



Terre Haute Vigo County *Comprehensive Plan*

HNTB

Appendix A: Major Thoroughfare Plan

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Purpose

The purpose of the Major Thoroughfare Plan is to establish both existing and future rights-of-way that delineate needed and obvious links to the transportation system for the City of Terre Haute, Towns of Riley, Seelyville, and West Terre Haute, and unincorporated areas of Vigo County.

The classification of streets and highways is important to the current planning function of the Area Plan Commission. It relates to standards set forth in the Subdivision Control Ordinance, and to a lesser extent the Unified Zoning Ordinance and Comprehensive Zoning Ordinance for the City of Terre Haute. Functional classification is necessary to evaluate proposed developments, establish design standards, and set aside rights-of-way. Proper classification ensures that development that is approved along a corridor is of the appropriate scale and appropriate setbacks to provide efficient land use and traffic flow.

The functional classification of streets and roads establishes the obvious links that are needed within the more intensely urbanized area and those adjacent developing areas for which no identifiable pattern exist to ensure the continuity of the system is maintained. The precise location of such roads in developing lands is not prescribed, such precision will be resolved between the developers and the legislative bodies as developments are reviewed. The identification is to provide a framework within which development and its subsequent public review may occur.

The Major Thoroughfare Plan, in conjunction with traffic impact analysis for individual projects, provides a valuable tool for the Plan Commission, local elected officials, citizens, and developers.

Functional Classification System

All roadways serve a function of moving traffic through an area, providing access to property, or both. In this context, a roadway's "role" within the overall system determines its appropriate classification. The system has been developed based on the Long-Range Transportation Plan, review of available traffic volumes, understanding of the areas served, and the application of good planning principles with respect to roadway spacing and overall system continuity.

The plan proposes minimum cross-sections to be adopted which correspond to the functional classification of the streets and roads. These standard cross-sections are designed to provide sufficient right-of-way to permit the road section to meet its primary purpose. They should not be taken as actual construction proposals. They represent the maximum possible long-range configuration that may someday be required for each link. The suggested standards and the purposes are as follows:

Limited Access Highway – Provide for the highest traffic mobility serving heaviest traffic volumes, accommodates a high percentage of through trips, limited access with intersections only at other major streets, land access lowest priority. Proposed right-of way of one hundred and fifty (150') to two hundred (200') feet typical for implementation.

Existing		
Road/Street	From	To
Interstate 70	Illinois State Line	Vigo/Clay County Line
State Road 46	U.S. Highway 40	State Road 641
State Road 63	Vigo/Vermillion County Line	Maple Avenue
U.S. Highway 41	State Road 641	Vigo/Sullivan County Line
U.S. Highway 41	Clinton Street	Maple Avenue
Proposed		
Road/Street	From	To
State Road 46	State Road 63 (North)	U.S. Highway 40
State Road 641	State Road 41	State Road 46

Primary Arterial – Land use characterized by intense urban development, four lanes with channelized turning movements at intersection. Provide for through movement over need for property access. Proposed right-of-way of eighty (80') to one hundred (100') feet typical for implementation.

Existing		
Road/Street	From	To
13th Street*	Lafayette Avenue	Margaret Drive
3rd Street	Maple Avenue	Margaret Drive
Cherry Street	Wabash River Bridge	9th Street
Clinton Road*	Vigo/Parke County Line	Park Avenue
Davis Drive	U.S. Highway 41	Canal Street
Erie Canal Road*	Margaret Drive	State Road 641
Fort Harrison	U.S. Highway 41	Fruitridge Avenue
Fruitridge Avenue	Haythorne Avenue	Margaret Drive
Lafayette Avenue*	Park Avenue	13th Steet
Margaret Avenue	State Road 63	Fruitridge Avenue
Ohio Street	Wabash River Bridge	11th Street
Springhill Drive	State Road 63	Canal Street
State Road 63	Hulman Street	Springhill Drive
U.S. Highway 40	Illinois State Line	Wabash River Bridge
U.S. Highway 40	State Road 46	Vigo/Clay County Line
U.S. Highway 41	Margaret Drive	State Toad 641
Wabash Avenue	9th Street	State Road 46
Proposed		
Road/Street	From	To
Margaret Avenue	Fruitridge Avenue	State Road 46

Rural Arterial – Characterized by sparse development, limited access and turning lanes and passing blisters at access points. Through traffic capacity preservation is the primary purpose with a typical right-of-way of one hundred (100') feet.

