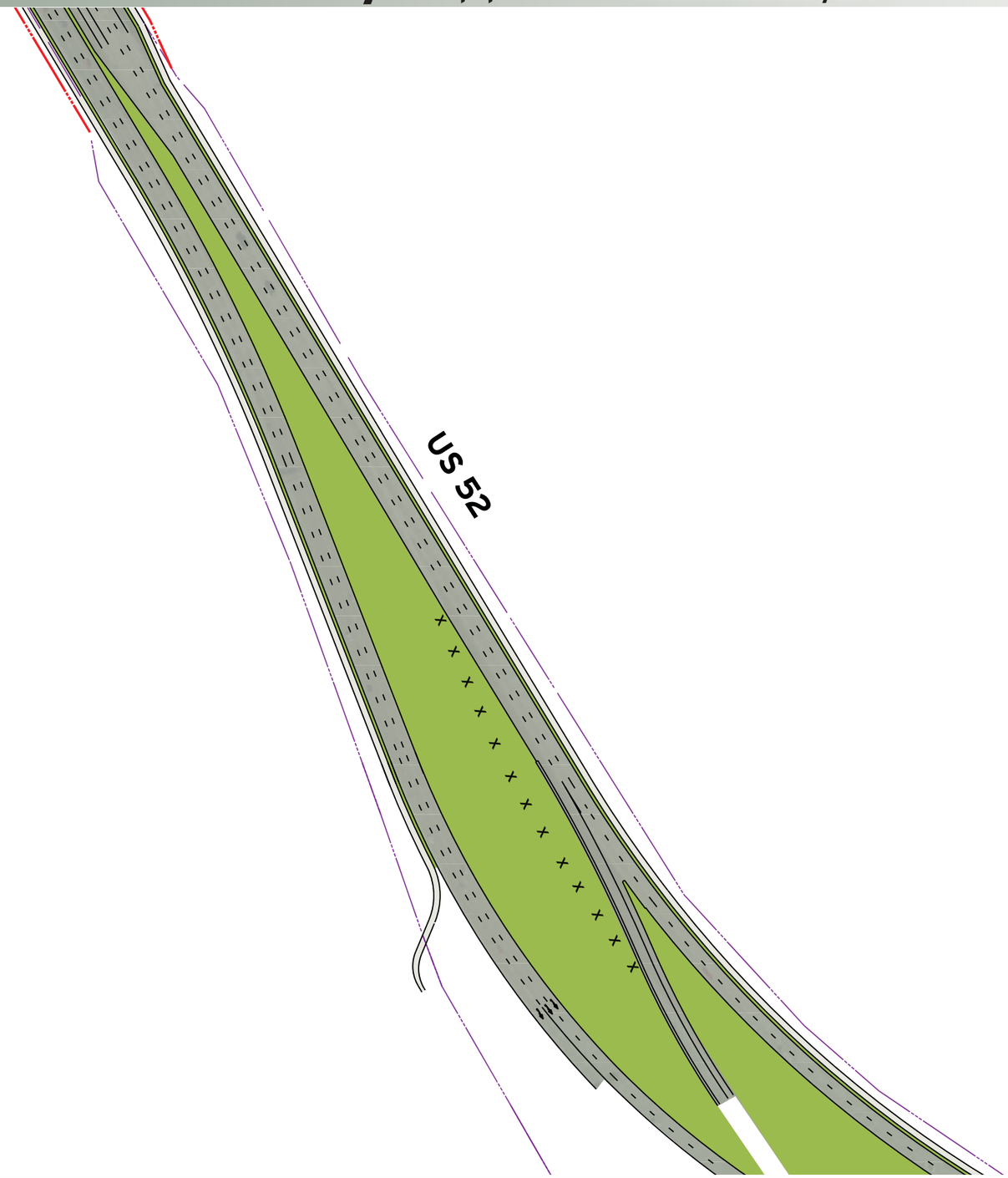
FIGURE A17-4

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- XXXX PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

