

Public Open House Presentation

Thursday, March 13, 2025



US 31 Corridor Projects in Marshall-Fulton Counties

Project Team



US 31 Corridor projects
in Marshall & Fulton

INDOT Northwest District

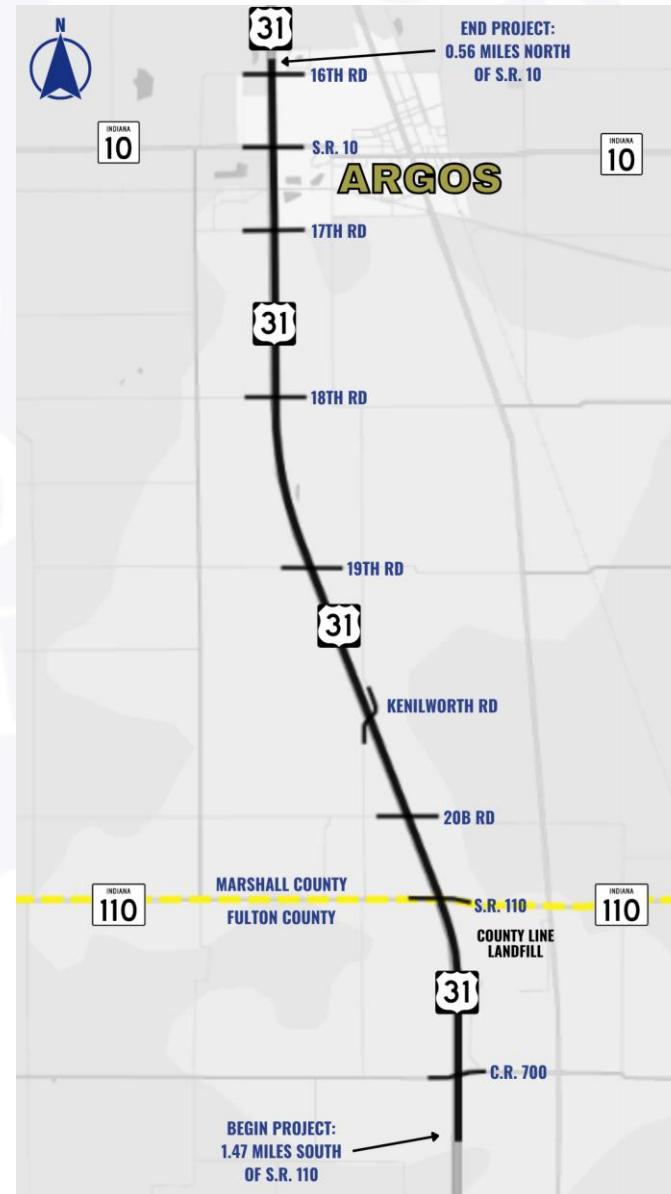
- Adam Parkhouse
- Michael Grylewicz
- Alan Holderread

Project Team

- VS Engineering
- Burgess & Niple
- Kaskaskia Engineering Group
- SJCA
- Lawson-Fisher Associates
- C2 Strategic Communications

Invited Special Guests

- ProPEL Team



Agenda



US 31 Corridor projects
in Marshall & Fulton

Planning Process

- Preliminary Purpose and Need
- Corridor Overview
- Project History
- Project Overview
- Environmental Document
- Project Alternatives
- Decision Criteria Updates



Next Steps

- Public Involvement Fuels Plan Improvement
- Feedback
- Access Control, SR 10, SR 110, & CR 700 Alternatives Stations

Preliminary Purpose and Need



US 31 Corridor projects
in Marshall & Fulton

Purpose

The purpose of the project is to maintain reasonable access to the local highway system while reducing conflict points on US 31.

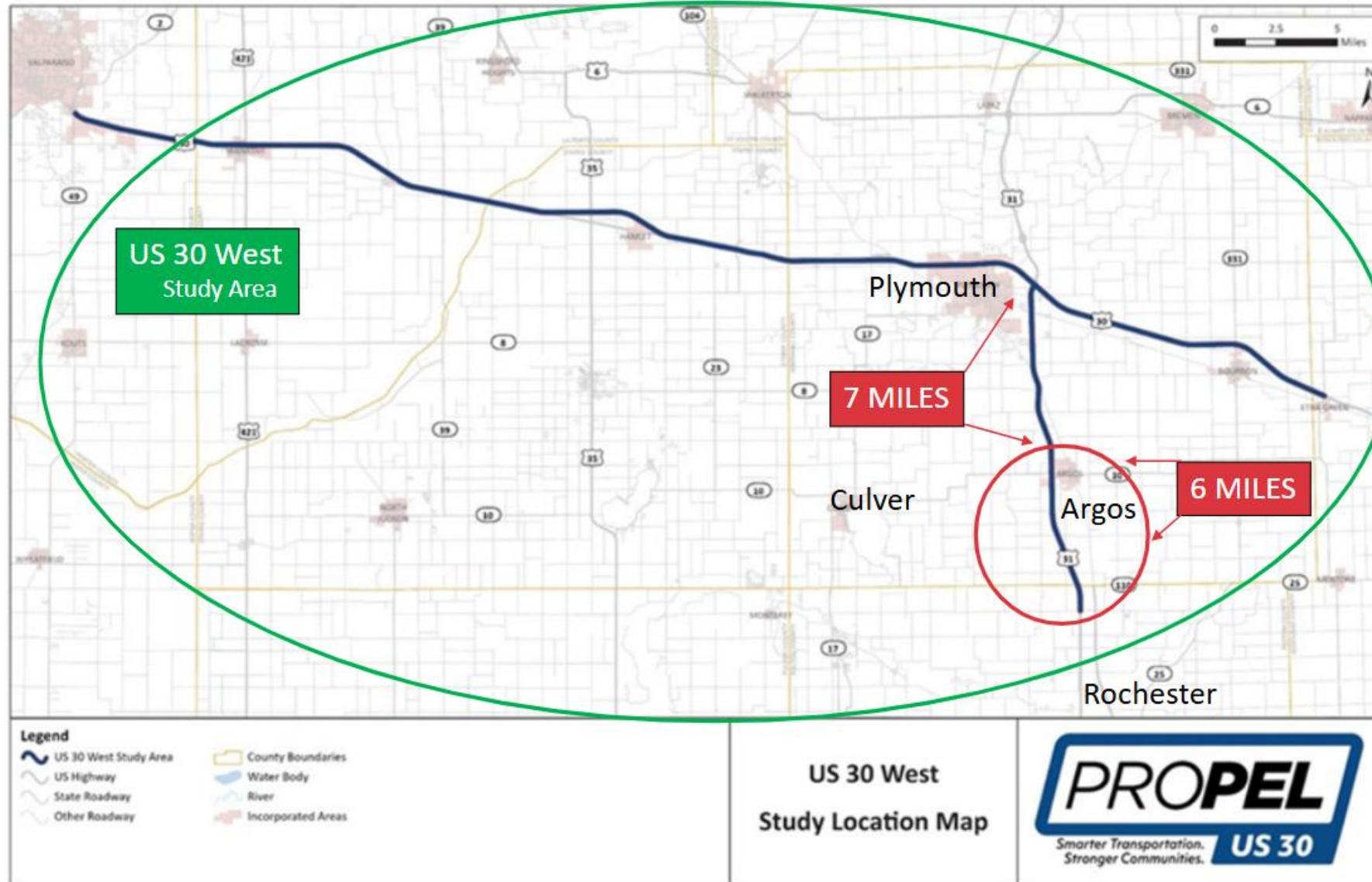
Need

Projects are needed at these locations because of safety concerns with the at-grade intersections.

Corridor Overview



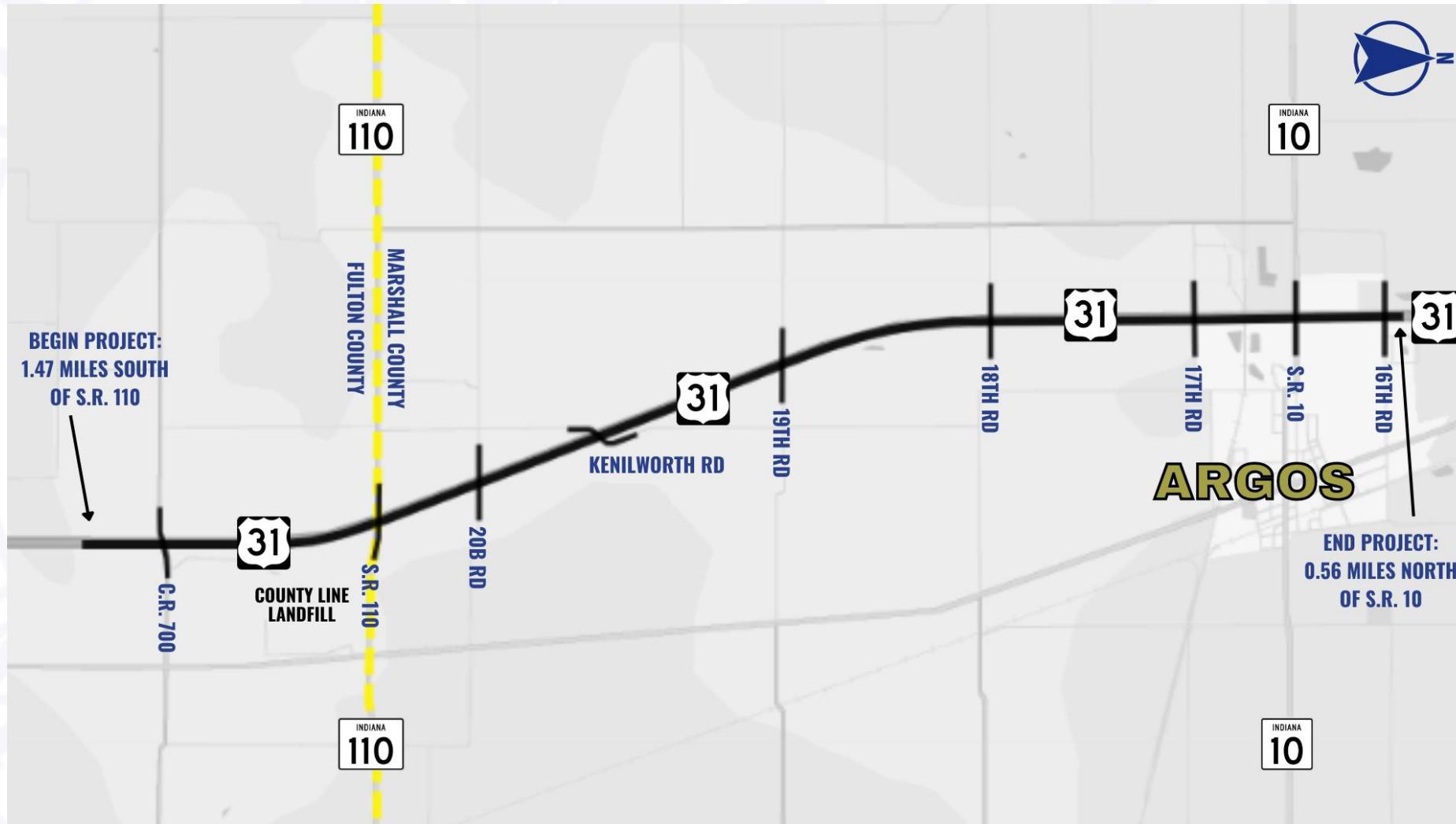
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in Marshall & Fulton



