Draft
New Interchange
Master Plan
I-64 west of SR 135

November 17, 2005

Harrison County, Indiana

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NEW INTERCHANGE MASTER PLAN

Harrison County, Indiana

prepared for

The Harrison County Commissioners

prepared by

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Introduction

Harrison County is located in south-central Indiana and is part of the Louisville, Kentucky Metropolitan Statistical Area (MSA). The town of Corydon, which is the county seat of Harrison County, is located approximately 25 miles west of Louisville.

The Louisville MSA has experienced steady growth in population and employment during the past decade. Significant commercial, residential, and industrial development has occurred within Corydon's 2-mile planning fringe over the past several years, particularly near the SR 135 corridor. The major attraction for the development in the Corydon area includes a convenient transportation network, favorable proximity to greater Louisville, available public utilities, and a high quality of life.

Interstate 64 traversing Harrison County connects Kentucky and Illinois. The I-64 interchange at SR 135 is the only interchange serving the Corydon area and is approximately two miles north of downtown Corydon. The continuing population and employment growth in the area brings significant traffic pressure on the existing SR 135 interchange and the SR 135 corridor.

A new interchange along I-64 west of SR 135 in Harrison County has been proposed and is included in the Indiana Department of Transportation (INDOT) 25-Year Long-Range Plan. The new interchange project will create a special growth situation for the area surrounding the new interchange location. Harrison County Commissioners recognized the need to plan for this future growth and are developing this master plan for the new interchange area.

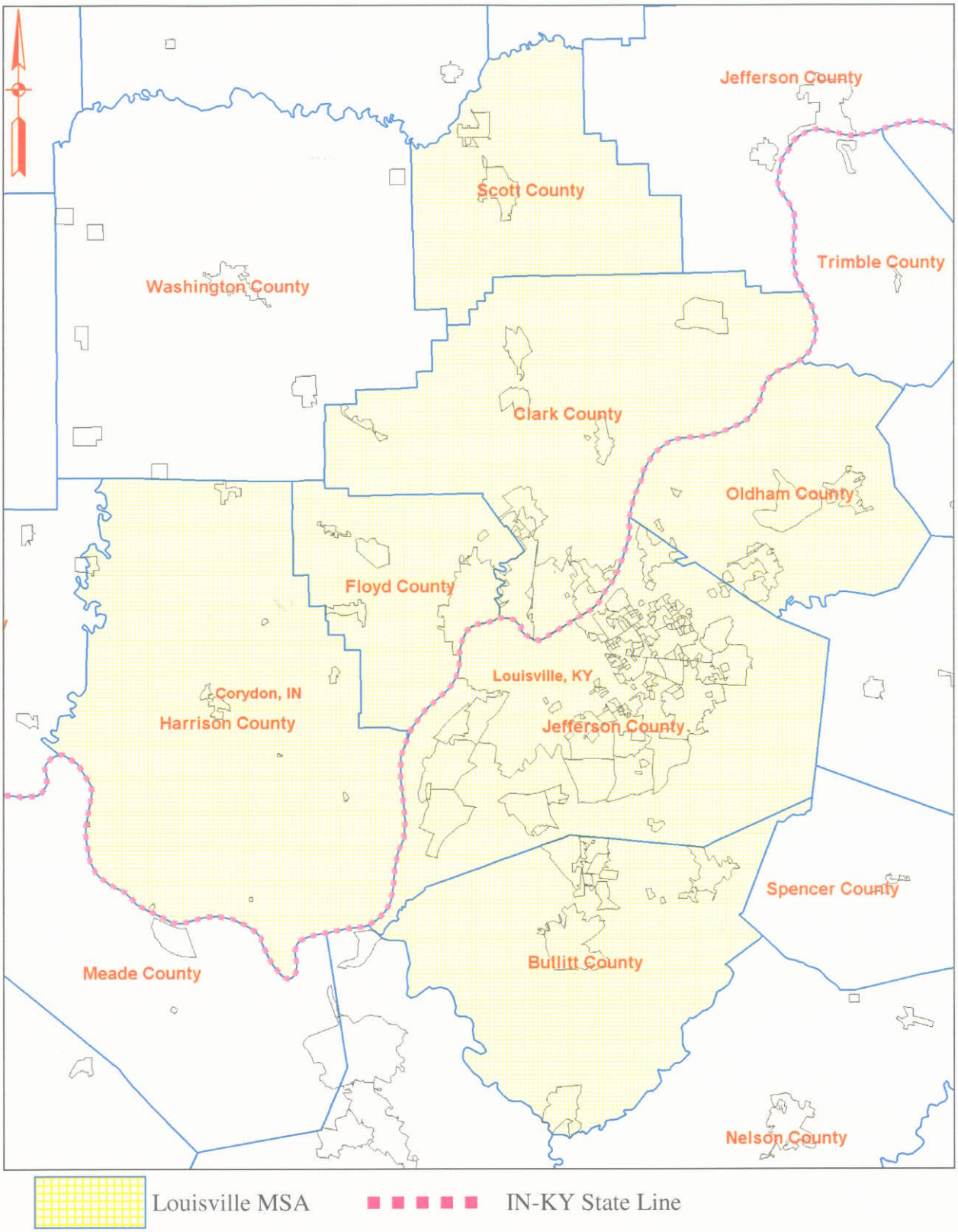


Figure 1 Map of Louisville MSA

New Interchange Project

In 2001, INDOT completed the Statewide Interchange Study to develop improvement recommendations and priorities for the nearly 250 existing interchanges on the interstate system and evaluated the feasibility and need for 11 new interchange locations. A precursor study entitled "Interchange Portfolio for I-64 and SR 135" specifically addressed the traffic operations at the SR 135 interchange. The Interchange Portfolio indicates there are a number of geometric deficiencies associated with the existing SR 135 interchange contributing to operational problems. The Statewide Interchange Study notes the existing SR 135 interchange is "among the state's most congested" and "further opportunities for increasing capacity are constrained by topography." The Statewide Interchange Study also includes a new interchange project on I-64 at Gethsemane Road and indicates additional study is needed to confirm benefits and preferred interchange location.

In 2003, the Harrison County Commissioners completed the "Overview Study, New Interchange I-64 West of SR 135". The purpose of the Overview Study was to develop a consensus within the community for the most effective location of the new interchange. The Overview Study identified three alternative interchange locations:

- Alternative 1 involved construction of a diamond interchange at the Gethsemane Road underpass.
- Alternative 2 involved construction of a new diamond interchange approximately midway between the Gethsemane Road and SR 337 overpass, which is approximately 2.3 miles west of the SR 135 interchange. Alternatives 2A and 2B are slightly different for the alignment of SR 337 and the interchange connector road.
- Alternative 3 involved construction of a diamond interchange at the SR 337 overpass approximately 1.6 miles west of the SR 135 interchange.

The Overview Study recommended local officials proceed with the Alternative 2B new interchange location approximately 2.3 miles west of the SR 135 interchange.

In 2003, the "Harrison County Long-Range Transportation Plan" was adopted. The new Long-Range Plan incorporated the new interchange project and identified several adjacent road improvement projects necessary for the local road network to accommodate the new interchange.

In 2005, the Harrison County Commissioners completed the "Sub-Area Transportation Study, New Interchange Location". The purpose of the Sub-Area Study was to provide an analysis of alternative interchange locations along the I-64 corridor. The analysis included traffic operations, environmental impacts, and project costs. The Sub-Area Study also included discussion regarding public participation, coordination with other governmental agencies, process requirements, and project funding. The Sub-Area Study recommends constructing a new interchange at the Alternative 2B location.

In 2005, the new interchange project along I-64 west of SR 135 in Harrison County was programmed in the Statewide Transportation Improvement Program (Des. No: 0401394). The project has obtained partial federal funding.

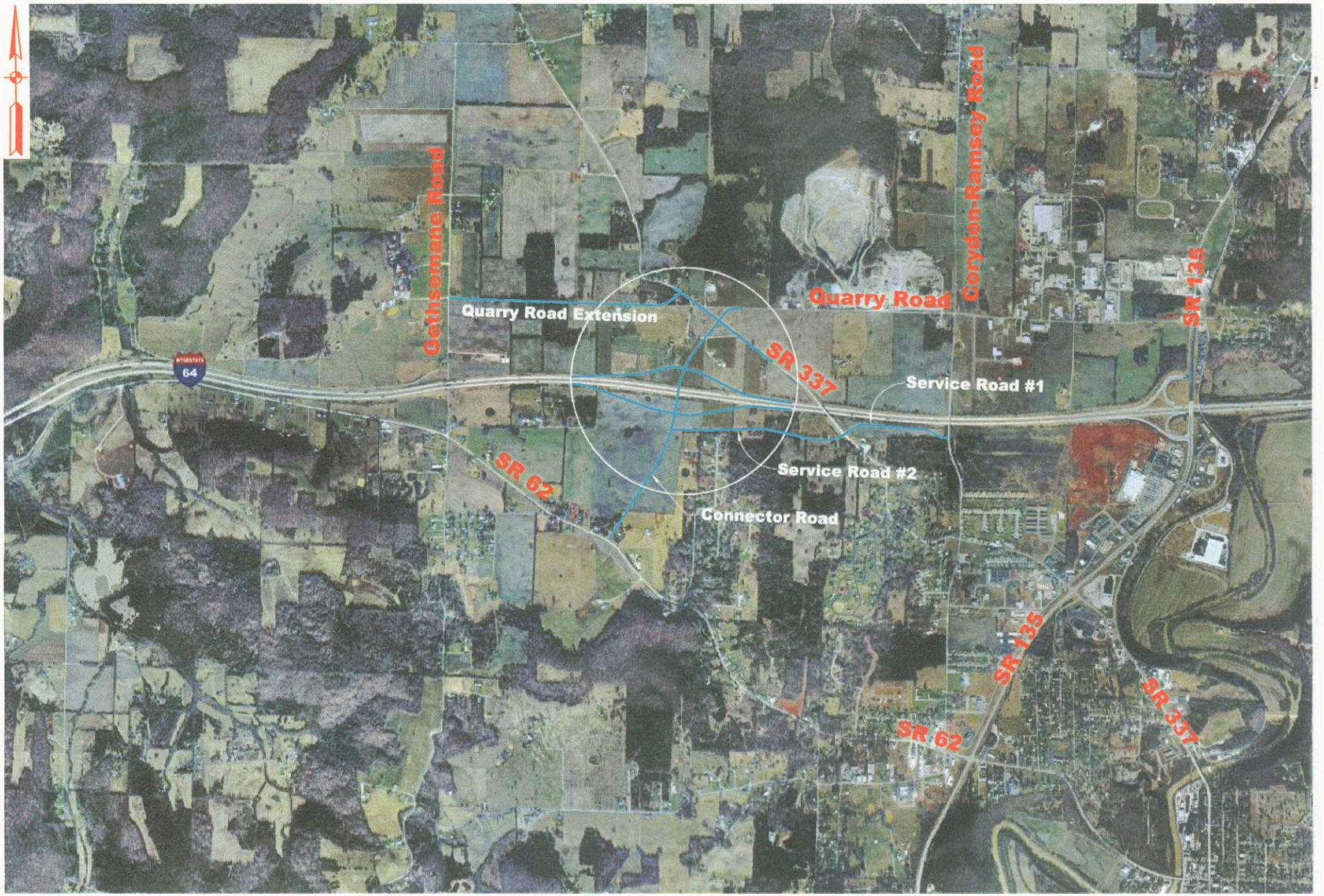


Figure 2 Alternative 2B Interchange Location

Purpose of Master Plan

According to the 1996 Harrison County Comprehensive Plan, the mission of the Harrison County Planning, Zoning, and Subdivision process is to protect the health, safety, and welfare of county citizens while promoting desired growth in an orderly and efficient manner in areas with sufficient infrastructure and at an acceptable cost to county taxpayers.

The development of the New Interchange Master Plan is the continuation of various studies that have been conducted for the new interchange project. The main purpose of the New Interchange Master Plan is to maintain a proper balance in the use of its lands, encourage a high quality of development, and guide future development and land use. Once it is adopted, the New Interchange Master Plan may be considered as a supplement to the Harrison County Comprehensive Plan and the Town of Corydon Comprehensive Plan.

American Consulting, Inc., has consulted with government officials, planning agencies, and utility providers in gathering data during the process of developing of the master plan. A public meeting will be conducted to present the draft master plan, and public comments will be incorporated into the final master plan.

Study Area

The study area was identified as the area that will be most directly impacted by the new interchange project. The study area boundary is generally defined as Old Forest Road to the south, SR 135 to the east, one mile north of Quarry Road, and one mile west of Gethsemane Road. The total study area is approximately 11 square miles and lies within Harrison Township in Harrison County.

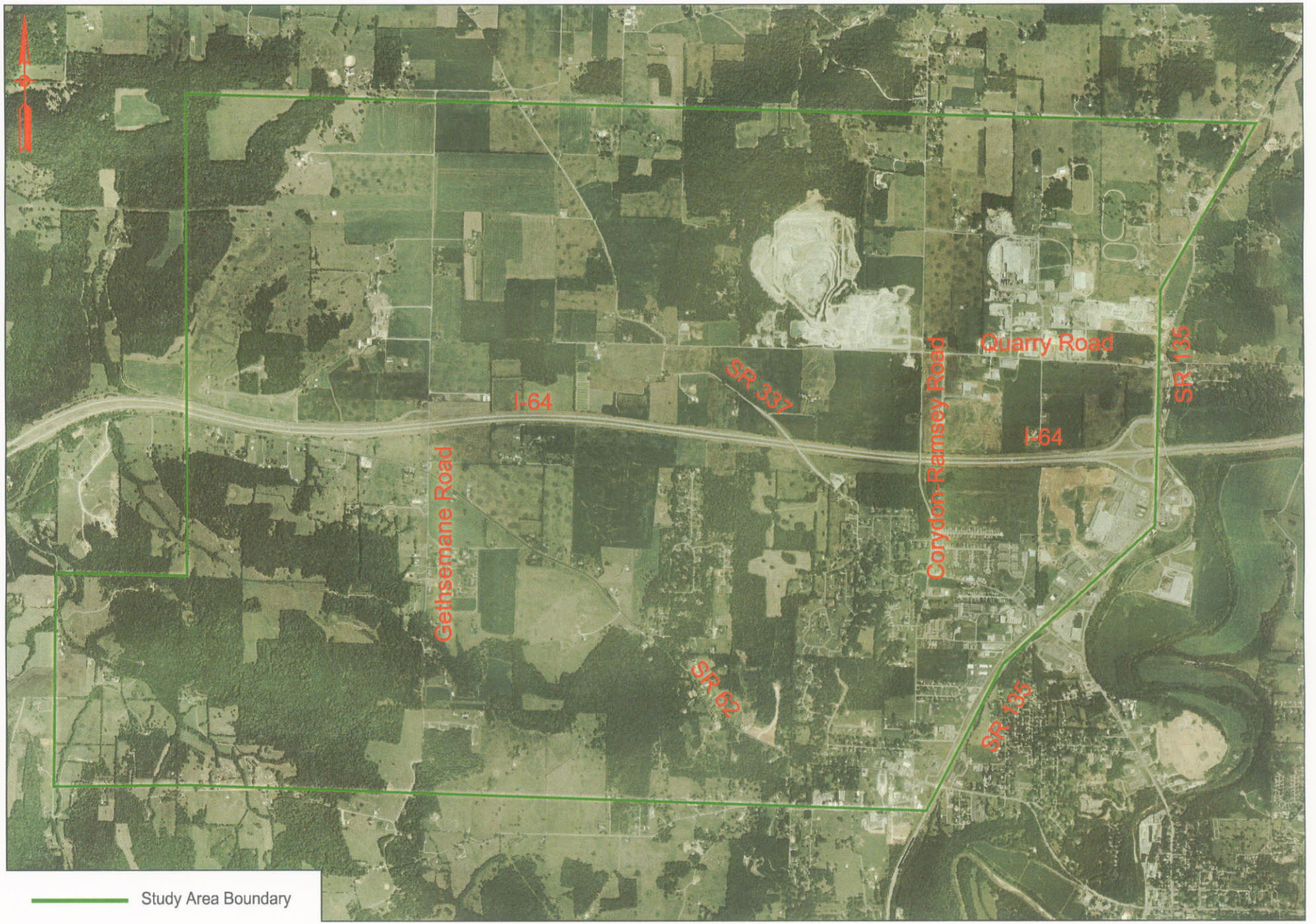


Figure 3 Map of Study Area

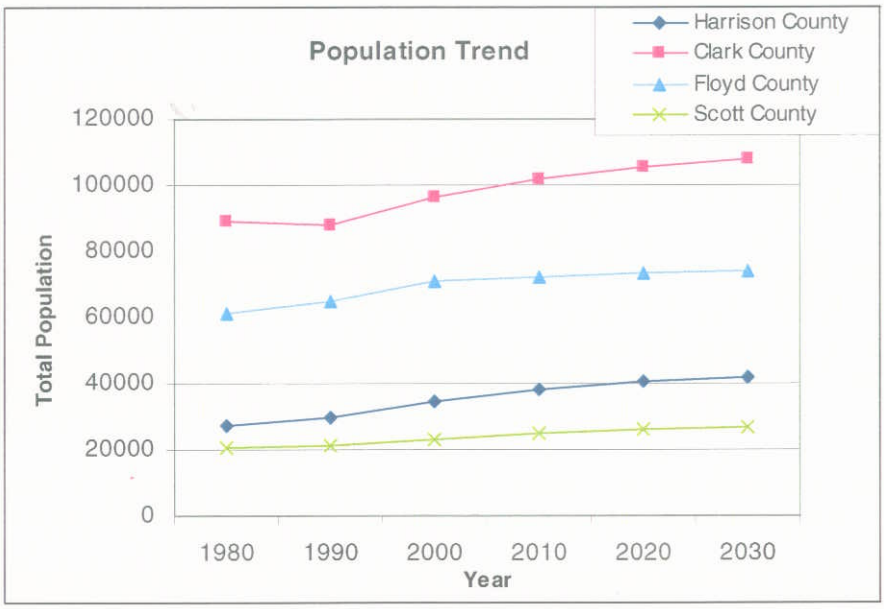
Demographics

The population characteristics of the study area and its surrounding area play a key role in developing the master plan. Various regional demographics data are examined including historical and projected population trends, employment, commuting patterns, and housing statistics. This data is obtained from the United States Census Bureau, Indiana Business Research Center, and Harrison County Advisory Plan Commission.

Population Trend

Harrison County's population growth reflects the regional population growth in the Louisville MSA area. The population of Harrison County increased from 29,937 in 1990 to 34,325 in 2000, and is projected to reach 38,203 in 2010 and 41,584 in 2030. Figure 4 describes the population trend for the four Indiana counties within the Louisville MSA.

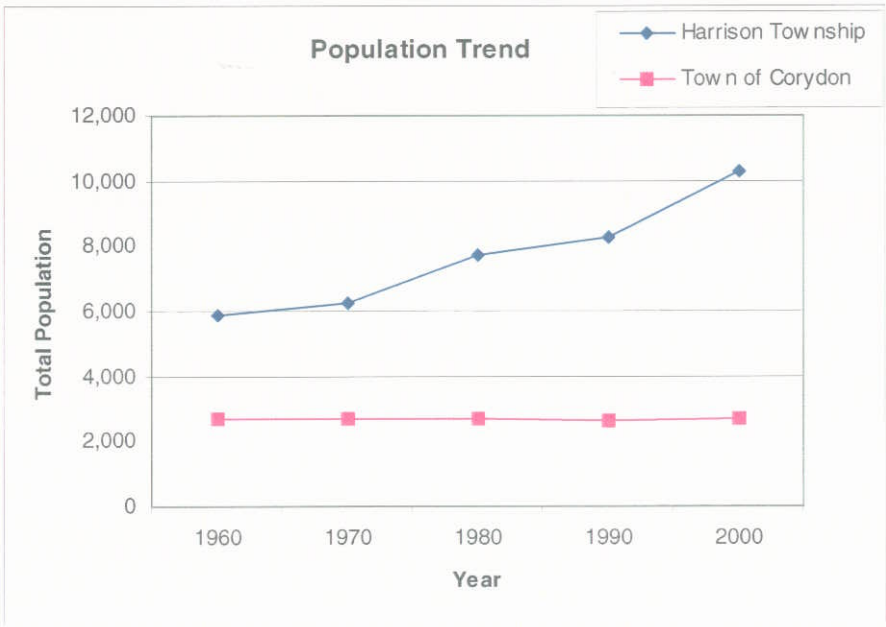
Figure 4 - Population Trend from 1980 to 2030



Source: Indiana Business Research Center

Within Harrison County, the population of Harrison Township increased from 8,239 in 1990 to 10,303 in 2000. The average annual population growth rate is 2.3 percent per year from 1990 to 2000. The population growth in Harrison Township from 1990 to 2000 represents 47 percent of the total growth in Harrison County in the same period. While Harrison Township has experienced significant population growth, the Town of Corydon only has relatively stagnant growth. Figure 5 describes the population trend for Harrison Township and the Town of Corydon.

