



US 31 South

Resource Agency, Stakeholder & Public Involvement Summary #1 Appendices

September 27, 2023

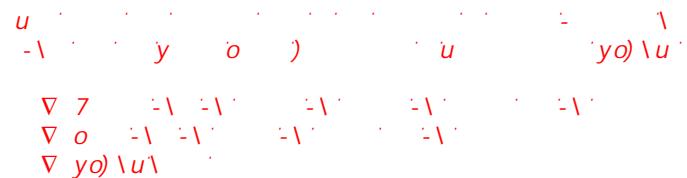


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APPENDIX A: PRESS RELEASE



Indiana Department of Transportation News Release

INDOT to host public meetings for US 30 and US 31 corridors

INDIANAPOLIS – The ProPEL US 30 and US 31 study teams are asking for Hoosiers' input as they begin Planning and Environmental Linkages (PEL) studies along approximately 180 miles of US 30 and US 31. The study teams will host six public information meetings to provide updates and gather input about the vision and scope for the planning studies, including local transportation needs and community priorities along the US 30 and US 31 corridors in northern Indiana.

Public information meetings will be held in each of the four study areas:

US 30 West

Wednesday, November 30, 2022

- 5-7 p.m., presentation at 6 p.m.
- Oregon Davis School (5990 N. 750 E., Hamlet, IN 46532)

US 30 East

Monday, December 5, 2022

- 5-7 p.m., presentation at 6 p.m.
- Sweetwater Sound (5501 US Hwy 30 W., Fort Wayne, IN 46818)

Tuesday, December 6, 2022

- 5-7 p.m., presentation at 6 p.m.
- Lincoln Elementary School (203 N. Lincoln St., Warsaw, IN 46580)

US 31 North

Thursday, December 1, 2022

- 5-7 p.m., presentation at 6 p.m.
- Rochester Community High School (1645 S. Park Rd., Rochester, IN 46975)

US 31 South

Wednesday, December 7, 2022

- 5-7 p.m., presentation at 6 p.m.
- Tipton County Fairgrounds (1200 S. Main St., Tipton, IN 46072)

Thursday, December 8, 2022

- 5-7 p.m., presentation at 6 p.m.
- Peru Jr. High School (30 Daniel St., Peru, IN 46970)

To accommodate those unable to attend the in-person public meetings, recorded presentations and opportunities to comment will be available after each meeting at ProPELUS30.com and ProPELUS31.com.

In addition to public information meetings, ProPEL US 30 and US 31 study team members are visiting communities on a regular basis to hold office hours. Office hours are informal, in-person conversations where residents, businesses and others interested in the studies can ask questions, provide input, and receive regular updates. The goal of community office hours is to make it easier for community members to interact with the study teams – at a time and location that is convenient for them. Community office hours will be held twice per month in each area and locations will vary. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.

ProPEL US 30 and US 31 is an INDOT initiative to streamline transportation planning using collaborative PEL studies to consider environmental, community, and economic goals early in the planning process. Through the PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities. The studies span 180 miles across 12 counties and includes US 30 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as US 31 between Hamilton County and Plymouth (excluding the Kokomo bypass). Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley Counties.

Once the studies are completed in 2024, INDOT will evaluate results to identify and develop projects along these corridors.

More information about each study can be found on the websites and social media pages listed below.

ProPEL US 30:

ProPELUS30.com

Twitter: [@ProPELUS30](https://twitter.com/ProPELUS30)

Facebook: [@PropelU.S.30](https://facebook.com/PropelU.S.30)

Instagram: [@propelus30_31](https://instagram.com/propelus30_31)

ProPEL US 31:

ProPELUS31.com

Twitter: [@ProPELUS31](https://twitter.com/ProPELUS31)

Facebook: [@PropelU.S.31](https://facebook.com/PropelU.S.31)

Instagram: [@propelus30_31](https://instagram.com/propelus30_31)

Stay Informed

Get updates on INDOT projects and programs via:

- Facebook: facebook.com/indianadepartmentoftransportation
- Twitter: [@INDOT](https://twitter.com/INDOT)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](https://itunes.apple.com/us/app/indiana-transportation/id10000000000000000) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indiana.transportation)



About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America by implementing Gov. Eric J. Holcomb's \$30 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 117 airports across the

state. INDOT was recently ranked #1 in the United States for infrastructure in CNBC's 2022 "America's Top States for Business" ranking. Learn more about INDOT at in.gov/indot.

Customer Service

1-855-463-6848

www.indot4u.com

indot@indot.IN.gov

APPENDIX B: MEDIA ALERT



FOR IMMEDIATE RELEASE:

December 5, 2022

Contact: Stacey Osburn

317-374-8998

Community invited to INDOT public meeting to provide input on the future of US 31

What:

The ProPEL US 31 South study team is hosting a public information meeting to gather input regarding the US 31 corridor in northern Indiana. Community members are invited to attend to learn more about the Planning and Environmental Linkages (PEL) study and share comments, questions and concerns regarding long-term transportation solutions along US 31 in Hamilton, Tipton, Cass, Miami and Howard counties.

When and Where:

Wednesday, December 7, 2022

5 – 7 p.m. ET

Tipton County Fairgrounds

1200 S. Main St.

Tipton, IN 46072

Open house begins at 5 p.m. followed by a presentation at 6 p.m.

Media availability begins at 4 p.m. CT. Other availability can be coordinated upon request.

Thursday, December 8, 2022

5 – 7 p.m. ET

Peru Junior High School

30 Daniel St.

Peru, IN 46970

Open house begins at 5 p.m. followed by a presentation at 6 p.m.

Media availability begins at 4 p.m. CT. Other availability can be coordinated upon request.

Why:

ProPEL US 31 is an INDOT initiative to streamline transportation planning using collaborative PEL studies to consider environmental, community, and economic goals early in the process. Through the PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities. Once the studies are completed in 2024, INDOT will evaluate the results to identify and develop projects in the corridors. More information about the study can be found on the project website: PropelUS31.com.

###

About the Indiana Department of Transportation

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APPENDIX C: SOCIAL MEDIA POSTS

November 28, 2022



Propel US 31 @PropelUS31 · Nov 22, 2022

Public meetings are one way to provide your feedback. The first ProPEL US 31 public information meetings are NEXT WEEK. Get more information: lnks.gd/2/xX7zR2



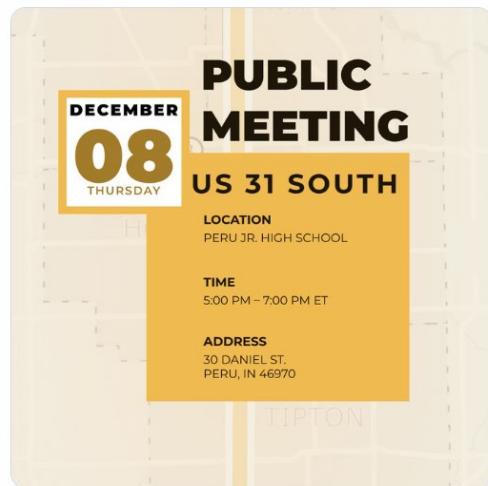
Propel US 31 @PropelUS31 · Dec 6, 2022

The US 31 South study team is hosting public information meetings on Wednesday in Tipton and Thursday in Peru. Learn more about the study and provide your valuable feedback. More information at propelus31.com.



Propel US 31 @PropelUS31 · Dec 8, 2022

The US 31 South study team is hosting a public information meeting on Thursday in Peru. Learn more about ProPEL US 31 and provide your valuable feedback to the study team. More information at propelus31.com.



Propel US 31 @PropelUS31 · Dec 9, 2022

If you missed the US 31 South public information meetings this week, you can still participate in an on-demand meeting experience. Complete the meeting registration form to launch the virtual presentation at bit.ly/3IONQfF

Propel US 31
@PropelUS31

It's not too late to provide your feedback on the Vision and Scope phase of the ProPEL US 31 South study. The study team wants to hear from you! propelus31.com



2:25 PM · Dec 22, 2022 · 77 Views

APPENDIX D: STAKEHOLDER EMAIL BLASTS

November 28, 2022



ProPEL US 31 South Public Information Meetings and Community Office Hours Scheduled

The ProPEL US 31 studies seek to propel our communities forward by using a collaborative approach to consider environmental, community and economic goals early in the process. Throughout the studies, the ProPEL US 31 study team will be engaging with the community for the public's help in identifying the future of the corridors. Several such opportunities to provide your feedback and input are scheduled in December.

Upcoming Public Information Meetings:

Wednesday, December 7

5 - 7 p.m. ET

Open house begins at 5 p.m. followed by a presentation at 6 p.m.

Tipton County Fairgrounds

1200 S. Main St.

Tipton, IN 46072

Preregister [here](#).

Thursday, December 8

5 - 7 p.m. ET

Open house begins at 5 p.m. followed by a presentation at 6 p.m.

Peru Junior High School

30 Daniel St.

Peru, IN 46970

Preregister [here](#).

Preregistration is not required; however, it will help expedite your check-in process on site.

Virtual meeting replay will be available December 9 on [propelus31.com](#).

In case of inclement weather, the meetings will be rescheduled for a date to be determined. Dates, times and locations for rescheduled meetings will be posted on the study website.

Upcoming Community Office Hours:

Tuesday, December 13

10 a.m. - 2 p.m.

Tipton County Public Library

127 E. Madison St.

Tipton, IN 46072

Wednesday, December 14

10 a.m. - 2 p.m.

Peru Public Library

102 E. Main St.

Peru, IN 46970

Community office hours are opportunities for informal, in-person and one-on-one conversations with our study team members to ask questions, provide your input and get regular project updates. Community office hours will be held twice per month in the study area. Locations and times will vary to reach as many people as possible.

We encourage you to check the study website and follow us on social media for more information.

[propelus31.com](#)

Twitter: [@propelus31](#)

Facebook: [/propelus31](#)

Instagram: [@propelus30_31](#)



If you would like to unsubscribe please click [here](#).

December 7, 2022



REMINDER: ProPEL US 31 South Public Information Meetings Begin Tonight

Join us in Tipton or Peru

The ProPEL US 31 studies seek to propel our communities forward by using a collaborative approach to consider environmental, community and economic goals early in the process. Throughout the studies, the ProPEL US 31 study team will be engaging with the community for the public's help in identifying the future of the corridors.

We want to hear from you! Join us tonight or tomorrow night to learn more about the ProPEL US 31 South study and provide your input.

Upcoming Public Information Meetings

TONIGHT: Wednesday, December 7

5 - 7 p.m. ET

Open house begins at 5 p.m. followed by a presentation at 6 p.m.

Tipton County Fairgrounds

1200 S. Main St.

Tipton, IN 46072

TOMORROW: Thursday, December 8

5 - 7 p.m. ET

Open house begins at 5 p.m. followed by a presentation at 6 p.m.

Peru Junior High School

30 Daniel St.

Peru, IN 46970

Can't make either date? A virtual meeting will be available beginning Friday, December 9 at propelus31.com.

Learn more

We encourage you to check the study website and follow us on social media for more information.

propelus31.com

Twitter: [@propelus31](https://twitter.com/propelus31)

Facebook: [/propelus31](https://facebook.com/propelus31)

Instagram: [@propelus30_31](https://instagram.com/propelus30_31)



If you would like to unsubscribe please click [here](#).

APPENDIX E: PUBLIC NOTICES

DES# 2100113

NOTICE OF PUBLIC INFORMATION MEETINGS

The ProPEL US 31 South study team is asking for Hoosiers' input as it begins Planning and Environmental Linkages (PEL) studies along approximately 180 miles of US 30 and US 31. The ProPEL US 31 South team will host public information meetings for the ProPEL US 31 South study area located in Hamilton, Tipton, Howard, and Miami Counties. More specifically, the US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The purpose of the meetings is to provide study information and seek public feedback about the vision and scope for the ProPEL US 31 South study area, including local transportation needs and priorities. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The meetings, which will present the same information, will be held:

December 7, 2022, from 5 to 7 p.m. Eastern Standard Time

Presentation at 6 p.m.

Tipton County Fairgrounds Auditorium (1200 South Main Street, Tipton IN 46072)

December 8, 2022, from 5 to 7 p.m. Eastern Standard Time

Presentation at 6 p.m.

Peru Junior High (50 South Daniel Street, Peru IN 46970).

Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before the presentation begins at 6 p.m. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at www.propelus31.com.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website (www.propelus31.com) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time and location to be determined (TBD). Additionally, the public comment period would be extended.

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require project information in alternative languages or formats should contact Stacey Osburn at sosburn@HNTB.com or 317-374-8998.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."); 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.



P.O. Box 85
Elwood, Indiana 46036

Invoice Number Invoice Date

37662

12/2/2022

Advertiser No. Amount Due Due Date

3155

\$53.19

1/31/2023

Daniel Curtis
111 Monument Circle Suite 1200
INDIANAPOLIS IN 46204

A fee of 1.5% will be imposed on Amount Enclosed
all balances past due.

INVOICE

Advertiser		Advertiser Info		Description		Invoice No.		Invoice Date	
Advertiser Name	Advertiser No.	Advertiser Name	Advertiser No.	Description	Advertiser No.	Advertiser Name	Advertiser No.	Advertiser Name	Advertiser No.
Elwood Call-Leader		Daniel Curtis				37662		12/2/2022	
29/2022 - 11/29/2022	14838	Legal - Gov: Legal Notice *Tipton County Tribune LEGAL NOTICE		No. of Runs	Ad Size	SubTotal	Sales Tax	Amount	
				1	53 Lines			\$53.19	
						Sub Total:		\$53.19	
						Total Transactions:	1	Total:	\$53.19
MMARY	Advertiser No.	3155	Invoice No.	37662	Invoice Amount	\$53.19			

A fee of 1.5% will be imposed on all balances past due.

Thank you for your business.
Remember for all your advertising needs
call Jay Puterbaugh at 765-552-3355.
Call today to reserve your space!

Proof of Publication

11/28/2022

Daniel Curtis
 111 Monument Circle Suite 1200
 INDIANAPOLIS IN 46204

State of Indiana,
 Tipton County, ss:

Personally appeared before me, Cindy Tyner of The Elwood Publishing Co., Publishers of the Tipton County Tribune, a daily Newspaper of general circulation printed and published in Tipton, Tipton County, Indiana, who, being duly sworn upon his oath, says that the notice of which the attached is a true copy, was duly published in said newspaper for 1 successive weeks.

The first 11/29/2022

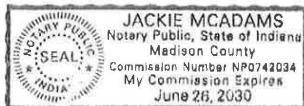
The last 11/29/2022

Cindy Tyner
 Cindy Tyner

Subscribed and sworn to before me this date of: 11/28/2022

Jackie McAdams

Jackie McAdams
 Notary Public NP0742034
 Commission Expires 6/26/2030



LEGAL NOTICE

DES# 2100113

NOTICE OF PUBLIC INFORMATION MEETINGS

The ProPEL US 31 South study team is asking for Hoosiers' input as it begins Planning and Environmental Linkages (PEL) studies along approximately 180 miles of US 30 and US 31. The ProPEL US 31 South team will host public information meetings for the ProPEL US 31 South study area located in Hamilton, Tipton, Howard, and Miami Counties. More specifically, the US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The purpose of the meetings is to provide study information and seek public feedback about the vision and scope for the ProPEL US 31 South study area, including local transportation needs and priorities. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The meetings, which will present the same information, will be held:

December 7, 2022 from 5 to 7 p.m. Eastern Standard Time
 Presentation at 6 p.m.
 Tipton County Fairgrounds Auditorium (1200 South Main Street, Tipton IN 46072)

December 8, 2022 from 5 to 7 p.m. Eastern Standard Time
 Presentation at 6 p.m.
 Peru Junior High (60 South Daniel Street, Peru IN 46970).

Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before the presentation begins at 6 p.m. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at www.propelus31.com.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website (www.propelus31.com) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time and location to be determined (TBD). Additionally, the public comment period would be extended.

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This notice is intended in compliance with: 1) Code of Federal Regulations, Title 23, Section 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate"; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.

PUBLISH: November 29, 2022

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FIndiana Department of Transportation
(Governmental Unit)
Howard County, Indiana

PUBLISHER'S CLAIM

K- 1013

Ad # 1803916

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than four solid lines of the type in which the body of the
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Total number of lines in notice

General Form No. 99P (Revised)

Tax I.D. 82-2664009

To: Kokomo Tribune
P.O. Box 9014, Kokomo, INDES# 2100113 NOTICE OF
PUBLIC INFORMATION
MEETINGS

The ProPEL US 31 South study team is asking for Hoosiers input as it begins planning and environmental linkages (PEL) studies along approximately 180 miles of US 30 and US 31. The ProPEL US 31 South team will host public information meetings for the ProPEL US 31 South study area located in Hamilton, Tipton, Howard, and Miami Counties. More specifically, the IUS 31 South study area extends from 278th Street in Hamilton County to just south of the Eel River in Miami County. The purpose of the meetings is to provide study information and seek public feedback about the vision and scope for the ProPEL US 31 South study area, including local transportation needs and priorities. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The meetings, which will present the same information, will be held: December 7, 2022 from 5 to 7 p.m. Eastern Standard Time Presentation at 6 p.m. Tipton County Fairgrounds Auditorium (1200 South Main Street, Tipton IN 46072) December 8, 2022 from 5 to 7 p.m. Eastern Standard Time Presentation at 6 p.m. Peru Junior High (50 South Daniel Street, Peru IN 46970). Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before the presentation begins at 6 p.m. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at www.propelus31.com. In the event of inclement weather resulting in hazardous driving conditions, please check the project website (www.propelus31.com) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time and location to be determined (TBD). Additionally, the public comment period would be extended. In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require project information in alternative languages or formats should contact Stacey Osburn at osburn@INDOT.com or 317-374-8998. This notice is published in compliance with: 1) Code of Federal Regulations with: 23, Section 771 (CFR 771.11(h)(1)) stating, Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program; 2) 23 CFR 450.210(a)(1)(ix) stating, Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021. K-1013 11/30 hepxip 1803916

COMPUTATION OF CHARGES

92	lines,	columns wide equals	
equivalent lines at	0.5270	cents per line	\$48.48
Additional charge for notices containing rule or tabular work (50 percent of above amount)			
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)			
Total Amount of Claim			\$48.48

DATA FOR COMPUTING COST

Width of single column in picas	9.9	Size of type	7 point.
Number of insertions	1		

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size which was duly published in said paper 1 times. The dates of publication being as follows:

November 30, 2022

Additionally, the statement checked below is true and correct:

Newspaper does not have a Web site.
 Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
 Newspaper has a Web site, but due to technical problem or error, publish notice was posted on
 Newspaper has a Web site but refuses to post the public notice.

Date: November 30, 2022

Title: Legal Advertising Clerk



AFFP

DES# 2100113 NOTICE OF PUBLIC

Affidavit of PublicationSTATE OF IN } SS
COUNTY OF MIAMI }

Shelva Garrison, being duly sworn, says:

That she is Advertising Clerk of the Peru Tribune, a daily newspaper of general circulation, printed and published in Peru, Miami County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

November 30, 2022

DES# 2100113
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HSPAXLP.11/30/2022

Publication Fees: \$ 41.14

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Subscribed to and sworn to me this 30th day of November 2022.


Hope R Stevens

Hope R Stevens, Notary Public 06/07/2024



INDIANA DEPARTMENT OF
TRANSPORTATION
100 NORTH SENATE AVE
ROOM N758-ES

APPENDIX F: STAKEHOLDER ADVISORY COMMITTEES



US 31 South
HNTB Corporation
111 Monument Cir
Indianapolis, IN 46204
p. 317.636.4682

Stacey Osburn, Communications
Practice Lead
p. 317.374.8998
sosburn@hntb.com

Adin McCann, PE, Project Manager /
Practice Consultant
p. 317.917.5325
amccann@hntb.com

Dan Miller, Environmental Planning
Section Manager
p. 463.777.3651
danmiller@hntb.com

MEETING NOTES

Date: November 15, 2022

Re: US 31 South Stakeholder Meeting 1 – Southern Communities

In Attendance:

Adin McCann	ProPEL US 30/31 Advisor PM, HNTB Corporation
Daniel Miller	ProPEL US 31 South Study PM, HNTB Corporation
Stacey Osburn	ProPEL US 31 South Communications Lead, HNTB Corporation
Jonathan Wallace	ProPEL US 31 PM (Corridor), INDOT
Ryan Huebschman	ProPEL US 31 South Traffic, HNTB Corporation
Jeremy Ashlock	ProPEL US 31 South Traffic, HNTB Corporation
Cindy Mauro	INDOT Communications
Sam Wiser	ProPEL US 31 South Comms, Taylor Sieker Williams Design Group
Junell O'Donnell	Junell O'Donnell US 31 North PM, Parsons
Amanda Mendenhall	Tipton County Boys and Girls Club, Executive Director
Andrew Reitz	Reynolds Farm Equipment, Store Manager
Gary Reynolds	Reynolds Farm Equipment, Owner
Michael Bode	Reynolds Farm Equipment, CO
Brad Davis	Hamilton County Highway Department, Director
Bret Morris	Tipton County Highway Department, Director
CJ Taylor	Hamilton County Planning Department, Director
Mark Baird	Tipton County Foundation, Director
Ryan Tennessen	Hamilton County Emergency Management
Trisha Akers	Hamilton County Youth Assistance Program, Director
Steve Niblick	Tipton County Plan Department, Executive Director
Erin Shockley	Tipton County Farmers & Artisans' Market
William Steen	Tipton County Information Technology Director

MEETING SUMMARY

The first stakeholder meeting was held (virtually) on November 15, 2022 for the ProPEL US 31 South southern study area (from 276th Street in Hamilton County to the southern US 31/Kokomo Bypass intersection) to introduce the committee to the study, discuss expected roles, and facilitate feedback from the community stakeholders.

1. INTRODUCTIONS AND PLANNING PROCESS

- a. The consultant introduced the presenters (below) as well as the other consultants and INDOT staff participating in the meeting.
 - i. Presenter: Adin McCann, Advisor Project Manager
 - ii. Presenter: Dan Miller, Study Project Manager
 - iii. Presenter: Stacey Osburn, Communications
- b. The consultant explained the role that the Indiana Department of Transportation (INDOT) will play throughout the planning process as the study owner, including managing the planning process and evaluating project recommendations. INDOT will also oversee the work of three other consulting teams: WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors. HNTB will complete the outreach and technical work for ProPEL US 31 South study area on behalf of INDOT.
- c. A brief overview was given of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South), including a map illustrating the boundaries and leading consultants per study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across the entirety of the study areas in regard to research, outreach, and recommendations.
- d. The consultant provided an overview of the factors that a Planning & Environmental Linages (PEL) study considers as well as the intended use as a pre-project development study. Factors discussed included transportation needs, environmental resources, community goals, and economic objectives.
- e. The consultant discussed that the PEL study is not a part of the federal environmental review process (NEPA), but the information, analysis, and decisions can be carried forward into the NEPA process. INDOT intends to carry the results from the ProPEL US 30 and US 31 studies into the NEPA process.
- f. The consultant presented various benefits of a PEL study, including the fact that it is multi-disciplinary, flexible (does not require a "one size fits all" approach), collaborative, and efficient.

2. COMMUNITY & STAKEHOLDER ENGAGEMENT

- a. The presenting consultant facilitated a stakeholder introduction period where participants were asked to state their name and affiliation. A complete list can be found under meeting attendees.
- b. The consultant outlined the stakeholder and community engagement that is currently planned throughout the two-year PEL study planning process, including four stakeholder meetings, four public information meetings (in-person and web-based opportunities), social media (Facebook, Twitter, and Instagram), the study website – www.propelUS31.com, monthly community office hours, and resource agency coordination.
- c. Upcoming opportunities for engagement include:
 1. **Public Meetings**
 - a. December 7 | 5 – 7 pm | Tipton County Fairgrounds
 - b. December 8 | 5 – 7 pm | Peru Junior High

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2. Community Office Hours

- a. December 13 | 10 am – 2 pm | Tipton County Public Library
- b. December 14 | 10 am – 2 pm | Peru Public Library
- c. *PAST: November 1 | 10 am – 2 pm | Peru Public Library*
- d. *PAST: November 2 | 10 am – 2 pm | Tipton County Public Library*
- d. Feedback was requested on the best way to reach people in the community, good locations for community office hours, and formats of the stakeholder meetings.
 - i. Participants noted that for initiatives this large, county-wide communications (i.e., USPS mailing of postcards to homes and businesses or at least key zip codes) and postings on official Facebook pages and websites have been the best avenues in reaching the community.
 - ii. A participant recommended reaching out to the local school corporations to include information about the study in newsletters or similar publications.
 - iii. A participant recommended coordinating with municipal websites to share information to help get the word out about public meetings and community office hours.
 - iv. Sharpsville, Indiana in Tipton County was identified by a participant as a needed location for future office hours. The town hall meeting room can potentially be utilized as a location.
 - v. Other potential locations for office hours or meetings included a coffee shop called the Remnant in Arcadia, Indiana, a church at 296th Street & US 31, and the East Union Christian Church in southern Tipton and northern Hamilton counties. Other suggestions included looking in the area of Bakers Corner and Atlanta, Indiana in Tipton County.
- e. The consultant outlined the stakeholder committees overarching role in the study process that includes:
 - i. Provide input throughout the study process
 - ii. Serve as a sounding board for study information and choices
 - iii. Facilitate problem solving, discussion of specific issues
 - iv. Serve as a link to the community, sharing project information
- f. The consultant outlined various benefits of participation in the stakeholder committee including:
 - i. Serve as a voice for your community
 - ii. Represent the needs of your organization
 - iii. Gather information on the study
- g. The consultant identified how the stakeholder and community feedback will be utilized in the PEL study process. This includes but isn't limited to understanding local needs, identifying opportunities and concerns, assessing potential options, constraints, and tradeoffs of the corridor, and finally to inform the PEL study recommendations.

3. PROPEL US 31 SOUTH STUDY OVERVIEW

- a. The consultant defined the overarching PEL study vision and goals to be:
 - i. Identify future transportation investments to streamline implementation
 - ii. Define transportation needs, as well as identify environmental and social constraints
 - iii. Develop, analyze, and screen alternatives in a way that promotes efficiency

- b. The consultant presented an illustrative schedule for the two-year PEL study that is organized into five stages:
 - 1. PEL Study Initiation 2. Vision and Scoping 3. Purpose & Need 4. Alternative Analysis and 5. PEL Study Completion. At the time of this meeting, the study is currently in Phase 2. Expected completion of all four PEL studies along US 30 and US 31 is fall 2024.
- c. The consultant walked through what happens after a PEL study is completed, which includes one to two years for environmental review and preliminary engineering, one to three years for final engineering and right-of-way acquisition, and one to four years of construction. It is likely that each study will recommend multiple alternatives to move forward into the NEPA process. Timelines will vary based on funding availability and the complexity of any project moving forward. Public involvement and agency coordination would continue throughout each process.
- d. Environmental Justice (EJ) was introduced as a key component of the planning process that is focused on fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
 - i. A map of the US 31 South study area was presented that illustrated the locations of potential EJ communities of concern within a 5-mile radius of the US 31 South study area. Data was sourced from the 2016-2020 American Community Survey, 5-year estimates by block group. Mapped data included: minority populations, low-income populations, and areas with limited internet access, limited vehicle access, and/or limited English proficiency.
 - ii. A participant noted that Sharpsville and the surrounding area warrants additional focus regarding at need populations.
 - iii. Another participant noted the rural nature of the project area which can make it difficult to reach people where they are.
- e. Along with EJ, the study will include the Justice40 initiative that was established in 2021. Justice40 shifts the focus to the distribution of benefits to disadvantaged communities. The USDOT interim definition includes 22 indicators in six different categories of transportation disadvantage.
 - i. A map of the US 31 South study area was presented that illustrated the locations of Justice40 Disadvantaged Community Categories within a 5-mile radius of the US 31 South study area. Data was sourced from the Council of Environmental Quality. Participants identified rural residents as the primary disadvantaged community, specifically the towns of Arcadia, Atlanta, and Bakers Corner in Hamilton County.

4. GROUP DISCUSSION

- a. Open discussions occurred regarding the "fit" and "function" of the corridor. A summary of responses is as follows:
 - i. Future Vision – Fit
 - 1. The following sensitive resources adjacent to the US 31 South study area were identified:
 - a. Tipton County - Kelley Agricultural Historical Museum
 - b. Sharpsville access – could be impacted by future changes

- c. Historic old church at W 100 in Tipton County – not currently being used as church
- d. Cemetery – County Line Road (Tipton and Hamilton Counties)
- e. Historic Home – 600 S/296th Street, west of 31 on the north side of the road

2. **Consultant Question:** How should the corridor fit into the community?

- a. There is a location in northern Tipton County currently planned for economic development. Further details can be made available at a later time.
- b. Agriculture equipment safely and efficiently crossing US 31 in an east-west direction should be considered
- c. Tipton County is currently conducting a state funded countywide trail and walkability study that is expected to be completed in April 2023
- d. A participant noted that the Tipton County Comprehensive Plan should be referenced for a further analysis and inventory that US 31 has on the county.

ii. Future Vision – Function

- 1. **Safety Concern**
 - a. Removal of traffic signal at Division Road – Participants would like to see this become an interchange if access becomes limited along the corridor. Division Road is currently under construction due to the railroad crossing. This has caused delays and difficulties to those within the community.
- 2. **Roadway Connections**
 - a. Division Road is a major access point for safety/emergency response, schools, and commerce
 - b. Northern Tipton County – 550 and 450 North intersections are primary access points for rural residents to cross the county
 - c. County Line Road (296th Street in Tipton County) is a high traffic volume area – major thoroughfare that is important to local mobility
 - d. 700W and 900W were noted as important local roadways.
 - e. Multiple cross-county access points are needed (more than just SR 28) for the use of residents as well as emergency respondents

iii. Future Vision

- 1. A participant stated that the ease of access to the small communities needs to be maintained throughout the corridor.
- 2. Participants wanted to see all traffic signals on US 31 eliminated.
- 3. When asked what helpful improvements could be done along the corridor, participants listed an interchange at Division Road if elevated to limited-access, connectivity to Sharpsville, and an overall strengthened transportation network throughout the county. If elevated to limited access, the local county road network-particularly the parallel routes-will need improvements to support increased traffic volumes. However, this tends to be expensive for local communities and funding is already challenging.

- a. Roadways identified as having existing need for improvements include Dunbar Road and 500 West

5. NEXT STEPS

- a. The consultant illustrated the next steps regarding the Visioning process leading to the Purpose and Need analysis that includes two in-person public meetings (see above) and one virtual on-demand meeting hosted on the ProPELus31.com website on December 9th. These will influence the continued collection and analysis of data and public input that is the foundation of the Purpose and Need statement.
- b. The consultant outlined the next two phases of the study process and what each will focus on. The consultant defined a Purpose and Need Statement for the participants. Once the Purpose and Need is determined, the next step is Alternatives Analysis. It is anticipated that multiple alternatives will be carried forward into the NEPA process.

6. OPEN DISCUSSION - QUESTIONS

- a. **Consultant Question** – *Is the virtual meeting format conducive to beneficial feedback and discussion?* – Yes, this is the most convenient way to provide feedback.
 - i. There is the potential to do in-person meetings in the future. However, participants would like to meet in-person in the future.
 - ii. A participant wanted to know if there is an option to do a hybrid meeting, but a fellow participant stated that they are hard to get good feedback from both groups and noted technical difficulties that have occurred in previous hybrid attempts.
- b. **Participant Question** – *Will the slides be sent to this group?* – Yes, a pdf version of the slides as well as meeting notes will be provided to all stakeholder committee participants.
- c. **Participant Question** – *Is this group the only advisory committee group for the US 31 South Study?* – No. There are two US 31 South stakeholder advisory committee groups (one for the northern portion and one for the southern portion of the study area) that will continuously be engaged throughout the planning process. Participants may be added to either group to ensure various interests are represented. The study team will also coordinate with the US 31 Coalition, as well as local elected officials and state legislators as the study progresses. Meetings with specific individual stakeholders may also occur as needed.
 - i. A participant recommended that a representative from the Tipton County Economic Development Director be included on the committee.



US 31 South
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Section Manager
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danmiller@hntb.com

MEETING NOTES

Date: November 16, 2022

Re: US 31 South Stakeholder Meeting 1 – Northern Communities

In Attendance:

Adin McCann	<i>ProPEL US 30/31 Advisor PM, HNTB Corporation</i>
Daniel Miller	<i>ProPEL US 31 South PM, HNTB Corporation</i>
Stacey Osburn	<i>ProPEL US 31 South Communications Lead, HNTB Corporation</i>
Jonathan Wallace	<i>ProPEL US 31 PM (Corridor), INDOT</i>
Jeremy Ashlock	<i>ProPEL US 31 South Traffic, HNTB Corporation</i>
Sam Wiser	<i>ProPEL US 31 South Comms, Taylor Siefker Williams Design Group</i>
Amber Tule	<i>Howard County Highway Department</i>
Arin Shaver	<i>Logansport Cass County Planning Department</i>
David Flatjord	<i>Department of Veterans Affairs</i>
Leslie Hickman	<i>Indiana Farmers Bureau, Howard County North</i>
Jeremy Kelly	<i>Area One Captain</i>
Kim Bowdell	<i>Kokomo and Howards County MPO</i>
Mick McClanahan	<i>Indiana State Police Headquarters Division, Lt.</i>
Sheri Herd	<i>Lewis Cass Schools, Region 5 Transportation Director</i>
Todd Moser	<i>Community Foundation of Howard County</i>
Felicity	
Kerry	

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MEETING SUMMARY

The first stakeholder meeting was held (virtually) on November 16, 2022 for the ProPEL US 31 South northern study area (from the northern US 31/Kokomo Bypass intersection to just south of the Eel River in Miami County) to introduce the committee to the study, discuss expected roles, and facilitate feedback from the community stakeholders.

1. INTRODUCTIONS AND PLANNING PROCESS

- a. The consultant introduced the presenters (below) as well as the other consultants and INDOT Staff participating in the meeting.
 - i. Presenter: Adin McCann, Advisor Project Manager
 - ii. Presenter: Dan Miller, Study Project Manager
 - iii. Presenter: Stacey Osburn, Communications
- b. The consultant explained the role that the Indiana Department of Transportation (INDOT) will play throughout the planning process as the study owner, including managing the planning process and evaluating project recommendations. INDOT will also oversee the work of three other consulting teams: WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors. HNTB will complete the outreach and technical work for ProPEL US 31 South study area on behalf of INDOT.
- c. A brief overview was given of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South), including a map illustrating the boundaries and the leading consultants per study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across the entirety of the study area in regard to research, outreach, and recommendations.
- d. The consultant provided an overview of the factors that a Planning & Environmental Linages (PEL) study considers as well as the intended use as a pre-project development study. Factors discussed included transportation needs, environmental resources, community goals, and economic objectives.
- e. The consultant discussed that the PEL study is not a part of the federal environmental review process (NEPA), but the information, analysis, and decisions can be carried forward into the NEPA process. INDOT intends to carry the results from the ProPEL US 30 and US 31 studies into the NEPA process.
- f. The consultant presented various benefits of a PEL study, including the fact that it is multi-disciplinary, flexible (does not require a "one size fits all" approach), collaborative, and efficient.

2. COMMUNITY & STAKEHOLDER ENGAGEMENT

- a. The presenting consultant facilitated a stakeholder introduction period where participants were asked to state their name and affiliation. A complete list can be found under meeting attendees.
- b. The consultant outlined the stakeholder and community engagement that is currently planned throughout the two-year PEL study planning process, including four stakeholder meetings, four public information meetings (in-person and web-based opportunities), social media (Facebook, Twitter, and Instagram), the study website – www.propelUS31.com, monthly community office hours, and resource agency coordination.
- c. Upcoming opportunities for engagement include:
 1. Public Meetings
 - a. December 7 | 5 – 7 pm | Tipton County Fairgrounds
 - b. December 8 | 5 – 7 pm | Peru Junior High

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2. Community Office Hours

- a. December 13 | 10 am – 2 pm | Tipton County Public Library
- b. December 14 | 10 am – 2 pm | Peru Public Library
- c. *PAST: November 1 | 10 am – 2 pm | Peru Public Library*
- d. *PAST: November 2 | 10 am – 2 pm | Tipton County Public Library*
- d. Feedback was requested on the best way to reach people in the community, good locations for community office hours, and formats of the stakeholder meetings.
 - i. Participants stated that having daytime hours around 2-3pm as well as evening hours of 5-7pm would be beneficial to reaching a wider audience for community hours.
 - ii. Locations that were put forth as potential meeting locations as well as office hours include the Kokomo Library and City Hall. A participant recommended reaching out to Jim Tidd at the Miami County Economic Development Authority for use of the conference room. It was noted that Jim previously recommended the Dutch Café as a potential venue for office hours.
- e. The consultant outlined the stakeholder committees overarching role in the study process that includes:
 - i. Provide input throughout the study process
 - ii. Serve as a sounding board for study information and choices
 - iii. Facilitate problem solving, discussion of specific issues
 - iv. Serve as a link to the community, sharing project information
- f. The consultant outlined various benefits of participation in the stakeholder committee including:
 - i. Serve as a voice for your community
 - ii. Represent the needs of your organization
 - iii. Gather information on the study
- g. The consultant identified how the stakeholder and community feedback will be utilized in the PEL study process. This includes but isn't limited to understanding local needs, identifying opportunities and concerns, assessing potential options, constraints, and tradeoffs of the corridor, and finally to inform the PEL study recommendations.