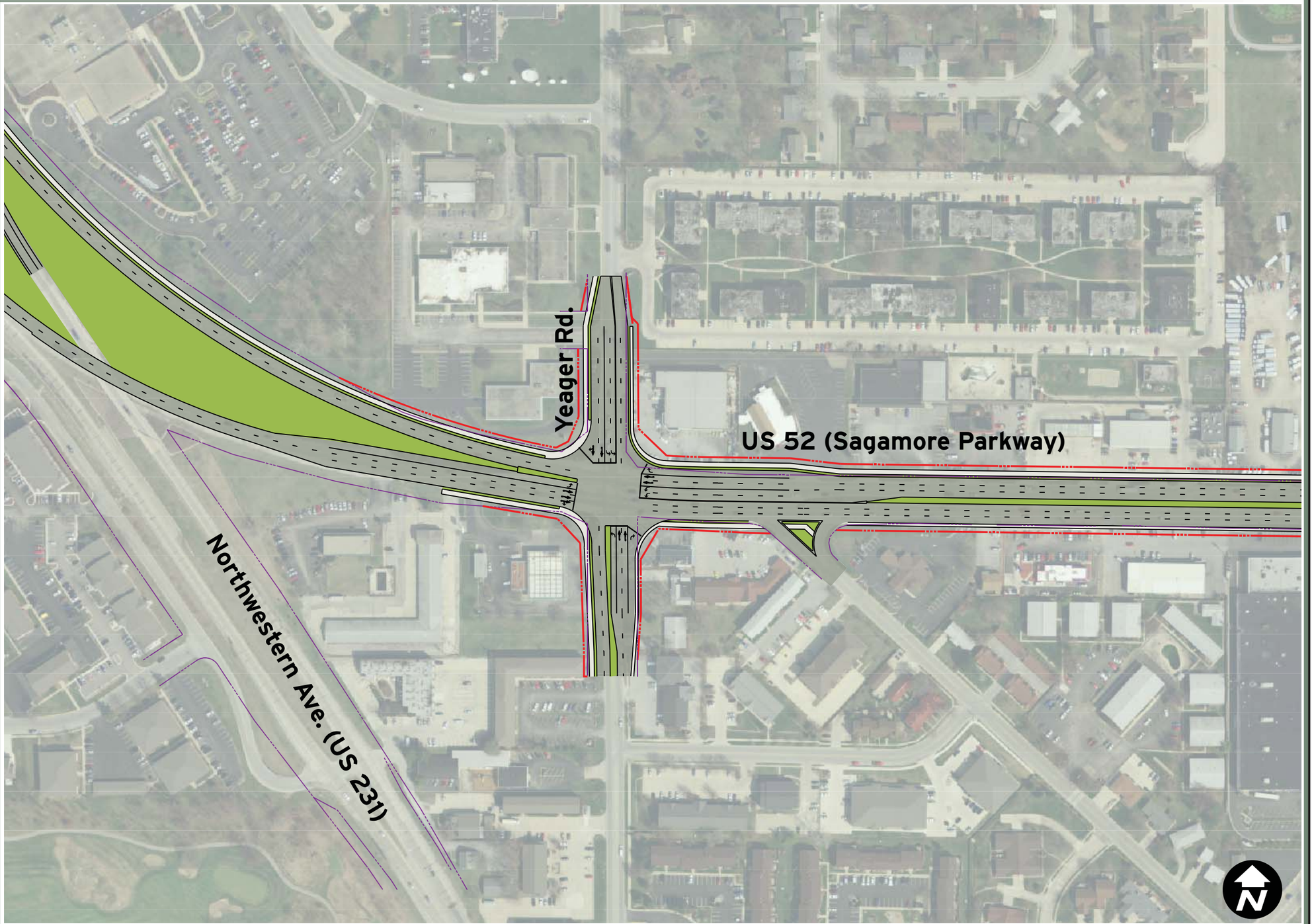
FIGURE A17-5

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

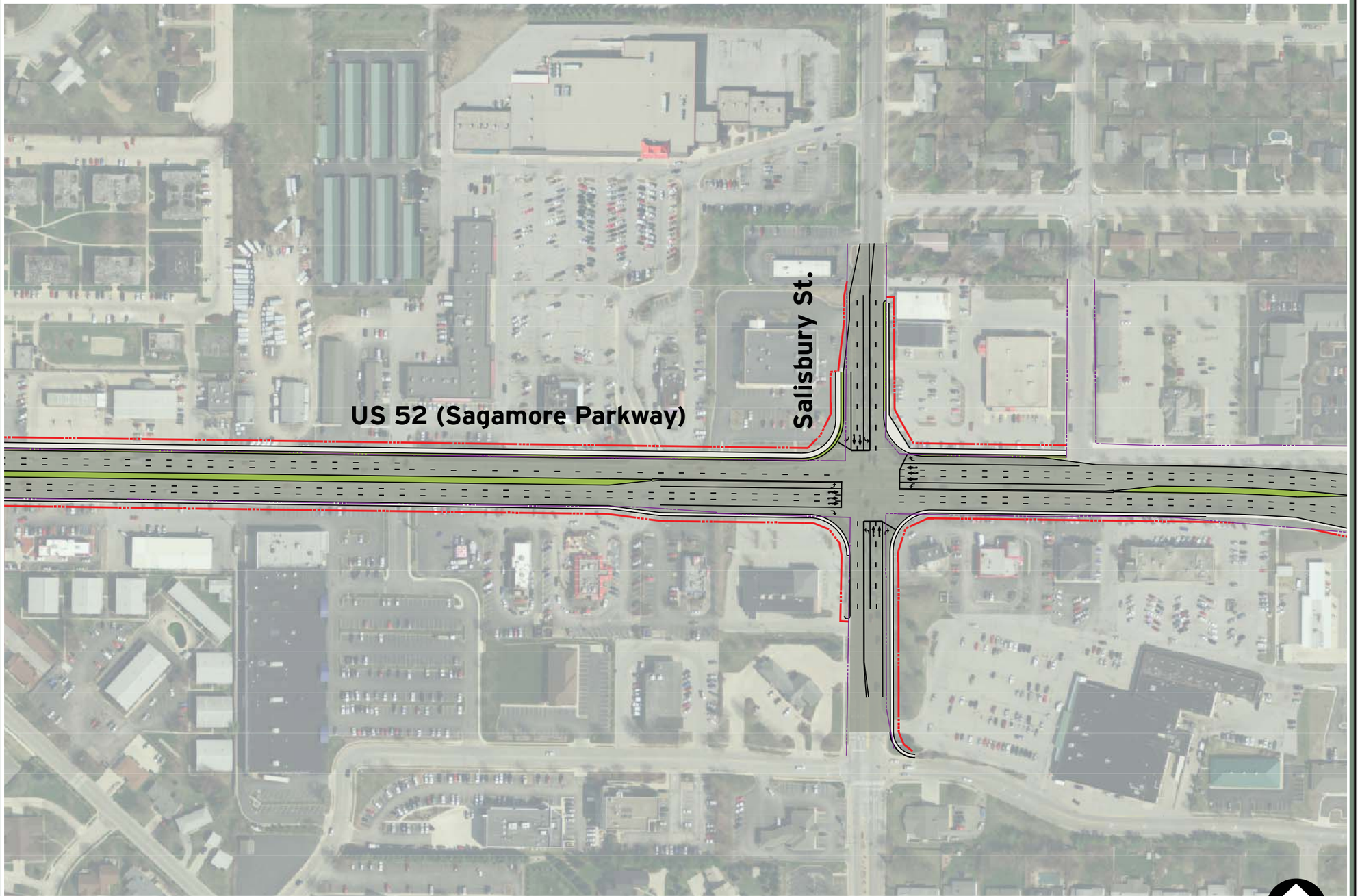
FIGURE A17-6

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

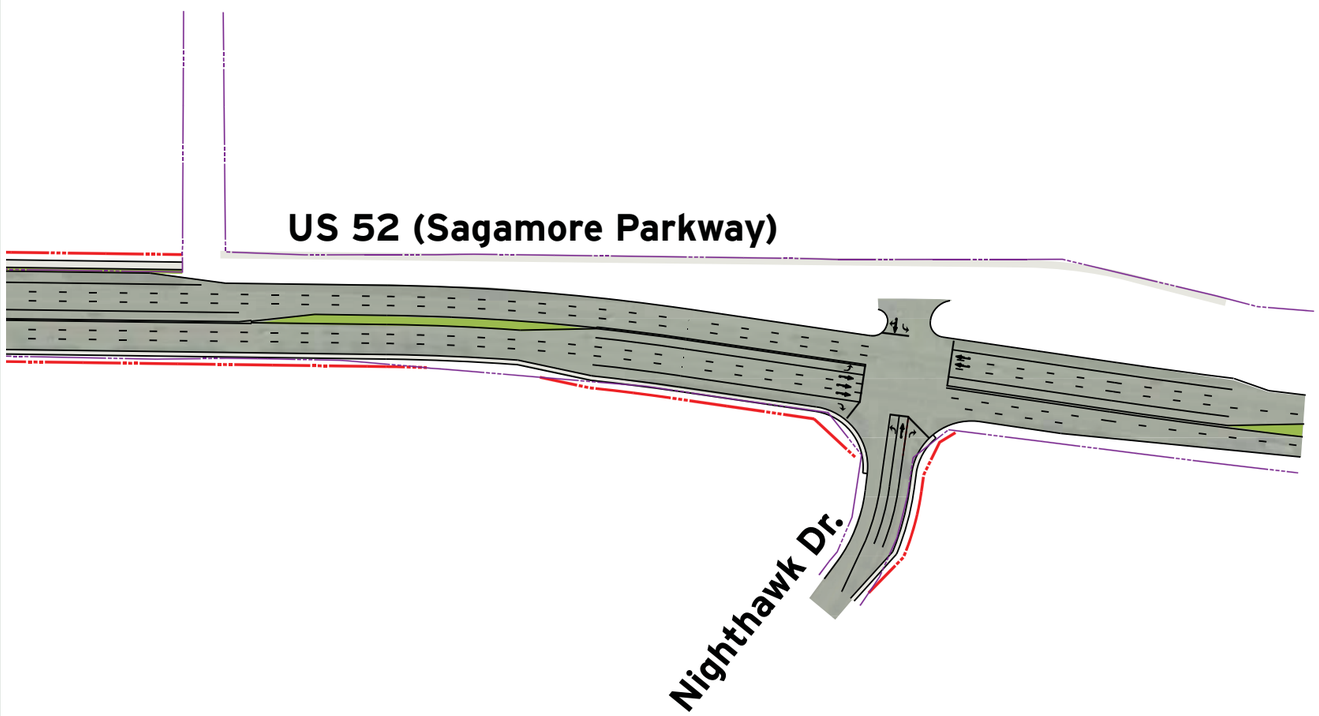
FIGURE A17-7

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

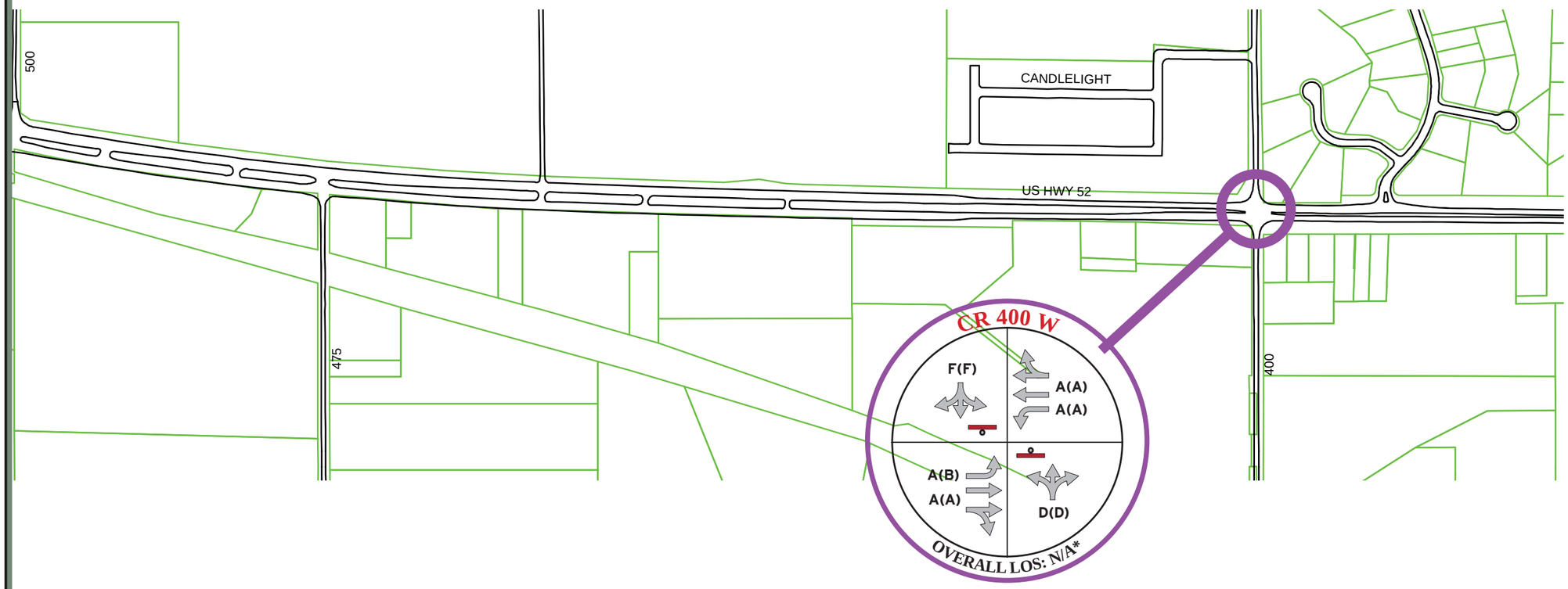
FIGURE A17-8

Conceptual Layout, US 52 Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