Figure 5 - Population Trend from 1960 to 2000



Source: Indiana Business Research Center

Housing

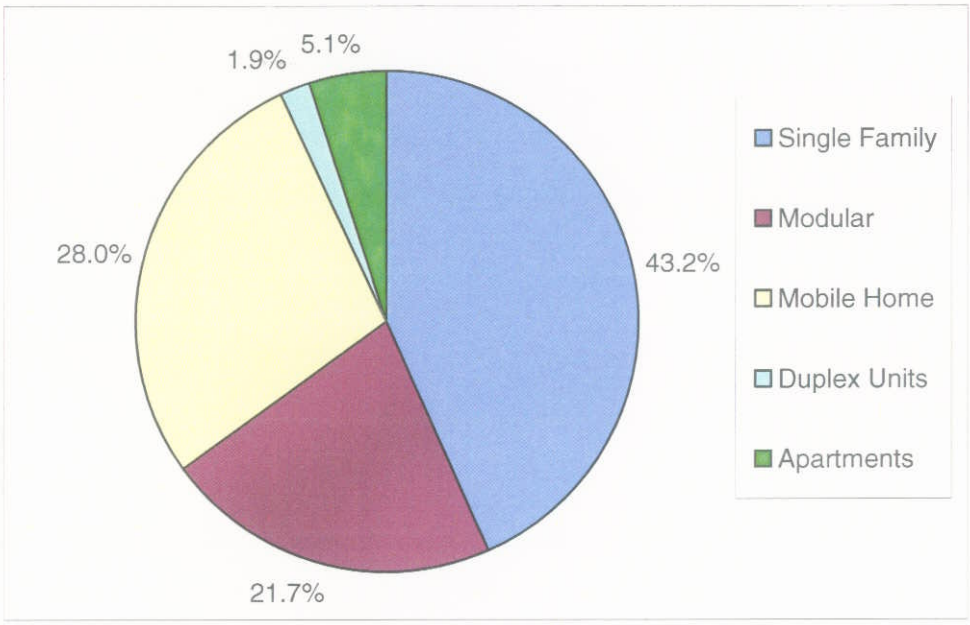
As expected with population growth, the total number of housing units in Harrison County increased from 11,456 in 1990 to 13,699 in 2000. The estimated total number of housing units in 2004 was 14,565. A significant portion of the new housing units were placed in Harrison Township and particularly in the study area. Table 1 shows the comparison of the housing units increase from 1990 to 2000 for Harrison County, Harrison Township, and the study area.

Table 1 - Total Housing Units in 1990 and 2000

Area	1990	2000	Growth By	% Growth
Harrison County	11,456	13,699	2,243	20%
Harrison Township	3,311	4,287	976	29%
Study Area	506	906	400	79%

According to Harrison County Advisory Plan Commission, most of the new housing units are single-family homes, modular homes, and mobile homes. Figure 6 shows the categories of the residential building permits from 1990 to 2004 for Harrison County.

Figure 6 - Residential Building Permits for Harrison County (1990-2004)



Source: Harrison County Advisory Plan Commission

Employment

Harrison County had a total employment of 11,222 in 1990. By 2000, the total employment increased by 52.3 percent to 17,095. After 2000, the growth of employment continues at a slower pace, and the total employment in 2003 was 17,698. In 2003, private-sector employment made up 81.4 percent of the total employment. The farm employment and the government employment made up 7.2 percent and 11.4 percent, respectively. Table 2 shows the percentage of each sector.

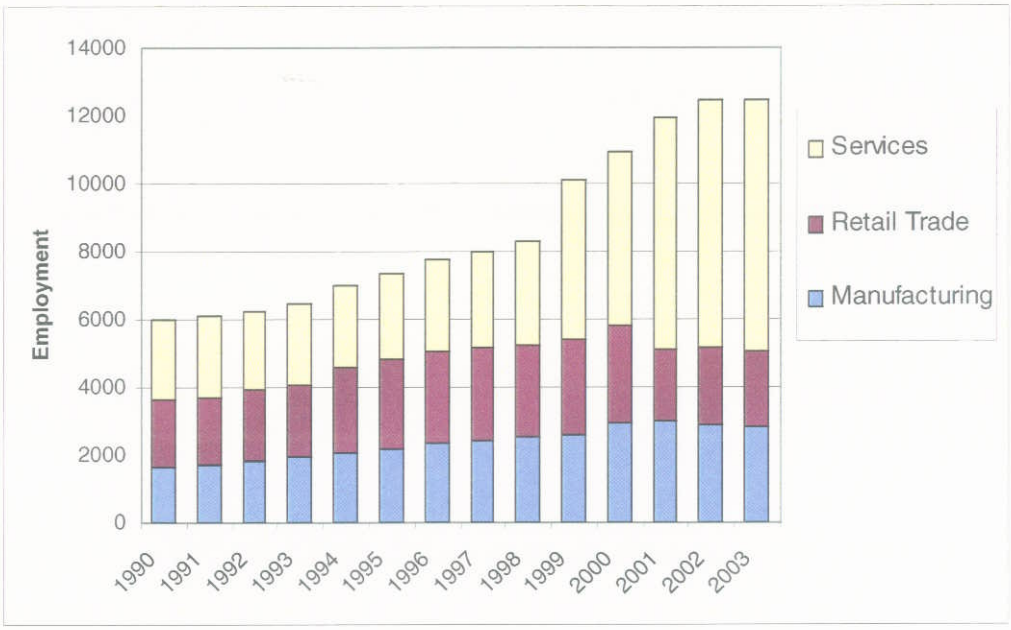
For the private employments, services, manufacturing, and retail trade are the three major sectors. In 2003, the services made up 45.3 percent of the private employment. The manufacturing and retail trade made up 19.4 percent and 15.9 percent of the private employment respectively. Figure 7 shows the growth trend from 1990 to 2003 for these major sectors.

Table 2 - Harrison County Employment Sectors in 2003

Farm employment	**1,276**	**7.2%**
Government and government enterprises	**2,014**	**11.4%**
Private employment	**14,408**	**81.4%**
Forestry, fishing, related activities, and other	186	
Mining	138	
Utilities	107	
Construction	838	
Manufacturing	2,795	
Wholesale trade	334	
Retail trade	2,285	
Transportation and warehousing	430	
Finance, insurance	459	
Real estate and rental and leasing	303	
Services	6,533	
Total employment	**17,698**	**100.0%**

Source: Indiana Business Research Center

Figure 7 - Growth Trend for Major Private Employment Sectors



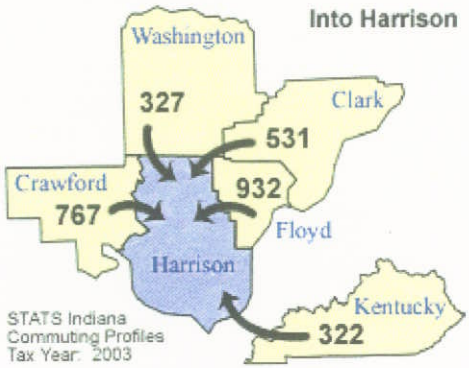
Source: Harrison County Advisory Plan Commission

Commuting Patterns

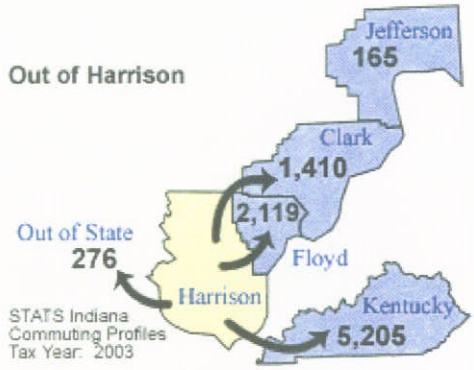
According to the Indiana Department of Revenue, in 2003, the workers commuting into Harrison County represent 17.6 percent of the total workers working in Harrison County, while the workers commuting away from Harrison County represent 39.5 percent of the total workers residing in Harrison County. Most of the workers commuting from Harrison County work in the Louisville MSA. Figure 8 describes the commuting patterns.

Figure 8 - Harrison County Commuting Patterns in 2003

Top five counties sending workers INTO Harrison County



Top five counties receiving workers FROM Harrison County



Source: Indiana Business Research Center

Land Use

The eastern portion of the study area is within the town of Corydon's 2-mile zoning fringe area and is under the jurisdiction of Town of Corydon for planning regulation. The remainder of the study area is under the jurisdiction of Harrison County for planning regulation.

Existing Land Use

The existing land uses within the study area were examined using current aerial photographs verified by field observation. The existing land-use patterns are consistent with the land-use plan described in the 1996 Harrison County Comprehensive Plan and 1993 Town of Corydon Comprehensive Plan (shown in Figure 9).

Residential: Single-family residential is the predominant land use south of I-64 along SR 337, SR 62, and Corydon-Ramsey Road. There are a few multi-family residential uses along SR 337 between Corydon Ramsey Road and SR 135.

Commercial: Commercial uses within the study area are mostly concentrated along SR 135. A Wal-Mart Super Center and numerous highway service businesses are located just south of the SR 135 interchange. The convenient access to I-64 and SR 135, as well as the availability of sanitary sewers, has made this area a regional commercial center. Figure 10 shows the existing commercial development along the SR 135 corridor.

Industrial: Existing industrial uses are mostly located along Quarry Road north of I-64. Major employers include Corydon Stone and Asphalt, Lucas Oil, Daramic and Tyson Foods. Figure 11 shows the existing industrial/commercial development along Quarry Road.

Agricultural lands and woodlands are dominant for the undeveloped part of the study area.

Proposed Land Use

The new interchange project and its associated road improvements will create new opportunities in the area adjacent to the new I-64 interchange. In expecting these future developments, a few modifications of the existing land-use plans are recommended. Figure 12 shows the proposed land use in the study area.

Residential: Single-family and multi-family residential uses will continue to expand west of Corydon-Ramsey Road, especially along SR 62.

Commercial: The commercial uses will extend west from the SR 135 interchange to the new interchange. A service road on the south side of I-64 has been proposed to facilitate this development.

Industrial: There are three existing industrial sites in the study area with a total of 167 acres and all utilities available.

1. Harrison County Industrial Park: 67 acres located between I-64 and Quarry Road along Corydon-Ramsey Road
2. Miller Industrial Site: 80 acres located immediately north of Quarry Road.

3. Orwick Industrial Site: 20 acres located along SR 135 approximately one-half mile north of the SR 135 interchange.

Future industrial uses will first be developed within the existing industrial sites. As the existing industrial sites have less land available, new industrial uses can be developed along Quarry Road west of Corydon-Ramsey Road.

Institutional: Harrison County Hospital is planning to build a new facility in the study area just south of I-64 and west of Corydon-Ramsey Road. The easy access to I-64 will greatly enhance the service of the hospital to the rural areas of Harrison County and neighboring Crawford County.

As the results of these new developments, it is expected that some prime farmlands will be converted for various land uses. Coordination will be made with Natural Resources Conservation Service (NRCS) as required.

Zoning

For the area within Corydon's 2-mile zoning fringe, the Town of Corydon's zoning classifications permit:

R-1 Districts: Residential Districts

R-2 Districts: Residential Districts

R-3 Districts: Multiple Family Residential Districts

B-1 Districts: Retail Business Districts

B-2 Districts: General Business Districts

I-1 Districts: Light Industrial Districts

I-2 Districts: Heavy Industrial Districts

The rest of the study area under the county's jurisdiction is generally zoned as Agriculture/Residential. The Agriculture/Residential zoning classification permits agricultural, horticultural, public, and semi-public land uses along with residential uses at a density of one unit per acre.

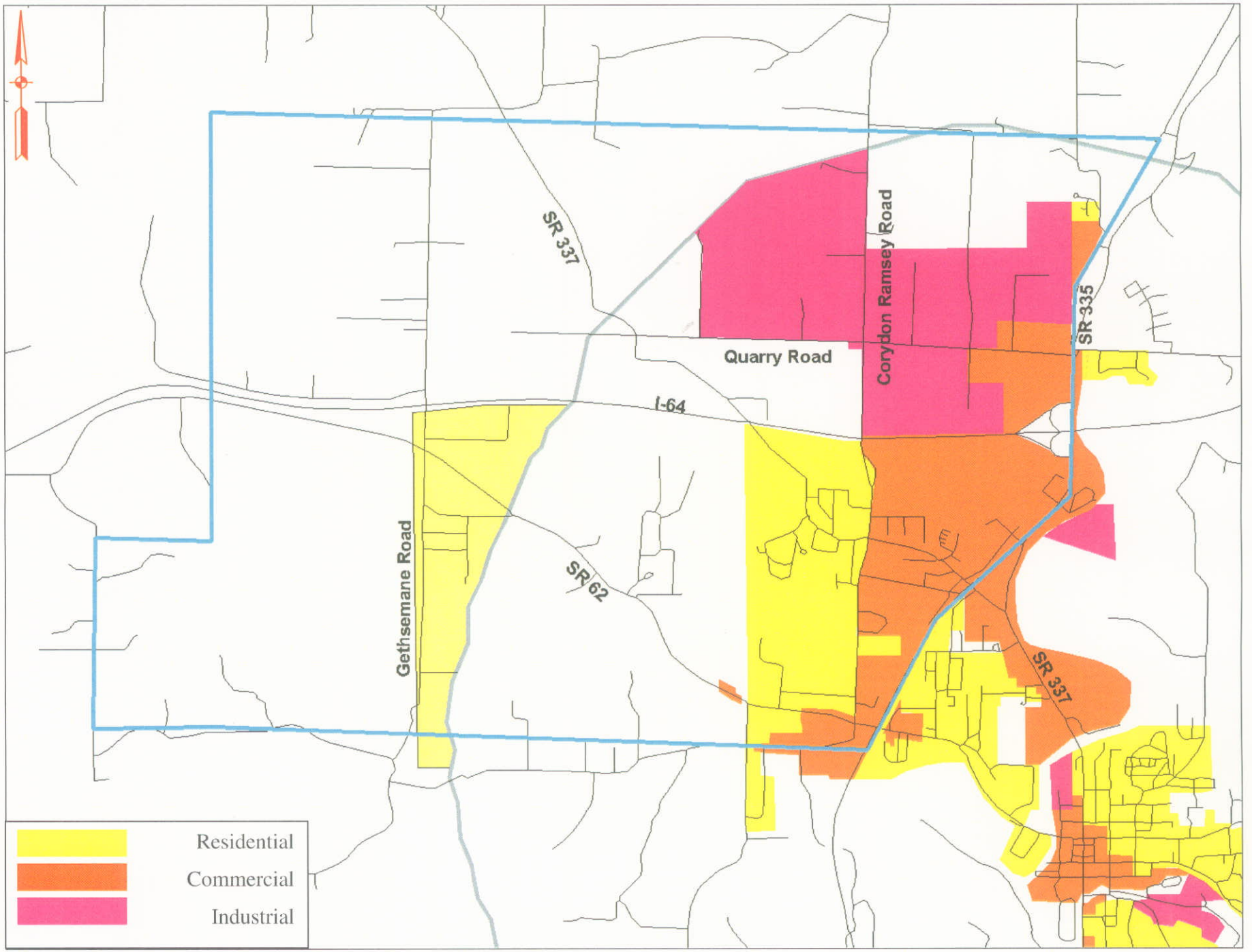


Figure 9 Existing Land Use Plan

1 Baymont Inn Hotel
2 Hampton Inn Hotel
3 Long John Silver Restaurant, White Castle Restaurant, Waffle House Restaurant
4 Burger King Restaurant, Los Indios Restaurant, Lee's Restaurant, Retail Area
5 Golf Shores Fun Center
6 Cheveron Gas Station
7 Arby's Restaurant
8 Icon Metal Forming
9 Commercial/Office Buildings
10 Shireman's Farm Market
11 Swifty Gas Station, Mcdonald's Restaurant
12 Retail Mall
13 KFC Restaurant
14 Retail Mall
15 Hillview Center
16 Firestone Tire Service
17 Shell Gas Station
18 O'Reilly Auto Parts
19 Citgo Gas Station
20 Deer Country Equipment
21 Retail Area
22 Save-a-lot Grocery Store
23 BP Gas Station
24 Community First Bank
25 Harrison Co. Justice Center
26 Auto Dealer
27 Retail Area
28 Region's Bank, Commercial/Office Buildings
29 Auto Dealer
30 Corydon Cinemas
31 Culver's Restaurant, Dairy Queen Restaurant, BP Gas Station
32 Holiday Inn Hotel, Commercial/Office Building
33 First Harrison Bank
34 Ryan's Steak House Restaurant
35 Wal-Mart Supercenter
36 Old Capitol Center Retail Area
37 Wendy's Restaurant, Taco Bell Restaurant, Pizza Hut Restaurant
38 Cracker Barrel Restaurant
39 O'Charley's Restaurant
40 Super 8 Motel

Figure 10 Existing Commercial Uses along SR 135

1 Shell Gas Station
2 First Capitol Hotel
3 Big Boy Restaurant
4 Orwick Monument
5 Citgo Gas Station
6 INDOT Highway Maintenance Facility
7 Lucas Oil
8 Harrison Co. Highway Dept.
9 Eckart Supply
10 Marathon Gas Station
11 NYE Welding
12 Irving Material
13 Daramic
14 Tower Automotive
15 NA-CHURS/ALPINE Solutions
16 Tyson Hatchery
17 Commercial/Office Building
18 Blue River Service
19 James L. Shireman
20 Corydon Machine and Tool
21 Work One Corydon Express
22 Commercial/Distribution Building
23 Installation Solution
24 Commercial/Office Building
25 Harrison County Animal Control
26 Hill Top Gas
27 Corydon Stone & Asphalt
28 Riverton Truckers
29 Roman Cultured Marble
30 Bennie's Used Parts
31 Comercial/Service Building
32 Kingdom Hall Kehovahs Witness

Figure 11 Existing Industrial/Commercial Uses along Quarry Road

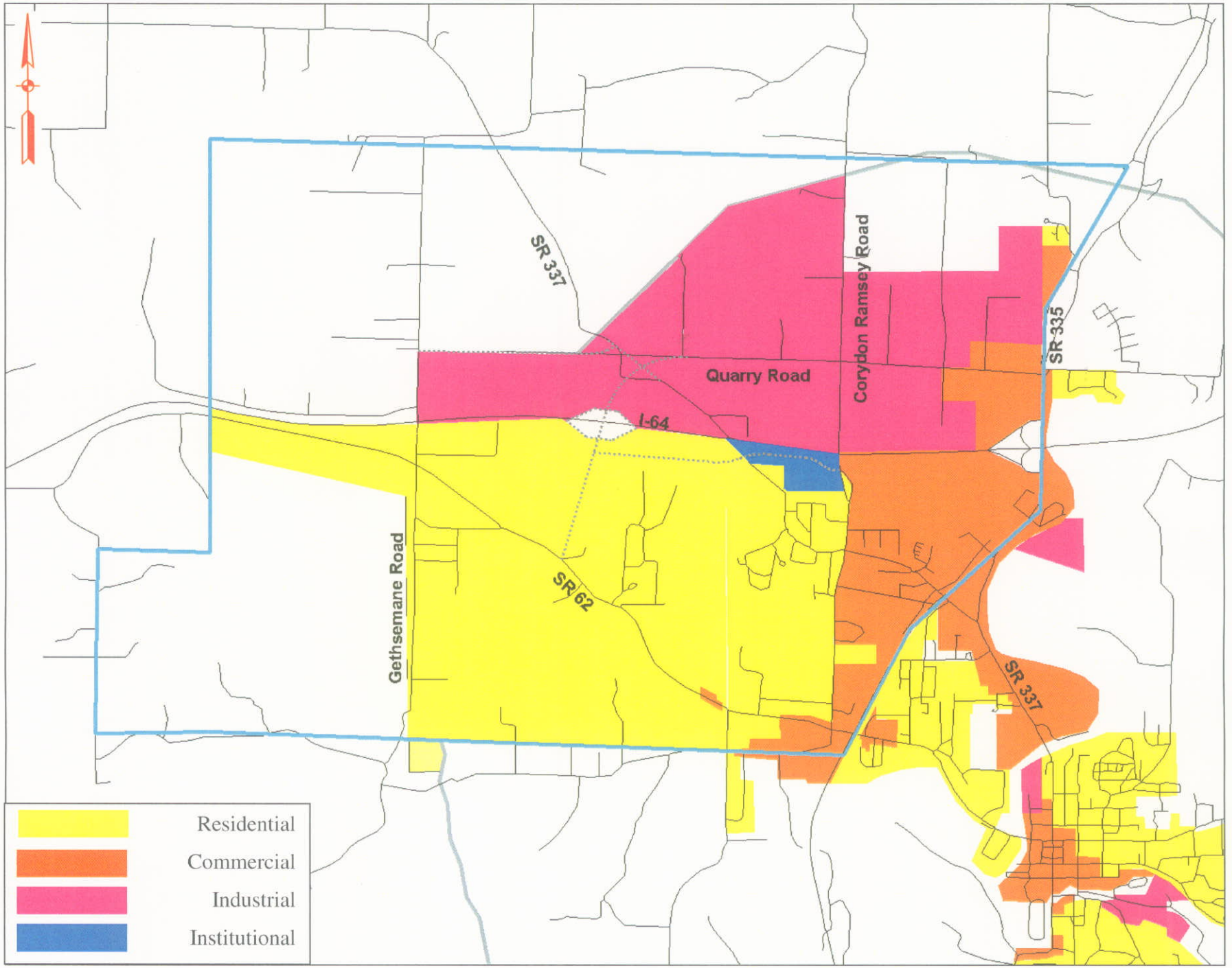


Figure 12 Proposed Land Use Plan

Transportation

A prominent feature of the study area is the convenient access to I-64, SR 135, SR 62, and SR 337. Table 3 summarizes the existing roadway system in the study area and each road's functional classification. SR 62 is also part of the Ohio River Scenic Byway that was designated as a National Scenic Byway in 1996.

