



US 31 South

## Resource Agency, Stakeholder & Public Involvement Summary #2 Appendices

December 6, 2023

*This report was finalized prior to the issuance of several Executive Orders (EOs) and one United States Department of Transportation (USDOT) order, including:*

- Federal EOs: EO 14154, EO 14148, EO 14173, and EO 14281;
- State EOs: EO 25-49, EO 25-37, and EO 25-14;
- USDOT Order 2100.7



**N** NextLevel  
ROADS

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# APPENDIX A: PRESS RELEASE

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Media Contact: Stacey Osburn  
(317) 374-8998

## **INDOT to host public information meetings for US 30 and US 31 corridors**

**INDIANAPOLIS - May 22, 2023** – The Indiana Department of Transportation (INDOT) is hosting seven public information meetings as it continues the Planning and Environment Linkages (PEL) studies along the US 30 and US 31 corridors in northern Indiana. The purpose of the meetings is to report on insights gained from the public thus far, share additional data gathered by the study teams and provide an overview of needs and desired outcomes.

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

### **US 30 West:**

Monday, June 5, 2023  
5 – 7 p.m. ET  
Argos High School  
500 Yearick St.  
Argos, IN 46051

Tuesday, June 6, 2023  
5 – 7 p.m. CT  
Tri-Township Schools  
309 School Dr.  
Wanatah, IN 46390

### **US 31 North:**

Wednesday, June 7, 2023  
5 – 7 p.m. ET  
Rochester Community High School  
1645 S. Park Rd.  
Rochester, IN 46975

### **US 30 East:**

Thursday, June 8, 2023  
5 – 7 p.m. ET  
New Haven Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803

Tuesday, June 13, 2023  
5 – 7 p.m. ET  
Indian Springs Middle School  
1692 IN-9  
Columbia City, IN 46725

### **US 31 South:**

Wednesday, June 14, 2023  
5 – 7 p.m. ET  
Tipton County Fairgrounds Auditorium  
1200 S. Main St.  
Tipton, IN 46072

Thursday, June 15, 2023  
5 – 7 p.m. ET  
Pipe Creek Elementary School  
3036 W. 400 S.  
Peru, IN 46970

The studies span 180 miles across 12 counties and include 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. With help from Hoosiers, INDOT can build smarter transportation and stronger communities.

#### **ProPEL US 30**

ProPELUS30.com

Facebook.com/PropelU.S.30

Twitter: @ProPELUS30

Instagram: @propelus30\_31

#### **ProPEL US 31**

ProPELUS31.com

Facebook.com/PropelU.S.31

Twitter: @ProPELUS31

Instagram: @propelus30\_31

###

#### **Stay Informed**

Get updates on INDOT projects and programs via:

Facebook: facebook.com/indianadepartmentoftransportation

Twitter: @INDOT

TrafficWise: 511in.org

Mobile App: iTunes App Store and the Google Play store for Android

#### **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 127 aviation facilities 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](https://in.gov/indot).

## APPENDIX B: GovDelivery E-BULLETIN



### Indiana Department of Transportation News Release

#### **INDOT to host public information meetings for US 30 and US 31 corridors**

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Tipton County Fairgrounds Auditorium  
1200 S. Main St.  
Tipton, IN 46072

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5 – 7 p.m. ET  
Pipe Creek Elementary School  
3036 W. 400 S.  
Peru, IN 46970

The studies span 180 miles across 12 counties and include 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. With help from Hoosiers, INDOT can build smarter transportation and stronger communities.

#### **ProPEL US 30**

[ProPELUS30.com](http://ProPELUS30.com)

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

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

Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

#### **ProPEL US 31**

[ProPELUS31.com](http://ProPELUS31.com)

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

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

Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

###

#### **Stay Informed**

Get updates on INDOT projects and programs via:

- Facebook: [facebook.com/indianadepartmentoftransportation](https://facebook.com/indianadepartmentoftransportation)
- Twitter: [@INDOT](https://twitter.com/INDOT)
- TrafficWise: [511in.org](https://511in.org)
- Mobile App: [iTunes App Store](https://itunes.apple.com/us/app/indot/id1088888888) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot)



#### **About the Indiana Department of Transportation**

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#### **Customer Service**

1-855-463-6848

[www.indot4u.com](http://www.indot4u.com)

#### **Media Contacts**

Stacey Osburn - 317-374-8998

# APPENDIX C: DIRECT MAIL POSTCARD

**PROPEL**  
Smarter Transportation.  
Stronger Communities.


**US 31**


ProPEL US 31 South is a collaborative study that evaluates community goals alongside transportation needs, engineering analyses, and environmental concerns to determine potential future solutions.


The study area extends from 276th Street (Hamilton County) to just south of the Eel River (Miami County).


**Your feedback is critical to the success of the study!**


**FOLLOW OUR PROGRESS**  
Learn about ProPEL US 31 and share your thoughts!





 463-777-3705

 [www.propelus31.com](http://www.propelus31.com)

 @PropelU.S.31

 @PropelUS31

 @propelUS30\_31



**UPCOMING US 31 SOUTH  
PUBLIC INFORMATION MEETINGS**

<b>June 14, 2023</b> 5:00 PM - 7:00 PM (EST) Tipton County Fairgrounds Auditorium 1200 S. Main St. Tipton, IN 46072	<b>June 15, 2023</b> 5:00 PM - 7:00 PM (EST) Pipe Creek Elementary School Door 7W 3036 W. 400 S. Peru, IN 46970
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[Español en la espalda](#)

**PROPEL**  
Smarter Transportation.  
Stronger Communities.

**US 31**

ProPEL US 31 South es un estudio que se hace en colaboración y evalúa los objetivos de las comunidades junto con sus necesidades de transporte, análisis de ingeniería y problemas ambientales con el fin de determinar soluciones potenciales a futuro.

El área de estudio se extiende desde 276th Street (en el condado de Hamilton) hasta el sur del río Eel (en el condado de Miami).

**Sus comentarios y opiniones son fundamentales para el éxito del estudio.**

**SIGA NUESTROS AVANCES**  
Conozca más información sobre ProPEL US 31 y háganos llegar su opinión.



 463-777-3705

 [www.propelus31.com](http://www.propelus31.com)

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**PRÓXIMAS REUNIONES DE INFORMACIÓN  
PARA EL PÚBLICO SOBRE US 31 SOUTH**

<b>14 de junio de 2023</b> De 5:00 p. m. a 7:00 p. m. (hora del este) Auditorio Fairgrounds del condado de Tipton 1200 S. Main St. Tipton, IN 46072	<b>15 de junio de 2023</b> De 5:00 p. m. a 7:00 p. m. (hora del este) Escuela primaria Pipe Creek Puerta 7W 3036 W. 400 S. Peru, IN 46970
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[English on back](#)



Ver atrás para el mapa

# APPENDIX D: MEDIA ALERT



**FOR IMMEDIATE RELEASE:**

June 12, 2023

**MEDIA ALERT**

**Community invited to INDOT public information meetings for update on ProPEL US 31 study**

- What:** The Indiana Department of Transportation (INDOT) is hosting public information meetings as it continues the Planning and Environment Linkages (PEL) study along the US 30 and US 31 corridors in northern Indiana. The purpose of the meetings is to report on insights gained from the public thus far, share additional data gathered by the study team and provide an overview of the issues and desired outcomes. The meetings will focus on the US 31 South study area in Hamilton, Tipton, Howard and Miami counties.
- When:**                      Wednesday, June 14, 2023                      Thursday, June 15, 2023  
   5 – 7 p.m. ET    5 – 7 p.m. ET
- Media availability from 4 – 5 p.m.  
Open house begins at 5 p.m., presentation at 5:30 p.m.
- Where:**                      Tipton County Fairgrounds                      Pipe Creek Elementary School  
   Auditorium    3036 W. 400 S.  
   1200 S. Main St.    Peru, IN 46970  
   Tipton, IN 46072
- Why:** The PEL study is collaborative, data-driven and influenced by the public to define the future of US 31 in northern Indiana. Using engineering, environmental, economic and community factors, INDOT will provide recommendations for potential future improvements. With help from Hoosiers, INDOT can build smarter transportation and stronger communities. More information about the study can be found on the study website: [ProPELUS31.com](http://ProPELUS31.com).

###

**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 ,500 rail miles and 127 aviation facilities 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](https://in.gov/indot).



# APPENDIX E: SOCIAL MEDIA POSTS

JANUARY

17

TUESDAY

COMMUNITY HOURS

US 31 SOUTH

LOCATION  
SHARPSVILLE TOWN HALL

TIME  
10:00 AM – 1:00 PM (EST)

ADDRESS  
124 S. MAIN ST.  
SHARPSVILLE, IN 46068

JANUARY

18

WEDNESDAY

COMMUNITY HOURS

US 31 SOUTH

LOCATION  
DUTCH CAFE

TIME  
10:00 AM – 2:00 PM (EST)

ADDRESS  
6665 US-31 #300  
PERU, IN 46970

FEBRUARY

27

MONDAY

COMMUNITY OFFICE HOURS

US 31 SOUTH

LOCATION  
BECK'S SUPERIOR HYBRIDS

TIME  
12:00 PM – 3:00 PM (EST)

FEBRUARY

27

MONDAY

LOCATION  
JJ'S TRAVEL PLAZA

TIME  
4:00 PM – 6:00 PM (EST)

FEBRUARY

27

MONDAY

COMMUNITY OFFICE HOURS



LOCATION

BECK'S SUPERIOR HYBRIDS

TIME  
12:00 PM – 3:00 PM (EST)

ADDRESS  
6767 E. 276TH ST.  
ATLANTA, IN 46031



LOCATION

JJ'S TRAVEL PLAZA

TIME  
4:00 PM – 6:00 PM (EST)

ADDRESS  
2964 W. 100 N.  
PERU, IN 46970

MARCH

22

WEDNESDAY

COMMUNITY OFFICE HOURS

US 31 SOUTH

LOCATION  
GALVESTON PUBLIC LIBRARY

TIME  
12:00 PM – 3:00 PM (EST)

LOCATION  
TIPTON COUNTY PUBLIC LIBRARY

TIME  
4:00 PM – 6:00 PM (EST)

MARCH

22

WEDNESDAY

COMMUNITY OFFICE HOURS



LOCATION

GALVESTON PUBLIC LIBRARY

TIME  
12:00 PM – 3:00 PM (EST)

ADDRESS  
304 E. JACKSON ST.  
GALVESTON, IN 46932



LOCATION

TIPTON COUNTY PUBLIC LIBRARY

TIME  
4:00 PM – 6:00 PM (EST)

ADDRESS  
127 E. MADISON ST.  
TIPTON, IN 46072

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**APRIL**  
**17**  
 MONDAY

**COMMUNITY OFFICE HOURS**  
**US 31 SOUTH**  
**LOCATION**  
 CICERO TOWNSHIP VOLUNTEER FIRE DEPARTMENT  
**TIME**  
 1:00 PM – 3:00 PM (EST)  
**LOCATION**  
 PIPE CREEK TOWNSHIP VOLUNTEER FIRE DEPARTMENT  
**TIME**  
 4:00 PM – 6:00 PM (EST)

**APRIL**  
**17**  
 MONDAY

**COMMUNITY OFFICE HOURS**



**LOCATION**  
 CICERO TOWNSHIP VOLUNTEER FIRE DEPARTMENT  
**TIME**  
 1:00 PM – 3:00 PM (EST)  
**ADDRESS**  
 750 DEVELOPMENT DR.  
 TIPTON, IN 46072



**LOCATION**  
 PIPE CREEK TOWNSHIP VOLUNTEER FIRE DEPARTMENT  
**TIME**  
 4:00 PM – 6:00 PM (EST)  
**ADDRESS**  
 339 W. PEARL ST.  
 BUNKER HILL, IN 46914



**MAY**  
**09**  
 TUESDAY

**COMMUNITY OFFICE HOURS**  
**US 31 SOUTH**  
**LOCATION**  
 MAPLE LAWN VILLAGE MANUFACTURED HOME COMMUNITY  
**TIME**  
 11:00 AM – 1:00 PM (EST)  
**LOCATION**  
 CEDAR CREEK MOBILE HOME PARK  
**TIME**  
 2:00 PM – 4:00 PM (EST)



**KOKOMO STRAWBERRY FESTIVAL**



**JUNE 2**  
 FRIDAY  
 11 A.M. - 9 P.M.

**COME SEE US!**





Smarter Transportation. Stronger Communities. **US 31**


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[@PropelUS31](https://twitter.com/PropelUS31)


[@propelUS30\\_31](https://www.instagram.com/propelUS30_31)

**#FOLLOWFRIDAY**

**PUBLIC MEETINGS**

**JUNE 14**  
 WEDNESDAY  
**LOCATION**  
 TIPTON COUNTY FAIRGROUNDS AUDITORIUM  
**TIME**  
 5:00 PM – 7:00 PM (EST)  
 REGISTRATION AT 5:00 PM  
**ADDRESS**  
 1200 S. MAIN ST.  
 TIPTON, IN 46072

**JUNE 15**  
 THURSDAY  
**LOCATION**  
 PIPE CREEK ELEMENTARY SCHOOL (DOOR 7W)  
**TIME**  
 5:00 PM – 7:00 PM (EST)  
 REGISTRATION AT 5:00 PM  
**ADDRESS**  
 3036 W. 400 S.  
 PERU, IN 46970



**JUNE 14**  
WEDNESDAY

**PUBLIC MEETINGS**

**JUNE 15**  
THURSDAY

**LOCATION**  
TIPTON COUNTY FAIRGROUNDS AUDITORIUM  
**TIME**  
5:00 PM – 7:00 PM (EST)  
**ADDRESS**  
1200 S. MAIN ST.  
TIPTON, IN 46072

**LOCATION**  
PIPE CREEK ELEMENTARY SCHOOL (DOOR 7W)  
**TIME**  
5:00 PM – 7:00 PM (EST)  
**ADDRESS**  
3036 W. 400 S.  
PERU, IN 46970

**JUNE 20**  
TUESDAY

**COMMUNITY OFFICE HOURS**

**LOCATION**  
WOODLAND HILLS MOBILE HOME PARK  
**TIME**  
11:00 AM – 1:00 PM (EST)  
**ADDRESS**  
2934 S. 300 W.  
PERU, IN 46970

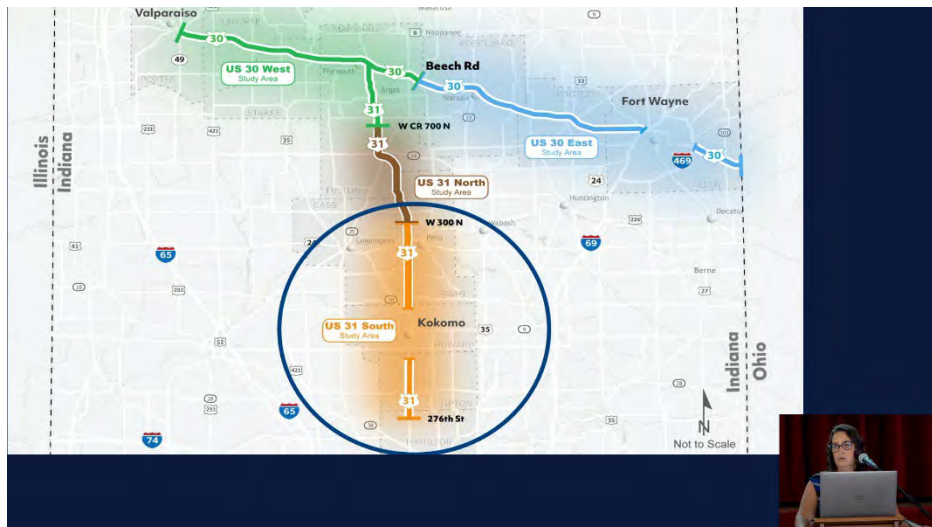
**LOCATION**  
KELLEY AGRICULTURAL HISTORICAL MUSEUM  
**TIME**  
2:00 PM – 4:00 PM (EST)  
**ADDRESS**  
6032 W. 550 N.  
SHARPSVILLE, IN 46068

# Missed us?

**Catch up at [Propelus31.com](http://Propelus31.com).**

# Miami County 4-H Fair

**Visit us at the Merchants' Tent.**





## APPENDIX F: STAKEHOLDER EMAIL BLASTS

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January 11, 2023



### ProPEL US 31 South Community Office Hours scheduled for January

Study team members will be in Sharpsville on January 17 and Peru on January 18

The ProPEL US 31 South study team will be in Sharpsville and Peru in January hosting Community Office Hours. Community Office Hours offer 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 are held twice per month in the US 31 South study area. Locations and times vary each month. The study area extends from 276th Street (Hamilton County) to just south of the Eel River (Miami County).