Corridor Overview



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in Marshall & Fulton



Coordination With ProPEL



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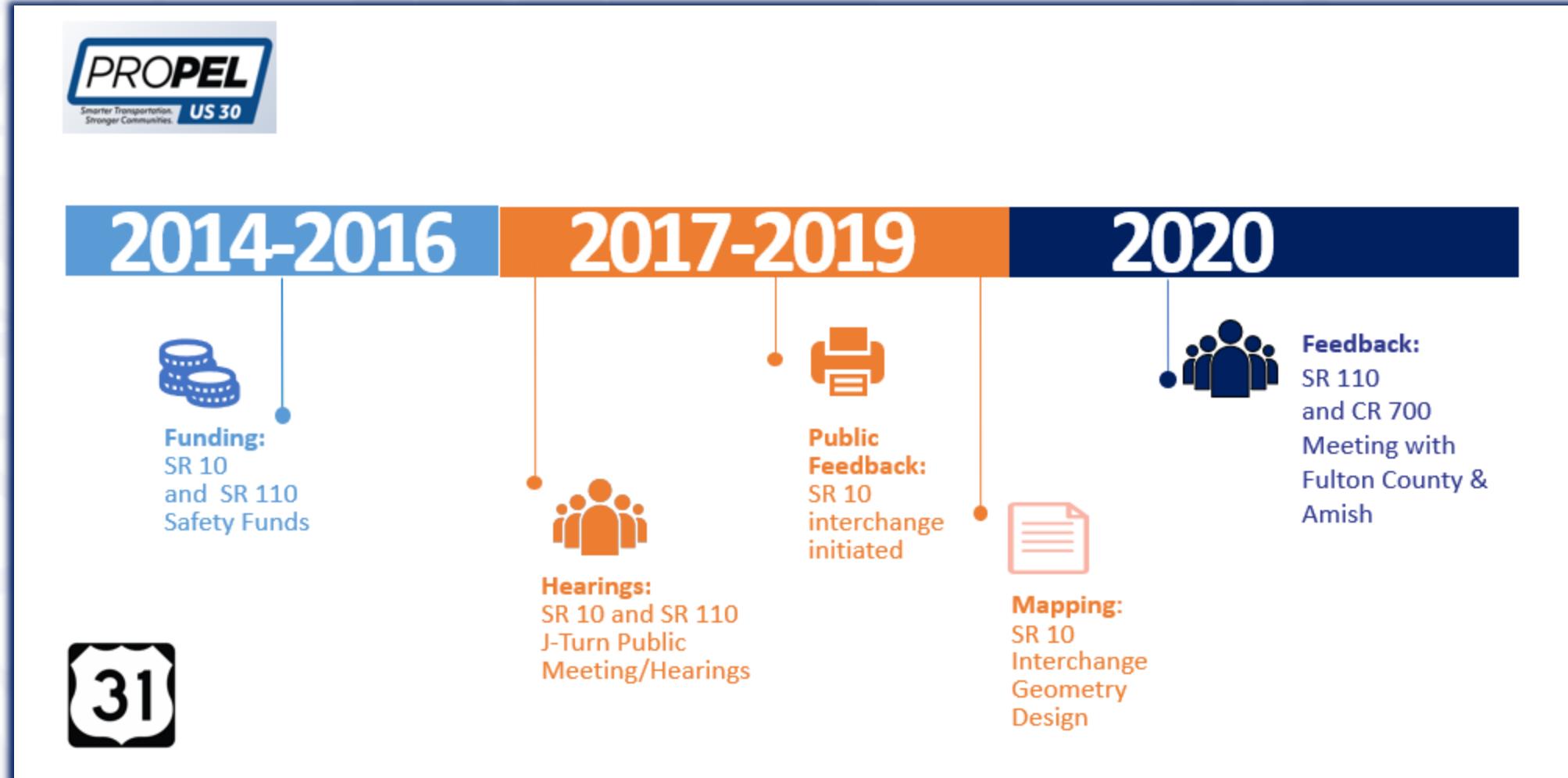
Residents and business owners in Marshall and Fulton counties reinforced the need for interchange improvements by **providing feedback** at INDOT-driven Public Information Meetings and twice-a-month Community Office Hours.



History



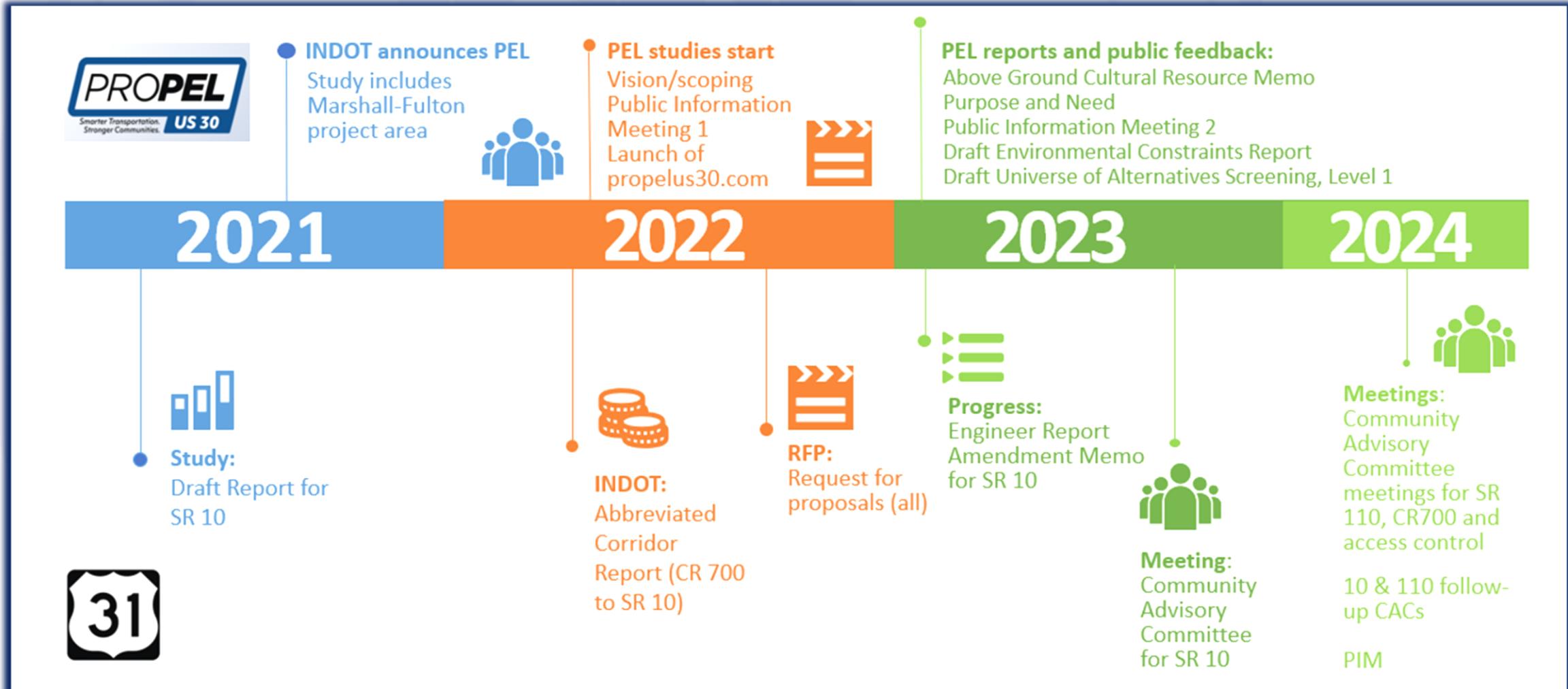
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History



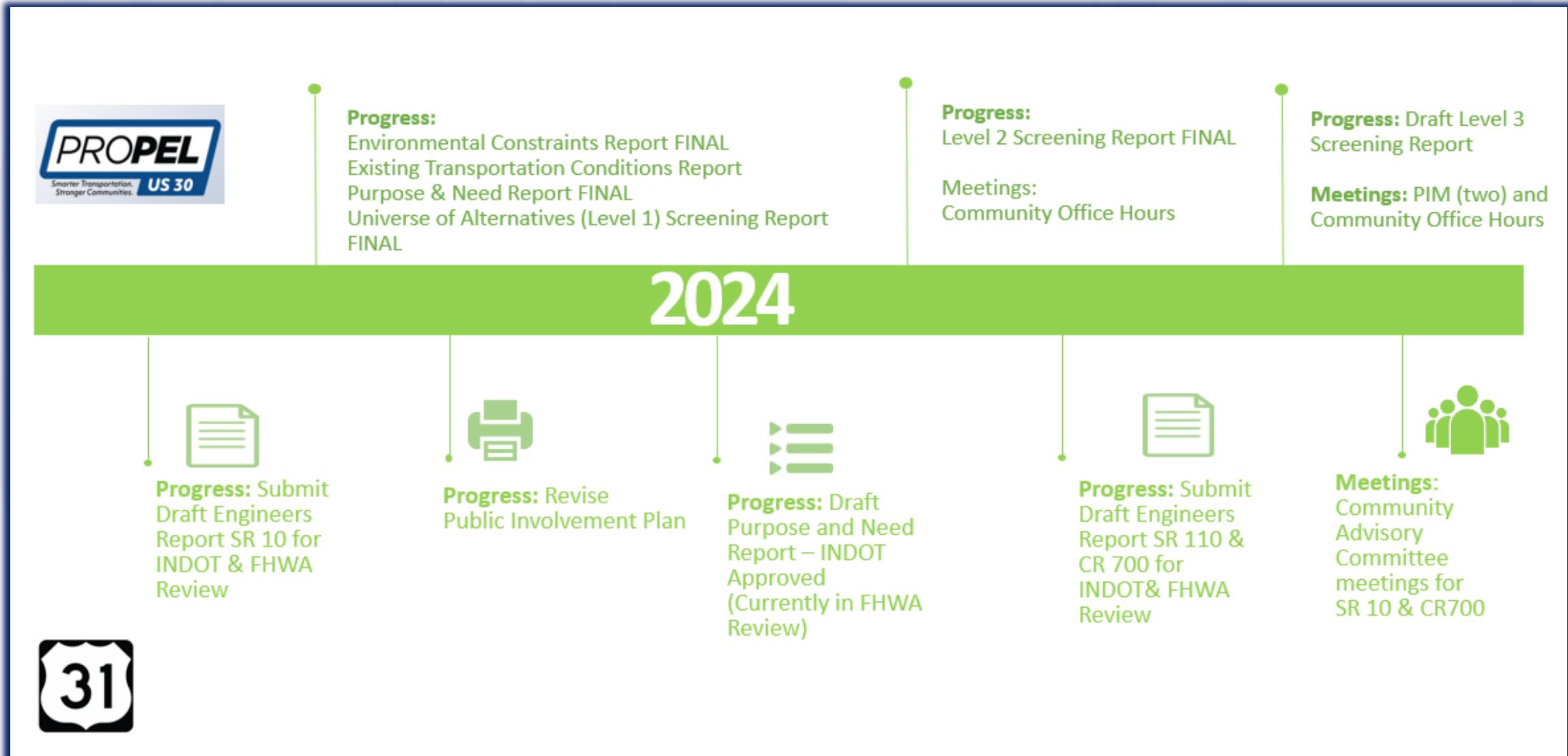
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History



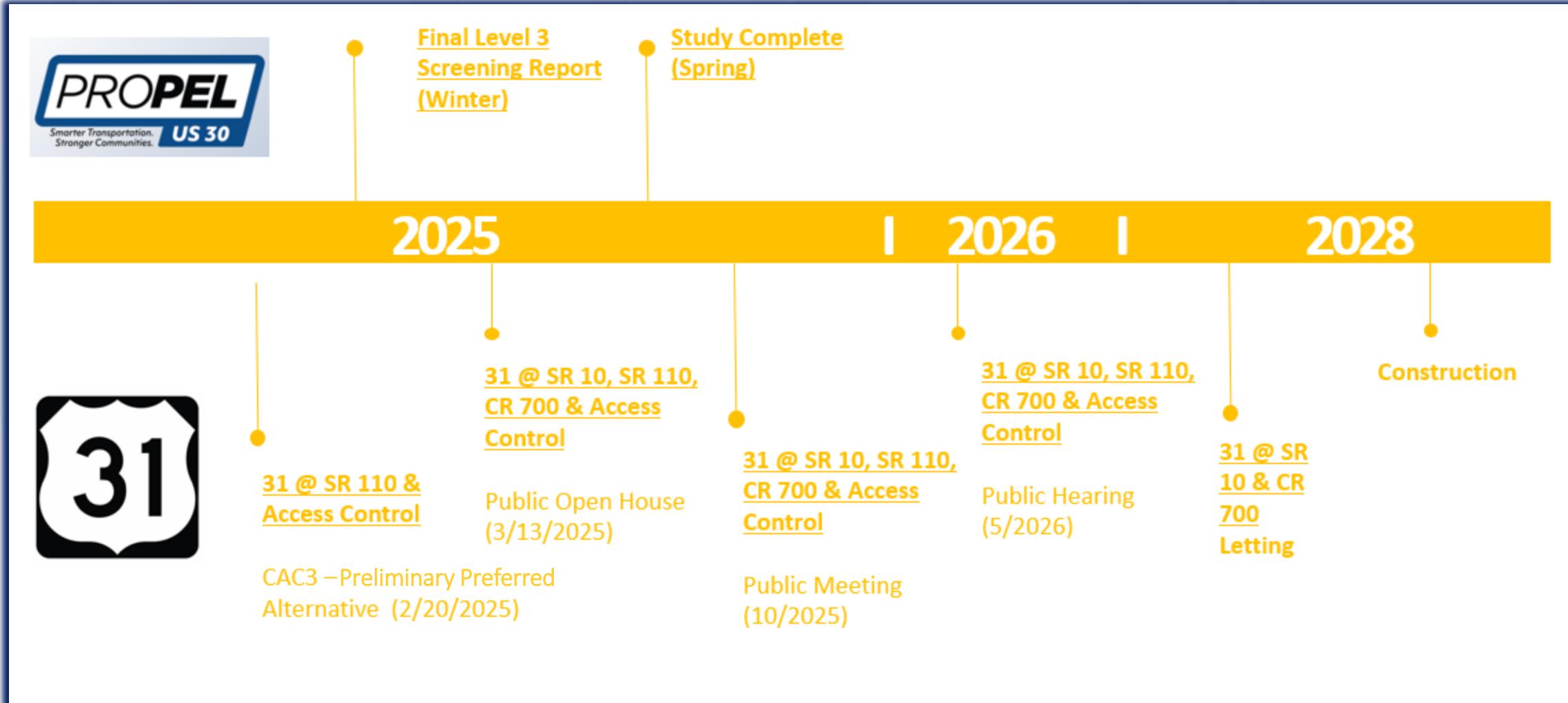
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Projected Engagement



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in Marshall & Fulton



Project Overview



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Project Scope

Current

- 9 crossing points

Proposed

- 2 interchanges
- 1 bridge over US 31
- Evaluating other 6 crossings



Project Overview



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SR 10

7 designs under consideration

SR 110

4 designs under consideration

CR 700

3 designs under consideration

Access Control

4 packages under consideration

Project Overview



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Updated Modification Schedule

All three intersections and access control are listed in sequence of construction:

2028

- US 31 @ SR 10
- US 31 @ CR 700

2030

- US 31 @ SR 110
- Access Control



Environmental Document



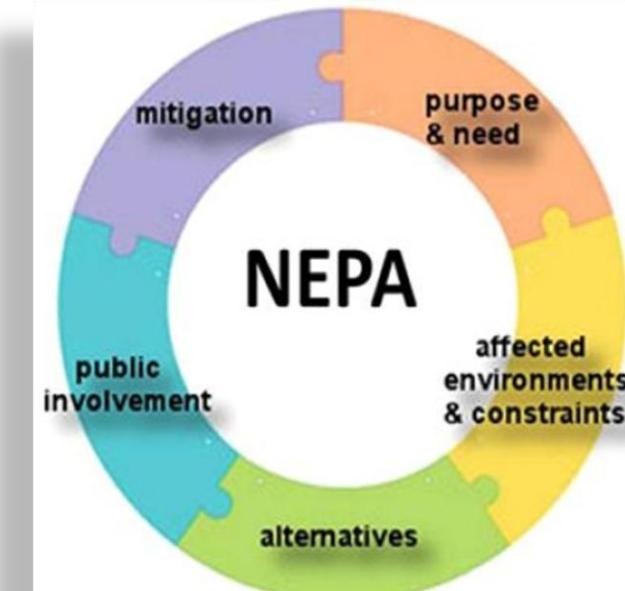
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National Environmental Policy Act (NEPA)

Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments

NEPA is a decision-making process

- Purpose and Need
- Alternatives Screening
- Preferred Alternative



Environmental Document



US 31 Corridor projects
in Marshall & Fulton

Impacts are analyzed, evaluated and described in
an environmental document

What are the impacts this project might have on
the community?