Table 3 - Existing Roadway System

Highway	Functional Classification	Travel Lanes	AADT* (vpd)
I-64	Freeway	4	17,550
SR 135	Arterial	2-4	14,000 - 28,100
SR 62	Collector	2	1,700 - 6,650
SR 337	Collector	2	1,300 – 12,050
Corydon-Ramsey Road	Collector	2	4,200
Quarry Road	Collector	2	6,100
Gethsemane Road	Local	2	400

* See the Sub-Area Transportation Study for more details.

The Sub-Area Transportation Study analyzed the existing traffic patterns, future traffic growth, and traffic operations within the study area. The Sub-Area Transportation study recommends the Alternative 2B interchange location and several other roadway improvements projects within the study area. These improvements are consistent with the Harrison County Long-Range Transportation Plan adopted in 2003 and are shown in Figure 13.

New Interchange Project

The recommended interchange location is approximately 2.3 miles west of the existing SR 135 interchange. The project includes an interchange connector road that connects SR 337/Quarry Road at the north end and SR 62 at the south end. Approximately 0.5 mile of pavement on SR 337 will be realigned.

Corydon-Ramsey Road Improvement Project

The Corydon-Ramsey Road will be widened to a 3-lane section from Old Forest Road to SR 337 and a 5-lane section from SR 337 to Quarry Road. The needs for traffic signal control at the major intersections on Corydon-Ramsey Road should be evaluated accordingly.

New Service Road Project

To better serve the developments south of I-64, a new service road is proposed to connect the new interchange connector road to SR 135. The minimum distance between the centerline of the service road to the centerline of I-64 should be 200 feet. The new service road will be connected to SR 135 at the

Landmark Way intersection as another proposed connector road will connect Old Indian Road to SR 135 at the same intersection.

Quarry Road Extension Project

This project will extend Quarry Road from SR 337 to Gethsemane Road. Because the Quarry Road segment east of SR 337 will be aligned with the interchange connector road, the new Quarry Road segment west of SR 337 will form a "tee" intersection at SR 337.

According to the Harrison County Long-Range Transportation Plan, Harrison County Officials are in the process of developing a Thoroughfare Plan and Road Construction Regulations. They are also in the process of updating their Subdivision Ordinance. These documents will guide the future development along the major roadways and help achieve consistency for newly developing areas.

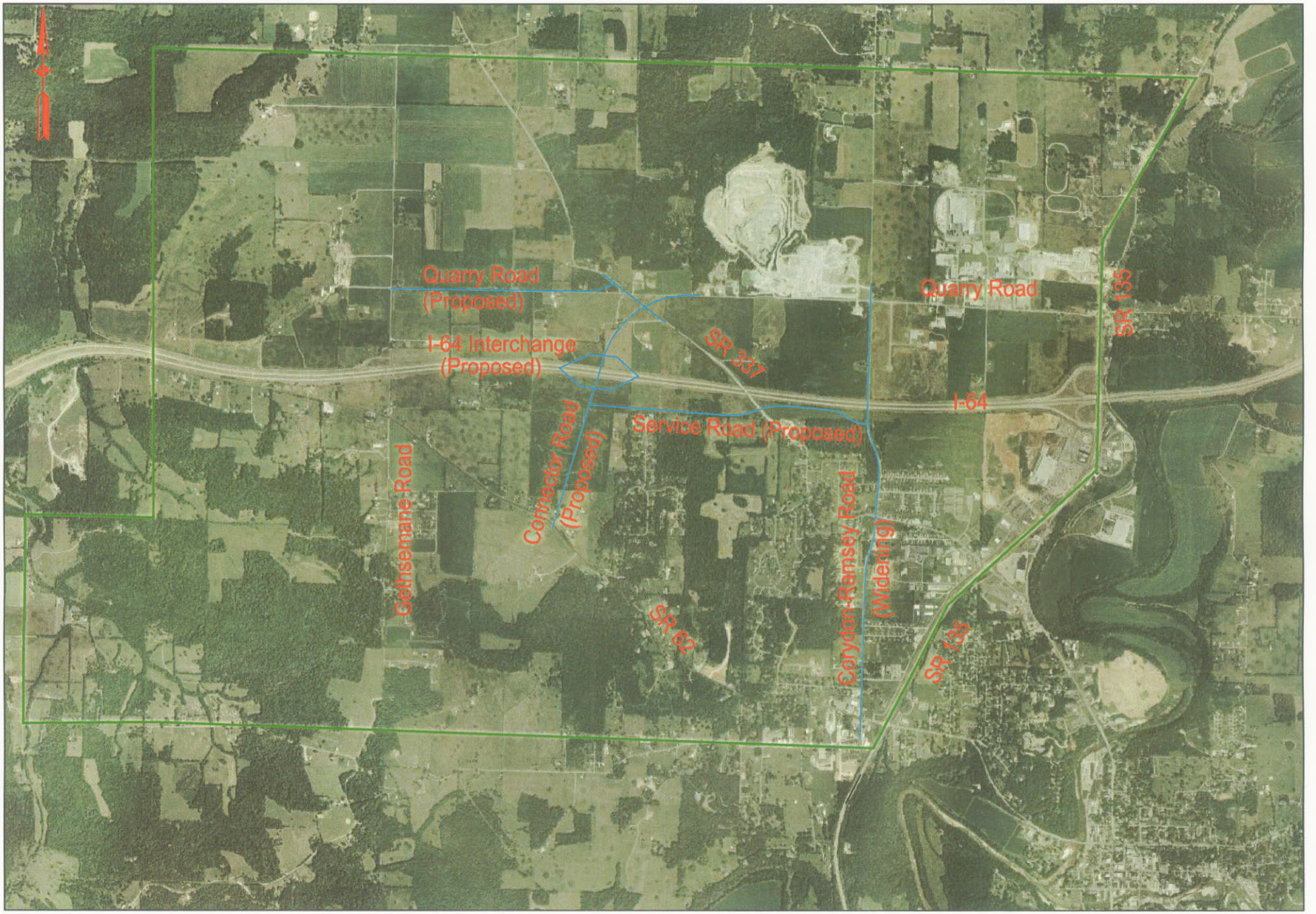


Figure 13 Study Area Road Improvement Projects in Harrison County Long Range Plan

Public Utilities

Public utilities are generally vital to a community's growth and appear to have determined the development patterns within the study area. The study area is generally divided by Corydon-Ramsey Road for the service of water and sanitary sewers.

Water

The study area east of Corydon-Ramsey Road is served by Corydon Municipal Water System. The water is pumped and transported from a well field in Mauckport. An elevated water tank with 500,000-gallon capacity is located north of I-64 along Cline Road. The study area west of Corydon-Ramsey Road is served by Ramsey Water Company. The water is pumped and transported from a well field in Leavenworth.

Sanitary Sewer

The study area east of Corydon-Ramsey Road is served by Corydon Municipal Sanitary Sewer System. The existing wastewater treatment facility has the capacity of 1.5 MGD and is located at West Poplar Street along Indian Creek. The study area west of Corydon-Ramsey Road generally does not have any sanitary sewer service. The only exception is the Northwood Estate Subdivision south of SR 337, which connects to the sewer line east of Corydon-Ramsey Road. Most of the single-family residences west of Corydon-Ramsey Road use individual septic system and thus are located on lots of at least one acre in area.

In order to satisfy the increasing demand of various developments in the study area, the Town of Corydon is planning to construct a new wastewater plant north of town along Indian Creek. The new plant will have the capacity of one MGD expandable to three MGD. The Town also plans to expand the sanitary sewer service area west of Corydon-Ramsey Road to serve the proposed hospital facility.

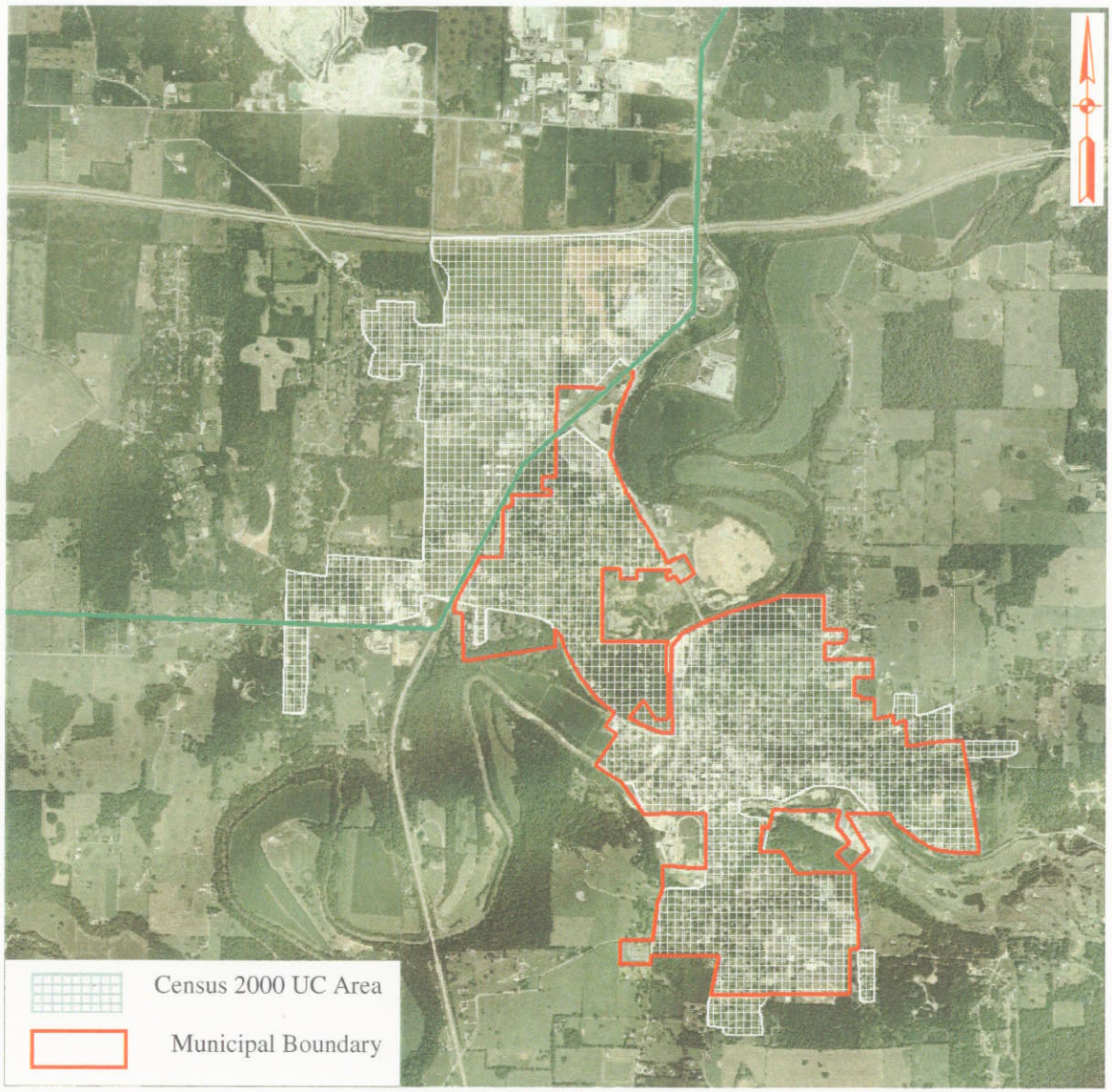
Various utility maps are provided in Appendix B.

Urban Area Projection

According to Census 2000, the town of Corydon and part of the study area adjacent to the town are classified as an Urban Cluster (UC). The Census 2000 population in the Corydon UC is 4,071. Figure 14 shows the boundary of the Corydon UC as compared to the Corydon municipal boundary.

The urban area projection in 2010 and 2030 are based on Census 2000 urban area criteria and the population forecast within the study area.

Figure 14 - Census 2000 Corydon Urban Cluster



Urban Area Criteria

The US Census Bureau distinguishes between urban and rural areas as follows:

For Census 2000, the Census Bureau classifies as "urban" all territory, population, and housing units located within an urbanized area (UA) or an urban cluster (UC). It delineates UA and UC boundaries to encompass densely settled territory, which consist of:

- Core census block groups or blocks that have a population density of at least 1,000 people per square mile and
- Surrounding census blocks that have an overall density of at least 500 people per square mile

In addition, under certain conditions, less densely settled territory may be part of each UA or UC.

The Census Bureau's classification of "rural" consists of all territory, population, and housing units located outside of UAs and UCs. The rural component contains both place and nonplace territory. Geographic entities, such as census tracts, counties, metropolitan areas, and the territory outside metropolitan areas, often are split between urban and rural territory, and the population and housing units they contain are often partly classified as urban and partly classified as rural.

The Census 2000 Urban Area Criteria is published in the *Final Federal Register Notice for Urban Area Criteria* (March 15, 2002). Within this notice, an Urban Cluster (UC) is defined as:

"For Census 2000, a UC consists of contiguous, densely settled census BGs and census blocks that meet minimum population density requirements, along with adjacent densely settled census blocks that together encompass a population of at least 2,500 people, but fewer than 50,000 people."

This notice also explains the details for the UA and UC delineation process. The delineation process consists of the sequential addition of non-contiguous qualified territory to an identified initial core. In Criteria A, the initial core is established comprising of contiguous census block groups that fulfill a certain population density and land area criteria. Through Criteria B to J, additional non-contiguous qualifying areas are added to this core through two special geographic concepts – the 'hop' and 'jump'. A hop is a road connection of no more than 0.5 mile, made up of one or more non-qualifying census blocks that fulfill specific population density and land area criteria. Jump connections are also used to add more discontiguous qualified territory to the core and are no more than 2.5 miles in length. In addition, the Census Bureau uses two other geographic concepts, enclaves, and indentations that add more qualifying territory to the core. Once all the qualifying territory have been added in the sequential manner outlined by the Bureau, the geography is finally designated as either an urbanized area or an urbanized cluster, based on the final population size.

The Criteria A is described as:

"A. The Census Bureau initiates its delineation of a potential urban area by delineating a densely settled 'Initial Core.' The Initial Core is defined by sequentially including the following qualifying territory:

1. One or more contiguous census BGs that have a total land area less than two square miles and a population density of at least 1,000 people per square mile (ppsm). NOTE: All calculations of population density include only land; the areas of water contained within census BGs and census blocks are not used to calculate population density.

2. If no qualifying census BG exists, one or more contiguous census blocks that have a population density of at least 1,000 ppsm.

3. One or more census BGs that have a land area less than two square miles, a population density of at least 500 ppsm, and are contiguous with the BGs identified by criterion A.1.

4. One or more contiguous census blocks, each of which has a population density of at least 500 ppsm, and at least one of which is contiguous with the qualifying census BGs or census blocks identified by criterion A.1., A.2., or A.3.

5. Any enclave of contiguous territory that does not meet the criteria above but that is surrounded by census BGs and census blocks that qualify for inclusion in the initial core by criteria A.1. through A.4., provided the area of the enclave is not greater than five square miles."

Criteria B through Criteria J are not discussed here. The completed document of *Final Federal Register Notice for Urban Area Criteria* is provided in Appendix C. It was stated in the notice, "the purpose of providing the criteria in sequence and in technical terms is to ensure that others can develop similar software to replicate the Census Bureau's urban area delineations."

Population Forecast

The population of the study area is calculated based on Blocks 1000 through 1039 and Block 2003 within Census Tract 603 in Harrison County. Figure 15 shows the Census 2000 block boundary within the study area. The population of the study area increased from 1,435 in 1990 to 2,328 in 2000. The average annual growth rate is approximately 5.0 percent per year from 1990 to 2000, which is more than twice the growth rate (2.3 times) for Harrison Township during the same period. The Census 2000 data summary for each individual block is provided in Appendix C.

In order to forecast the future population in the study area, the existing land-use patterns, proposed land-use plans, and planning regulations for allowable housing densities were examined. All census blocks in the study area are categorized as fast growth blocks, limited growth blocks, slow growth blocks, or no growth blocks based on their population growth potential. Depending on their categories, different annual growth rates are applied to the blocks for population forecast.

Fast Growth Blocks: These blocks are generally located west of Corydon-Ramsey Road and south of I-64 and have a lot of available lands for future residential development. The population growth rate applied to these blocks is five percent per year through 2000 to 2030.

Limited Growth Blocks: These blocks are generally located east of Corydon-Ramsey Road and south of I-64. The existing development density is high, and the available lands for future residential development is very limited. To simplify the calculation, the growth rate applied to these blocks is 5.0 percent per year through 2000 to 2010 and zero through 2010 to 2030.

Slow Growth Blocks: These blocks are located north of I-64. These blocks are more likely to be developed as industrial sites or remain as agriculture lands. The growth rate applied to these blocks is 2.3 percent per year through 2000 to 2030.

No Growth Blocks: These blocks are not likely to have any population growth because there is either no available lands for future residential development or the existing housing density is already approaching the maximum allowable value. The population growth rate applied to these blocks is zero through 2000 to 2030.

The 5.0 percent annual growth rate and the 2.3 percent annual growth rate were the actual growth rates from 1990 to 2000 for the study area and Harrison Township, respectively. Figure 16 shows the block categories and Table 4 shows the summary of the population forecast.

Table 4 - Study Area Population Forecast

Block Category	Population in 2000	Growth Rate 2000 to 2010	Population in 2010	Growth Rate 2010 to 2030	Population in 2030
Fast Growth Blocks	764	5.0%	1244	5.0%	3,302
Limited Growth Blocks	634	5.0%	1033	0.0%	1,033
Slow Growth Blocks	271	2.3%	340	2.3%	536
No Growth Blocks	659	0.0%	659	0.0%	659
Total	2328		3276		5,530

Urban Boundary in 2010 and 2030

To develop the Census 2010 and 2030 urban cluster boundary, qualified census blocks within the study area are added to the urban cluster based on the Census 2000 urban area criteria. The following procedure are applied:

1. For the census blocks within Census 2000 urban cluster but outside of the study area, it is assumed the population density in 2010 and 2030 will remain the same as in 2000. Most of these blocks are located within the town's municipal boundary. This assumption is consistent with the population trend of the town of Corydon and ensures the evaluation of the blocks within the study area can be independent of the blocks outside of the study area.

2. For the census blocks within the study area, the population density in 2010 and 2030 for each block is calculated base on the forecasted population.

3. Census 2000 Urban Area Delineation Process Criteria A is applied. Because all census block groups in Harrison County are more than two square miles, only Criteria A.2, A.4, and A.5 are evaluated.

4. Criteria B through J are then applied to evaluate if any additional qualified blocks should be added to the urban cluster. Two blocks were determined along SR 135.

