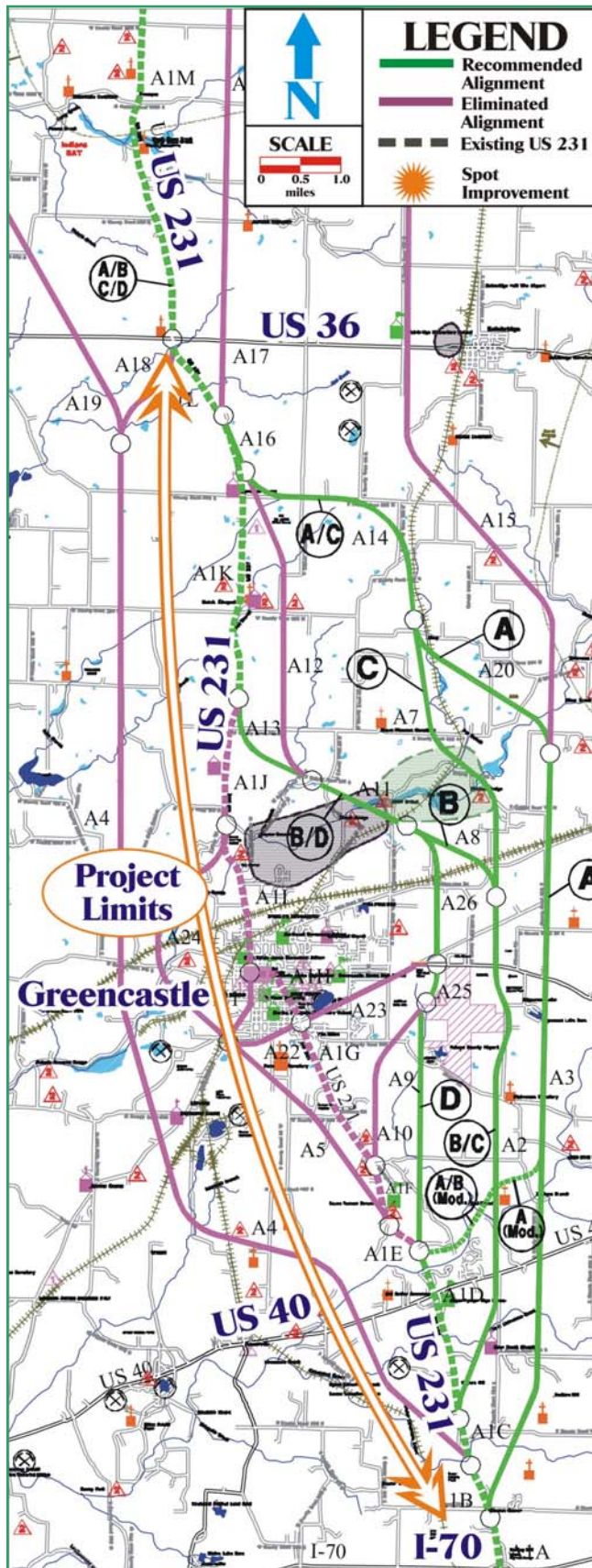


Project of Independent Utility #1 US 231 from I-70 to US 36

Putnam County



Proposed Improvement: New Road Construction - Greencastle Bypass to the East

Purpose and Need: Capacity and Safety

Priority: High

Schedule: Near-term: The need for a Greencastle Bypass currently exists. The Level of Service (LOS) in Greencastle and south of Greencastle is projected to be lower than desired for a Principal Arterial in just a few years. In addition, US 231 through Greencastle currently carries a higher percentage of truck traffic than the typical Urban Principal Arterial, and these trucks negotiate a narrow cross section and two 90-degree turns. Project development for a by-pass of this magnitude will likely be lengthy, and it is recommended to program this project immediately.

Estimated Traffic (2025):

- I-70 to US 40 – 14,000 vpd
- US 40 to SR 240 – 18,000 vpd
- SR 240 to US 36 – 12,000 vpd

Phasing: Due to the size of the project, construction could be broken into four phases:

- Phase 1: Add travel lanes on existing US 231 south of Greencastle.
- Phase 2: Bypass on the SE side up to SR 240.
- Phase 3: Bypass on the NE side from SR 240 to existing US 231 north of Greencastle.
- Phase 4: Reconstruct existing US 231 north to US 36.

Preliminary Cost: \$100,000,000 to \$120,000,000

Alternative(s): The Greencastle Bypass should be located east of Greencastle. Commercial and industrial development near SR 240 are generating much of the traffic.

Three general alignments are being recommended for future consideration: one immediately west of the airport, another immediately east of the airport and the last approximately 1 mile east of the airport.

From I-70 to the location where the new terrain alignment ties back into existing US 231 north of Greencastle should be a 4-lane divided facility. Existing US 231 from the north termini of the new terrain alignment to US 36 will remain two lanes and should be rehabilitated to 4R standards. Interchanges should be considered at US 40 and at SR 240. Limited access right-of-way should be purchased on new terrain alignments. Partial access control will be on existing alignments. Railroads should be grade separated.