#### **Tuesday, January 17**

10 a.m. – 1 p.m. ET  
Sharpsville Town Hall  
124 S. Main St.  
Sharpsville, IN 46068

#### **Wednesday, January 18**

10 a.m. – 2 p.m. ET  
Dutch Café  
6665 US-31, #300  
Peru, IN 46970

### Follow us on social media

Stay up to date on ProPEL US 31 study progress and get information about upcoming events on our website and social media channels.

[www.propelus31.com](http://www.propelus31.com)

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

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

Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

February 13, 2023



## ProPEL US 31 South Community Office Hours scheduled for February

**Study team members will be in Atlanta and Peru on February 27**

The ProPEL US 31 South study team will be in Atlanta and Peru in February hosting Community Office Hours. Community Office Hours offer 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. Members of the community are invited to stop by anytime during the open house; there is no formal presentation.

Community office hours are held twice per month in the US 31 South study area. Locations and times vary each month. The US 31 South study area extends from 276th Street (Hamilton County) to just south of the Eel River (Miami County).

### **Monday, February 27**

**12 – 3 p.m. ET**

Beck's Superior Hybrids  
6767 E. 276th Street  
Atlanta, IN 46031

**4 – 6 p.m. ET**

JJ's Travel Plaza  
2964 W. 100 N.  
Peru, IN 46970

## Follow us on social media

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[www.propelus31.com](http://www.propelus31.com)

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

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

Instagram: [@propelus30\\_31](https://instagram.com/propelus30_31)

March 8, 2023



## ProPEL US 31 South Community Office Hours scheduled for March

**Study team members will be in Galveston and Tipton on March 22.**

The ProPEL US 31 South study team will be in Galveston and Tipton in March hosting Community Office Hours. Community Office Hours offer 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. Members of the community are invited to stop by anytime during the open house; there is no formal presentation.

Community office hours are held twice per month in the US 31 South study area. Locations and times vary each month. The US 31 South study area extends from 276th Street (Hamilton County) to just south of the Eel River (Miami County).

### **Wednesday, March 22**

12 – 3 p.m. ET  
Galveston Public Library  
304 E. Jackson St.  
Galveston, IN 46932

4 - 6 p.m.  
Tipton County Public Library  
127 E. Madison St.  
Tipton, IN 46072

## Follow us on social media

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

Instagram: [@propelus30\\_31](https://instagram.com/propelus30_31)

May 2, 2023



## ProPEL US 31 South Community Office Hours scheduled for May

Study team members will be in Kokomo and Peru on May 9.

The ProPEL US 31 South study team will be in Kokomo and Peru this month hosting Community Office Hours. Community Office Hours offer 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. Members of the community are invited to stop by anytime; there is no formal presentation.

Community office hours are held twice per month in the US 31 South study area. Locations and times vary each month. The US 31 South study area extends from 276th Street (Hamilton County) to just south of the Eel River (Miami County).

### **Tuesday, May 9**

**11 a.m. – 1 p.m. ET**

Maple Lawn Village Manufactured Home Community  
12948 S. US 31  
Kokomo, IN 46901

**2 – 4 p.m. ET**

Cedar Creek Mobile Home Park  
5851 US 31  
Peru, IN 46970

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Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

May 23, 2023



## ProPEL US 31 South to Host Public Information Meetings in June

The US 31 South study team will be in Tipton on June 14 and Peru on June 15.

The ProPEL US 31 South study team is hosting a public information meeting as it continues the Planning and Environment Linkages (PEL) study along the US 30 and US 31 corridors in northern Indiana. The purpose of the meeting is to report on insights gained from the public thus far, share additional data gathered by the study team and provide an overview of the issues and desired outcomes. The meeting will focus on US 31 in Hamilton, Tipton, Miami and Howard counties.

The meetings are:

### **Wednesday, June 14**

5 - 7 p.m. ET, presentation begins at 5:30 p.m.

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Tipton, IN 46072

### **Thursday, June 15**

5 - 7 p.m. ET, presentation begins at 5:30 p.m.

Pipe Creek Elementary School  
3036 W. 400 S.  
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June 7, 2023



## ProPEL US 31 South to Host Public Information Meetings in June

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Peru, IN 46970

The PEL study is collaborative, data-driven and influenced by the public to define the future of US 31 in northern Indiana. INDOT will evaluate the public's suggestions to provide recommendations using engineering, environmental, economic and community factors. With help from Hoosiers, INDOT can build smarter transportation and stronger communities. More information about the study can be found on the study website: [ProPELUS31.com](https://propelUS31.com).

June 20, 2023



## ProPEL US 31 South Virtual Public Meeting Now Available

**Miss our public meetings on June 14 and 15? On-demand meeting is available now.**

The ProPEL US 31 South study team hosted its second round of public information meetings on June 14 in Tipton and June 15 in Peru for the Planning and Environment Linkages (PEL) study located in Hamilton, Howard, Tipton and Miami counties. The purpose of the meetings was to report on insights gained from the public thus far, share additional data gathered by the study team and provide an overview of the issues and desired outcomes.

A video of the public meeting presentation, the meeting exhibits that were shared and a link for providing feedback are now available online. [Click here to access the virtual meeting.](#)

Please note, you will be asked to complete a short registration form in order to launch the virtual meeting experience. The comment period will continue through July 31, 2023.

For more information about when the study team will be back in your community, please visit [www.propelus31.com](http://www.propelus31.com).

July 24, 2023



## Submit your Comment on the US 31 South Draft Purpose & Need Report by July 31

Participate in an on-demand virtual meeting experience and read the draft statement at [www.propelus31.com](http://www.propelus31.com).

The ProPEL US 31 South team is collecting public comments related to the PEL study's Draft Purpose & Need Report until **Monday, July 31**. The US 31 South Draft Purpose & Need Report was presented at public information meetings on June 14 in Tipton and June 15 in Peru.

A video of the public meeting presentation, the meeting exhibits that were shared and a link for providing your feedback is available. [Click here](#) to access the virtual meeting. Please note, you will be asked to complete a short registration form in order to launch the virtual meeting experience.

You can also review the complete [Draft Purpose & Need Report](#) in the "Document Library" portion of our website.

Submit your comment by **July 31** so that your feedback can be part of the official study record.

# APPENDIX G: PUBLIC NOTICES

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DES# 2100113

## NOTICE OF PUBLIC INFORMATION MEETINGS

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The purpose of the meetings is to report on insights gained from the public input received during the Vision & Scoping phase, demonstrate how public feedback influenced the draft vision and goals and share how the engineering data, technical analyses and existing conditions informed the draft Purpose & Need statement. The meetings, which will present the same information, will be held:

**June 14, 2023, from 5 to 7 p.m. Eastern Standard Time**

Presentation at 5:30 p.m.

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

**June 15, 2023, from 5 to 7 p.m. Eastern Standard Time**

Presentation at 5:30 p.m.

Pipe Creek Elementary School (3036 West 400 South, Peru IN 46970).

Meeting attendees will have time to view informational display boards, participate in engagement activities and speak with study team representatives during an informal open house session before the presentation begins at 5:30 p.m., as well as after the presentation concludes. 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](http://www.propelus31.com). Public comments on the draft Purpose & Need statement will be accepted until July 31, 2023. Links to the draft Purpose & Need statement and the study feedback form also will be available at [www.propelus31.com](http://www.propelus31.com).

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INDIANAPOLIS, IN 46204  
(317)233-5151

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**Size:** 2.00 x 6.66

Publication Cost	\$65.34	Payment Date	5/16/23
Adjustments	\$0.00	Amount	\$-65.34
Net Cost	\$65.34	Description	Prepayment from AMPWeb
Prepaid Amount	\$-65.34	Payment Type	cc Credit Card
Amount Due	\$0.00		

*Order Detail:*

Publication	Start	Stop	Insertions	Cost	Adjustments	Total
184PTE1 Peru Tribune	5/17/23	5/31/23	2	65.34	0.00	65.34

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Propel US 31 - Public Meetings  
(Governmental Unit)  
Howard County, Indiana

**PUBLISHER'S CLAIM**

K- 410  
Ad # 1830457

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Head - number of lines .....  
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Total number of lines in notice .....

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Charge for extra proofs of publication  
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**Total Amount of Claim**

**DATA FOR COMPUTING COST**

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Number of insertions 2

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 2 times. The dates of publication being as follows:

May 31, 2023

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: January 0, 1900

Title: Legal Advertising Clerk

DES# 2100113  
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Presentation at 5:30 p.m.  
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Auditorium (1200 South Main Street,  
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Presentation at 5:30 p.m.  
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Propel US 31 - Public Meetings  
(Governmental Unit)  
Howard County, Indiana

**PUBLISHER'S CLAIM**

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*Lori Gardner*

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## APPENDIX H: STAKEHOLDER ADVISORY COMMITTEES

8/1/2023



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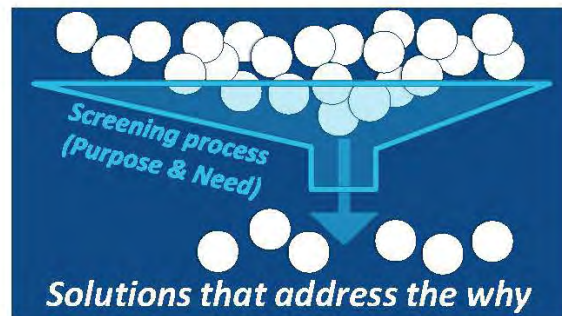
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**WE NEED  
YOUR INPUT  
AGAIN**

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

## MEETING NOTES

Date: May 22, 2023

Re: US 31 South Stakeholder Advisory Meeting – Draft Purpose and Need

### In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Jeremy Ashlock</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM (Corridor), INDOT</i>
<i>Leslie Hickman</i>	<i>Indiana Farm Bureau</i>
<i>David Flatjord</i>	<i>Hooiser VA Clinic</i>
<i>Sam Watkins</i>	<i>Peru Community Schools</i>
<i>Jeremy Kelly</i>	<i>Indiana State Police</i>

[propelUS31.com](http://propelUS31.com)

## MEETING SUMMARY

The purpose of the meeting was to provide an update to the US 31 South (north segment) Stakeholder Advisory Committee on the ProPEL US 31 South study. The update included a summary of public engagement activities completed over the last several months, a summary of what was heard from those engagements, what the study team did with that input, as well as the technical analyses that was completed by the study team. Collectively, this information forms the basis of the draft Purpose and Need statement for the US 31 South study area.

### 1. INTRODUCTIONS & OVERVIEW

- a. The ProPEL US South study team members introduced themselves prior to speaking throughout the presentation. A list of advisor and study team members participating in the meeting can be found on the first page of this summary.
- b. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- c. Public input is an integral part of the US 31 South study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.

### 2. WHAT WE HEARD

- a. To date, the primary focus of the US 31 South study has been to define the “Why?” for the study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the study and helps us understand what issues (i.e., needs) exist in the study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped to define a draft Purpose and Need statement, a PEL study requirement.
- b. To help answer the fundamental question of “Why?”, the study team asked for input – and received lots of it. Through January 2023, the US 31 South study team saw more than 400 community members engage the study in variety of ways. These engagements included 3 public meetings (two in-person and one virtual), 14 community office hours (informal), as well as attending community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, local elected officials, emergency service providers, farmers, school districts, resources agencies, and others. These efforts resulted in more than 300 comments received by the study team. While the comments focused on a variety of topics, three topics or themes were consistently mentioned most frequently:
  - 63 percent of the comments related to mobility and access to, from, and across US 31
  - 11 percent focused on safety concerns
  - 10 percent talked about travel along the corridor

The US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.

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### 3. WHAT WE DID

- a. In response to the comments received, the study team did several things. We contacted each of the seven school districts in the study area to understand where bus routes intersected US 31. And, we had conversations with emergency management directors in Hamilton, Howard, Tipton, and Miami counties to learn about fire, police and ambulance needs, and concerns related to accessing, crossing, and traveling on US 31. All of that feedback was used to inform the transportation issues (NEEDS) and desired outcomes (PURPOSES).
- b. The US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. The majority of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the US 31 South study area.
  - The US 31 South study team is concerned about safety throughout the corridor; however, there are 8 intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
- c. The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. The study team has collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Similar to school, the best grade is an “A” and the worst grade is an “F”. Of the 21 intersections analyzed in the US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.
  - In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).
- d. Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved. Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.
- e. Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.
- f. The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part

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of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

#### 4. PURPOSE & NEED

- a. The Purpose & Need statement explains the WHY – why are potential improvements needed in the study area? And the Purpose & Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES).
- b. The Purpose & Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.
- c. The draft Purpose & Need statement also identifies a series of goals that were developed based on public and stakeholder input. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. Goals include:
  1. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
  2. Providing transportation infrastructure that supports local economies and economic development goals.
  3. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
  4. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
  5. Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.