- How can impacts be avoided?
- Mitigation for impacts?
- Requires INDOT to analyze and evaluate the
impacts of a proposed project to the natural
and socio-economic environments

Environmental document will be released for
Public Comment

What is Access Control?

A set of techniques that increases capacity of major roads, manages congestion and reduces crashes. This includes:

- Increasing spacing between signals and interchanges
- Road approach location, spacing, and design
- Land use policies that limit right-of-way access to highways



Access Control Overview



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Six additional crossings being evaluated:

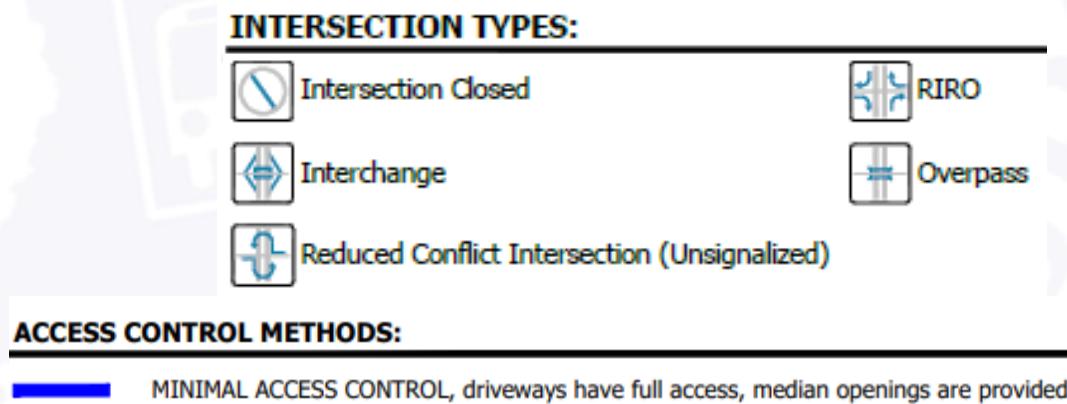
- 16th Rd
- 17th Rd
- 18th Rd
- 19th Rd
- Kenilworth Rd
- 20th Rd



Improvement Package No Build

Arterial/Free Flow

- 16th Rd – No Impact
- SR 10 – No Impact
- Dewey St – No Impact
- 18th Rd – No Impact
- 19th Rd – No Impact
- Kenilworth Rd – No Impact
- 20 B Rd – No Impact
- SR 110 – No Impact
- CR 700 – No Impact



Improvement Package #1

Arterial/Reduced Conflict Intersection (RCI) & Right In Right Out (RIRO)

- 16th Rd – Intersection Closed
- SR 10 – Interchange
- Dewey St – Intersection Closed
- 18th Rd – RIRO
- 19th Rd – Reduced Conflict Intersection (Unsignalized)
- Kenilworth Rd – RIRO
- 20 B Rd – Intersection Closed
- SR 110 – Interchange
- CR 700 – Overpass

INTERSECTION TYPES:



Intersection Closed



RIRO



Interchange



Overpass



Reduced Conflict Intersection (Unsignalized)

ACCESS CONTROL METHODS:



PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed

Package 1: Arterial | RCI & RIRO



Improvement Package #2

Expressway/RCI & Closures

- 16th Rd – Intersection Closed
- SR 10 – Interchange
- Dewey St – Intersection Closed
- 18th Rd – Intersection Closed
- 19th Rd – Reduced Conflict Intersection (Unsignalized)
- Kenilworth Rd – Intersection Closed
- 20 B Rd – Intersection Closed
- SR 110 – Interchange
- CR 700 – Overpass

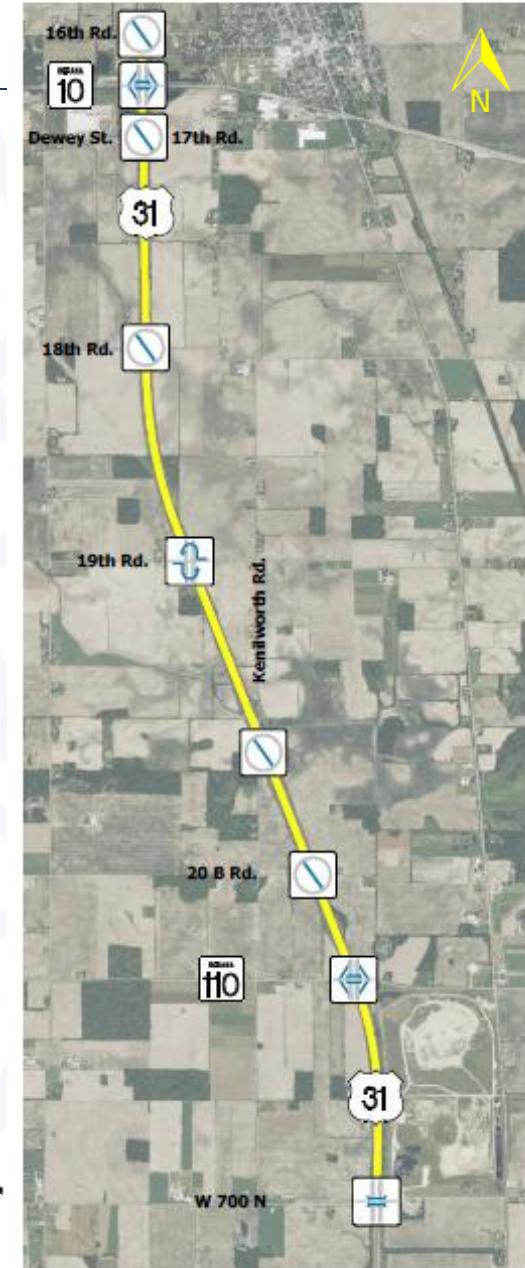
INTERSECTION TYPES:



ACCESS CONTROL METHODS:

PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed

Package 2:
Expressway | RCI & Closures

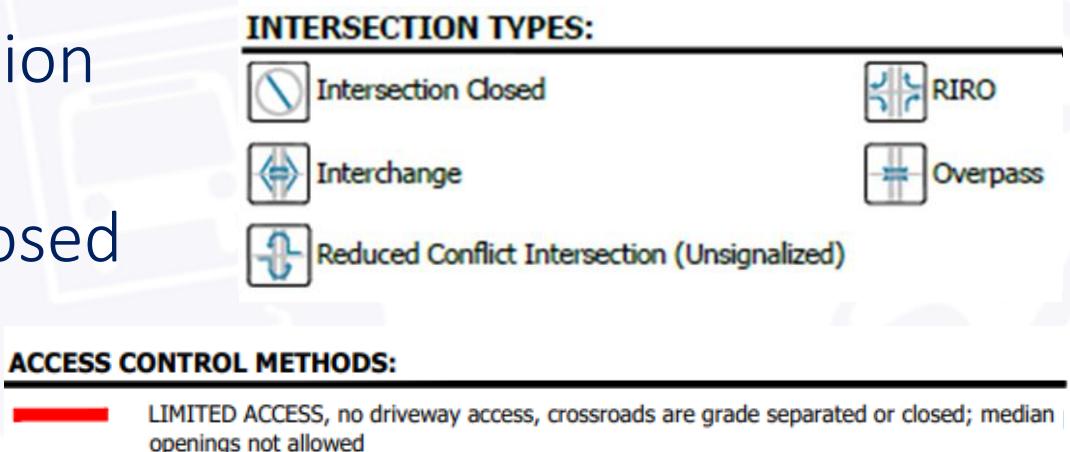


Improvement Package #3

Preliminary Preferred Alternative: Freeway/Free Flow

- 16th Rd – Intersection Closed
- SR 10 – Interchange
- Dewey St – Intersection Closed
- 18th Rd – Intersection Closed
- 19th Rd – Intersection Closed
- Kenilworth Rd – Intersection Closed
- 20 B Rd – Intersection Closed
- SR 110 – Interchange
- CR 700 – Overpass

Strategically placed and coordinated emergency vehicle-only median cuts.



Summary Matrix



US 31 Corridor projects
in Marshall & Fulton

Measurement of Effectiveness		No-Build	Package 1	Package 2	Package 3
US 31 Facility Type, Traffic Conditions, and Access Control		Arterial Free Flow Minimal Access Control (60 mph)	Arterial RCI @ 19th Closure at 17th & 20B RIRO All Others (60 mph)	Expressway Lite RCI @ 19th Close All Others (60 mph)	Freeway 60 mph
Safety	Total Conflict Points (number)	288	86	78	60
	Crossing Conflict Points (number)	144	22	2	0
	% Reduction in Crossing Conflict Points to No-Build	N/A	84.7	98.6	100.0
	Estimate of Crossing Crashes Prevented (20 yrs)	N/A	152	177	180
Purpose and Need	Avg Travel Time along US 31 (min) during AM/PM Peak	6.20	6.20	6.20	6.20
	Average Distance between US 31 Access Points (miles)	0.68	1.24	2.06	3.10
	Average Distance between US 31 Crossing Points (miles)	0.68	1.55	1.55	2.06
	Change in Crossing Time (Across US 31)	N/A	Increase	Increase	Greatly Increase
	Residential Driveways, (RIRO/Full) [close]	0	0	0	0
	Comm Driveways (RIRO, Full) [close]	0	0	0	0
	Field Access Driveways (RIRO, Full) [close]	0	0	0	0
Costs	Estimated Construction Cost (2024 Dollars)	N/A	\$42.0M	\$43.8M	\$42.7M
	Estimated Right of Way Costs (2024 Dollars)	N/A	\$1.7M	\$1.9M	\$2.0M
	Estimated Total Package Costs (2024 Dollars)	N/A	\$43.7M	\$44.7M	\$44.7M
Study Goals	Economic Development	N/A	Neutral	Neutral	Neutral
	Equity in Transportation	N/A	Neutral	Neutral	Neutral
	Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral
	Emerging Technologies	N/A	Neutral	Neutral	Neutral
	Fiscal & Environmental Practicality	N/A	Neutral	Neutral	Neutral
	Corridor Character	N/A	Neutral	Diminish	Diminish
	Local Access	N/A	Slightly Diminish	Diminish	Greatly Diminish

Summary Matrix



US 31 Corridor projects
in Marshall & Fulton

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US 31 Facility Type, Traffic Conditions, and Access Control		Arterial Free Flow Minimal Access Control (60 mph)	Arterial RCI @ 19th Closure at 17th & 20B RIRO All Others (60 mph)	Expressway Lite RCI @ 19th Close All Others (60 mph)	Freeway 60 mph
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0.68	0.68
		Streams Impacted (Lft impacted)	N/A	0	0
		Floodplain (acres impacted)	N/A	0	0
		Forested Areas (acres impacted)	N/A	<1	<1
	Cultural	Potential Impact to Above Ground Resources (yes/no)	N/A	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No
		Cemeteries (number)	N/A	0	0
		Residential Relocations (number)	N/A	0	0
		Business Relocations (number)	N/A	0	0
		Total New Right of Way Acquisition (acres)	N/A	33.2	33.71
Community/Socioeconomic	EJ Populations (acres)	N/A	0	0	0
		EJ Populations (Potential Relocations)	N/A	0	0
		Potential Risk of Disproportionate Impact to EJ	N/A	No	No
		Farmland (acres impacted)	N/A	31.9	32.13
		Farmland Access (impacts, Yes/No)	N/A	Yes	Yes
		Potential Impacts to Other Section 4(f) Resources (yes/no)	N/A	No	No
		Potential Hazardous Material Sites (number)	N/A	1	1
		Change in GHG Emissions Compared to No-Build	N/A	No Change	Increased
		Railroad Impacts (score)	N/A	0	0
		Level 3 Screening Result	Carry Forward	Carry Forward	Carry Forward
					Recommended

Ranking By Criteria



US 31 Corridor projects
in Marshall & Fulton

- Construction Cost
- Maintenance Cost – Bridge, Pavement
- Land Impacts – Parcel Impacted, Total Costs, Total Takes, Parks Impacted, Commercial Impacts
- Environmental Impacts – Wetland Impacts
- RR Impacts
- Safety – Crossing Conflict Points, Merging/Diverging Conflict Points, Pedestrian Multi-Use Path/Vehicle Conflict Points, Overturning*, Pedestrian Sidewalk/Vehicle Conflict Points*
- Stakeholder Score

 US 31 CORRIDOR PROJECTS IN MARSHALL & FULTON

Name: _____ Address: _____
Email: _____
Phone: _____

Please rank the following criteria from highest priority (1) to lowest priority (13):

Commercial Impacted	_____	Pedestrian/Vehicle Conflict Points	_____
Construction Costs	_____	Railroad Bridges Impacted	_____
Crossing Conflict Points	_____	Right of Way Parcels Impacted	_____
Life-Cycle Cost (Bridge)	_____	Right of Way Total Costs	_____
Life Cycle Cost (Pavement)	_____	Right of Way Total Takes	_____
Merging/Diverging Conflict Points	_____	Wetland Impacts	_____
Park Impacted	_____		

Provide your comment here:

Would you like a response to your comment (please choose one)?