3. PROPEL US 31 SOUTH STUDY OVERVIEW

- a. The consultant defined the overarching PEL study vision and goals to be:
 - i. Identify future transportation investments to streamline implementation
 - ii. Define transportation needs, as well as identify environmental and social constraints
 - iii. Develop, analyze, and screen alternatives in a way that promotes efficiency
- b. The consultant presented an illustrative schedule for the two-year PEL study that is organized into five stages:
 - 1. PEL Study Initiation
 - 2. Vision and Scoping
 - 3. Purpose & Need
 - 4. Alternative Analysis
 - 5. PEL Study CompletionAt the time of this meeting, the study is currently in Phase 2. Expected completion of all PEL studies is fall 2024.
- c. The consultant walked through how a PEL study may be used after completion that included one to two years for environmental review and preliminary engineering, one to three years for final engineering and right-of-way acquisition and one to four years of construction. It is likely that each study will recommend multiple alternatives to move forward into the NEPA process. Timelines will vary based on funding availability and the

complexity of any project moving forward. Public involvement and agency coordination would continue throughout each process.

- d. Environmental justice (EJ) was introduced as a key component of the planning process that will lead to fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
 - i. A map of the US 31 South study area was presented that illustrated the locations of potential EJ communities of concern within a 5-mile radius of the US 31 South study area. Data was sourced from the 2016-2020 American Community Survey, 5-year estimates by block group. Mapped data included: minority populations, low-income populations, and areas with limited internet access, limited vehicle access, and/or limited English proficiency.
- e. Along with EJ, the study will include the Justice40 initiative that was established in 2021. Justice40 shifts the focus to the distribution of benefits to disadvantaged communities. The USDOT interim definition includes 22 indicators in six different categories of transportation disadvantage.
 - i. A map of the US 31 South study area was presented that illustrated Justice40 Disadvantaged Community Categories within a 5-mile radius of the US 31 South study area. Data was sourced from the Council of Environmental Quality.

4. GROUP DISCUSSION

- a. Open discussions occurred regarding the “fit” and “function” of the corridor. A summary of responses is as follows:
 - i. Future Vision – Fit
 - 1. The following sensitive resources adjacent to the US 31 South study area were identified:
 - a. A participant emphasized that there is agriculture on both sides of the corridor, and, therefore, access for agriculture equipment to cross the corridor will need to be preserved. This challenge is getting more pronounced as equipment sizes keep increasing.
 - 2. Consultant Question: How should the corridor fit into the community?
 - a. Participant Question: *Have the educational systems been connected to this group or have been informed about this study?* – Yes. Representatives for the school corporations and supporting organizations have been invited to participate in the stakeholder committee.
 - i. A participant noted that there was a representative from Lewis Cass School Corp in attendance.
 - ii. Future Vision – Function
 - 1. A participant emphasized that US 31 is a major transportation route for the school system as well as access to the crossing streets. No specific routes or crossings were discussed.
 - 2. A participant noted the traffic patterns around the veteran’s clinic and Grissom Joint Air Reserve Base have safety concerns with lane crossings and traffic flow. Southbound has increased access with the inclusion of an off-ramp. However, northbound traffic must

cross multiple lanes. Turning left out of the base via W Hoosier Blvd heading north is a safety concern. Visitors to the clinic tend to be elderly residents and, therefore, may drive slower than other travelers. Concentrations of visitors are from Kokomo and the Miami area. Clinics try to have a 30-minute drive time for visitors.

iii. Future Vision

1. **Participant Question:** *Are all the county and municipal economic development plans being referenced?* – Known plans and reports, including county and municipal economic development reports are being reviewed and will be summarized in the Previous Studies Report. The consultant requested that if there was a plan or report that participants think the consultants should review, to please send or direct them to the group.

5. NEXT STEPS

- a. The consultant illustrated the next steps regarding the Visioning process leading to the Purpose and Need analysis that includes two in-person public meetings (see above) and one virtual on-demand meeting hosted on the propelus31.com website on December 9th. These will influence the continued collection and analysis of data and public input that is the foundation of the Purpose and Need statement.
- b. The consultant outlined the next two phases of the study process and what each will focus on. The consultant defined a Purpose and Need Statement for the participants. Once the Purpose and Need is determined, the next step is Alternatives Analysis. It is anticipated that multiple alternatives will be carried forward into the NEPA process.

6. OPEN DISCUSSION - QUESTIONS

- a. **Participant Question** – *Do we send information or feedback to you regarding the other study areas?* – Yes. Since there may be overlap in comments, we will internally distribute comments to the corresponding study area consultant.
- b. **Consultant Question** – *Is there a preference to meeting format?* – Virtual is the preferred for now.
 - i. **Participant:** Having a short list of the topics or questions you would like answered could be helpful prior to the meeting.
 1. The consultant team will provide a meeting agenda or topics in advance of the meeting.



1

WELCOME

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Comments and questions are welcome throughout the presentation
- Use the chat function to ask a question or raise your virtual hand

NOTE: Comments are visible to the full group

2



3



4



5

ProPEL US 30 and US 31

Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with evaluating project recommendations
- Project managers

HNTB Team

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of three other consulting teams: WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state

6

1

3/29/2023

ProPEL US 30 and US 31



7

PLANNING & ENVIRONMENTAL LINKAGES (PEL)

- Used early (pre-project development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
- Can be used in the federal environmental review process (NEPA)*

*INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process



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WHY A PEL STUDY?

- Multi-disciplinary – Combines planning, engineering, and environmental analyses
- Flexibility – Does not require a “one size fits all” approach
- Collaborative – Engages stakeholders from the start
- Efficient – Saves time and leads to greater efficiency

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COMMUNITY & STAKEHOLDER ENGAGEMENT



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STAKEHOLDER ADVISORY COMMITTEE



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STAKEHOLDER AND COMMUNITY ENGAGEMENT

- Four stakeholder meetings
- Four public information meetings
 - In-person and web-based
- Social media
 - Facebook, Twitter, Instagram
- Study website
- Monthly community office hours
 - Informal
 - Rotating venues
 - Appointments available
- Resource agency coordination



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3/29/2023

UPCOMING OPPORTUNITIES

Public Information Meetings

- December 7 | 5 – 7 pm | Tipton County Fairgrounds
- December 8 | 5 – 7 pm | Peru Junior High

Community Office Hours

- December 13 | 10 am – 2 pm | Tipton County Public Library
- December 14 | 10 am – 2 pm | Peru Public Library
- November 1 | 10 am – 2 pm | Peru Public Library
- November 2 | 10 am – 2 pm | Tipton County Public Library



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STAKEHOLDER ENGAGEMENT

- What is the best way to reach people in your community?

- Where are good locations for community office hours?

- What is best format (and location) for these meeting?



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STAKEHOLDER COMMITTEES

Role of a Stakeholder:



1
Provide input throughout the study process



2
Serve as a sounding board for study information and choices



3
Facilitate problem solving, discussion of specific issues



4
Serve as a link to the community, sharing study information

BENEFITS OF PARTICIPATION



SERVE AS A VOICE FOR YOUR COMMUNITY



REPRESENT THE NEEDS OF YOUR ORGANIZATION



GATHER INFORMATION ON THE STUDY

15

16

HOW WILL FEEDBACK BE USED?

Understand local needs

Identify local opportunities and concerns

Assess potential options, constraints, and tradeoffs

Inform study recommendations

US 31 SOUTH PROPEL STUDY

17

18

3/29/2023

PEL STUDY VISION AND GOALS

- Identify future transportation investments to streamline implementation
- Define transportation needs, as well as identify environmental and social constraints
- Develop, analyze, and screen alternatives in a way that promotes efficiency

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PEL STUDY SCHEDULE



20

WHAT HAPPENS AFTER THE PEL STUDY?



21

ENVIRONMENTAL JUSTICE



22

ENVIRONMENTAL JUSTICE



23

JUSTICE40 = "Environmental Justice 2.0"

- Justice40 initiative established in 2021
- Shifts the focus to distribution of benefits
- Expands the discussion to disadvantaged communities
- USDOT interim definition categories:
 - Transportation access
 - Health
 - Environmental
 - Economic
 - Resilience
 - Equity

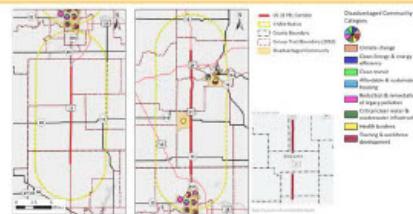


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4

3/29/2023

JUSTICE40



25

ENVIRONMENTAL JUSTICE

Are there any known disadvantaged communities in your area?



26

GROUP DISCUSSION



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FUTURE VISION – FIT



- How should the corridor fit into the community?
 - Access
 - Users
 - Economic development
 - Community character or context
 - Community identity/Gateways
 - Aesthetics/landscaping
- Are there sensitive resources along the corridor?

What changes are needed? vs What needs to be preserved?

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FUTURE VISION - FUNCTION



- Where are the biggest safety concerns?
- Where are the biggest traffic concerns?
- What are the most important local roadway connections?
- What are the most important access points?
- What intersections need upgrades?
- What locations need better bicycle and pedestrian facilities?

What changes are needed? vs What needs to be preserved?

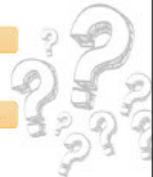
29

FUTURE VISION

- In 10-15 years, how would you want to finish the following statements?

The things I like most about the corridor are...

The most helpful improvement since 2022 was...



30

5

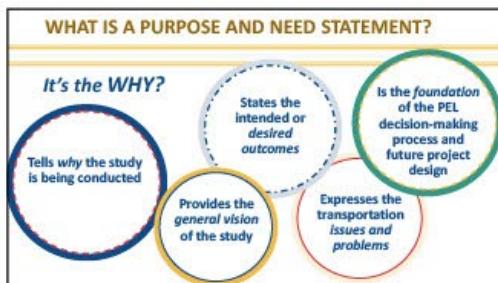
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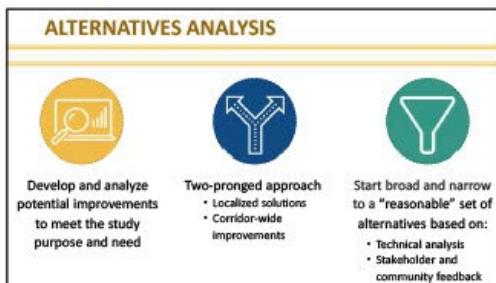
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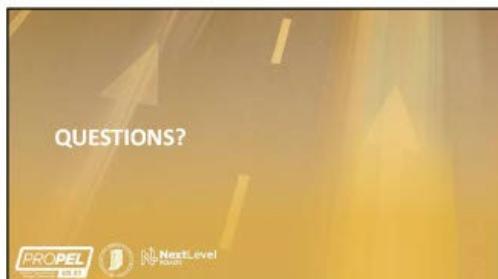
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APPENDIX G: US 30 & 31 COALITION PRESENTATIONS



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MEETING NOTES

Date: November 21, 2022

Re: ProPEL US 30/31 Coalition Meeting

In Attendance:

Adin McCann	ProPEL US 30/31 Advisor PM, HNTB Corporation
Stacey Osburn	ProPEL US 31 Advisor Communications Lead, HNTB Corporation
Sandra Flum	INDOT, ProPEL US 30 PM, ProPEL US 31 Deputy PM
Kevin Sears	INDOT, Government Relations
Andrea Zimmerman	INDOT, Government Relations
Andy Brooks	Brooks Construction Co, Inc.
Arlan Friesen	Ambassador Enterprises
Bill Hartman	Allen County Highway Department
Bill Konyha	Regional Chamber of Northeast Indiana
Brad Bagwell	President, US 31 Coalition
Bret Morris	Tipton County Highway Department
Dan Avery	Northeastern Indiana Regional Coordinating Council
Dan F. Brown	Phend & Brown, Inc.
David Long	Retired Indiana Senator
Geary Buchanan	Buchanan Hauling & Rigging
Jeff Harding	Regional Chamber of Northeast Indiana
Jeff Rea	South Bend Regional Chamber of Commerce
Jim Tidd	Miami County Economic Development Authority
Lauren Maudlin	Executive Director, US 31 Coalition
Mark Gourley	Starke County Commissioner
Mayor Ryan Daniel	Mayor, Columbia City
Nick Darrah	Northeast Indiana Regional Partnership
Eric Ottinger	Lake City Bank
Patrick Zaharako	City Engineer, Ft. Wayne
Tony Rodriguez	La Porte County Office of Community and Economic Development
Scott Glaze	Fort Wayne Metals
Sonny Beck (Megan)	Beck's Superior Hybrids
Steven Townes	Regional Chamber of Northeast Indiana
Tracy Powell	Tipton County Commissioner
Rick Ranstead	Fulton County Commissioner
John Geier	Fulton County Highway Department

<i>Mayor Joe Thallemer</i>	<i>Mayor, City of Warsaw</i>
<i>Chris Brandt</i>	<i>Steel Dynamics, Inc.</i>
<i>Mike Metzger</i>	<i>Metzger Trucking Company</i>

MEETING SUMMARY

A US 30/31 Coalition meeting was held (virtually) on November 21, 2022, for the ProPEL US 30/31 advisor team to provide an update on the studies, discuss community and stakeholder engagement activities, provide information on next steps, and answer any questions from attendees.

1. INTRODUCTIONS

- a. The consultant introduced the presenters (below) as well as INDOT staff participating in the meeting.
 - i. Presenter: Adin McCann, Advisor Project Manager
 - ii. Presenter: Stacey Osburn, Advisor Communications Lead
- b. The consultant facilitated a stakeholder introduction period where participants were asked to state their name and affiliation. A complete list can be found under meeting attendees.
- c. The consultant encouraged interaction during the meeting and suggested using the chat function or raising your virtual hand to ask a question or provide a comment.
- d. The consultant reviewed the agenda, which included: PEL studies refresher, update on community and stakeholder engagement activities, next steps, and dedicated time after the presentation for discussion and an opportunity for attendees to ask questions and provide feedback.

2. PEL REFRESHER

- a. The consultant explained that INDOT is sponsoring Planning and Environmental Linkages (PEL) studies for 180 miles of US 30 and US 31 in northern Indiana.
 - i. There are four study areas.
 - ii. Each study area has a consultant working with INDOT to facilitate the study in their area.
 - iii. While there are four study areas, each consultant is working closely with the others to coordinate information and, ultimately, any improvement recommendations.
 - iv. An important benefit of having four study areas is that the consultants can focus on the specific transportation and community needs in that area so that any recommendations resulting from the PEL studies will be closely aligned with community goals and values.
- b. The consultant reviewed the timeline of the PEL study.
 - i. Each study is moving along the same basic timeline because we are coordinating so closely.
 - ii. At this time, we are in the Vision/Scoping phase and are completing the outreach efforts associated with that, which includes a lot of listening. Being in the community and listening allows each of the four teams to understand where the transportation challenges exist in their study area and how community goals and objectives can be incorporated into the studies.

- iii. Community and stakeholder input combined with the technical work that is being done (e.g., analyzing crash data, identifying mobility concerns through traffic operations analysis) will help develop a Purpose & Need Statement for each study area. Timeline for completion of this task is Spring/Summer 2023, and the consultant plans to gather this group together to share the outcome.
- iv. In late 2023/early 2024, the consultant anticipates another round of engagement around the identification of potential alternatives to address the needs that were previously defined.
- v. In Fall 2024, the four PEL studies will be completed, and the results will be shared through stakeholder engagement and outreach.
 - 1. One of the major benefits of a PEL study and one of the reasons that INDOT is using them to evaluate these corridors is that the resulting information, analysis and decisions can be carried forward into the next phase of project development, which is the federal environmental review process (NEPA).
- vi. Overall timeline for the PEL study is two years.
- vii. After the PEL studies are complete, it is anticipated that several alternatives will be carried forward into NEPA, which is the federal environmental review process.
- viii. Once a preferred alternative is identified in the NEPA process, final engineering and right-of-way acquisition can begin, followed by construction (contingent on funding).
- ix. The timelines should not be viewed as prescriptive. Based on project complexities and funding availability, the timelines to get to "boots on the ground" within the communities will vary.

3. COMMUNITY & STAKEHOLDER ENGAGEMENT DURING VISION & SCOPING

- a. The consultant outlined the stakeholder and community engagement that is currently planned throughout the two-year PEL study planning process, including stakeholder meetings, public information meetings (in-person and web-based opportunities), social media (Facebook, Twitter and Instagram), the study websites (www.propelUS30.com and www.propelUS31.com), monthly community office hours, and resource agency coordination.
 - i. To date, seven stakeholder meetings have been held with Stakeholder Advisory Committees established for each study area.
 - 1. The role of a stakeholder is to provide input throughout the study process, serve as a sounding board for study information, facilitate problem solving and discussion of specific issues and serve as a link to the community to share study information and receive feedback.
 - 2. Stakeholder Advisory Committees are comprised of local agency representatives, resident and community organizations, churches and social services providers, businesses and business organizations and emergency service providers.

- a. The consultant shared a list of Stakeholder Advisory Community Members to give an idea of community members engaged in this process. This list is expected to grow as the study process moves farther along.
- ii. Six public information meetings are scheduled throughout the US 30 and US 31 corridors. Those meetings will be held in person and available on demand on the study websites to inform the public about the PEL studies and begin to gather feedback. All in-person meetings begin at 5 p.m. and include a short presentation, as well as open house time for participants to interact with study team members. The meetings are scheduled to conclude at 7 p.m. Specific meeting details are available on the attached slides.
- iii. Monthly community office hours are opportunities for informal, in-person and one-on-one conversations with study team members to ask questions, provide input, and get regular project updates. These efforts are intended to make it easier for stakeholders to learn about the project and provide their feedback – in locations and at times that are more convenient for them. Community office hours will be held twice per month in each study area. Locations and times will vary to reach as many people as possible.
 - 1. The consultant asked attendees to consider possible locations and times for office hours that would have a large community draw and submit to the study team.
- b. The consultant identified how stakeholder and community feedback will be utilized in the PEL study process. This includes but is not limited to, understanding local needs, identifying opportunities and concerns, assessing potential options, constraints, and tradeoffs within the corridor, and finally to inform the PEL study recommendations.
- c. Through these public engagement and outreach activities, the consultants are trying to understand the fit and the function of the corridor to determine what changes are needed and what needs to be preserved.
 - i. "Fit" explores issues such as access, economic development, depicting the character of the community, how to identify the community (gateways, etc.) and also identifies sensitive resources.
 - ii. "Function" explores safety and traffic concerns, important access points, intersection upgrades, and bicycle and pedestrian improvements.
- d. The consultant noted that engagement efforts will be regularly assessed to make sure that we are reaching community members in the right way and people know how to get in touch with the study teams as the studies continue.

4. ENVIRONMENTAL JUSTICE

- a. Environmental justice is the fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.

- b. Each of the study teams is looking at data and other indicators in their study area to determine where underrepresented populations exist and how to best reach those communities of concern encourage their engagement in this process. This is an area where the study teams could use local input to make sure that potential populations of concern are meaningfully engaged in the study process. Examples of input needed from this group includes specific locations where potential populations of concern may exist, as well as specific methods to best communicate with them.

5. NEXT STEPS

- a. The consultant encouraged attendees to sign up to receive email updates, visit the study websites and follow the social media channels to stay up to date on outreach details and the status of the study. The consultants are eager to work with you in any capacity to help get the word out in your communities.
- b. The consultant outlined the next two phases of the study process and what each will focus on.
- c. The Purpose and Need is determined by collecting and analyzing the technical data and the public input. The Purpose & Need statement will be presented to stakeholders in Spring/Summer 2023.
 - i. The Purpose & Need statement tells why the study is being conducted, provides a general vision for the study, states the desired outcomes of the study, expresses transportation issues and concerns, and represents the foundation of the decision-making process and the future project design.
- d. After the needs are identified, the next step is alternatives analysis. It is anticipated that multiple alternatives that meet the purpose and need will be carried forward into the NEPA process.

6. QUESTIONS AND COMMENTS

- Question: Is it possible to get a list of stakeholders for each county?
 - INDOT can provide a general listing of the organization types.
- Comment: Would also recommend a stakeholder group be established for regional and local economic development directors. Most times we are negotiating projects before they get to planning departments, elected officials, etc. Get help focus development into strategic locations along the corridor based on current and future demand.
 - The consultants are trying to get a broad cross-section of representatives across a large area to capture many different perspectives, including economic development. That will be an ongoing process as the studies move forward. The study teams will review this input and assess how best to incorporate economic development considerations into the study process, including the Stakeholder Advisory Committees.
 - The PEL studies are forward-looking in their approach. Current INDOT construction projects will continue, and the consultants will work with the appropriate contacts across the study area to ensure that current programmed projects are considered as inputs to the PEL study process.
- INDOT noted that a specific focus of the engagement process is to help the study teams supplement the data and technical analyses. This is a primary focus of the community office hours

approach each study team is implementing. For example, if there is stakeholder feedback about safety and congestion issues that is more anecdotal or qualitative, we want that input as it could help us identify areas where future problems could develop. If we have not yet met with a representative member of your community, we are more than happy to meet with you by appointment.

- Comment: The Regional Chamber of Northeast Indiana is not listed as a member of the Stakeholder Advisory Committee. Please include us.
 - It was believed this group was included as a member of the Stakeholder Advisory Committee list, but INDOT will coordinate with the US 30 East study team to review and confirm.
- Question: Are you going to share public meeting information on the ProPEL websites?
 - Yes, we will have the information about the public meetings on the websites and social media. The websites will also be updated regularly to reflect dates, times, and locations of community office hours.
- Question: Are there areas of the corridor that you are missing data/information that we can help with?
 - The study teams are working with multiple points of contact to gather the appropriate data to support their technical work. If needed, the study teams may follow-up with specific data requests resulting from stakeholder or community input.
- Question: Will the stakeholder list be posted?
 - i. Once the first round of outreach is completed, a summary of the completed activities and the feedback received will be made available on the study website.
- Comment: Please send slides from this session to trodriguez@laportecounty.org.
 - The slides from the briefing are attached with this meeting summary.
- Two comments were provided regarding traffic levels on US 31 and adjacent local roadways:
 - "I think one thing I've noticed with the US 31, especially the railroad crossing construction in Tipton County, has really shown the effect US 31 can have on local traffic and vice versa. In the past, INDOT has said there's not enough traffic to justify a lot of things, but some of the delays that I've seen as I'm going north and the traffic coming south has been about two miles long to get through that railroad crossing that goes down to one lane. I just want to make sure that we know that it may be spread out normally but when it gets backed up, it can really get backed up both northbound and southbound on US 31. Not sure what traffic studies have shown there in the past, but I think we need to have good, current information on US 31 traffic counts especially after the railroad crossing is done."
 - "Our local roads will show the increase of the traffic coming off US 31 compared to what it used to be."
 - The study teams are working with multiple points of contact and data sources to gather the best available data for their work and will continue to do so. Depending on what they find and what they hear from stakeholders, there may

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be some follow-up with local agencies to see if supplemental data exists to support the technical work.

- Question(s): What type of lead time are you giving the public on these public meetings? We were in a US 30 Coalition meeting last Friday and were made aware by one of our members that they received information on the public meeting. No one else on the Coalition board was aware of that. We quickly sent that information out, but still really haven't seen anything public beyond the website. We are very much interested in getting the information out to our constituents. What is the process for notification as these meetings come along? What kind of lead time are you looking at in getting the information out?
 - The consultants are attempting to give as much notice as possible, with a goal of no less than two weeks' notice. The US 30 West public information meeting notices are scheduled to run in local newspapers about a week in advance; however, the meetings were also advertised in a variety of other ways, including: print media, email blasts, social media, the study websites, as well as sharing the information with the Stakeholder Advisory Committee meetings. This is the first of many stakeholder engagement activities, so there will be lots of opportunity to provide input. Additionally, if people miss the public information meetings, the information will be available online following the meetings, including an opportunity to see the in-person presentation which will be recorded and posted to the website.
- Comment: Howard County uses 31 north and south, so I'm not sure how much notification you're giving in Kokomo and Howard County for these meetings. You might even plan a meeting in Howard County to talk about US 31 activity.
 - The US 31 South study team will evaluate opportunities to announce the public information meetings in Kokomo and Howard County. Additionally, options for holding public information meetings closer to or within Kokomo will be considered.
- Question: How does out-of-state traffic get compared to the local inputs, for instance with 30 and 31 there is a huge amount of through traffic. How do you weigh those against each other in this process?
 - Public comment is encouraged from all stakeholders – regardless of their geographic location, and the study teams have heard from folks outside of the study area, including outside of Indiana. Sometimes it's challenging to get this broader geographic feedback, but it's always welcome and useful. There's not really a direct weighing of input against each other. All the input received – which can include local users, as well as a broader user base – gets combined to help us identify the transportation needs and the potential solutions to those needs. When considering potential solutions, we also consider the benefits and impacts of a concept and how those are distributed among different stakeholders.

3/29/2023



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WELCOME

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Comments and questions are welcome throughout the presentation
- Use the chat function to ask a question or raise your virtual hand



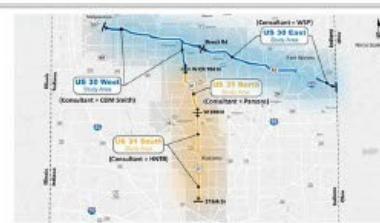
NOTE: Comments are visible to the full group

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ProPEL US 30 and US 31

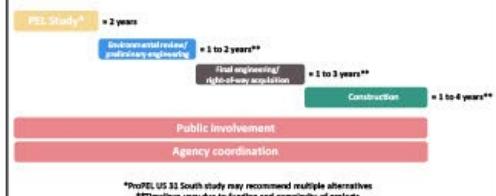


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WHAT HAPPENS AFTER THE PEL STUDY?



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3/29/2023



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STAKEHOLDER AND COMMUNITY ENGAGEMENT

- Seven stakeholder meetings
- Six public information meetings
 - In-person and web-based
- Social media
 - Facebook, Twitter, Instagram
- Study website
- Monthly community office hours
 - 8 completed
 - Informal format, rotating venues
 - Appointments available
- Resource agency coordination



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STAKEHOLDER ADVISORY COMMITTEE



10

SAC MEMBER EXAMPLES	
<p>Black Chamber of Commerce Kosciusko Parks Department Tipton County Recreational Urban Heat Basa and Witsie Clubs Indiana Farm Bureau Indiana State University Hoosier County Highway Department Logansport Cass County Planning Department Marion County Parks Department Marion and Howard County MPD Indiana State Police Community Foundation of Howard County Howard County Highway Department Tipton County Highway Department Howard County Parks Department Howard County Planning Department Pleasant Hill Department Marion County Parks Indiana University Auxiliary Marion County Parks and Recreation Foundation Kosciusko County Parks Department</p>	<p>Tipton County Parks & Recreation Board Tipton County Planning Department Tipton County Parks Cohesion Brothers Hooper Family Farms Kosciusko County Luthers EMT MBCI Marion County Schools Marion Hospital Steel Dynamics Steel Dynamics Marion Community Schools Marion Community School Corporation Marion County Parks Dear Chase IFC Board, Columbia City Marion County Emergency Management Marion County Parks Marion Indiana Parks and Rec Marion University Auxiliary Marion Parks and Recreation Foundation Kosciusko County Parks Department</p>

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UPCOMING PUBLIC MEETINGS	
US 30 West Wednesday, November 30, 2022 5 – 7 p.m. Organic's School 5000 N. 73rd E. Marion, IN 46952	US 31 North Thursday, December 1, 2022 5 – 7 p.m. Rochester Community High School 1645 S. Hwy 46 Rochester, IN 46975
US 30 East Monday, December 5, 2022 5 – 7 p.m. Tipton County Fairground 1239 N. Hwy 46 Tipton, IN 46072	US 31 South Wednesday, December 7, 2022 5 – 7 p.m. Tipton County Fairgrounds 1239 N. Hwy 46 Tipton, IN 46072
Tuesday, December 6, 2022 5 – 7 p.m. Lincoln Elementary School 203 N. Lincoln St. Worthington, IN 46970	Thursday, December 8, 2022 5 – 7 p.m. Peru Jr. High School 30 Daniel St. Peru, IN 46970

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2

3/29/2023

HOW WILL FEEDBACK BE USED?

Understand local needs

Identify local opportunities and concerns

Assess potential options, constraints, and tradeoffs

Inform study recommendations

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ENVIRONMENTAL JUSTICE



ENVIRONMENTAL JUSTICE

The fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies



Fair Treatment
No group of people should bear a disproportional share of the negative environmental consequences of a transportation investment

Meaningful Engagement
Set out and facilitate the involvement of potentially affected communities so that they can shape the process

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ENVIRONMENTAL JUSTICE

Source: USEPA EScreen

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ENVIRONMENTAL JUSTICE

Source: USEPA EScreen

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NEXT STEPS



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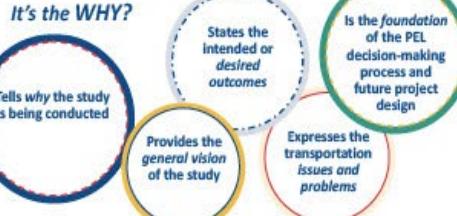
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VISIONING TO PURPOSE AND NEED



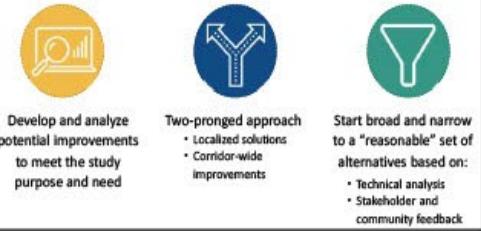
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WHAT IS A PURPOSE AND NEED STATEMENT?



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ALTERNATIVES ANALYSIS



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QUESTIONS?



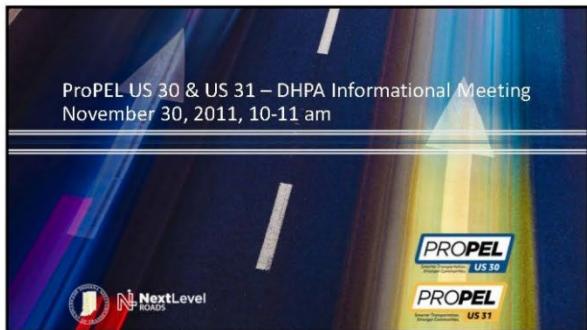
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THANK YOU



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APPENDIX H: AGENCY COORDINATION PRESENTATIONS



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INTRODUCTIONS	
<u>INDOT PROJECT MANAGERS</u>	<u>DHPA REVIEW</u>
▪ Sandra Flum – US 30	▪ Chad Slider
▪ Jonathan Wallace – US 31	▪ Toni Giffin – Aboveground
<u>INDOT ENVIRONMENTAL SERVICES</u>	▪ Wade Tharp – Archaeology
▪ Laura Hilden	<u>PEL ADVISOR</u>
▪ Matt Coon	▪ Adin McCann – HNTB
▪ Susan Branigin	▪ Kia Gillette – HNTB
▪ Clint Kelly	▪ Jeff Laswell – Gray & Pape
	▪ Patrick Carpenter – Gray & Pape

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INTRODUCTIONS	
<u>US 30 WEST TEAM</u>	<u>US 31 NORTH TEAM</u>
▪ Brett Lackey – CDM Smith	▪ Dan Prevost – Parsons
	▪ Jenny Kleinman – Parsons
<u>US 30 EAST TEAM</u>	<u>US 31 SOUTH TEAM</u>
▪ Jamie Bents – WSP	▪ Dan Miller – HNTB
▪ Candy Hudziak – Metric	▪ Mackenzie Knotts – HNTB
▪ Sam Snell – Metric	

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6

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA



7

ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.

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WHY A PEL?

- **Multi-disciplinary** - Combines planning, engineering, and environmental analyses
- **Flexible** - Does not require a "one size fits all" approach
- **Collaborative** - Engages stakeholders and agencies from the start
- **Efficient** - Saves time and leads to greater efficiency

ProPEL US 30 and US 31 STUDIES

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ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

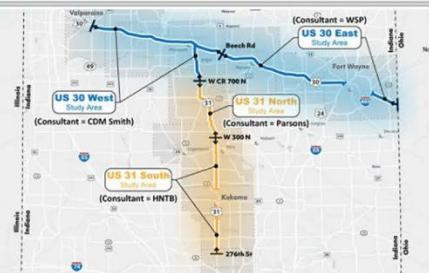
4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state

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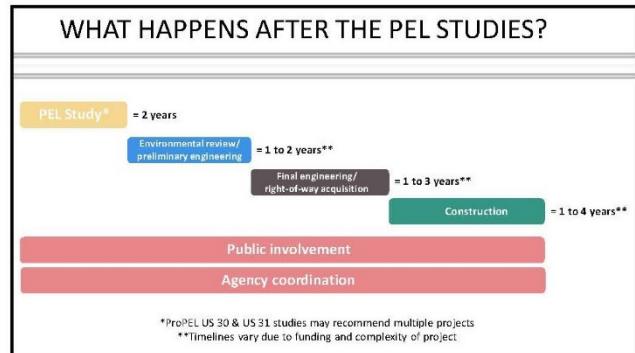
ProPEL US 30 & US 31



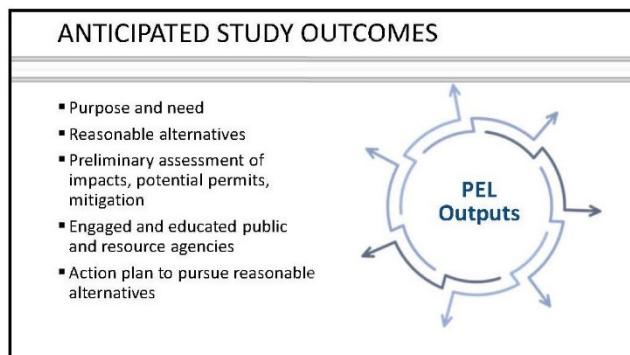
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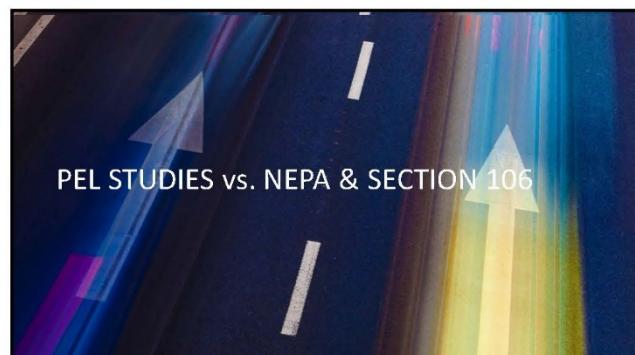
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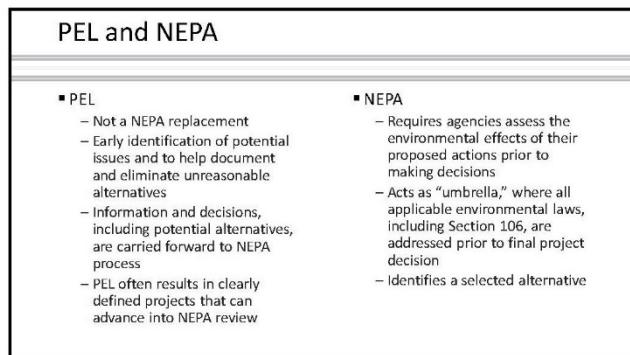
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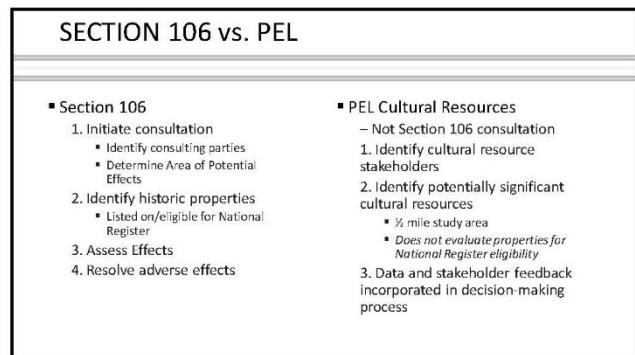
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ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Cultural Resources

- Identification Methodology
 - Previously listed National Register-listed properties
 - Properties rated Notable or Outstanding per the IHSS
 - Properties previously determined National Register eligible in prior projects/surveys
 - Maps showing parcels with structures constructed between 1940-1976
 - To identify possible post-WWII properties
 - Based on construction date in GIS parcel data

No formal National Register evaluations

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ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Cultural Resources

- Stakeholders
 - SHPO
 - Tribes
 - Indiana Landmarks
 - County historians
 - Historical societies
 - Preservation organizations
 - Historic property owners previously identified as Section 106 consulting parties



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ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Documents for DHPA Review

1. Four-Study Early Coordination Letter
 - 1 introductory letter for the 4 studies and PEL process
 - Resource agency/cultural resource stakeholder meeting
2. Early Coordination Letter/Environmental Constraints Report
 - 4 documents, 1 for each study
 - Aboveground Cultural Resources ID Memo
 - Archaeological Resources ID Memo
 - Resource agency/cultural resource stakeholder meeting
3. Draft Purpose and Need Memo
 - 4 documents, 1 for each study
 - Resource agency/cultural resource stakeholder meeting

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ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Documents for DHPA Review

4. Alternatives Screening Memos
 - 4 documents, 1 for each study
 - 3-tiered alternatives screening
 - Resource agency/cultural resource stakeholder meeting
5. PEL Study & Recommendations Report
 - 4 documents, 1 for each study

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DISCUSSION & QUESTIONS

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NEXT STEPS

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NEXT STEPS

▪ Cultural Resources

- 4 Study Early Coordination Letter (December 2022)
- Resource agency/cultural resource stakeholder kick-off meeting (January 2023)
- Individual study Early Coordination Letters/Environmental Constraints Reports (Early 2023)

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Date: November 30, 2022, 10-11 a.m., INDOT I-69 Conference Room and Microsoft Teams



DHPA INFORMATIONAL MEETING

MEETING SUMMARY

1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kia Gillette from HNTB started the meeting at approximately 10:05 a.m. and explained it is intended to be informal and informational.
- Introductions were made for attendees in the room and of the people joining virtually (see page 5 for attendee list).

2. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) OVERVIEW

- Adin McCann from HNTB discussed the Planning and Environmental Linkages (PEL) process. INDOT will complete other PEL studies, so please provide any thoughts or feedback to help improve the process in the future.
- The key part of PEL is planning. The PEL study is pre-project development/pre-NEPA. This study happens very early, before there are needs/solutions/or even projects developed.
- No alternatives are determined at this stage.
- The process starts with extensive data collection.
- The benefit of PEL is it is very comprehensive and considers:
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
- It allows INDOT to engage with the affected communities earlier in the process, allowing for better outcomes overall with projects.
- Agency coordination occurs early in the planning process.
- Information developed during the PEL can be used in the NEPA process. This is the intention for the US 30 and US 31 studies.
- Why PEL?
 - Multi-disciplinary
 - Flexible (not all PEL studies need to accomplish the same thing)
 - Collaborative
 - Efficient

3. PROPEL US 30 & US 31 STUDIES

- INDOT is the study owner and is managing the process.
- INDOT Project Managers:
 - Sandra Flum: US 30, Deputy PM US 31
 - Johnathan Wallace: US 31, Deputy PM US 30
- The US 30 and US 31 corridors include 180 miles and are broken into 4 different areas/studies.
- There are 4 consulting teams working on these studies. The 4 teams are working together across study boundaries to ensure each study is comprehensive and recommendations work together across study area boundaries.
- US 30

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- 2 studies:
 - US 30 West (includes some of US 31): CDM Smith
 - US 30 East (excludes I-69 and I-469 around north side of Fort Wayne): WSP
- US 31
 - 2 studies
 - US 31 North: Parsons
 - US 31 South (excludes Kokomo bypass): HNTB
- All 4 studies are on the same timeline; however the DHPA won't receive the same documents for each study at the exact same time.
- HNTB is in the advisor role to help with consistency across the 4 studies. HNTB is also the consultant for the US 31 South study.
- Resource agencies will receive the PEL study technical memos and study report before any NEPA documentation.
- The US 31 bypass of Kokomo and portion of US 30 that coincides with I-69/I-469 around north side of Ft. Wayne are excluded because the portions are already freeway facilities and the long-term, future vision of them is not in question.
 - Public and stakeholder engagement will still occur in Fort Wayne and Kokomo.
- The PEL studies are in the first round of public involvement. The input received from these outreach activities will help the study teams develop purpose and need statements for each study area.
 - DHPA asked if the results of the public outreach could be shared.
 - One deliverable for each study is a summary of public involvement for each engagement period. This summary can be shared with DHPA when it is ready. For example, the summary for the first round of meetings could be sent to DHPA when sending the draft purpose and need statement for review and comment.
 - The project websites are:
 - <https://propelus31.com/>
 - <https://propelus30.com/>
 - In addition to the in-person public information meetings (PIMs), there are virtual public meetings that include workshop-like activities and a recording of the in-person PIM presentation.
 - The first round of public/agency/stakeholder involvement includes explaining the PEL process and soliciting feedback from the communities.
 - Each team is working with local stakeholders and holding community office hours for 2 days per month at different locations and times along the corridors.
- There is still a lot of work to do after the PEL study:
 - Environmental review/preliminary engineering
 - Final engineering/right-of-way acquisition
 - Construction
- PEL can help streamline the NEPA process by minimizing duplication of effort. INDOT intends to carry the information, analysis, and decisions from these PEL studies into the NEPA process.
- A PEL study has an approximate 5-year shelf life.
 - The 5-year time frame is a general rule of thumb. Regardless of the time factor, the information and analysis contained in the PEL study should be deemed valid to be relied upon in NEPA.
- DHPA asked if the PEL studies were in response to the State's desire to make US 31 a limited access highway?
 - The US 31 Coalition has been requesting US 31 be converted to a freeway for a long time.

- The PEL studies are a fresh look at the entire corridors and all options (i.e., solutions) will be considered. INDOT wants to hear from all stakeholders to ensure the correct projects move forward.
 - This does not necessarily mean US 31 will be converted to a freeway, but also does not necessarily mean that it won't be either.
 - At the end of this study there will be a range of solutions at a variety of locations throughout the corridors.
- The following are anticipated study outcomes:
 - Purpose and need for each study area that can be carried into NEPA
 - Range of reasonable alternatives for each study area that can be carried into NEPA
 - High level of understanding of impacts, potential permits that will be required, potential mitigation requirements
 - Early agency and public engagement
 - Plan for the corridor and an intentional way to move forward

4. PEL STUDIES VS. NEPA & SECTION 106

- PEL is not NEPA nor a replacement for NEPA.
- PEL allows for early identification of potential issues and allows documentation and elimination of unreasonable alternatives.
- Information can be carried into the NEPA process.
- PEL studies will not include detailed field investigations.
 - They will use data from secondary sources.
 - Agencies and communities are asked to share things that need to be on the radar and considered in the analysis as the alternatives are defined and comparatively evaluated.
- PEL is not Section 106 consultation. Section 106 consultation will be completed once projects move into the NEPA process.
 - Undertakings have not yet been identified.
 - The PEL studies will identify cultural resource stakeholders. They will target those who can speak about cultural resources in the community such as:
 - Indiana Landmarks
 - Historical societies
 - County historians
 - The cultural resources records review will be for a 0.5-mile study area on each side of the corridor.
 - No formal National Register evaluations will occur. The analysis will include a desktop evaluation using data from existing sources combined with input from cultural resource stakeholders.
 - The goal is to collect an inventory to understand what resources are present to make sure they are considered in the decision-making process.
 - DHPA asked about potentially being locked into any of the information that comes from the PEL studies, since detailed field surveys and official eligibility determinations have not been made.
 - This is a high-level study (similar to a red flag investigation).
 - No agency will be locked into the resource information collected for the PEL studies. NEPA and Section 106 consultation will be required once projects are identified and move forward.
 - If new information comes to light during the NEPA process, the analysis will be

revisited to confirm the PEL study recommendations.

- DHPA will receive memos with methodology stating that this is preliminary, is for planning, and may change.
- DHPA asked about the archaeology methodology.
 - It is a records check for the 0.5-mile search radius on each side of the corridor using SHAARD data.
 - It only included eligible and potentially eligible sites (based on current recommendations).
- The PEL study will look at National Register properties, as well as notable and outstanding properties through the county surveys. The project teams will ask for DHPA input based on their knowledge of properties that are known and have been evaluated and included in reports.
- Maps showing parcels with structures constructed between 1940-1976 will be included in the memo to identify potential post-WWII properties. Commercial and residential will both be included.
- DHPA asked how will archaeology information be presented?
 - DHPA will receive maps showing the locations of sites. These will be redacted from the documents that are made public.
- DHPA asked if contributing properties will be included in the memo?
 - Not unless they are included within a previously identified district. Adding all contributing properties tends to clutter the maps.
- Previously identified historic districts will be included in the memo.
- Cultural resource stakeholders will be identified as part of the PEL study. They include those individuals or agencies with a dedicated interest in cultural resources. It will not include elected officials or county engineers – although these individuals (and others) will be engaged in the PEL studies through other meetings and coordination efforts.
 - In addition to the SHPO, tribes, Indiana Landmarks, as well as local historians, local historical societies, and local preservation organizations will be included the PEL study coordination process.
 - Individual property owners will not be included unless they are known consulting parties on previous projects (US 31 South). This is because:
 - The goal is to keep the number of cultural resource stakeholders manageable.
 - We are still in the planning process. There are no projects yet.
 - The public will be made aware of the PIMs through the study websites and social media channels. Community office hours will also be held to keep local stakeholders updated and allow them to interact with the study team at a time and location that is more convenient and less formal.
- DHPA will receive the following documents:
 - Four-study early coordination letter and invitation to resource agency/cultural resource stakeholder meeting (December 2022)
 - Study-specific early coordination letter and Environmental Constraints Report for each study (Early 2023)
 - The Environmental Constraints Report will include all resources, not just cultural resources. HNTB clarified it is ok for DHPA to only comment on the cultural resource memo appendices portion of that report.
 - Draft Purpose and Need Memo for each study

- Alternatives Screening Memos for each study
 - The screening criteria have not been identified yet, but there will be 3 levels of alternatives screening.
 - PEL Study & Recommendations Report for each study
- DHPA suggested the study team provide guidance for what information, or any suggestions as to what would be useful feedback from them during the review process. This information should be provided when transmitting a document for DHPA review.
- In general, what is the expectation for DHPA? INDOT is looking for two primary things from DHPA during their reviews of PEL study items:
 - At a high level, is this all of the resources that we collectively know about and should be considered in the analysis?
 - Do you, as the agency, know of something that we have missed?

5. DISCUSSION & QUESTIONS

- DHPA can reach out to the INDOT Project Management Team (Jonathan Wallace or Sandra Flum) and/or the Advisor Team Kia Gillette (kgillette@hntb.com) with questions.
- The Des Number (2100113) is the same for all 4 studies.

6. NEXT STEPS

- Resource agency/cultural resource stakeholder kick-off meeting (January 2023)
- Early Coordination Letters and Environmental Constraints Report with cultural resource memos (all 4 studies) (Early 2023)

Table 1. Meeting Attendees

Name	Organization	Attendance Type
Matt Coon	INDOT-CRO	In-person
Jonathan Wallace	INDOT-MPD	In-person
Clint Kelly	INDOT-CRO	In-person
Chad Slider	DNR-DHPA	In-person
Beth McCord	DNR-DHPA	In-person
Adin McCann	HNTB	In-person
Patrick Carpenter	Gray & Pape	In-person
Jeff Laswell	Gray & Pape	In-person
Kia Gillette	HNTB	In-person
Sandra Flum	INDOT-MPD	Virtual
Wade Tharp	DNR-DHPA	Virtual
Toni Giffin	DNR-DHPA	Virtual
Susan Branigin	INDOT-CRO	Virtual
Brett Lackey	CDM Smith	Virtual
Jamie Bents	WSP	Virtual
Candy Hudziak	Metric	Virtual
Sam Snell	Metric	Virtual
Dan Prevost	Parsons	Virtual
Jenny Kleinman	Parsons	Virtual

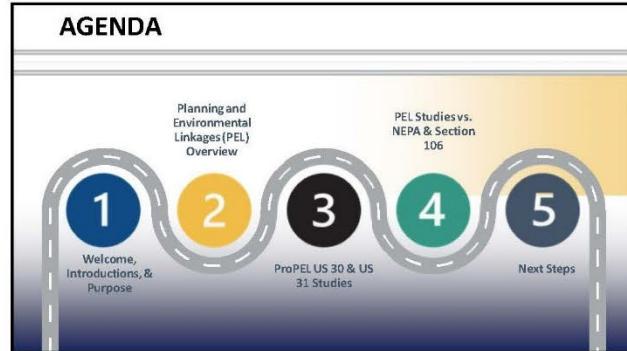
Dan Miller	HNTB	Virtual
Mackenzie Knotts	HNTB	Virtual

propelUS30.com / propelUS31.com

ProPEL US 30 & US 31 – Resource Agency & Cultural Resource Stakeholder Meeting
January 27, 2023, 10 am – 12 pm



AGENDA



1

WELCOME, INTRODUCTIONS, & PURPOSE

INTRODUCTIONS – INDOT & PEL ADVISOR

INDOT PROJECT MANAGERS

- Sandra Flum – US 30
- Jonathan Wallace – US 31

PEL ADVISOR

- Adin McCann – HNTB
- Kia Gillette – HNTB
- Jeff Laswell – Gray & Pape

INDOT ENVIRONMENTAL SERVICES

■ Laura Hilden	■ Sandy Bowman
■ Matt Coon	■ Drew Passmore
■ Susan Branigin	■ Cindy Mauro
■ Clint Kelly	

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INTRODUCTIONS – PEL STUDY TEAMS

US 30 WEST TEAM

- Brett Lackey – CDM Smith
- Krista Goodin – CDM Smith
- Briana Hope – American Structurepoint
- Brandon Miller – American Structurepoint

US 30 EAST TEAM

- Rusty Holt – WSP
- Jamie Bents – WSP

US 31 NORTH TEAM

- Dan Prevost – Parsons
- Jenny Kleinman – Parsons
- Alex Lee – Parsons
- Berry Craig – Parsons

US 31 SOUTH TEAM

- Dan Miller – HNTB
- Mackenzie Knotts – HNTB

INTRODUCTIONS – RESOURCE AGENCIES

National Park Service

- David Calease
- USFWS
- Robin McWilliams Munson
- USACE
- Paul Allerding, Detroit District
- Stas Brown, Chicago District
- Kathleen Chernich, Chicago District
- USEPA
- Elizabeth Peloso

US Coast Guard

- William Stanifer, Ninth District
- Michael Walker, Ninth District
- IDEM
- Alisha Turnbow, Groundwater
- Jason Randolph, Wetlands & Stormwater
- IDNR
- Matt Buffington, Div. Fish & Wildlife
- Brian Boszor, Div. Fish & Wildlife
- Dale Brier, Div. Outdoor Recreation
- Jessica Gumbert
- Nathaniel Simmons
- Mark Becker

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INTRODUCTIONS – CULTURAL RESOURCE STAKEHOLDERS

IDNR DHPA

- Beth McCord
- Chad Slider
- Toni Griffin
- Wade Tharp

Indiana Landmarks

- Todd Zeiger, Northern Regional Office

Local Organizations/Individuals

- Kurt Garner - Historic Michigan Road Association, Marshall County Historian, Wythougan Valley Preservation Council
- Anne Shaw, Howard County Historical Society and Museum
- Sandy Garrison, Marshall County Historical Society
- Luke Lightfoot, Hopewell Methodist Church

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MEETING PURPOSE

1. **Introduce** resource agencies/cultural resource stakeholders to the ProPEL US 30 and US 31 studies
2. **Provide** information and answer questions regarding the Planning and Environmental Linkages (PEL) process
3. **Communicate** future steps for ProPEL US 30 and US 31 studies

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PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

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PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA

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ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.



NEPA

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WHY A PEL?

- **Multi-disciplinary** - Combines planning, engineering, and environmental analyses
- **Flexible** - Does not require a "one size fits all" approach
- **Collaborative** - Engages stakeholders and agencies from the start
- **Efficient** - Saves time and leads to greater efficiency

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ProPEL US 30 and US 31 STUDIES

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ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

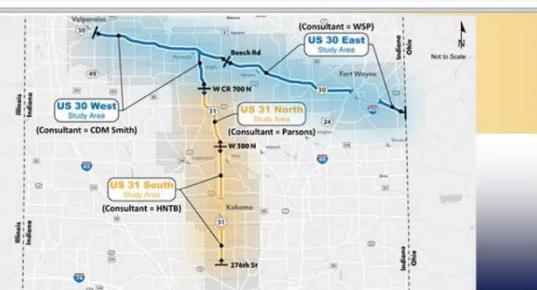
4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state

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ProPEL US 30 & US 31



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ProPEL US 30 & US 31 STUDIES PROCESS



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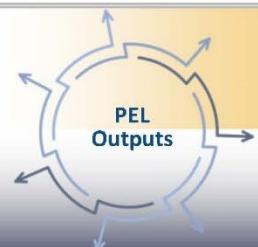
WHAT HAPPENS AFTER THE PEL STUDIES?



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ANTICIPATED STUDY OUTCOMES

- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Action plan to pursue reasonable alternatives



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PEL STUDIES vs. NEPA & SECTION 106

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PEL and NEPA

■ PEL

1. Not a NEPA replacement
2. Early identification of potential issues and to help document and eliminate unreasonable alternatives
3. Information and decisions, including potential alternatives, are carried forward to NEPA process
4. PEL often results in clearly defined projects that can advance into NEPA review

■ NEPA

1. Requires agencies assess the environmental effects of their proposed actions prior to making decisions
2. Acts as "umbrella," where all applicable environmental laws, including Section 106, are addressed prior to final project decision
3. Identifies a selected alternative

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SECTION 106 vs. PEL

■ Section 106

1. Initiate consultation
 - Identify consulting parties
 - Determine Area of Potential Effects
2. Identify historic properties
 - Listed on/eligible for National Register
3. Assess Effects
4. Resolve adverse effects

■ PEL Cultural Resources

- **Not Section 106 consultation****
- 1. Identify cultural resource stakeholders
- 2. Identify potentially significant cultural resources
 - $\frac{1}{2}$ mile study area
 - *Does not evaluate properties for National Register eligibility*
- 3. Data and stakeholder feedback incorporated in decision-making process

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ProPEL US 30 & US 31 – WHAT TO EXPECT

Environmental Constraints Report

- Identifies environmental resources within/near study corridor
- Existing data sources
- Example resources included:
 - NRHP-listed and potentially eligible historic properties
 - Wetlands, streams, lakes, floodplains
 - Federal threatened/endangered species list
 - Potential hazardous materials sites
 - Pipelines, railroads, churches, cemeteries
 - Managed lands and trails
 - Noise Sensitive Areas
 - Potential Environmental Justice populations

***No detailed field investigations completed.*



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ENVIRONMENTAL JUSTICE

The fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies



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JUSTICE40 = "Environmental Justice 2.0"

- Justice40 initiative established in 2021
- Shifts the focus to **distribution of benefits**
- Expands the discussion to **disadvantaged communities**
- USDOT interim definition categories:
 - Transportation access
 - Health
 - Environmental
 - Economic
 - Resilience
 - Equity



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ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Documents for Agency/Stakeholder Review

1. PEL Study Invitation Letter/Environmental Constraints Report

- 4 documents, 1 for each study
- Resource agency/cultural resource stakeholder meeting

2. Draft Purpose and Need Memo

- 4 documents, 1 for each study
- Resource agency/cultural resource stakeholder meeting

ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Documents for Agency/Stakeholder Review

3. Alternatives Screening Memos

- 4 documents, 1 for each study
- 3-tiered alternatives screening
 - Universe of Alternatives Identification and Screening (memo review only)
 - Preliminary Alternatives Identification and Screening (memo review only)
 - Reasonable Alternatives Identification and Screening (memo review and meeting)
- Resource agency/cultural resource stakeholder meeting

4. PEL Study & Recommendations Report

- 4 documents, 1 for each study

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DISCUSSION & QUESTIONS

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NEXT STEPS

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NEXT STEPS

At this time, what are we requesting from resource agencies/cultural resource stakeholders?

1. Do you have questions about the PEL study process?
2. Are there other resource agencies/cultural resource stakeholders we should engage?
3. Do we need to update our initial contacts list?

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NEXT STEPS

Each of the 4 studies will send a letter to resource agencies and cultural resource stakeholders

1. Invitation to Participate in the ProPEL studies
2. Environmental Constraints Report
3. Invitation to Virtual Meeting

If you do not respond, you will not be sent future information for that study.

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Date: January 27, 2023, 10 a.m. – 11 a.m. (EST), via Microsoft Teams

RESOURCE AGENCY & CULTURAL RESOURCES

STAKEHOLDER MEETING

MEETING SUMMARY



1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kia Gillette from HNTB started the meeting at approximately 10:03 am and explained that the meeting is being recorded only to assist with the development of the meeting summary.
- Kia from HNTB explained the meeting is being held because the Planning and Environmental Linkages (PEL) process is different than typical INDOT projects.
 - ProPEL is the INDOT brand name for PEL studies.
 - Agencies may see this term, ProPEL, used in other planning studies in the future.
 - The specific studies discussed in this meeting are referred to as ProPEL US 30 and ProPEL US 31.
- Kia Gillette introduced those individuals in attendance. The floor was opened for anyone to speak up if they were not listed in the attendees (see pages 6-7 for attendee list).
- The purpose of the meeting is to introduce the studies, provide information and answer questions on the PEL process, and communicate the future steps in the PEL study process.
 - This is a study and not a project. INDOT is in the planning phase for approximately 180 miles of US 30 and US 31.
 - This is a high-level discussion of PEL and the ProPEL US 30 and ProPEL US 31 studies.
 - ProPEL US 30 and ProPEL US 31 are broken into 4 different studies.

2. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) OVERVIEW

- Adin McCann from HNTB discussed the PEL process.
- PEL is a federal planning process tool used by transportation agencies, such as INDOT, to make and document planning decisions.
 - The key of PEL is planning.
 - PEL studies are conducted early – before transportation needs and solutions are known. Therefore, no project details are available at this stage.
 - It is used for decision making.
 - Several factors are considered in the PEL study:
 - Transportation needs
 - Environmental resources
 - Community goals and values
 - Economic objectives
 - Public Involvement
 - The end products from a PEL study can be carried forward and relied upon in the next phase of project development, including the National Environmental Policy Act (NEPA) process.
- Why PEL?
 - Indiana is commonly referred to as the “Crossroads of America”. Transportation infrastructure is vital not only to Hoosiers, but to those that live and work outside Indiana as well. INDOT wants to remain a leader in transportation infrastructure and believes PEL studies can support that goal by helping build smarter transportation and stronger communities by engaging stakeholders early in planning.
 - Benefits of PEL studies include:
 - Multi-disciplinary
 - Combines planning, engineering, and environmental disciplines early in the process
 - Flexible
 - Is not a one size fits all
 - Don’t need to follow the same path

- Don't need to achieve the same outcome
- Collaborative
 - Engages the public, the agencies, and stakeholders at the earliest time possible
- Efficient
 - Can provide a "jump start" by using study results and recommendations.
 - Can save time and avoid revisiting or reanalyzing certain issues in the NEPA process.
- PEL studies do not necessarily reduce the level documentation or analysis required to comply with NEPA.

3. PROPEL US 30 & US 31 STUDIES

- INDOT's intent is to carry the information and decisions made in these PEL studies to a more in-depth environmental review process.
- INDOT is managing the planning process and working with FHWA to ensure all federal requirements are met during the study.
 - Sandra Flum: US 30 PM, Deputy PM US 31
 - Jonathan Wallace: US 31 PM, Deputy PM US 30
- The project websites are:
 - <https://propelus31.com/>
 - <https://propelus30.com/>
- HNTB is in the PEL studies advisor role working with INDOT
 - HNTB contacts:
 - Adin McCann: amccann@hntb.com
 - Kia Gillette: kgillette@hntb.com
 - The 4 studies encompass approximately 180 miles of US 30 and US 31.
 - INDOT is overseeing the work of 4 consulting teams (1 per study).
 - The corridors are divided into 4 areas so that each study can better focus on the specific transportation needs and community context in each study area. A map showing the study area extents was shown to the meeting attendees.
 - US 30 West (includes a portion of US 31): CDM Smith
 - US 30 East (excludes I-69 and I-469 around the north side of Fort Wayne): WSP
 - US 31 North: Parsons
 - US 31 South (excludes Kokomo bypass): HNTB
 - The analysis and recommendations of any potential solutions identified by the 4 study teams will be coordinated across study lines so that potential solutions will work together.
 - Coordination is occurring across the teams on a regular basis to ensure the technical work is well coordinated and that the study teams are thinking comprehensively about the corridors.
 - The ProPEL US 30 and ProPEL US 31 studies are anticipated to take approximately 2 years to complete. A milestone schedule was discussed.
 - Step 1: Work started in late summer 2022
 - Initiated data collection
 - Developed the public involvement/agency coordination plan
 - Step 2: Vision/Scoping
 - Initiated public involvement activities.
 - First round held in November and December 2022
 - Starting agency coordination today at this meeting
 - Right now, the four PEL study teams are between Steps 2 (Vision/Scoping) and 3 (Purpose and Need)
 - Step 3: Purpose and Need
 - Identify transportation needs
 - Develop purpose of improvements
 - Step 4: Alternatives Analysis, expected to occur fall 2024
 - Identify potential improvement alternatives
 - Evaluate and screen alternatives
 - Identify potential environmental and community impacts
 - The outreach, the public involvement, and agency coordination will occur throughout the

studies with a specific focus on meetings at each of the four identified milestones.

- Given the approximately 2-year schedule, this is the start of the conversation with resource agencies and cultural resources stakeholders.
- After the PEL studies are completed, there's still a lot of work to do. This work includes all the steps or phases of INDOT's project development activities such as:
 - Environmental review (NEPA)/preliminary engineering
 - Final engineering/right-of-way acquisition (if required)
 - Construction
- Typical timeframes associated with these activities can vary greatly depending on multiple factors, including funding availability and complexity of a project. The main point is that it could be several years after the PEL studies before improvements recommended as part of the PEL studies get constructed.
- The overarching vision for the 4 ProPEL US 30 and ProPEL US 31 studies is to identify future transportation investments in a way that streamlines their implementation. To do that, we anticipate the PEL studies will have several outcomes, including:
 - A Purpose and Need statement for each study area
 - Each study area will develop, analyze, and screen alternatives.
 - INDOT does not believe a single alternative will be the recommendation of each PEL study area.
 - INDOT anticipates carrying forward a smaller set of reasonable alternatives into the NEPA process.
 - Preliminary assessment of impacts, potential permits, mitigation (if appropriate)
 - The intent will be to provide a side-by-side comparison of benefits, costs, and impacts so that an informed decision can be made.
 - Engaged and educated public and resource agencies
 - Action plan to pursue reasonable alternatives

4. PEL STUDIES VS. NEPA & SECTION 106

- PEL
 - PEL is not NEPA, nor is it a replacement for the NEPA process.
 - PEL studies allow for early identification of potential issues and allows documentation and elimination of unreasonable alternatives. It is essentially better transportation planning.
 - Information developed during the PEL study can be carried forward into the NEPA process and relied upon during that work.
 - PEL studies will not include detailed field investigations. They will use data from secondary sources.
 - Agencies and communities are asked to share resources that study teams need to be aware of and considered as alternatives are defined and comparatively evaluated.
 - PEL studies often result in clearly defined projects that can be advanced into NEPA. These projects would have logical termini and independent utility as required by NEPA.
- NEPA
 - NEPA review will still completed following the PEL process on whatever alternatives come out of the PEL at process.
 - It requires agencies to assess the environmental effects of their proposed actions prior to making decisions
 - It will act as the "umbrella" including all environmental laws, including Section 106.
 - The NEPA process will identify a selected alternative.
- KEY TAKE AWAY: ProPEL US 30 and ProPEL US 31 studies do not anticipate a single, long corridor project coming out of each study.
- Section 106 vs. PEL
 - PEL will not include Section 106 consultation. Section 106 consultation will be completed once the projects move into the NEPA process.
 - The studies are using the term "cultural resources stakeholder" and not "consulting party", which is used during Section 106 consultation.
 - Section 106 includes 4 main steps 1) Initiate consultation, 2) Identify historic properties, 3) Assess effects to historic properties, and 4) Resolve adverse effects to historic properties.
 - PEL

- Identifies cultural resources stakeholders
 - They include individuals or organizations who may be involved later during Section 106 who may want to also be a part of the planning study.
- Identifying potentially significant cultural resources
 - Looking at 0.5-mile on each side of the study corridor
 - Properties will not be evaluated for National Register eligibility
 - Study teams will complete a records check
 - Taking data and feedback from cultural resources stakeholders and incorporating this into the planning and PEL decision-making process

5. Environmental Justice

- PEL is a federal planning process. The 4 studies are identifying possible EJ communities near and within their study areas.
 - USEPA recommends the term "communities with environmental justice concerns" instead of the term "EJ community."
- Each team has developed a robust public involvement plan to ensure each study is reaching the right people and the right way during the PEL study process. These efforts will be monitored and adapted, if needed, as the study progresses.
- Justice 40 is a federal initiative that stems from a relatively recent executive order. Justice 40:
 - Broadens the focus beyond low-income and minority communities
 - Shifted the focus more toward a distribution of benefits from a federal investment
- Each of the 4 study teams is also considering how to meaningfully engage disadvantaged communities as part of their PEL study work.

6. What to Expect

- The study teams will be sending the agencies and cultural resources stakeholders a letter inviting them to participate in the PEL study and a link to an Environmental Constraints Report (ECR).
- The ECR identifies environmental resources within or near the study corridor.
 - It is similar to a Red Flag Investigation, but with additional information on some resources/topics.
 - Only existing data is used, which may be supplemented with a limited windshield survey.
 - Resources considered in the ECR include:
 - NRHP-listed and potentially eligible historic properties
 - Wetlands, streams, lakes, floodplains
 - Federal threatened/ endangered species list
 - Potential hazardous material sites
 - Pipelines, railroads, churches, cemeteries
 - Managed lands and trails
 - Noise sensitive areas
 - Communities with environmental justice concerns
- The PEL studies will include the following resource agency/cultural resources stakeholder coordination points:
 1. PEL Study Invitation Letter/ECR
 - Up to 4 documents/ 1 for each study
 - Agencies/stakeholders may receive documents for one or multiple studies depending on their jurisdiction
 2. Draft Purpose and Need Memo
 - Up to 4 documents/ 1 for each study
 3. Alternatives Screening Memos
 - Up to 4 documents/ 1 for each study
 - 3-tiered alternatives screening
 - Universe of Alternatives Identification and Screening (memo review only)
 - Preliminary Alternatives Identification and Screening (memo review only)
 - Reasonable Alternatives Identification and Screening (memo and meeting)
 4. PEL Study & Recommendations Report
 - Up to 4 documents/ 1 for each study

[Note, after the ProPEL US 30 and US 31 Studies Introduction meeting, INDOT decided to combine Coordination Points #1 and #2 above into one coordination point. Resource agency meetings for each study will be held at two steps, 1) PEL Study Invitation Letter/ECR/Draft Purpose and Need Memo, and 2) Reasonable Alternatives Identification and Screening Memo]

7. DISCUSSION & QUESTIONS

- When will the letters be sent out? (IDEM)
 - Study invitation letters will likely be staggard, will not receive all studies' documents at the same time, they will be sent out individually.
 - Agencies/stakeholders can expect to start receiving the invitation letters with ECR link in the next 3 to 4 weeks.
- How are the PEL study teams picked initially? (IDNR DHPA)
 - The PEL study teams were selected through a qualifications-based process.
 - Selection of the ProPEL US 30 and ProPEL 31 study teams was a 2-step process:
 - Qualifications submitted by interested firms/teams
 - INDOT short-listed and some teams were interviewed
 - INDOT selected teams after the interview process.
- Have the firms been chosen for the ProPEL US 30 and ProPEL US 31 studies? (Howard County Historical Society and Museum)
 - Yes. The prime consultants assigned to each study are as follows:
 - US 30 West: CDM Smith
 - US 30 East: WSP
 - US 31 North: Parsons
 - US 31 South: HNTB
 - Each of these prime firms has multiple subconsultant teammates.
 - Further details can be found on the INDOT RFP Archives website (<https://pscscrp.indot.in.gov/Rfp/Archives>).
- There are already a number of projects in these areas, such as making US 31 south of Kokomo a limited access highway with new interchanges and one west of Fort Wayne on US 30. So where do those ongoing projects fit into this study of the same areas? (USFWS)
 - There are multiple stand-alone projects programmed by INDOT in both the US 30 and US 31 corridors. Each team is aware of the ongoing projects and are coordinating with those project teams. This includes making sure the PEL study teams understand what those projects are considering, including the potential types of improvements. This information will be used as inputs or baseline conditions into ProPEL US 30 and ProPEL US 31 studies.
- Why is US 30 west of Valparaiso not included? (USFWS)
 - The overall study limits are a direct reflection of dialogue and conversations that INDOT had with stakeholders, including the communities along the corridors.
- Is there a reason why the City of Fort Wayne was left out of it too? Is that the same reason is that they consider the highway there more of a city street? (USFWS)
 - There are 2 reaches, 1 on US 30 and 1 on US 31, that have been excluded from the studies.
 - A portion of US 30 runs concurrent with I-69 and I-469 around the north side of Fort Wayne. The long-term vision for that portion of US 30 is essentially established because it is a freeway facility with an interstate designation.
 - A portion of US 31 that bypasses Kokomo on its east side is in a similar situation. That portion of US 31 was upgraded to a freeway facility several years ago. So, again, the long-term vision is essentially established for that portion of US 31.
 - Although those two portions of US 30 and US 31 were specifically excluded from the PEL studies, it is important to note the communities of Kokomo and Fort Wayne have been and will continue to be engaged as part of the studies.
- Are you looking at the Kokomo bypass at all, are you including that in the cultural and NEPA investigations? (Howard County Historical Society and Museum)
 - No, it is not included.
- Who do we send contact info for others to be part of the ProPEL studies sections? (Indiana Landmarks)
 - Send to Kia Gillette via email at kgillette@hntb.com

8. NEXT STEPS

- At this time, we are asking the following of the meeting attendees:
 - 1. What questions do you have?
 - 2. Are there other resource agencies/cultural resource stakeholders we should engage?
 - 3. Do we need to update our initial contact list?
- Meeting attendees may respond to these questions by providing comments or feedback formally and/or with email. Please refer to above Advisor contacts (listed above) for where to send this information.
- Following today's meeting, each of the 4 PEL studies is going to be sending out letters of invitation to participate in the PEL studies. These letters will be sent to the resource agencies and cultural resource stakeholders that were invited to this meeting. This letter will include the draft Environmental Constraints Report, as well as an invitation to a virtual meeting to discuss the draft report and obtain an update on the PEL studies progress.
- Note: If you **do not** respond to the invitation letter, you **will not** be sent future information for that study

Table 1. Meeting Attendees

Name	Organization
Sandra Flum	INDOT Major Projects Delivery (MPD)
Jonathan Wallace	INDOT MPD
Laura Hilden	INDOT Environmental Services Division (ESD)
Matt Coon	INDOT ESD
Susan Branigin	INDOT ESD
Clint Kelly	INDOT ESD
Sandy Bowman	INDOT ESD
Drew Passmore	INDOT ESD
Cindy Mauro	INDOT ESD
Kari Carmany-George	Federal Highway Administration (FHWA)
Adin McCann	HNTB
Kia Gillette	HNTB
Jeff Laswell	Gray & Pape
Brett Lackey	CDM Smith
Krista Goodin	CDM Smith
Briana Hope	American Structurepoint
Brandon Miller	American Structurepoint
Rusty Holt	WSP
Jamie Bents	WSP
Dan Prevost	Parsons
Jenny Kleinman	Parsons
Alex Lee	Parsons
Berry Craig	Parsons
Dan Miller	HNTB
Mackenzie Knotts	HNTB
David Calease	National Park Service
Robin McWilliams Munson	US Fish and Wildlife Service (USFWS)
Elizabeth McCloskey	USFWS
Paul Allerding	US Army Corps of Engineers (USACE)
Stasi Brown	USACE

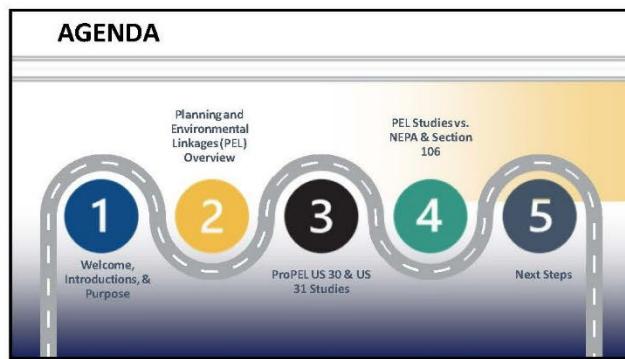
Name	Organization
Kathleen Chernich	USACE
Charlie Uhlarik	USACE
Elizabeth Pelloso	US Environmental Protection Agency (USEPA)
William Stanifer	US Coast Guard
Michael Walker	US Coast Guard
Alisha Turnbow	Indiana Dept. of Environmental Management (IDEM) – Groundwater
Jason Randolph	IDEM – Wetlands & Stormwater
Matt Buffington	Indiana Department of Natural Resources (IDNR) Division of Fish & Wildlife (DFW)
Brian Boszor	IDNR DFW
Dale Brier	IDNR Division of Outdoor Recreation
Jessica Gumbert	IDNR
Nathaniel Simmons	IDNR
Mark Becker	IDNR
Beth McCord	IDNR Division of Historic Preservation & Archaeology (DHPA)
Chad Slider	IDNR DHPA
Toni Giffin	IDNR DHPA
Wade Tharp	IDNR DHPA
Todd Zeiger	Indiana Landmarks
Kurt Garner	Historic Michigan Road Association, Marshall County Historian, Wythougan Valley Preservation Council
Anne Shaw	Howard County Historical Society and Museum
Sandy Garrison	Marshall County Historical Society
Luke Lightfoot	Hopewell Methodist Church

ProPEL US 30 & US 31 – FHWA, INDOT, Tribes
Meeting
February 23, 2023, 1 pm – 2:30 pm



1

AGENDA



2

WELCOME, INTRODUCTIONS, & PURPOSE

3

INTRODUCTIONS – INDOT & PEL ADVISOR

FHWA

- Kari Carmany-George

INDOT PROJECT MANAGERS

- Sandra Flum – US 30
- Jonathan Wallace – US 31

INDOT CULTURAL RESOURCES OFFICE

- Matt Coon

PEL ADVISOR

- Adin McCann – HNTB
- Kia Gillette – HNTB
- Jeff Laswell – Gray & Pape

4

INTRODUCTIONS – PEL STUDY TEAMS

US 30 WEST TEAM

- Krista Goodin – CDM Smith

US 30 EAST TEAM

- Jamie Bents – WSP

US 31 NORTH TEAM

- Jenny Kleinman – Parsons

US 31 SOUTH TEAM

- Mackenzie Knotts – HNTB

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INTRODUCTIONS – TRIBES

TRIBES

- Logan York, Miami Tribe of Oklahoma
- Burgundy Fletcher, Peoria Tribe of Indians of Oklahoma
- Benjamin Rhodd, Forest County Potawatomi Community
- Matthew Bussler, Pokagon Band of Potawatomi Indians
- Larry Heady, Delaware Tribe of Indians of Oklahoma

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MEETING PURPOSE



1. **Introduce** Tribes to the ProPEL US 30 and US 31 studies
2. **Provide** information and answer questions regarding the Planning and Environmental Linkages (PEL) process
3. **Communicate** future steps for ProPEL US 30 and US 31 studies

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PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

8

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA



9

ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.