#### 5. WHAT'S NEXT

- a. The Draft Purpose & Need report will be published to the study website on or before June 5. Two public information meetings will be held in mid-June to solicit public comments on the Draft Purpose & Need Report. The public comment period on the Draft Purpose & Need Report will extend through July 31. A companion technical document, which is called the Existing Transportation Conditions Report, will also be published on the study website at the same time as the Draft Purpose & Need Report. The companion technical document includes all the documentation of the detailed technical analysis that was completed to develop the Draft Purpose & Need Report (e.g., traffic operations analysis, safety analysis, etc.).
- b. The Purpose & Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

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- c. Now that we understand why improvements are needed, we will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the “Universe of Alternatives” – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- d. Once the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study area, it is anticipated the screening process will involve as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.
- e. The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the Draft Purpose & Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.
- f. We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.
- g. We anticipate the draft results of the second alternatives screening step will be released for public review and comment in winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.
- h. We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.
- i. The ProPEL US 31 study remain on target for completion in fall 2024.
- j. It is important to remember that work remains to be done after the PEL study is complete to develop and implement specific projects. The study will identify a reasonable range of alternatives in the study area. This could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.
- k. INDOT’s project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

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## 6. QUESTIONS & COMMENTS

- a. A Stakeholder Advisory Committee member indicated that Hoosier Boulevard near the VA facility is a critical access point that should remain. Mentioned overpass.
- b. A Stakeholder Advisory Committee member noted that current construction along US 31 in the South study area contributes to the confusion that the public has around the ProPEL study.
- c. A Stakeholder Advisory Committee member stated not being opposed to J-turns if that is what could improve safety in the interim until US 31 becomes a freeway.

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## MEETING NOTES

Date: May 23, 2023

Re: US 31 South Stakeholder Advisory Committee Meeting – Draft Purpose and Need

### In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Ryan Huebschman</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Berry Craig</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM (Corridor), INDOT</i>
<i>Mark Baird</i>	<i>Tipton County Foundation</i>
<i>Bret Morris</i>	<i>Tipton County Highway Department</i>
<i>Eric Hillis</i>	<i>Tipton County 4H Purdue Extension</i>
<i>Amanda Mendenhall</i>	<i>Boys and Girls Club of Tipton County</i>
<i>Bradley Davis</i>	<i>Hamilton County Highway Department</i>
<i>CJ Taylor</i>	<i>Hamilton County Planning Department</i>

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## MEETING SUMMARY

The purpose of the meeting was to provide an update to the US 31 South (north segment) Stakeholder Advisory Committee on the ProPEL US 31 South study. The update included a summary of public engagement activities completed over the last several months, a summary of what was heard from those engagements, what the study team did with that input, as well as the technical analyses that was completed by the study team. Collectively, this information forms the basis of the draft Purpose and Need statement for the US 31 South study area.

### 1. INTRODUCTIONS & OVERVIEW

- a. The ProPEL US South study team members introduced themselves prior to speaking throughout the presentation. A list of advisor and study team members participating in the meeting can be found on the first page of this summary.
- b. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- c. Public input is an integral part of the US 31 South study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.

### 2. WHAT WE HEARD

- a. To date, the primary focus of the US 31 South study has been to define the “Why?” for the study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the study and helps us understand what issues (i.e., needs) exist in the study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped to define a draft Purpose and Need statement, a PEL study requirement.
- b. To help answer the fundamental question of “Why?”, the study team asked for input – and received lots of it. Through January 2023, the US 31 South study team saw more than 400 community members engage the study in variety of ways. These engagements included 3 public meetings (two in-person and one virtual), 14 community office hours (informal), as well as attending community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, local elected officials, emergency service providers, farmers, school districts, resources agencies, and others. These efforts resulted in more than 300 comments received by the study team. While the comments focused on a variety of topics, three topics or themes were consistently mentioned most frequently:
  - 63 percent of the comments related to mobility and access to, from, and across US 31
  - 11 percent focused on safety concerns
  - 10 percent talked about travel along the corridor
- The US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.

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### 3. WHAT WE DID

- a. In response to the comments received, the study team did several things. We contacted each of the seven school districts in the study area to understand where bus routes intersected US 31. And, we had conversations with emergency management directors in Hamilton, Howard, Tipton, and Miami counties to learn about fire, police and ambulance needs, and concerns related to accessing, crossing, and traveling on US 31. All of that feedback was used to inform the transportation issues (NEEDS) and desired outcomes (PURPOSES).
- b. The US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. The majority of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the US 31 South study area.
  - The US 31 South study team is concerned about safety throughout the corridor; however, there are 8 intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
- c. The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. The study team has collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Similar to school, the best grade is an “A” and the worst grade is an “F”. Of the 21 intersections analyzed in the US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.
  - In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).
- d. Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved. Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.
- e. Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.
- f. The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part

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of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

#### 4. PURPOSE & NEED

- a. The Purpose & Need statement explains the WHY – why are potential improvements needed in the study area? And the Purpose & Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES).
- b. The Purpose & Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.
- c. The draft Purpose & Need statement also identifies a series of goals that were developed based on public and stakeholder input. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. Goals include:
  - 1. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
  - 2. Providing transportation infrastructure that supports local economies and economic development goals.
  - 3. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
  - 4. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
  - 5. Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.

#### 5. WHAT'S NEXT

- a. The Draft Purpose & Need report will be published to the study website on or before June 5. Two public information meetings will be held in mid-June to solicit public comments on the Draft Purpose & Need Report. The public comment period on the Draft Purpose & Need Report will extend through July 31. A companion technical document, which is called the Existing Transportation Conditions Report, will also be published on the study website at the same time as the Draft Purpose & Need Report. The companion technical document includes all the documentation of the detailed technical analysis that was completed to develop the Draft Purpose & Need Report (e.g., traffic operations analysis, safety analysis, etc.).
- b. The Purpose & Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

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- c. Now that we understand why improvements are needed, we will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the “Universe of Alternatives” – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- d. Once the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study area, it is anticipated the screening process will involve as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.
- e. The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the Draft Purpose & Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.
- f. We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.
- g. We anticipate the draft results of the second alternatives screening step will be released for public review and comment in winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.
- h. We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.
- i. The ProPEL US 31 study remain on target for completion in fall 2024.
- j. It is important to remember that work remains to be done after the PEL study is complete to develop and implement specific projects. The study will identify a reasonable range of alternatives in the study area. This could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.
- k. INDOT’s project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

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## 6. QUESTIONS & COMMENTS

- a. A Stakeholder Advisory Committee member indicated that residents do not want J-turns. The committee member was asked by ProPEL study advisor Adin McCann to expand on those concerns that he is hearing regarding J-turns. The Stakeholder Advisory Committee member responded that the concern of residents is around the high-speed nature of US 31 and being able to navigate large vehicles around the J-turns.
- b. A Stakeholder Advisory Committee member said that with the considerably high volume of truck traffic, he does not think that J-turns are a good idea. The committee member also inquired about the percentage of truck traffic that travels along US 31 in comparison to other roads. US 31 South team member Ryan Huebschman confirmed that the percentage of truck traffic is somewhere between 15-27%, and US 31 as a roadway is capable of handling that volume of truck traffic and is operating at an acceptable level of service (A or B) and is projected to in the future.
- c. A Stakeholder Advisory Committee member asked what would cause the roadway to operate at a lower level of service? If it's an A now, what would make it a C or an F? US 31 South team member Ryan Huebschman indicated that it's largely a question of volume and the percentage of truck traffic that would dictate a change in level of service.
- d. A Stakeholder Advisory Committee member commented that he was surprised that Division Road was not among the intersections with a lower level of service rating. Current level of service at US 31 and Division Road is an A for the intersection overall, however the east/west movement operates at a D, which is still an acceptable level.
- e. A Stakeholder Advisory Committee member commented that he was surprised that 450 and 550 N. in Tipton County are not highlighted as a critical access point to and from Sharpsville.
- f. A Stakeholder Advisory Committee member commented that once a list of alternatives becomes available there should be much more engagement because of general public interest. He also suggested that the study team continue to reiterate that no decision has been made on potential future improvements and suggested leveraging video and social media to assist.
- g. A Stakeholder Advisory Committee member suggested that high school basketball and football games in the study area counties would be a good place to hold Community Office Hours events.

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# APPENDIX I: US 31 COALITION PRESENTATION

8/1/2023



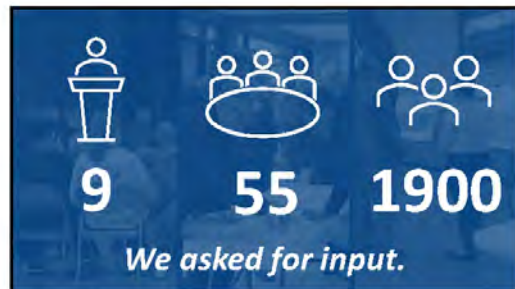
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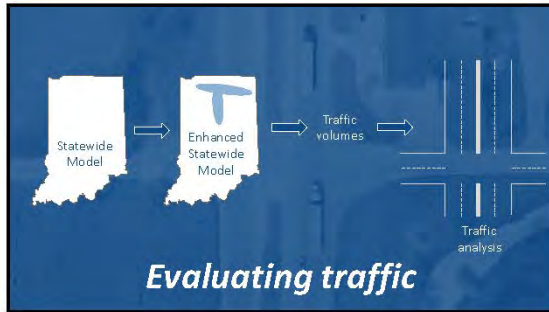


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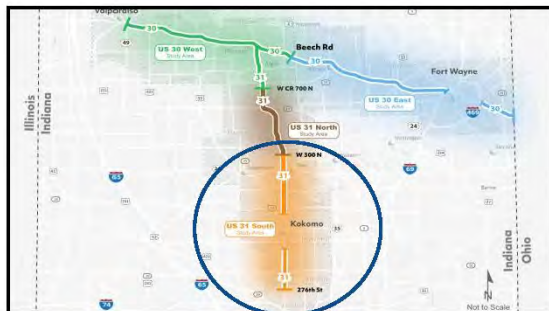
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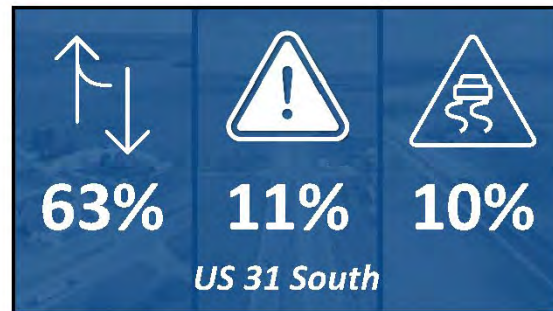
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## US 31 South

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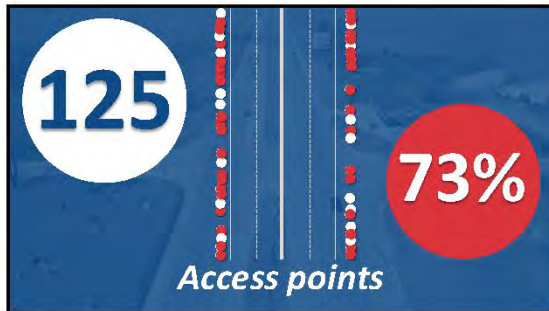
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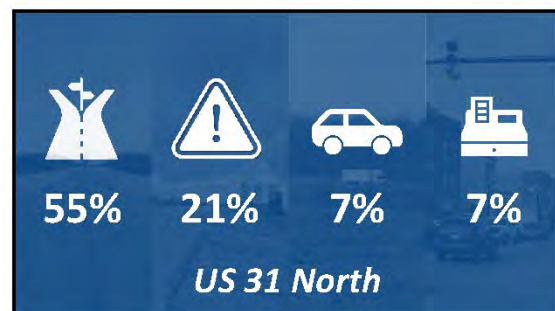
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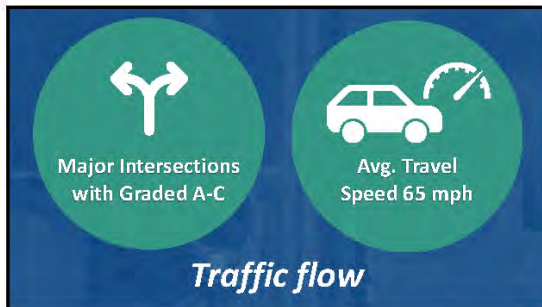
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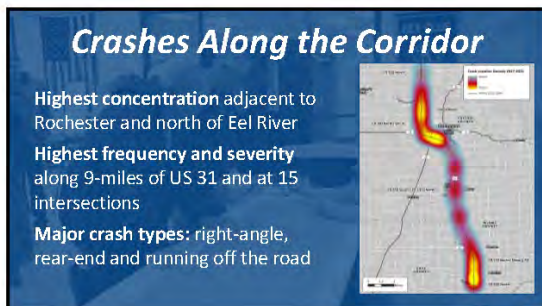
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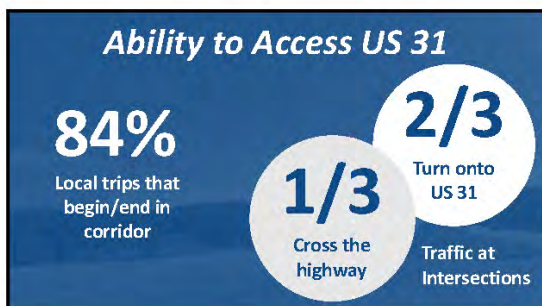
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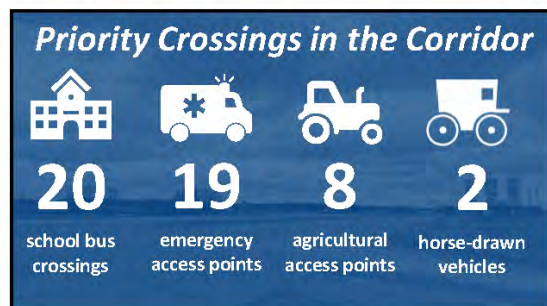
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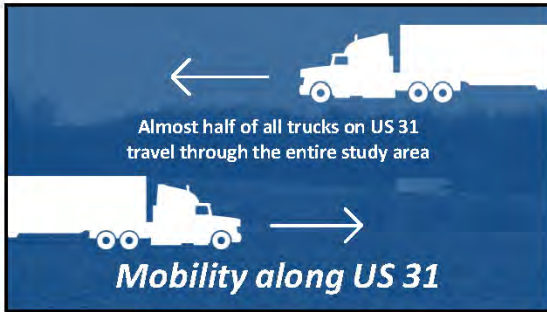
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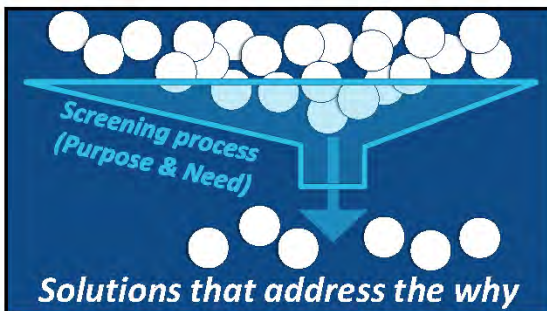
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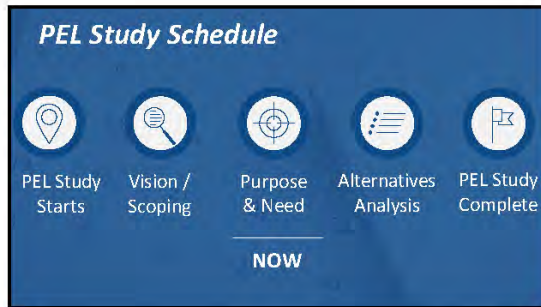
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## MEETING NOTES