Existing		
Road/Street	From	To
Rio Grande Avenue	Rosedale Road	Vigo/Clay County Line
Rosedale Road	Rio Grande Avenue	Fruitridge Avenue
State Road 159	State Road 46	Vigo/Sullivan County Line
State Road 246	State Road 63	Vigo/Sullivan County Line
State Road 46	State Road 641	Vigo/Clay County Line
State Road 63	Springhill Drive	Vigo/Sullivan County Line
U.S. Highway 150	Illinois State Line	U.S. Highway 40/National Avenue

Secondary Arterial – Provide for intra community travel mobility and linkage from neighborhood and regions to the primary and rural arterial network. Land access a higher priority but mobility still most important. Proposed right-of-way of eighty (80') feet.

Existing		
Road/Street	From	To
1st Street	Maple Avenue	Prairieton Street
25th Street	Fort Harrison	Margaret Drive
7th Street	Cherry Street	U.S. Highway 41
Cottom Drive	U.S. Highway 41	State Road 159
Harlan Drive	State Road 63	State Road 159
Haythorne Avenue	U.S. Highway 41	Fruitridge Avenue
Hulman Street	1st Street	State Road 46
Maple Avenue	3rd Street	Fruitridge Avenue
Poplar Street	3rd Street	State Road 46
Prairieton Street	1st Street	Margaret Drive
Riley Road	Margaret Drive	State Road 641
Rosedale Road	Vigo/Parke County Line	Rio Grande Avenue
Tabortown Street	U.S. Highway 40	State Road 42
Proposed		
Road/Street	From	To
Tabortown Street	State Road 42	State Road 46

Primary Collector – Have the dual function of providing land access and traffic circulation within residential neighborhoods and commercial and industrial areas. Collector roadways typically link neighborhoods with arterial streets and provide access between subdivisions and neighborhoods. Proposed right-of-way of seventy (70') feet.

Existing		
Road/Street	From	To
13th Street	Hasselburger Avenue	Lafayette Avenue
19th Street	Maple Avenue	Margaret Drive
1st Street	Hulman Street	Margaret Drive
7th Street	Cherry Street	8th Avenue
8th Avenue	1st Street	Brown Avenue
Badwin Street	Greencastle Road	Rio Grande Avenue
Battleford Drive	1st Street	Sullivan Place
Battlerow Place	Chaffee Road	Vigo/Sullivan County Line
Brown Avenue	Locust Street	Hulman Street
Carlsisle Street	U.S. Highway 41	Harlan Drive
Carlsisle Street	Cutsinger Drive	Hook Drive
Chaffee Road	Harlan Drive	Battlerow Place
College Avenue	3rd Street	Fruitridge Avenue
Cutsinger Drive	Sullivan Place	Carlsisle Street
Darwin Road	U.S. Highway 40	Robinson Place
Davis Drive	Erie Canal Road	Riley Road
Evans Drive	Battlerow Place	Sullivan Place
First Street	U.S. Highway 41	Battleford Drive
Harlan Drive	Chaffee Road	State Road 63
Hasselburger Avenue	U.S. Highway 41	Clinton Street
Hollingsworth Place	U.S. Highway 150	Yuma Road
Hook Drive	Carlisle Street	U.S. Highway 41
Hulman Street	State Road 46	Hunt Street
Hunt Street	Roberts Road	Hulman Street
Illiana Drive	Illinois State Line	U.S. Highway 40
Keegan Road	Thralls Avenue	St. Mary's Road
Locust Street	1st Street	Fruitridge Avenue
Lombardi Drive	Morris Place	State Road 63
Main Street	Old Fort Harrison Avenue	U.S. Highway 40
Margaret Drive	Fruitridge Avenue	Frye Street
McDaniel Road	Springhill Drive	Harlan Drive
Miami Garden Street	Rio Grande Avenue	U.S. Highway 40
Morris Place	Lombardi Drive	State Road 63
Ohio Street	11th Street	Fruitridge Avenue
Old Fort Harrison Avenue	Smith Road	Main Street
Old Paris Road	Illinois State Line	U.S. Highway 150
Rio Grande Avenue	Erickson Street	Rosedale Road