5. All the qualified blocks within the study area are combined with those Census 2000 blocks outside of the study area to form the forecasted Corydon Urban Cluster in 2010 and 2030. The Urban Cluster boundary in 2010 and 2030 are shown in Figure 17 and Figure 18, respectively.

It is noted the area (Block 1011) where the proposed hospital will be located is not part of the projected urban area in either 2010 or 2030. The hospital will likely use up most of the available land within the block, thus no population growth is expected for this block.

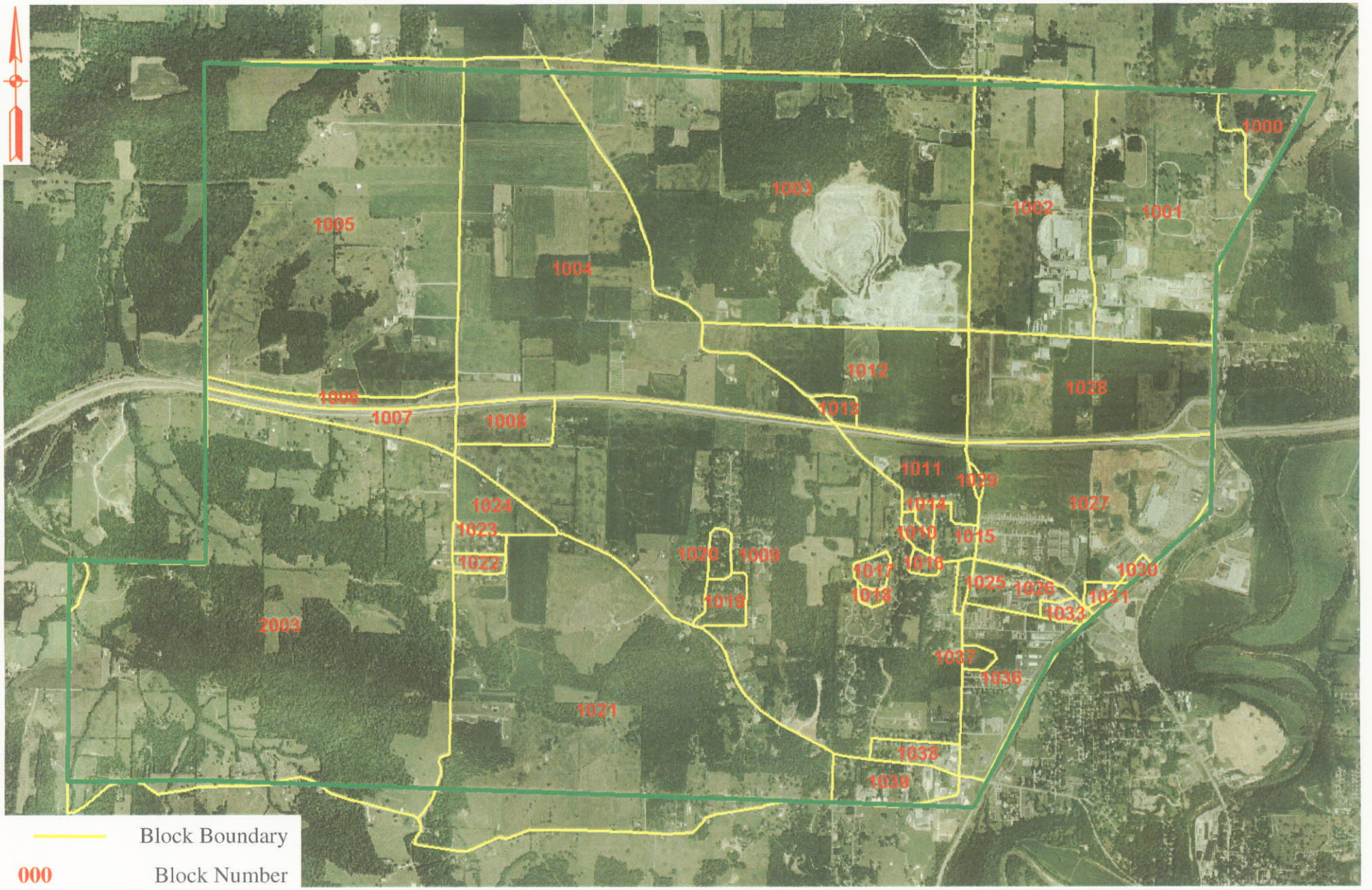


Figure 15 Census 2000 Block Boundary within Study Area

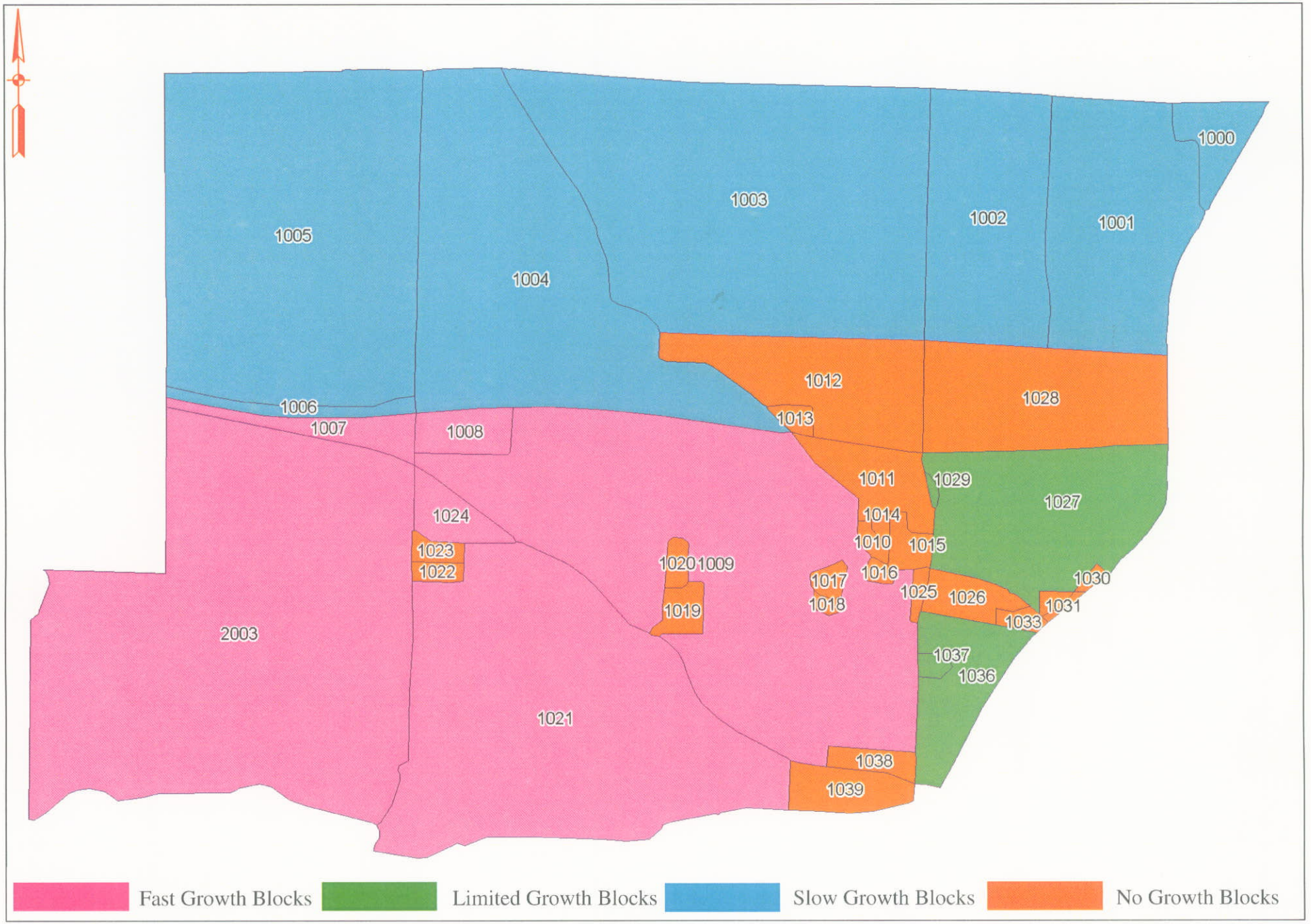


Figure 16 Block Categories based on Population Growth Potential

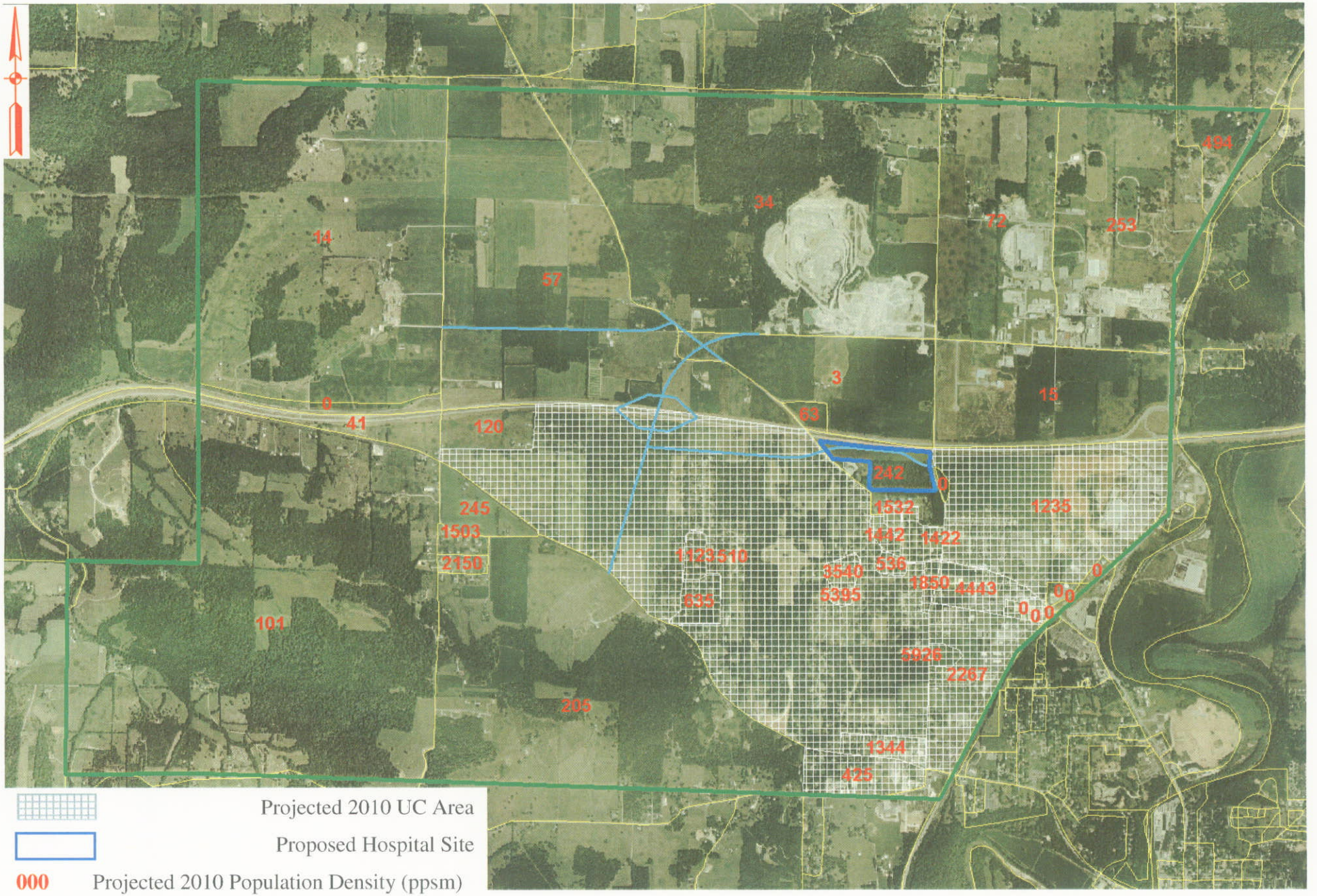


Figure 17 Projected 2010 Corydon Urban Cluster Boundary within Study Area

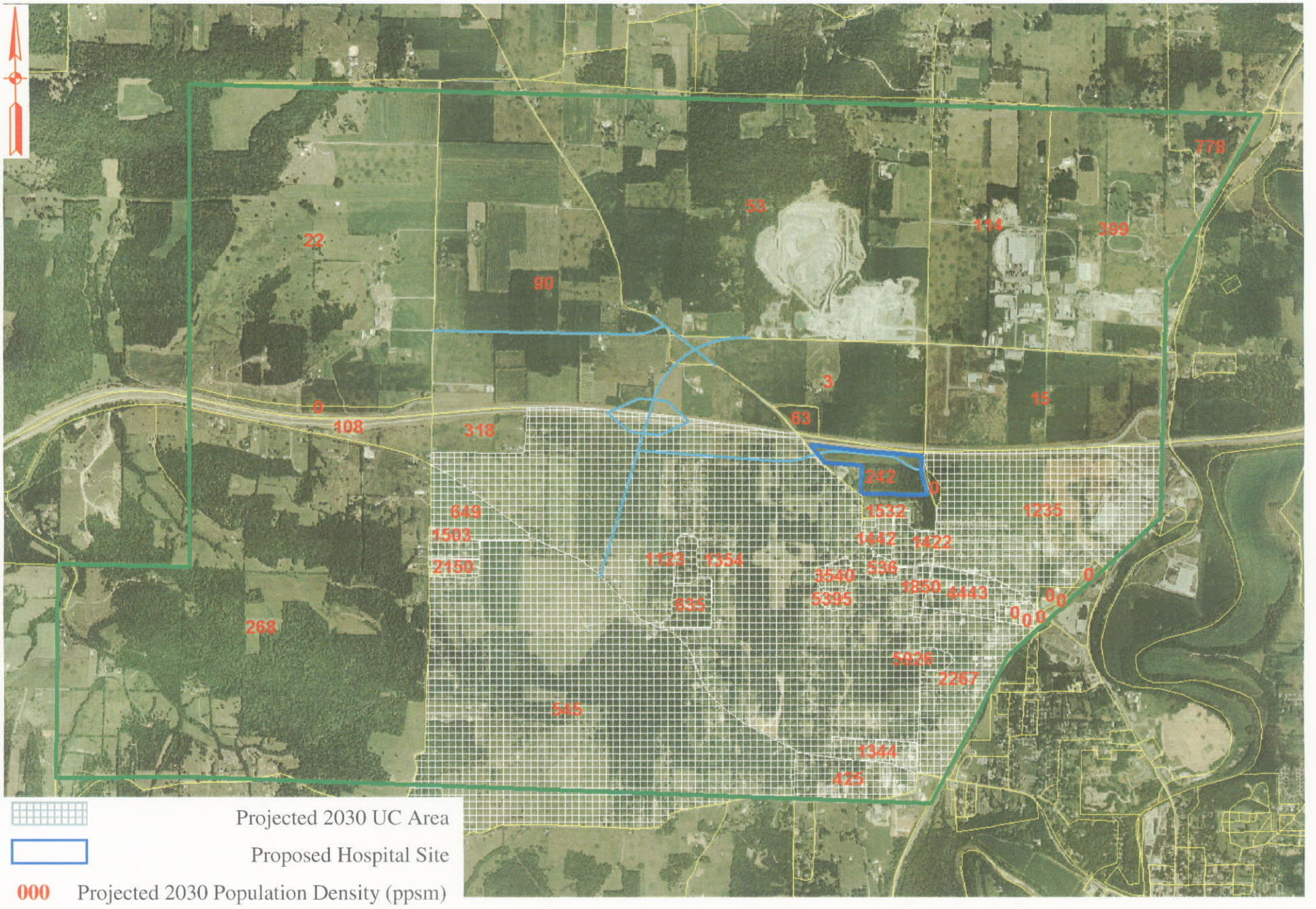
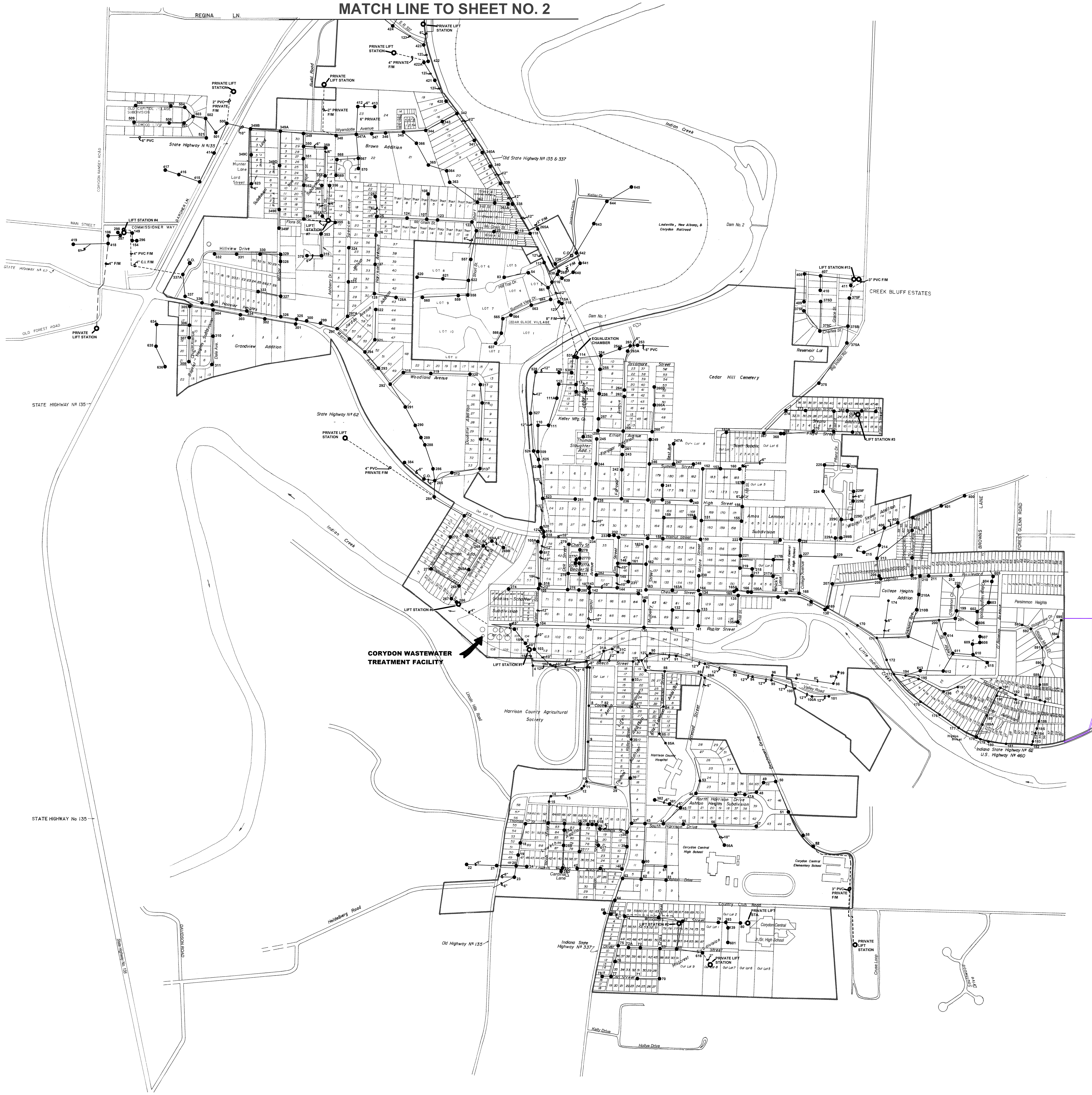


Figure 18 Projected 2030 Corydon Urban Cluster Boundary within Study Area

Recommendations

Appendix A Public Input

Appendix B Utility Maps



Scale: 1" = 600'

LEGEND

- 22 MANHOLE AND NUMBER
- SEWER
- FORCE MAIN
- LIFT STATION
- /3 LOT NUMBER
- CORPORATE LIMITS
- C.O. CLEANOUT

LIFT STATIONS:

LIFT STATION NO. 4 WAS REASSIGNED IN 2000
LIFT STATION NO. 5 WAS REASSIGNED IN 1999
THERE ARE 14 TOWN OWNED LIFT STATIONS.

NOTE:

MANHOLE NUMBER 159A IS LISTED IN THE 1988 M.H. FIELD INSPECTION REPORT AS 160. THE 1992 SEWER REHABILITATION DATUM REFERS THE M.H. AS 159A. TO PREVENT FURTHER CONFUSION, THE M.H. WILL CONTINUE TO BE REFERRED AS 159A.