PROPOSED LANE MODIFICATIONS

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

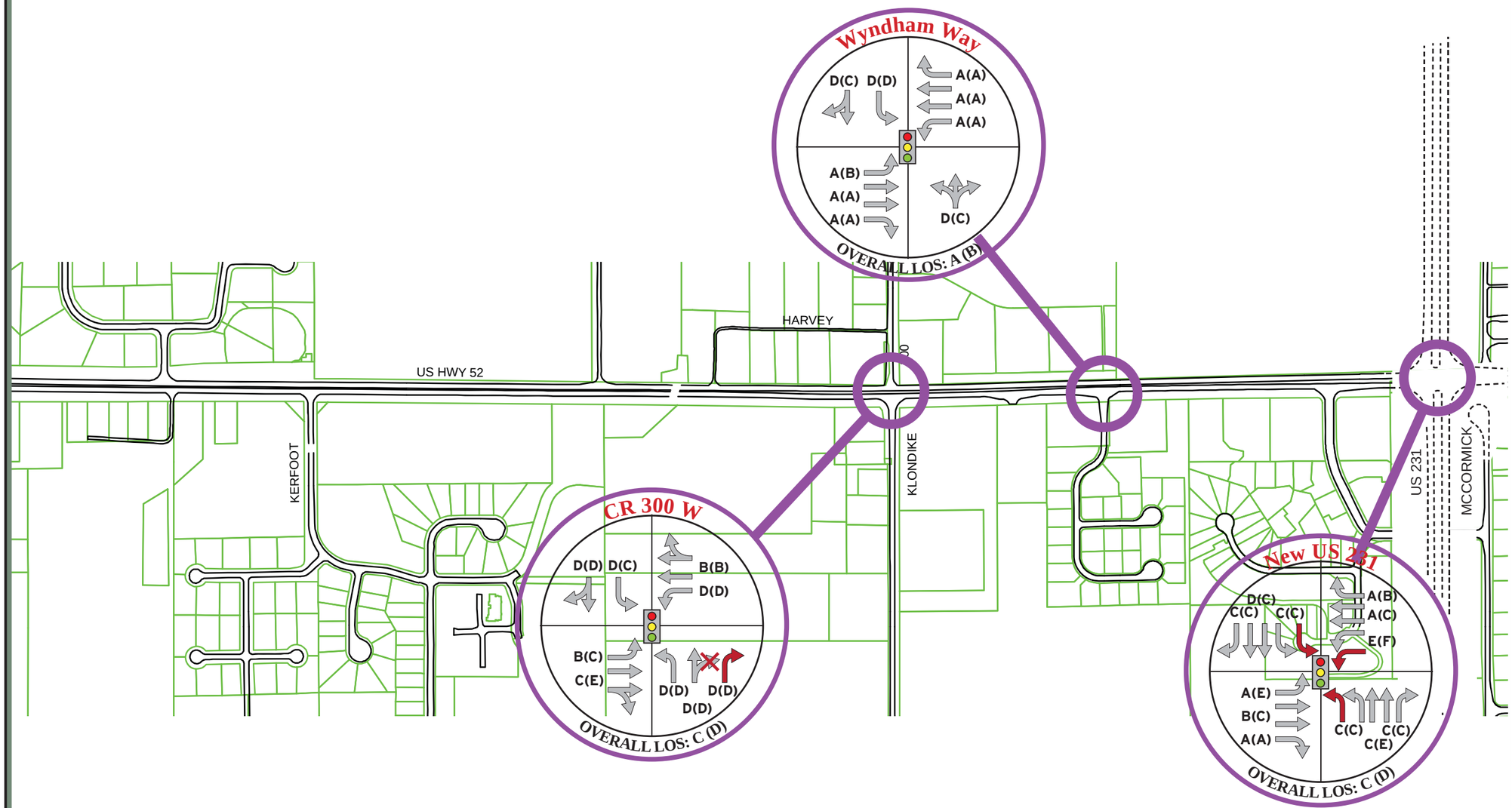
FIGURE A18-1

2030 Intersection Traffic Operation, US 52 Base Build Alternative

1 inch = 500 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

PROPOSED LANE MODIFICATIONS

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

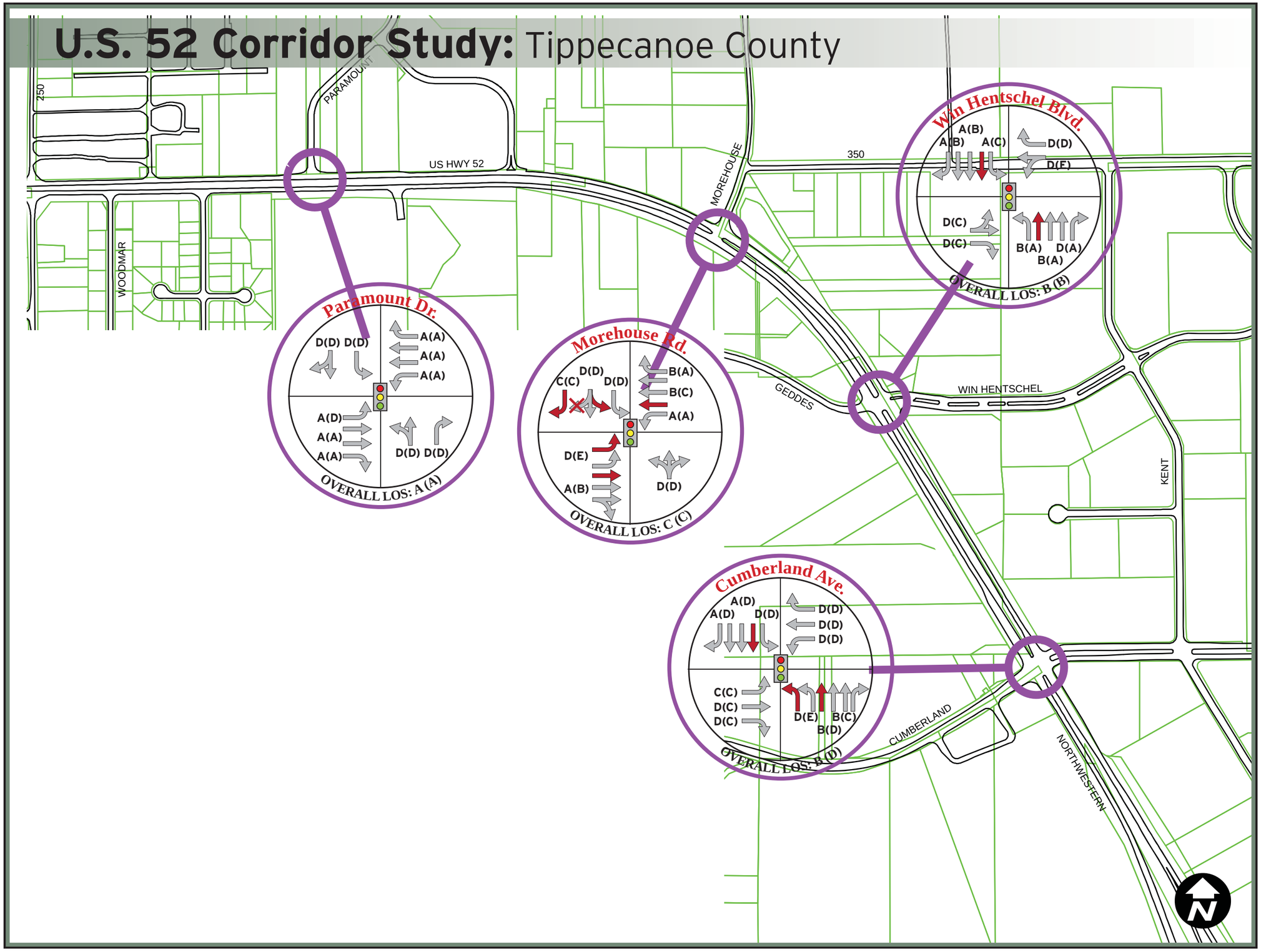
FIGURE A18-2