Existing		
Roberts Road	Davis Avenue	Hunt Street
Robertson Street	Rio Grande Avenue	Davis Avenue
Robinson Place	Illiana Drive	Darwin Road
Rose Hill Avenue	Clinton Street	Rosedale Road
Sandford Avenue	Illinois State Line	State Road 63
Sidenbender Road	Margaret Drive	Davis Avenue
Smith Road	Steelton Road	Old Fort Harrison Avenue
St. Mary's Road	Keegan Road	U.S. Highway 150
Steelton Road	Fruitridge Avenue	Smith Road
Sullivan Place	Battleford Drive	Vigo/Sullivan County Line
Thralls Avenue	Yuma Road	Keegan Road
Voorhees Street	Prairieton Avenue	13th Street
Woodsmall Drive	State Road 63	State Road 159
Yuma Road	Hollingsworth Place	Thralls Avenue
Proposed		
Road/Street	From	To
College Avenue	Fruitridge Avenue	State Road 46
Brown Avenue	Maple Street	Locust Street

Secondary Collector – Principle function is to provide access to abutting properties but also designed to be used to connect local streets with collector or arterial streets. Perform similar function to Primary collector, but land access (rather than connecting) role is generally greater. Proposed right-of-way of sixty (60') feet.

Existing		
Road/Street	From	To
15th Street	8th Avenue	Washington Street
22nd Street	8th Avenue	Locust Street
23rd Street	Maple Avenue	8th Avenue
29th Street	Maple Avenue	4th Avenue
29th Street	Poplar Street	Hulman Street
4th Avenue	22nd Street	Brown Avenue
4th Avenue	13th Street	19th Street
7th Street	U.S. Highway 41	8th Avenue
Bolton Road	Keegan Road	State Road 63
Boston Avenue	13th Street	Lafayette Avenue
Brown Avenue	Hulman Street	Wallace Avenue
Buckeye Street	19th Street	Brown Avenue
Carlsisle Street	Harlan Drive	Cutsinger Drive
Chamberlain Street	Old Fort Harrison Avenue	State Road 42
Chestnut Street	7th Street	13th Street
Concannon Avenue	Lower Sandford Road	St. Mary's Road

Crawford Street	7th Street	Brown Avenue
Crews Place	West Avenue	Sarah Myers Drive
Dallas Drive	Sullivan Place	State Road 159
Durkees Ferry Road	U.S. Highway 150	Watson Place
Eldridge Drive	Feree Drive	Gross Drive
Elizabeth Avenue	13th Street	Lafayette Avenue
Erickson Street	96th Avenue	Grant Street
Fagin Street	Davis Avenue	Feree Drive
Fenway Drive	Frye Street	Pony Road
Feree Drive	McDaniel Road	Eldridge Drive
Frye Street	Margaret Drive	Fenway Drive
Gannon Road	Smith Place	U.S. Highway 150
Grant Street (Avenue)	Clinton Street	Rosedale Road
Grant Street	19th Street	25th Street
Greencastle Road	Vigo/Parke County Line	Rio Grande Avenue
Gross Drive	Eldridsge Drive	State Road 159
Grotto Road	Robertson Street	Vigo/Clay County Line
Lambert Avenue	Clinton Street	Rosedale Road
Liberty Avenue	13th Street	25th Street
Lockport Road	9th Street	13th Street
Louisville Road	State Road 46	State Road 159
Lower Sandford Road	Concannon Avenue	Old Paris Road
Main Street	Grotto Road	Old Fort Harrison Avenue
Main Street	Grotto Road	Old Fort Harrison Avenue
Main Street	U.S. Highway 40	Spence Avenue
Moyer Drive	Riley Road	Tabortown Drive
New Goshen Avenue	Hollingsworth Place	U.S. Highway 150
Old Maple	Fruitridge Avenue	Chamberlain Street
Oregon Churc Road	Trueblood Place	State Road 159
Pony Road	Fenway Drive	Broderick Street
Range Line Place	Vigo/Vermillion County Line	U.S. Highway 150
Rose Hill Avenue	Rosedale Road	Robertson Street
Sarah Myers Drive	Crews Place	Thorpe Place
Singhurst Street	Gross Road	Cottom Drive
Smith Place	Woodland Avenue	Gannon Road
State Line Road	Old Paris Avenue	Illiana Drive
Thorpe Place	Old Paris Avenue	U.S. Highway 40
Trueblood Place	State Road 63	State Road 246
Wallace Avenue	25th Street	Fruitridge Avenue
Washington Street	1st Street	25th Street
West Avenue	State Line Road	Crews Place
Woodland Avenue	Smith Place	U.S. Highway 150