No Response Required

Email Response

*Please email the completed form to tspolding@c2strategic.com or mail to: Tom Spolding, Project Team, c/o C2 Strategic Communications, 9000 Keystone Crossing, Suite 502, Indianapolis, IN, 46240

Safety Comments

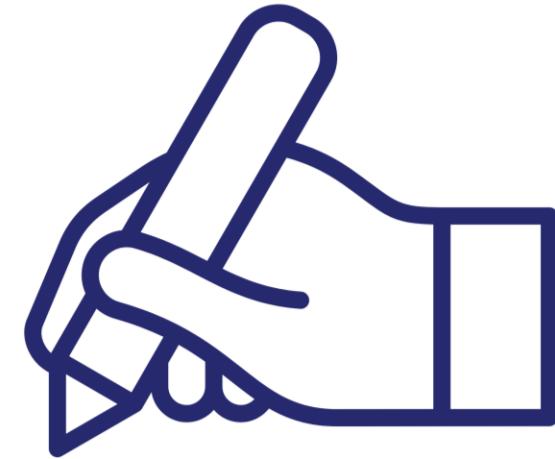


US 31 Corridor projects
in Marshall & Fulton

55% of Comments are about Safety

Paraphrased Comments:

- Minimizing conflict points is of utmost concern.
- Very concerned to provide safety for students, buses and staff.
- I have rated the above criteria prioritizing the enhancement of public safety.
- As this is primarily a safety project, addressing the conflict points seems the most important to me.
- Safety of our children, Amish, and farmers is top priority.



Right of Way Impact Comments



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27% of Comments about Right of Way Impacts

Paraphrased Comments:

- Which ever is best for keeping the commercial property. Park conflict is also another issue.
- With access to South Bend, commercial growth is expected and should minimize commercial impacts.
- The Parks cannot be impacted.



US 31 at SR 10



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No Build



US 31 at SR 10



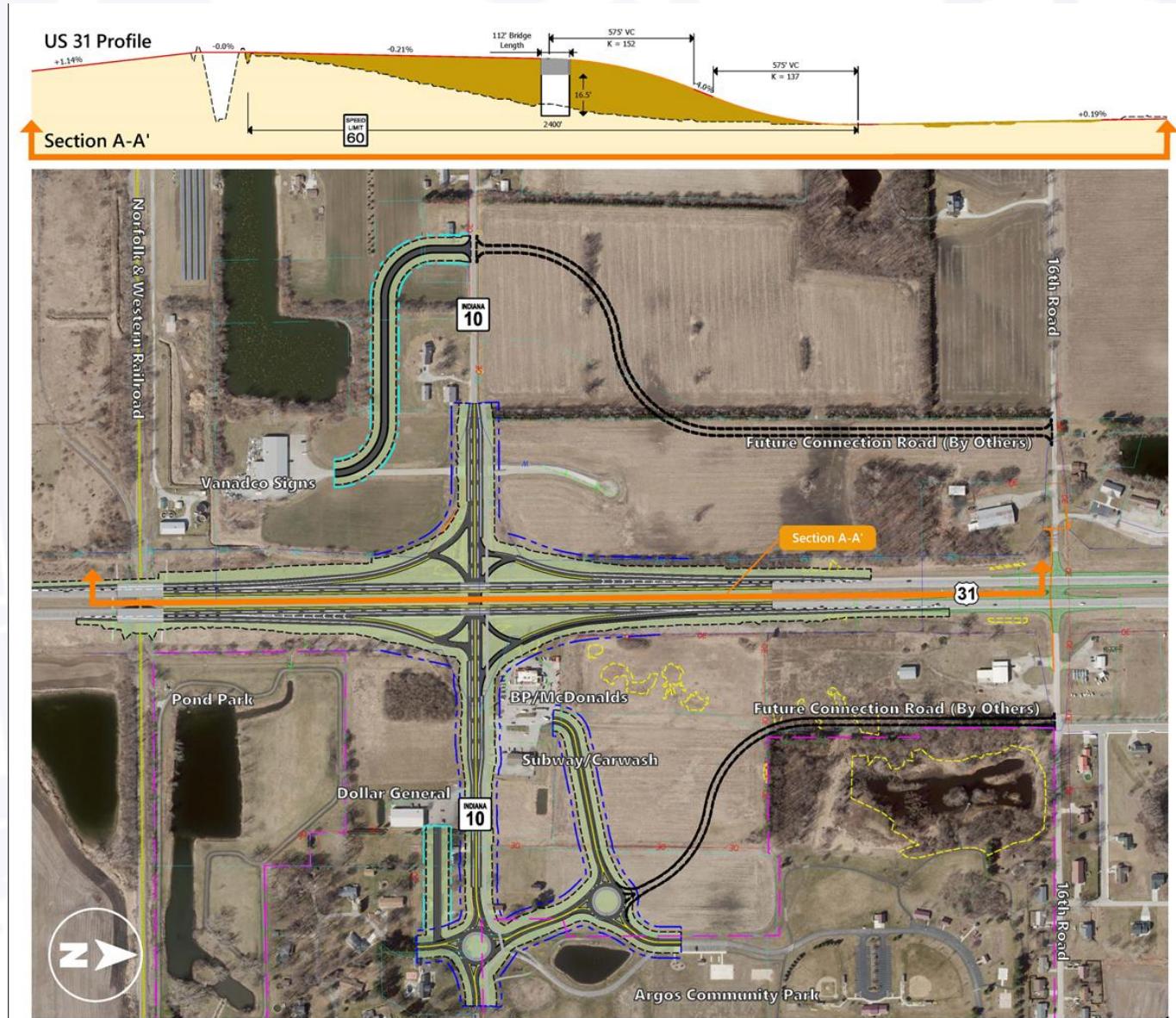
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Improvement Alternative #1

Single Point Urban Interchange (SPUI)



US 31 @ West Main Street
(Westfield, IN)



US 31 at SR 10



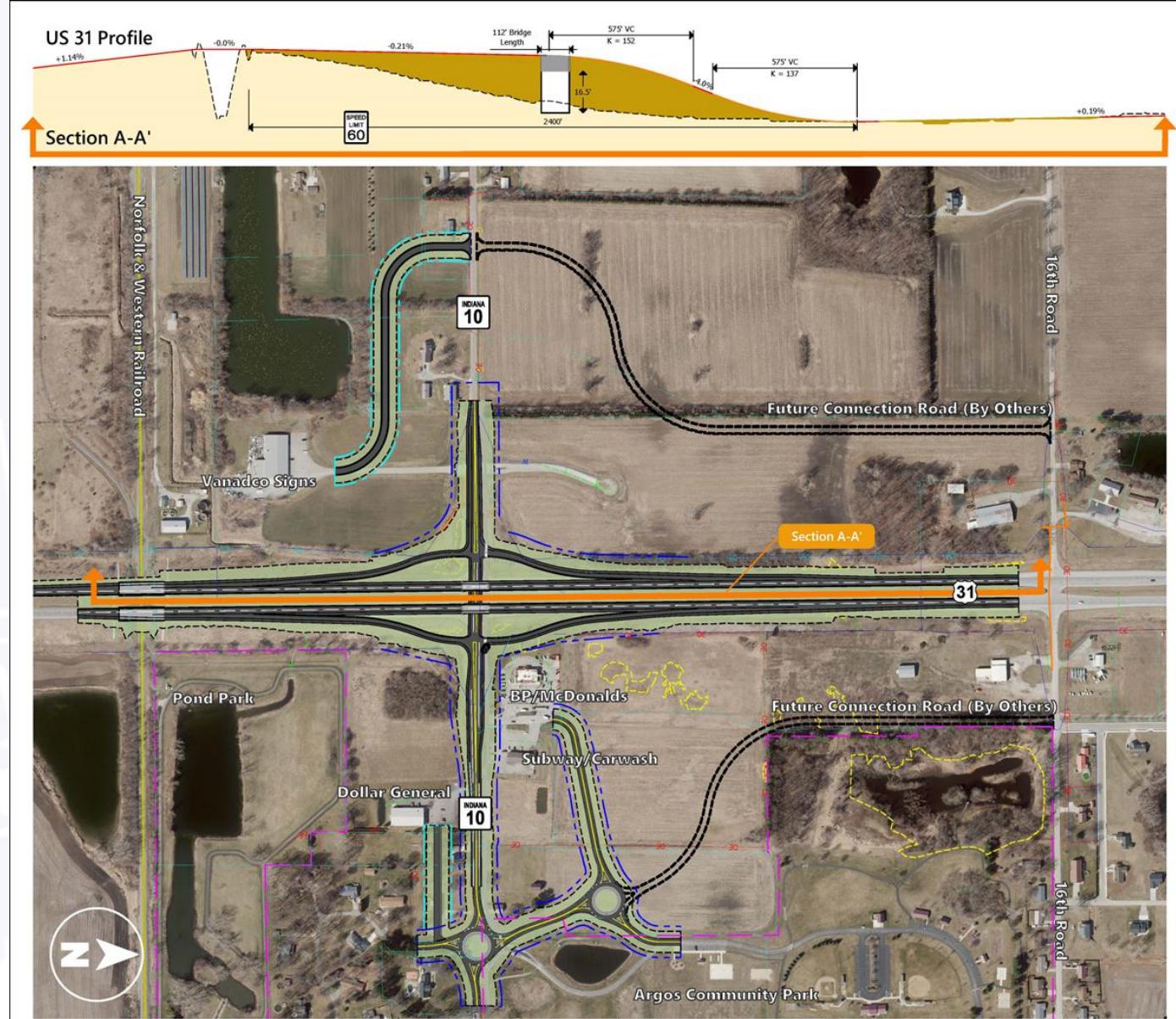
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Improvement Alternative #1A

*Stop Controlled
Tight Diamond
Interchange*



US 31 @ SR 4
(Lakeville, IN)



US 31 at SR 10



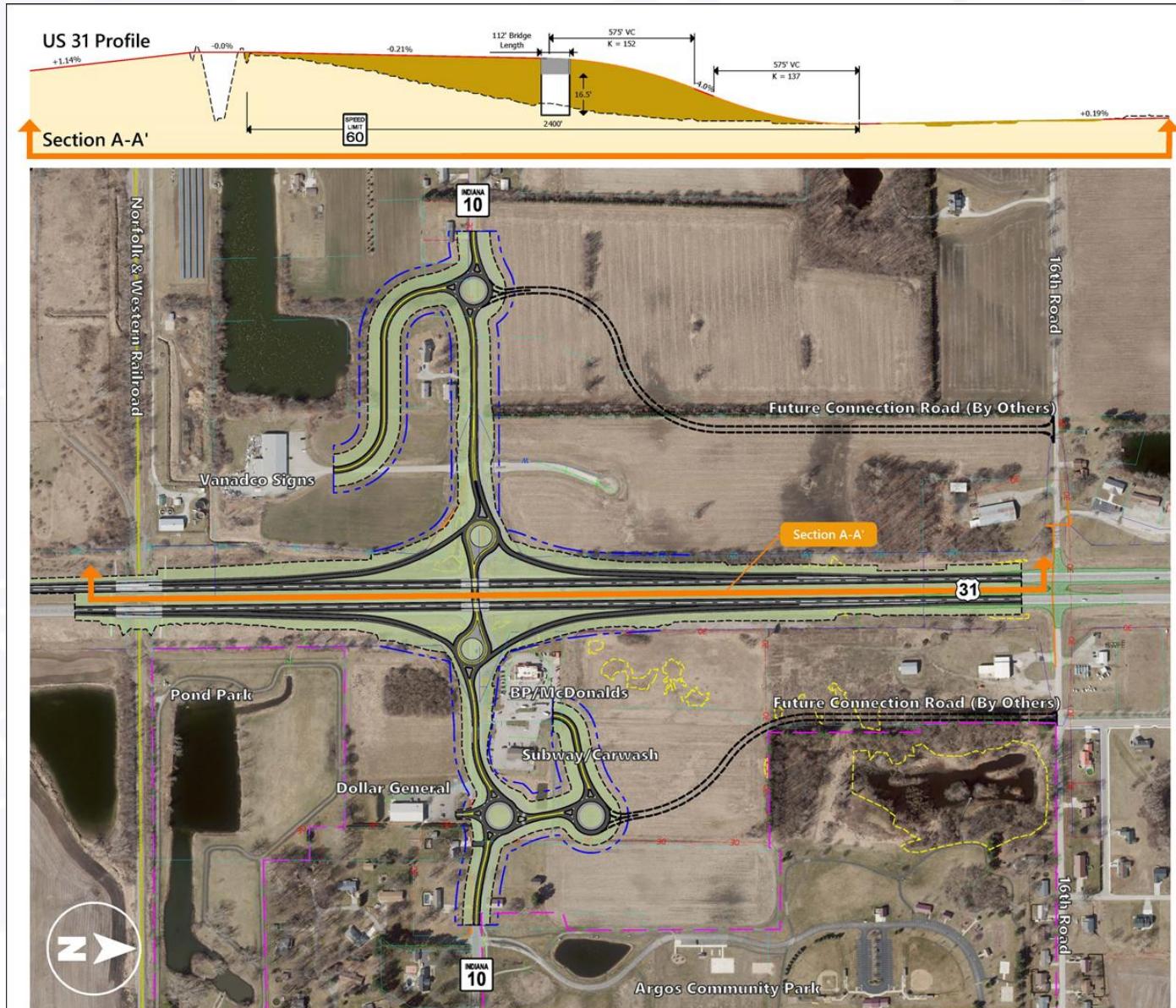
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Improvement Alternative #1B