2030 Intersection Traffic Operation, US 52 Base Build Alternative

1 inch = 500 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

PROPOSED LANE MODIFICATIONS

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

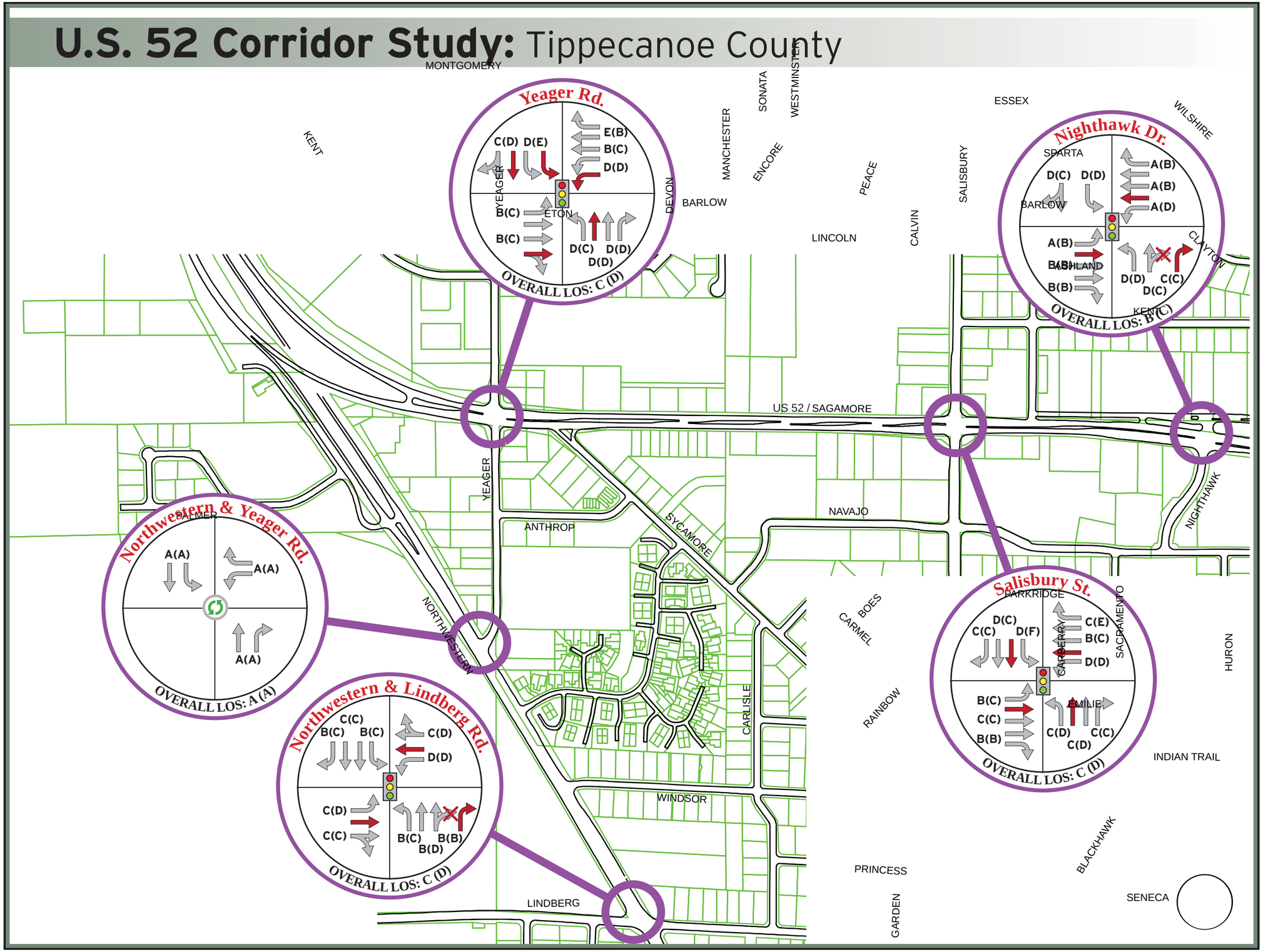
FIGURE A18-3

2030 Intersection Traffic Operation, US 52 Base Build Alternative

1 inch = 500 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

STOP CONTROL

SIGNAL

ROUNDABOUT

PROPOSED LANE MODIFICATIONS