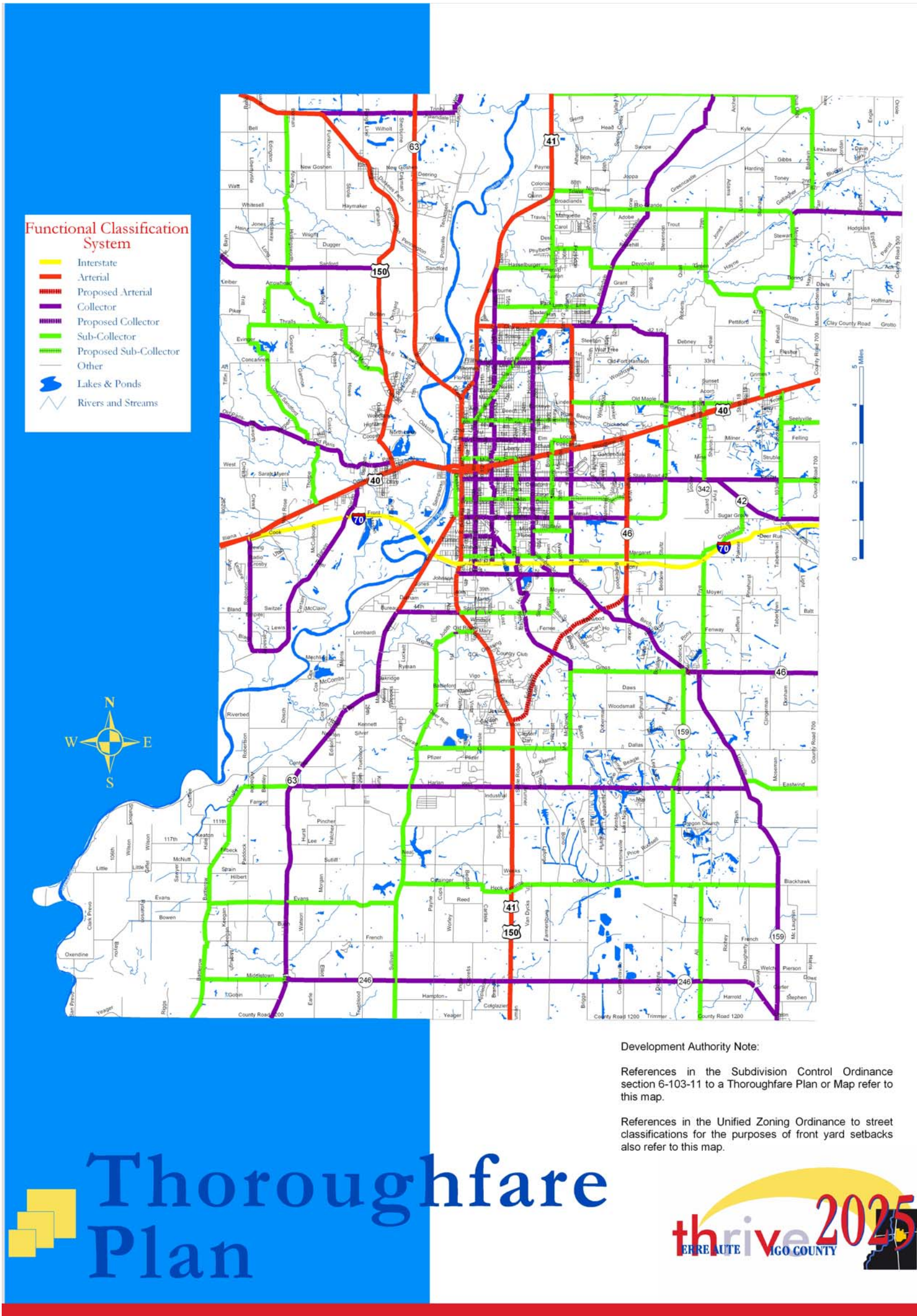
Local – Sole function is to provide access to abutting properties. Local roads are not specifically called out on the Functional Classification Map. They are defined as roads that are not shown with other classifications. Proposed right of way is fifty (50') feet.

