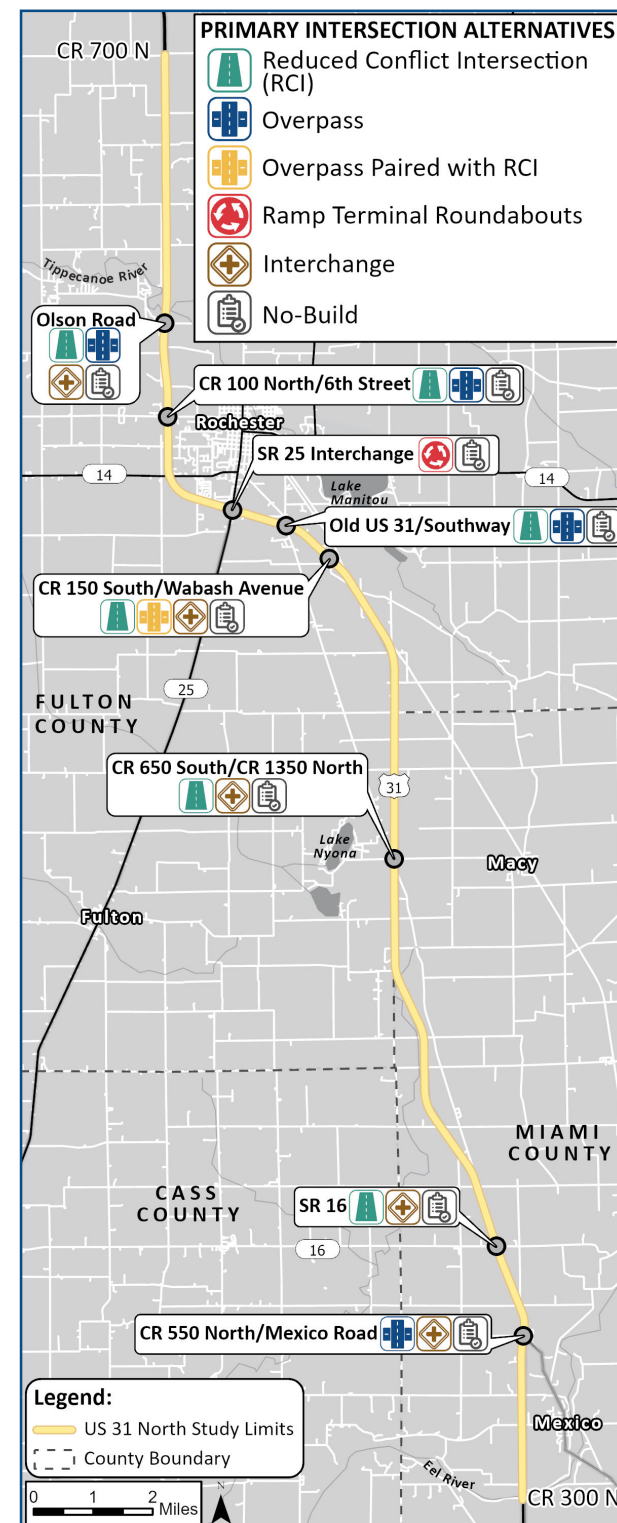


Level 2 Screening Results

A summary of the **Primary Concepts recommended as Alternatives for advancement to Level 3 screening** at each of the Primary Intersections are listed/shown below. In addition, several Complementary Concepts were also considered and carried forward to the Level 3 screening at each intersection. These include, for example, Access Management, Roadway Lighting, and Warning Systems. Detailed results are provided in **Level 2 Screening Report**.