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

FIGURE A18-4

2030 Intersection Traffic Operation, US 52 Base Build Alternative

1 inch = 500 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

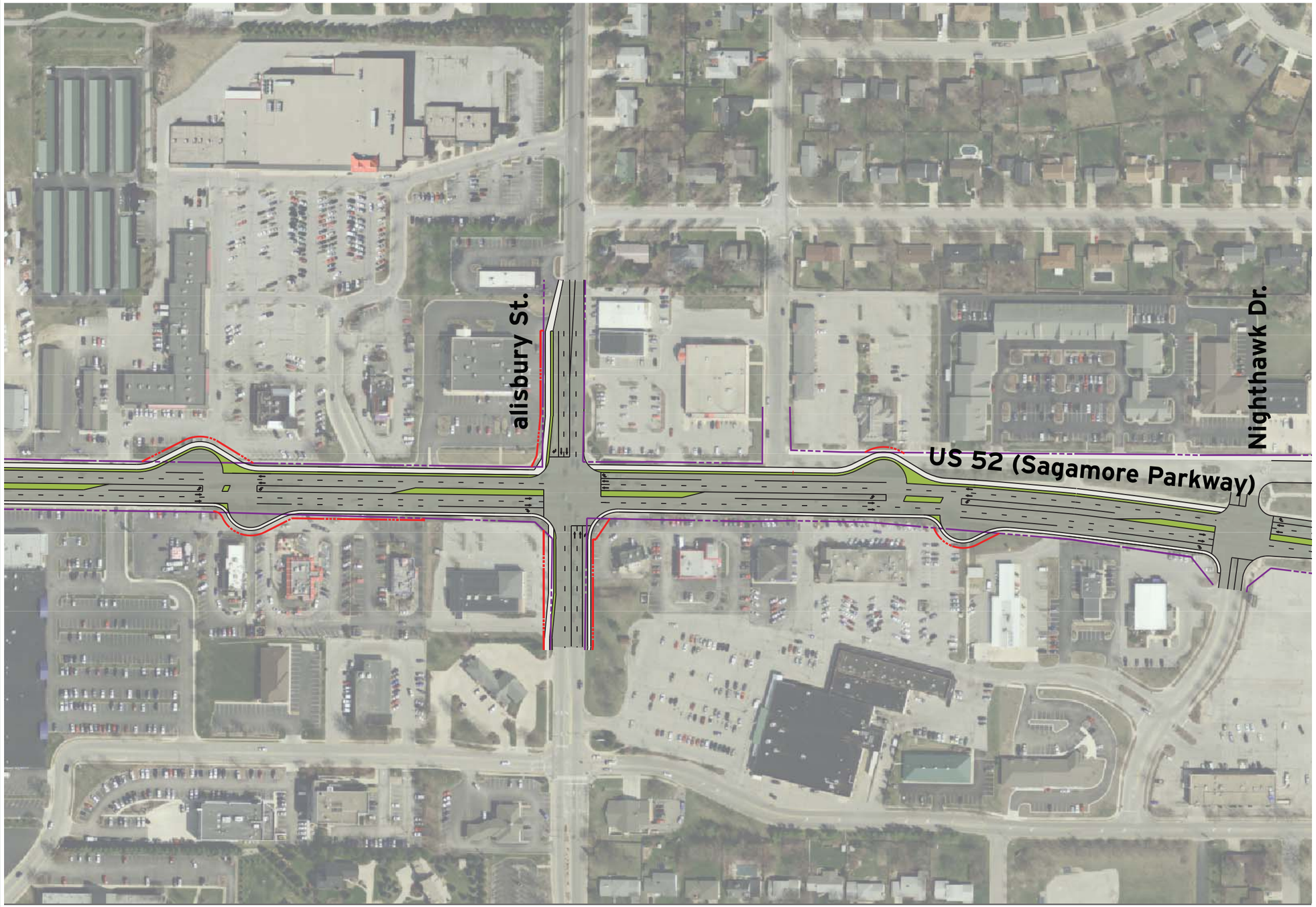
FIGURE A19-1

Conceptual Layout, US 52 Median U-Turn Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

FIGURE A19-2

Conceptual Layout, US 52 Median U-Turn Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