Date: May 18, 2023

Re: US 31 Coalition Meeting – Draft Purpose and Need

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Jeremy Ashlock</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Dan Prevost</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Mindy Peterson</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM (Corridor), INDOT</i>
<i>Kevin Sears</i>	<i>INDOT Intergovernmental Affairs Director</i>
<i>Roger Rose</i>	<i>US 31 Coalition Member (Fulton County)</i>
<i>Jim Tidd</i>	<i>US 31 Coalition Member (Miami County)</i>
<i>Brett Morris</i>	<i>US 31 Coalition Member (Tipton County)</i>
<i>Laurie Maudlin</i>	<i>US 31 Coalition Member (Executive Director)</i>
<i>Brad Bagwell</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Kevin Overmyer</i>	<i>US 31 Coalition Member (Marshall County)</i>
<i>Stan Ortman</i>	<i>US 31 Coalition Member (Howard County)</i>

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## MEETING SUMMARY

The purpose of the meeting was to provide an update to the US 31 Coalition on the ProPEL US 31 North and South studies. The update included a summary of public engagement activities completed over the last several months, a summary of what was heard from those engagements, what the study teams did with that input, as well as the technical analyses that were completed by each study team. Collectively, this information formed the basis of the draft Purpose and Need statement for each study area.

### 1. INTRODUCTIONS AND PLANNING PROCESS

- a. The ProPEL US 31 North and South study team members introduced themselves prior to speaking throughout the presentation. A list of Advisor and Study Team members participating in the meeting can be found on the first page of this summary.
- b. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- c. Public input is an integral part of the PEL studies. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- d. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning studies.

### 2. PURPOSE AND NEED

- To date, the primary focus of each study team has been to define the “Why?” for each study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the studies and helps us understand what issues (i.e., needs) exist in each study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped each study team to define a draft Purpose and Need statement for each study – which is study requirement.
- To help answer the fundamental question of “Why?”, the study teams asked for input – and received lots of it. Through January 2023, the four studies saw more than 1,900 community members engage the study teams in variety of ways. These engagements included 9 public meetings, 55 community office hours (informal), as well as attending numerous community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, Farm Bureau representatives, local elected officials, emergency service providers, resources agencies, and others. The net result of these efforts is that we have received more than 1,300 comments across all four studies. While the comments focused on a variety of topics, three topics or themes were consistently mentioned across all four study areas:
  - i. Mobility and access to, from and across the US 30 and US 31 corridors;
  - ii. Safety concerns; and

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iii. Travel along the corridor, including regional and statewide mobility.

During today's meeting, each US 31 study team will further elaborate on the comments they received.

- In response to the comments received, the study teams did several things. They contacted school districts to understand bus routes. They talked to emergency management directors to learn about fire, police, and ambulance needs. They also met with local economic development professionals, Farm Bureau representatives, county officials, and others. They reviewed past plans, collected traffic data, and spent significant time in the corridor to view the issues firsthand. All that feedback and data was used to inform the transportation issues (i.e., needs) and desired outcomes (i.e., purposes).
- The fit and function of the corridors vary by location and community. Therefore, each study area identified its own issues (i.e., needs) and desired outcomes (i.e., purposes) for its respective area. This approach allows us to address the unique transportation needs and considerations of the specific study areas. Each of the study teams will share the issues and outcomes for their respective study areas.
- The draft Purpose and Need statement also identifies a series of goals that were developed based on public and stakeholder input. Each study team has identified their respective goals. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. For US 31, both study areas had five common goals:
  - i. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
  - ii. Providing transportation infrastructure that supports local economies and economic development goals.
  - iii. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
  - iv. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
  - v. Identifying fiscally-responsible improvements that avoid/minimize impacts to the human and natural environment.

The US 31 North study area also identified corridor and visual character as goals.

### 3. TRAFFIC MODELING OVERVIEW

- Before discussing issues and outcomes for each study area, an overview of how existing and projected traffic conditions were considered was provided. Evaluating traffic throughout the study areas entailed two main steps:
  - Step 1 was to predict the number of cars and trucks using the corridors. INDOT has a start-of-the-art model used to predict traffic throughout the state. The study teams took this model and added a lot more detail around US 30 and US 31. The enhancements included adding local roads, calibrating the model based on traffic counts at over 350 locations, and accounting for future land development. The model helps the study teams understand current traffic volumes and how traffic will increase in the future. For the ProPEL US 30 and US 31 studies, the future projections go out to 2045.

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- Step 2 was to analyze how this traffic moves along the corridors. For example, how much delay do drivers experience at intersections along the corridor? How long do people have to wait to turn left onto Division Road? The study teams are using industry-standard traffic analysis tools for this step. The study teams are looking at how traffic moves today and how it will move 20 years from now. They are also looking at how traffic flows through the current roads and, as they evaluate alternatives, how it would move better if the roads and intersections were improved.

#### 4. PROPEL US 31 SOUTH STUDY

- The ProPEL US 31 south study area extends from 276th street in Hamilton County to just south of Eel River in Miami County.
- The US 31 South study team received more than 300 public comments. The top three categories or themes of the comments included the following:
  - 63 percent of the comments related to mobility and access to, from, and across US 31.
  - 11 percent focused on safety concerns.
  - 10 percent talked about travel along the corridor.
- The US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.
- The US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. The majority of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the US 31 South study area.
- The US 31 South study team is concerned about safety throughout the corridor; however, there are 8 intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
- The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. In response, the study team collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Similar to school, the best grade is an “A” and the worst grade is an “F”. Of the 21 intersections analyzed in the US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.
- In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).
- Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved.

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Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.

- Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.
- The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

## 5. PROPEL US 31 NORTH STUDY

- The Propel US 31 north study area extends from just south of Eel River in Miami County to just south of the Fulton/Marshall County Line.
- For the US 31 North study:
  - 55 percent of the comments related to mobility and access to, from, and across US 31
  - 21 percent focused on safety concerns
  - 7 percent talked about regional and statewide mobility
  - 7 percent mentioned economic development and redevelopment
- The US 31 North study team used the traffic data – both existing data and forecast data looking out to 2045 – to look at how well traffic moves through the corridor. The US 31 North study team found that US 31 performs very well in terms of moving traffic through the study area and is expected to continue to do so in the future. The US 31 North study team looked at the major intersections in the study area and determined that all are expected to maintain grades between A and C – even in the year 2045 projected conditions.
- The US 31 North study team also looked at speed and travel times for US 31 within the study area and found that both are consistent throughout the corridor and throughout the day with no areas of reoccurring congestion. A trip through the 27-mile corridor takes an average of about 26 minutes.
- The US 31 North study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what the study team found when compiling and analyzing five years of crash data. The analysis found that, between 2017 and 2021, there were 730 crashes in the study area.
- About one-half of those crashes involved animals – most of them deer. The study team looked at those crashes to see if there are concentrated locations – sometimes, natural features like wooded areas or stream corridors can be attractive to deer. In those cases, we could look at options for discouraging deer from

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crossing or providing space under a bridge for them to cross under the roadway. In the US 31 North study area, no concentrations like that were found. So, there are some limitations on what the study team can do to address the animal crashes.

- Of the remaining 390 crashes that were not animal-related, the US 31 North Study team will consider design strategies to reduce the number and/or severity of them. About three quarters of those crashes were right-angle, rear-end, and running-off-road crashes. Although the study team is evaluating all the locations, there were 4 roadway segments and 15 intersections where the frequency or severity of crashes was higher than what would be expected for a roadway like this. These areas will be a focus of the US 31 North study team with regard to evaluating solutions.
- A heat map of the crashes was shown to the meeting attendees. The highest concentrations of crashes on the map were shown in yellow and are located in the Rochester area and the area just north of the Eel River. Those 4 segments of higher crash rates covered approximately 9 miles of US 31 in the study area.
- Access points along the US 31 North corridor, specifically driveways that serve individual properties, on a divided highway like US 31 can create potential safety and mobility concerns. Each one creates more potential conflict points for vehicles, especially if there is full access across the median. The US 31 North study team identified 10 driveways in the study area that provide access to individual residences, businesses, or farms. Nine of the driveways have full access with median cuts and one is a right-in right-out driveway. As the study continues, the study team will be assessing those driveways in relation to INDOT's Access Management guidelines in order to improve safety.
- The US 31 North study team understands that access to and across US 31 is important to communities within the study area. As the study team analyzed travel data along the US 31 North corridor we found:
  - The vast majority are local trips, with 84% of trips beginning and/or ending in the study corridor.
  - At intersections within the corridor, about 1/3 crosses the highway and the rest turn onto US 31.
- Input from the public helped us identify another important access issue – US 31 provides one of the few crossings of the Eel River for heavy or wide vehicles in the area, so that's something we'll want to keep in mind as we look at potential solutions.
- The US 31 North study team heard that getting across a roadway like US 31 can be particularly difficult for drivers of large or slow vehicles. Outreach was conducted to better understand these issues, including the specific needs and locations of the issues. Through that outreach, the study team identified:
  - 20 locations where school buses access or cross the corridor
  - 19 emergency access points
  - Eight agricultural and/or industrial services access points
  - Three spots where bicyclists and pedestrians commonly cross US 31
  - Two spots where horse-drawn vehicles are crossing US 31
- These locations will be shown on a large board at the public information meeting. If needed, we can review the board with you during the Q&A portion of today's meeting.
- Through our outreach, the study team also learned that:
  - Most emergency services are located on the east side of US 31.
  - All three school districts span US 31 with students on both sides of the roadway.

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- There are three grain elevators on the east side of US 31 in the study area that attract lots of trips at certain times of year.
- Finally, the US 31 North study team heard from the public that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. US 31 plays an important role in the regional and statewide transportation network. It's part of the National Highway System and National Truck Network, and it is also designated as a Statewide Mobility Corridor by INDOT. Daily truck traffic in this study area ranges from 24% to 32%. Also, trucks on US 31 are much more likely to be making through trips with almost half (44%) passing through the full 27-mile corridor.
- This section of US 31 is currently free-flow – there aren't any traffic signals in this section of the road. INDOT wants to maintain that and look for opportunities to improve the safety and reliability of US 31 as a statewide freight corridor.

## 6. NEXT STEPS

- All the feedback received and information collected informed each study area's draft Purpose and Need statement. The Purpose and Need statement explains the "Why?" for each study area – i.e., Why are improvements needed in the study area? The Purpose and Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES). The draft Purpose and Need statement is documented in the Draft Purpose and Need Report.
- The Draft Purpose and Need Report, which was the primary subject of today's meeting, will be published to the study website on or before June 5<sup>th</sup>. Multiple public information meetings will be held in early- to mid-June to solicit public comments on the Draft Purpose and Need Report. The public comment period on the Draft Purpose and Need Report will extend through July 31, 2023. A companion technical document, which is called the Existing Transportation Conditions Report, will also be published on the study website at the same time as the Draft Purpose and Need Report. The companion technical document includes all the documentation of the detailed technical analysis that was completed to develop the Draft Purpose and Need Report (e.g., traffic operations analysis, safety analysis, etc.).
- The Purpose and Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.
- Now that the study teams understand why improvements are needed in the study areas, they will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the "Universe of Alternatives" – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- Once the study teams have the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study areas, it is anticipated the screening process will involve multiple steps – possibly as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the

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level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.

- The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the draft Purpose and Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.
- We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in Summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.
- We anticipate the draft results of the second alternatives screening step will be released for public review and comment in Winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.
- We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.
- From an overall schedule perspective, the ProPEL US 30 and US 31 studies remain on target for completion in Fall 2024.
- In terms of what happens when the PEL studies are completed, it is important to remember that work remains to be done to develop and implement specific projects. As we discussed at our last meeting, the PEL studies will identify a reasonable range of alternatives in the study area. The study areas are large – so this could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.
- INDOT’s project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

## 7. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with Coalition members where their questions were addressed.

- A Coalition member asked about the source of crash data in the presentation, which intersections in the US 31 South study area received a grade of “F”, and whether the traffic counts can be shared. The Coalition member indicated that several crashes had recently occurred at the SR 18 intersection in the US 31 South study area. The advisor and study teams noted that additional supporting technical data (including traffic

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volume and data) will be published with the draft Purpose and Need Report. They also stated that the 2021 crash data was the most complete data set available when the study kicked-off in 2022, but the study teams are always open to input for future considerations. The US 31 South study team shared draft public meeting boards that highlighted the traffic flow ratings for CR 500 S, CR 800 S, CR 550 N, 296<sup>th</sup> St/CR 600S and 276<sup>th</sup> Street. The US 31 South study team also noted that a solution was already in the works for 276<sup>th</sup> Street via construction of an interchange as part of a separate project.

- A Coalition member asked about the area north of Argos to US 30 and if it is included in the ProPEL US 31 study. The advisor team noted that portion is included in the US 30 West study area.
- Another Coalition member asked about the amount of truck traffic in the US 31 South study area. The US 31 South study team shared that the truck traffic percentages range from 15-27% of daily traffic. The study team also noted this percentage gradually increases as you head north in the study area north of Kokomo. The study team also clarified that these are relatively high percentages in comparison to other roadways.
- A Coalition member noted that within Miami County at CR 800 S is another key area where several companies are interested in property for future economic development and mobility will be an important consideration. Both ProPEL US 31 studies have a stated goal of supporting economic development and redevelopment.
- A Coalition member asked for the specific purpose and need statement for each study area. The advisor noted the information presented during today's meeting is a draft which is still under internal review. The intent of today's discussion was to provide an advance view of the supporting information to this group for feedback ahead of the public meetings, which are scheduled to start in early June. Full documentation and data for all four study areas will be released June 5.
- A Coalition member asked for the percentage of through traffic for US 31 South. The US 31 South study team shared that it looked at through traffic north (11%) and south of Kokomo (59%). For the entire US 31 South study area, an additional 11 to 14% of traffic passes through both segments of the study area.
- A Coalition member asked how traffic data was gathered. The advisor clarified that the teams calibrated the traffic model using traffic data collected over multiple years that are representative of normal conditions. The study model also uses user surveys, as well as tools that utilize commercially available data sources, to understand origins and destinations.
- A Coalition member asked if the traffic data also looks at traffic originating outside of the study areas. The advisor team affirmed that the traffic model does consider this type of traffic.
- A Coalition member noted that it has been working with the Indiana Motor Truck Association to gather feedback from its members. The advisor team shared that it has developed a survey and will coordinate with the Association to gather this input.