PRIMARY INTERSECTION	PRIMARY INTERSECTION ALTERNATIVES CARRIED FORWARD TO LEVEL 3 SCREENING
OLSON ROAD (FULTON COUNTY)	<ul style="list-style-type: none"> Reduced Conflict Intersection (RCI) Interchange Overpass No-Build
CR 100 NORTH/ 6TH STREET (FULTON COUNTY)	<ul style="list-style-type: none"> Reduced Conflict Intersection (RCI) Overpass No-Build
SR 25 INTERCHANGE (FULTON COUNTY)	<ul style="list-style-type: none"> Ramp Terminal Roundabouts No-Build
OLD US 31/ SOUTHWAY (FULTON COUNTY)	<ul style="list-style-type: none"> Reduced Conflict Intersection (RCI) Overpass No-Build
CR 150 SOUTH/ WABASH AVENUE (FULTON COUNTY)	<ul style="list-style-type: none"> Reduced Conflict Intersection (RCI) Overpass paired with an RCI at Wabash Avenue Interchange No-Build
CR 650 SOUTH/ CR 1350 NORTH (FULTON/MIAMI COUNTY)	<ul style="list-style-type: none"> Reduced Conflict Intersection (RCI) Interchange No-Build
SR 16 (MIAMI COUNTY)	<ul style="list-style-type: none"> Reduced Conflict Intersection (RCI) Interchange No-Build
CR 550 NORTH/ MEXICO ROAD (MIAMI COUNTY)	<ul style="list-style-type: none"> Interchange Overpass No-Build



Together, we can ProPEL Indiana forward.
US 31 NORTH STUDY UPDATE | SPRING 2024
 Comments accepted through April 30, 2024.

Level 2 Screening

We're working to identify transportation solutions for the US 31 North study corridor.

The Level 2 screening is the second of three steps to identify possible solutions to the transportation issues along the US 31 North study corridor.

Level 2 considers concepts that advanced from the Universe of Alternatives (Level 1) screening.

- The Level 2 screening focuses on Primary Intersections which have a larger influence on corridor operations.
- Possible solutions were qualitatively evaluated and screened for their feasibility, ability to address needs, and potential impacts.
- Level 2 screening identifies the building blocks for Level 3 solutions.
- Level 3 will develop improvement packages for all sections of the study corridor.

Additional details are available in the **Level 2 Screening Report**.

UNIVERSE OF ALTERNATIVES SUMMARY



The Level 1 screening considered 55 concepts – including the No-Build Alternative – each evaluated against the study purpose and need. The screening determined that 17 could practically meet one or more study area needs.

4 Primary Concepts met most transportation needs as standalone concepts.

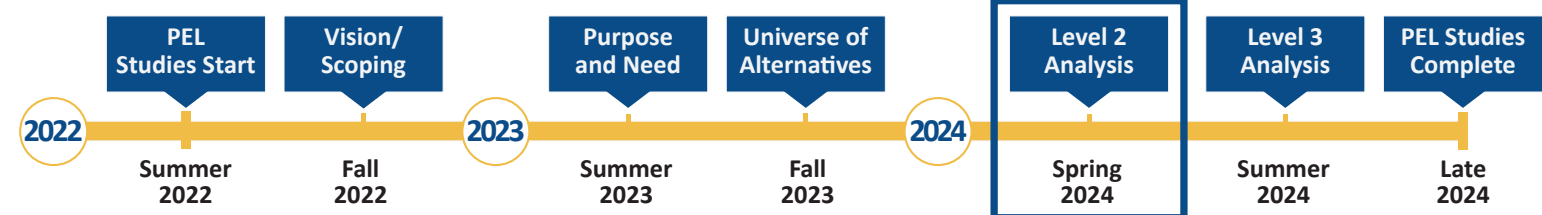
These, in addition to the No-Build Alternative, are the focus of the Level 2 screening.

13 Complementary Concepts met some transportation needs. These are considered qualitatively at each Primary Intersection in the Level 2 Screening.

Design Elements, which provide some general benefit, may be incorporated into alternatives advancing from this PEL study.

The Universe of Alternatives (Level 1) Screening Report is available at ProPELUS31.com.