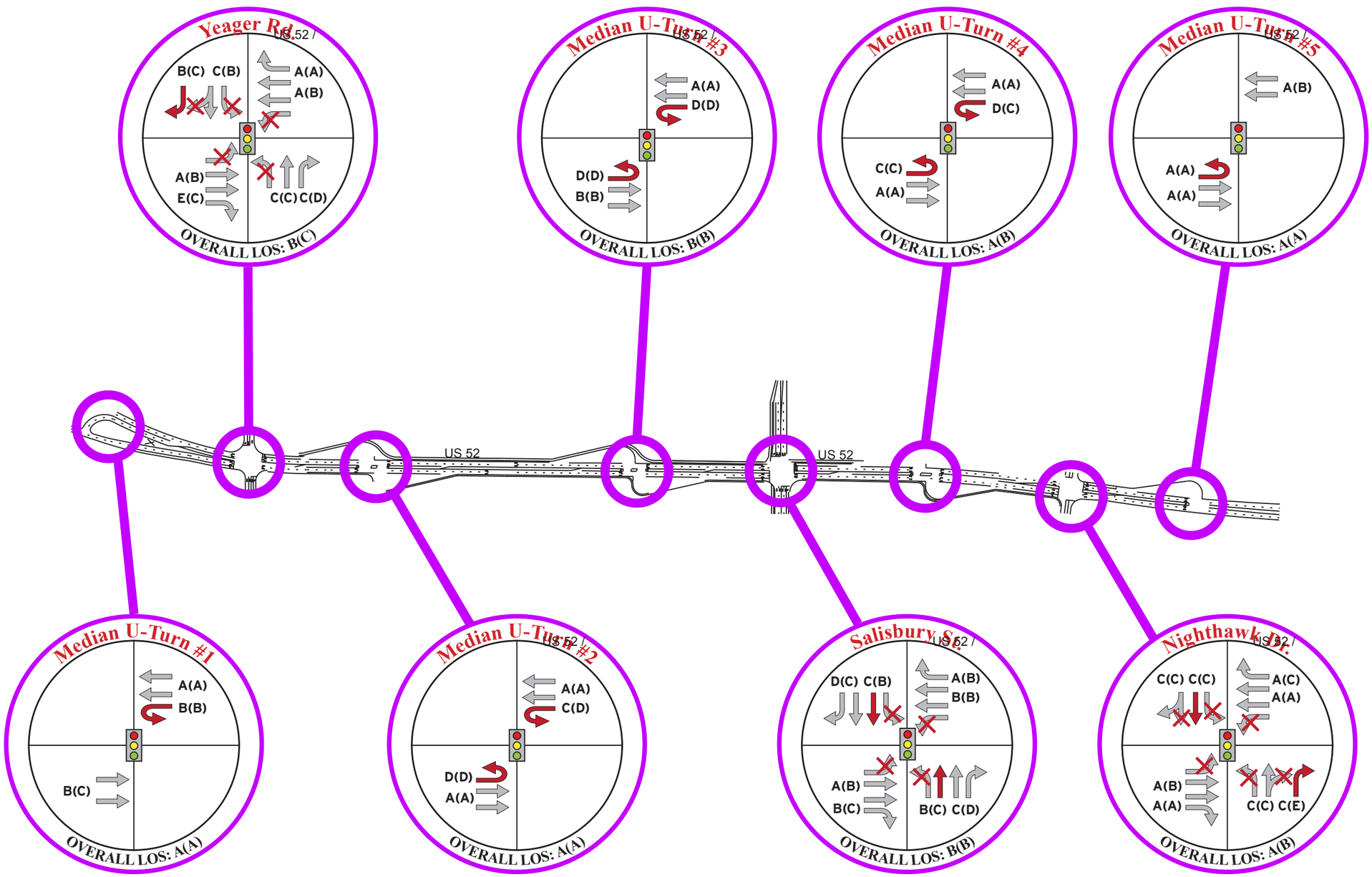
FIGURE A19-3

Conceptual Layout, US 52 Median U-Turn Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