Bicycle and Pedestrian Access Facilities – These type of facilities are intended to provide for the safe and convenient movement of non-motorized means of transportation. The following supplemental guidance is provided to differentiate between types of trails and make recommendations for minimum easement widths that may be required in various situations. The term “easement” is used in the discussions is a generic reference to the corridor of land containing the bicycle/pedestrian trail. Often, the municipality is likely to purchase this land or have it donated in fee simple title. However, temporary binding agreements such as management agreements, formal land leases, or permits between the municipality and landowner may also obtain public access provisions. Such “temporary” leases and permits may run for as long as 99 years or more.

- ***Pedestrian Accessways*** – This type of facility is intended to serve pedestrians only. May also be used by child bicyclist accustomed to riding on sidewalks. Pedestrian accessways should be implemented in areas where little adult bicycle use is anticipated due to availability of alternative routes that allow for faster travel.
 - A paved surface 8 feet in width allows two pair of pedestrians to pass each other comfortable. This width also accommodates special users such as person carrying groceries or wheelchair users.
 - A 10 foot wide easement is the preferred minimum in tight places, assuming good sight distance for the entire length of the pedestrian accessway. Wider easements are preferred wherever possible.
 - Sight lines and user security must be considered if path screening is specified. Where private fences are present, wider easements will be necessary to prevent a tunneling effect on paths longer than one half block.
 - Where right-of-way is severely constrained or topography prohibits wider path development, a standard 6-foot sidewalk is acceptable.
- ***Multi-use Trail Easement*** – This type a facility is intended to serve two-way bicycle travel, as well as, walkers and joggers; while being physically separated from a roadway. Additional width should be provided whenever possible on multi-use facilities to minimize conflict between user groups, especially if serving bicycles, pedestrians, and in-line skaters.
 - A paved surface 10 feet in wide is the recommended width for a two-directional bicycle path as specified in AASHTO. Under multi-use conditions, it may be
 - necessary or desirable to increase path width to 12 feet.

- As a guideline, a 10-foot width is recommended where “significant” trail traffic of 100 users per hour during peak periods is expected. Where “heavy” traffic of 300 users per hour is anticipated, the width should be 12 feet.
 - A 15-foot wide easement is required to provide space for occasional shoulder use. Wider easements are preferred.
 - A 35-foot width is preferred for multi-use trail easements because it provides space for variations in trail alignment and the inclusion of trail amenities and buffer landscaping.
- ***Greenway Corridors*** – Greenway is a term to describe a wider corridor of land, often paralleling a natural feature such as a stream or river that fulfills multiple purposes such as floodplain management, habitat enhancement and water quality protection. Greenway corridors may or may not include public access and trail development, but for the planning purposes of THRIVE 2025 it is assumed that alternative transportation uses will be incorporated.
 - An easement a minimum of 35 foot in width provides for variations in trail alignments, clearance from steep slopes of stream banks, and the inclusion of trail amenities such as benches and landscape buffers. Total easement width may be accomplished through a combination of public and private land preservation.
 - Easements wider than 35 feet are preferred where wetlands and other sensitive environments are present.
 - Easements wider than 35 feet may be required to accommodate trail curve radii of 95 feet.
 - Easement width encompassing the 100-year flood plain are desired along stream corridors, where feasible.