TOTAL ACKNOWLEDGED NUMBER OF MANHOLES IN THE COLLECTION SYSTEM (INCLUDING PRIVATE) AS OF 01/17/05 IS 721
LAST MANHOLE ASSIGNED ON THE SEWER MAPS IS # 645

MANHOLE #383 WAS REMOVED AND REPLACED WITH A CLEANOUT IN 2002. THE #383 HAS NOT BEEN REASSIGNED TO ANOTHER MANHOLE TO PREVENT ANY CONFUSION .

MANHOLE # 309 WAS REMOVED IN 2004. THE #309 HAS NOT BEEN REASSIGNED TO ANOTHER M.H. TO PREVENT ANY CONFUSION.

SOUTH SECTION

Midwestern Engineers, Inc.
Highway 50 West
P.O. Box 295
Loogootee, IN. 47553
Phone: 812-295-2800
Fax: 812-295-2801
Consultants · Civil · Mechanical · Electrical
Quality Engineering Services Since 1959

SANITARY SEWER MAP
TOWN OF CORYDON
HARRISON COUNTY, INDIANA
SOUTH SECTION

REVISIONS

JUNE 1987	MAR. 1998
JAN.1988	MAY 1999
AUG.1988	JULY 2000
DEC. 1992	DEC. 2001
OCT. 1993	JULY 2002
NOV. 1995	JAN. 2003
JAN. 1996	DEC. 2003
NOV. 1996	JAN. 2005
FEB. 1998	
MAR. 1998	

DATE
NOV. 2003
DESIGN
D.L.D.
DRAWN
J.D.C.
Q.C. CHECK

PROJECT NUMBER
*

1

1 OF 2

FILE NUMBER

MATCH LINE TO SHEET NO. 1

Scale: 1" = 600'

LEGEND

- 22 — MANHOLE AND NUMBER
- SEWER
- FORCE MAIN
- LIFT STATION
- /3 — LOT NUMBER
- CORPORATE LIMITS
- C.O. — CLEANOUT

NOTE: SEE MAP # 1 FOR FURTHER INFORMATION CONCERNING MANHOLE NUMBERS

NORTH SECTION

Highway 50 West
P.O. Box 295
Logansport, IN. 47553
Phone: 812-295-2800
Fax: 812-295-2801

Midwestern Engineers, Inc.

Consultants - Civil - Mechanical - Electrical
Quality Engineering Services Since 1959

SANITARY SEWER MAP
TOWN OF CORYDON
HARRISON COUNTY, INDIANA
NORTH SECTION

REVISIONS

JUNE 1997	MAR. 1998
JAN. 1998	MAY 1999
AUG. 1998	JULY 2000
DEC. 1992	DEC. 2001
OCT. 1993	JULY 2002
NOV. 1995	JAN. 2003
JAN. 1996	DEC. 2003
NOV. 1996	JAN. 2005
FEB. 1998	
MAR. 1998	

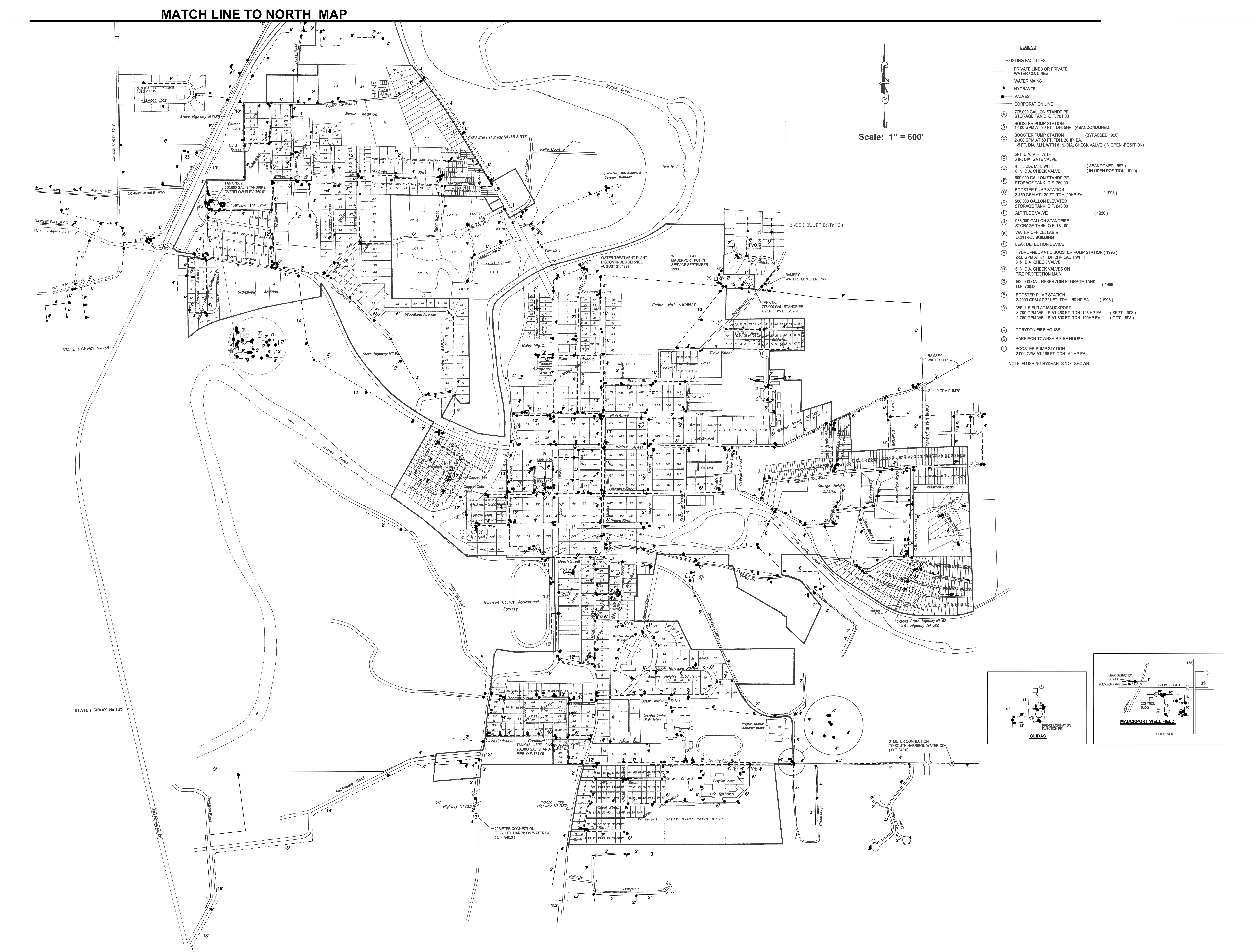
DATE
NOV. 2003
DESIGN
D.L.D.
DRAWN
J.D.C.
Q.C. CHECK

PROJECT NUMBER
*

2

2 OF 2

FILE NUMBER



Midwestern Engineers, Inc.
Highway 50 West
P.O. Box 295
Loogootee, IN. 47553
Phone: 812-295-2800
Fax: 812-295-2801
Consultants · Civil · Mechanical · Electrical
Quality Engineering Services Since 1959

WATER DISTRIBUTION MAP
TOWN OF CORYDON
HARRISON COUNTY, INDIANA
SOUTH SECTION

REVISIONS

JAN. 1994	JAN. 2004
JAN. 1996	JAN. 2005
NOV. 1996	
FEB. 1998	
MAY, 1999	
JUNE,2000	
DEC. 2001	
JULY, 2002	
JAN. 2003	
DEC. 2003	

DATE NOV. 2003
DESIGN D.L.D.
DRAWN J.D.C.
Q.C. CHECK
PROJECT NUMBER
*

1

1 OF 2

FILE NUMBER

Scale: 1" = 600'

LEGEND

EXISTING FACILITIES

- PRIVATE LINES OR PRIVATE WATER CO. LINES
- WATER MAINS
- HYDRANTS
- VALVES
- CORPORATION LINE

- Ⓐ 778,000 GALLON STANDPIPE STORAGE TANK, O.F. 781.00
- Ⓑ BOOSTER PUMP STATION 1-100 GPM AT 90 FT. TDH, 5HP. (ABANDONDONED
- Ⓒ BOOSTER PUMP STATION (BYPASSED 1990) 2-300 GPM AT 50 FT. TDH, 20HP EA. 1-5 FT. DIA. M.H. WITH 8 IN. DIA. CHECK VALVE (IN OPEN -POSITION)
- Ⓓ 5FT. DIA. M.H. WITH 6 IN. DIA. GATE VALVE
- Ⓔ 4 FT. DIA. M.H. WITH 6 IN. DIA. CHECK VALVE (ABANDONED 1997) (IN OPEN POSITION- 1990)
- Ⓕ 500,000 GALLON STANDPIPE STORAGE TANK, O.F. 760.00
- Ⓖ BOOSTER PUMP STATION 2-450 GPM AT 120 FT. TDH, 20HP EA. (1993)
- Ⓗ 500,000 GALLON ELEVATED STORAGE TANK, O.F. 845.00
- Ⓘ ALTITUDE VALVE (1990)
- Ⓙ 968,000 GALLON STANDPIPE STORAGE TANK, O.F. 781.00
- Ⓚ WATER OFFICE, LAB & CONTROL BUILDING
- Ⓛ LEAK DETECTION DEVICE
- Ⓜ HYDROPNEUMATIC BOOSTER PUMP STATION (1995) 2-50 GPM AT 81 TDH 2HP EACH WITH 6 IN. DIA. CHECK VALVE
- Ⓝ 6 IN. DIA. CHECK VALVES ON FIRE PROTECTION MAIN
- Ⓞ 500,000 GAL. RESERVOIR STORAGE TANK O.F. 700.00 (1998)
- Ⓟ BOOSTER PUMP STATION 2-2000 GPM AT 221 FT. TDH. 150 HP EA. (1998)
- Ⓠ WELL FIELD AT MAUCKPORT 3-700 GPM WELLS AT 480 FT. TDK. 125 HP EA. (SEPT. 1993) 2-750 GPM WELLS AT 390 FT. TDH. 100HP EA. (OCT. 1998)
- Ⓡ CORYDON FIRE HOUSE
- Ⓢ HARRISON TOWNSHIP FIRE HOUSE

NOTE: FLUSHING HYDRANTS NOT SHOWN

Midwestern Engineers, Inc.
Highway 50 West
P.O. Box 295
Loogootee, IN. 47553
Phone: 812-295-2800
Fax: 812-295-2801
Consultants · Civil · Mechanical · Electrical
Quality Engineering Services Since 1959

WATER DISTRIBUTION MAP
TOWN OF CORYDON
HARRISON COUNTY, INDIANA
NORTH SECTION

REVISIONS	
JAN. 1994 JAN. 1996 NOV. 1996 FEB. 1998 MAY, 1999 JUNE,2000 DEC. 2001 JULY, 2002 JAN. 2003 DEC. 2003	JAN. 2004

DATE
NOV. 2003
DESIGN
D.L.D.
DRAWN
J.D.C.
Q.C. CHECK

PROJECT NUMBER
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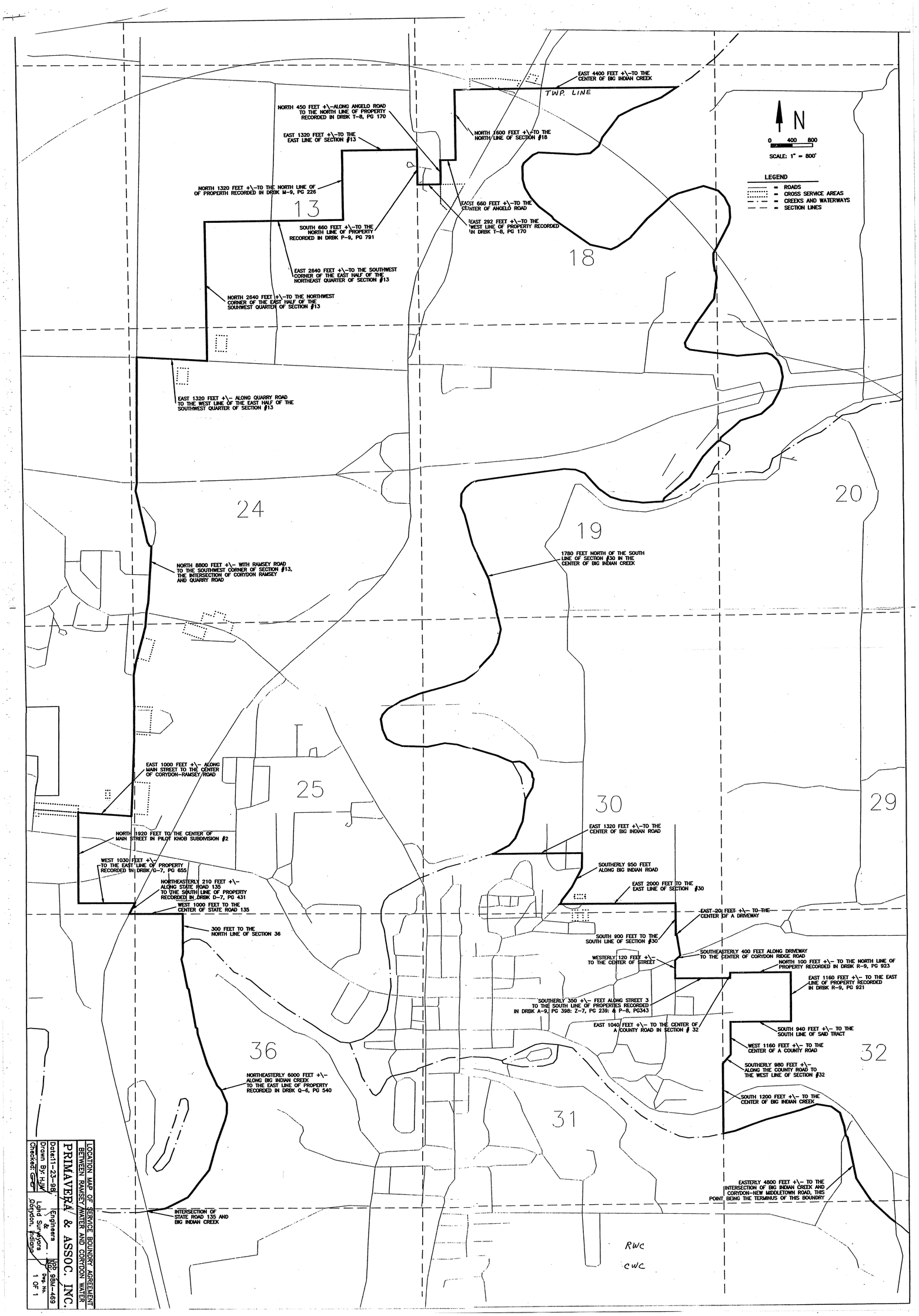
FILE NUMBER



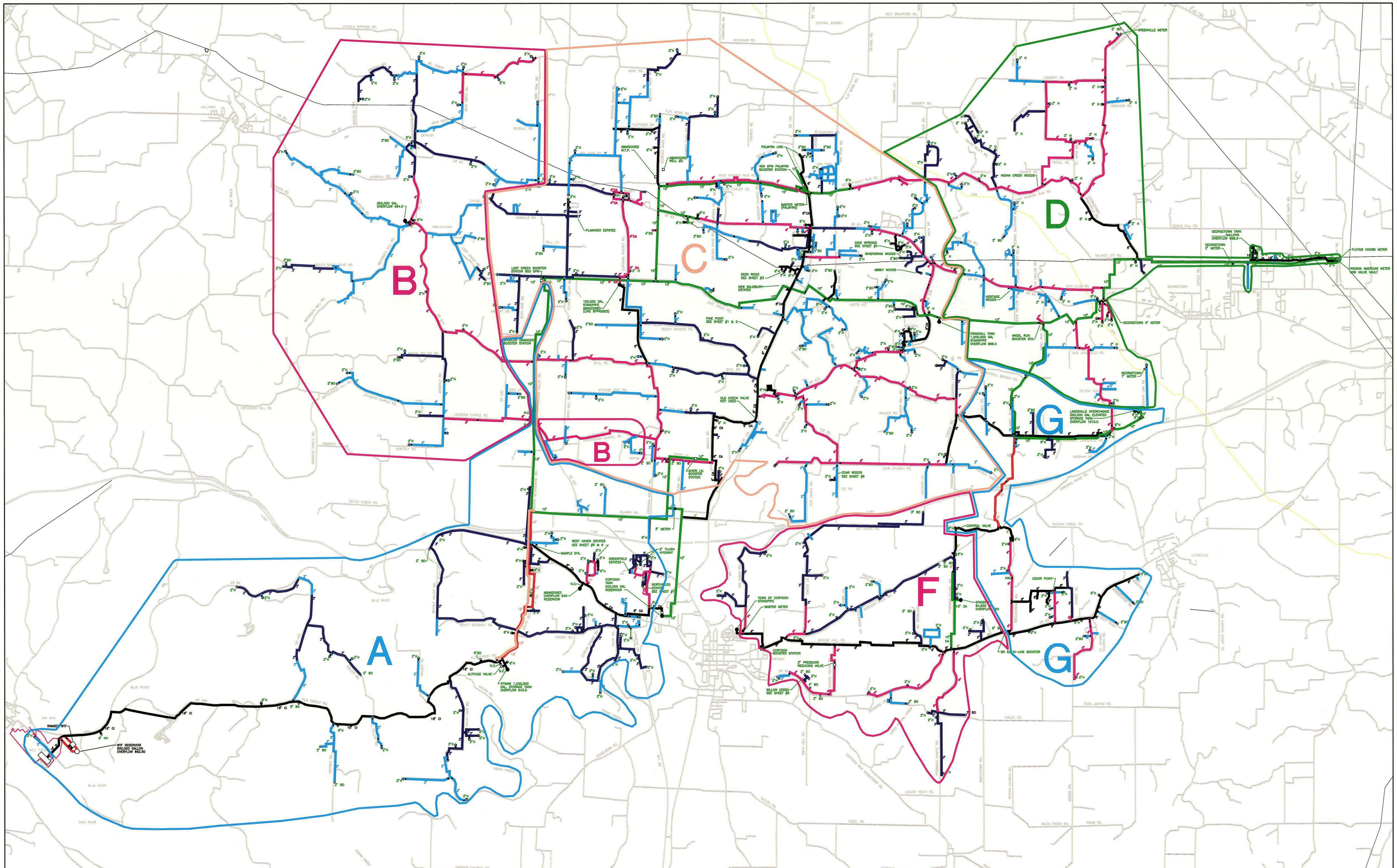
LOCATION MAP OF SERVICE BOUNDRY AGREEMENT
BETWEEN RAMSEY WATER AND CORYDON WATER

PRIMAVERA & ASSOC. INC.
Engineers
Land Surveyors
Corydon, Indiana

Job: 98M-489
Dwg. No.
1 OF 1

Date: 1-23-98
Drawn By: HJW
Checked:

I:\ENVIRON\29533\RAM_MAP\ZONEMAP.dwg



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SCALE: 1" = 3000'

HNTB
ARCHITECTS ENGINEERS PLANNERS
INDIANAPOLIS, INDIANA

I:\Environ\29553\Ram_map\ZONEMAP.dwg, Layout1, 11/26/03 9:26:09 AM, mnelson, 1:1

RAMSEY WATER SYSTEM
RAMSEY WATER COMPANY
JULY 2000

Appendix C Urban Area Projection Data

C-1 Census 2000 Urban Area Criteria (from Federal Register)

C-2 Census 2000 Block Data Summary (from US Census Bureau)

C-3 Forecasted 2010 and 2030 Block Population and Density in Study Area

C-1 Census 2000 Urban Area Criteria (from Federal Register)

with the services proposed for addition to the Procurement List.

Accordingly, the following services are added to the Procurement List:

Services

Service Type/Location: Laundry Service/ Naval Air Station, Patuxent River, Maryland.
NPA: Rappahannock Goodwill Industries, Inc., Fredericksburg, Virginia.
Contract Activity: Department of the Navy.
Service Type/Location: Transcription Services/Equal Employment Office (Federal Bureau of Prisons), Washington, DC.
NPA: The Lighthouse of Houston, Houston, Texas.
Contract Activity: Federal Bureau of Prisons Department of Justice.

This action does not affect current contracts awarded prior to the effective date of this addition or options that may be exercised under those contracts.

Sheryl D. Kennerly,

Director, Information Management.