SIGNAL

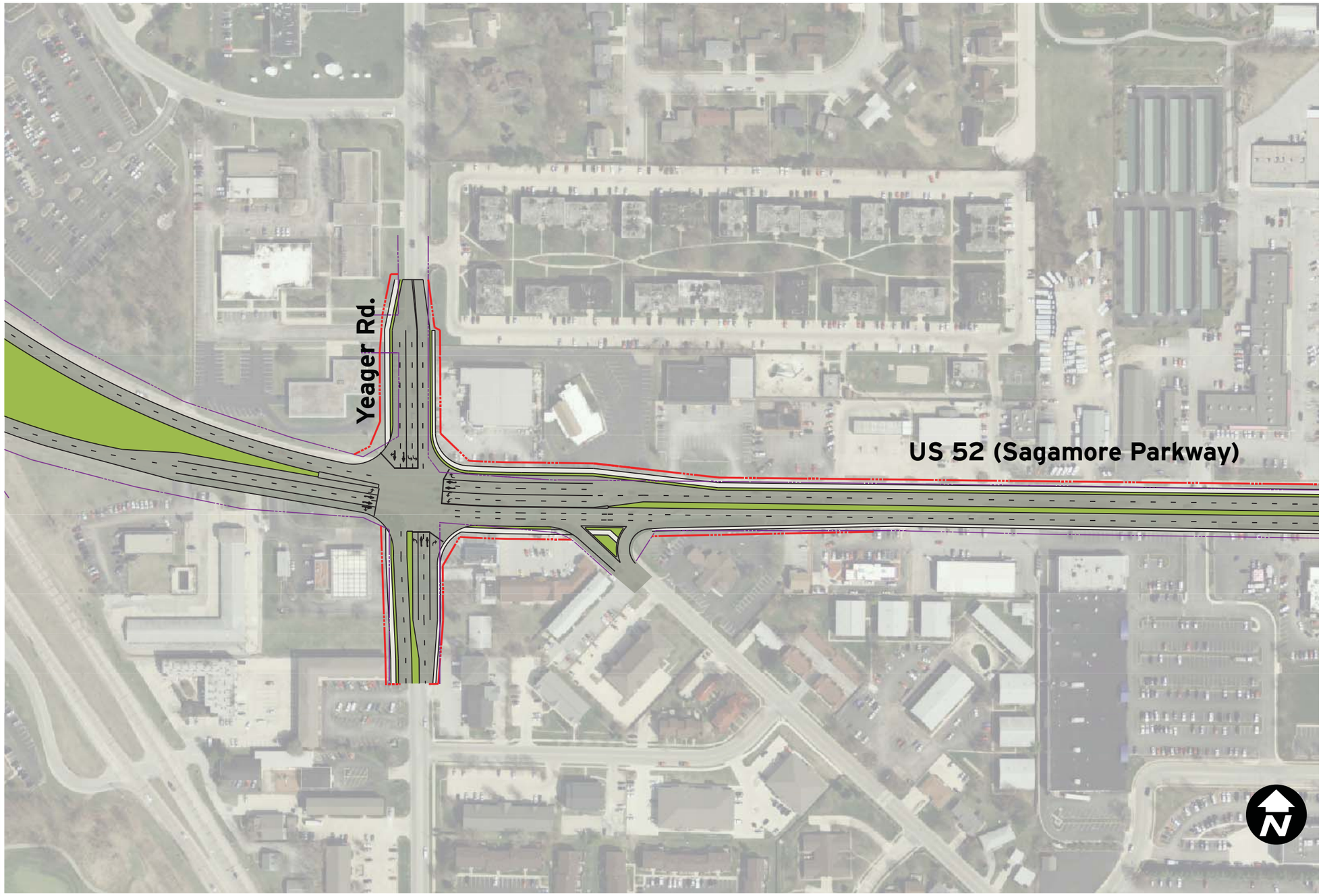
PROPOSED LANE MODIFICATIONS

FIGURE A20

2030 Intersection Traffic Operation, US 52 Median U-Turn Alternative

1 inch = 500 feet

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

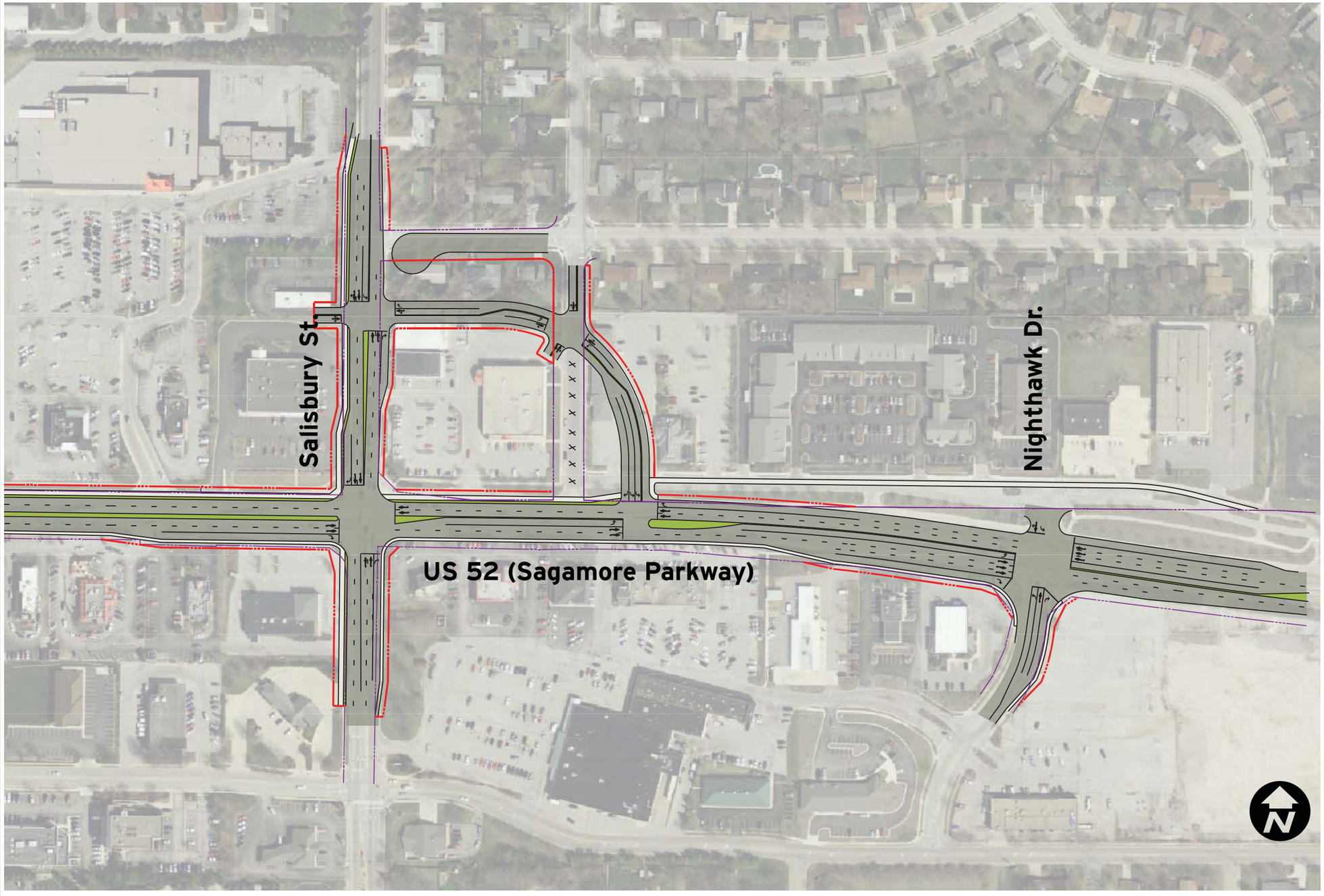
FIGURE A21-1

Conceptual Layout, US 52 Quadrant Roadway Intersection Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- XXXX PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

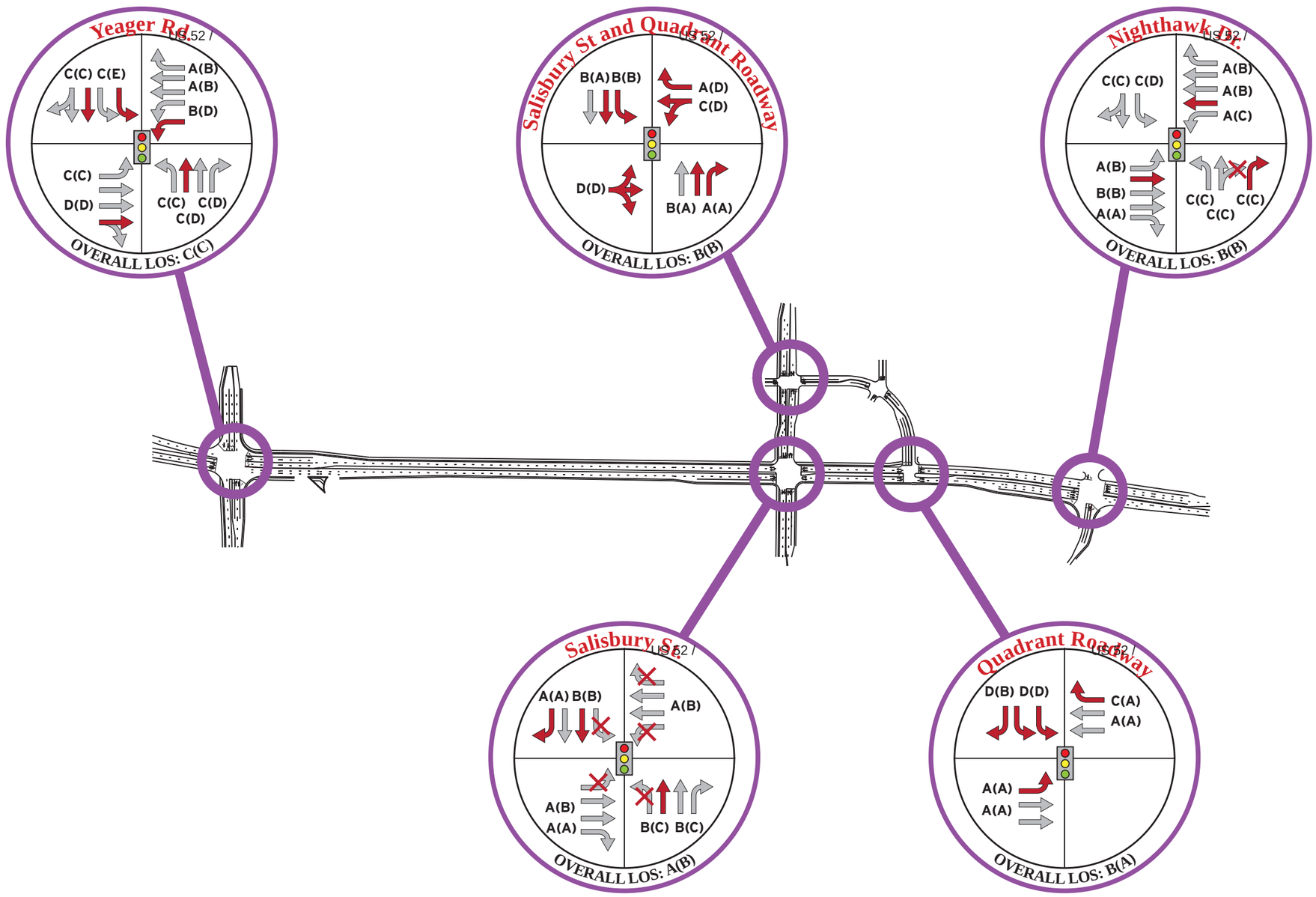
FIGURE A21-2

Conceptual Layout, US 52 Quadrant Roadway Intersection Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County