Study Timeline



Primary Intersections

The Level 2 screening process focuses on eight **Primary Intersections** in the study corridor:

- Olson Road
- CR 100 North/6th Street
- SR 25
- Old US 31/Southway
- CR 150 South/Wabash Avenue
- CR 650 South/CR 1350 North
- SR 16
- CR 550 North/Mexico Road


Primary Intersections have a crossroad classified as a **Principal Arterial, Minor Arterial, or Major Collector**. These are the highest non-interstate classifications of roadways. These intersections are currently two-way stop-controlled except for SR 25, a diamond interchange.

These crossroads are some of the major carriers of the east-west traffic flow through the study area and have a larger influence on corridor operations. Detailed operational and safety analyses, including traffic counts, were performed at these intersections and documented in the **US 31 North Existing Transportation Conditions Report**.


Secondary Intersections were considered in the Level 2 screening process when directly impacted by concepts at adjacent Primary Intersections. Other Secondary Intersections will be addressed in the Level 3 screening as alternatives are further developed.


Primary Concepts

The Level 2 screening focuses on evaluating four **Primary Concepts** at each Primary Intersection, in addition to the No-Build Alternative. Primary concepts listed below are being examined at the eight primary intersections along the corridor.

 **Unsignalized Intersection Improvements** | Unsignalized intersection types such as Reduced Conflict Intersections (RCIs) have been shown to improve safety by reducing the number of conflict points.

 **Cross Road Overpass/Underpass** | Overpasses and underpasses allow for free-flow conditions on both roadways while improving safety by eliminating conflict points.

 **Convert to Interchange** | At-grade intersections converted to grade-separated interchanges with access ramps would improve safety by reducing conflict points.

 **Free-Flow Facility with Access Control** | A free-flow facility has no fixed causes of delay or interruption to the traffic stream (e.g., traffic signals). Access control can vary from partial, where access is provided via select public roads and even some driveways, to full control (freeway) where access is only provided at select public roads via grade-separated interchanges. Stricter access control improves safety by reducing conflict points.

Find additional details in the **Level 2 Screening Report**.

Level 2 Screening Process



Step 1 – Primary Intersection Decision Trees

A **decision tree** was developed as an initial step to screen intersection treatments. It considers traffic and crash data, intersection context and other information. Concepts resulting from decision trees are carried forward for further consideration.



Step 2 – Traffic Operations Analysis

The **Capacity Analysis for Planning of Junctions (CAP-X) tool** is used to evaluate different intersection types. It assesses traffic operations for each intersection type and helps guide the decision-making process.



Step 3 – Intersection-Specific Applicability

Intersection-Specific Applicability determines intersection concept applicability using technical analysis. It considers the contribution of that concept toward the purpose and need and potential effectiveness of the concept to maintaining or improving conditions.



Step 4 – Primary Intersection Concept Evaluation

Conceptual Designs were prepared and evaluated for all Primary Concepts advancing from the first three screening steps, using current, appropriate design criteria.

A **Qualitative Evaluation** of potential impacts and contribution to the study's purpose and needs for each of the remaining Primary Concepts and Complementary Concepts was also conducted resulting in a final screening of intersection alternatives for advancement to Level 3.

Chapter 4 in the **Level 2 Screening Report** details the screening process at each Primary intersection.



Did you know?

Crossing US 31 and left-turn movements on and off US 31 from side streets are movements with the highest risk for severe crash or injury for drivers in the study corridor.

Complementary Concepts

Complementary Concepts are improvements that address some identified transportation needs or that may benefit specific locations. Complementary Concepts were evaluated in the Level 2 screening process similar to the Primary Concepts – that is, at each Primary Intersection, their applicability and effectiveness was qualitatively evaluated, and concepts were advanced or not advanced to Level 3. The Complementary Concepts considered in Level 2 include the following:

- Access Management
- Median Safety Improvements
- Adjacent Intersection Improvements
- Add or Lengthen Turn Lanes (Left or Right)
- Realign Skewed Intersections
- Add/Extend Acceleration/Deceleration Lanes
- Intersection Sight Distance Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Roadway Drainage Improvements
- Warning Systems
- Bike / Pedestrian Facilities
- Non-Motorized User Accommodations