[FR Doc. 02–6287 Filed 3–14–02; 8:45 am]

BILLING CODE 6353–01–P

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED

Procurement List, Proposed Addition; Correction

In the correction document appearing on page 10664, FR Doc. 02–5612, in the issue of March 8, 2002, in the second column the Committee published a notice of proposed addition to the Procurement List of, among other things, Janitorial/Custodial, Ronald Reagan Building, International Trade Center, At the Federal Tenant Spaces Only, Washington, DC. This notice is amended by deleting the reference "International Trade Center". The proposed addition now reads "Janitorial/Custodial, Ronald Reagan Building, at the Federal tenant spaces only, Washington, DC".

Sheryl D. Kennerly,

Director, Information Management.

[FR Doc. 02–6285 Filed 3–14–02; 8:45 am]

BILLING CODE 6353–01–P

DEPARTMENT OF COMMERCE

[I.D. 030802B]

Submission for OMB Review; Comment Request

The Department of Commerce has submitted to the Office of Management and Budget (OMB) for emergency clearance the following proposal for collection of information under the provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35).

Agency: National Oceanic and Atmospheric Administration (NOAA).

Title: Survey to Measure Effectiveness of Community-Oriented Policing for ESA Enforcement.

Form Number(s): None.

OMB Approval Number: 0648–0435.

Type of Request: Emergency submission.

Burden Hours: 316.

Number of Respondents: 787.

Average Hours Per Response: 20 minutes for a citizen survey; 45 minutes for a survey of Washington Department of Fish and Wildlife personnel; and 60 minutes for interviews of public officials, key stakeholders, and Washington Department of Fish and Wildlife managers.

Needs and Uses: Community-oriented policing (COP) promotes the use of various resources and policing-community partnerships for developing strategies to identify, analyze, and address community problems at their source. Recognizing the significant role non-traditional enforcement efforts will play in Endangered Species Act enforcement in the Northwest, a measurement tool has been developed to ensure that the performance outcomes of these non-traditional enforcement (COP) efforts are effectively measured. Through this instrument, COP efforts can be evaluated for success and elements essential for achieving successful outcomes in future programs can be identified and quantified. Anadromous species enforcement will be the focus of the survey, and the surveys/interviews will take place in the Walla Walla and Cherry Creek river basins.

Affected Public: Individuals or households, and State, Local, or Tribal Government.

Frequency: One-time.

Respondent's Obligation: Voluntary.

OMB Desk Officer: David Rostker, (202) 395–3897.

Copies of the above information collection proposal can be obtained by calling or writing Madeleine Clayton, Departmental Paperwork Clearance Officer, (202) 482–3129, Department of Commerce, Room 6608, 14th and Constitution Avenue, NW, Washington, DC 20230 (or via the Internet at MClayton@doc.gov).

Written comments and recommendations for the proposed information collection should be sent by April 19, 2002 to David Rostker, OMB Desk Officer, Room 10202, New Executive Office Building, Washington, DC 20503.

Dated: March 7, 2002.

Gwellnar Banks,

Management Analyst, Office of the Chief Information Officer.

[FR Doc. 02–6184 Filed 3–14–02; 8:45 am]

BILLING CODE 3510–22–S

DEPARTMENT OF COMMERCE

Bureau of the Census

[Docket Number 010209034–2035–03]

RIN 0607–XX63

Urban Area Criteria for Census 2000

AGENCY: Bureau of the Census, Department of Commerce.

ACTION: Notice of final program criteria.

SUMMARY: This Notice announces the Bureau of the Census' (Census Bureau's) criteria for defining urban and rural territory based on the results of Census 2000. These criteria replace and supersede the 1990 census criteria for defining urban and rural territory. In establishing these criteria, the Census Bureau took into account the comments received regarding the information published in the **Federal Register** on March 28, 2001 (66 FR 17018) and July 27, 2001 (66 FR 39143), as well as research and investigation conducted by Census Bureau staff. The new criteria appear later in this Notice.

EFFECTIVE DATE: This Notice is effective immediately.

FOR FURTHER INFORMATION CONTACT: Robert Marx, Chief, Geography Division, U.S. Census Bureau, 4700 Silver Hill Road-Stop 7400; Washington, DC 20233–7400, telephone (301) 457–2131, or e-mail at: *ua@geo.census.gov.*

SUPPLEMENTARY INFORMATION: The Census Bureau identifies and tabulates data for the urban and rural populations and their associated areas solely for the presentation and comparison of census statistical data. It does not take into account or attempt to anticipate any nonstatistical uses that may be made of these areas or their associated data, nor does it attempt to meet the requirements of such nonstatistical program uses. Nonetheless, the Census Bureau recognizes that some Federal and state agencies are required by law to use Census Bureau-defined urban and rural classifications for allocating program funds, setting program standards, and implementing aspects of their programs. The agencies that make such nonstatistical uses of the areas and data should be aware that the changes to the urban and rural criteria for Census 2000 might affect the implementation of their programs.

If a Federal, state, local, or tribal agency voluntarily uses these urban and rural criteria in a nonstatistical program, it is that agency's responsibility to ensure that the results are appropriate for such use. In considering the appropriateness of such nonstatistical program uses, the Census Bureau urges each agency to consider permitting appropriate modifications of the results of implementing the urban and rural criteria specifically for the purposes of its program. When a program permits such modifications, the Census Bureau urges each agency to use descriptive terminology that clearly identifies the different criteria being applied so as to avoid confusion with the Census Bureau's official urban and rural classifications.

This section of the Notice, among other things, provides a brief synopsis of the public comments the Census Bureau received in response to the March 28, 2001 (66 FR 17018) and July 27, 2001 (66 FR 39143) **Federal Register** Notices, and the decisions the Census Bureau made in response to the public comments received.

In addition, the Census Bureau plans to announce the determinations of Census 2000 urban and rural territory in the near future. Federal agencies should begin to use the new urban/rural definitions to tabulate and publish statistics when the determinations are announced.

Executive Order 12866

This Notice has been determined to be not significant for purposes of Executive Order 12866.

Regulatory Flexibility Act

Even though we gave the public prior notice and an opportunity for public comment, we were not required to do so by Title 5, United States Code (U.S.C.), Section 553, or any other law. Therefore, a Regulatory Flexibility Analysis is not required and has not been prepared (5 U.S.C. 603[a]).

Paperwork Reduction Act

This program Notice does not represent a collection of information subject to the requirements of the Paperwork Reduction Act, Title 44, U.S.C., Chapter 35.

Summary of Comments Received in Response to the March 28, 2001 (66 FR 17018) and July 27, 2001 (66 FR 39143) Federal Register Notices

The March 28, 2001 **Federal Register** document provided the proposed criteria and the July 27, 2001 **Federal Register** document provided further clarification. Both Notices requested comment on the Census Bureau's proposed Urban Area Criteria for Census 2000. In response to the two Notices, the Census Bureau received 142 comment letters. Of that number, 81 comments were received from regional planning and nongovernmental organizations, 24 from municipal and county officials, 22 from Members of Congress, 8 from state government officials, 4 from officials of other federal agencies, and 3 from individuals. Many comment letters addressed more than one topic.

Of the 142 letters, 67 offered comments to the proposed criteria for recognizing uninhabitable areas adjacent to bodies of water (floodplains, marshes, and other wetlands); 37 of these dealt specifically with areas not accommodated in the criteria that respondents believed to be uninhabitable. Of these 37 letters, 22 expressed concern about the area that separates Brunswick City and St. Simons Island, Georgia, and 15 dealt with the area in the vicinity of the St. Francis Levee between West Memphis, Arkansas, and Memphis, Tennessee. The majority of the comments concerned the inability of the proposed criteria to define additional types of areas as "uninhabitable" territory. In particular, respondents commented on the inadequacy of the criteria to define intermittently flooded, uninhabited land adjacent to water bodies as uninhabitable, and thus exempted from the distance measurement when attempting to connect qualifying territory. It was recommended that if these additional types of uninhabitable land areas were included in the criteria, important outlying urban territory would qualify for inclusion in urban areas. Not having this territory included in the urban areas would result in a loss of valuable funding. The remaining comments addressed the criteria that allow a 5 mile jump over uninhabitable area, stating that they would benefit large states and urban areas, but not small states and urban areas.

Ten comments expressed concern that there were no provisions in the criteria to include nonresidential urban land uses, such as airports, industrial parks, and large commercial areas, within urban areas. Comments were received from the Lewiston, Idaho-Clarkston, Washington, area (3); the Dallas-Fort Worth, Texas, area (2); the Reno-Sparks, Nevada, area (2); and one comment each was received from the Indianapolis, Indiana; Paducah, Kentucky-Metropolis, Illinois; and Grand Forks, North Dakota-East Grand Forks, Minnesota, areas. The commentors believed the population density criterion of 500 people per square mile (ppsm) was too high and, therefore, would unfairly exclude the surrounding adjacent nonresidential urban land use areas and what they considered the complete extent of their urbanized area. All comments expressed concern about a possible loss of funding or an inability to expend the funding where the community believed it was needed if there were no way to identify and include nonresidential land use as part of the Urban Area Criteria for Census 2000.

Twenty-seven of the comments questioned elimination of the grandfathering criteria; that is, not automatically retaining in the Census 2000 urban definition territory that had been classified as urban based on the 1990 census. Of those commenting, 16 of the 27 comments were concerned with the Bristol, Tennessee-Bristol, Virginia, area and 5 were concerned with the Ventura County and Orange County areas in California. The remaining 6 letters did not cite a specific area; however, all were similar in that they asserted grandfathering should be retained as part of the Urban Area Criteria for Census 2000. It was believed the elimination of this criterion would cause not only a loss in funding, but, more importantly, a loss of urbanized area status.

There were 26 comments expressing concern about eliminating the provision for including whole functioning governments, particularly incorporated cities, towns, villages, and boroughs. Ten of those commenting were especially concerned about the Bristol, Tennessee-Bristol, Virginia, area and one comment was received regarding the Lewiston, Idaho-Clarkston, Washington, area. Although 15 of the 26 responses did not refer to a specific area, all letters dealing with the elimination of the whole-functioning government criterion were in favor of retaining it as part of the Urban Area Criteria for Census 2000. It was believed that by using corporate limits to include whole governmental units in urban definitions, additional nonresidential urban land use would be included in the urban area definitions, thereby alleviating concerns of loss of funding and loss of urbanized area status.

Coupled with elimination of the grandfathering and the whole-functioning government criteria, 18 additional comments specifically expressed concern regarding the loss of urbanized area status; 11 of these additional comments addressed the governments in the Bristol, Tennessee-Bristol, Virginia area. All 18 favored retention of the grandfathering and the whole-functioning government criteria,

as all believed their elimination would result in a loss of urbanized area status.

The Census Bureau received 31 comments regarding the splitting and merging of urban areas; 23 of these expressed concern about splitting urban areas in the vicinity of Los Angeles, California, in particular in Ventura County (the Oxnard-Ventura, Simi Valley, and Thousand Oaks areas) and in Orange County. The comments questioned whether smaller urban areas would retain their individual status or be included in the larger Los Angeles urbanized area. The majority of these comments dealt equally with the loss of funding, loss of data, and loss of urbanized area status. There were no comments in favor of merging existing urbanized areas. It was widely held that the splitting of urbanized areas should occur at metropolitan area boundaries.

Twenty-four comments addressed the overall population density criterion, with the majority agreeing that the population density requirement of 500 ppsm was too high and did not allow for the inclusion of nonresidential urban land use areas adjacent to the urbanized area core. Five comments remarked on the density requirements for military installations; all concerned Vandenberg Air Force Base near Lompoc, California, and stated the population density requirement of 500 ppsm was too high and, therefore, would exclude some blocks that are part of the military installation.

There were 11 commenters who remarked about the 2 square mile size limit criterion for census block groups with qualifying density. The majority of commenters believed that the area size limitation should be larger than 2 square miles or that an area threshold should not be used to determine urban area qualification. The consensus among the commenters was that this criterion was arbitrary and, thus, should be removed.

The enclave and indentation criteria generated 11 comments. Those commenters who wanted the criteria to include nonresidential urban land uses in urban areas believed that the 5 square mile size limit for adding enclaves to urban areas was too small. Other commenters remarked that the 3:1 ratio criterion for including indentations favors large urban areas over small urban areas.

There were 19 comments received regarding the jump and hop criteria. The jump and hop criteria are used to include noncontiguous but qualifying territory within an urban area. The criteria are based on the distance of the connection and overall density or population in the qualifying territory. All 19 agreed that the distance for hops and jumps should be increased to better include nonresidential urban land uses in urban areas.

The Census Bureau received one comment requesting the recognition of ferries and other nonroad transport networks as links to discontiguous qualifying areas. It favored the use of ferries and other nonroad connections for hops and jumps, especially in the West, as some transit systems have ferry service across water bodies or lines tunneling through mountains where the alternate road connections may not meet the hop or jump distance criteria.

The Census Bureau's Decisions Regarding Recommendations Received From Comments Concerning Changes to the Urban Area Criteria for Census 2000

This section of the Notice provides information about the Census Bureau's decisions related to the recommendations and comments received. These decisions benefited greatly from the public participation, which served as a reminder that, although identified for purposes of collecting, tabulating, and publishing federal statistics, the urban areas defined through these standards represent areas in which people reside, work, and spend their lives and to which they attach a considerable amount of pride. In arriving at its decisions, the Census Bureau took into account the comments received regarding the information published in the **Federal Register** on March 28, 2001 (66 FR 17018) and July 27, 2001 (66 FR 39143), as well as research and investigation conducted by Census Bureau staff.

I. The Census Bureau presents below its decisions on changes that were incorporated into the Urban Area Criteria for Census 2000 in response to the many comments received.

A. The Census Bureau accepted the recommendations to include criteria that define "uninhabitable" territory along major bodies of water. The Census Bureau is changing the proposed criteria to include selected unpopulated blocks adjacent to a road connection where that road connection crosses a substantial water area. In addition, the Census Bureau is replacing the term uninhabitable with the term "exempted" to more clearly define the territories that are in this category: water bodies, uninhabited census blocks adjacent to bridged water bodies, military installations, national parks, and national monuments.

The original uninhabitable criteria, which were more restrictive than in the past, were limited to bodies of water, military installations, national parks, and national monuments. The intent was to make the delineation process as objective and uniform as possible, and because only these four categories of topography and land use were uniform and complete for the Nation in the Census Bureau's TIGER database, they were the only items that the Census Bureau believed it could use as a basis for evaluation.

The Census Bureau decided to rename "uninhabitable" as "exempted," and to include as exempted those land portions of a hop or jump (defined in Sections II.B. and II.C. of the Urban Area Criteria for Census 2000) where the tabulation blocks on both sides of the road connection have zero population and the road connection crosses at least 1,000 feet of water.

Incorporating this new criterion, which is meant to provide a measurable and objective surrogate to define floodplains and marshlands, will allow the Census Bureau to achieve its goal of being able to apply the criteria uniformly throughout the Nation.

B. The Census Bureau accepted the recommendations to include major airports adjoining or surrounded by qualifying urbanized areas or urban clusters, but the Census Bureau decided not to include commercial or industrial areas.

The Census Bureau decided to include major airports adjoining qualifying urbanized areas (UAs) or urban clusters (UCs) when it was able to obtain a comprehensive database of major airports. The decision was made to include only those airports that, according to 2000 Federal Aviation Administration statistics, had an annual enplanement of at least 10,000 people and, thus, qualified as a primary airport. The research conducted regarding the methodology for determining what boundaries to use for the airports determined that airport inclusion should be by whole census block where at least half the land area of the census block was within the airport.

The Census Bureau believes it is advantageous to include major airports within urban areas because doing so will give a better overall picture of an "urbanized area." Heavily used airports are considered part of the urban fabric of an area and, most importantly, the Census Bureau was able to obtain a single, reliable database source that its staff could use to apply the criteria objectively.

The Census Bureau determined that it could not include industrial or commercial areas on the fringes of UAs or UCs because it could not find a consistent national database that

identifies such areas, as it found for major airports. Thus, the Census Bureau does not have the capability to specifically identify commercial and industrial areas on a uniform and comprehensive basis. The Census Bureau is continuing research to determine some objective and consistent way to address issues involving nonresidential urban land uses for urban area determinations in future censuses.

C. The Census Bureau adopted criteria that would permit the splitting of a UA within the same metropolitan statistical area (MSA) and primary metropolitan statistical area (PMSA), and in counties that are not within an MSA or PMSA, when two areas that each would qualify as a UA have only a point connection or are connected by a hop or a jump.

The Census Bureau determined that it is just as important to recognize the autonomy of areas within a metropolitan area (MA) as it is between two or more MAs. The Census Bureau also determined it would not be realistic to apply the same distance criterion of 3 miles used to split a UA that has qualifying territory in separate MAs as the basis for splitting a UA that is within the same MA or outside any MA. The Census Bureau believes the criteria for splitting a UA within the same MA or outside any MA should be more restrictive to ensure that the splitting is limited to areas that are more likely to be independent and to avoid the splitting of a single large UA into many smaller UAs that are not autonomous.

D. The Census Bureau reevaluated the block population density criterion within a military installation. The Census Bureau revised the final Urban Area Criteria for Census 2000 to treat blocks on a military installation that have a population of 1,000–2,499 the same as blocks that have a population density of 500–999 ppsm. The Census Bureau also decided to treat blocks that have a population of 2,500 or more the same as blocks that have a population density of 1,000 ppsm or greater.

The change in the block density criterion for census blocks within a military installation formally recognizes the special situation that was created in agreement with the Department of Defense regarding the collection and presentation of data about military installations. The block numbering algorithm used by the Census Bureau specified that military installations be identified by using as few block numbers as possible. Blocks that have a large area and significant population were created, but seldom did they meet the minimum criteria for qualification as urban based on population density. Even though the density requirement is consistent, the delineation of military blocks is inconsistent; therefore, the 500 ppsm requirement is being waived for blocks on military installations. To apply these new criteria to other blocks would not be appropriate because the Census Bureau used consistent criteria to define the blocks in areas where external agreements for processing were not a factor.

E. The Census Bureau modified the methodology for the indentation criteria from the 3:1 linear ratio measurement to a 4:1 area ratio measurement; it also clarified the criteria.

The decision to change from the linear ratio of measurement to an area ratio, or "circle method," of measurement was based on the results of research by Census Bureau staff. The results of the research showed that the "circle method" gives a constant comparative ratio, whereas the linear measurement method does not. It also is more difficult to use the length-to-area measurement in a computer environment, where one must first determine the values of an indentation and then calculate the ratio. The inability to ensure consistent automated results made the proposed indentation criteria less objective.

II. Recommendations and comments were received from the public regarding other issues, and subsequent research by Census Bureau staff determined that changes to the current criteria for some issues would be detrimental to the goals of the program. The Census Bureau has decided that no changes will be made to accommodate the following issues in the Urban Area Criteria for Census 2000.

A. Grandfathering

The goal for Census 2000 is to bring the urban area criteria back to a single set of rules that allow for application of automated processes that yield consistent results rather than to have the areas defined through a process of accretion over time. The Census Bureau is striving to eliminate any subjectivity in these delineations. This can be done only by reexamining areas that qualified as UAs in earlier censuses due to the implementation of different criteria following each of those censuses, the possibility of misinterpretations of the criteria, and the inevitable mistakes made during clerical delineations of the past. The areas that no longer qualify as UAs likely will qualify as UCs for Census 2000.

B. Developing a Set of Criteria To Include Whole Functioning Governments in Urban Area Definitions

The Census Bureau wants to define a continuum of urban territory created objectively and equitably for the entire Nation. To apply these criteria consistently, the use of governmental unit boundaries and criteria designed to include whole functioning governments must be eliminated. The Census Bureau evaluated the geographic characteristics of municipal corporations and found widespread variation as a result of each state's unique set of annexation and incorporation laws. The Census Bureau believes the lack of consistency among state laws for establishing governmental unit boundaries would result in inconsistency in urban area definitions.

C. Recognition of Ferries and Other Transportation Modes To Link Discontiguous Qualifying Areas

There is no consistent database of ferry connections and other transportation networks; therefore, the Census Bureau cannot apply the limited data available consistently.

D. Size Criteria for Block Groups

The Census Bureau included a maximum block group size criterion to avoid adding large sparsely settled territories to urban areas. Census Bureau staff found a significant reduction in the percentage of individual blocks that have a population density greater than 500 ppsm, and a significant increase in the land area of blocks that have a population density less than 500 ppsm, when the size of a block group exceeded two square miles. Based on this research, and with the allowance in the criteria for inclusion of individual blocks that have qualifying density, the Census Bureau determined that it was not necessary to change the block group size criterion.