NEPA

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WHY A PEL?



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ProPEL US 30 and US 31 STUDIES

12

ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state.

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ProPEL US 30 & US 31



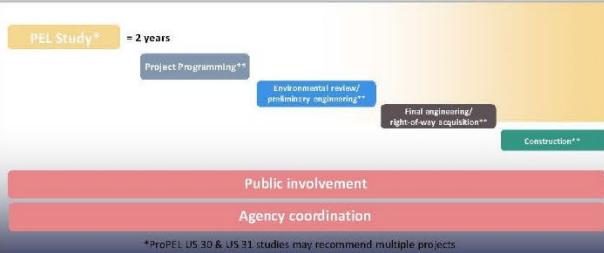
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ProPEL US 30 & US 31 STUDIES PROCESS



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WHAT HAPPENS AFTER THE PEL STUDIES?



PEL Study* = 2 years

Project Programming

Environmental review/preliminary engineering**

Final engineering/right-of-way acquisition**

Construction**

Public involvement

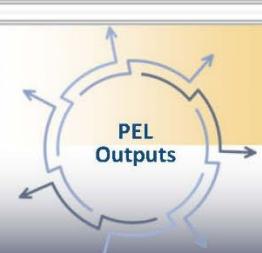
Agency coordination

*ProPEL US 30 & US 31 studies may recommend multiple projects
**Timelines vary due to funding and complexity of project

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ANTICIPATED STUDY OUTCOMES

- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Action plan to pursue reasonable alternatives



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PEL STUDIES vs. NEPA & SECTION 106

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PEL and NEPA (National Environmental Policy Act)

PEL	NEPA
<ul style="list-style-type: none"> 1. Not a NEPA replacement 2. Early identification of potential issues and to help document and eliminate unreasonable alternatives 3. Information and decisions, including potential alternatives, are carried forward to NEPA process 4. PEL often results in clearly defined projects that can advance into NEPA review 	<ul style="list-style-type: none"> 1. Requires agencies assess the environmental effects of their proposed actions prior to making decisions 2. Acts as "umbrella," where all applicable environmental laws, including Section 106, are addressed prior to final project decision 3. Identifies a selected alternative

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SECTION 106 vs. PEL

Section 106	PEL Cultural Resources
<ul style="list-style-type: none"> 1. Initiate consultation <ul style="list-style-type: none"> ▪ Identify consulting parties ▪ Determine Area of Potential Effects 2. Identify historic properties <ul style="list-style-type: none"> ▪ Listed on/eligible for National Register 3. Assess Effects 4. Resolve adverse effects 	<ul style="list-style-type: none"> **Not Section 106 consultation** 1. Identify cultural resource stakeholders 2. Identify potentially significant cultural resources <ul style="list-style-type: none"> ▪ $\frac{1}{2}$ mile study area ▪ Does not evaluate properties for National Register eligibility 3. Data and stakeholder feedback incorporated in decision-making process

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ProPEL US 30 & US 31 – WHAT TO EXPECT

Environmental Constraints Report

- Identifies environmental resources within/near study corridor
- Existing data sources
- Example resources included:
 - NRHP-listed and potentially eligible historic properties
 - Wetlands, streams, lakes, floodplains
 - Federal threatened/endangered species list
 - Potential hazardous materials sites
 - Pipelines, railroads, churches, cemeteries
 - Managed lands and trails
 - Noise Sensitive Areas
 - Potential Environmental Justice populations

**No detailed field investigations completed.

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ProPEL US 30 & US 31 – WHAT TO EXPECT

Archaeological Resources Identification Memorandum

- Identifies recorded archaeological sites within 0.5 mile of the study corridor
 - State Historic Architectural and Archaeological Research Database (SHAARD) Map GIS files
 - Reviewed archaeological site location data in non-GIS SHAARD database by Public Land Survey System (PLSS) Section, Township, and Range
 - Includes National Register listed, eligible, and potentially eligible sites
 - Site eligibility may change once field surveys are completed

**No detailed field investigations completed. Field investigations will be completed if projects move into the NEPA phase.

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ProPEL US 30 & US 31 – WHAT TO EXPECT

Potential Documents for Tribes' Review

- PEL Study Invitation Letter/Archaeological Resources Identification Memo/Draft Purpose and Need Memo
 - 4 documents, 1 for each study
 - Meeting with Tribes to review information
- Alternatives Screening Memos
 - 4 documents, 1 for each study
 - 3-tiered alternatives screening
 - Universe of Alternatives Identification and Screening (memo review only)
 - Preliminary Alternatives Identification and Screening (memo review only)
 - Reasonable Alternatives Identification and Screening (memo review and meeting)
 - Meeting with Tribes to review information
- PEL Study & Recommendations Report
 - 4 documents, 1 for each study

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DISCUSSION & QUESTIONS

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NEXT STEPS

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NEXT STEPS

Each of the 4 studies will send a letter to the Tribes via INDOT with:

1. Invitation to Participate in the ProPEL studies
2. Archaeological Resources Identification Memo
3. Draft Purpose and Need Memo
4. Invitation to Virtual Meeting

If you **do not** respond, you **will not** be sent future information for that study.

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THANK YOU



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Date: February 23, 2023, 1-2:30 p.m.

TRIBES, FHWA, AND INDOT PEL INTRODUCTION MEETING

MEETING SUMMARY

1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kari Carmany-George from the Federal Highway Administration (FHWA) started the meeting at 1:03 p.m. She explained this is the early stages of the study and some background on the Planning and Environmental Linkages (PEL) process. Kari expressed her gratitude to the Tribes for taking their time to participate in the meeting and the importance of coordinating with the Tribes early in the studies.
- Kia Gillette from HNTB stated that the purpose of the meeting is to explain what a PEL study is and give the Tribes an overall understanding of the study process and more specifically what to expect with the PROPEL US 30/31 studies. The meeting will be recorded only to assist with the development of meeting summary. The is intended to be informal, please ask questions if you have them.
- Kia discussed the agenda for the meeting:
 - Introductions
 - An overview of the PEL process
 - PEL vs National Environmental Policy Act (NEPA) and Section 106
 - Next steps and how Tribes can be engaged in the studies, if interested
- Kia introduced those individuals from the study teams in attendance. The floor was opened for anyone to speak up if they were not listed in the attendees. The Tribe representatives then introduced themselves (see page 7 for attendee list).
- Kia discussed three purposes for the meeting:
 1. Introduce the PROPEL US 30 and 31 studies.
 - It is different than the normal NEPA process.
 - INDOT does not have projects at this point.
 - No decisions have been made about what will be done along the corridors.
 - This is a study phase, part of the planning process.
 - Coordination is happening earlier than it normally would.
 2. Provide information and answer questions regarding the PEL process.
 3. Communicate future steps for the studies if the tribes are interested in being involved.

2. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) OVERVIEW

- Adin McCann from HNTB discussed the PEL process.
- PEL is a federal planning process tool used by transportation agencies.
 - It is used very early for planning.
 - There are no project details at this point.
 - PELs are a collaborative and integrated approach to transportation decision making considering multiple factors, while also coordinating with resource agency and Tribes to the extent they want to participate in the study.
 - The PELs will look at:
 - Transportation needs
 - Environmental and cultural resources
 - Community goals and values
 - Economic objectives
 - The information, analysis, and decision making that comes out of the study can be carried forward to the next phase of project work, Federal environmental review process as part of NEPA.
 - PROPEL is the “brand” that INDOT has identified for PEL studies to show what to expect when

INDOT performs a PEL study.

- Why PEL?
 - Indiana is commonly referred to as the "Crossroads of America". Transportation infrastructure is vital not only to Hoosiers, but to those that live and work outside Indiana as well. INDOT wants to remain a leader in transportation infrastructure and believes PEL studies can support that goal by helping build smarter transportation and stronger communities by engaging stakeholders early in planning.
 - Benefits of PEL studies include:
 - Multi-disciplinary
 - Combines planning, engineering, and environmental disciplines early in the process
 - Flexible
 - Is not a one size fits all
 - Don't need to follow the same path
 - Don't need to achieve the same outcome
 - Collaborative
 - Engages the public, resource agencies, and tribal stakeholders at the earliest time possible
 - Efficient
 - Can provide a "jump start" by using study results and recommendations.
 - Can save time and avoid revisiting or reanalyzing certain issues in the NEPA process.

3. PROPEL US 30 & US 31 STUDIES

- INDOT's intent is to carry the information and decisions made in these PEL studies into the more in-depth environmental review process in NEPA.
- INDOT is managing the planning process and working with FHWA to ensure all federal requirements are met during the studies.
 - Sandra Flum: US 30 Project Manager (PM), US 31 Deputy PM
 - Jonathan Wallace: US 31 PM, US 30 Deputy PM
- The project websites are:
 - <https://propelus31.com/>
 - <https://propelus30.com/>
- The 4 studies encompass approximately 180 miles of US 30 and US 31.
 - INDOT is overseeing the work of 4 consulting teams (1 per study).
 - The corridors are divided into 4 areas so that each study can better focus on the specific transportation needs and community context in each study area. A map showing the study area extents was shown to the meeting attendees.
 - US 30 West (includes a portion of US 31): CDM Smith
 - US 30 East (excludes I-69 and I-469 around the north side of Fort Wayne): WSP
 - US 31 North: Parsons
 - US 31 South (excludes Kokomo bypass): HNTB
 - Study boundaries were determined to facilitate community engagement, stakeholder involvement, and public involvement.
 - The portion of I-69 and I-469 around the north side of Fort Wayne is excluded due to the long-term vision of that section already being determined.
 - The Kokomo bypass is excluded due to the section already being upgraded to a controlled access more of a freeway facility, long term vision already determined.
 - Residents, the businesses, and all the stakeholders within the excluded portions of the study are an important part of the studies.
 - The analysis and recommendations of any potential solutions identified by the 4 study teams will be coordinated across study lines so that potential solutions will work together.
 - Coordination is occurring across the teams on a regular basis to ensure the technical work is well coordinated and that the study teams are thinking comprehensively about the corridors.
- The ProPEL US 30 and ProPEL US 31 studies are anticipated to take approximately 2 years to complete. A milestone schedule was discussed.
 - Step 1: Vision/Scoping
 - Work started in late summer 2022
 - Initiated data collection
 - Developed the public involvement/agency coordination plan

- Initiated public involvement activities.
- First round of public meetings held in November and December 2022
- Starting coordination with the Tribes today at this meeting
- Right now, the 4 PEL study teams are between Steps 1 (Vision/Scoping) and 2 (Purpose and Need)
- Step 2: Purpose and Need
 - Identify transportation needs
 - Develop purpose of improvements
- Step 3: Alternatives Analysis, expected to occur fall 2024
 - Identify potential improvement alternatives
 - Evaluate and screen alternatives
 - Identify potential environmental and community impacts
- Step 4: PEL Study Report
 - The outreach, the public involvement, and agency coordination will occur throughout the studies with a specific focus on meetings at each of the 4 identified milestones.
 - Given the approximately 2-year schedule, this is the start of the conversation with the Tribes.
- After the PEL studies are completed, there's still a lot of work to do. This work includes all the steps or phases of INDOT's project development activities such as:
 - Environmental review (NEPA)/preliminary engineering
 - Final engineering/right-of-way acquisition (if required)
 - Construction
- Typical timeframes associated with these activities can vary greatly depending on multiple factors, including funding availability and complexity of a project. The main point is that it could be several years after the PEL studies before improvements recommended as part of the PEL studies get constructed.
- The overarching vision for the 4 ProPEL US 30 and ProPEL US 31 studies is to identify future transportation investments. To do that, we anticipate the PEL studies will have several outcomes, including:
 - Develop Purpose and Need statement
 - Develop, analyze, and screen alternatives
 - INDOT does not believe a single alternative will be the recommendation of each PEL study area. INDOT anticipates carrying forward a smaller set of reasonable alternatives into the NEPA process.
 - Preliminary assessment of impacts, potential permits, mitigation (if appropriate)
 - The intent will be to provide a side-by-side comparison of benefits, costs, and impacts so that an informed decision can be made.
 - Engage and educate the public and resource agencies
 - Develop action plan to pursue reasonable alternatives
- Kia paused the meeting to see if there were questions.
 - Burgundy Fletcher from the Peoria Tribe of Indians of Oklahoma asked for clarification on the excluded portions of the studies.
 - Adin answered those areas are not included because the long-term vision of the two portions has already been decided, and they are already freeway facilities. He explained that the purpose of the PEL studies is to figure out what the long-term future looks like for the rest of the corridor. He emphasized that the communities within the excluded portions are still being engaged to participate, as they are likely users of the portions of US 30/31.
 - Mathew Bussler of the Pokagon Band of Potowatomi Indians had to leave the meeting to attend another meeting and Kia confirmed that there will be a meeting summary sent out after the meeting along with the presentation slides.
 - Logan York of the Miami Tribe of Oklahoma asked if any information is provided by the Tribes, how will that be protected from public knowledge?
 - Kia explained that if there is information provided it can be either marked as environmentally sensitive area or kept completely off public documents.
 - Decisions will need to be documented that we had coordination and that there is something sensitive in the area.
 - If there is something that the study teams should be made aware of and/or avoid it would be extremely valuable at this planning stage.

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 - Decisions will need to be documented that we had coordination and that there is something sensitive in the area.
 - If there is something that the study teams should be made aware of and/or avoid it would be extremely valuable at this planning stage.

- Information will be handled however the information provider prefers it be handled.

4. PEL STUDIES VS. NEPA & SECTION 106

- PEL
 - PEL is not NEPA, nor is it a replacement for the NEPA process.
 - PEL studies allow for early identification of potential issues and allow documentation and elimination of unreasonable alternatives. It is essentially better transportation planning.
 - Information developed during the PEL study can be carried forward into the NEPA process and relied upon during that work.
 - PEL studies will not include detailed field investigations. They will use data from secondary sources.
 - Agencies and communities are asked to share resources that study teams need to be aware of and considered as alternatives are defined and comparatively evaluated.
 - PEL studies often result in clearly defined projects that can be advanced into NEPA. These projects would have logical termini and independent utility as required by NEPA.
- NEPA
 - NEPA review will still completed following the PEL process on whatever alternatives come out of the PEL process.
 - It requires agencies to assess the environmental effects of their proposed actions prior to making decisions.
 - It will act as the “umbrella” including all environmental laws, including Section 106.
 - The NEPA process will identify a selected alternative.
- ProPEL US 30 and ProPEL US 31 studies do not anticipate a single, long corridor project coming out of each study.
- Section 106 vs. PEL
 - PEL will not include Section 106 consultation. Section 106 consultation will be completed once the projects move into the NEPA process.
 - The studies are using the term “cultural resources stakeholder” and not “consulting party”, which is used during Section 106 consultation.
 - Section 106 includes 4 main steps 1) Initiate consultation, 2) Identify historic properties (including above-ground and archaeological), 3) Assess effects to historic properties, and 4) Resolve adverse effects to historic properties.
 - The PEL studies will:
 - Identify potential cultural resources that could inform alternative development, as well as avoidance of important resources.
 - Incorporate data from the stakeholder feedback from Tribes, the public, and other resource agencies, such as USFWS or the EPA into the decisions that then move forward into NEPA.
 - Things to expect from the process:
 - Environmental Constraints Report (ERC)
 - Identifying environmental resources that need considered in each study.
 - It looks at a half-mile buffer in either direction from the study corridor.
 - It only using existing data sources.
 - No detailed field investigations (difference between PEL and NEPA) are included.
 - The ERC is looking at:
 - National register listed eligible above-ground historic properties
 - Wetlands, streams, floodplains, threatened and endangered species, possible hazardous materials, infrastructure: pipelines and railroads
 - Managed lands, recreational sites, and trails
 - Noise sensitive areas
 - Identify areas that need to be evaluated in NEPA
 - Potential environmental justice populations
 - Brief, non-specific summary of archaeology
 - Archaeological resources ID memo
 - Identifies recorded archaeological sites within a half mile of the study corridor
 - Does include maps
 - Will not be available to the public (why this memo is not included in the ERC)

- Looking at recorded sites from the state historic architectural and archaeological research database (SHAARD)
- Sites are not included if not identified as eligible or potentially eligible
 - Aware that site status may change once field surveys are complete
 - Anticipated that this is how/where the tribes could be involved in the studies. If there are different ideas, please bring them forward.
- Three main points in addition to this meeting where the studies would reach out to the tribes
 - 1st coordination point
 - Each study area would reach out individually for input from the tribes within their study area. Tribes would receive a PEL study invitation from each study.
 - The tribes would receive the archaeological resources ID memo and a draft purpose and need memo for review and comment.
 - A meeting would be set up to walk through the information, if interested.
 - 2nd coordination point
 - Alternative development and screening process
 - 3 Alternatives Memos: Alternatives will start out broad, with a lot of alternatives. Alternatives will be eliminated as the study proceeds.
 - Memo 1= High level, Universe Alternatives Identification and Screening Memo
 - Memo 2 = More detailed in the Preliminary Alternatives Identification and Screening Memo
 - Memo 3= Most detailed alternatives will be in the Reasonable Alternatives Identification and Screening Memo
 - A meeting would be held after the 3rd memo to walk through the information
 - 3rd coordination point would be sending the PEL study and recommendations report for the Tribes' review.
- Kia Gillette opened the discussion up for questions and thoughts.
 - Responses/thoughts can be sent to:
 - Kia Gillette (HNTB): kgillette@hntb.com
 - Matt Coon (INDOT): mcoon@indot.in.gov
 - Kari Carmany-George (FHWA): k.carmanygeorge@dot.gov
 - Please provide feedback on thoughts of the process, if you want more information or less information
 - Sandra Flum from INDOT stated that she wanted to restate that this is a planning level study and normally you come in when we've already identified that there are projects needed. Now we're hearing a lot from our public involvement that the communities along these corridors are concerned about safety, mobility, and access. So that will be reflected in the report that we put together. Any information or involvement you can provide in this planning level will help INDOT minimize future impacts when there are projects identified.

5. DISCUSSION & QUESTIONS

- Kia stated that the most important thing being asked is, are there resources Tribes are aware of that are sensitive and should be avoided?
- Logan York of Miami Tribe of Oklahoma asked:
 - "If we do bring up sites at this point in the study, how will that information be used?"
 - "How is it going to affect these projects?"
 - "Is it just going to be filed away or is it actually going to be actively used?"
- Kia answered, we would expect to use it as we develop alternatives, and how we screen alternatives and eliminate them from further consideration.
 - First step, can we avoid it if there is a sensitive resource?
 - Further conversations may be needed if avoidance isn't an option.
- Benjamin Rhodd from the Forest County Potowatomi Community stated he wanted to compliment the process for involving the Tribes in the conversation so early.
 - He has the same concerns as Logan, how will the information be used and protected?
 - Language needs to be incorporated in the process about how the information will be

protected.

- Kia stated that the Tribes' input is appreciated and that INDOT is open to further discussion to incorporate their concerns into the process. There will be additional ProPEL studies in the future, so it would be good to establish a process now.
- Benjamin stated this is what he was alluding to previously, the concern of what recourse will the tribes have in the scenario that information is used or divulged that they did not agree to being used or shared in the planning document?
 - INDOT and FHWA can look into how PEL studies in other states have handled sensitive information.
 - Tribes can think of ways they would like to see the information handled potentially based on previous experience. Perhaps start thinking about what the Tribes are comfortable with and what ways information could be used.
 - INDOT has to be able to justify or provide reasoning to dismiss potential solutions or why they may be avoiding a specific area in the study. The reasoning could be word crafted in a way to avoid sharing specific information.
 - The group agreed further conversations on the topic would be helpful.
- Sandra pointed out HNTB is tasked with writing INDOT's PEL guidance manual. It will explain how PEL will be implemented. The approach to handling sensitive information could be included in this manual.
- Next Steps:
 - Tribes to think about how they would be most comfortable with the process
 - HNTB, INDOT, and FHWA will think, discuss, and collect information from other states and examples of formalized language, or work in that direction. This could be guidelines for how the information is used, displayed, or deleted at the end of the study.
 - Tribal partners agreed to regrouping in 1-2 months but also requested we be respectful of their time, if there is a process already that we uncover please discuss that on the front end of the next discussion.
- Benjamin asked for clarification on the Archaeological Resources Identification Memo.
 - Kia explained the Archaeological Resources Identification Memo is a records check documenting previously identified National Register eligible or potentially eligible archaeology sites. No field surveys were completed for it. The original intent was to send the Archaeological Resources Identification Memo to Tribes for their review and comments, incorporate their feedback into the studies.
- Matt Coon from INDOT reiterated they really want to hear from the Tribes and to continue the conversation.
 - How Tribes would like this process to go?
 - What level of detail would they like to divulge?
 - How can we protect that information Tribes choose to share?
- Benjamin questioned why there wasn't a SHPO representative on this meeting?
 - Kia explained that SHPO was previously included in a separate meeting; however, they will be invited to any follow up meetings with the Tribes.
- Benjamin asked if PEL will be the standard for future INDOT projects.
 - Sandra noted that some scope items or potential project areas where INDOT is not sure what they want to do could use the PEL process, but it will not be completed for every INDOT project.
 - ProPEL US 30 and ProPEL 31 include 180 miles of corridor, and INDOT is trying to figure out how to make it function for the people who live there and use the corridors. The PEL process is being used because it has a lot of flexibility
 - Indiana will use ProPEL as a way of identifying and making sure that the public and all interested parties have a chance to give INDOT input in the planning side.
- Burgundy stated that a 1-2 month timeframe for the next meeting is a good timeline.
- Burgundy asked about the note on the slide "If you do not respond, you will not be sent future information for that study."
 - Kia explained that is how we are handling sharing the documents with other resource agencies, mostly to avoid sending agencies information that they are not interested in reviewing.
 - The Tribes generally agreed it would be better to send them all documents and they will decide

which they will review and provide comments. Kia said this will be done for the Tribes as part of the studies.

6. NEXT STEPS

- The next steps in the presentation slides have been put on hold until further conversations can be held.
- FHWA reaching out to other states for information on how they've handled the sensitive information
 - This group will reconvene in a 1-2 month time frame.
 - Please reach out if at any point there are questions or concerns.

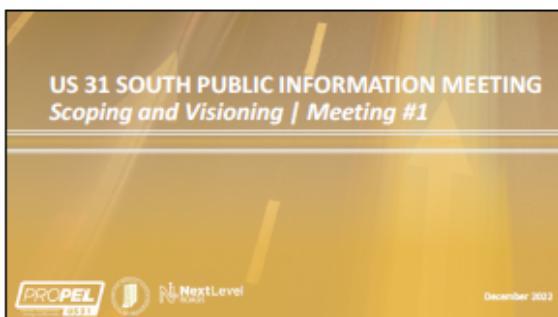
7. Contacts:

- Kia Gillette (HNTB): kgillette@hntb.com
- Adin McCann (HNTB): amccann@hntb.com
- Kari Carmany-George (FHWA): k.carmanygeorge@dot.gov
- Matt Coon (INDOT Cultural Resources Office): mcoon@indot.in.gov
- Sandra Flum (INDOT Project Manager): sflum@indot.in.gov

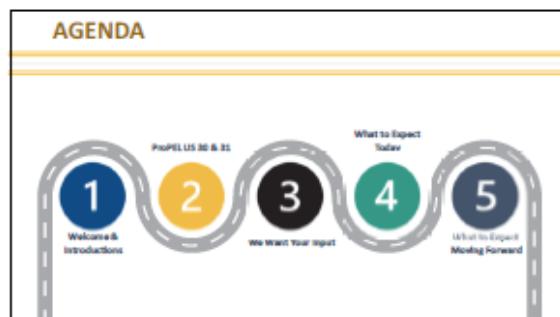
Attendees List

Name	Organization
Kari Carmany-George	FHWA
Burgundy Fletcher	Peoria Tribe of Indians of Oklahoma
Erin Paden	Shawnee Tribe
Logan York	Miami Tribe of Oklahoma
Mathew Bussler	Pokagon Band of Potowatomi Indians
Benjamin Rhodd	Forest County Potowatomi Community
Sandra Flum	INDOT-MPD
Matt Coon	INDOT-ESD
Clint Kelly	INDOT-ESD
Adin McCann	HNTB
Kia Gillette	HNTB
Mackenzie Knotts	HNTB
Jeff Laswell	Gray & Pape
Krista Goodin	CDM Smith
Rusty Holt	WSP
Jamie Bents	WSP
Jenny Kleinman	Parsons

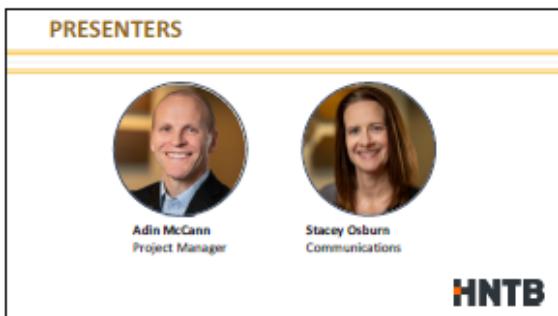
APPENDIX I: PUBLIC MEETING PRESENTATIONS



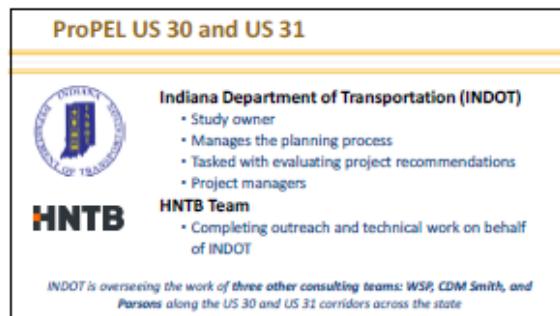
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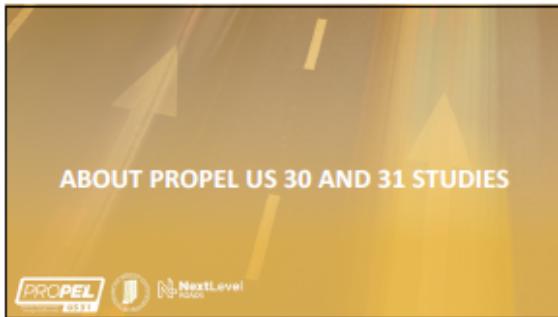
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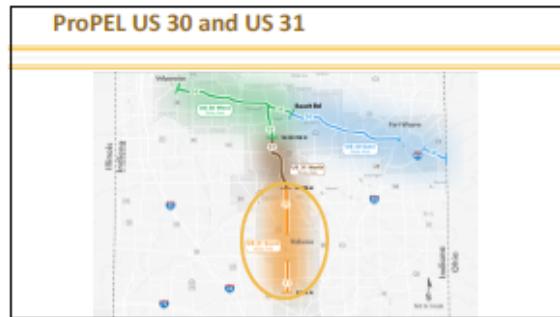
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4



5



6

PLANNING & ENVIRONMENTAL LINKAGES (PEL)

- Used early (pre-project development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
- Can be used in the federal environmental review process (NEPA)*
 - INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process



7

WHY A PEL STUDY?

- Multi-disciplinary** = Combines planning, engineering, and environmental analyses
- Flexibility** = Does not require a "one size fits all" approach
- Collaborative** = Engages stakeholders from the start
- Efficient** = Saves time and leads to greater efficiency

8

PEL STUDY VISION AND GOALS

- Identify future transportation investments to streamline implementation
- Define transportation needs, as well as identify environmental and social constraints
- Develop, analyze, and screen alternatives in a way that promotes efficiency

9

PEL STUDY SCHEDULE



10

WE WANT YOUR INPUT

11

HOW WE WILL GATHER FEEDBACK

- Public information meetings
 - In-person and web-based
- Comments via study website
- Resource agency coordination
- Stakeholder groups
 - Stakeholder Advisory Committee
 - US 30 and 31 Coalitions
 - Legislators and local officials
- Monthly community office hours
 - Informal
 - Rotating venues
 - Appointments available



12

UPCOMING OPPORTUNITIES

Community Office Hours

- December 13 | 10 am – 2 pm | Tipton County Public Library
- December 14 | 10 am – 2 pm | Peru Public Library
- January 17 | 10 am – 1 pm | Sharpsville Town Hall
- January 18 | 10 am – 2 pm | Dutch Café (Peru)
- November 1 | 10 am – 2 pm | Peru Public Library
- November 2 | 10 am – 2 pm | Tipton County Public Library



13

HOW WE WILL KEEP YOU UPDATED



14

OPEN HOUSE STATIONS

-  Learn more about what to expect
-  Provide your location-specific input
-  Share your corridor vision
-  View the other study areas

15

YOUR INPUT TODAY: LOCATION-SPECIFIC

- Where are the **biggest safety concerns**?
- Where are the **biggest traffic concerns**?
- What **other concerns** do you have along the corridor?
- What **local connections** are needed along the corridor?
- Are there **sensitive environmental resources** along the corridor?



What changes are needed? vs **What needs to be preserved?**

16

YOUR INPUT TODAY: LOOKING AHEAD

- What is the **most important** thing the study should consider?
 - Community access
 - Economic development
 - Community character or context
 - Bike and pedestrian access
 - Community identity/Gateways
 - Aesthetics/landscaping
- What do you **like most** about the corridor?



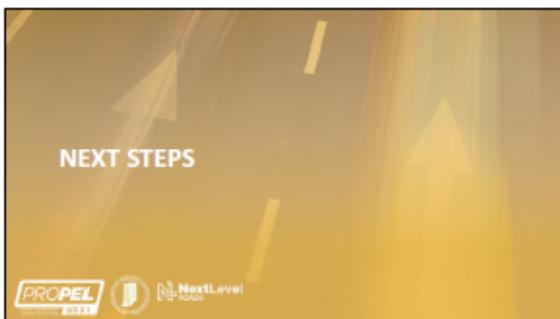
What changes are needed? vs **What needs to be preserved?**

17

HOW WILL YOUR INPUT BE USED?

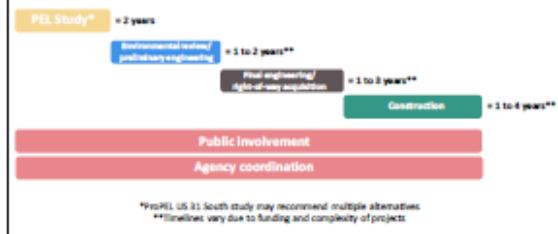
- Understand local needs
- Identify local opportunities and concerns
- Assess potential options, constraints, and tradeoffs
- Inform study recommendations

18

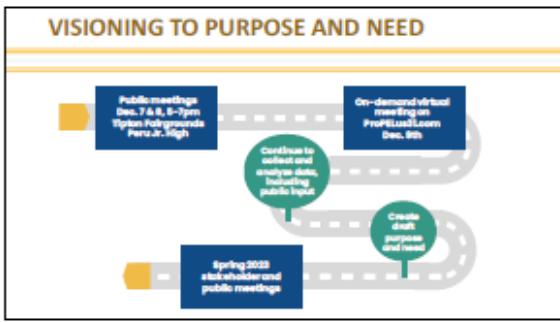


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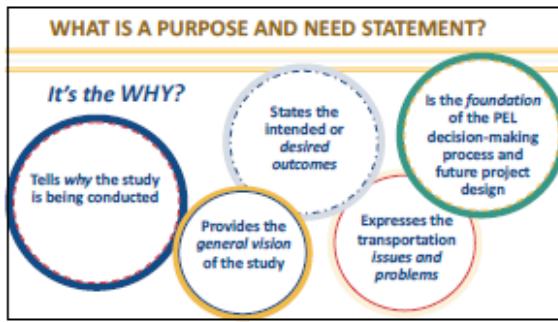
WHAT HAPPENS AFTER THE PEL STUDY?



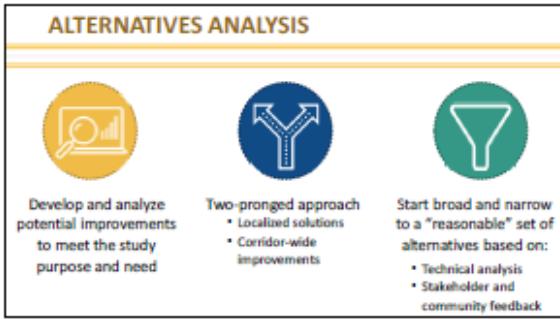
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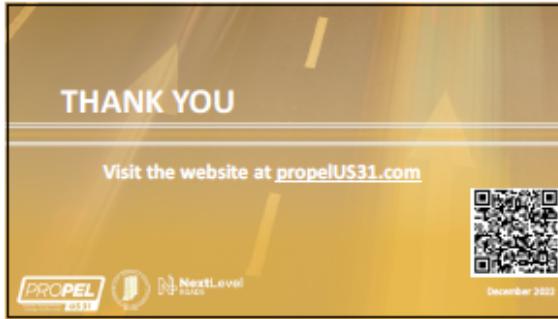
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22



23



24

APPENDIX J: PUBLIC MEETING BOARDS

WELCOME!



PUBLIC INFORMATION MEETING: Vision and Scoping

US 31 South

December 8, 2022



US 31 SOUTH



BACKGROUND



INTRODUCTION

WHY NOW?

- While INDOT conducted previous transportation studies, we want additional public input.
- With help from you, INDOT can build smarter transportation and stronger communities.



DID YOU KNOW?

WHAT IS A PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY?

- A way for INDOT to make planning decisions
- Precedes any construction decisions
- Allows INDOT to better understand and develop potential solutions around community needs

WHY A PEL STUDY?

PEL studies are about what is possible. They are:

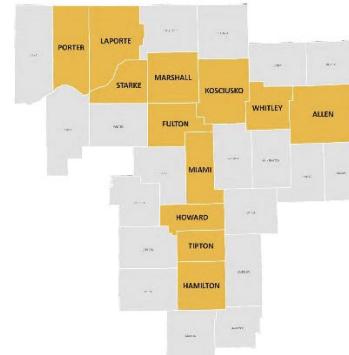
- **Multi-Disciplinary** - Combines planning, engineering, and environmental analyses
- **Flexible** - Does not require a "one size fits all" approach
- **Collaborative** - Engages stakeholders from the start
- **Efficient** - Data can be used for federal environmental process (NEPA), which saves time and leads to greater efficiency



STUDY AREAS

The 180-mile study area includes more than 600 access points US 31 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as US 31 between Hamilton County and Plymouth (excluding the Kokomo bypass).

The study includes the following counties:



STUDY PURPOSE

Develop, analyze, and screen alternatives in a way that promotes efficiency



Identify future transportation investments to streamline implementation



Define transportation needs, as well as environmental and social constraints

HOW WILL MY FEEDBACK BE USED?