LEGEND

X(X) = AM(PM) Peak Hour Level of service (LOS)

SIGNAL

PROPOSED LANE MODIFICATIONS

FIGURE A22

2030 Intersection Traffic Operation, US 52 Quadrant Roadway Intersection Alternative

1 inch = 500 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

FIGURE A23-1

Conceptual Layout, Northwestern Avenue Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

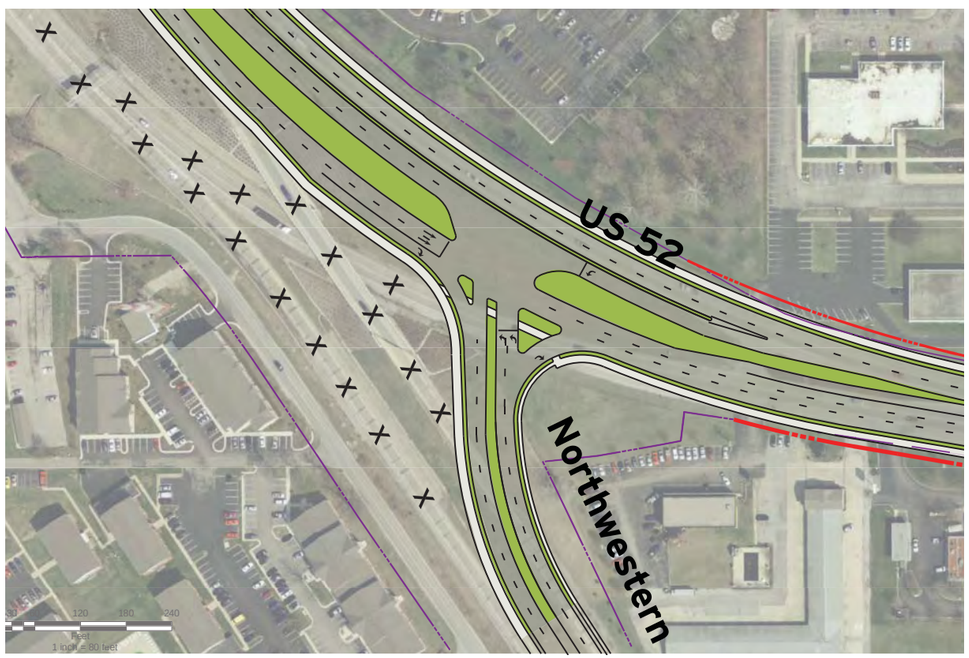
FIGURE A23-2

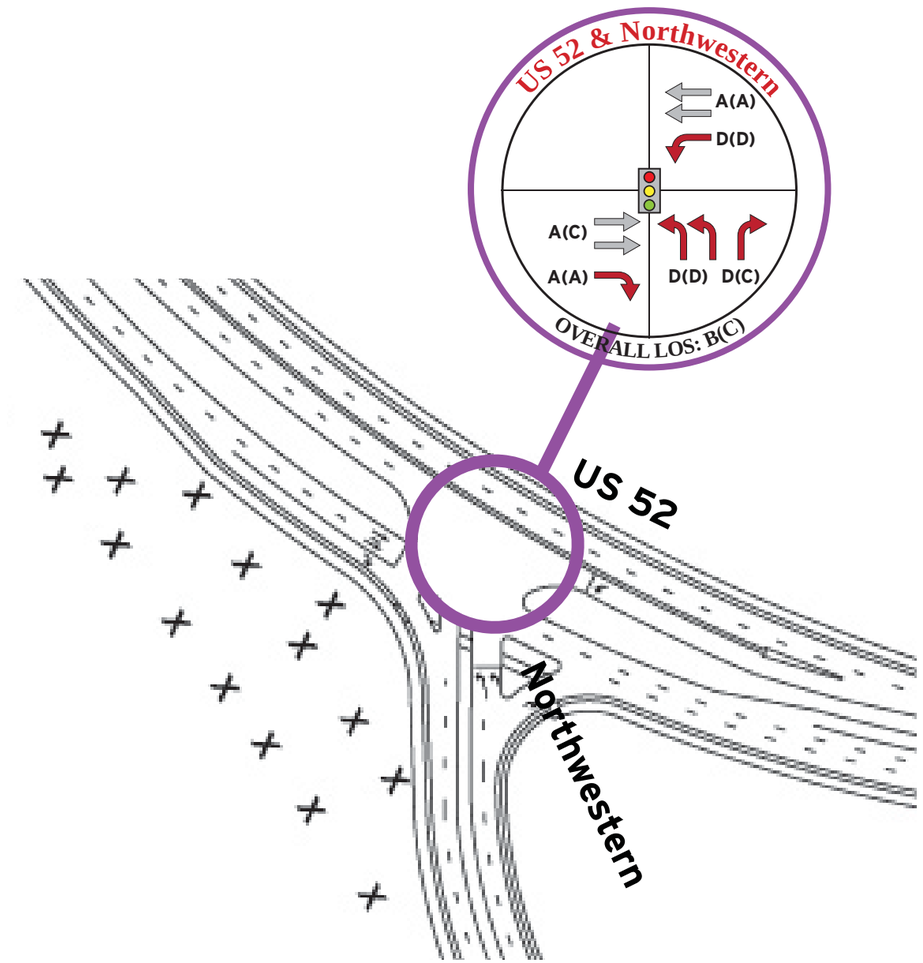
Conceptual Layout, Northwestern Avenue Base Build Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County





LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- XXXX PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION
- X(X) = AM(PM) Peak Hour Level of service (LOS)
- STOP CONTROL
- SIGNAL
- ROUNDABOUT
- PROPOSED LANE MODIFICATIONS

Note: Overall intersection LOS is not defined for intersections with 2-way stop control

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

FIGURE A24

Conceptual Layout & 2030 Traffic Operation, US 52/Northwestern At-Grade Intersection Alternative

1 inch = 200 feet

HNTB

U.S. 52 Corridor Study: Tippecanoe County

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED SIDEWALKS
- PROPOSED VEGETATION

*Existing right-of-way is based on Tippecanoe County GIS parcel mapping and has not been verified.

FIGURE A25

Conceptual Layout, US 52 / US 231 Interim Intersection Configuration

1 inch = 200 feet

HNTB