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# APPENDIX J: ADDITIONAL STAKEHOLDER OUTREACH

US 31 South LEDOs Meeting; March 3, 2023

8/30/2023

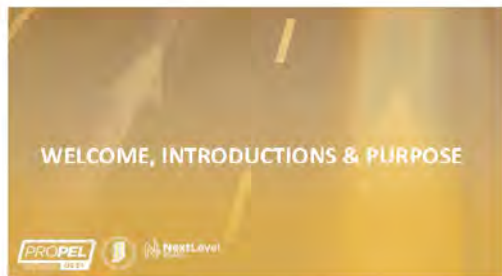


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## AGENDA



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## INTRODUCTIONS

### US 31 South & Advisor Team

- Dan Miller – HNTB
- Adin McCann – HNTB
- Stacey Osburn – HNTB

### US 31 North Team

- Junell O'Donnell, Parsons

### INDOT Project Manager

Jonathan Wallace – US 31



4

## MEETING PURPOSE



Provide information and answer questions regarding the Planning and Environmental Linkages (PEL) process



Introduce you to the ProPEL US 30 and US 31 studies



Communicate future steps for ProPEL US 30 and US 31 studies

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### PLANNING & ENVIRONMENTAL LINKAGES (PEL)

- **Planning study**
- **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)\***



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.



**NEPA**

8

## WHY A PEL?

- 
- The diagram illustrates four types of planning, each represented by a colored circle and a corresponding text box:
- Multi-disciplinary** (Yellow circle): A yellow box with the text "Multi-disciplinary - Each discipline works in parallel to solve the problem."
  - Flexible** (Blue circle): A blue box with the text "Flexible - Does not require a 'one size fits all' approach."
  - Collaborative** (Dark grey circle): A dark grey box with the text "Collaborative - Engages stakeholders and agencies from the start."
  - Action Plan** (Green circle): A green box with the text "Action Plan - Identify next steps."

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## ProPEL US 30 AND US 31 STUDIES



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## ProPEL US 30 and US 31



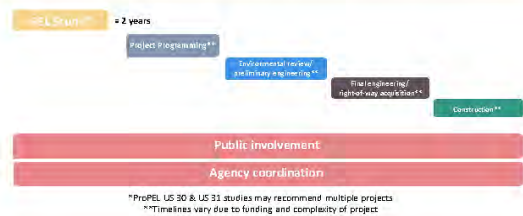
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## ProPEL US 30 & US 31 STUDIES PROCESS



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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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HOW WE ARE GATHERING FEEDBACK

- Five Vision/Scoping public meetings (virtual and in-person) held in December 2022
- Comments via study websites
- 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
- Proactive outreach to community organizations, businesses and underserved populations



16

HOW IS FEEDBACK UTILIZED?



17

ROLE OF A STAKEHOLDER



18

## HOW WE WILL KEEP YOU UPDATED



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## US 31 ENGAGEMENT TO DATE | TOTAL



20

## WHAT WE ARE HEARING | US 31 SOUTH



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## WHAT WE ARE HEARING | US 31 NORTH



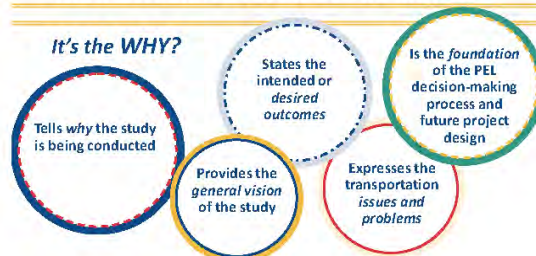
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## NEXT STEPS




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## WHAT IS A PURPOSE AND NEED STATEMENT?




24

### ALTERNATIVES ANALYSIS




Develop and analyze potential improvements to meet the study purpose and need



Two-pronged approach

- Localized solutions
- Corridor-wide improvements






Start broad and narrow to a “reasonable” set of alternatives based on:

- Technical analysis
- Stakeholder and community feedback

25


### QUESTIONS?






26

### THANK YOU

Visit the website at [propelUS31.com](https://propelUS31.com)





March 2023

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

## MEETING NOTES

Date: March 3, 2023

Re: Local Economic Development Organization (LEDO) Meeting

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/31 Advisor PM, HNTB Corporation</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study PM, HNTB Corporation</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/31 Advisor Team, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 Project Manager (Corridor), INDOT</i>
<i>Junell O'Donnell</i>	<i>ProPEL US 31 North Project Manager, Parsons</i>
<i>Jim Tidd</i>	<i>Miami County Economic Development Authority</i>
<i>Brooke Robertson</i>	<i>Miami County Economic Development Authority</i>
<i>Abbie Smith</i>	<i>Economic Development Director, City of Tipton</i>
<i>Steven Ray</i>	<i>North Central Indiana Regional Planning Council</i>
<i>Christy Householder</i>	<i>Economic Development Director, Cass County</i>
<i>Lori Dukes</i>	<i>Greater Kokomo Economic Development Alliance</i>

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## MEETING SUMMARY

The ProPEL US 30/31 Advisor team and members of the US 31 South and US 31 North study teams held a meeting (virtual) with members of local economic development organizations on March 3, 2023. The purpose of this meeting was to provide information and answer questions regarding the Planning and Environment Linkages (PEL) process, introduce attendees to the ProPEL US 30 and 31 studies and communicate future steps.

### 1. WELCOME, INTRODUCTIONS & PURPOSE

- a. The consultant introduced members of the Advisor team, members of the US 31 South and US 31 North study teams and INDOT staff in attendance.
- 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. The consultant provided an overview of the factors that a Planning & Environmental Linkages (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.
- d. 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.
- e. 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.
- f. 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 regarding research, outreach, and recommendations.
- g. It was noted that the study is currently in the Vision & Scoping phase. That will be followed the Purpose & Need (spring/summer 2023) and Alternatives Analysis (late 2023/early 2024) milestones. The study is scheduled to be completed in fall 2024.
- h. The consultant explained that the studies will identify a reasonable range of alternatives for each study area. This could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline depending on complexity and funding.

### 2. PUBLIC ENGAGEMENT

- a. The consultant outlined the ways that the study teams are gathering feedback, including stakeholder meetings, public information meetings (in-person and web-based opportunities), social media (Facebook, Twitter and Instagram), the study website – [www.propelUS31.com](http://www.propelUS31.com), monthly community office hours, and resource agency coordination.

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- b. It was explained that public and stakeholder feedback will be used to:
  - i. Understand local needs.
  - ii. Identify local opportunities and concerns.
  - iii. Assess potential options, constraints and tradeoffs.
  - iv. Inform PELS study recommendations.
- c. The consultant outlined the role of a stakeholder 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.
- d. The consultant shared the results of US 31 engagement efforts to date, which include 633 registered stakeholders, 431 public comments and 426 attendees at public information meetings.
- e. The US 31 South study team shared what they have heard from stakeholders and what has been done in response:
  - i. "School access across the corridor is important." The US 31 South study team reached out to seven school districts to understand bus routes.
  - ii. "The corridor is vital to community safety." The US 31 South study team is analyzing crash data along the corridor and examining public feedback.
  - iii. "Emergency services use the corridor regularly to serve our communities." The US 31 South study team talked to emergency service providers in four counties to understand access points.
  - iv. "Agricultural equipment regularly crosses the corridor." The US 31 South study team is identifying agricultural landowners and engaging Farm Bureau representatives.
- f. The US 31 North study team shared what they have heard from stakeholders and what has been done in response:
  - i. "Emergency vehicle and school access is vital." The US 31 North study team talked with emergency services and schools in the area to understand key routes and known issues.
  - ii. "Heavy farm equipment needs the ability to safely cross the corridor." The US 31 North study team spoke to several farmers to understand needs and uses and continues outreach to county Farm Bureaus.
  - iii. "Safety should be a priority." The US 31 North study team is examining crash data at intersections of concern, as identified by public comments.
  - iv. "Economic development should be considered when making decisions." The US 31 North study team has discussed economic development with businesses along and close to the corridor.
- g. The consultant identified the next steps, which are the Draft Purpose & Need milestone, during which there will be additional public engagement early this summer, followed by the Universe of Alternatives development.
- h. The consultant explained that the US 31 study teams will develop and analyze potential improvements to meet the study purpose and need using a two-pronged approach that included localized solutions and corridor-wide improvements. Alternatives will start broad and narrow to a "reasonable" set of alternatives based on technical analysis and stakeholder and community feedback.

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### 3. COMMENTS

- a. Miami County:
  - i. The US 31 Coalition is completing an economic impact study that will be released in the next 90 days.
  - ii. The Bike and Trail Report is scheduled for completion at the end of March.
  - iii. The Comprehensive Plan is still awaiting launch.
  - iv. Miami County LEDO plans to provide a REDI grant proposal.
- b. Howard County:
  - i. Stellanis/Samsung EV battery plant is a \$2.5 billion investment that will bring 1,400 employees to the area. Construction will continue through 2023 and 2024 and is expected to begin production in 2025.
  - ii. New industrial business park was 142 acres one year ago, and it is a 300-acre parcel now.
  - iii. In 1.5 seasons, 586,000 visitors are expected to visit Championship Park
- c. Cass County:
  - i. Hog farms and agricultural farms are the most important industries in the county.
  - ii. County LEDO meetings include utilities, post-secondary education, and workforce development. Regional meeting is in May and then the first Friday of each month.
  - iii. There is desire for a freeway in Cass County.
  - iv. INDOT has done a great job limit conflicts through its access management program.
- d. Tipton County:
  - i. 70-200 acres of development near US 31 and Sr 28 that will includes an industrial park area and a housing development.
  - ii. East/west connectivity with Cass County is important for large employers like Becks and Total Seed.
  - iii. Access to Tri-Central schools is critical.

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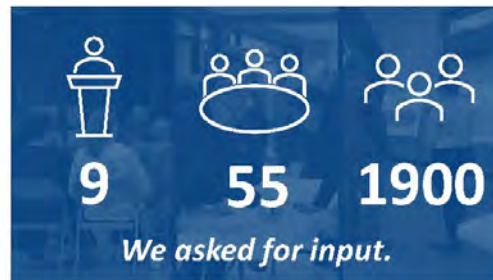
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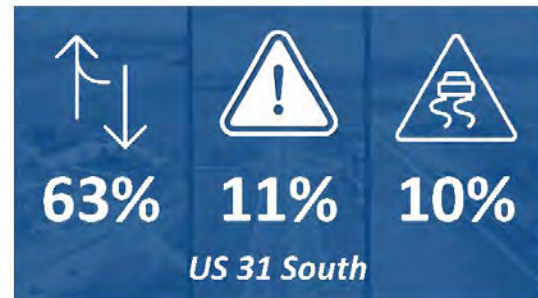
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## INDOT shares ProPEL US 30 and 31 public feedback, insights

*Virtual media availability planned for Monday*

**WHO:** Indiana Department of Transportation

**WHAT:** INDOT will host a virtual media briefing to detail public feedback gathered to date for the Planning and Environmental Linkages (PEL) studies currently in progress along the US 30 AND US 31 corridors in northern Indiana. The study areas include 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 included are Allen, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley counties.

**WHEN:** Monday, May 22, 2023, at 10 a.m. ET

**WHERE:** Please register here for the virtual media briefing via Microsoft Teams.

**Media Contact:**

Natalie Garrett

Strategic Communications Director

Indiana Department of Transportation

812-525-0571

nagarrett@indot.in.gov



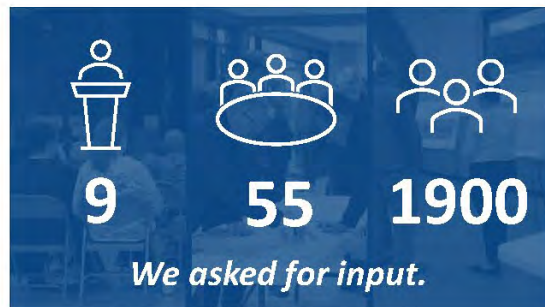
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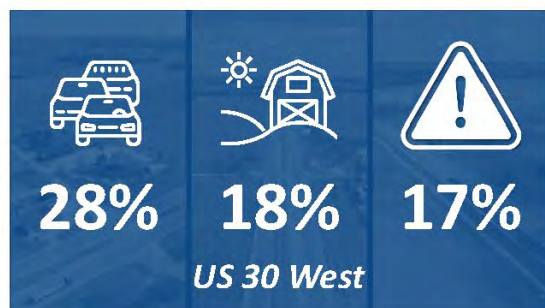
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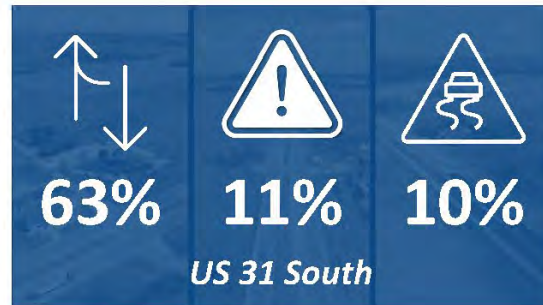
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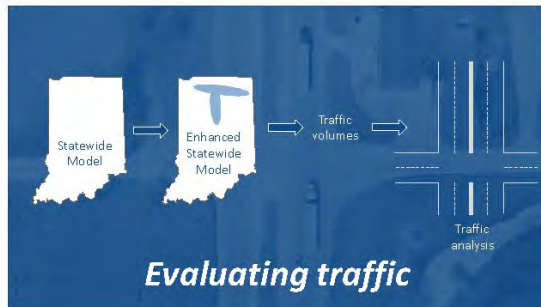