- Understand local needs
- Identify local opportunities and concerns
- Assess potential options, constraints, and tradeoffs
- Inform study recommendations



STUDY SCHEDULE



1
SUMMER 2022

PEL STUDIES START

- Begin data gathering
- Develop public involvement plan



2
FALL 2022

VISION & SCOPING

- Review corridor history
- Identify baseline conditions



3
SPRING/SUMMER 2023

PURPOSE & NEED

- Identify transportation needs
- Develop purpose of improvements



4
LATE 2023/EARLY 2024

ALTERNATIVES ANALYSIS

- Identify potential improvement alternatives
- Evaluate and screen alternatives
- Identify environmental and community impacts



5
FALL 2024

PEL STUDIES COMPLETE

- Document the study process and its recommendations

GATHER PUBLIC FEEDBACK & AGENCY COORDINATION



US 30 & 31

STUDY OVERVIEW

ALL STUDY AREAS

US 30 West Study Area

(Consultant = CDM Smith)

US 30 East Study Area

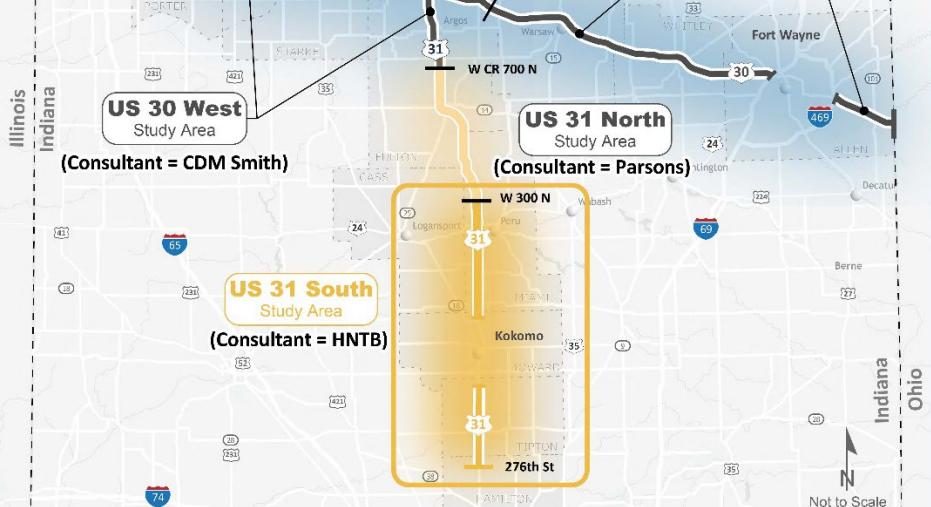
(Consultant = WSP)

US 31 North Study Area

(Consultant = Parsons)

US 31 South Study Area

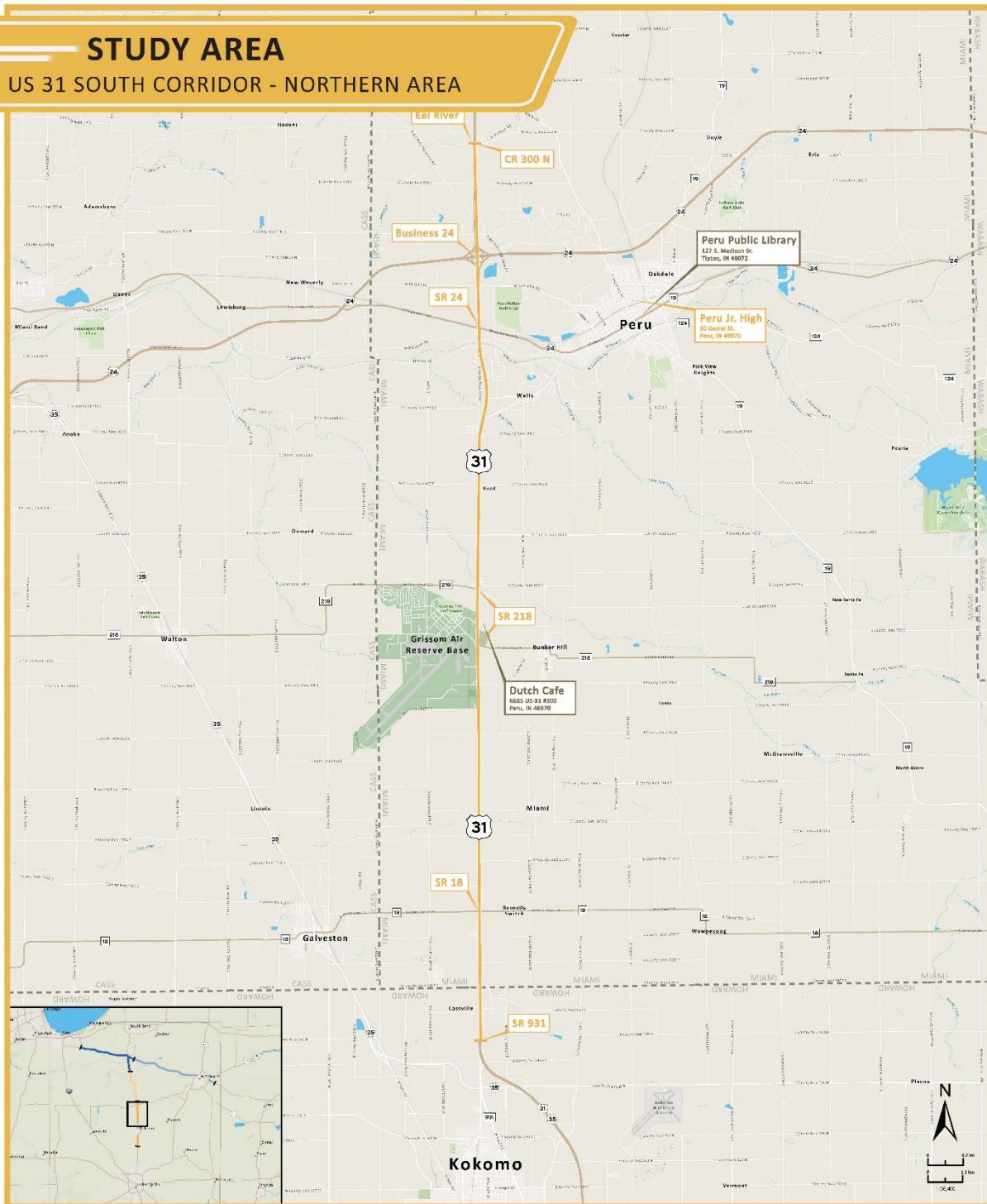
(Consultant = HNTB)



US 31 South

STUDY AREA

US 31 SOUTH CORRIDOR - NORTHERN AREA

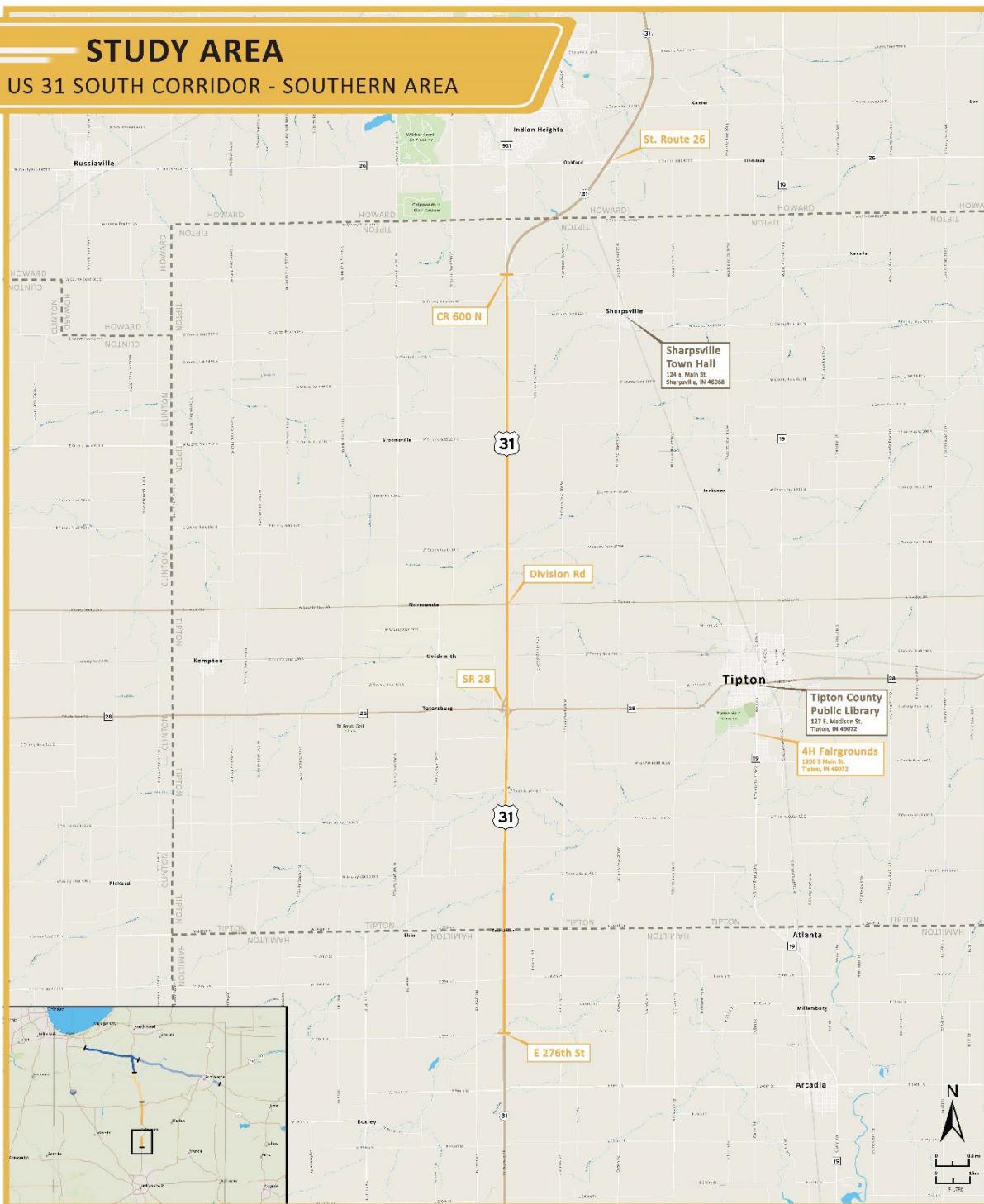


 NextLevel
ROADS

US 31 South

STUDY AREA

US 31 SOUTH CORRIDOR - SOUTHERN AREA



NextLevel
ROADS

PROPEL

Smarter Transportation.
Stronger Communities.

US 31

US 31 SOUTH



LOCATION-SPECIFIC INPUT



US 31 SOUTH

LOCATION SPECIFIC



Where are your biggest **safety concerns** along the corridor?

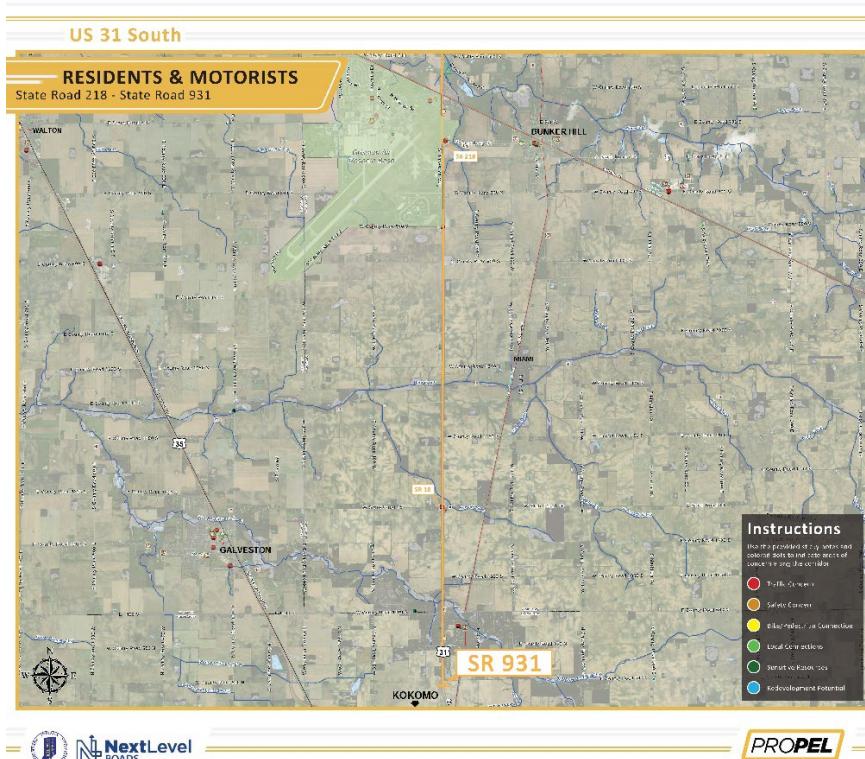


Where are your biggest **traffic concerns** along the corridor?



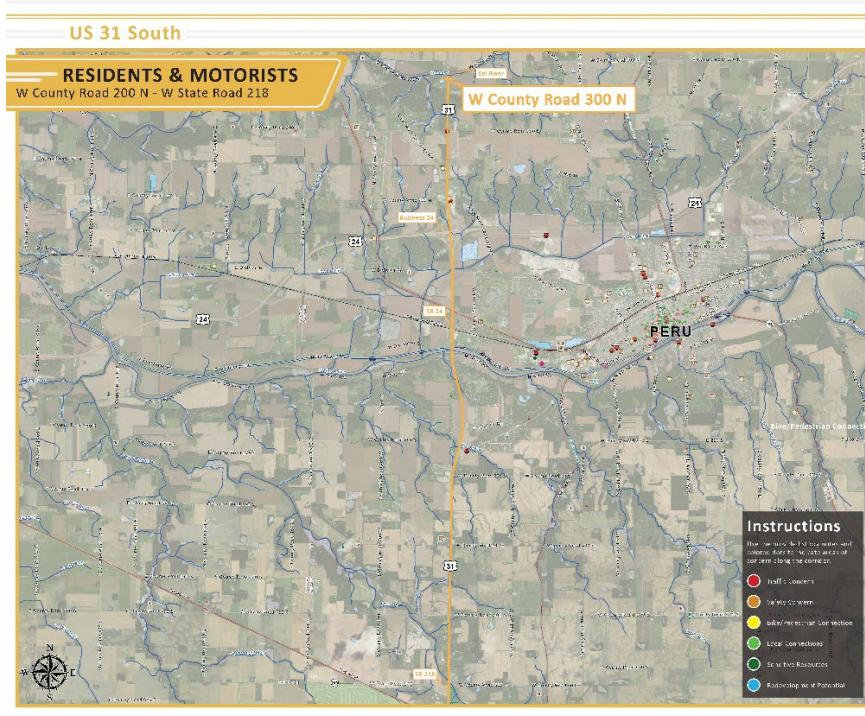
What **other concerns** do you have along the corridor?





NextLevel
ROADS

PROPEL
Smarter Transportation. US 31



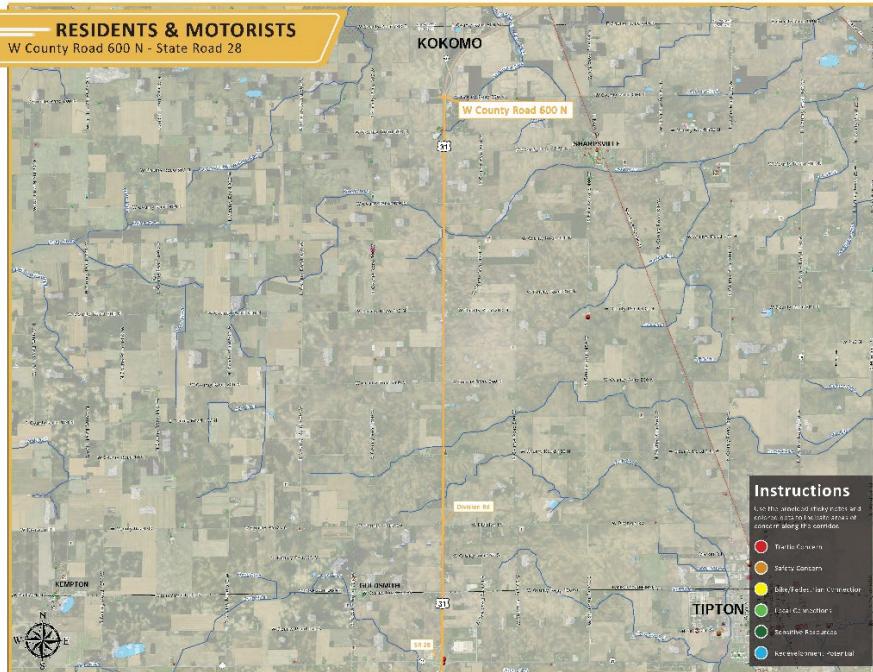
NextLevel
ROADS

PROPEL
Smarter Transportation. US 31

US 31 South

RESIDENTS & MOTORISTS

W County Road 600 N - State Road 28



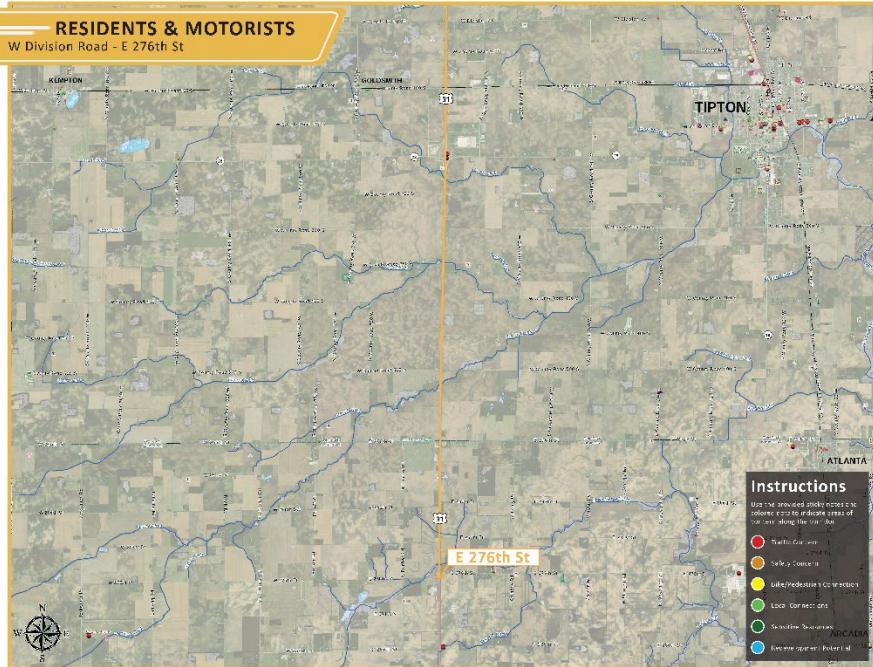
 NextLevel
ROADS

PROPEL
US 31

US 31 South

RESIDENTS & MOTORISTS

W Division Road - E 276th St



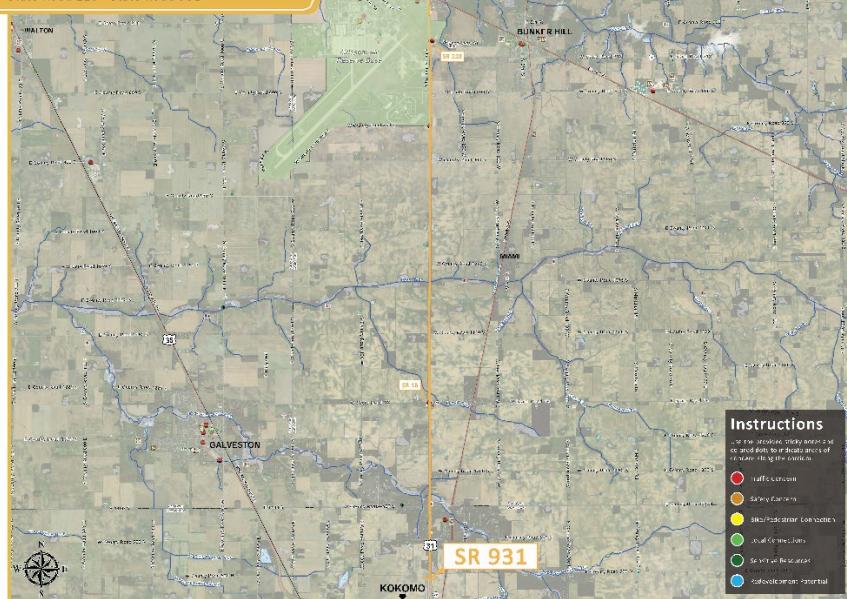
 NextLevel
ROADS

PROPEL
US 31

US 31 South

BUSINESS & AGRICULTURE

State Road 218 – State Road 931



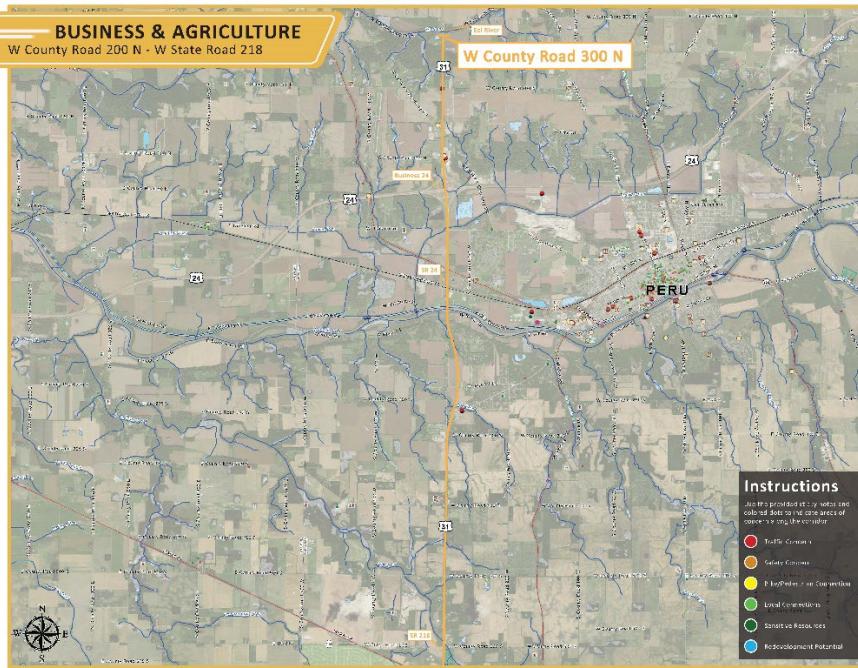
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PROPEL
US 31

US 31 South

BUSINESS & AGRICULTURE

W County Road 200 N - W State Road 218



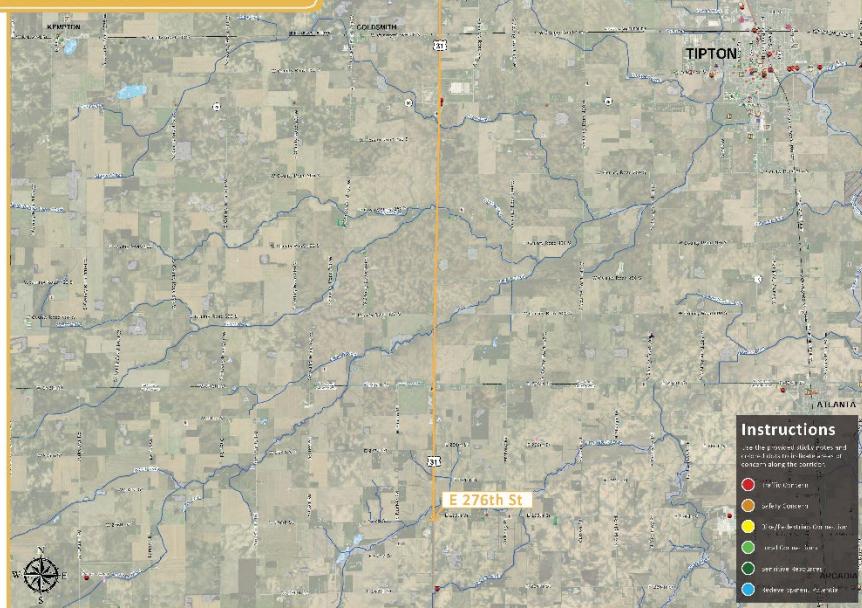
 **NextLevel** ROADS

PROPEL
US 31

US 31 South

BUSINESS & AGRICULTURE

W Division Road - E 276th St



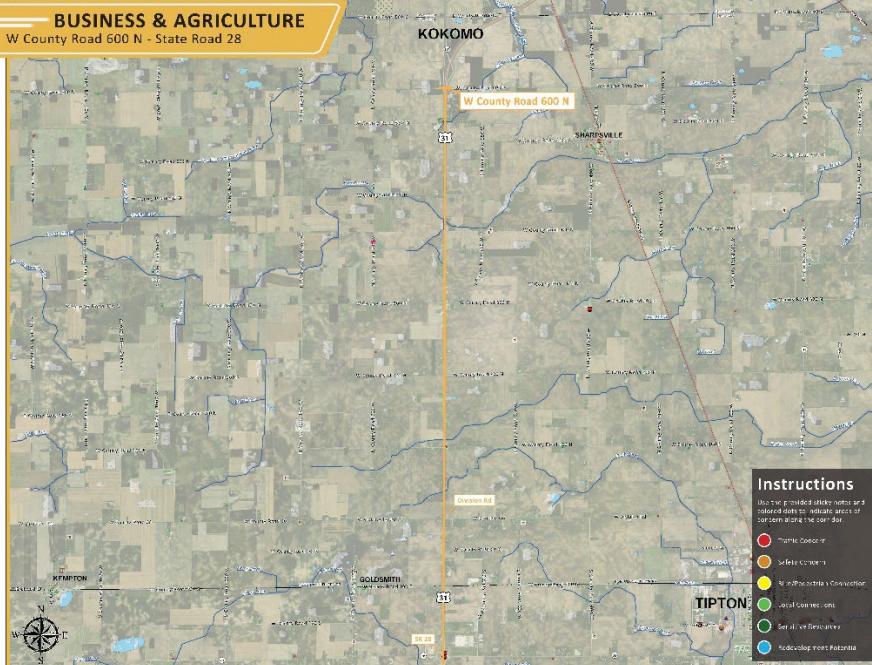
NextLevel
ROADS

PROPEL
Smarter Transportation
Stronger Communities.
US 31

US 31 South

BUSINESS & AGRICULTURE

W County Road 600 N - State Road 28



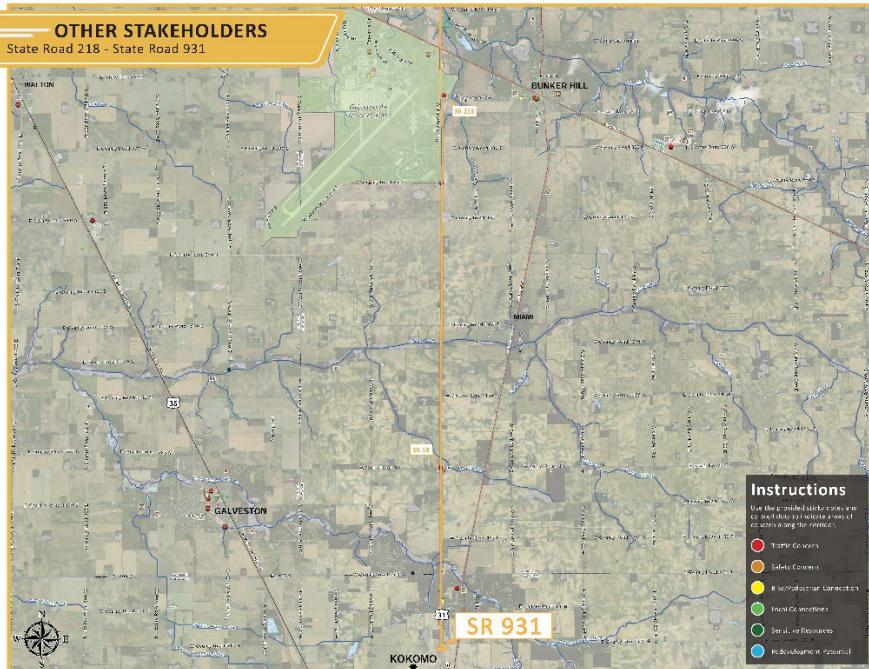
NextLevel
ROADS

PROPEL
Smarter Transportation
Stronger Communities.
US 31

US 31 South

OTHER STAKEHOLDERS

State Road 218 - State Road 931



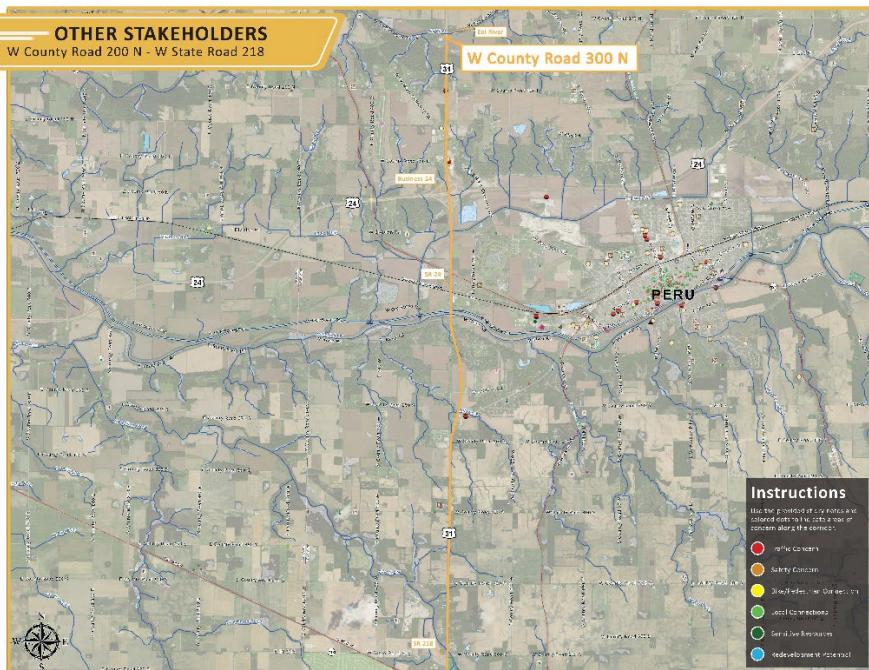
 **NextLevel** ROADS

PROPEL
Smarter Transportation. US 31

US 31 South

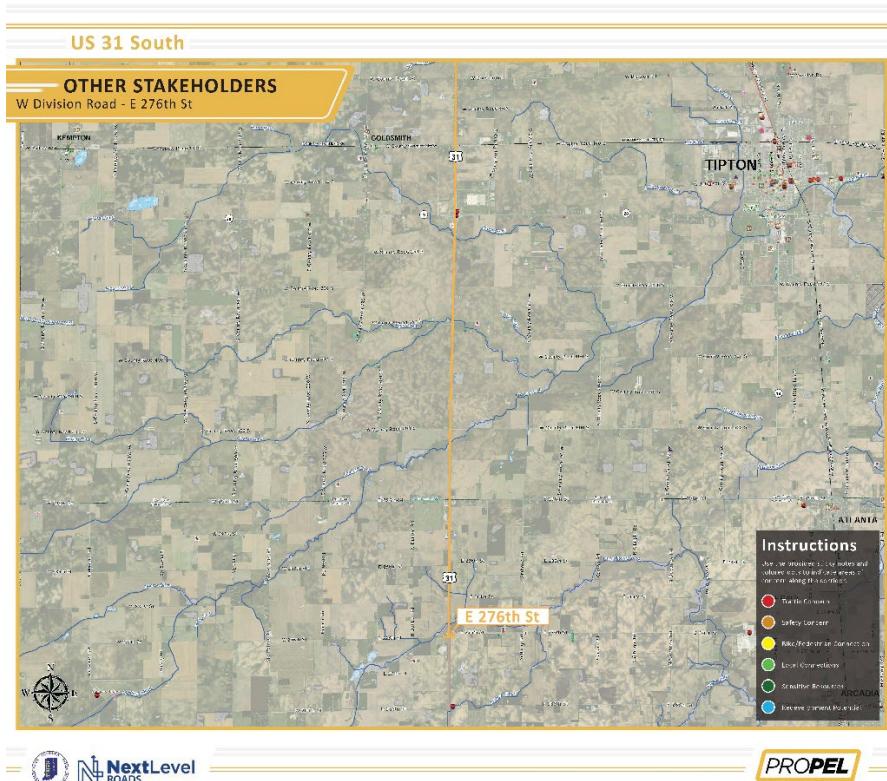
OTHER STAKEHOLDERS

W County Road 200 N - W State Road 218



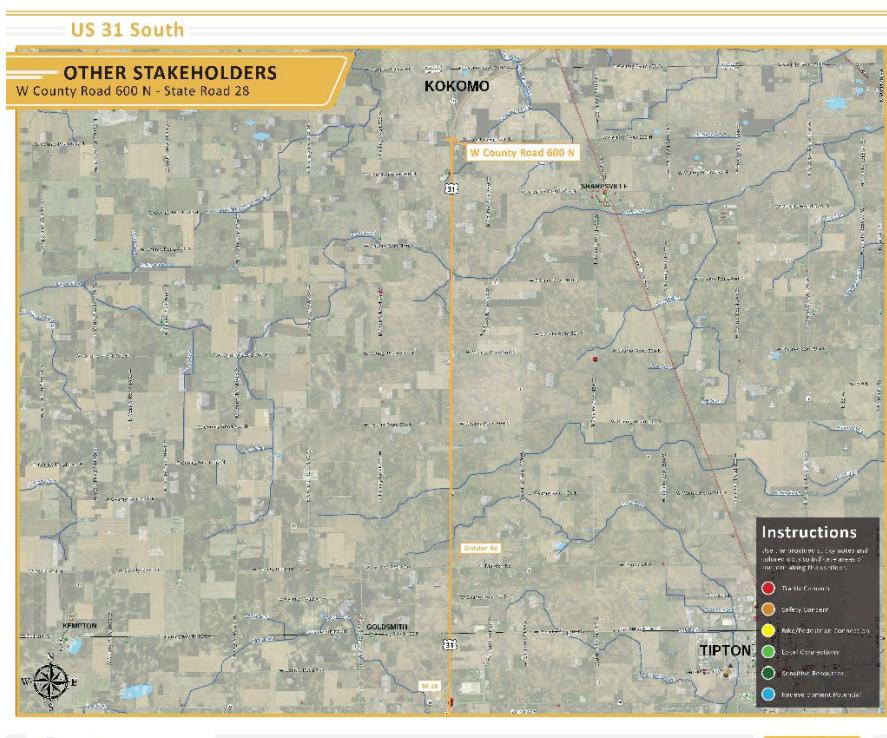
 **NextLevel** ROADS

PROPEL
Smarter Transportation. US 31



 **NextLevel** ROADS

PROPEL
US 31



 **NextLevel** ROADS

PROPEL
US 31

US 31 SOUTH

CORRIDOR VISION

**US 31 SOUTH**

STUDY VISION

What do you **like most** about the corridor?

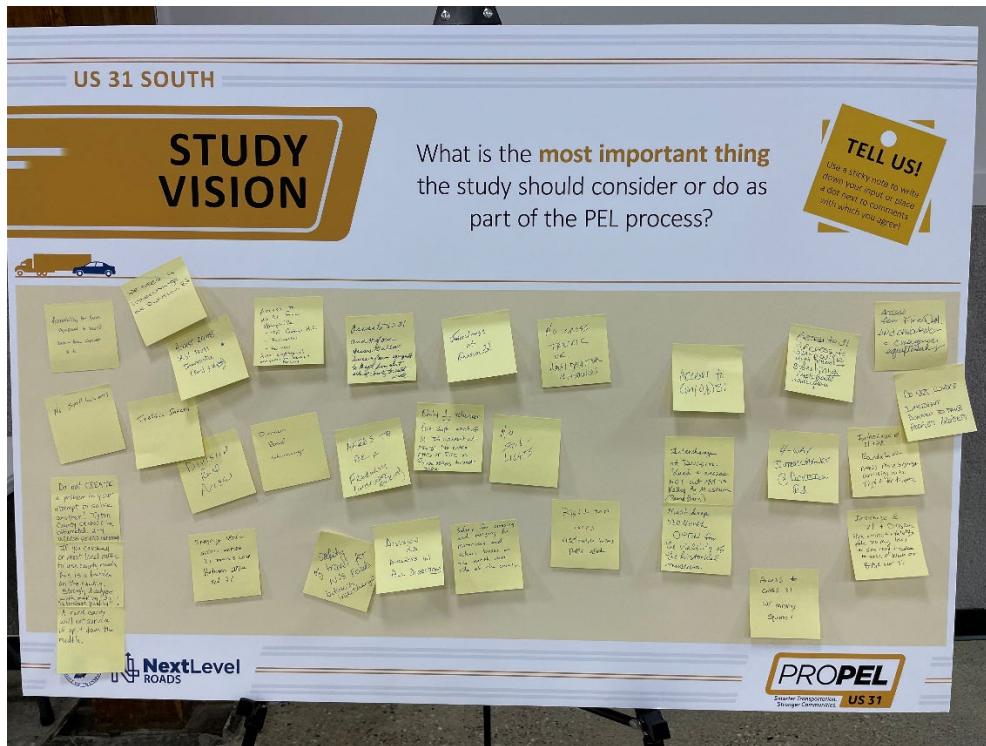
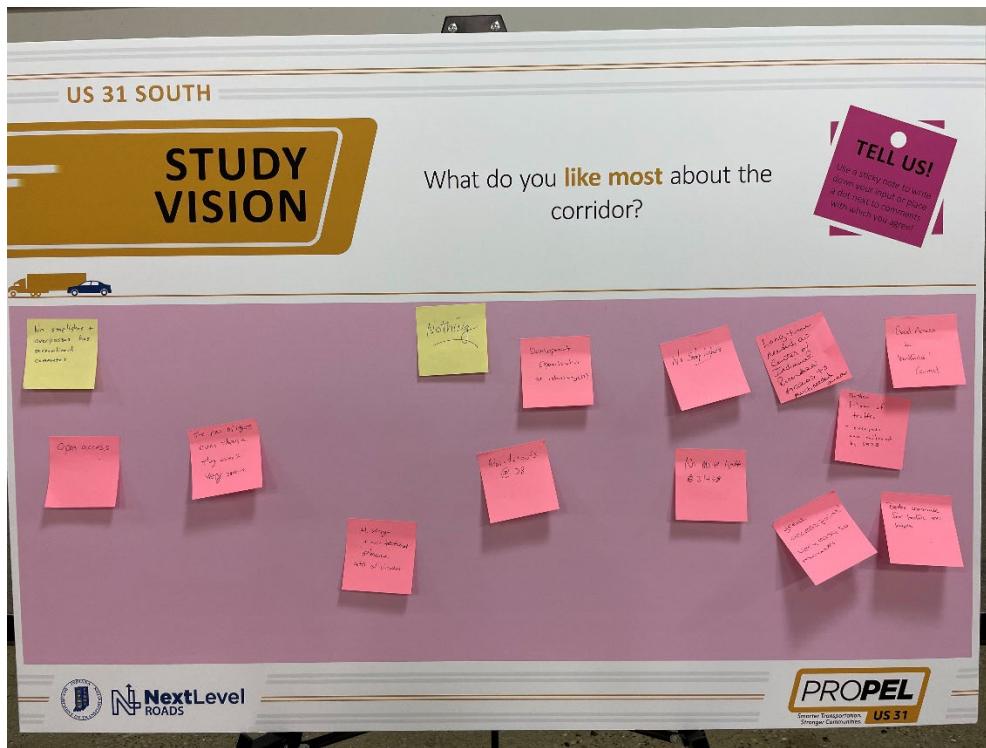


US 31 SOUTH**STUDY
VISION**

What is the **most important thing** the study should consider or do as part of the PEL process?