*Tear Drop
Tight Diamond
Interchange*



US 20 @ SR 2
(La Porte County, IN)



US 31 at SR 10



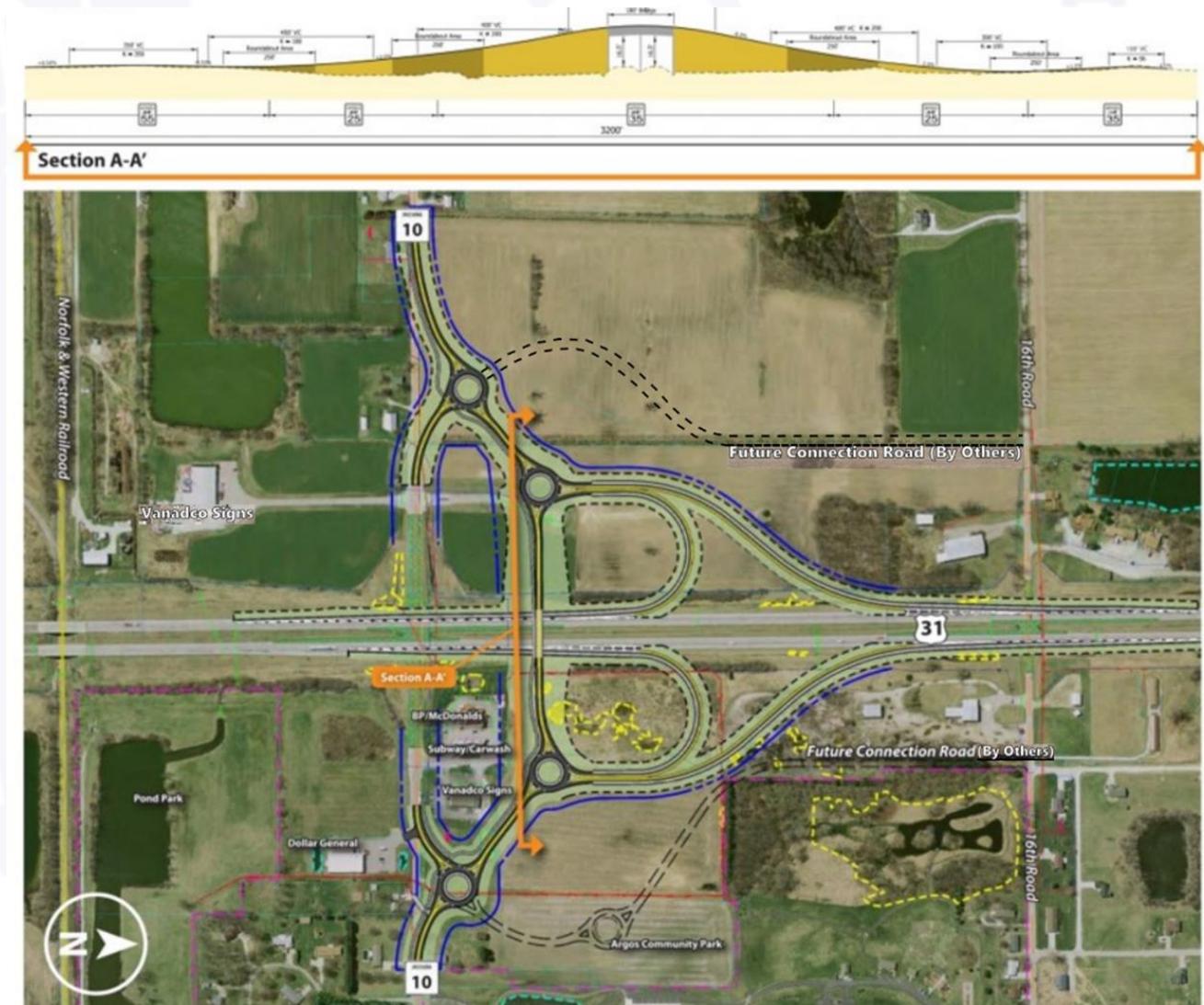
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Improvement Alternative #2

*Partial Cloverleaf
Interchange
(PARCLO-AB) North*



US 31 at Brick Road
(South Bend, IN)



US 31 at SR 10



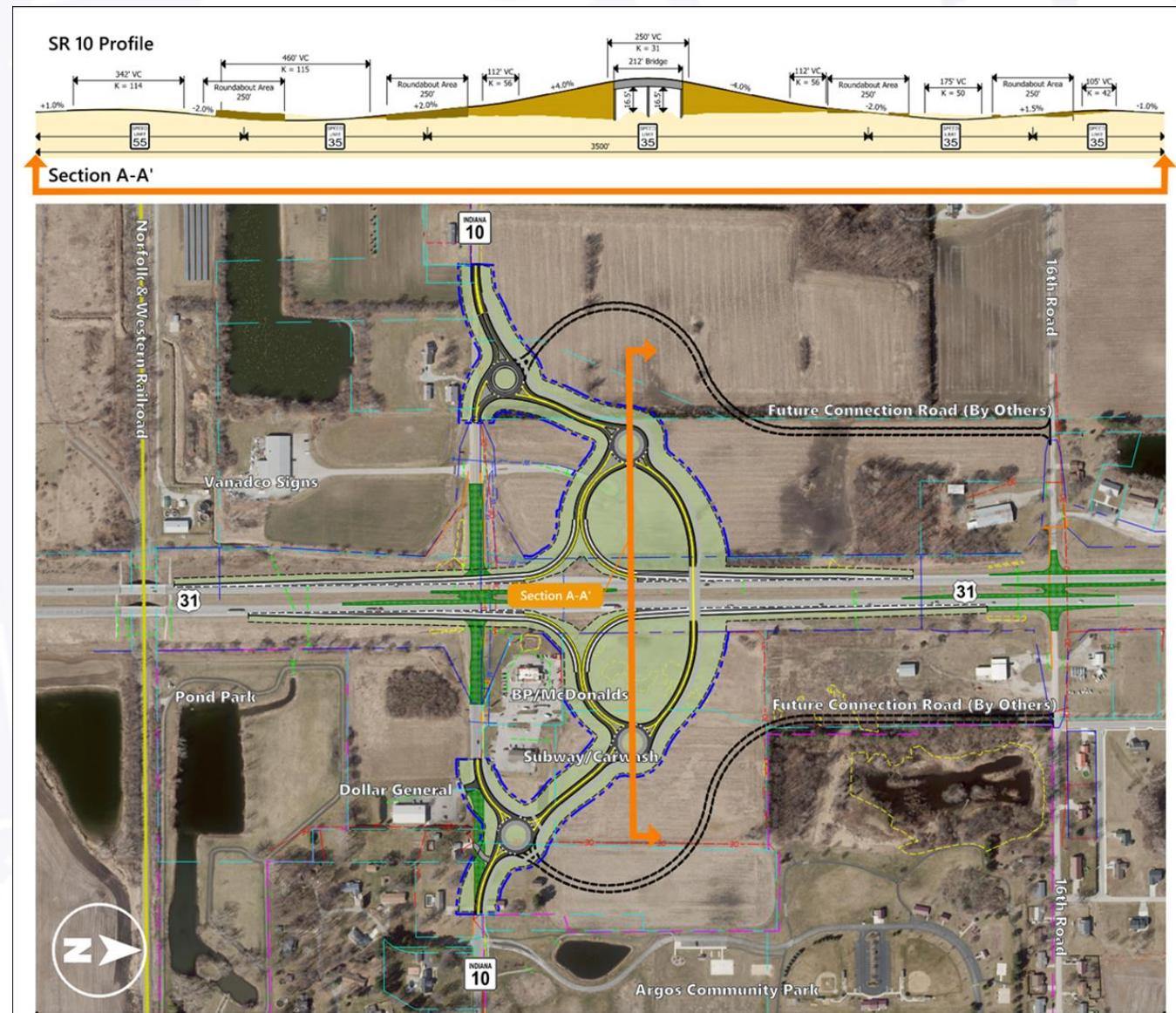
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Preliminary Preferred: Alternative #3

*Partial Cloverleaf
Interchange
(PARCLO-AB) South*



US 31 at Brick Road
(South Bend, IN)



US 31 at SR 10



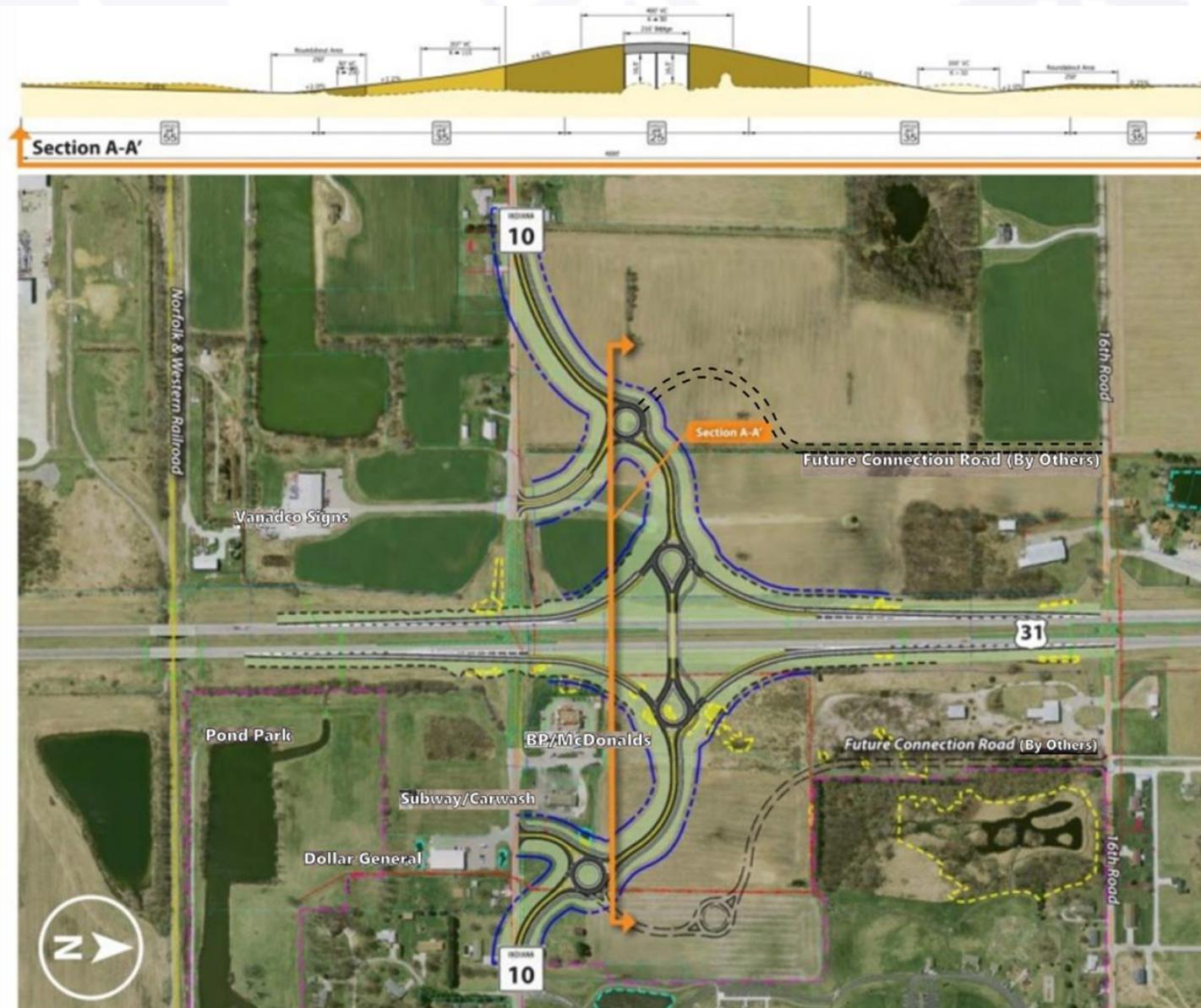
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Improvement Alternative #4

Tear Drop Interchange



US 20 @ SR 2
(La Porte County, IN)