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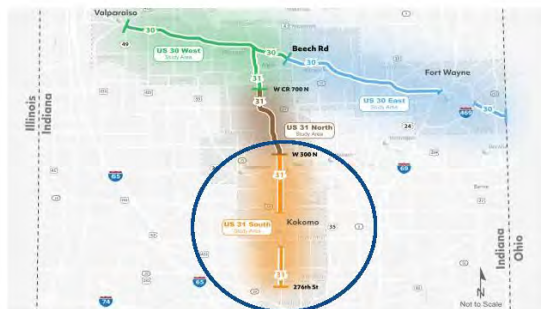
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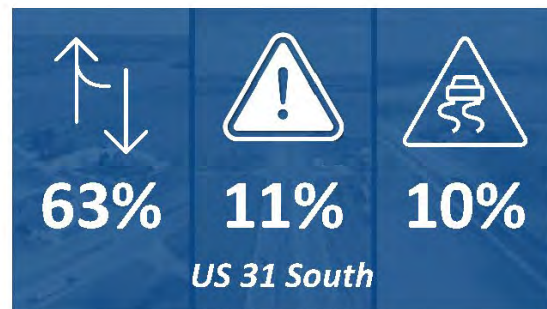
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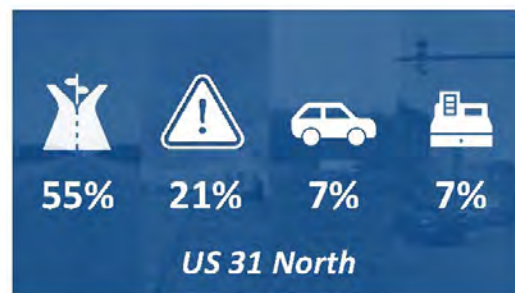
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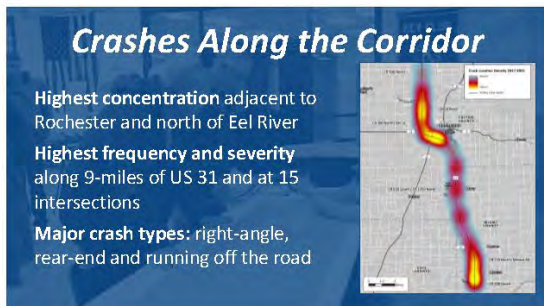
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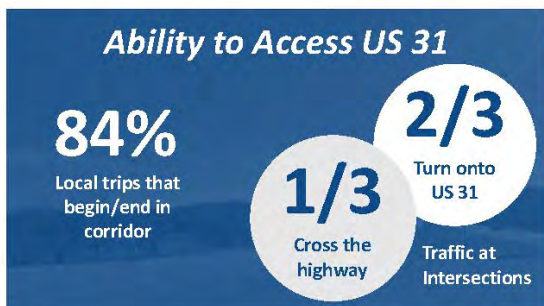
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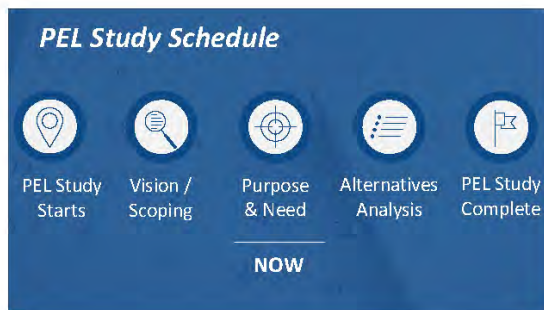
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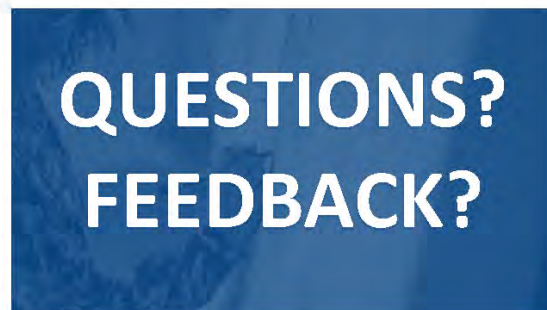
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## MEETING NOTES

Date: June 7, 2023

Re: US 31 Farm Bureau Meeting – Draft Purpose and Need

### In Attendance:

Dan Miller	ProPEL US 31 South Study Manager, HNTB
Cassidy Hunter	ProPEL US 31 South Communications Lead, HNTB
Alex Lee	ProPEL US 31 North Study Team, Parsons
Jonathan Wallace	ProPEL US 31 Project Manager, INDOT
Sandra Flum	ProPEL US 31 Deputy Project Manager, INDOT
Nancy Cline	Tipton County Commissioner
Leslie Hickman	Regional Manager, Indiana Farm Bureau
Kent Chism	Member, Indiana Farm Bureau
Josh Boxell	Member, Indiana Farm Bureau
David Garhart	Member, Indiana Farm Bureau
Rick Williams	Member, Indiana Farm Bureau
Scott Mills	Member, Indiana Farm Bureau
Chris Leedy	Member, Indiana Farm Bureau
Amie Osborn	Member, Indiana Farm Bureau
Elaine Dragstrem	Member, Indiana Farm Bureau
Phyllis Calloway	Member, Indiana Farm Bureau
Jerry Calloway	Member, Indiana Farm Bureau
Gary Lightfoot	Member, Indiana Farm Bureau
Beth Lightfoot	Member, Indiana Farm Bureau
Mark Baird	Member, Indiana Farm Bureau, Executive Director, Tipton Community Foundation
Steve Maple	Member, Indiana Farm Bureau
Kelly Pall	Member, Indiana Farm Bureau
Barry Clemons	Member, Indiana Farm Bureau
Ora Clemons	Member, Indiana Farm Bureau
Bill Clemons	Member, Indiana Farm Bureau
Rodney Miller	Member, Indiana Farm Bureau
Colette Childress	Member, Indiana Farm Bureau
Will Harlow	Member, Indiana Farm Bureau
Don Willson	Member, Indiana Farm Bureau
Brad Fruth	Member, Indiana Farm Bureau; Director of Innovation, Beck's
Jenny Mundell	Member, Indiana Farm Bureau
Mike Mundell	Member, Indiana Farm Bureau
Elsa Smith	Member, Indiana Farm Bureau

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## MEETING SUMMARY

The purpose of the meeting was to provide an update to Indiana Farm Bureau members from Tipton, Howard and Miami counties on the ProPEL US 31 North and South studies. The update included a summary of public engagement activities completed over the last several months, a summary of what was heard from those engagements, what the study teams did with that input, as well as the technical analyses that were completed by each study team. Collectively, this information formed the basis of the draft Purpose and Need statement for each study area.

### 1. INTRODUCTIONS AND PLANNING PROCESS

- a. The ProPEL US 31 North and South study team members introduced themselves and INDOT representatives prior to speaking throughout the presentation.
- b. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- c. Public input is an integral part of the PEL study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in the corridor.
- d. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning study.

### 2. PURPOSE AND NEED

- To date, the primary focus of each US 31 study team has been to define the “Why?” for each study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the study and helps us understand what issues (i.e., needs) exist in each study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped each study team to define a draft Purpose and Need statement for each study – which is study requirement.
- To help answer the fundamental question of “Why?,” the study teams asked for input – and received lots of it. Through January 2023, the four studies saw more than 1,900 community members engage the study teams in variety of ways. These engagements included nine public meetings, 55 community office hours (informal), as well as attending numerous community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, school districts, local elected officials, emergency service providers, resources agencies, and others. The net result of these efforts is that we have received more than 1,300 comments across all four studies. While the comments focused on a variety of topics, three topics or themes were consistently mentioned across all four study areas:
  - i. Mobility and access to, from and across the corridor;
  - ii. Safety concerns; and
  - iii. Travel along the corridor, including regional and statewide mobility.

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During today's meeting, each US 31 study team will further elaborate on the comments they received.

- In response to the comments received, the study teams did several things. They contacted school districts to understand bus routes. They talked to emergency management directors to learn about fire, police, and ambulance needs. They also met with local economic development professionals, Farm Bureau representatives, county officials, and others. They reviewed past plans, collected traffic data, and spent significant time in the corridor to view the issues firsthand. All that feedback and data was used to inform the transportation issues (i.e., needs) and desired outcomes (i.e., purposes).
- The fit and function of the corridor vary by location and community. Therefore, each study area identified its own issues (i.e., needs) and desired outcomes (i.e., purposes) for its respective area. This approach allows us to address the unique transportation needs and considerations of the specific study areas. Each of the study teams will share the issues and outcomes for their respective study areas.
- The draft Purpose and Need statement also identifies a series of goals that were developed based on public and stakeholder input. Each study team has identified their respective goals. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. For US 31, both study areas had five common goals:
  - i. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
  - ii. Providing transportation infrastructure that supports local economies and economic development goals.
  - iii. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
  - iv. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
  - v. Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.

The US 31 North study area also identified corridor and visual character as goals.

### 3. TRAFFIC MODELING OVERVIEW

- Before discussing issues and outcomes for each study area, an overview of how existing and projected traffic conditions were considered was provided. Evaluating traffic throughout the study areas entailed two main steps:
  - Step 1 was to predict the number of cars and trucks using the corridor. INDOT has a state-of-the-art model used to predict traffic throughout the state. The study teams took this model and added a lot more detail around US 31. The enhancements included adding local roads, calibrating the model based on traffic counts at hundreds of locations, and accounting for future land development. The model helps the study teams understand current traffic volumes and how traffic will increase in the future. For the ProPEL US 31 study, the future projections go out to 2045.
  - Step 2 was to analyze how this traffic moves along the corridor. For example, how much delay do drivers experience at intersections along the corridor? How long do people have to wait to turn left

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onto Division Road? The study teams are using industry-standard traffic analysis tools for this step. The study teams are looking at how traffic moves today and how it will move 20 years from now. They are also looking at how traffic flows through the current roads and, as they evaluate alternatives, how it would move better if the roads and intersections were improved.

#### 4. PROPEL US 31 SOUTH STUDY

- The ProPEL US 31 south study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.
- The US 31 South study team received more than 300 public comments. The top three categories or themes of the comments included the following:
  - 63 percent of the comments related to mobility and access to, from, and across US 31.
  - 11 percent focused on safety concerns.
  - 10 percent talked about travel along the corridor.
- The US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.
- The US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. The majority of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the US 31 South study area.
- The US 31 South study team is concerned about safety throughout the corridor; however, there are eight intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
- The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. In response, the study team collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Similar to school, the best grade is an “A” and the worst grade is an “F.” Of the 21 intersections analyzed in the US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.
- In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).
- Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved. Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.

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- Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.
- The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

#### 7. FINDINGS FROM STUDY

- The Propel US 31 north study area extends from just south of the Eel River in Miami County to just south of the Fulton/Marshall County Line.
- For the US 31 North study:
  - 55 percent of the comments related to mobility and access to, from, and across US 31
  - 21 percent focused on safety concerns
  - 7 percent talked about regional and statewide mobility
  - 7 percent mentioned economic development and redevelopment
- The US 31 North study team used the traffic data – both existing data and forecast data looking out to 2045 – to look at how well traffic moves through the corridor. The US 31 North study team found that US 31 performs very well in terms of moving traffic through the study area and is expected to continue to do so in the future. The US 31 North study team looked at the major intersections in the study area and determined that all are expected to maintain grades between A and C – even in projected future conditions (i.e., 2045).
- The US 31 North study team also looked at speed and travel times for US 31 within the study area and found that both are consistent throughout the corridor and throughout the day with no areas of reoccurring congestion. A trip through the 27-mile corridor takes an average of about 26 minutes.
- The US 31 North study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what the study team found when compiling and analyzing five years of crash data. The analysis found that, between 2017 and 2021, there were 730 crashes in the study area.
- About half of those crashes involved animals – most of them deer. The study team looked at those crashes to see if there are concentrated locations – sometimes, natural features like wooded areas or stream corridors can be attractive to deer. In those cases, we could look at options for discouraging deer from crossing or providing space under a bridge for them to cross under the roadway. In the US 31 North study area, no

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concentrations like that were found. So, there are some limitations on what the study team can do to address the animal crashes.

- Of the remaining 390 crashes that were not animal-related, the US 31 North Study team will consider design strategies to reduce the number and/or severity of them. About three quarters of those crashes were right-angle, rear-end, and running-off-road crashes. Although the study team is evaluating all the locations, there were four roadway segments and 15 intersections where the frequency or severity of crashes was higher than what would be expected for a roadway like this. These areas will be a focus of the US 31 North study team with regard to evaluating solutions.
- A heat map of the crashes was shown to the meeting attendees. The highest concentrations of crashes on the map were shown in yellow and are in the Rochester area and the area just north of the Eel River. Those four segments of higher crash rates covered approximately nine miles of US 31 in the study area.
- Access points along the US 31 North corridor, specifically driveways that serve individual properties, on a divided highway like US 31 can create potential safety and mobility concerns. Each one creates more potential conflict points for vehicles, especially if there is full access across the median. The US 31 North study team identified 10 driveways in the study area that provide access to individual residences, businesses, or farms. Nine of the driveways have full access with median cuts and one is a right-in right-out driveway. As the study continues, the study team will be assessing those driveways in relation to INDOT's Access Management guidelines to improve safety.
- The US 31 North study team understands that access to and across US 31 is important to communities within the study area. As the study team analyzed travel data along the US 31 North corridor we found:
  - The vast majority are local trips, with 84% of trips beginning and/or ending in the study corridor.
  - At intersections within the corridor, about one-third crosses the highway and the rest turn onto US 31.
- Input from the public helped us identify another important access issue – US 31 provides one of the few crossings of the Eel River for heavy or wide vehicles in the area, so that is something we will want to keep in mind as we look at potential solutions.
- The US 31 North study team heard that getting across a roadway like US 31 can be particularly difficult for drivers of large or slow vehicles. Outreach was conducted to better understand these issues, including the specific needs and locations of the issues. Through that outreach, the study team identified:
  - 20 locations where school buses access or cross the corridor
  - 19 emergency access points
  - Eight agricultural and/or industrial services access points
  - Three spots where bicyclists and pedestrians commonly cross US 31
  - Two spots where horse-drawn vehicles are crossing US 31
- These locations will be shown on a large board at the public information meeting. If needed, we can review the board with you during the Q&A portion of today's meeting.
- Through our outreach, the study team also learned that:
  - Most emergency services are located on the east side of US 31.
  - All three school districts span US 31 with students on both sides of the roadway.

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- There are three grain elevators on the east side of US 31 in the study area that attract lots of trips at certain times of year.
- Finally, the US 31 North study team heard from the public that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. US 31 plays an important role in the regional and statewide transportation network. It is part of the National Highway System and National Truck Network, and it is also designated as a Statewide Mobility Corridor by INDOT. Daily truck traffic in this study area ranges from 24% to 32%. Also, trucks on US 31 are much more likely to be making through trips with almost half (44%) passing through the full 27-mile corridor.
- This section of US 31 is currently free-flow – there aren't any traffic signals in this section of the road. INDOT wants to maintain that and look for opportunities to improve the safety and reliability of US 31 as a statewide freight corridor.