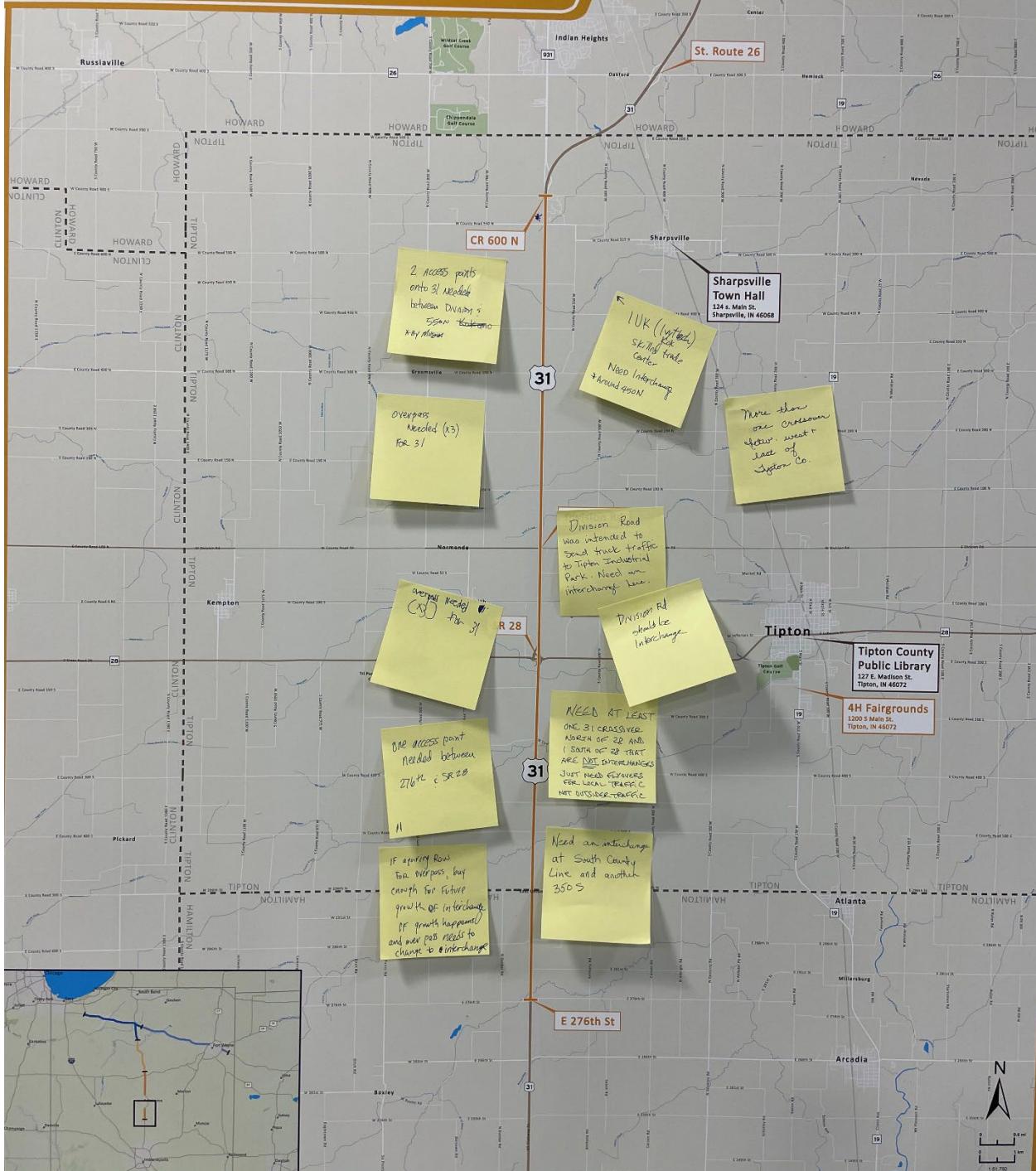
**US 31 SOUTH****PROPEL**Smarter Transportation.
Stronger Communities.**US 31****OTHER STUDY
AREAS**

APPENDIX K: PHOTOS OF BOARDS



STUDY AREA

US 31 SOUTH CORRIDOR - SOUTHERN AREA



**NextLevel
ROADS**

PROPEL
Smarter Transportation. US 31

US 31 SOUTH

LOCATION SPECIFIC

Use the provided sticky notes and colored dots on the map to indicate areas of focus along the corridor.

What **local connections** are needed along the corridor?

Are there **sensitive environmental resources** along the corridor?

EXAMPLES

- Train
- Sidewalks
- Bike lanes
- Local roads

EXAMPLES

- Residential
- Commercial
- Industrial
- Parks

TELL US!

Use a sticky note to write down your input or place a dot next to comments with which you agree!

US 31 SOUTH

LOCATION SPECIFIC

Use the provided sticky notes and colored dots on the map to indicate areas of focus along the corridor.

Where are your biggest **safety concerns** along the corridor?

Where are your biggest **traffic concerns** along the corridor?

What **other concerns** do you have along the corridor?

EXAMPLES

- Local roadway connectivity
- Conditioning
- Accessibility
- Geographical constraints identified

EXAMPLES

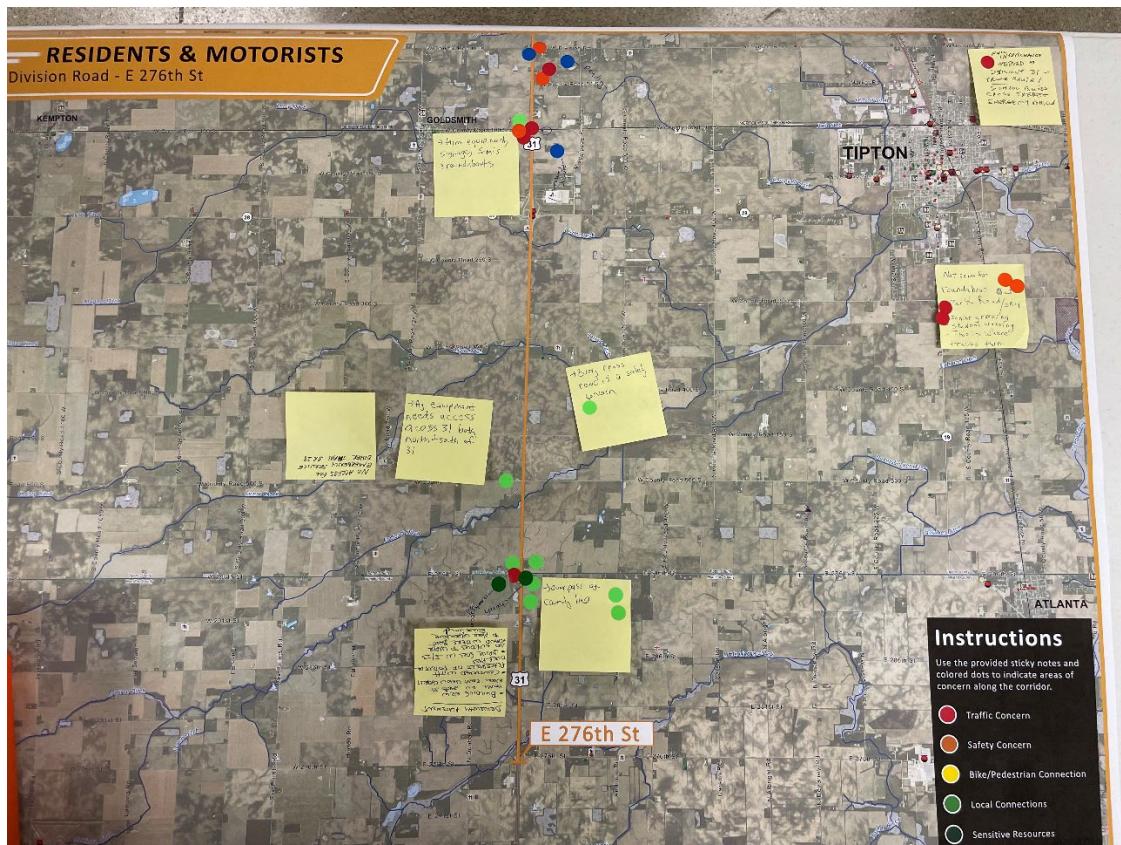
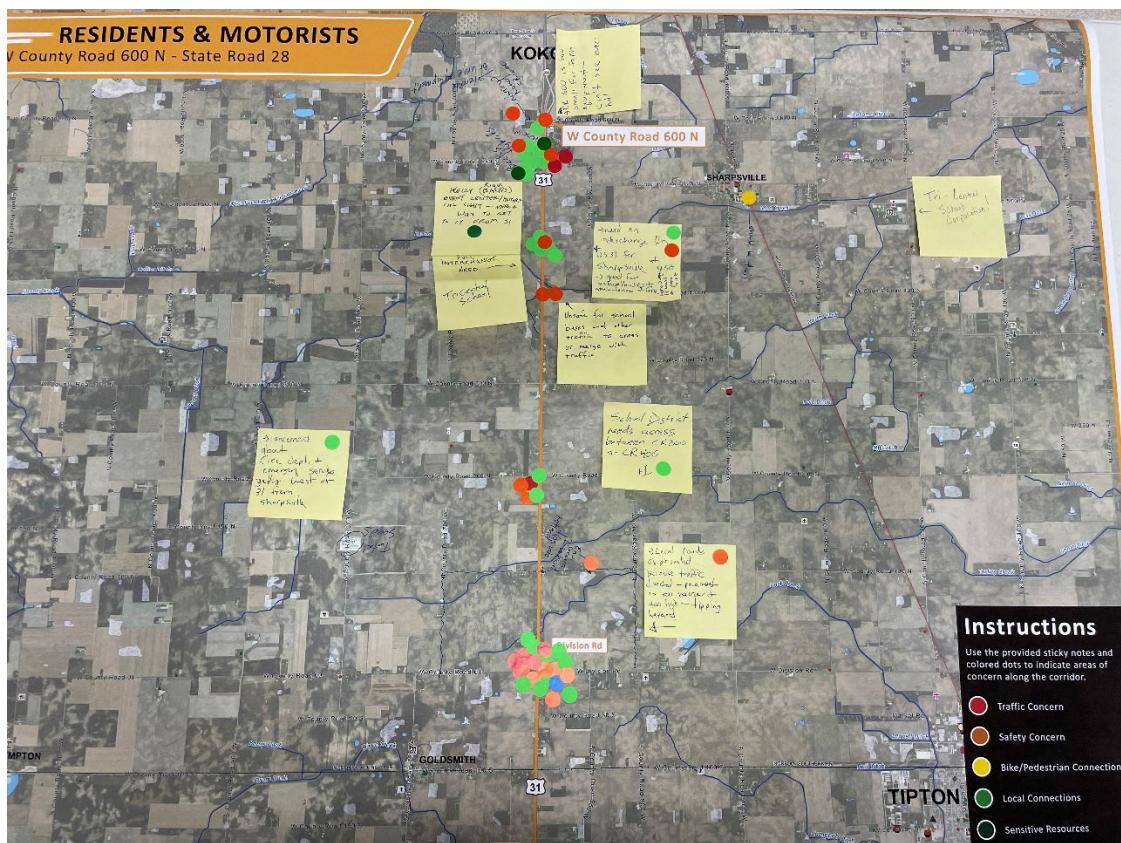
- Local roadway connectivity
- Conditioning
- Accessibility
- Geographical constraints identified

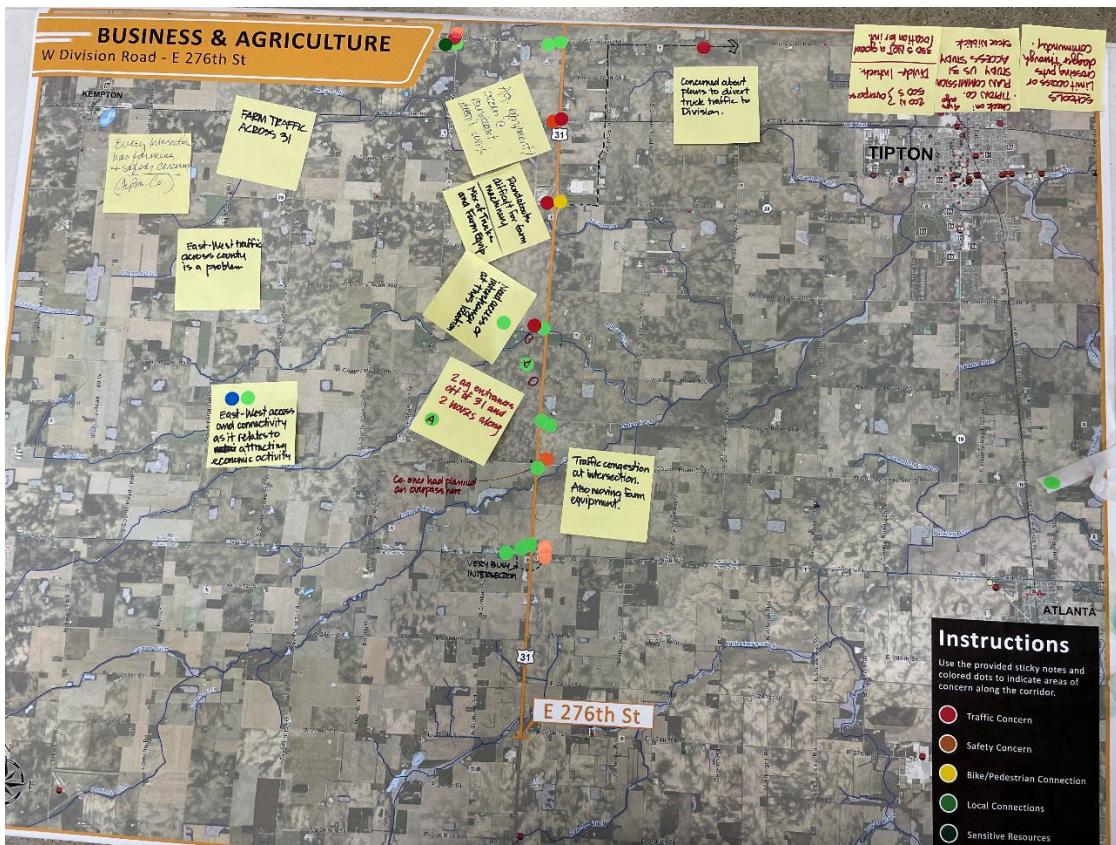
EXAMPLES

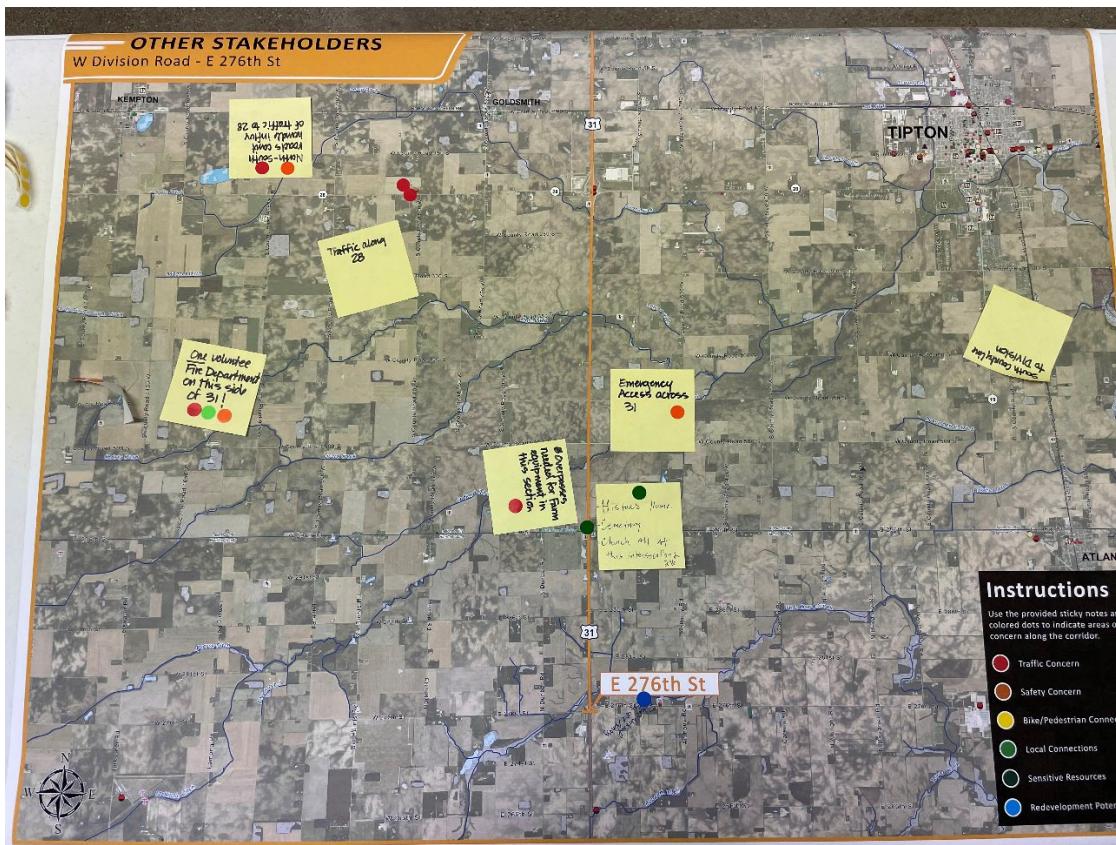
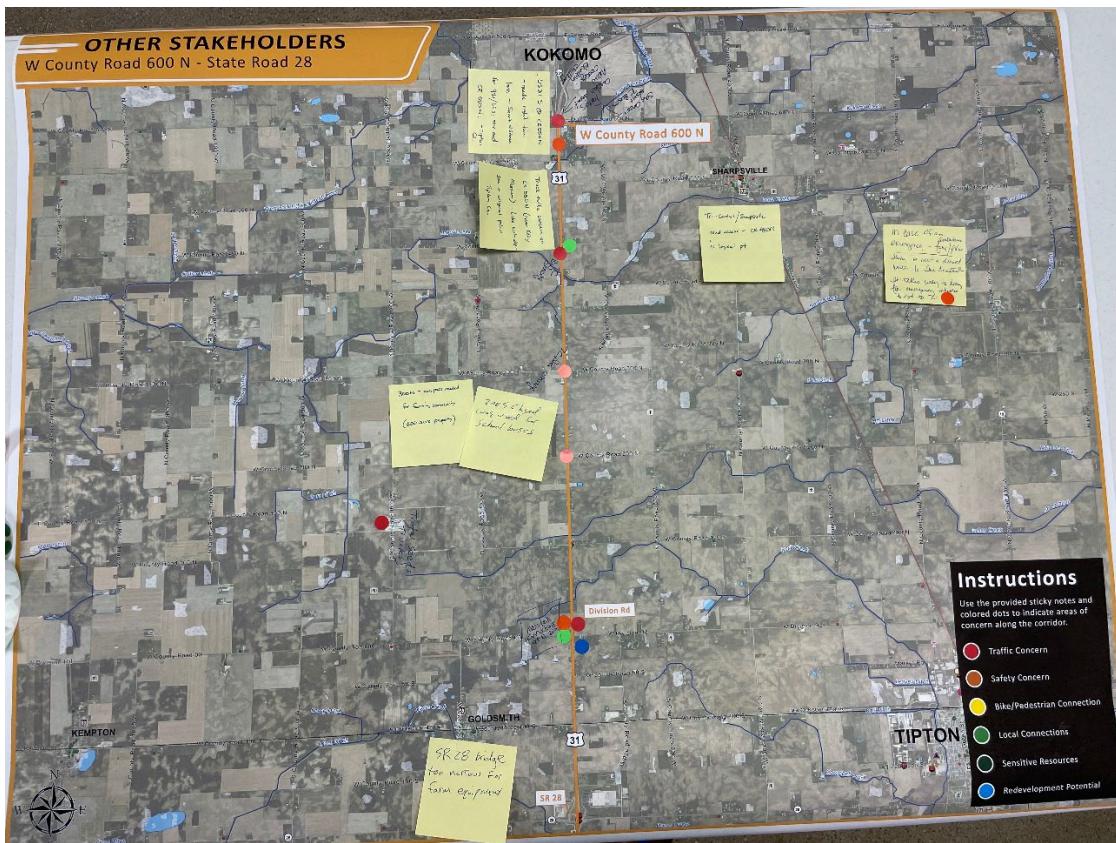
- Local roadway connectivity
- Conditioning
- Accessibility
- Geographical constraints identified

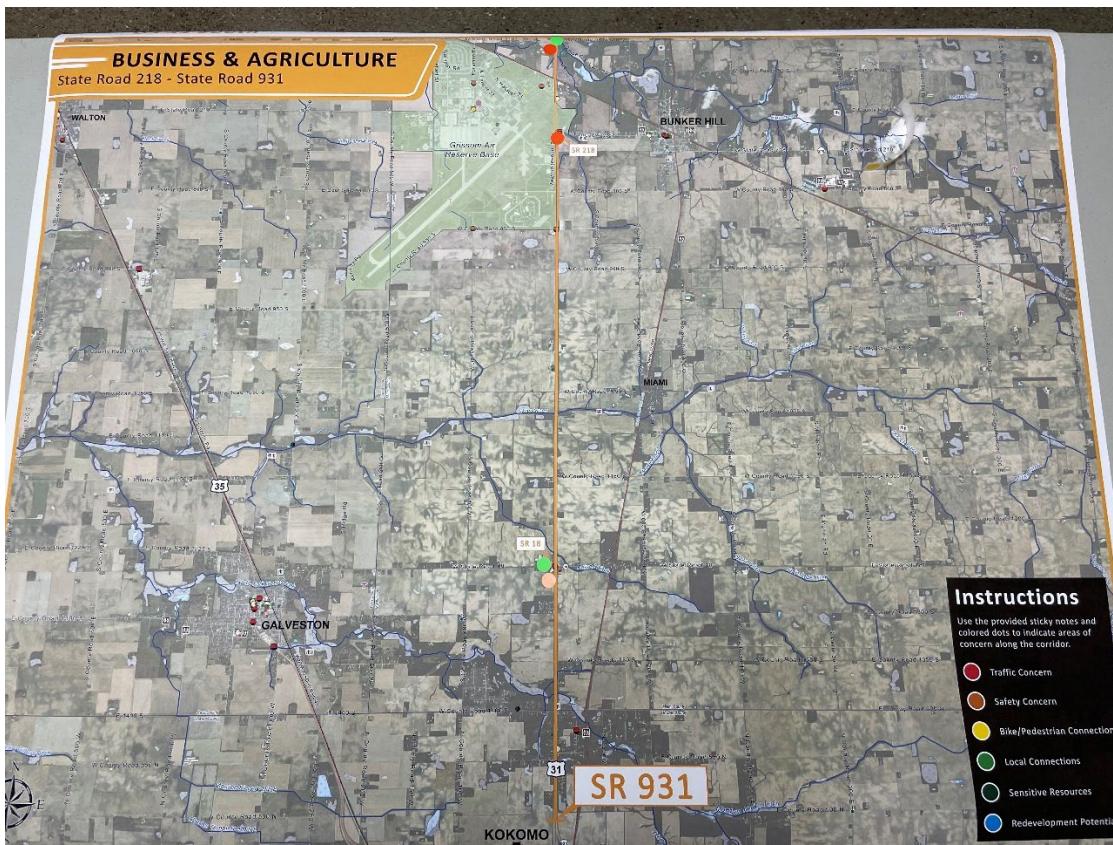
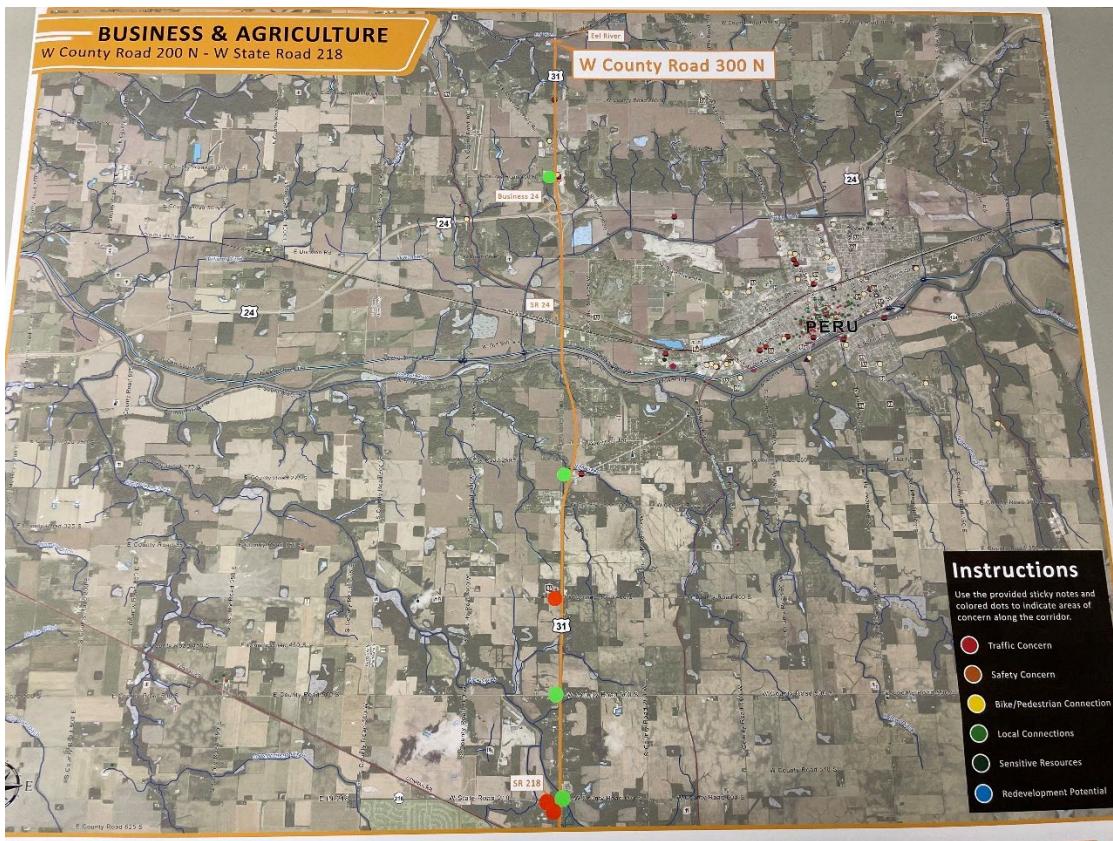
TELL US!

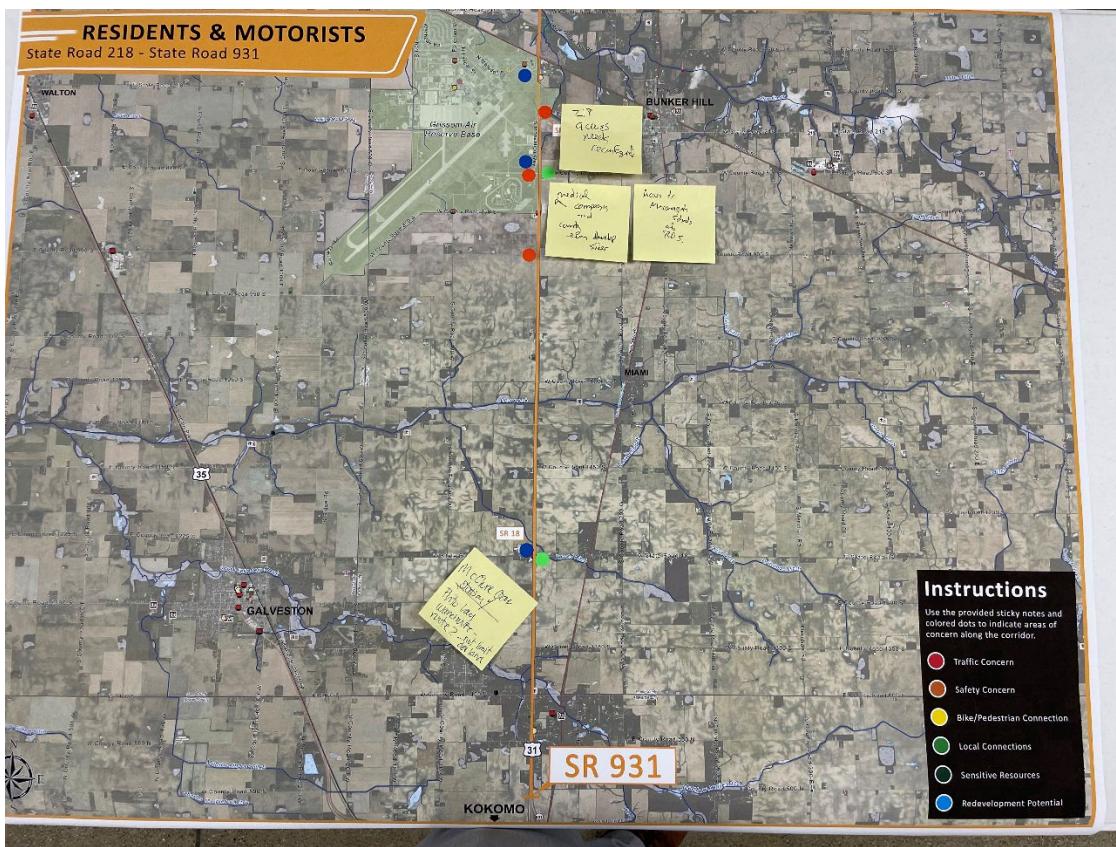
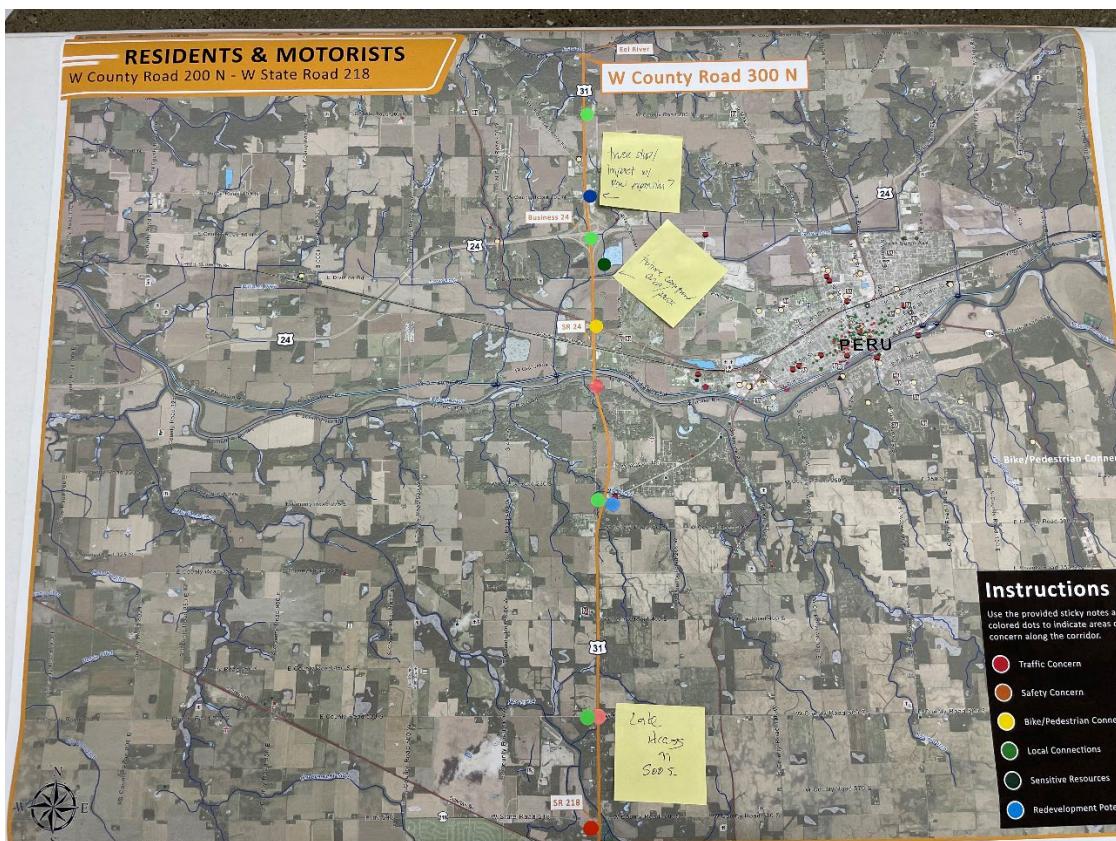
Use a sticky note to write down your input or place a dot next to comments with which you agree!









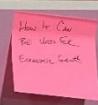
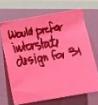


US 31 SOUTH

STUDY VISION

What do you **like most** about the corridor?

TELL US!
Use a sticky note to write down your input or place a dot next to comments with which you agree!



PROPEL
Smarter Transportation. US 31

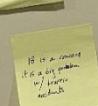
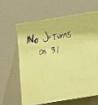
NextLevel
ROADS

US 31 SOUTH

STUDY VISION

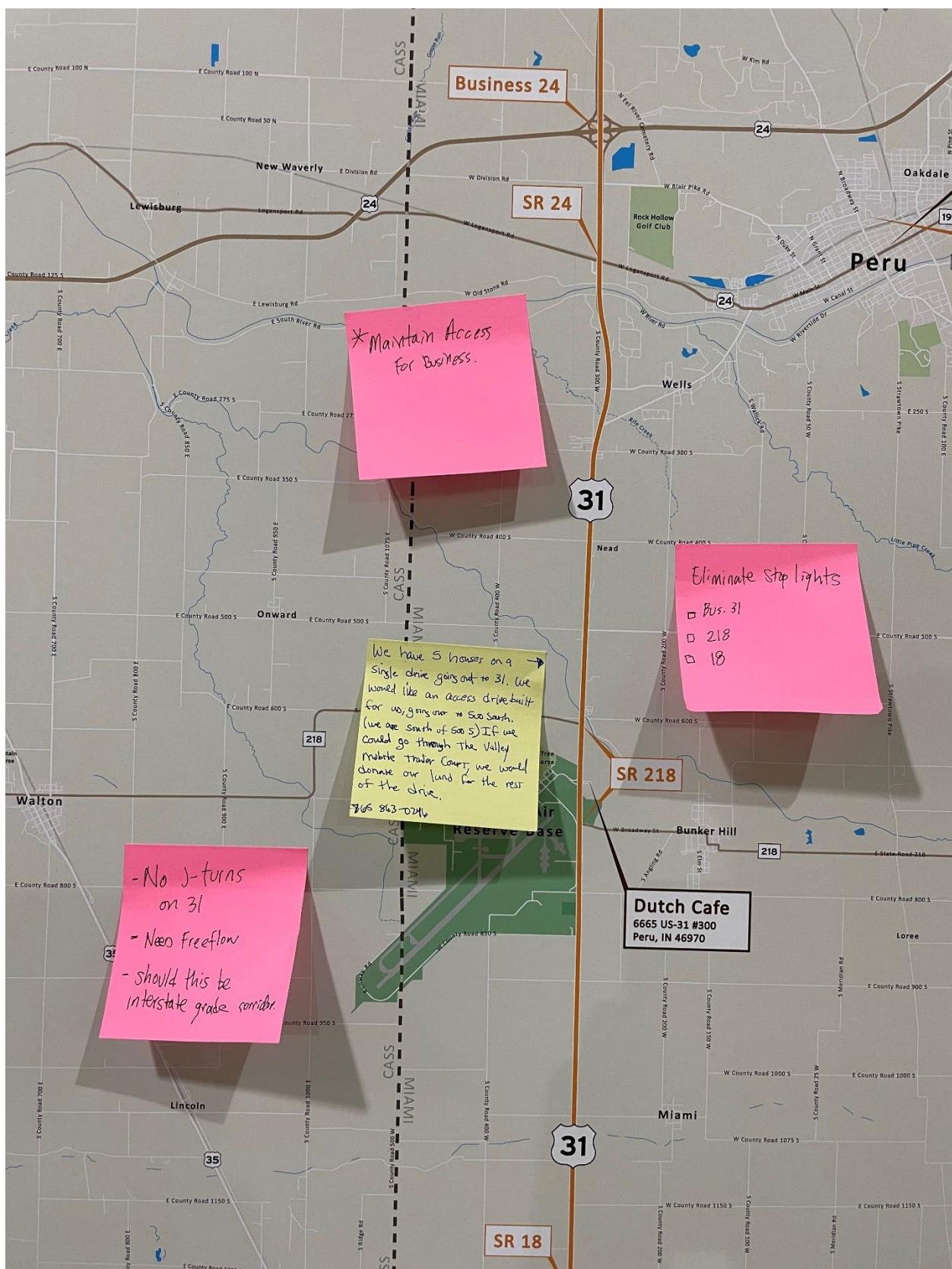
What is the **most important thing** the study should consider or do as part of the PEL process?