US 31 at SR 10



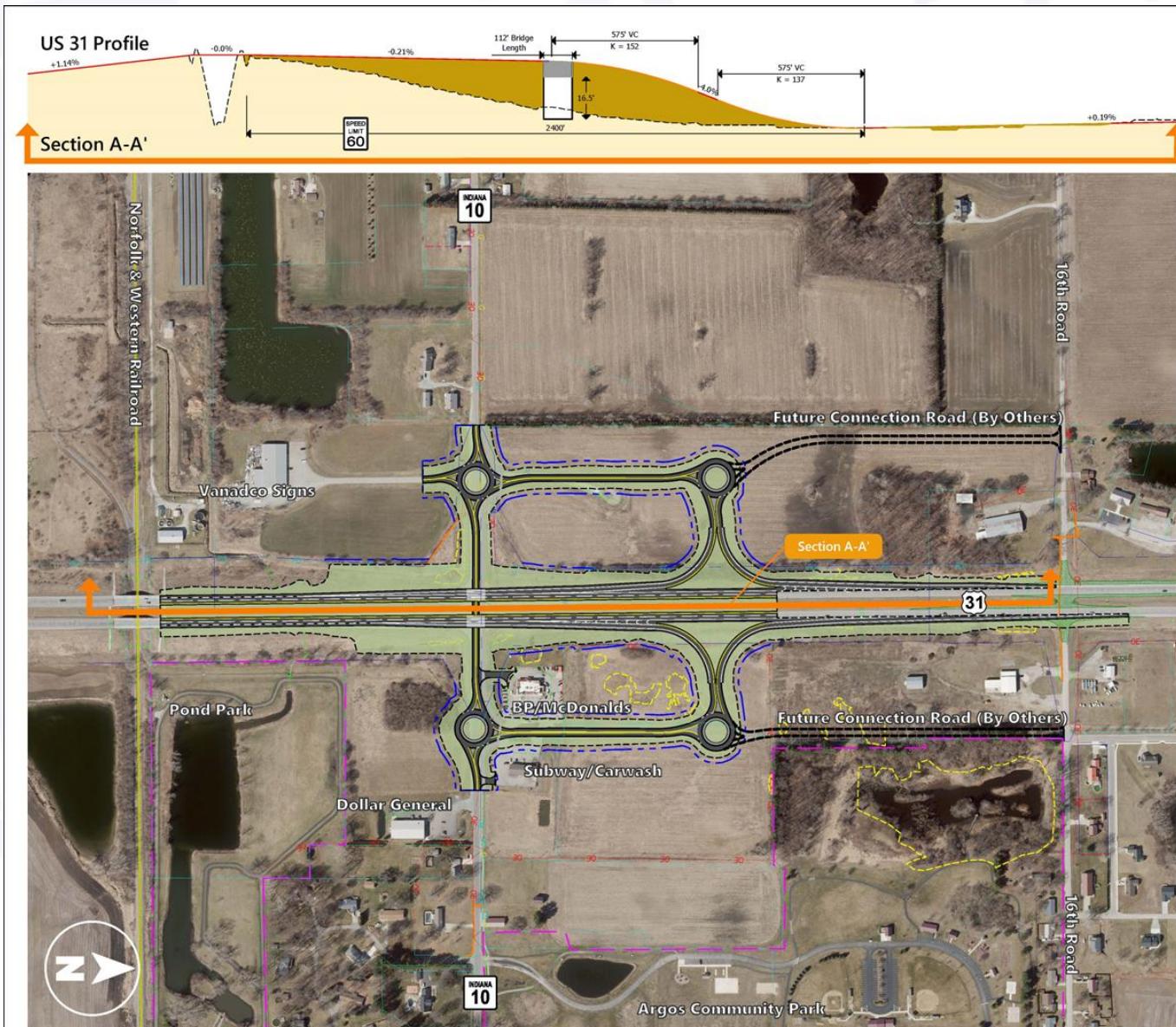
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Improvement Alternative #5

*Tight Diamond Interchange
with Access Roads*



I-30 at Brick Street
(Fort Worth, TX)





Evaluation Matrix Distribution

Criteria	Distribution
Construction Cost	35%
Maintenance Cost	6%
Land Impacts	2%
Wetland Impacts	2%
Railroad Impacts	2%
Safety	25%
Stakeholder	10%

US 31 @ SR 10 Evaluation Matrix



US 31 Corridor projects
in Marshall & Fulton

Criteria				Alternative																					
				1		1A		1B		2		3		4		5									
Weight	Weight	SPUI Tight Diamond		Stop-Controlled Tight Diamond		Teardrop Tight Diamond		Parclo AB - North		Parclo AB - South		Teardrop		Tight Diamond to Access Roads											
		35	35	\$31,252,633	0.0	0	\$31,252,633	0.0	0	\$31,252,633	0.0	0	\$22,898,699	24.8	25	\$19,450,899	35.0	35	\$23,383,355	23.3	23	\$25,268,194	17.7	18	
Construction Cost	Land Impacts	2	20	16	0.2	8	16	0.2	8	16	0.2	8	17	0.0	7	15	0.4	14	14	0.6	15	7	2.0	19	
R/W Parcels Impacted		3		3	0.0		3	0.0		3	0.0		1	2.0		0	3.0		0	3.0		0	3.0		
R/W Total Takes		5		\$1,459,070	2.6		\$1,459,070	2.6		\$1,459,070	2.6		\$2,183,510	0.0		\$1,199,690	3.5		\$1,191,560	3.5		\$763,750	5.0		
R/W Total Cost		5		5.81	5.0		5.81	5.0		5.81	5.0		29.83	0.0		17.88	2.5		15.21	3.0		12.22	3.7		
Commercial Impacted (ac)		5		2.27	0.0		2.27	0.0		2.27	0.0		0	5.0		0	5.0		0	5.0		0	5.0		
Park Impacted (ac)		5		2.27	0.0		2.27	0.0		2.27	0.0		0	0.09	2	0.08	2.0	2	0.09	1.9	2	0.11	1.7	2	
Wetland Impacts (ac)	Environmental Impacts	2		0.25	0.3	0	0.25	0.3		0	0.28		0	0.09		1.9	0.08	2.0	0.09	1.9					
Railroad Bridges Impacted		2		2	0.0		2	0.0		0	2		0	0	2	2.0	2	0	2.0	2	0	2.0	2		
Crossing Conflict Points		5		4	1.7		6	0.0		0	5.0		0	0		5.0		0		5.0	0	5.0			
Merging/Diverging Conflict		5		18	3.1		16	3.8	15	12	5.0		28	0.0	10	28	0.0	15	24	1.3	15	18	3.1	20	
Ped Multi-Use Path/Vehicle		5		6	0.0		4	1.7		4	1.7		6	0.0		5.0	0		3.3	4		1.7			
Pedestrian		5		0	5.0		0	5.0		0	5.0		0	5.0		2	0.0		2	0.0		0	5.0		
OVERTURNING		5		1.00	5.0		1.00	5.0		1.00	5.0		0.85	0.0		1.00	5.0		1.00	5.0		1.00	5.0		
Life-Cycle Cost (Pavement)	Maintenance Cost	3	6	\$11,147,593	0.0	0	\$11,147,593	0.0	0	\$11,147,593	0.0	0	\$8,000,025	1.6	4	\$7,246,951	1.9	3	\$9,846,149	0.6	2	\$5,083,377	3.0	6	
Life-Cycle Cost (Bridge)		3		\$3,592,075	0.0		\$3,592,075	0.0		\$3,592,075	0.0		\$2,694,263	2.8		\$3,125,237	1.5		\$3,179,109	1.3		\$2,634,215	3.0		
Stakeholder Score	Stakeholder		10	10	37.4	0.0	0	37.6	0.0	0	55.8	4.3	4	50.6	3.1	3	64.4	6.4	6	62.8	6.0	6	79.7	10.0	10
	Total		100	100		22.8		23.5		33.8			53.2			78.1			64.9			75.9			

US 31 at SR 110



US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #1

No Build



US 31 at SR 110



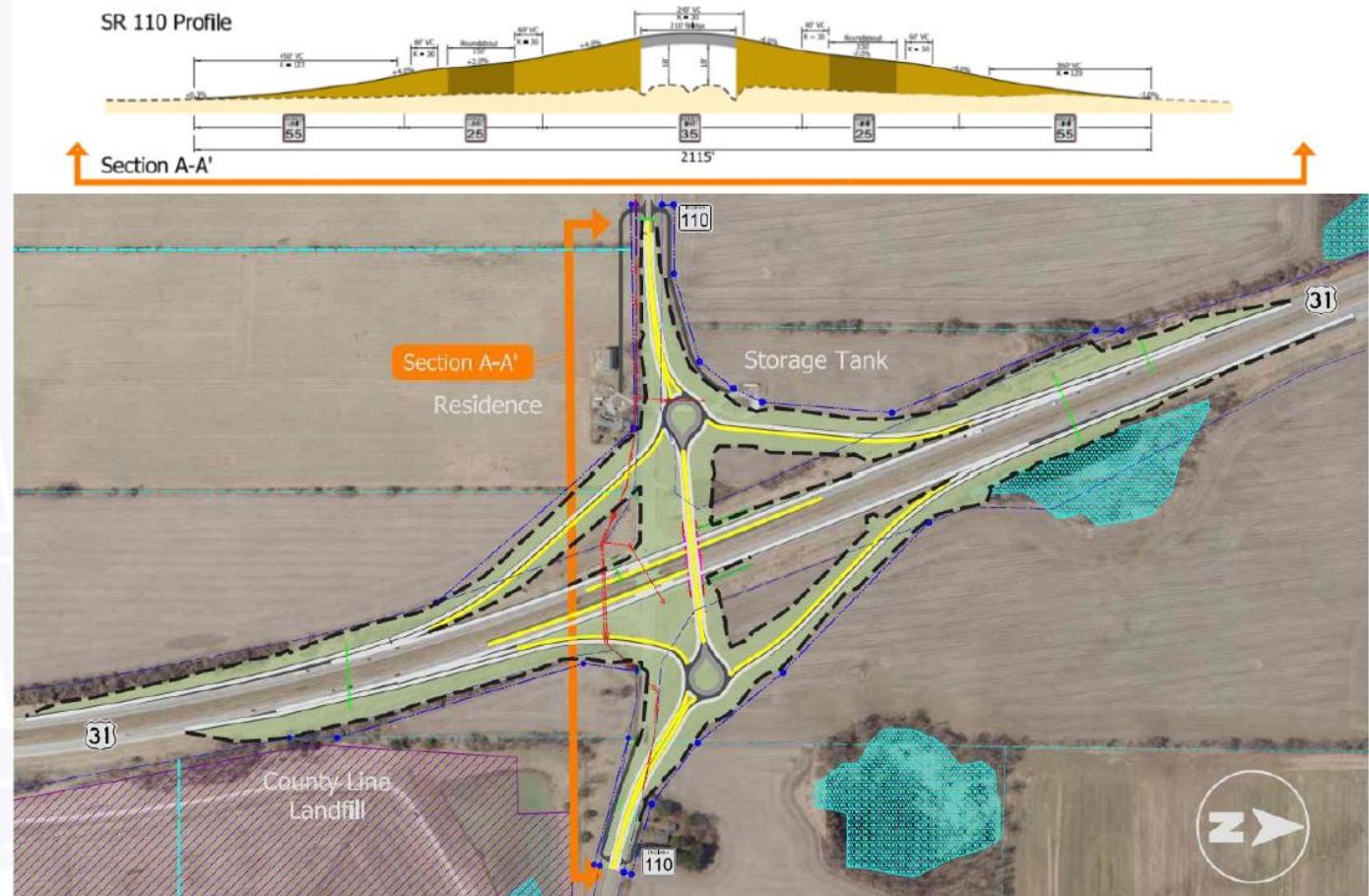
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Preliminary Preferred Alternative Improvement: Alternative #2

*Standard Diamond
Interchange (Dogbone)*



SR 49 at Vale Road
(Valparaiso, IN)



SR 49 at Vale Road
(Valparaiso, IN)