## 6. NEXT STEPS

- All the feedback received and information collected informed each study area's draft Purpose and Need statement. The Purpose and Need statement explains the "Why?" for each study area – i.e., Why are improvements needed in the study area? The Purpose and Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES). The draft Purpose and Need statement is documented in the Draft Purpose and Need Report.
- The Draft Purpose and Need Report for both studies, which was the primary subject of today's meeting, were published to the study website on June 5. Multiple public information meetings will be held in early- to mid-June to solicit public comments on the Draft Purpose and Need Report. The public comment period on the Draft Purpose and Need Report will extend through July 31, 2023. A companion technical document, which is called the Existing Transportation Conditions Report, will also be published on the study website at the same time as the Draft Purpose and Need Report. The companion technical document includes all the documentation of the detailed technical analysis that was completed to develop the Draft Purpose and Need Report (e.g., traffic operations analysis, safety analysis, etc.).
- The Purpose and Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.
- Now that the study teams understand why improvements are needed in the study areas, they will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the "Universe of Alternatives" – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- Once the study teams have the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study areas, it is anticipated the screening process will involve multiple steps – as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail

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associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.

- The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the draft Purpose and Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.
- We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in Summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.
- We anticipate the draft results of the second alternatives screening step will be released for public review and comment in Winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.
- We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.
- From an overall schedule perspective, the ProPEL US 31 studies remain on target for completion in Fall 2024.
- In terms of what happens when the PEL studies are completed, it is important to remember that work remains to be done to develop and implement specific projects. The PEL studies will identify a reasonable range of alternatives in the study area. The study areas are large – so this could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.
- INDOT’s project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

## 7. OPEN DISCUSSION AND QUESTIONS

The meeting included an open discussion with Farm Bureau members where their questions and concerns were addressed.

- Two meeting attendees referenced the US 31 North crash locations heat map and inquired about the number of animal contacts in both study areas and how they were accounted for in that crash data presented. US 31 North study team member Alex Lee provided additional context around their data, and US 31 South study

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manager noted following up with the attendee with specific information regarding wildlife-vehicle collisions and crash data in that study area.

- One meeting attendee identified herself as a Tipton County Commissioner who was unaware of the study before the meeting notification. She stated her interest in the study and desire to be updated and engaged going forward. That stakeholder was confirmed to have an account in PIMA and will continue to receive study updates via email.
- Several meeting attendees noted the importance of east/west mobility and access across US 31, particularly for agriculture and freight routes. Removing access at important connections would put additional stress on the county roads that are currently not equipped to deal with that kind of travel long-term.
- As a follow-up to the above comment, a meeting attendee inquired about coordination with local agencies when thinking through future potential improvements to US 31.
- Meeting attendees identified several intersections that they felt posed a safety concern in the corridor. Those intersections include:
  - US 31 and SR 218
  - US 31 and CR 500 South
  - US 31 and CR 400 South
  - US 31 and Business 31
  - US 31 and Division Rd.

Meeting members stated that likely every intersection in the study area is used for agricultural purposes each year.

- A meeting attendee questioned the current construction projects that are underway along the corridor and how those were related to PEL (with specific mention to Division Rd. and the railroad bridge). Study team members and INDOT representatives indicated that those projects were previously programmed projects that are not part of the study. They noted projects that have already been programmed along the corridor will continue to proceed as planned, but also noted that the ProPEL studies will consider those improvements when looking at alternatives in each study area.
- A meeting attendee mentioned a new Tipton County ordinance that would designate Division Rd. as the official truck route, which is a concern given the current safety and mobility challenges at that intersection.
- A meeting attendee noted that limiting east/west access along US 31 would cause farmers in the area to have to travel five, 10 or more miles out of their way to connect to US 31. At certain times and specific locations, that presents a safety issue, particularly at bridges at CR 500 South and 600 North. There are also several bodies of water that have to be considered in the US 31 North study area.
- An attendee mentioned that drainage was an issue on the east and west sides of US 31. He mentioned standing water on his farmland and that flooding was always a concern because of the poor drainage in the area. He indicated that drainage should be something that the study team looks into and considers as part of this process. Study members directed him to INDOT-4-U and the district office to address existing drainage issues. Study members noted that drainage will be included as part of the project development process for any project that moves forward from the studies.

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- In terms of public outreach opportunities, one attendee mentioned stopping by the grain elevators in the study areas to leave information about the PEL studies. She also noted that the farmers there would likely not have time for a full-blown conversation on the spot but would definitely be willing to take a handout which would help build awareness about the study.

In addition, the following comments from the meeting were submitted via PIMA:

- The Propel meeting at the Farm Bureau office this morning brought to my attention that some of the roads used for farm equipment, emergency service and bus routes crossing US 31 from 600N to Division Rd. aren't marked. I also have concerns that our county roads won't be wide enough to match any overpasses in this area. Right now, 600N has an overpass, which is great, but our county roads aren't wide enough for vehicles to pass farm equipment.
- Hello, I am a farmer in Sharpville (Tipton County). I farm 2500 acres almost equally split by US 31. I've got little desire to gain an access on the northern portion of Tipton County, but I am very concerned with my ability to cross 31 to access my fields. At this point my options are already limited. I can drive the 6 miles one way to SR 28, I can test my luck on finding a gap between north and south bound traffic to cross at a traditional intersection, or I can cross on County Road 600 N. This is my by far best option, but it is in no way perfect. The overpass is fine, but the county road in either side is constricted by a ditch and guard rail that is a tight fit for even pedestrian vehicles. I have to hope when I'm in a farm tractor or semi that I don't meet traffic or that they're cognizant of my being there (they're typically not). At least one additional overpass at 200, 300 or 450N would be vital to me or my neighbor farmers in accessing what we need to make a living.

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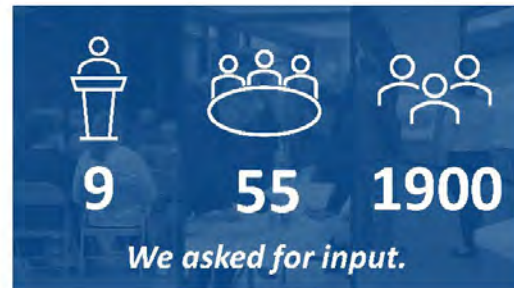
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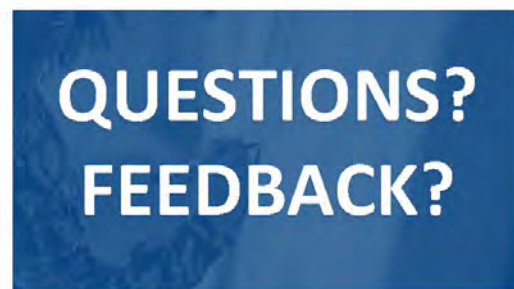
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## MEETING NOTES

Date: July 17, 2023

Re: US 31 South Meeting with Local Economic Development Organizations (LEDOs)

### In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Cassidy Hunter</i>	<i>ProPEL US 31 South Communications Manager, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 Project Manager, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy Project Manager, INDOT</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Communications Manager, Parsons</i>
<i>Jim Tidd</i>	<i>Miami County Economic Development Authority</i>
<i>Michelle Reed</i>	<i>Greater Kokomo Economic Development Alliance</i>
<i>Karen McLean</i>	<i>Northern Indiana Public Service Company</i>
<i>Rachel Huser</i>	<i>Wabash Valley Power Alliance</i>
<i>Shan Sheridan</i>	<i>Clinton County Chamber of Commerce</i>
<i>Victoria Ross-Frost</i>	<i>Indiana Municipal Power Agency</i>
<i>Lori Dukes</i>	<i>Greater Kokomo Economic Development Alliance</i>
<i>Michael Ladd</i>	<i>Fulton Economic Development Corporation</i>
<i>Brooke Robertson</i>	<i>Miami County Economic Development Authority</i>
<i>Kathy Burns</i>	<i>Indiana Region 4 Workforce Board</i>

[propelUS31.com](http://propelUS31.com)

## MEETING SUMMARY

The purpose of the meeting was for representatives of economic development organizations in the ProPEL US 31 study area counties to share updates on local activities related to business development and their potential for transportation impacts and considerations. Next meeting will be scheduled mid- to late September.

### 1. INTRODUCTIONS & STUDY UPDATE

- a. The ProPEL US 31 study team members introduced themselves. A list of advisor and study team members participating in the meeting can be found on the first page of this summary.
- b. Representatives of the local economic development organizations introduced themselves. A list of participants can be found on the first page of this summary.
- c. A brief update on the status of the study; we are currently at the Purpose & Need milestone.
  - The Purpose & Need statement explains the WHY – why are potential improvements needed in the study area? The Purpose & Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES).
  - The Purpose & Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

### 2. MIAMI COUNTY

- a. Samsung supplier at Grissom travels between Kokomo and South Bend. This includes a lot of truck traffic on US 31.
- b. There are plans for a campground near the new National American Huey History Museum. The campground will include 80 to 90 spots.
- c. A Korean company purchased three dormitories at Grissom to help with housing workers (approximately 240 rooms).
- d. New weapon system and reserve unit coming to Grissom Air Reserve Base.
- e. Concert venue planned near US 31 and N. Eel Cemetery Road. 10 concerts per year accommodating 10,000 people per event. Main access point will be located at intersection of US 31 and CR 200 N. Sewer and water extensions will be completed this year. Open by late summer 2024. (Post meeting note: The ProPEL US 31 South study team requested the approved site plan from the Miami County EDC for the concert venue to understand location, size, access, and traffic flow considerations.)

### 3. HOWARD COUNTY

- a. EV battery facility north of Kokomo is a \$2.5 billion investment that will bring 1,400 jobs to the area. The facility will be operational by 2025. Future expansion projects may be possible at this facility.
- b. New housing planned for South Korean employees of EV battery facility.
- c. There has been a significant increase in industry in Kokomo and Howard County.

*propelUS31.com*

- d. Downtown Kokomo is planning a new hotel and conference center that would include a ball room and office complex. New property will help to support the influx of sports and recreational travel coming to the area. Target opening in the first quarter of 2025.
- e. Championship Park is also major destination in Howard County. The park receives approximately 580,000 visits per year – which is 8<sup>th</sup> in the state of Indiana in terms of visitation (just behind the Childrens Museum of Indianapolis).

#### 4. TIPTON COUNTY

- a. Tipton County was not represented during the meeting; however, the attendees noted substantive commercial development at SR 28 interchange. More specifically, there is a truck plaza and housing development planned for the east side of US 31 and SR 28.
- b. The Division Road temporary closure continues to be difficult for industry. The increase in truck traffic has in turn increased travel time.
- c. Supplier traffic/truck traffic needs access points for the labor force in order to attract top talent in those industries.

#### 5. NEXT MEETING

- a. Establishing regular meetings with the group may be beneficial for the LEDO group, as well as the ProPEL US 31 North and South study teams.
- b. Meeting every two months was suggested by the LEDOs. Mr. Tidd will look at meeting schedule for September to try and schedule the next meeting.

**Local Elected Officials Outreach**, July 25, 2023

**To:** Local Elected Officials

**Subject:** Briefing Regarding INDOT's ProPEL US 31 South Study

Dear XXX,

The ProPEL US 31 South study team is continuing its work on the Planning and Environment Linkages (PEL) study along the US 31 corridor between 276<sup>th</sup> Street in Hamilton County and W CR 300 N in Miami County. Thank you for your participation and engagement thus far. Your input will help to inform the study as we continue this comprehensive and transparent process.

We have been hard at work gathering public input. In June, we completed two in-person public information meetings. Approximately 300 people attended these meetings. Since that time, we have also attended several community events, fairs and festivals, as well as continued with our rotating community office hours events – all in an effort to engage our study stakeholders.

For those unable to attend the in-person public meetings, a virtual meeting experience is available at [www.propelus31.com](http://www.propelus31.com). The meeting reports on insights gained from the public thus far, shares additional data gathered by the US 31 South team, and provides an overview of the transportation issues (i.e., needs) and desired outcomes (i.e., purposes) in the study area. This information is summarized in the Draft Purpose and Need Report, which is available for review and comment, also on the study website. Comments on the Draft Purpose and Need Report are requested by July 31, 2023.

Please do not hesitate to reach out if you have questions or additional insight we could use. We look forward to continuing to work together to improve transportation options for Hoosiers across the state. We want to ensure that you are fully informed and have opportunities to provide input. If you would like to schedule a time to learn more about the PEL study activities and timeline, discuss the Draft Purpose and Need Report, and provide your feedback, please reply to this email.

You can also find the latest information on the study social media channels:

Facebook.com/PropelU.S.31

Twitter: @ProPELUS31

Instagram: @propelus30\_31

Once the study is completed in the fall/winter 2024, any recommended projects will be considered by INDOT as part of its traditional project development process. INDOT uses an objective, needs-based approach for new projects, so areas of highest need are addressed as funding is available. INDOT will use the information gathered and alternatives evaluated during the PEL study to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

We look forward to continuing to work together to build smarter transportation and stronger communities to proPEL Indiana forward.

Thank you,

XXX



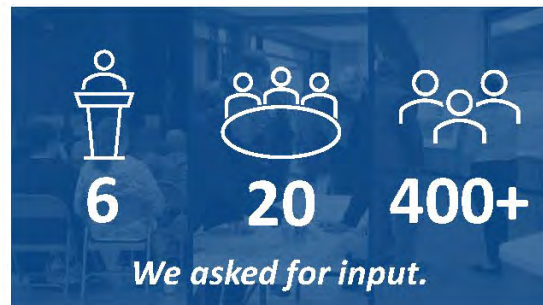
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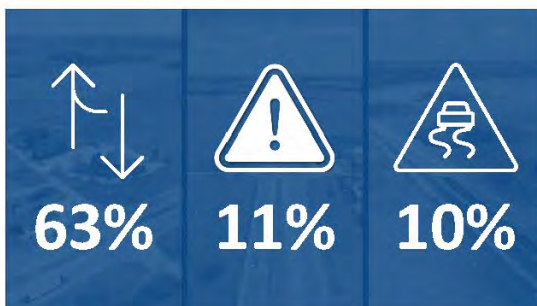
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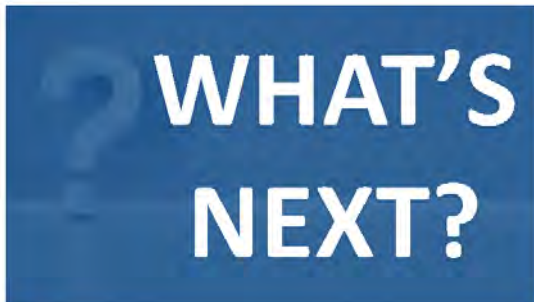
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## Miami County Commissioners Meeting, September 18, 2023

MIAMI COUNTY COMMISSIONERS  
25 N BROADWAY  
PERU, IN 46970  
September 18, 2023

Commissioner Hunt called the regular meeting of the Board of Commissioners to order. All members were present.