TELL US!
Use a sticky note to write down your input or place a dot next to comments with which you agree!



PROPEL
Smarter Transportation. US 31

NextLevel
ROADS



US 31 SOUTH

LOCATION SPECIFIC

Where are your biggest **safety concerns** along the corridor?

Where are your biggest **traffic concerns** along the corridor?

What other concerns do you have along the corridor?

Use the provided sticky notes and colored dots on the map to indicate areas of focus along the corridor.

TELL US!
Use a sticky note to write down your input or place a dot next to comments with which you agree!

PROPEL
Smarter Transportation. Stronger Communities. US 31

NextLevel ROADS

US 31 SOUTH

LOCATION SPECIFIC

What **local connections** are needed along the corridor?

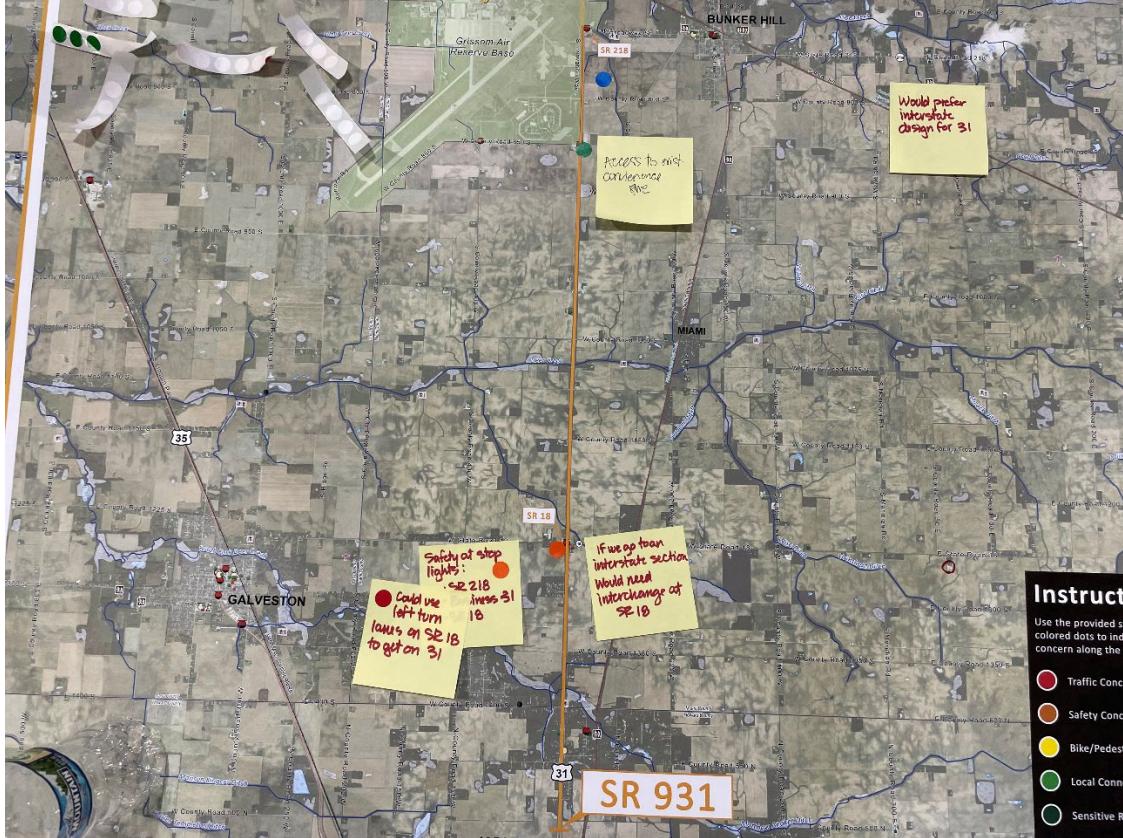
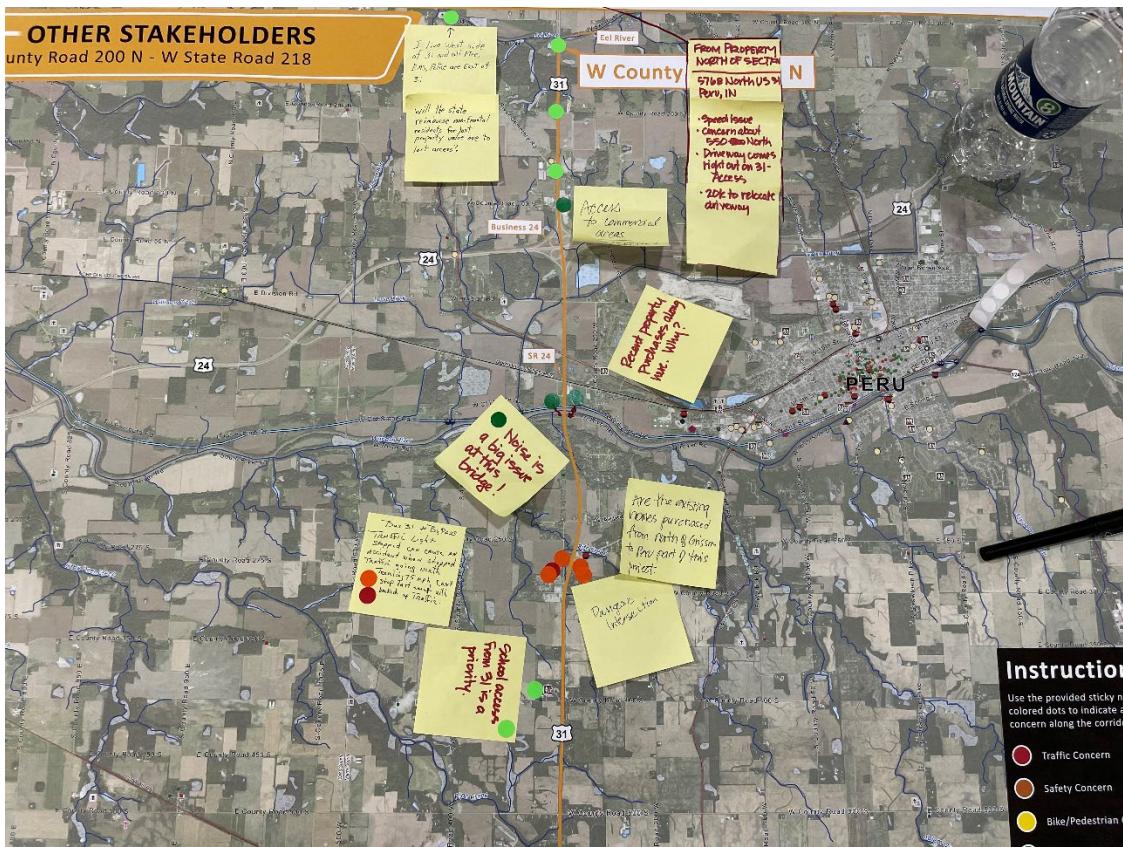
Are there **sensitive environmental resources** along the corridor?

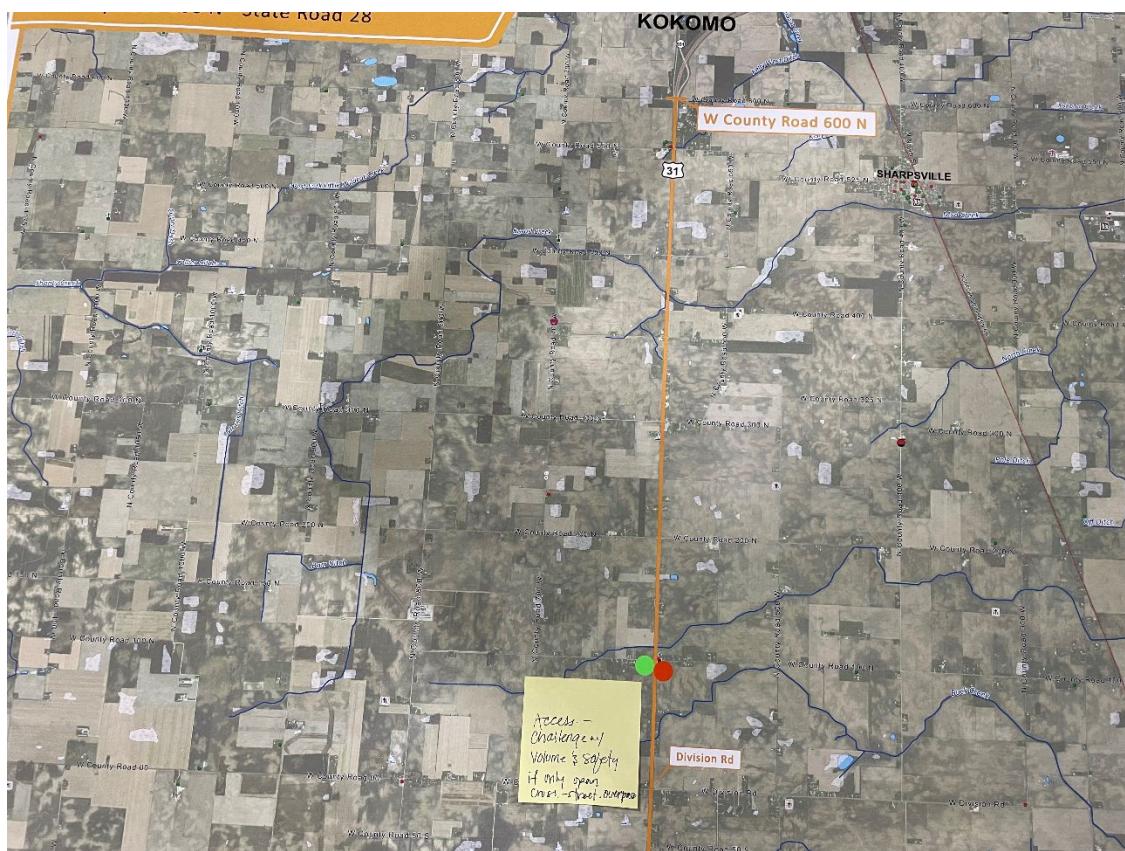
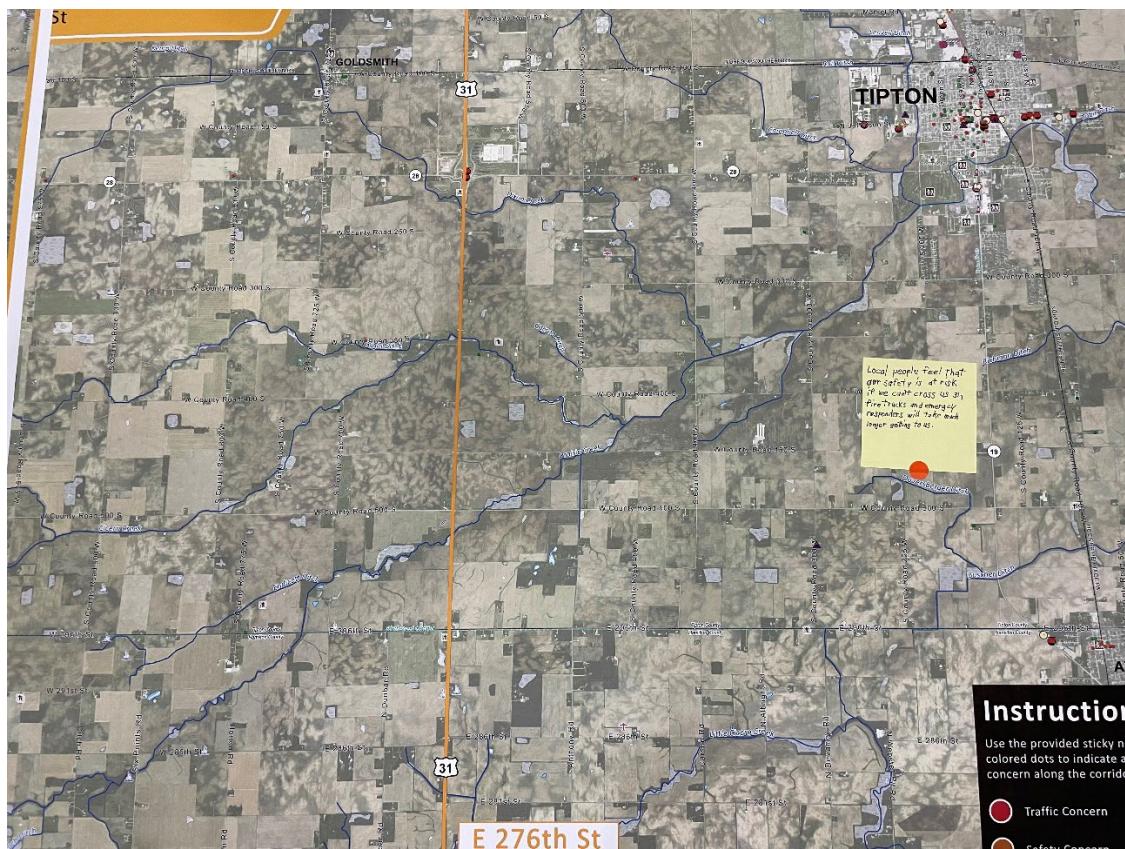
Use the provided sticky notes and colored dots on the map to indicate areas of focus along the corridor.

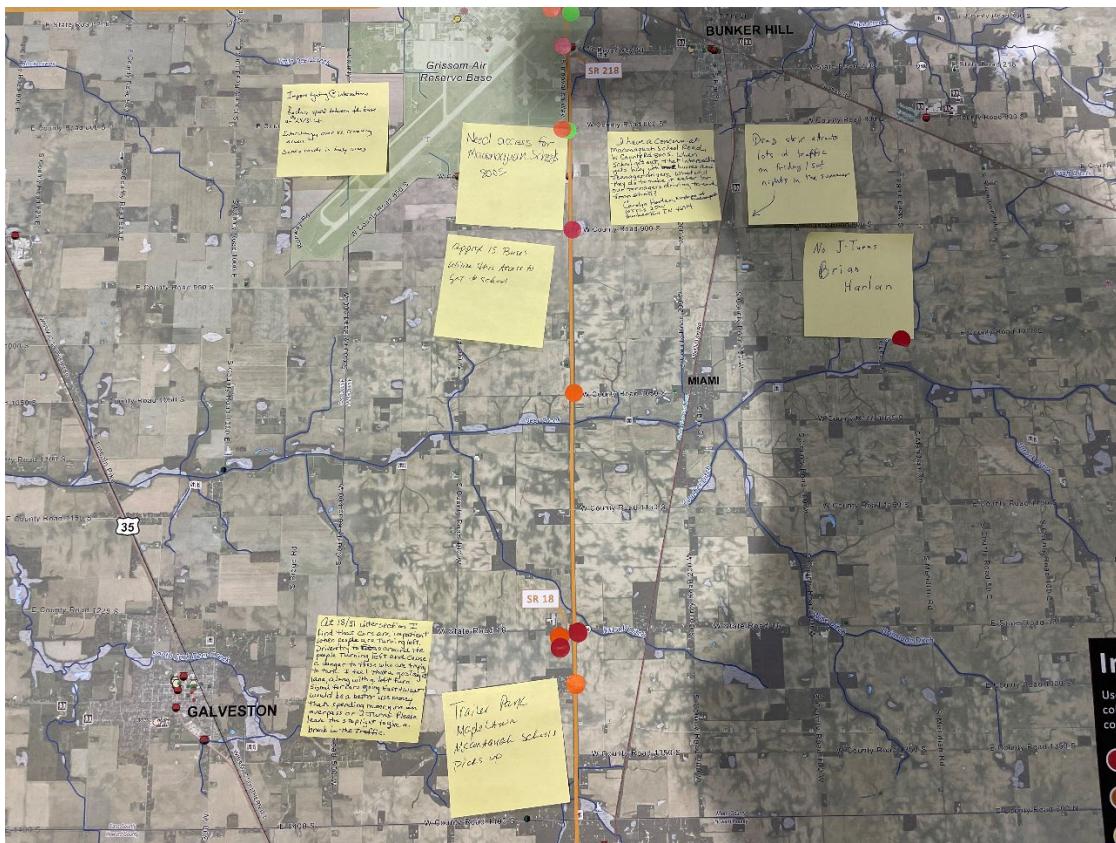
TELL US!
Use a sticky note to write down your input or place a dot next to comments with which you agree!

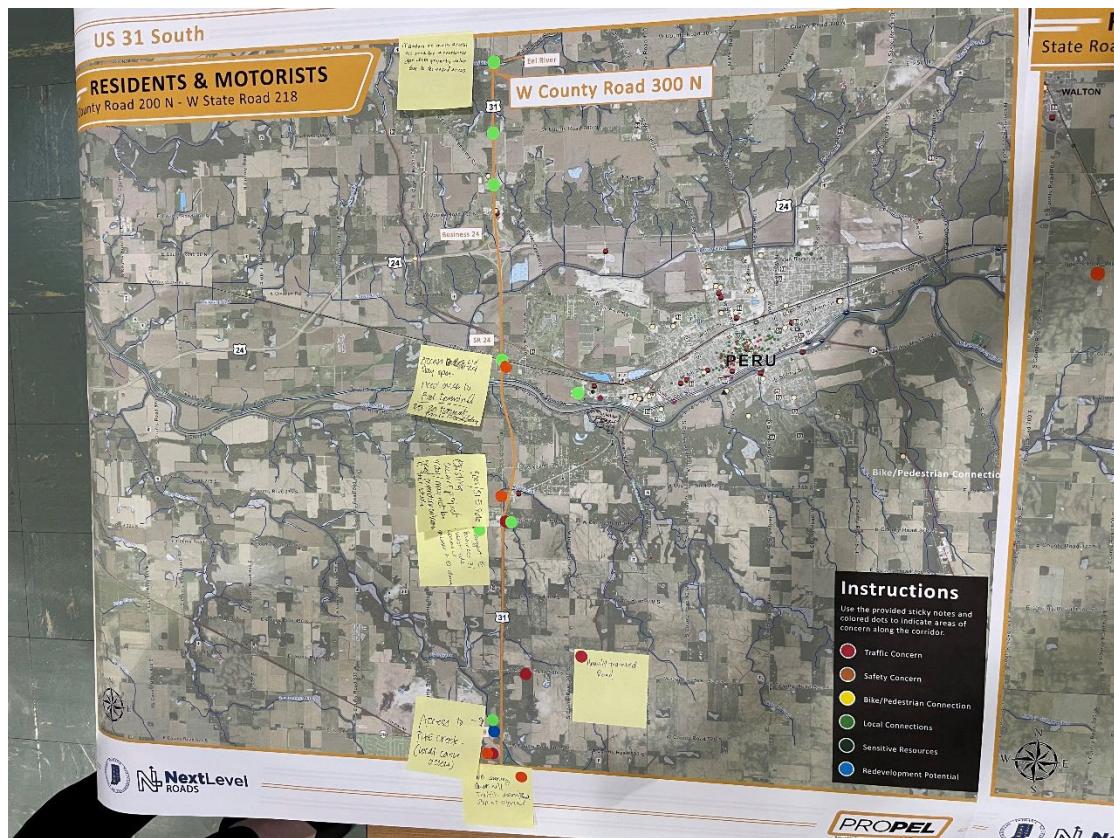
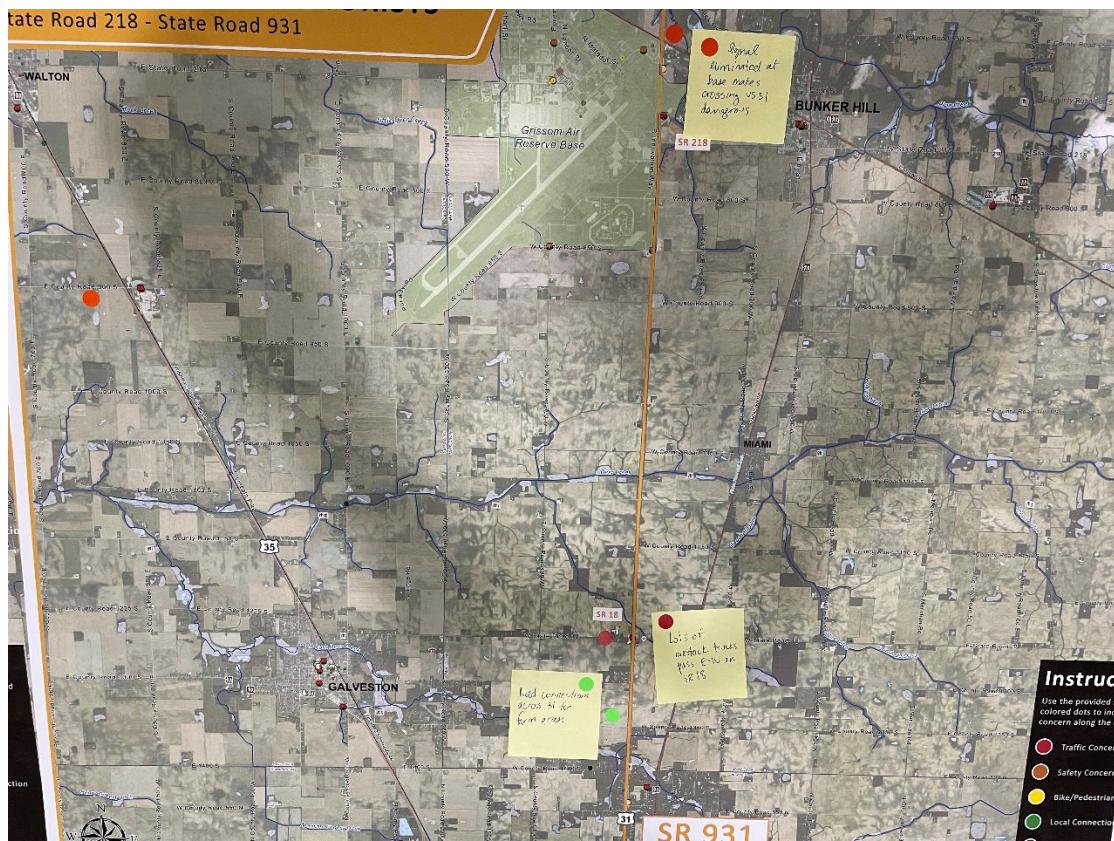
PROPEL
Smarter Transportation. Stronger Communities. US 31

NextLevel ROADS









APPENDIX L: PUBLIC COMMENT SUMMARY

Table 1: PIM and PIMA Comments

NOTE: Public comments are presented verbatim from what was submitted to the study team.

#	Location	Category	Comment
1	Corridor wide	Safety	Reduce posted speed to 45
2	Corridor wide	Local Mobility	Maintain as much access as possible and reimburse for lost property value to due to decreased access
3	Corridor wide	Local Mobility	Fire/EMS and Police are all located on the east side of 31
4	Other	Other	Please keep open
5	US 31 at W 100 N	Local Mobility	Truck stop could be saved if you use back entrance on US 24. Exit on 31 at truck stop could still be used
6	US 31 at W 100 N	Redevelopment	Redevelopment for truck stop/impact with ROW expansion
7	Corridor wide	Local Mobility	Access to commercial areas
8	US 31 & Business US 24	Local Mobility	Access to Old 24 should stay open. Need access to fuel terminal.
9	US 31 & Business US 24	Local Mobility	The ramp needs to stay open for the fuel tanker trucks
10	US 31 & Business US 24	Local Mobility	Can't turn left to US 31 North from SR 24 EB
11	US 31 & Business US 24	Economic	Future campground area
12	US 31 at Ramp to W Division Rd/ W Blair Pike Rd	Regional Mobility	Hospital uses this road a lot
13	US 31 at Ramp to W Division Rd/W Blair Pike Rd	Local Mobility	No turn off onto 31 North. You hit rumble strips. Main turnoff to hospital.
14	US 31 & Business US 24	Bike and Pedestrian	Bike/pedestrian connection point Unknown RR just north of SR 24)
15	US 31 at Old Stone Rd	Environmental	There are residents that still live in proximity to US 31 and the noise produced with increased traffic needs to be addressed. Living in an area where sound barriers probably are not feasible the next best solution would be a reduced speed limit.
16	US 31 at Old Stone Rd	Regional Mobility	Fuel trucks need a ramp, alternative is sending tankers through town
17	US 31 at Old Stone Rd	Environmental	Noise is a big issue at this bridge
18	US 31 at Business US 31	Safety	Stopped traffic can cause an accident with traffic headed north speeding (75 mph) can't stop fast enough with backed up traffic.
19	US 31 at Business US 31	Local Mobility	Eliminate stop light
20	US 31 at Business US 31	Local Mobility	Suggest a left onto Business 31 on west side to connect businesses and residences

21	US 31 at Business US 31	Local Mobility	I have concerns about the interchange that will occur at Business 31/31. The community that lives west of 31 in will have difficulty getting US 31 access. There is a trailer court (Woodland Hills) on 300W that has a lot of traffic. Much of the trouble will come during the winter when the roads we will have to use to get to 31 are N/S and blow shut and ice over easily. The county roads are hilly, and narrow with areas with step ditches on either side. 250S, 300W (on the north end), and 400W. They also have farmers that bring equipment down those narrow roads. I would like to see the interchange there be done like the Carmel interchange where Target is (before the 31/431 split) The traffic coming from the west could come straight into an under pass. With an on and off ramp for 31N/ S on either side. And a light that goes under 31 which will still give access to Business 31. The area where the road from the west would go through to the underpass is a lot with just a barn on it currently. Please consider this so it will keep the county roads safe for farmers, everyone during the winter, and just traffic movement in general. Thank you
22	US 31 at CR 300 S/Maugans Rd	Other	The existing culvert project may/may not be needed depending on outcome of this study
23	US 31 at CR 300 S/Maugans Rd	Local Mobility	Access to businesses that could be negatively impacted and mobile homes
24	US 31 at CR 400 S	Local Mobility	School access from US 31 is a priority
25	US 31 at CR 400 S	Local Mobility	Need 31 access to Pipe Creek Elementary School
26	US 31 at CR 400 S	Local Mobility	An important crossing for agriculture
27	US 31 at CR 400 S	Local Mobility	Suggest an interchange
28	US 31 at CR 500 S	Local Mobility	Suggest an interchange
29	US 31 at CR 500 S	Local Mobility	Lake access
30	US 31 at CR 500 S	Local Mobility	Need access to 500 S. We have five homes that use the same drive going out to 31. We would like an access drive for us to 500 S. If we could go through the Valley Mobile
31	US 31 at CR 500 S	Local Mobility	This is the reservoir main access
32	US 31 & Hoosier Blvd	Safety	Signal eliminated at base makes crossing 31 dangerous
33	US 31 at SR 218 N	Local Mobility	Canoe access to the creek
34	US 31 at SR 218 N	Safety	Northbound coming downhill traffic doesn't/can't stop at signal
35	US 31 at SR 218 N	Local Mobility	Eliminate stop light
36	US 31 at SR 218 N	Local Mobility	Suggest an interchange at both junctions
37	US 31 at SR 218 N	Local Mobility	Access needs reconfigured
38	Corridor wide	Safety	My name is Kelly Stage and Own Ace Welding and Fabrication as well as Access Buildings rented to tenants directly across from the entrance to Grissom air reserve base. This is my 26th year here at this location. The traffic pattern here is for sure much faster and many more vehicles than past years. The only thing allowing us access onto US31 is the stoplight at 18 and the one at 218 once those are removed access will be near impossible without pulling out in hope someone allows you in. It's a very common sound to hear fire trucks coming out of Grissom to address an Access wreck somewhere along this area SR 18 to Business 24. Folks used to travel 60MPH or so now its normal at 70 MPH with many more distractions than we had available to us 25 years ago. Seems to me we are

			going to have to have on and off ramps to exit and enter if we choose to keep remaining homes and businesses!!! Thanks, Kelly
39	US 31 at CR 400 S	Local Mobility	Intersection near Pipe Creek Elementary intersection is difficult to turn into and out of. The running lane (especially with buses) is not long enough. You have accidents at 218 and at Pipe Creek at 400. Also, the front of Ace Welding and 218/Grissom. The north side of 218 has a lot of semi-trailers. Welcome to come onto Ace Welding property to observe, count and view. It is difficult to see from the Grissom side of the intersection. This can be tricky especially for commercial businesses and vehicles with trailers. The light out at 18 and 218 creates a lull in the traffic so it allows better mobility. It can take 5 to 7 minutes to have the opportunity to pull out onto 31. The Kokomo Bypass helps flow but it does create higher speed traffic.
40	US 31 at W 800 S	Economic	Medical companies and community economic development sites
41	US 31 at W 800 S	Local Mobility	Access to Maconaquah Schools is off 800 S
42	US 31 at W 800 S	Local Mobility	When school gets out, the intersection gets busy with buses and teenage drivers
43	US 31 at W 800 S	Local Mobility	Access to Maconaquah Schools is off 800 S
44	US 31 at W 800 S	Local Mobility	Approximately 15 buses take this road to access to/from the school
45	US 31 at W 800 S	Local Mobility	Access to/from US 31 from CR 800 S in Miami County is CRITICAL to our school corporation. Additionally, it would make sense for this location to provide access to Grissom AFB. I cannot stress enough the importance of access to Maconaquah Schools from US 31. We MUST be able to meet the transportation needs of our families for bussing of students. Maconaquah Schools are a hub of community activity throughout the entire year, not just the 180 days school is in-session.
46	US 31 at CR 850 S	Local Mobility	Access to existing convenience store
47	US 31 at CR 900 S	Regional Mobility	The drag strip attracts lots of traffic on Friday and Saturday nights in the summer
48	US 31 at SR 18	Regional Mobility	If you move to interstate, would need an interchange
49	US 31 at SR 18	Safety	Safety at stop light
50	US 31 at SR 18	Local Mobility	Could use left turn lanes on SR 18 to get onto 31
51	US 31 at SR 18	Local Mobility	Eliminate stop light
52	US 31 at SR 18	Local Mobility	Lots of livestock trucks pass east and west bound on SR 18
53	US 31 at SR 18	Local Mobility	McClure gas station/Frito Lay warehouse route - not limited development land
54	US 31 at SR 18	Safety	Leave the stoplight to get a break in traffic. People go around those who are turning left going east and west bound, which creates a safety issue
55	US 31 at SR 18	Local Mobility	Turn signals instead of an overpass
56	US 31 at CR 1350 S	Local Mobility	Need connections across 31 for farm access
57	US 31 at CR 600 N	Local Mobility	Narrow road and terrible for large equipment
58	US 31 at CR 600 N	Local Mobility	Roadway overpass too narrow for farm equipment

59	US 31 at CR 600 N	Safety	Assuming there will be additional road closures conducive to Sharpsville roads...The current Rd. 600 overpass is a safety hazard for local drivers/farmers. The road already sees an influx of traffic due to local businesses and if Access roads will be shut off, the traffic will only be worse. The road on the west side of the bridge is very narrow and cars yield to each Access currently. Taking farm equipment across the road is very dangerous because Access drivers try and race to beat the equipment across and/or think they can use the road even with large transportation on it which leaves the farmers to have to pull off into unsafe ditches or wait long periods of time to cross if the crops are up on the sides of the road. Secondly, the neighborhood that sits off 600 & 550 will see an influx in traffic and will cause lots of safety as traffic tries to cut through to gain access to either road. The roads are not equipped for that kind of traffic and the neighborhood residents will not be able to walk/ride bikes safely as there are no sidewalks.
60	US 31 at CR 550 N (Tipton)	Safety	Need right turn lane. Truck traffic concern at 550 N near Kelly Museum.
61	US 31 at CR 550 N (Tipton)	Local Mobility	Kelly Round Barns event center/historical site. Needs access from 31
62	US 31 at CR 550 N (Tipton)	Bike and Pedestrian	Norfolk Southern RR should be a trail
63	US 31 at CR 450 N	Local Mobility	Need an interchange for Sharpsville
64	US 31 at CR 450 N	Local Mobility	Need full interchange
65	US 31 at CR 450 N	Local Mobility	Need to maintain access to and from Sharpsville
66	US 31 at CR 450 N	Local Mobility	Need to maintain access to and from Sharpsville
67	US 31 at CR 450 N	Local Mobility	Need to maintain access to and from Sharpsville
68	US 31 at CR 450 N	Local Mobility	Tri-Central bus crossing
69	US 31 at CR 450 N	Local Mobility	Tri-Central needs access to maintain school district viability and population
70	US 31 at CR 450 N	Local Mobility	Tri-Central needs access to maintain school district viability and population
71	US 31 at CR 450 N	Local Mobility	Need access to Sharpsville via 450 N
72	US 31 at CR 450 N	Safety	I am a Tipton County resident, living on the west side of US-31 in Tri-Central Community School District. I work on the north end of Kokomo, and I utilize US-31 to get back and forth to work daily. The school bus that my children ride in crosses US-31 at County Road 450 N, which is the same intersection that I use to access the highway. It is extremely dangerous, especially at night or in bad weather conditions to be able to safely judge oncoming traffic speed. Icy conditions make it very dangerous to stop in the median if you are needing to cross the highway instead of merge. Merging with traffic that is already going 70+ mph is very dangerous, especially since the reduction in traffic lights on US-31 has reduced the gaps in between motorists. I have children that will eventually be driving themselves back and forth across the highway going to and from school. I feel that there should be an overpass with on/off ramps to merge with highway traffic within 1-2 miles in either direction of US-31 and 450 N. Obviously, I would prefer to see one at this intersection, but I feel that this range of mileage would be beneficial to many Access residents on my side of the county, without all of us having to drive a long distance to be able to cross or merge safely.
73	US 31 at CR 450 N	Local Mobility	Unsafe for school buses and Access traffic to cross or merge
74	US 31 at CR 300 N (Tipton)	Local Mobility	Overpass needed for farming community

75	US 31 at CR 200 N (Tipton)	Local Mobility	School district needs access between CR 200 and CR 400
76	US 31 at CR 200 N (Tipton)	Local Mobility	Needs some sort of access or interchange in this portion of the corridor
77	US 31 at W 100 N (Tipton)	Safety	This is an access challenge with volume and safety
78	US 31 at W 100 N (Tipton)	Environmental	Historic church
79	US 31 at W 100 N	Environmental	Environmental concern if vehicle tips into wetlands. Local roads chip and sealed because traffic diverted. Pavement is too narrow and too high. Tipping hazard.
80	US 31 at Division Road	Local Mobility	Business access is needed at this intersection
81	US 31 at Division Road	Economic	Concerns about future developments at Division Road
82	US 31 at Division Road	Local Mobility	Maintain connections at Division
83	US 31 at Division Road	Local Mobility	Need full interchange
84	US 31 at Division Road	Local Mobility	Need full interchange
85	US 31 at Division Road	Local Mobility	Need full interchange
86	US 31 at Division Road	Local Mobility	Need full interchange
87	US 31 at Division Road	Local Mobility	Need full interchange
88	US 31 at Division Road	Local Mobility	Need full interchange
89	US 31 at Division Road	Local Mobility	Need full interchange
90	US 31 at Division Road	Local Mobility	We live on Division Road, Tipton County, and are concerned that both an entrance and exit be provided for Division Road on 31. This road is in the center of the county and many farmers with big equipment move through there often. This is also a quick route for safety vehicles from fire departments, medical assistance to the sheriff department. We hope this will be considered favorably. We hope for an overpass from east to west on Division with entrances and exits on both the east and west sides of the overpass. We don't see the need for a round-about. Thank you for your consideration.
91	US 31 at SR 28	Local Mobility	I own a farm on Division Road. At 28 and 31 there is a roundabout that has very large curbs. I was following a combine and their had their wheels go up on the curbs because the roundabout wasn't large enough to allow the equipment to go through. If the trailer that had the crops in it had hit the high curb that could have been disastrous. Fortunately, no crop was lost but it's bound to happen soon. It may be beneficial to add a frontage road alongside US 31 for local access. I want to know what I need to say in order to get the study team to understand the importance that we need to make sure the road can accommodate the larger farm equipment that are on the road these days which is why I bring up the earlier story.
92	US 31 at W 550 N	Economic	Please avoid any Tipton Co. interchanges between Division Rd. in Tipton and the existing SR 26 interchange. Adding more will encourage sprawl from Kokomo.
93	US 31 at CR 100 S	Local Mobility	Need to make sure vehicles can access across 31
94	US 31 at CR 100 S	Local Mobility	Roundabout hard to traverse with farm equipment
95	US 31 at CR 100 S	Local Mobility	Ag equipment access at roundabout doesn't work