US 31 at SR 110



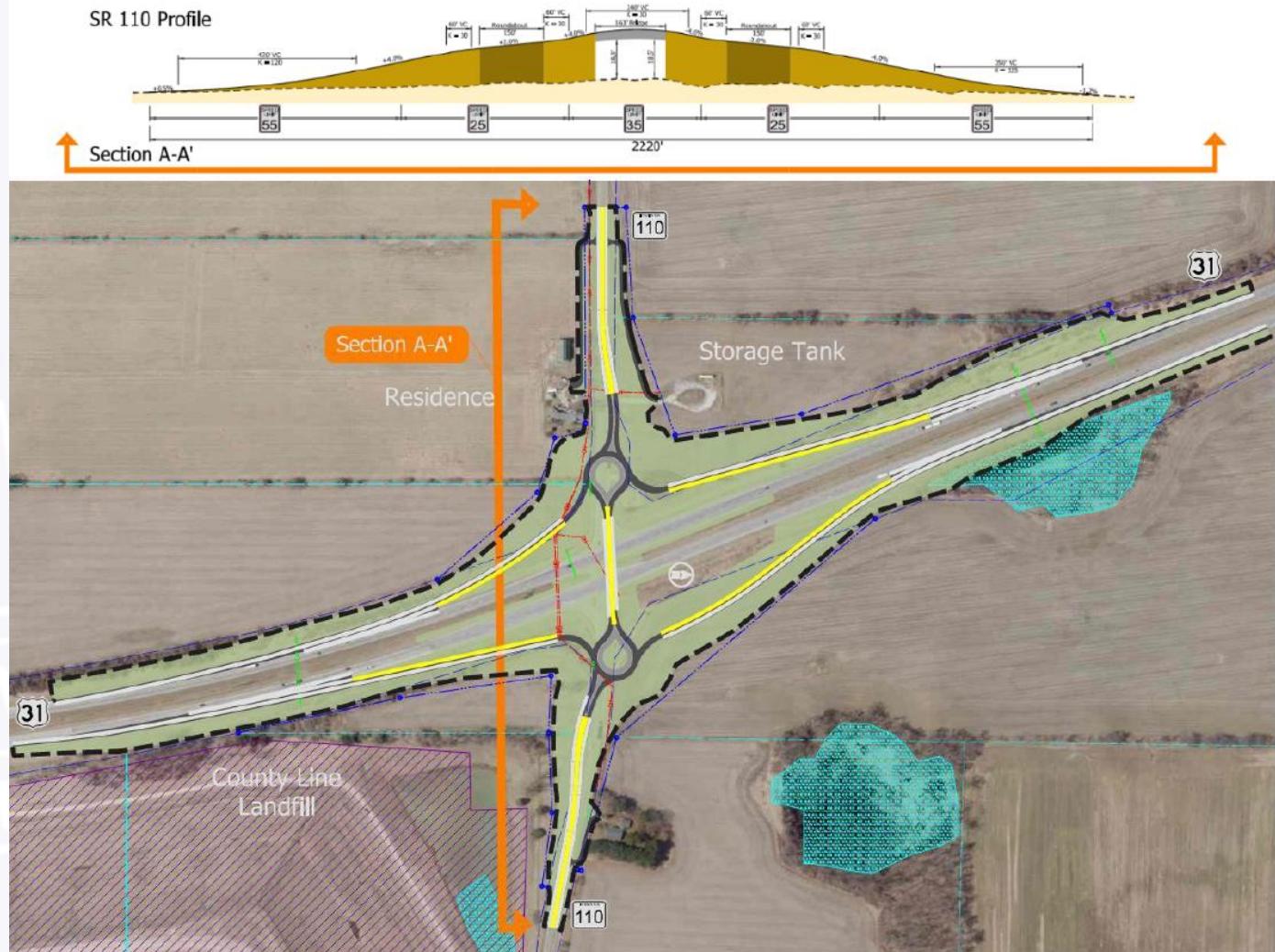
US 31 Corridor projects in Marshall & Fulton

Improvement Alternative #3

Tight Diamond Interchange (Dogbone)



US 20 @ SR 2
(La Porte County, IN)



US 31 at SR 110



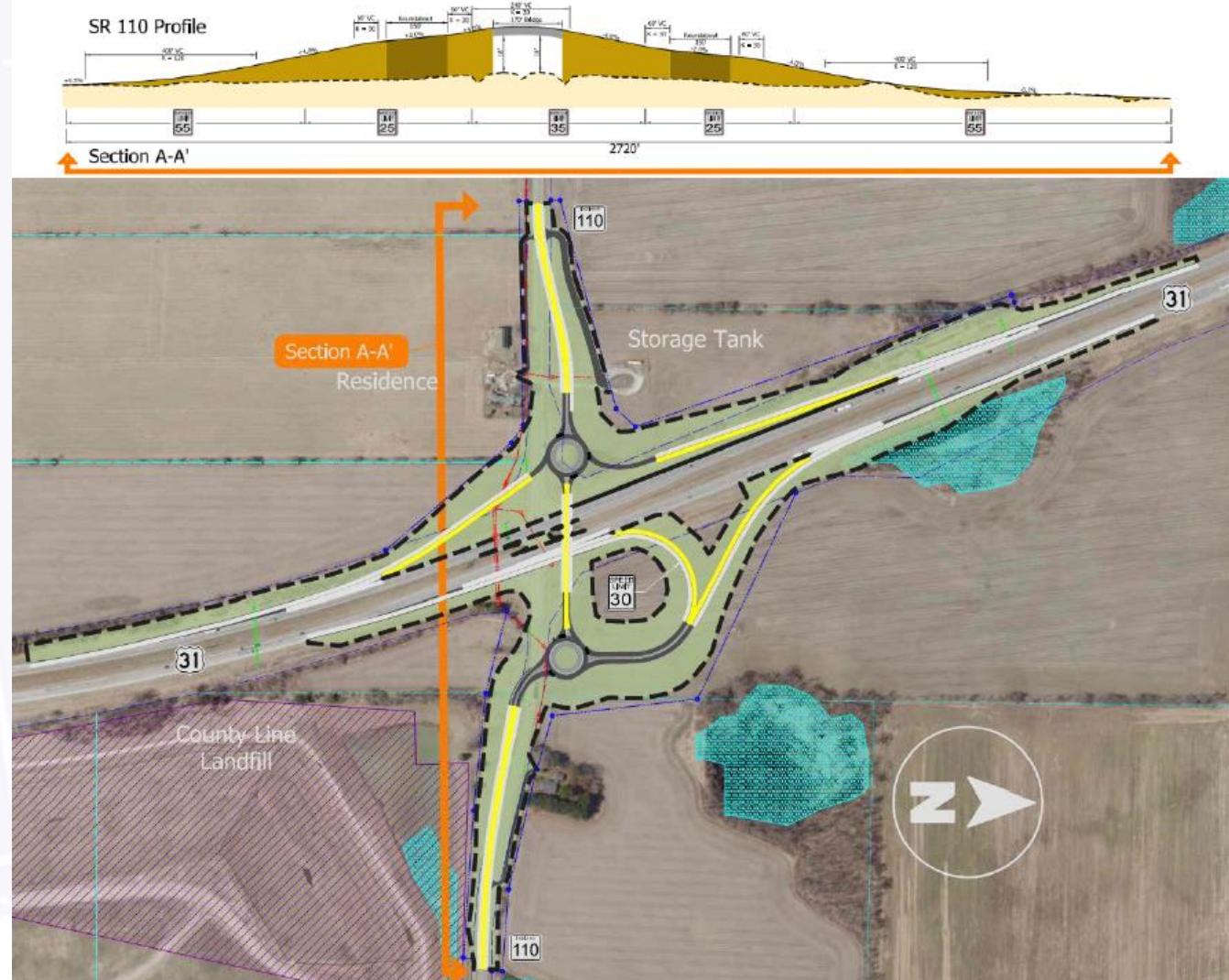
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Improvement Alternative #4

*Partial Cloverleaf
Interchange NE
[Parclo]*



US 31 @ SR 28
(Tipton, IN)



US 31 at SR 110



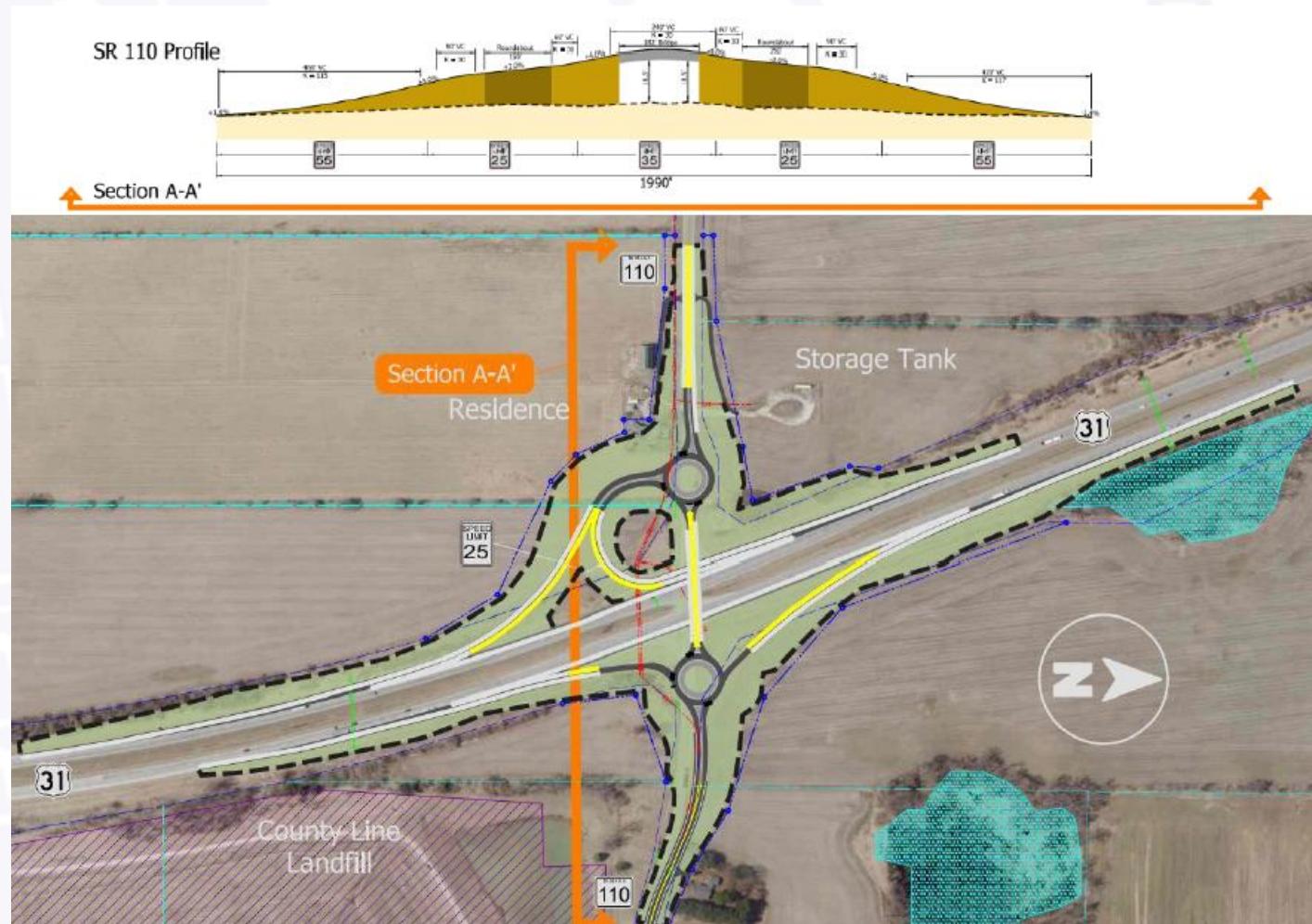
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Improvement Alternative #5

*Partial Cloverleaf
Interchange SW
[Parclo]*



US 31 @ SR 28
(Tipton, IN)





Evaluation Matrix Distribution

Criteria	Distribution
Land Impacts	37%
Construction Cost	35%
Safety	18%
Maintenance Cost	8%
Wetland Impacts	2%

US 31 @ SR 110 Evaluation Matrix



US 31 Corridor projects
in Marshall & Fulton

Criteria	Weight	Alternative							
		2		3		4		5	
		Standard Diamond Interchange (Dogbone)		Tight Diamond Interchange (Dogbone)		Partial Cloverleaf Interchange NE (Parclo)		Partial Cloverleaf Interchange SW (Parclo)	
Construction Cost	35	\$15,790,000	33.7	\$16,770,000	26.6	\$20,430,000	0	\$15,610,000	35
R/W Impact Parcels	2	9	0	9	0	9	0	8	0.7
R/W Relocation	10	0	10	0	10	0	10	1	0
Total R/W Acres	15	14.55	5.3	12.1	9.8	17.41	0	9.29	15
R/W Total Cost	5	\$161,000	3.9	\$134,000	4.6	\$192,000	3	\$303,000	0
Landfill Impacted	5	0.14 Acres	4.5	0.63 Acres	2.7	1.36 Acres	0	0.00 Acres	5
Wetland Impacts	2	0.23 Acres	1	0.45 Acres	0	0.45 Acres	0	0.00 Acres	2
Conflict Analysis	10	12	10	12	10	16	0	16	0
Overturning Analysis	8	1	8	1	8	0.925	0	0.925	0
Life-Cycle Cost (Pavement)	4	\$11,070,000	3.4	\$11,870,000	2.6	\$14,680,000	0	\$10,390,000	4
Life-Cycle Cost (Bridge)	4	\$3,630,000	4	\$3,660,000	3.8	\$4,160,000	0.9	\$4,310,000	0
			83.3		78.1		13.9		61.7