Map 1: Vigo County Thoroughfare Map



Map 2: Terre Haute Thoroughfare Map

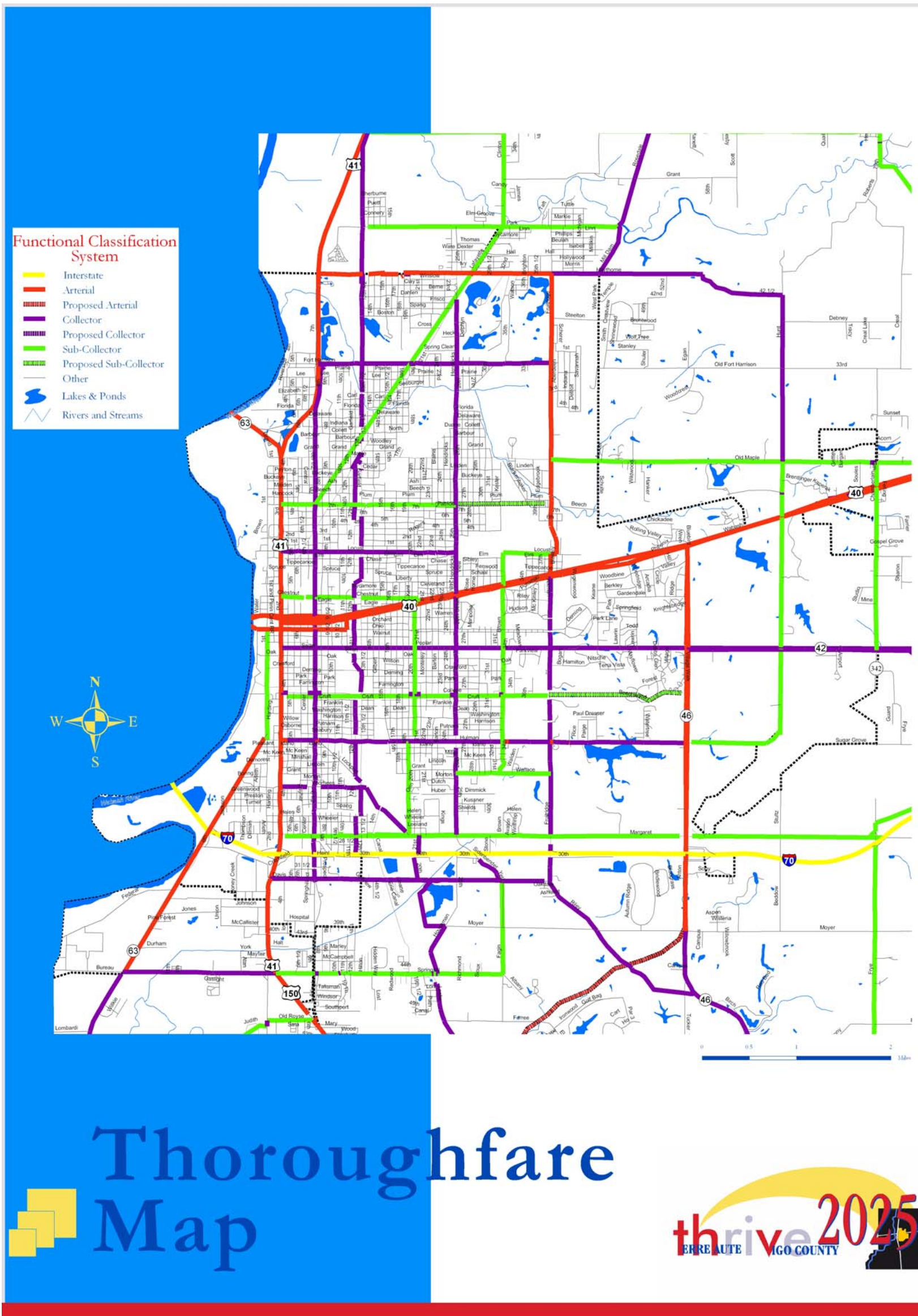


Figure 1: Relationship Between Transportation and Land Use

Tier	Intensity	Character	Adjacent Uses	Regional Access	Circulation	Transition
Tier 3	Rural residential	Estate homes on at least 2 acres	Never adjacent to employment areas	No regional access required	No direct driveway access to sub-collector or higher	Never adjacent to employment areas
Tier 4	Very low intensity residential	Homes on ½ to 2 acre lots	Never adjacent to employment areas	No regional access required	No direct driveway access to sub-collector or higher	Never adjacent to employment areas
Tier 5	Low intensity residential	Homes with 2 to 3 dwellings per acre	Transition between medium intensity residential and very low intensity residential uses	No regional access required	No direct driveway access to sub-collector or higher	Buffered from very low intensity residential by at least one: <ul style="list-style-type: none"> o Fence o Landscaping o Dedicated open space
Tier 5 and Tier 6	Medium intensity residential	Homes with 3 to 5 dwellings per acre	Transition between neighborhood commercial and low or very low intensity residential or between low and high intensity residential	Adjacent to at least a minor collector	Access road to at least a sub- collector	Buffered from lower intensity residential by at least one: <ul style="list-style-type: none"> o Minor collector o Public or institutional building o Dedicated open space o Transition density o Scale of design
Tier 6 and Tier 7	High intensity residential	Homes at a density over 5 dwellings per acre	Transition between employment centers and low or medium intensity residential	Adjacent to at least a secondary arterial	Access road to at least an arterial	Buffered from employment areas by at least one: <ul style="list-style-type: none"> o Secondary or primary arterial o Public or institutional building o Dedicated open space o Transition density o Scale of building design

Tier 5, Tier 6 and Tier 7	Neighborhood Commercial	Center with 100,000 sq.ft. maximum size on 10 acres or less	Could be in low to high intensity residential areas with appropriate buffering	Intersection of at least an arterial and a sub-collector	Direct access without traffic intrusion to neighborhood.	Buffered from adjacent residential uses by all of the following: <ul style="list-style-type: none"> o Scale of building design o Landscaping o Loading