E. Changing the Distance Allowable for a Hop

The Census Bureau determined, after further research, to retain the proposed length for a hop at a distance of less than or equal to 0.5 mile. Based on empirical review, allowing a longer distance for a hop resulted in a significant number of areas linking to other urban areas that were not perceived as actually being connected.

F. Changing the Distance Allowable for a Jump

The Census Bureau determined, after further research, to retain the proposed increase in length for a jump at greater than 0.5 mile but no more than 2.5 miles (it was 1.5 miles in 1990). Based on

empirical review, allowing a longer distance for a jump resulted in a significant number of areas linking to other urban areas that were not perceived as actually being connected. In the case of longer jumps, many of the connections would be eliminated subsequently because a UA would be split to avoid joining autonomous qualifying UAs.

G. Changing the Population Density Criteria for Block Groups and Blocks

The proposed population density requirement of 500 ppsm will remain unchanged. This change in the population density requirement will allow the Census Bureau to take into account government policies requiring green space between developments, lessen the effect of large census block groups and blocks that contain both a developed and undeveloped portion, and because consistent nonresidential land use information is not available, will help to qualify areas that have mixed land use within the same block group or block.

Urban Area Criteria for Census 2000

The following criteria apply to the 50 states, the District of Columbia, Puerto Rico, American Samoa, Guam, the Northern Mariana Islands, and the Virgin Islands of the United States.

I. Census 2000 Urbanized Area (UA) and Urban Cluster (UC) Definitions

For Census 2000, a UA consists of contiguous,[1] densely settled census block groups (BGs)[2] and census blocks[3] that meet minimum population density requirements, along with adjacent densely settled census blocks that together encompass a population of at least 50,000 people.

For Census 2000, a UC consists of contiguous, densely settled census BGs and census blocks that meet minimum population density requirements, along with adjacent densely settled census blocks that together encompass a population of at least 2,500 people, but fewer than 50,000 people.

All criteria based on land area, population, and population density reflect the information contained in the Census Bureau's Topologically Integrated Geographic Encoding and Referencing (TIGER) database (the Census 2000 TIGER/Line file at the time of initial delineation) and the official Census 2000 redistricting data file (the Public Law 94–171 file at the time of initial delineation).

II. UA and UC Delineation Process Criteria

The following criteria are provided in the sequence in which they are used by the Census Bureau in an automated software program, with limited interactive modifications, to delineate the UAs and UCs. The purpose of providing the criteria in sequence and in technical terms is to ensure that others can develop similar software to replicate the Census Bureau's urban area delineations.

A.The Census Bureau initiates its delineation of a potential urban area by delineating a densely settled "Initial Core." The Initial Core is defined by sequentially including the following qualifying territory:

1. One or more contiguous census BGs that have a total land area less than 2 square miles and a population density of at least 1,000 people per square mile (ppsm) [4]. NOTE: All calculations of population density include only land; the areas of water contained within census BGs and census blocks are not used to calculate population density.

2. If no qualifying census BG exists, one or more contiguous census blocks that have a population density of at least 1,000 ppsm.

3. One or more census BGs that have a land area less than 2 square miles, a population density of at least 500 ppsm, and are contiguous with the BGs identified by criterion II.A.1.

4. One or more contiguous census blocks, each of which has a population density of at least 500 ppsm, and at least one of which is contiguous with the qualifying census BGs or census blocks identified by criterion II.A.1., II.A.2., or II.A.3.

5. Any enclave of contiguous territory that does not meet the criteria above but that is surrounded by census BGs and census blocks that qualify for inclusion in the initial core by criteria II.A.1. through II.A.4., provided the area of the enclave is not greater than 5 square miles.

B. The Census Bureau continues its delineation of a potential urban area by adding, to all initial cores that have a population of 1,000 or more[5], other territory with qualifying density that can be reached using a "hop" connection. That is, from the edge of the initial core, the Census Bureau will define a road connection of no greater than 0.5 mile across land that is not classified as "exempted" territory[6] and that consists of one or more nonqualifying census blocks that connect the initial core to a contiguous area of census BG(s) and/or census blocks(s) that otherwise qualify based on population density and land area.

1. The territory being added to the initial core using a hop connection, which includes the connecting census block(s), census BG(s), and census block(s) that have a population density of at least 500 ppsm, and any enclave blocks within the connecting block(s) or area with qualifying density, must:

a. Have a combined overall population density of at least 500 ppsm, or

b. Have 1,000 or more total population in the qualifying area being added.

2. When adding qualifying territory to the initial core using a hop connection, the Census Bureau tests the five shortest road connections and:

a. Selects the shortest qualifying road connection that does not exceed 0.5 mile across land that is not classified as "exempted" territory, and

b. Selects the connecting block(s) along that road connection that forms the highest overall population density for the entire area (hop blocks plus

[1] Contiguity requires at least one point of intersection.

[2] A census block group is a group of census blocks within a census tract whose numbers begin with the same digit; for example, BG 3 within a census tract includes all census blocks numbered from 3000 to 3999.

[3] A census block is an area normally bounded by visible features, such as streets, streams, and railroads, and by nonvisible features, such as the boundary of an incorporated place, minor civil division (MCD), county, or other Census 2000 tabulation entity.

[4] The Census Bureau, in agreement with the Department of Defense, imposed restrictions on the selection of features that could be used as block boundaries within military reservations. This resulted in census blocks within military reservations that contain populations of 1,000 or greater, but with unusually low population densities caused by these restrictions. In recognition of this situation, for purposes of urban area delineation, the Census Bureau treats blocks on military reservations that have a population of 2,500 or more as having a population density of 1,000 ppsm, even if the actual density is less than 1,000 ppsm, and those that have a population of 1,000 to 2,499 as having a population density of 500 ppsm.

[5] All cores of less than 1,000 population are not selected as the starting point for the delineation of a separate urban area; however, these core areas still are eligible for inclusion in a UA or UC, using subsequent criteria and procedures.

[6] The Census Bureau defines "exempted" territory as areas in which normal residential development is significantly constrained or not possible due to either topographic or land use reasons. Exempted territory is limited to bodies of water, national parks and monuments, military installations, and those segments of a road connection where the populations of the census blocks on both sides of the road are zero and, additionally, the road connection crosses at least 1,000 feet of water. Because the Census Bureau does not have access to or maintain a comprehensive land use database for the entire United States, Puerto Rico, and the Island Areas, only the aforementioned land use types, which are included in or can be derived from the Census Bureau's TIGER database, will be used when identifying exempted territory.

qualifying blocks) being added to the initial core.

3. Territory that is added to the initial core by means of a hop connection becomes part of the adjusted initial core. The Census Bureau then determines if there is additional qualifying territory that can be added to the adjusted initial core. All measurements of distance and contiguity to the core are made from the adjusted initial core, not from the original initial core. The Census Bureau continues to add qualifying territory by means of a hop connection, modifies the adjusted initial core to include the added territory, and continues to add more qualifying territory via a hop connection, until no additional territory qualifies to be added via a hop connection.

C. After completing the process that adds all territory to an initial core that can be added via hop connections, those cores that have a population of 1,500 or more, now termed "interim cores," continue the delineation process by adding qualifying territory via a "jump" connection[7].

The determination of jumps starts with the interim core that has the greatest population and continues in descending order of population size of each interim core. Starting from the edge of the interim core, the Census Bureau identifies a road connection of greater than 0.5 mile and no more than 2.5 miles across land that is not classified as "exempted" territory, and that consists of one or more nonqualifying census blocks that connect the interim core to contiguous qualifying territory based on population density, land area, and connections made using the hop criteria.

1. The territory being added to the interim core using a jump connection, including the connecting census block(s), qualifying census BG(s), and census block(s) that have a population density of at least 500 ppsm, and any enclave blocks within the connecting block(s) or territory with qualifying density, must:

a. Have a combined overall population density of at least 500 ppsm, or

b. Have a population of 1,000 or more in the qualifying territory being added.

2. When adding qualifying territory to the interim core using a jump connection, the Census Bureau tests the five shortest road connections and:

a. Selects the shortest qualifying road connection that does not exceed 2.5 miles across land that is not classified as "exempted," and

b. Selects the connecting block(s) along that road connection that forms the highest overall population density for the entire territory (jump blocks plus qualifying blocks) being added to the interim core.

3. No additional jumps may originate from a qualifying area after the first jump in that direction unless the territory being included as a result of the jump was an interim core with a population of 50,000 or more.

D. After territory has been added to the interim core via jump connections, the Census Bureau again includes additional noncontiguous territory to the adjusted interim core using a hop connection, provided the territory qualifies as defined in the criteria associated with II.B.

E. During all phases in which qualifying territory that is discontiguous to the initial or interim cores is being added to the cores, the Census Bureau adds to the cores any qualifying territory where the hop or jump road connections pass through "exempted" territory.

1. Discontiguous territory is added to the cores using hop or jump connections that cross "exempted" territory, provided that:

a. The road connection is no greater than 5 miles between the core and the qualifying area, and

b. The road connection does not cross more than a total of 2.5 miles of territory not classified as "exempted" (those segments of the road connection where "exempted" territory is not on both sides of the road), and

c. The territory being added meets either the population density criteria or total population criteria specified in Sections II.B.1 and II.C.1.

2. The Census Bureau selects the road connection using the criteria specified in Sections II.B.2 and II.C.2.

3. The Census Bureau considers linkages over exempted territory as a hop connection when the total distance of the road segments, excluding the distance across "exempted" territory, does not exceed 0.5 mile, and as a jump connection when the total distance of the road segments is from 0.5 to 2.5 miles, excluding the distance across "exempted" territory.

F. After all territory has been added to the interim core via jump and hop connections, the Census Bureau adds whole tabulation blocks that approximate the territory of major airports, provided at least one of the blocks that represent the airport is included within or contiguous with the interim core.

G. The Census Bureau then adds to the interim cores territory that constitutes enclaves, provided that:

1. The territory is contiguous, surrounded only by land, and consists of census BGs and census blocks that qualify for inclusion in the interim core, and

a. The area of the enclave is not greater than 5 square miles, or

b. All area of the enclave is more than a straight-line distance of 2.5 miles from a land block that is not part of the interim core, or

2. The territory is contiguous, surrounded by both land consisting of census BGs and census blocks that qualify for inclusion in the interim core, and water, and the linear contiguity of the enclave to the land that is within the interim core is greater than the linear contiguity of the enclave to the water.

H. The Census Bureau then inspects the interim cores and, where necessary, splits the interim cores into separate interim cores for purposes of identifying individual urban areas, following the criteria specified in Section III.

I. Upon completing the separation of interim cores, the Census Bureau completes the delineation of urban areas by identifying and adding territory that qualifies as "indentations."

1. The Census Bureau examines and qualifies only those potential indentation areas that are within the same interim core, not between separate interim cores.

2. Starting from the outermost part of the potential indentation, the Census Bureau will define a "closure qualification line," defined as a straight line no more than 1 mile in length, that extends from one point along the edge of the interim core across area that is not within the interim core to another point along the edge of the interim core, with both points on land.

3. The Census Bureau then determines if there are any tabulation blocks that have at least 75 percent of their area within the territory formed between the closure qualification line and the interim core.

4. If there are no blocks that have 75 percent or more of their area within that territory, the potential indentation does not qualify to be added to the interim core.

5. If there are any blocks that have 75 percent or more of their area within the territory formed between the closure qualification line and the interim core, the total area of those blocks that meet or exceed the 75-percent criterion is compared to the area of a circle, the diameter of which is the length of the closure qualification line.

[7] All adjusted initial cores of less than 1,500 population are not selected to continue the delineation of a separate urban area; however, these core areas still are eligible for inclusion in an urban area using subsequent criteria and procedures.

6. Those territories under review that have at least four times the area of the circle qualify as an indentation, and the Census Bureau will add the entire area of all those blocks to the interim core.

7. If the collective area of the indentation blocks is less than four times the area of the circle, the Census Bureau defines a different closure qualification line, if possible, and continues the testing and qualification of the potential indentation until it determines if the potential indentation qualifies or fails.

J. As a result of the urban area delineation process, an incorporated place [8] or census designated place (CDP) [9] may be partially within and partially outside an urban area. Any place that is split by an urban area boundary is referred to as an extended place.

III. Splitting UAs

The Census Bureau uses the definition of metropolitan areas (MAs), which include metropolitan statistical areas (MSAs), consolidated metropolitan statistical areas (CMSAs), and primary metropolitan statistical areas (PMSAs), in effect for Census 2000 (those MAs established by the Office of Management and Budget on June 30, 1999) to determine when to define separate contiguous UAs. (Note: UCs are never split to recognize MA boundaries.) After delineating the boundary of each UA, the Census Bureau will examine the relationship between that UA and any MSA, CMSA, or PMSA, using the following criteria to determine if the UA should be split and, if so, where the boundary should be located between the resulting separate UAs.

A. UA Split Criteria When There Are Separate MAs

The Census Bureau splits an initial UA that contains at least 50,000 people in two or more separate MAs when the following conditions exist:

1. The UA has at least 50,000 people in each of at least two different MSAs or PMSAs, and the distance along which their areas are contiguous is less than 3 miles. The split will occur at a location near the MSA or PMSA boundary along which their area of contiguity is less than 3 miles.

2. The UA has at least 50,000 people in each of at least two different CMSAs, and the distance along which their areas are contiguous is less than 3 miles. The split will occur at the CMSA boundary.

B. UA Split Criteria Within the Same MA or County

The Census Bureau splits an initial UA within the same MA, or within a county that is not in an MA, when the following conditions exist:

1. The only connection linking or causing contiguity between areas, each of which has an initial core population of at least 50,000, includes either a hop or jump connection, or

2. The connection between areas, each of which has an initial core population of at least 50,000, is not greater than a point-to-point connection.

In both cases, the split will occur at the point-to-point connection, or at both ends of the hop or jump connection that initially linked the areas into a single UA.

IV. Urban Area Title Criteria

A. For those urban areas that contain an incorporated place that has at least 2,500 people in the urban area:

1. The urban area title includes the name of the incorporated place with the most population within the urban area.

2. As many as two additional incorporated place names may be part of the urban area title, provided that:

a. The incorporated place's urban area population exceeds 250,000 people, or

b. The incorporated place has both an urban area population of at least 2,500, and its urban area population includes at least 2/3 of the population in the most populous incorporated place in the urban area.

B. If the urban area does not contain an incorporated place that has at least 2,500 people in the urban area, the urban area title includes the single entity name [10] that occurs first from the following list:

1. The nonmilitary CDP having the largest population in the urban area, provided its population in the urban area is at least 2,500.

2. The incorporated place having the largest population in the urban area.

3. The nonmilitary CDP having the largest population in the urban area.

4. The military CDP having the largest population in the urban area.

5. The governmental MCD [11] having the largest population in the urban area.

6. A local name recognized for the area by the United States Geological Survey's Geographic Names Information System, with preference given to post office names recognized by the United States Postal Service (USPS).

C. The criterion for the sequence of place names in the urban area title consists of the qualifying names in descending order of their official population in the urban area. (If two or more entities that qualify to have their names included in the urban area title have exactly the same population, the total population of each is used to determine the sequence of names; or, if no population data are available, as in Section IV.B.6., the entity names will be listed alphabetically.)

D. The urban area title will include the USPS abbreviation of the name of each state or statistically equivalent entity into which the urban area extends.

1. The order of the state names is the same as the order of the related place names in the urban area title.

2. For urban areas that extend into a state(s) in which no incorporated place, CDP, or MCD name is part of the urban area title, the name(s) of this state(s) is included in the urban area title after the name of the state(s) that includes a place or MCD having its name in the urban area title, in descending order of the state's Census 2000 population within the urban area.

E. If a single place or MCD qualifies as the title of more than one urban area, the largest urban area will use the name of the place or MCD. The smaller urban area will have a title consisting of the place or MCD name and a compass directional (North, South, East, or West) as the smaller urban area relates in direction to the larger urban area. For example, if Allenville is used to title the largest urban area, a smaller urban area also using Allenville in the title that lies south of the larger urban area is titled Allenville South.

F. If any title of an urban area duplicates the title of another urban area within the same state, or uses the name of an incorporated place, CDP, or MCD that is duplicated within a state, the name of the county that has most of the population of the largest place or MCD is appended, in parentheses, after the

[8] An incorporated place is a governmental unit designated as a city, town (except in New England and Wisconsin), village, city and borough, municipality, or borough (except in New York and Alaska); the term also includes all consolidated cities.

[9] A CDP is a statistical equivalent of an incorporated place and represents a locally defined named area. CDPs are called communidades and zonas urbanas in Puerto Rico.

[10] If two or three of the entities being considered for an urban area title have exactly the same population in the urban area, the title will include both (or all three) entity names in the title. If four or more entities being considered for an urban area title have exactly the same population, the total population of each entity (as oppose to its urban population) will determine the three names to be included in the title.

[11] An MCD is a legal subdivision of a county or statistically equivalent entity. Governmental MCDs exist in Connecticut, Illinois, Indiana, Kansas, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Vermont, and Wisconsin.

duplicate place or MCD name for each urban area. If there is no incorporated place, CDP, or MCD name in the urban area title, the name of the county having the greatest population residing in the urban area will be appended to the title. For example, Springfield (Ames County), OH, and Springfield (Jefferson County), OH.

V. Urban Area Code Criteria

The Census Bureau assigns a 5-digit numeric code to each urban area. The code is based on a national alphabetic sequence of all urban area names, and is sequenced by state code or state and county code when urban area names are duplicated.

VI. Urban Area Central Place Criteria

The Census Bureau identifies one or more central places for each urban area (if an incorporated place or CDP exists within the urban area) using the following criteria:

A. Any incorporated place or CDP that has its name in the title of the urban area, and

B. Any other incorporated place or CDP that has a population of 50,000 or more within the urban area.

VII. Urban and Rural Classification

The Census Bureau classifies as urban all population and territory within the boundaries of urban areas.[12] Conversely, the Census Bureau classifies as rural all population and territory that are not within any urban area.

The Census Bureau does not attempt to classify all bodies of water as being either urban or rural. Those bodies of water that appear in the Census Bureau's TIGER database as area features are included in urban areas only if the water body is included in a land BG or census block classified as urban, or if the water body serves as a connection when performing a hop or a jump. The urban and rural classification is not definitive for other bodies of water because the Census Bureau's definition is not intended to limit other classifications of urban and rural when applied to water area.

Dated: February 27, 2002.

William G. Barron, Jr.,

Acting Director, Bureau of the Census.

[FR Doc. 02–6186 Filed 3–14–02; 8:45 am]

BILLING CODE 3510–07–P

[12] The Census Bureau's TIGER database is a centerline file; that is, the line representing each feature (such as a road or a stream that has a very small area) follows the center line of the feature. This criterion is not intended to preclude other application from including the entire area of a feature that the Census Bureau has used as the boundary between urban and rural territory as being either entirely urban or entirely rural.

DEPARTMENT OF COMMERCE

International Trade Administration

[A–570–867]

Notice of Amended Final Determination of Sales at Less Than Fair Value: Certain Automotive Replacement Glass Windshields from the People's Republic of China

AGENCY: Import Administration, International Trade Administration, Department of Commerce.

ACTION: Amended Final Determination of Sales at Less Than Fair Value.

EFFECTIVE DATE: March 15, 2002.

FOR FURTHER INFORMATION CONTACT: Stephen Bailey, Brandon Farlander, and Robert Bolling, AD/CVD Enforcement Group III, Office 9, Import Administration, International Trade Administration, U.S. Department of Commerce, 14th Street and Constitution Avenue, N.W., Washington, DC 20230; telephone: (202) 482–1102, (202) 482–0182, and (202) 482–3434, respectively.

The Applicable Statute and Regulations

Unless otherwise indicated, all citations to the Tariff Act of 1930, as amended ("the Act"), are references to the provisions effective January 1, 1995, the effective date of the amendments made to the Act by the Uruguay Round Agreements Act ("URAA"). In addition, unless otherwise indicated, all citations to the Department's regulations are to the regulations codified at 19 C.F.R. Part 351 (2001).

Amendment of Final Determination

On February 4, 2002, the Department of Commerce ("the Department") issued its final determination and found that ARG windshields from the People's Republic of China ("PRC") are being, or are likely to be, sold in the United States at less than fair value ("LTFV"), as provided in section 735(a) of the Tariff Act. See Final Determination of Sales at Less Than Fair Value: Certain Automotive Replacement Glass Windshields from the People's Republic of China, 67 FR 6482 (February 12, 2002) (Final Determination).