US 31 at CR 700



US 31 Corridor projects
in Marshall & Fulton

No Build



US 31 at CR 700



US 31 Corridor projects
in Marshall & Fulton

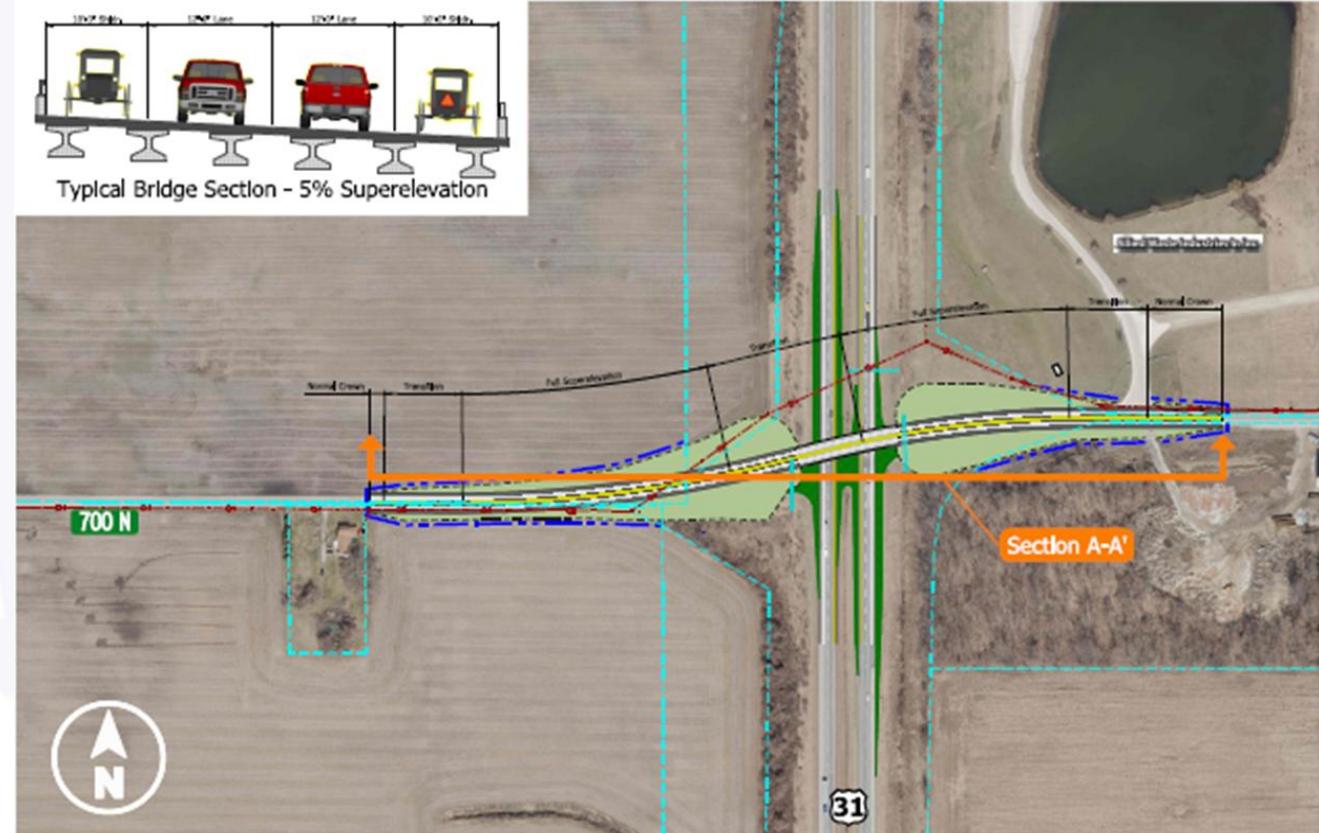
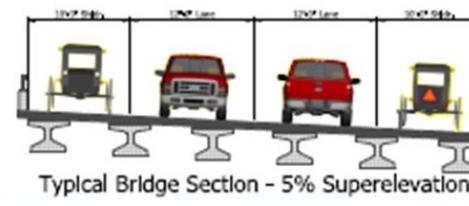
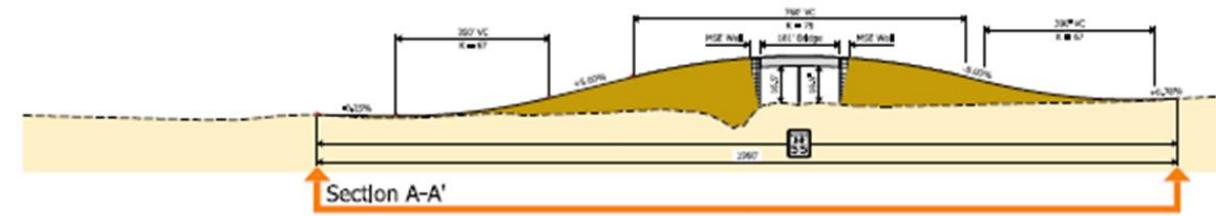
Preliminary Preferred Alternative #1

*Skewed 5% Super Elevated
Bridge Overpass*



Example: US 31 at 6th Road
(Marshall County, IN)

CR 700 Profile



US 31 at CR 700



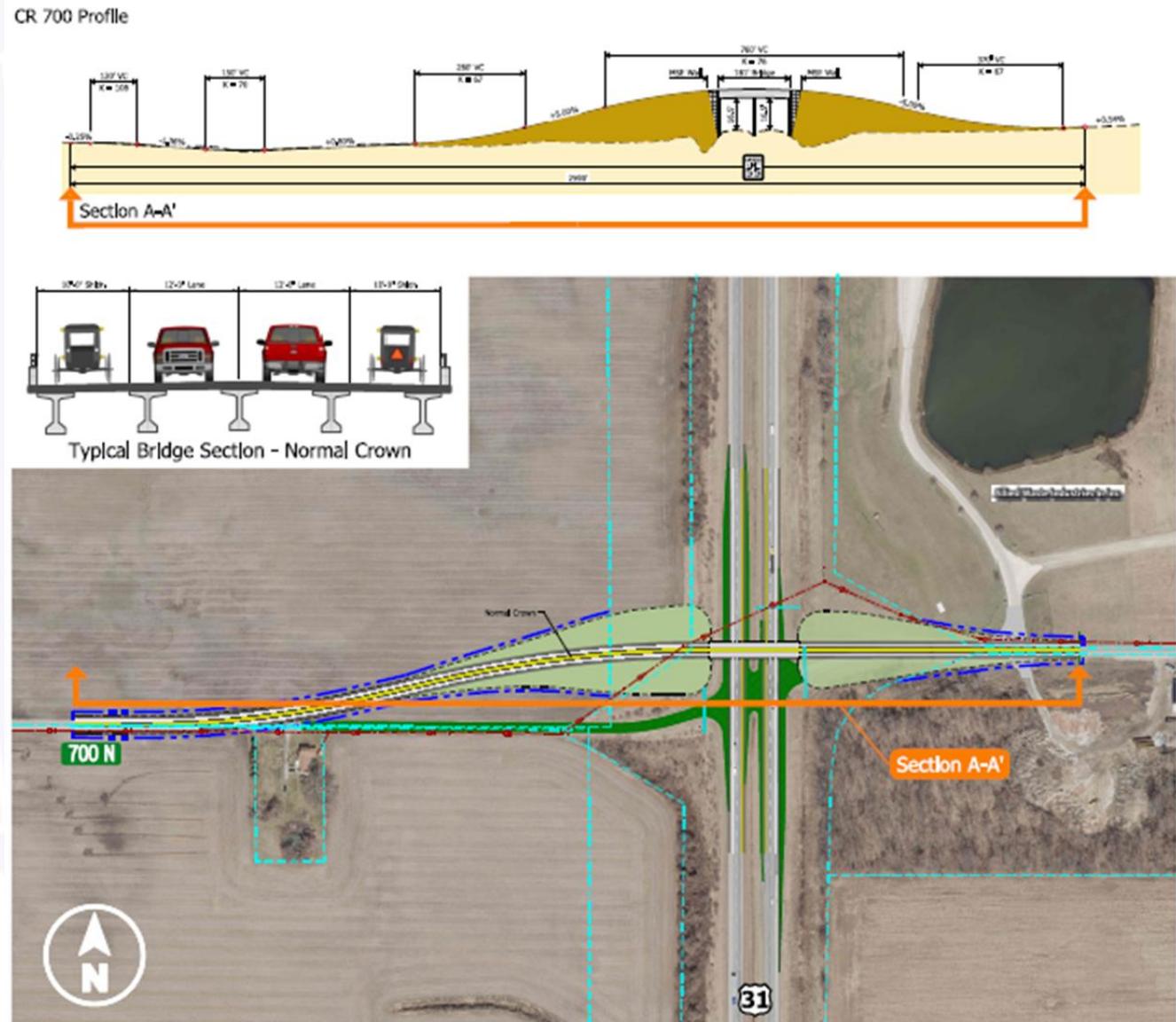
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #2

*Perpendicular Normal
Crown*



Example: US 31 at Plymouth-Goshen Tr.
(Marshall County, IN)



US 31 at CR 700



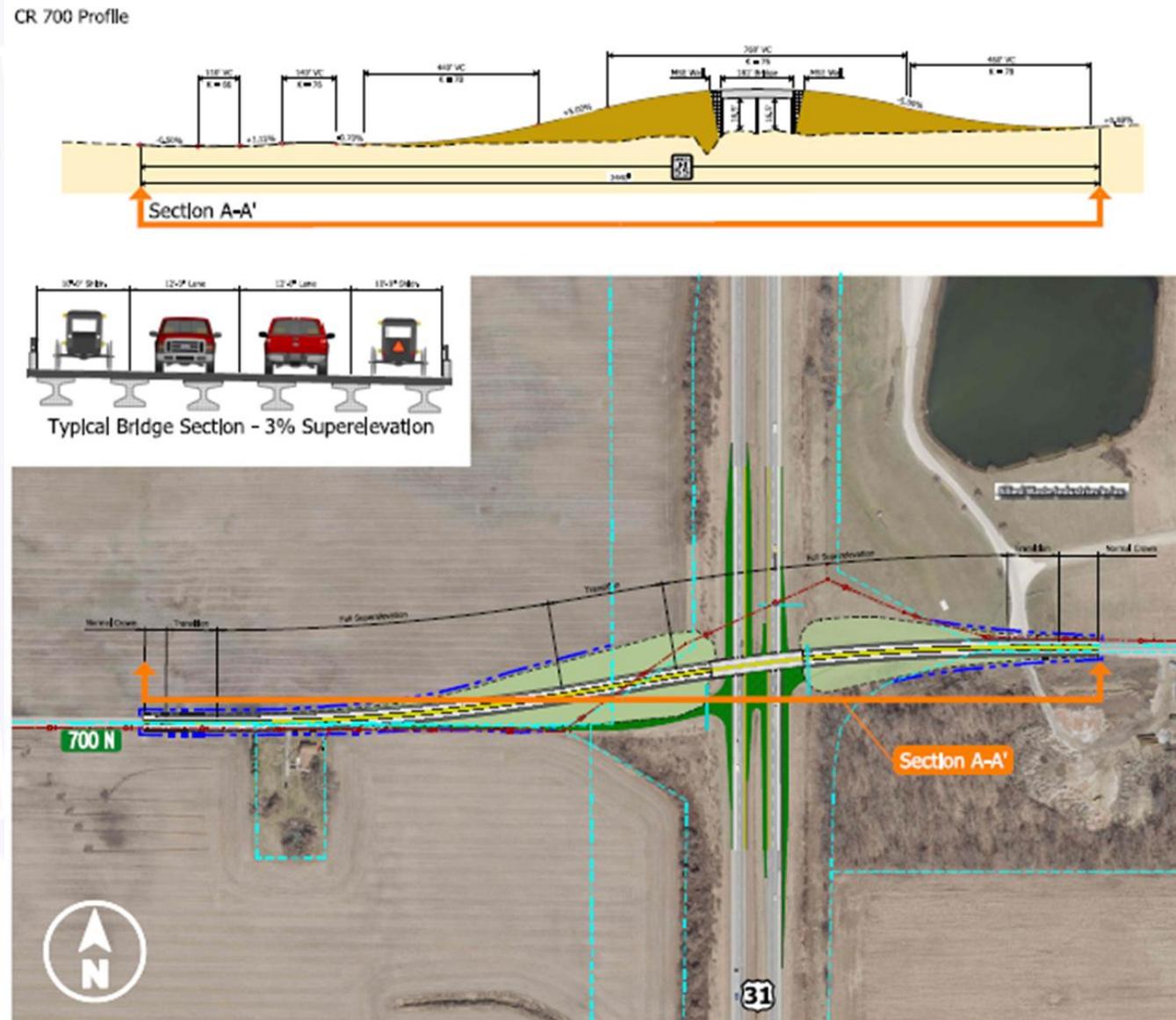
US 31 Corridor projects in Marshall & Fulton

Improvement Alternative #3

Skewed 3% super elevated bridge overpass



Example: US 31 at 6th Rd
(Marshall County, IN)



Engagement with All



US 31 Corridor projects
in Marshall & Fulton

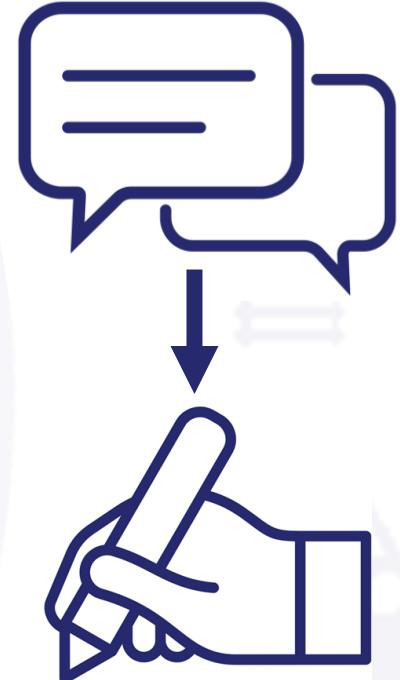
For the future **Public Information Meeting and Public Hearing**,
inclusion-focused outreach includes postcards mailed to
addresses in the US 31 Marshall-Fulton corridor, outreach to
Amish and underserved communities, and project documents
made publicly available.

Fueled By Feedback



US 31 Corridor projects
in Marshall & Fulton

- Project Alternatives Stations
 - Access Control, SR 110, CR 700, & SR 10
- Options for Feedback
 - Write on the Post-it boards and/or fill out a comment form
 - Submit a comment form today or later
 - E-mail Tom at tspalding@c2strategic.com by Monday, March 31, 2025





Thank You!

For your insights and input