Tier 6 and Tier 7	Central Business District	Downtown area	Is adjacent to residential developmen t. Developmen t should be pedestrian scale. Building frontage to street.	Sites have access to downtown sub- collectors	Access to site could be from local street connecting to minor collector	Buffered from residential uses by at least one: <ul style="list-style-type: none"> o Scale of building design o Landscaping of parking areas
Tier 7, Tier 6 and Tier 5	Low intensity employment area	One or two story offices, office/showr oom flex space, industrial warehouse	Could be adjacent to low intensity residential if adequate buffer and transition	Site is adjacent to an arterial and sub- collector	Access to site directly from regional access	Buffered from residential use by at least one: <ul style="list-style-type: none"> o Major collector o Public or institutional building o Dedicated open space o Transition density o Scale of building design
Tier 5, Tier 6 and Tier 7	Medium intensity employment area	Community retail greater than 100,000 sq.ft.; low to mid-rise offices of 3- 5 floors	Could be adjacent to low intensity residential if adequate buffer and transition	Site is adjacent to interstate and arterial or sub-arterial	Access to site is directly from regional access; shared driveways encouraged	Buffered from residential use by at least one: <ul style="list-style-type: none"> o Interstate o Principal or minor arterial o Public or institutional building o Dedicated open space o Transition density o Scale of building design

Tier 5, Tier 6 and Tier 7	High intensity employe nt areas	Regional retail greater than 250,000 sq.ft., intense commercial	Not adjacent to low or very low density residential	Site is adjacent to interstate and arterial	Access to site is directly from regional access; shared driveways and access roads encouraged	Buffered from residential uses by at least one: <ul style="list-style-type: none"> ○ Interstate ○ Principal or minor arterial ○ Public or institutional building ○ Dedicated open space ○ Transition density
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