96	US 31 at CR 100 S	Local Mobility	Ag equipment access at roundabout doesn't work
97	US 31 at CR 100 S	Local Mobility	Ag equipment access at roundabout doesn't work
98	US 31 at SR 28	Local Mobility	Bridge too narrow for farm equipment
99	US 31 at SR 28	Local Mobility	N/S roads can't handle influx of traffic to 28
100	US 31 at SR 28	Local Mobility	No more light. Roundabouts instead
101	US 31 at SR 28	Regional Mobility	I like that we have better flow of traffic at overpass at Railroad at SR 28
102	US 31 at CR 350 S	Local Mobility	There are two ag entrances off 31 and two houses.
103	US 31 at CR 500 S (Tipton)	Local Mobility	County once planned an overpass here
104	US 31 at CR 500 S (Tipton)	Safety	Every crossroad is a safety
105	US 31 at 296th Street	Local Mobility	Traffic is congested at this intersection
106	US 31 at 296th Street	Local Mobility	Overpass needed here
107	US 31 at 296th Street	Environmental	Church located here
108	US 31 at 296th Street	Environmental	Cemetery located
109	US 31 at 296th Street	Local Mobility	Building home on 296th St. near East Union Church. Concerned with placement of potential overpass. Drive goes in at May 2023.
110	US 31 at 296th Street	Environmental	Historic home, cemetery and church at the intersection
111	US 31 at 296th Street	Local Mobility	Overpass needed here for farm equipment
112	US 31 at 296th Street	Redevelopment	Future National Guard armory site
113	Corridor wide	Local Mobility	31 South: maintain access for business
114	Corridor wide	Local Mobility	31 South: no J turns on 31
115	Corridor wide	Local Mobility	31 South: need free flow
116	Corridor wide	Regional Mobility	31 South: should this be an interstate grade corridor
117	US 31 at CR 500 S (Tipton)	Local Mobility	31 South: we have five houses on 9 single drive going out to 31. We would like an access drive built for us going out to 500 South. We are south of 500 S. If we could go through The Valley mobile trailer court. We would donate our land for the rest of the drive. 765-863-0246
118	Corridor wide	Safety	Safety concerns: farmers access across 31
119	Corridor wide	Safety	Safety concerns: wide enough overpasses
120	US 31 at SR 28	Safety	Safety concerns: TC school buses having to cross too large/long for roundabouts
121	Corridor wide	Safety	Safety concerns: if you're going to throw safety/accident stats at us, please use "true" figures. Pullout accidents caused by deer and medical. These can happen anywhere
122	Corridor wide	Safety	Safety concerns: public safety access across 31. NFP set timer, for EMS/the fire response
123	Corridor wide	Safety	Safety concerns: if overpasses are the answer, you need to consider the county roads/the correct infrastructure. Widen roads and create safe environment for farmers and big equipment with added traffic
124	Corridor wide	Local Mobility	Traffic concerns: access to schools

125	Corridor wide	Local Mobility	Traffic concerns: access to schools. 5 miles wide, 20 miles long, bisected by 31
126	US 31 at SR 28	Economic	Other concerns: Tipton County needs on/off ramps that are zoned for business. The two (28/26) are not enough for economic development
127	US 31 at CR 550 N (Tipton)	Local Mobility	Other concerns: bus/transit access to Tri-County schools
128	Corridor wide	Local Mobility	Other concerns: school bus/ag equipment access across 31
129	US 31 at SR 28	Local Mobility	Other concerns: roundabout design doesn't work for farm equipment
130	Corridor wide	Local Mobility	Other concerns: 4 intersections and 2 E/W overpasses minimum needed for safety/access in Tipton County
131	US 31 at CR 500 S (Tipton)	Local Mobility	Other concerns: lives on US 31 at CR 500. Would like to know soon what their impacts will be
132	Corridor wide	Local Mobility	Other concerns: ag equipment can't access some local roads if cut off from 31
133	Corridor wide	Local Mobility	Other concerns: save the Tri-Central school population. Don't add time to travel as will choose another district
134	Corridor wide	Local Mobility	Other concerns: Tri-Central bus drivers compensated by contract milage if routes longer, costs will increase. Can't do.
135	Corridor wide	Local Mobility	Other concerns: Tri-Central needs access to maintain school population, district viable
136	Corridor wide	Safety	Safety concern: safe travel, safe access. Need of access road along the side parallel to US 31
137	Corridor wide	Safety	Safety concern: bus driver doesn't enjoy driving bus on RU. Safety concern
138	Corridor wide	Local Mobility	Traffic concern: farm equipment being able to cross. EMS/fire can access both sides of 31
139	Corridor wide	Local Mobility	Traffic concerns: cross ward limitation: farmers access route to property, make sure enough cross access
140	Corridor wide	Local Mobility	Other concerns: no J tun
141	Corridor wide	Local Mobility	Other concerns: farmer access
142	Corridor wide	Local Mobility	Other concerns: J turns don't help EMS and farmers
143	Corridor wide	Economic	Other concerns: economic growth, we need it
144	Corridor wide	Local Mobility	Other concerns: Amish/buggy access
145	Corridor wide	Local Mobility	Other concerns: fire, EMS, EMT access
146	Corridor wide	Other	Other concerns: consideration of Amish communities
147	Corridor wide	Local Mobility	Other concerns: J turns are a bad idea. Traffic is heavy on 31 from 300 North then South
148	Corridor wide	Other	Other concerns: demolished homes reduce student population- Maconaquoh District
149	US 31 at CR 550 N (Tipton)	Local Mobility	Local connections: access from Sharpsville
150	Corridor wide	Local Mobility	Local connections: connections to schools
151	US 31 at CR 550 N (Tipton)	Local Mobility	Local connections: access to Sharpsville
152	US 31 at CR 550 N (Tipton)	Local Mobility	Local connections: access to Tri-Central x2 x4
153	Corridor wide	Local Mobility	Most important thing: no J turns on 31
154	Corridor wide	Local Mobility	Most important thing: no roundabout in an interchange
155	Corridor wide	Regional Mobility	Most important thing: interchanges are needed
156	Corridor wide	Regional Mobility	Most important thing: no J turns! Traffic is already bad. It will get worse

157	Corridor wide	Local Mobility	Most important thing: accessibility for farm equipment to travel back and forth east/west of 31
158	Corridor wide	Regional Mobility	Most important thing: no stop lights
159	Corridor wide	Safety	Most important thing: traffic safety
160	Corridor wide	Local Mobility	Most important thing: do not create a problem in your attempt to solve another! Tipton County cannot be bifurcated. 2-4 access points not enough. If you cause all or most local traffic to use county roads this is a burden on the county. Strongly disagree with making 31 "interstate quality"! A rural county will not survive if split down the middle
161	US 31 at CR 550 N (Tipton)	Local Mobility	Most important thing: access across SR 31 from Sharpsville (east and west)
162	US 31 at Division Road	Local Mobility	Most important thing: Division Road interchange
163	US 31 at CR 550 N (Tipton)	Local Mobility	Most important thing: access to US 31 from Sharpsville. Tri-Central HS, businesses, farmers
164	Corridor wide	Local Mobility	Most important thing: additional overpasses for business and farmers
165	Corridor wide	Safety	Most important thing: safety of travel for N/S roads between interchanges
166	Corridor wide	Regional Mobility	Most important thing: needs to be a freeway, Interstate quality
167	Corridor wide	Regional Mobility	Most important thing: no stop lights
168	Corridor wide	Local Mobility	Most important thing: only ONE volunteer fire department west of 31. If accident at 28 & 31, no extra EMS, fire, or police access to west side
169	Corridor wide	Local Mobility	Most important thing: no cross traffic or residential entrances
170	Corridor wide	Local Mobility	Most important thing: safety for crossing and merging for motorists and school buses on the northwest side of the county
171	Corridor wide	Local Mobility	Most important thing: right turn lanes, acceleration lanes need to be added
172	Corridor wide	Local Mobility	Most important thing: access to (on/off) 31
173	Corridor wide	Local Mobility	Most important thing: access to cross 31 with farming equipment
174	Corridor wide	Other	Most important thing: do not invoke eminent domain to take people's property
175	US 31 at CR 550 N (Tipton)	Local Mobility	Most important thing: access to 31 and across to Sharpsville high school, buses/farm implements, semitrucks
176	Corridor wide	Local Mobility	Most important thing: access for fire department and ambulance and emergency equipment
177	Corridor wide	Regional Mobility	What do you like most about the corridor: would prefer interstate design for corridor
178	Corridor wide	Economic	What do you like most about the corridor: how it can be used for economic growth
179	Corridor wide	Local Mobility	What local connections are needed: fire/EMS/police access to rural homes (especially on west side of 31)
180	Corridor wide	Local Mobility	What local connections are needed: access to existing employment areas
181	Corridor wide	Environmental	Are there sensitive environmental resources along the corridor: general noise levels/issues
182	Corridor wide	Local Mobility	What do you like most about corridor: open access
183	Corridor wide	Regional Mobility	What do you like most about the corridor: no stop lights and overpasses has streamlined commutes
184	Corridor wide	Regional Mobility	What do you like most about the corridor: the new bridges even though they aren't very smooth
185	Corridor wide	Other	What do you like most about the corridor: nothing

186	Corridor wide	Economic	What do you like most about the corridor: development opportunities at interchanges
187	Corridor wide	Regional Mobility	What do you like most about the corridor: no stop lights
188	Corridor wide	Environmental	What do you like most about the corridor: history and architectural relevance. Lots of churches
189	Corridor wide	Regional Mobility	What do you like most about the corridor: better flow of traffic
190	Corridor wide	Regional Mobility	What do you like most about the corridor: overpass over railroad by SR28
191	Corridor wide	Local Mobility	What do you like most about the corridor: great access point, very easy to maneuver
192	Corridor wide	Regional Mobility	What do you like most about corridor: better commute for traffic into Indianapolis
193	Corridor wide	Regional Mobility	What do you like most about the corridor: great access to Westfield/Carmel
194	Corridor wide	Local Mobility	What do you like most about the corridor: long time needed as center of Indiana. Provided access to much needed areas
195	US 31 at CR 800 S	Local Mobility	CR 800 S is the main corridor for access to Maconaquah School Corporation. We are a hub for the much of the county and its associated community activity. It is VITAL access to 31 remains open for the long-term viability of our schools and fair/equitable access to our facilities that support so many students and their families.
196	US 31 between Division Rd. and SR 26	Local Mobility	Do not build an interchange between Division Rd and SR 26. Building one will promote suburban sprawl from Kokomo.
197	US 31 and Business 31	Local Mobility	There are so many accidents at the intersection of 31 and Business 31. It is an important connection to get people into Peru. Also, many neighborhoods are right there using that intersection. Somehow, we have to maintain the ability to get in/out of town and also improve safety.
198	US 31 and CR 800 S	Local Mobility	Existing location of an elementary school for grades K and 1 in Maconaquah School Corporation. Bus routes utilize this intersection multiple times per day.
199	Corridor wide	Safety	concerns of getting onto US31 and across US31
200	Corridor wide	Local Mobility	While I do not encourage many additional interchanges for this segment, from a safety and driver expectation standpoint I think this segment is best suited to be developed as a freeway (as funding and projects come about). There will only be approximately 13 miles between the interchange at 276th Street and the Kokomo Bypass, with one existing interchange within those 13 miles. With the rural nature to this stretch, there shouldn't be a need for much additional access to US 31. This will provide motorists a consistent expectation of access along US 31 from Indianapolis to Kokomo. Occasional overpasses for Local Mobility will be needed, but not full access to US 31.
201	Corridor wide	Economic Development	I own a business along US 31 at the south end of Miami County. I have been trying to stay informed and open minded throughout the process of planning. I just want to stay informed and aware.
202	US 31 at Division Road	Local Mobility	As I understand Tipton County, Indiana is among the top 5 counties for growth, our county needs to be positioned to facilitate those changes, US 31 is a major part of that potential growth. With US 31 becoming a limited-access highway, we will need to access US 31 easily and efficiently. I feel that a full interchange at US 31 and our Division Road is vital to this growth. With the State relinquishing SR 28 to Tipton County and the City of Tipton, truck traffic will need to be able to access US 31 at Division Road.

203	US 31 at Division Road	Regional Mobility	With the relinquishment of SR28 west of Tipton to US31, the interchange at Division Rd in Tipton County is essentially a requirement to keep truck traffic out of the city of Tipton. Please make sure to build an interchange here.
204	Corridor wide	Bike and Pedestrian	Please add dedicated transitways and a bike path to this publicly owned right of way. There should be a non-driving option b/w Indianapolis and South Bend for safety and environmental protection.
205	Corridor wide	Economic Development	Upgrading this section of US 31 is critical to Wabash County's economic and community development goals as this is the main corridor connecting Wabash County to metro-Indianapolis, traveling from US 24/IN-114 West to US 31 then South to I-465. Upgrading this route to near-Interstate standards is critical to our long-term success
206	Corridor wide	Environmental	I fully support the continued transition of US 31 to an interstate. Lots of great progress has been made in Hamilton County, but the remaining sections with stop lights are inefficient and all of the stopping and starting makes it worse for the environment.
207	Corridor wide	Regional Mobility	I would like to see US 31 become an interstate like highway from South Bend to Indianapolis.
208	US 31 at CR 400 S	Local Mobility	Intersection near Pipe Creek Elementary intersection is difficult to turn into and out of. The running lane (especially with buses) is not long enough. You have accidents at 218 and at Pipe Creek at 400. Also, the front of Ace Welding and 218/Grissom. The north side of 218 has a lot of semi-trailers. Welcome to come onto Ace Welding property to observe, count and view. It is difficult to see from the Grissom side of the intersection. This can be tricky especially for commercial businesses and vehicles with trailers. The light out at 18 and 218 creates a lull in the traffic so it allows better mobility. It can take 5 to 7 minutes to have the opportunity to pull out onto 31. The Kokomo Bypass helps flow but it does create higher speed traffic.
209	Corridor wide	Economic Development	I believe that if you cut off access along the 31 corridor it will bifurcate the county and put us at an economic disadvantage. Cutting off 550 right after Chrysler would cut off access to Sharpsville. It would also put more wear and tear on the county roads with all of that traffic being put into the city. I work with the Kelly Round Barn Museum, and this would lower the economic impact on the community specifically. Not only is there a museum there but it also doubles as a wedding venue. We have a lot of people from out of town who get to experience Tipton because of this.
210	US 31 at Division Road	Local Mobility	I would reinforce the desire of the community to have an interchange at division road. Yes, it's a large expense but it's worth it. Since INDOT has relinquished 28 that traffic needs to be diverted to division rd and not amongst the county roads. Even though it would diffuse the traffic through the rest of the county it would put more wear and tear on the road. Some sort of interchange needs to be implemented to get to Sharpsville. If access to Sharpsville is cut off that cuts them off completely from getting to 31.
211	Corridor wide	Local Mobility	My biggest concern is the northern half of the county. Keeping connectivity from one side of the other. The town of Sharpsville as well as the school needs the ability to access both sides. Sharpsville has a project in the works and if that goes through, we will definitely need access to both sides of the county. There aren't a ton of access points outside of 28, 26, and Division Road. It would be a hindrance if we couldn't get practical access to both sides. The Kelly Ag Museum needs to have as much access as possible to keep that business/historical building alive.

212	US 31 at W 550 N	Local Mobility	I am superintendent of Tri-Central School. We run from Howard County Line to 100 N. We are at 200 W/500N. Small population over a large population. Strong school but struggle for students. It is key that we have some sort of access to 31 in our school district. Even with interchanges at 28 and Division Rd, there is still not an access to 31 in our district. We are tied to Sharpsville and so they are important to our school district. With expansion coming north out of Hamilton County, we hope to be able to get some of that population for the school district. Without access point to 31, that would be concern. As of now, I live to the 600 overpass. That is the only overpass there at this time. The lack of overpasses provides a large headache with bus travel. We have students at 100 North and the Clinton County line. They are on a bus for 50 to 60 minutes. We are getting ready to offer new bus routes for next four years. We are going to tie into getting to 600 for safety reasons. Right now, crossing 31 is dangerous for the buses. Students should not be on the bus for more than an hour. It would be nice for it to be better. Some bus drivers believe 200 would be a good place for a crossover given its access to Clinton and Madison County. It worries me that if we don't get something, parents will move their students out of the school district.
213	US 31 at Division Road	Local Mobility	The counties hope is to have more than just the 28 interchange. I would like to see Division Road become an interchange. If possible, an overpass would be nice to have in the northern part of the county.
214	US 31 at Division Road	Local Mobility	I oversee distribution east of Mississippi River. We are looking at a potential large expansion in Tipton Co. which will bring additional agriculture business and slow-moving vehicles to the area. It would be operational in 1-2 years. I have concerns if 28 is the only access point. Ideally, I would like to see access points at County Line on the south end, and Division Rd. we are currently on 550w, so without access via Division Rd, our traffic would become a bypass. This would create a mix of slow-moving vehicles and trucks, which is not ideal. We will be looking at 100-200 vehicles per day that will be coming in and out of our center. I live on south end of the county, so an access point to Indianapolis without jogging north.
215	US 31 at CR 500 S (Tipton)	Local Mobility	Need for overpasses around the Tipton County line or 500 South (area I live in). Right now, we are halfway between the project at 276th St. and SR 28. That is a long way to pull farming equipment.
216	Corridor wide	Local Mobility	I live west of 31. My main concern is being cut off or having a limited number of routes to the other part of the county. I want to make sure emergency services and farm equipment have the access to get where they need to go.
217	US 31 at Division Road	Local Mobility	We need an interchange at Division and 296th street. I won't allow my son to cross 31 unless it's at 28 due to the traffic. Don't cut off the intersection at the south end of town. I work in Kempton, and we service farmers on both sides of 31. It is terrible trying to get across 31 unless it's at Division. It's a waste of fuel, time, and money.
218	Corridor wide	Local Mobility	The big concern is getting connectivity to 31. In the last INDOT plan we had 1 interchange. INDOT said we need 3-4 miles between interchanges. In Hamilton County there are 4-5 plus overpasses. We have to have access to the rest of our roads. If there isn't connectivity in the north part of the community, it's going to hurt the Tri Central school district. You have to have ways for agriculture to get across 31. We don't want to lose more development due to INDOT.
219	US 31 at Division Road	Safety	Division road should have an interchange due to so many deaths in recent years.

220	US 31 at Division Road	Local Mobility	<p>Sharpsville resident. Trucking is being transferred to Division R. It is difficult to cross anywhere in Tipton County. I would like to see a roundabout or some solution from Division Rd so you can go north and south. Otherwise, the trucks will go to 400W, which is the Sharpsville Rd. That will tear up the roads and we are a county town that cannot handle that traffic. It will cause traffic issues. There has to be some kind of access from 31 to Division Rd. Right now, we have no flyovers to get from east to west over 31. We need a flyover/overpass. There is 10 miles between SRs 28 and 26. I am concerned with Sharpsville volunteer fire department that serves areas across 31 like Prairie Township. School buses are going out of their way to get to Tri Central schools. I would like cross overs and on/off direct.</p>
221	Corridor wide	Local Mobility	<p>We are working with Bryan Snyder to find land for smaller housing developments (Sharpsville). The wastewater infrastructure is already there. 450 North is the area for a potential Ag Center. Ready One grant received to from 28 to 31 (travel plaza, medical facility and hotel and bank potentially out there). 71 acres of SE corner of 28 and 31 breaking ground for Q2 2023. Division Road will be a truck route. From 31, we have 560 East of Chrysler that goes north to Division Rd. 71 acre north of Chrysler. Without Division Rd., all this district needs to go through 28. We are looking at putting an over lane in that area. Top 10 county in growth. US 31 helps us be prepared for that growth. Mobility plan also marks 600 South/CL Road. This is our second busiest spot for traffic. The wastewater will run from 236th to 276th. It will be located at 236th St. of the property on 450 N (East and West) If there will be overpass, we will need to prepare for future growth with access roads. Access at Division, 450 and potential future access at County Line Road.</p>
222	US 31 at Division Road	Local Mobility	<p>My family farm operates a seed company at Division Road and there should be an interchange put there. The construction currently ongoing has made it apparent how bad it would be if the Railroad crossing is closed. I want to make sure there are alternatives to help spread out traffic in the area instead of just one access point along the entire stretch. It would also help out economically for the area if the traffic could get off at different areas.</p>
223	Corridor wide	Economic Development	<p>We need adequate access to the northern part of our community with a full interchange. For the economic health of the Sharpsville community, we need that interchange. I also feel like for the safety and wellbeing of our students we need the interchange so our kids can get to the west side from the east side of the community.</p> <p>We are only a heartbeat away from Carmel and we know that growth is coming north. If we look ahead at our future, it's another reason we need an interchange at the northern part of our community.</p> <p>Our current county road system wouldn't be able to sustain itself with the additional traffic without an interchange. I just think of kids driving on the county roads and it's not safe for them to get to school especially on foggy days.</p>

224	US 31 at Business US 31	Local Mobility	<p>I have concerns about the interchange that will occur at Business 31/31. The community that lives west of 31 in will have difficulty getting US 31 access. There is a trailer court (Woodland Hills) on 300W that has a lot of traffic. Much of the trouble will come during the winter when the roads we will have to use to get to 31 are N/S and blow shut and ice over easily. The county roads are hilly, and narrow with areas with step ditches on either side. 250S, 300W (on the north end), and 400W. They also have farmers that bring equipment down those narrow roads. I would like to see the interchange there be done like the Carmel interchange where Target is (before the 31/431 split) The traffic coming from the west could come straight into an under pass. With an on and off ramp for 31N/ S on either side. And a light that goes under 31 which will still give access to Business 31. The area where the road from the west would go through to the underpass is a lot with just a barn on it currently. Please consider this so it will keep the county roads safe for farmers, everyone during the winter, and just traffic movement in general. Thank you</p>
225	Corridor wide	Local Mobility	<p>If there are not several ways to get across from the east side to the west side of Tipton County, it's possible people will literally die. First responders and law enforcement need to get from east to west as quickly as possible. County law enforcement and the critical access hospital are located east of US 31. Tipton County has the Kirkendall property in the far northwestern part of the county. This property is set to be a nature center/park/ etc. People have dreamed of a trail connecting the City of Tipton area to the Kirkendall property. Walkers and bikers will need a safe way to get across US 31. Division Road needs to be a complete interchange since it is the Truck Route to bypass downtown Tipton. Close to Division Road is Tipton's Industrial Park. The historic round Kelley barn is just off US 31 in northern Tipton County. People come to see the antique school and the antique tools, round barn, etc. The Kelley Barn is also an event center for weddings, old fashion church meetings, school field trips. Both school corporations in Tipton County are on the east side of US 31. School buses must cross to pick up students on the west side and take the students to school on the east side. Of course, this is morning and afternoon. Having to have longer routes is costly with respect to time on the bus for students, more driving time means more wear and tear on the buses as well as more spent on the cost of fuel for the buses.</p>
226	Corridor wide	Regional Mobility	<p>Please avoid any Tipton Co. interchanges between Division Rd. in Tipton and the existing SR 26 interchange. Adding more will encourage sprawl from Kokomo.</p>
227	Corridor wide	Local Mobility	<p>Suggest additional notifications public information meetings. As a community member or general citizen, I was not notified of the meeting but was informed through a Farm Bureau meeting. Coordinating with local community organizations to spread the word. Appreciate the discussion, the ability to leave public comments, and have the ability to have a say in my own community. Concern of impacts on businesses and especially farmers. Originally with J-turn, concerns of getting from the north and south side of the county. How does the J-turn impact farming equipment and semi's accessibility throughout the county.</p>
228	US 31 at Division Road	Local Mobility	<p>We live on Division Road, Tipton County, and are concerned that both an entrance and exit be provided for Division Road on 31. This road is in the center of the county and many farmers with big equipment move through there often. This is also a quick route for safety vehicles from fire departments, medical assistance to the sheriff department. We hope this will be considered favorably. We hope for an overpass from east to west on Division with entrances and exits on both the east and west sides of the</p>

			overpass. We don't see the need for a round-about. Thank you for your consideration.
229	US 31 at CR 800 S	Local Mobility	Thank you for being willing to talk to our community about needs. My main concern is the impact on the Maconaquah School Corporation. It is a matter of safety, but also of convenience in some ways (keeping the route easy to get to school). The school has students on both sides of US 31. Additional concerns are the safety problems when entering US 31 from various locations (218, Bus 31). My vision would be that somehow the dangerous intersections are eliminated and that we maintain the ability to access 31 from town without adding "time" to the route.
230	US 31 at SR 28	Local Mobility	I own a farm on Division Road. At 28 and 31 there is a roundabout that has very large curbs. I was following a combine and their had their wheels go up on the curbs because the roundabout wasn't large enough to allow the equipment to go through. If the trailer that had the crops in it had hit the high curb that could have been disastrous. Fortunately, no crop was lost but it's bound to happen soon. It may be beneficial to add a frontage road alongside US 31 for local access. I want to know what I need to say in order to get the study team to understand the importance that we need to make sure the road can accommodate the larger farm equipment that are on the road these days which is why I bring up the earlier story.
231	Corridor wide	Regional Mobility	US 31 should be an expressway (like Wisconsin does on their major corridors) from Indianapolis to South Bend. This could easily be upgraded to a freeway later. This is a major north/south corridor that the citizens of Northern Indiana deserve. This will lead to more economic development and traveling safety for Hoosiers. Focus on getting rid of the traffic lights first!
232	Corridor wide	Regional Mobility	I think in order for US 31 South to be more safer US 31 from W 300 N to 276th Street excluding US 31 through Kokomo should be converted to a freeway with interchanges at the following locations: US 31/IN 28, US 31/IN 18, and US 31/US 24.
233	Corridor wide	Regional Mobility	US 31 in Miami county will be affected and that is where I live. There is not enough traffic to justify taking property to expand roadways. And j turns make no sense. In my opinion if people would pay more attention to their driving and the driving of others. What we have currently is fine.
234	Corridor wide	Bike and Pedestrian	I'm interested in the multimodal aspects of the project and the respect for the cultural resources along the route.
235	US 31 at CR 800 S	Local Mobility	US 31 and 800 S in Miami County is one of the main access points to get to Maconaquah Schools. We have many buses that utilize it many times of day and it is already difficult to use that connection during morning and evening transportation times due to traffic. Is there any way to factor in the bus traffic when making the plan for US 31?
236	Other	Other	What is going on with IN 10 and US31.

237	Corridor wide	Safety	<p>Miami County, Indiana is in great need of the State's assistance. U.S. 31 is a vital artery that runs through Miami County. There is an Air Reserve Base (Grissom) and lands along the route prime for economic growth. J-Turns should not be considered along the route. I have studied J-Turns. Wrote a paper on the subject. Yes, they are safer but in certain situations. Peru, Miami County needs economic help. I know we're not Marion and Hamilton Counties, but we are Hoosiers just the same. The need for interchanges is great. We have a State Forest where people access the route to it from U.S. 31. This highway will not have less traffic as time goes on. We will have an exponential growth in the coming years. We want to see the Highway work for us for a change. We want it to be safer but also functional. I believe the money spent on this road would be best spent wisely NOW and not having to redo something in the coming years. You must think to the future and please listen to me when I tell you we want this road to work for us economically.</p>
238	US 31 at W 100 N	Local Mobility	<p>Prioritize the intersection of US 31 and Co Rd 100 N just north of US 24 - eliminate the stop light.</p>
239	Corridor wide	Other	<p>Will there be public meetings to see proposed designs and to offer public comments</p>
240	Corridor wide	Regional Mobility	<p>upgrade to freeway</p>
241	US 31 & Hoosier Blvd	Local Mobility	<p>My name is Kelly Stage and I own Ace Welding and Fabrication as well as other buildings rented to tenants directly across from the entrance to Grissom air reserve base. This is my 26th year here at this location. The traffic pattern here is for sure much faster, and many more vehicles than past years. Only thing allowing us access onto US31 is the stoplight at 18 and the one at 218 once those are removed access will be near impossible without pulling out in hope someone allows you in. It's a very common sight to see fire trucks coming out of Grissom to address another wreck somewhere along this area St Road 18 to Business 24. Folks used to travel 60MPH or so now it's normal at 70 MPH with many more distractions than we had available to us 25 years ago. Seems to me we are going to have to have on and off ramps to exit and enter if we choose to keep remaining homes and businesses!!! Thanks, Kelly</p>
242	Corridor wide	Local Mobility	<p>Hello, I have been at this location for 16 years. It is very difficult to get on US 31 leaving our drive. I have seen an increase in traffic over all these years. When all the stop lights are gone it will yet even be harder to exit onto 31 with no breaks in the traffic. As a business I am concerned about my customers and the loss of business, that this may have on our business. My concern is how this will be taken care of as far as on and off ramps to pour business. thanks</p>
243	Corridor wide	Environmental	<p>There are residents that still live in proximity to US 31 and the noise produced with increased traffic needs to be addressed. Living in an area where sound barriers probably are not feasible the next best solution would be a reduced speed limit. Would that even be considered on this project?</p>
244	Corridor wide	Local Mobility	<p>1.) St Rd 18 Interchange 2.) 900 S Miami County Interchange (provides access to Grissom AFB (access to Grissom AFB (via St. Rd. 218 W new-construction to travel westward from US 31 south of the runway to the "Old West Gate" and rejoin current 218 W in Cass County. 2A.) 900 S interchange also creates access to Miami Correctional Facility amongst other businesses at 850 S/US 31 and the Miami County Economic</p>

			<p>Development (AZ Isotopes)</p> <p>2B.) 900 S Interchange provides a safe access for Maconaquah School Campus)</p> <p>2C.) 900 S Interchange would provide access for Bunker Hill Dragstrip</p> <p>2D.) 900 S Interchange would provide access for both the Towns of Bunker Hill and Miami to Us 31 amongst others in the community.</p> <p>2E.) 900 S Interchange provides more Economic Development for Miami County/Grissom Aeroplex</p> <p>3.) 500 S Miami County Interchange (Re-Designate 500 S from US 31- St Rd. 19 as St Rd. 218 (as it is already close to State Specs), this provides access to Mississinewa State Park, provides an alternative route for truck through traffic that travels through Peru on St Rd. 19 to US. 24/US 31.</p> <p>4.) Business 31 Interchange Provides access to the City of Peru and Create Development opportunity along Business 31.</p> <p>5.) Other than a crossover at 400 S, there would be no need for any other crossovers in Southern Miami County Both Current St. Rd 218 interchanges would be removed in my plan (Could keep a SB off ramp to have Access to Grissom AFB West Gate)</p>
245	Corridor wide	Local Mobility	I am a Tipton County Commissioner. I think we need something at the Hamilton/Tipton County line. Also, perhaps an overpass at 500 South. I do not think we need a complete interchange at Division Road/ US 31. Perhaps one more overpass is needed at 200 North, which is a road that would be convenient for school busses to use to get to Tri Central. Thank you. Commissioner Nancy Cline
246	Other	Other	I received three emails about upcoming office hours at Tipton and Peru locations. All of these locations are during weekdays 10AM - 2PM. The mail says, "we want to hear from you!" Do you really? Office hours are during times that the majority of America is at work. Who is going to make it to these meetings? Not me - and I have a lot to say. I don't need a verbal response. You can respond with "office hours" at a time when the community can actually attend.
247	Other	Other	Hi. My mother lives along here in Miami county. Is there someone she can talk to in person (not computer savvy). Do you have a phone number? Will there be another meeting in Miami County?
248	Corridor wide	Local Mobility	I'm concerned with what INDOT is going to do with the stop lights on US31 @ 218 and business 31
249	Corridor wide	Safety	They say we have more accidents here than Hamilton County. That is probably due to all the construction through the corridor over the last 2 years. People want to run 90 mph from Carmel to South Bend. More Law enforcement to keep the speeds down. Since office Lee retired from the ISP traffic on US 31 has been a nightmare. I don't use US 31 S anymore due to the amount of time it takes to use the corridor because of the backup due to the construction. It took 1.5 to travel 5 miles (from 300 N to SR 28) due to the construction backup this summer. Wouldn't it have been more cost effective to have built a RR tussle for the railroad rather than building the overpass over the railroad.

250	US 31 at CR 450 N	Safety	I am a Tipton County resident, living on the west side of US-31 in Tri-Central Community School District. I work on the north end of Kokomo, and I utilize US-31 to get back and forth to work daily. The school bus that my children ride in crosses US-31 at County Road 450 N, which is the same intersection that I use to access the highway. It is extremely dangerous, especially at night or in bad weather conditions to be able to safely judge oncoming traffic speed. Icy conditions make it very dangerous to stop in the median if you are needing to cross the highway instead of merge. Merging with traffic that is already going 70+ mph is very dangerous, especially since the reduction in traffic lights on US-31 has reduced the gaps in between motorists. I have children that will eventually be driving themselves back and forth across the highway going to and from school. I feel that there should be an overpass with on/off ramps to merge with highway traffic within 1-2 miles in either direction of US-31 and 450 N. Obviously, I would prefer to see one at this intersection, but I feel that this range of mileage would be beneficial to many other residents on my side of the county, without all of us having to drive a long distance to be able to cross or merge safely.
251	US 31 at CR 600 S	Safety	Assuming there will be additional road closures conducive to Sharpsville roads. The current rd 600 overpass is a safety hazard for local drivers/farmers. The road already sees an influx of traffic due to local businesses and if other roads will be shut off, the traffic will only be worse. The road on the west side of the bridge is very narrow and cars yield to each other currently. Taking farm equipment across the road is very dangerous because other drivers try and race to beat the equipment across and/or think they can use the road even with large transportation on it which leaves the farmers to have to pull off into unsafe ditches or wait long periods of time to cross if the crops are up on the sides of the road. Secondly, the neighborhood that sits off 600 & 550 will see an influx in traffic and will cause lots of safety concerns as traffic tries to cut through to gain access to either road. The roads are not equipped for that kind of traffic and the neighborhood residents will not be able to walk/ride bikes safely as there are no sidewalks.
252	Corridor wide	Local Mobility	I think instead of closing so many crossroads that long acceleration and deceleration lanes on 31 at those crossroads would relieve the problems just like they have on US 41 from Evansville to Sullivan Indiana. And be less expensive than building overpasses.
253	Corridor wide	Regional Mobility	Tipton County needs at least 3 access points onto US 31
254	Corridor wide	Local Mobility	I live just west off 31 in Tipton County and travel 31 to Kokomo. It is very difficult many times throughout the day to cross 31. No other convenient ways to get to and from Kokomo or Tipton. It also adds extra time and fuel if I take 28. The traffic and roundabouts in that area are not user friendly. I also transport horses and it is nearly impossible to safely cross 31 while pulling a trailer. I'm certain it is also extremely difficult for semis and school buses. I do not believe roundabouts are the best solution. Perhaps overpasses to cross 31 along with some simple on and off ramps.
255	US 31 at CR 800 S	Local Mobility	Access to/from US 31 from CR 800 S in Miami County is CRITICAL to our school corporation. Additionally, it would make sense for this location to provide access to Grissom AFB. I cannot stress enough the importance of access to Maconaquah Schools from US 31. We MUST be able to meet the transportation needs of our families for bussing of students. Maconaquah Schools are a hub of community activity throughout the entire year, not just the 180 days school is in-session.

256	Corridor wide	Economic Development	Safe route in the National Highway System that is easily accessed by local travelers and not a barrier to properties. An economic development asset that will enhance the marketability of the Grissom Reserve location, museum and future developments. Aesthetically pleasing with safety considerations at intersections.
257	Corridor wide	Economic Development	I am a former county commissioner, current farmer, and current county redevelopment commissioner. US 31 is so important to Tipton County for economic development. We are so rural but have growth opportunity. In the northern part of the county, we need some strategically placed access and overpasses. 98% of the county is farmland. Many farmers have land on both sides of the highway. There are two school systems in the county stretching east to west. 2/3 of the county's population is in the middle of the county, to the near east of US 31. It's a regional priority to have US 31 from Indianapolis to Kokomo without crossing traffic and without stoplights. I'd enjoy a personal conversation with a study team member.