On February 14, 2002, respondents Fuyao Glass Industry Group Company, Ltd. ("FYG") and Xinyi Automotive Glass (Shenzhen) Co., Ltd. ("Xinyi"), and Petitioners timely filed ministerial error allegations, pursuant to 19 CFR 351.224(c)(2). On February 19, 2002, respondent FYG and Petitioners timely filed rebuttal comments on the alleged ministerial errors.

The Department is amending the Final Determination in the antidumping investigation of ARG windshields from the PRC for FYG, Xinyi, Shenzhen Benxun Auto–Glass Co., Ltd. ("Benxun"), Changchun Pilkington Safety Glass Co., Ltd. ("Changchun"), Guilin Pilkington Safety Glass Co., Ltd. ("Guilin"), Wuhan Yaohua Pilkington Safety Glass Co., Ltd. ("Wuhan"), and TCG International ("TCGI").

Scope of the Investigation

As addressed in the final determination, interested parties requested that the Department clarify whether automotive replacement glass windshields ("ARG") windshields for buses, farm and heavy machinery are included in the scope of this investigation. Based on the information received, we clarified that ARG windshields for buses, farm and heavy machinery are included in the scope of this investigation. For further discussion, please see the Issues and Decision Memorandum for the Scope Clarification for the Antidumping Duty Investigation of Automotive Replacement Glass Windshields from the People's Republic of China: July 1, 2000 through December 31, 2001 from Edward C. Yang, Director, Office 9 to Joseph A. Spetrini, Deputy Assistant Secretary, AD/CVD Enforcement Group III, dated January 24, 2002.

The products covered by this investigation are ARG windshields, and parts thereof, whether clear or tinted, whether coated or not, and whether or not they include antennas, ceramics, mirror buttons or VIN notches, and whether or not they are encapsulated. ARG windshields are laminated safety glass (i.e., two layers of (typically float) glass with a sheet of clear or tinted plastic in between (usually polyvinyl butyral)), which are produced and sold for use by automotive glass installation shops to replace windshields in automotive vehicles (e.g., passenger cars, light trucks, vans, sport utility vehicles, etc.) that are cracked, broken or otherwise damaged.

ARG windshields subject to this investigation are currently classifiable under subheading 7007.21.10.10 of the Harmonized Tariff Schedules of the United States (HTSUS). Specifically excluded from the scope of this investigation are laminated automotive windshields sold for use in original assembly of vehicles. While HTSUS subheadings are provided for convenience and Customs purposes, our written description of the scope of this investigation is dispositive.

Ministerial Error

A ministerial error is defined in section 351.224(f) of our regulations as

C-2 Census 2000 Block Data Summary (from US Census Bureau)

Source: www.census.gov

	Block 1000	Block 1001	Block 1002	Block 1003	Block 1004	Block 1005
RECORD CODES						
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101	101
Geographic Component	0	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0	0
Logical Record Number	70540	70541	70542	70543	70544	70545
Region	2	2	2	2	2	2
Division	3	3	3	3	3	3
State (Census)	32	32	32	32	32	32
State (FIPS)	18	18	18	18	18	18
County	61	61	61	61	61	61
County Size Code	16	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14	14
Place (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Place Class Code	99	99	99	99	99	99
Place Description Code	9	9	9	9	9	9
Place Size Code	0	0	0	0	0	0
Census Tract	60300	60300	60300	60300	60300	60300
Block Group	1	1	1	1	1	1
Block	1000	1001	1002	1003	1004	1005
Internal Use Code						
Consolidated City (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999	9999
Extended Place Indicator	9	9	9	9	9	9
Urban Area	99999	99999	99999	99999	99999	99999
Urban Area Size Code	0	0	0	0	0	0
Urban Area Type	9	9	9	9	9	9
Urban/Rural	R	R	R	R	R	R
Congressional District (106th)	9	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70	70
Voting District	9	9	9	9	9	9
Voting District Indicator	A	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99	99
Area (Land) (square meters)	217,190	1,399,816	1,262,604	3,651,614	2,721,876	3,451,243
Area (Water) (square meters)	0	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1000	Block 1001	Block 1002	Block 1003	Block 1004	Block 1005
Functional Status Code	S	S	S	S	S	S
Geographic Change User Note Indicator						
Population Count (100%)	33	109	28	38	48	15
Housing Count (100%)	14	51	11	16	19	5
Internal Point (Latitude)	38258222	38253148	38252717	38256347	38251708	38254574
Internal Point (Longitude)	-86123079	-86129902	-86140012	-86157885	-86175121	-86191028
Traffic Analysis Zone	9312	9312	9312	9312	9312	9312

Source: www.census.gov

	Block 1006	Block 1007	Block 1008	Block 1009	Block 1010	Block 1011
RECORD CODES						
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101	101
Geographic Component	0	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0	0
Logical Record Number	70546	70547	70548	70549	70550	70551
Region	2	2	2	2	2	2
Division	3	3	3	3	3	3
State (Census)	32	32	32	32	32	32
State (FIPS)	18	18	18	18	18	18
County	61	61	61	61	61	61
County Size Code	16	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14	14
Place (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Place Class Code	99	99	99	99	99	99
Place Description Code	9	9	9	9	9	9
Place Size Code	0	0	0	0	0	0
Census Tract	60300	60300	60300	60300	60300	60300
Block Group	1	1	1	1	1	1
Block	1006	1007	1008	1009	1010	1011
Internal Use Code						
Consolidated City (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999	9999
Extended Place Indicator	9	9	9	9	9	9
Urban Area	99999	99999	99999	99999	20449	99999
Urban Area Size Code	0	0	0	0	12	0
Urban Area Type	9	9	9	9	C	9
Urban/Rural	R	R	R	R	U	R
Congressional District (106th)	9	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70	70
Voting District	11	11	11	11	9	9
Voting District Indicator	A	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99	99
Area (Land) (square meters)	120,696	208,174	176,211	3,834,713	32,334	288,975
Area (Water) (square meters)	0	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1006	Block 1007	Block 1008	Block 1009	Block 1010	Block 1011
Functional Status Code	S	S	S	S	S	S
Geographic Change User Note Indicator						
Population Count (100%)	0	2	5	464	18	27
Housing Count (100%)	0	1	2	187	7	11
Internal Point (Latitude)	38241839	38241454	38240677	38228081	38234022	38238448
Internal Point (Longitude)	-86188183	-86188992	-86178627	-86154420	-86148728	-86148706
Traffic Analysis Zone	9312	9312	9312	9312	9312	9312

Source: www.census.gov

	Block 1012	Block 1013	Block 1014	Block 1015	Block 1016	Block 1017
RECORD CODES						
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101	101
Geographic Component	0	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0	0
Logical Record Number	70552	70553	70554	70555	70556	70557
Region	2	2	2	2	2	2
Division	3	3	3	3	3	3
State (Census)	32	32	32	32	32	32
State (FIPS)	18	18	18	18	18	18
County	61	61	61	61	61	61
County Size Code	16	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14	14
Place (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Place Class Code	99	99	99	99	99	99
Place Description Code	9	9	9	9	9	9
Place Size Code	0	0	0	0	0	0
Census Tract	60300	60300	60300	60300	60300	60300
Block Group	1	1	1	1	1	1
Block	1012	1013	1014	1015	1016	1017
Internal Use Code						
Consolidated City (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999	9999
Extended Place Indicator	9	9	9	9	9	9
Urban Area	99999	99999	20449	20449	20449	99999
Urban Area Size Code	0	0	12	12	12	0
Urban Area Type	9	9	C	C	C	9
Urban/Rural	R	R	U	U	U	R
Congressional District (106th)	9	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70	70
Voting District	9	9	9	9	11	11
Voting District Indicator	A	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99	99
Area (Land) (square meters)	793,675	40,862	20,283	78,319	24,178	40,969
Area (Water) (square meters)	0	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1012	Block 1013	Block 1014	Block 1015	Block 1016	Block 1017
Functional Status Code	S	S	S	S	S	S
Geographic Change User Note Indicator						
Population Count (100%)	1	1	12	43	5	56
Housing Count (100%)	1	1	5	18	3	19
Internal Point (Latitude)	38245131	38241723	38234823	38234103	38232386	38231891
Internal Point (Longitude)	-86154441	-86154534	-86148038	-86145825	-86148072	-86151967
Traffic Analysis Zone	9312	9312	9312	9312	9312	9312

Source: www.census.gov

	Block 1018	Block 1019	Block 1020	Block 1021	Block 1022	Block 1023
RECORD CODES						
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101	101
Geographic Component	0	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0	0
Logical Record Number	70558	70559	70560	70561	70562	70563
Region	2	2	2	2	2	2
Division	3	3	3	3	3	3
State (Census)	32	32	32	32	32	32
State (FIPS)	18	18	18	18	18	18
County	61	61	61	61	61	61
County Size Code	16	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14	14
Place (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Place Class Code	99	99	99	99	99	99
Place Description Code	9	9	9	9	9	9
Place Size Code	0	0	0	0	0	0
Census Tract	60300	60300	60300	60300	60300	60300
Block Group	1	1	1	1	1	1
Block	1018	1019	1020	1021	1022	1023
Internal Use Code						
Consolidated City (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999	9999
Extended Place Indicator	9	9	9	9	9	9
Urban Area	99999	99999	99999	99999	99999	99999
Urban Area Size Code	0	0	0	0	0	0
Urban Area Type	9	9	9	9	9	9
Urban/Rural	R	R	R	R	R	R
Congressional District (106th)	9	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70	70
Voting District	11	11	11	14	14	14
Voting District Indicator	A	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99	99
Area (Land) (square meters)	17,281	85,636	43,823	3,370,665	40,961	49,968
Area (Water) (square meters)	0	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1018	Block 1019	Block 1020	Block 1021	Block 1022	Block 1023
Functional Status Code	S	S	S	S	S	S
Geographic Change User Note Indicator						
Population Count (100%)	36	21	19	164	34	29
Housing Count (100%)	10	7	9	60	11	11
Internal Point (Latitude)	38230587	38229242	38232973	38222094	38232564	38234029
Internal Point (Longitude)	-86151996	-86162981	-86163003	-86169581	-86180614	-86180570
Traffic Analysis Zone	9312	9312	9312	9312	9312	9312

Source: www.census.gov

	Block 1024	Block 1025	Block 1026	Block 1027	Block 1028	Block 1029
RECORD CODES						
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101	101
Geographic Component	0	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0	0
Logical Record Number	70564	70565	70566	70567	70568	70569
Region	2	2	2	2	2	2
Division	3	3	3	3	3	3
State (Census)	32	32	32	32	32	32
State (FIPS)	18	18	18	18	18	18
County	61	61	61	61	61	61
County Size Code	16	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14	14
Place (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Place Class Code	99	99	99	99	99	99
Place Description Code	9	9	9	9	9	9
Place Size Code	0	0	0	0	0	0
Census Tract	60300	60300	60300	60300	60300	60300
Block Group	1	1	1	1	1	1
Block	1024	1025	1026	1027	1028	1029
Internal Use Code						
Consolidated City (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999	9999
Extended Place Indicator	9	9	9	9	9	9
Urban Area	99999	20449	20449	20449	99999	99999
Urban Area Size Code	0	12	12	12	0	0
Urban Area Type	9	C	C	C	9	9
Urban/Rural	R	U	U	U	R	R
Congressional District (106th)	9	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70	70
Voting District	14	11	11	9	9	9
Voting District Indicator	A	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99	99
Area (Land) (square meters)	172,533	27,994	147,489	1,205,626	1,023,216	10,949
Area (Water) (square meters)	0	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1024	Block 1025	Block 1026	Block 1027	Block 1028	Block 1029
Functional Status Code	S	S	S	S	S	S
Geographic Change User Note Indicator						
Population Count (100%)	10	20	253	353	6	0
Housing Count (100%)	3	10	127	146	4	0
Internal Point (Latitude)	38234944	38231480	38230289	38235167	38242445	38236997
Internal Point (Longitude)	-86178904	-86145227	-86141186	-86135962	-86135854	-86144157
Traffic Analysis Zone	9312	9312	9312	9312	9312	9312

Source: www.census.gov

	Block 1030	Block 1031	Block 1032	Block 1033	Block 1034	Block 1035
RECORD CODES						
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101	101
Geographic Component	0	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0	0
Logical Record Number	70570	70411	70412	70413	70571	70572
Region	2	2	2	2	2	2
Division	3	3	3	3	3	3
State (Census)	32	32	32	32	32	32
State (FIPS)	18	18	18	18	18	18
County	61	61	61	61	61	61
County Size Code	16	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14	14
Place (FIPS)	99999	15256	15256	15256	99999	99999
FIPS Place Class Code	99	C1	C1	C1	99	99
Place Description Code	9	0	0	0	9	9
Place Size Code	0	12	12	12	0	0
Census Tract	60300	60300	60300	60300	60300	60300
Block Group	1	1	1	1	1	1
Block	1030	1031	1032	1033	1034	1035
Internal Use Code						
Consolidated City (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999	9999
Extended Place Indicator	9	Y	Y	Y	9	9
Urban Area	99999	99999	99999	99999	20449	20449
Urban Area Size Code	0	0	0	0	12	12
Urban Area Type	9	9	9	9	C	C
Urban/Rural	R	R	R	R	U	U
Congressional District (106th)	9	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70	70
Voting District	9	9	9	11	11	11
Voting District Indicator	A	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99	99
Area (Land) (square meters)	16,021	11,949	22,771	3,044	5,575	29,090
Area (Water) (square meters)	0	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1030	Block 1031	Block 1032	Block 1033	Block 1034	Block 1035
Functional Status Code	S	S	S	S	S	S
Geographic Change User Note Indicator						
Population Count (100%)	0	0	0	0	0	0
Housing Count (100%)	0	0	0	0	0	0
Internal Point (Latitude)	38231860	38229891	38230870	38229297	38228887	38229547
Internal Point (Longitude)	-86132456	-86135287	-86135303	-86136184	-86137051	-86138230
Traffic Analysis Zone	9312	9312	9312	9312	9312	9312

Source: www.census.gov

	Block 1036	Block 1037	Block 1038	Block 1039	Block 2003
RECORD CODES					
File Identification	uSF1	uSF1	uSF1	uSF1	uSF1
State/US-Abbreviation (USPS)	IN	IN	IN	IN	IN
Summary Level	101	101	101	101	101
Geographic Component	0	0	0	0	0
Characteristic Iteration	0	0	0	0	0
Logical Record Number	70573	70574	70575	70576	70581
Region	2	2	2	2	2
Division	3	3	3	3	3
State (Census)	32	32	32	32	32
State (FIPS)	18	18	18	18	18
County	61	61	61	61	61
County Size Code	16	16	16	16	16
County Subdivision (FIPS)	31810	31810	31810	31810	31810
FIPS County Subdivision Class Code	T1	T1	T1	T1	T1
County Subdivision Size Code	14	14	14	14	14
Place (FIPS)	99999	99999	99999	99999	99999
FIPS Place Class Code	99	99	99	99	99
Place Description Code	9	9	9	9	9
Place Size Code	0	0	0	0	0
Census Tract	60300	60300	60300	60300	60300
Block Group	1	1	1	1	2
Block	1036	1037	1038	1039	2003
Internal Use Code					
Consolidated City (FIPS)	99999	99999	99999	99999	99999
FIPS Consolidated City Class Code	99	99	99	99	99
Consolidated City Size Code	0	0	0	0	0
Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area	4520	4520	4520	4520	4520
MSA/CMSA Size Code	21	21	21	21	21
Consolidated Metropolitan Statistical Area	99	99	99	99	99
Metropolitan Area Central City Indicator	N	N	N	N	N
Primary Metropolitan Statistical Area	9999	9999	9999	9999	9999
Extended Place Indicator	9	9	9	9	9
Urban Area	20449	20449	20449	20449	99999
Urban Area Size Code	12	12	12	12	0
Urban Area Type	C	C	C	C	9
Urban/Rural	U	U	U	U	R
Congressional District (106th)	9	9	9	9	9
State Legislative District (Upper Chamber)	47	47	47	47	47
State Legislative District (Lower Chamber)	70	70	70	70	70
Voting District	11	11	11	14	14
Voting District Indicator	A	A	A	A	A
ZIP Code Tabulation Area (3 digit)	471	471	471	471	471
ZIP Code Tabulation Area (5 digit)	47112	47112	47112	47112	47112
Subbarrio (FIPS)	99999	99999	99999	99999	99999
FIPS Subbarrio Class Code	99	99	99	99	99
Area (Land) (square meters)	450,402	27,766	84,804	207,259	4,966,558
Area (Water) (square meters)	0	0	0	0	0
Area Name-Legal/Statistical Area Description (LSAD) Term-Part Indicator	Block 1036	Block 1037	Block 1038	Block 1039	Block 2003
Functional Status Code	S	S	S	S	S
Geographic Change User Note Indicator					
Population Count (100%)	242	39	44	34	119
Housing Count (100%)	89	13	19	16	41
Internal Point (Latitude)	38228326	38226860	38221158	38219912	38230081
Internal Point (Longitude)	-86141316	-86144210	-86148957	-86150377	-86196479
Traffic Analysis Zone	9312	9312	9312	9312	9312

C-3 Forecasted 2010 and 2030 Block Population and Density in Study Area

BLOCK2000	AREA_Land (square mile)	2000 Population	2000 Population Density (ppsm)	Annual Growth Rate (2000-2010)	2010 Population	2010 Population Density (ppsm)	Annual Growth Rate (2010-2030)	2030 Population	2030 Population Density (ppsm)
1000	0.0839	33	394	2.3%	41	494	2.3%	65	778
1001	0.5405	109	202	2.3%	137	253	2.3%	216	399
1002	0.4875	28	57	2.3%	35	72	2.3%	55	114
1003	1.4099	38	27	2.3%	48	34	2.3%	75	53
1004	1.0509	48	46	2.3%	60	57	2.3%	95	90
1005	1.3325	15	11	2.3%	19	14	2.3%	30	22
1006	0.0466	0	0	2.3%	0	0	2.3%	0	0
1007	0.0804	2	25	5.0%	3	41	5.0%	9	108
1008	0.0680	5	73	5.0%	8	120	5.0%	22	318
1009	1.4806	464	313	5.0%	756	510	5.0%	2005	1354
1010	0.0125	18	1442	0.0%	18	1442	0.0%	18	1442
1011	0.1116	27	242	0.0%	27	242	0.0%	27	242
1012	0.3064	1	3	0.0%	1	3	0.0%	1	3
1013	0.0158	1	63	0.0%	1	63	0.0%	1	63
1014	0.0078	12	1532	0.0%	12	1532	0.0%	12	1532
1015	0.0302	43	1422	0.0%	43	1422	0.0%	43	1422
1016	0.0093	5	536	0.0%	5	536	0.0%	5	536
1017	0.0158	56	3540	0.0%	56	3540	0.0%	56	3540
1018	0.0067	36	5395	0.0%	36	5395	0.0%	36	5395
1019	0.0331	21	635	0.0%	21	635	0.0%	21	635
1020	0.0169	19	1123	0.0%	19	1123	0.0%	19	1123
1021	1.3014	164	126	5.0%	267	205	5.0%	709	545
1022	0.0158	34	2150	0.0%	34	2150	0.0%	34	2150
1023	0.0193	29	1503	0.0%	29	1503	0.0%	29	1503
1024	0.0666	10	150	5.0%	16	245	5.0%	43	649
1025	0.0108	20	1850	0.0%	20	1850	0.0%	20	1850
1026	0.0569	253	4443	0.0%	253	4443	0.0%	253	4443
1027	0.4655	353	758	5.0%	575	1235	0.0%	575	1235
1028	0.3951	6	15	0.0%	6	15	0.0%	6	15
1029	0.0042	0	0	5.0%	0	0	0.0%	0	0
1030	0.0062	0	0	0.0%	0	0	0.0%	0	0
1031	0.0046	0	0	0.0%	0	0	0.0%	0	0
1032	0.0088	0	0	0.0%	0	0	0.0%	0	0
1033	0.0012	0	0	0.0%	0	0	0.0%	0	0
1034	0.0022	0	0	0.0%	0	0	0.0%	0	0
1035	0.0112	0	0	0.0%	0	0	0.0%	0	0
1036	0.1739	242	1392	5.0%	394	2267	0.0%	394	2267
1037	0.0107	39	3638	5.0%	64	5926	0.0%	64	5926
1038	0.0327	44	1344	0.0%	44	1344	0.0%	44	1344
1039	0.0800	34	425	0.0%	34	425	0.0%	34	425
2003	1.9176	119	62	5.0%	194	101	5.0%	514	268

Note: ppsm indicates people per square mile.