### **COURTHOUSE BOILER BID OPENING**

Chairman Hunt opened the bids submitted for the Courthouse boiler replacement. The board received bids from the following.

- Midwest Refrigeration \$462,880
- MC Contracting \$304,000
- Ideal Consolidated \$342,996
- D.A. Dodd \$378,300
- Core Mechanical \$350,700

Commissioner Weaver made a motion to take the bids under advisement to allow time for DLZ to review the documents. Commissioner Musselman 2<sup>nd</sup> the motion and it passed 3-0. The board will award at their next meeting on October 2, 2023.

### **PROPEL US 31**

Cassidy Hunter, Dan Miller & Alex Lee with Propel US 31 and Kevin Sears, Jonathon Wallace with INDOT all came to present information on the plan for US 31 and the current north and south study going on. Ms. Hunter explained the Study Team has been actively communicating with the public to obtain feedback on the upgrades to US 31. The study looks at alternatives and to construction options. Ms. Hunter noted 6 public meetings with schools, EMS, law enforcement, etc. to obtain information and meet residents. The main focus is access, public safety & travel along the corridor. Ms. Hunter went on to explain the study is in the process of screening the alternatives. The public is encouraged to submit comments either in writing or online. All information is online for review, including comments that have been submitted. Chairman Hunt and Commissioner Musselman both expressed their frustration and concern over having J-Turns on US 31, as the corridor is far too busy. Commissioner Musselman was under the impression J-Turns on 31 was off the table and would not be considered, however, Mr. Miller noted all options are still being considered, including J-Turns. Commissioner Musselman also spoke about the feedback offered regarding the J-Turn at 24 and 19 and all feedback from the community was not in favor, but INDOT went ahead and put it in and has created frustration because no one listened to the concerns. Ms. Kennedy understands the frustration and why INDOT is looking for more feedback/alternatives that can be considered. Mr. Sears noted mobility and safety are the 2 largest concerns of the entire project and once the alternatives have been paired down, INDOT will be back out to the community to provide updates. Mr. Sears stated INDOT recognizes they need to better communicate with communities and why they are taking a different approach with the US 31 project. Mr. Miller stated he and Ms. Kennedy have

been attending several festivals over the summer and hold 2 meetings per month within the community to provide updates and be available for questions and comments.

#### **GUARDIANSHIP ADVOCATES**

Linda Johnson, Guardians Advocates came before the board to provide an update on the program. Ms. Johnson noted the program has been around for 7 years and currently serves 5 counties, which provides guardianship for seniors and incapacitated adults who are indigent or without the support of suitable family members. Ms. Johnson thanked the board for their continued financial support of \$5,000 and asked for continued support for 2024. Ms. Johnson explained with the increase in costs and clients, the request could go to \$6,500 or \$7,500. Commissioner Musselman made a motion to approve the financial support of \$5,000 for 2024. Commissioner Weaver 2<sup>nd</sup> the motion and it passed 3-0.

#### **HIGHWAY**

Kerry Worl, Highway Superintendent explained several broadband permits were presented for approval from Broadway Broadband. Superintendent Worl expressed concerns over the number of pedestals/boxes and requested a meeting with Broadway Broadband to discuss. Commissioner Musselman noted he met recently with Comcast and recommended that no pedestals were used, especially in the right-of-way.

Superintendent Worl asked the board about making Moys Lane a 1-way entrance off Business 31. The board previously took the request under consideration. Commissioner Musselman made a motion to make Moys Lane a 1-way entrance off Business 31. Commissioner Weaver 2<sup>nd</sup> the motion and it passed 3-0. Attorney Downs will prepare an ordinance to note the change.

Superintendent Worl gave the following updates to the board.

- Riverside Drive work is complete and striped.
- Work is still being done on 500.
- Logansport Road work was to start today, but has been delayed.
- Gaunt & Sons will start work at Eagles Pointe on October 4.
- Highway is still working on illegal dumping. Superintendent Worl stated it gets caught up and then more trash is reported.

Janice Hughes, Highway Office Manager provided the following updates to the board.

- Superintendent Worl, Commissioner Musselman and Office Manager Hughes scored the county-wide bridge inspection for 2025-2028, with top scorer being Butler, Fairman & Seufert Civil Engineers. The Highway Department is working on contract negotiations.
- Bridge #168 on 100 W will need complete replacement. Estimated cost is \$900,000 and planned for 2029 bridge call.
- Bridge #46 over the Eel River on Meridian Road will need concrete overlay and new beams. Estimated cost is \$1,100,000 and could possibly fall under Community Crossings Grant in 2025 or 2026, depending on the work that is completed on Wabash Road. The other funding option might be a 2029 Preventative Maintenance call, but the Highway Department is not sure the bridge can wait that long for the repairs.

#### **ANNEX-GUTTERING**

The board received 2 quotes for guttering for the Annex. Auditor Brown noted the bids were from early 2023 and would need to be verified.

- Southwood Construction      \$13,400
- Kingdom Roofing      \$16,625 7" box gutter and downspouts and \$15,950 for 6" box gutter and downspouts

The board would like to work on getting more quotes.

#### **MINUTES**

Commissioner Musselman made the motion to approve the minutes from the September 5, 2023 meeting. Commissioner Weaver 2<sup>nd</sup> the motion and it passed 3-0.

#### **CLAIMS**

Commissioner Musselman made a motion to approve the claims. Commissioner Weaver 2<sup>nd</sup> the motion and it was passed 3-0

#### **PAYROLL**

Commissioner Weaver made the motion to approve the payroll. Commissioner Musselman 2<sup>nd</sup> the motion and it passed 3-0.

#### **DAUGHTERS OF AMERICAN REVOLUTION**

Commissioner Weaver stated the Daughters of American Revolution requested to place a sign on the Courthouse lawn commemorating voting. Commissioner Musselman made a motion to allow Daughters of American Revolution to place a sign on the Courthouse lawn commemorating voting. Commissioner Weaver 2<sup>nd</sup> the motion and it passed 3-0.

#### **ADJOURN**

Commissioner Musselman made a motion to adjourn. Commissioner Weaver 2<sup>nd</sup> the motion and it passed 3-0.

#### **Adjourned**

#### **MIAMI COUNTY BOARD OF COMMISSIONERS**

\_\_\_\_\_, Chairman  
**Alan Hunt**

\_\_\_\_\_, Vice Chairman  
**Keith Musselman**

\_\_\_\_\_, Member  
**Brenda Weaver**

Attest: \_\_\_\_\_, Auditor  
**Mary Brown**

## Howard County Commissioners Meeting, September 18, 2023

### HOWARD COUNTY BOARD OF COMMISSIONERS' MEETING: SEPTEMBER 18, 2023

The Howard County Board of Commissioners met in Regular Session on Tuesday, September 18, 2023, at 4:00 p.m. in Hearing Room 338 of the Howard County Administration Center. Those in attendance included President Brad Bray, Vice President Jack Dodd, Member Jeff Lipinski, County Attorney Alan Wilson, and County Auditor Jessica Secrease.

The meeting was called to order by Jordan Buckley and conducted by President Brad Bray. Vice President Dodd led the Pledge of Allegiance, and Commissioner Lipinski offered a word of prayer.

### IN THE MATTER OF SPECIAL ANNOUNCEMENTS & RECONGINTION:

The Commissioners presented the Gilead House with a check of \$72,000.00 from the opioid settlement funding. The Commissioners stated that they have been a fixture in the community and have done great work.

### IN THE MATTER OF APPROVAL OF MINUTES:

The minutes of the September 5, 2023, regular meeting, having been previously submitted and reviewed, were approved as presented on a motion made by Commissioner Dodd, Commissioner Lipinski seconded the motion, and the motion carried.

### IN THE MATTER OF DEPARTMENTAL BUSINESS & REPORTS:

#### COMMUNITY SUPERVISION

##### *Grant Application Approval*

Dustin DeLong requested permission from the Commissioners to seek two grants for Community Supervision. The first grant is from the Indiana Department of Corrections and the second is a renewal of the Addiction Response Grant. The money from these grants help run Community Supervision each year. Commissioner Lipinski made the motion to approve the seeking of the grants. Commissioner Dodd seconded the motion, and the motion carried.

#### RECORDER'S OFFICE

##### *Laredo Agreement*

Recorder Torie Kelley submitted the agreements with Apex Clean Energy, Lloyd Hydakhan, JQOL, and Metropolitan Title for the Laredo contracts. The agreements with Apex Clean Energy, Lloyd Hydakhan, JQOL, and Metropolitan Title for the Laredo contracts were approved as submitted on a motion made by Commissioner Lipinski. Commissioner Dodd seconded the motion, and the motion carried.

### IN THE MATTER OF NEW BUSINESS:

##### *ProPEL US 31 Project*

Cassidy Hunter, Dan Miller, and Jonathan Wallis presented the Commissioners with an update on the ProPEL US 31 Study. ProPEL is an INDOT initiative for transportation planning. Cassidy stated that public feedback is crucial in the success of the study and that their team have spent a lot of time throughout the summer in the communities affected by the project. The study spans from 276<sup>th</sup> Street to just south of the Eel River in Miami County. The study will be completed by the end of 2024. They do have a website that has all the study information on it.

### IN THE MATTER OF CLAIMS AND REPORTS:

Howard County Auditor Jessica Secrease submitted the following claims and reports for the Commissioners' information and approval:

1. **Salary Claims:** The Commissioners' Salary, Hourly, and Overtime Claims for payment on September 8, 2023, in the amount of \$945,247.13 was submitted and approved on a motion made by Commissioner Lipinski. Commissioner Dodd seconded the motion, and the motion carried.
2. **Payroll Expenses:** The Commissioners' Payroll Expenses for payment on September 8, 2023, in the amount of \$945,247.13 was submitted and approved as presented on a motion made by Commissioner Lipinski. Commissioner Dodd seconded the motion, and the motion carried.
3. **Operating Claims:** The Commissioners' Operating Claims to be paid September 18, 2023, in the amount of \$1,554,566.63 was submitted and approved as presented on a motion made by Commissioner Lipinski. The motion was seconded by Commissioner Dodd, and the motion carried.
4. **Ratify Claims:** Auditor Jessica Secrease presented a claim for Sam's Club in the amount of \$50.00 to be ratified. The claim was submitted and approved as presented on a motion made by Commissioner Lipinski. The motion was seconded by Commissioner Dodd, and the motion carried.
5. **Monthly Reports:** Auditor Jessica Secrease presented the following reports to be received into the record:
  - i. Treasurer's Monthly Report for July 2023
  - ii. Treasurer's Monthly Report for August 15 – September 15, 2023

**IN THE MATTER OF ATTORNEY ISSUES:**

***Resolution No. 2023-BCCR-20 – Adopting Local Preference Purchasing Policy***

Attorney Alan Wilson presented Resolution No. 2023-BCCR-20 – Adopting Local Preference Purchasing Policy. Resolution No. 2023-BCCR-20 – Adopting Local Preference Purchasing Policy was submitted and approved as presented on a motion made by Commissioner Lipinski. The motion was seconded by Commissioner Dodd, and the motion carried.

***Local Preference Purchasing Policy***

Attorney Alan Wilson presented a Local Preference Purchasing Policy. This policy allows the County to give a preference to local businesses. The Local Preference Purchasing Policy was submitted and approved as presented on a motion made by Commissioner Dodd. The motion was seconded by Commissioner Lipinski, and the motion carried.

***Ordinance No. 2023-BCCO-40 Establishing A Department of Redevelopment in Howard County, Indiana***

Attorney Alan Wilson presented Ordinance No. 2023-BCCO-40 – Establishing a Department of Redevelopment in Howard County, Indiana. This will allow the County to redevelop areas that are in need of redevelopment. Ordinance No. 2023-BCCO-40 – Establishing a Department of Redevelopment in Howard County, Indiana was submitted and approved as presented on a motion made by Commissioner Lipinski. The motion was seconded by Commissioner Dodd, and the motion carried.

**PUBLIC COMMENTS:**

*Resident Jerry Paul of 1326 S. Webster St., Kokomo, Indiana:* Mr. Paul, who is the president of the Howard County Memorial Corporation, gave an update on the Opha May memorial. They received a press release from Lt. Governor Suzanne Crouch endorsing the memorial for Opha May. Mr. Paul requested a donation of \$10,000.00 from the Commissioners to go towards the campaign for the construction of the memorial. They have until November 17<sup>th</sup> to raise \$50,000.00 for the memorial. Commissioner Dodd asked if the City had committed any money toward the memorial. Mr. Paul stated they have not and wanted the Commissioners to sign off on the project first since it is on the County Courthouse lawn. Commissioner Dodd wanted to make sure that the City is also on board with this memorial. Commissioner Lipinski made a motion to donate \$10,000.00 to the Opha May memorial. The motion was seconded by Commissioner Dodd, and the motion carried.

*Resident Jennifer Workman of 1015 N. Webster St., Kokomo, Indiana:* Ms. Workman discussed a matter that happened with her family at the Howard County Veterans' Services Office. She stated that her family met with Veterans' Services Officer Dale Truax in December of 2022. Her family wanted to try to get her brother paid to care for her ill mother full-time. The family reached out to Mr. Truax several times since meeting with him and never heard back from him. They finally heard back from Mr. Truax in May of 2023. He stated that he had just then turned in the application for them to get assistance. Her mother passed away on June 10<sup>th</sup>, which made her brother no longer eligible for financial assistance. Ms. Workman stated that it is unacceptable and that it looks bad on the County. She stated that veterans deserve better.

***There being no further business to come before the Board of Commissioners at this time  
the meeting was adjourned at 4:47 p.m. on a motion made by Commissioner Lipinski.  
The motion was seconded by Commissioner Dodd, and the motion carried.***

**HOWARD COUNTY BOARD OF COMMISSIONERS:**

\_\_\_\_\_  
R. BRAD BRAY, PRESIDENT

\_\_\_\_\_  
JACK W. DODD, VICE PRESIDENT

\_\_\_\_\_  
JEFF S. LIPINSKI, MEMBER

**ATTEST:**

\_\_\_\_\_  
JESSICA SECREASE, AUDITOR

Howard County Commissioners' Meeting: September 18, 2023

## Miami County Council Meeting Minutes, September 19, 2023

MIAMI COUNTY COUNCIL  
25 NORTH BROADWAY  
PERU, INDIANA 46970  
September 19, 2023

Councilwoman Chittum – Present  
Councilman Fruth – Present  
Councilman Donaldson – Present  
Councilman Wiles – Present  
Councilman Allen – Present  
Councilman Sailors – Absent  
Councilman Nutt – Present

President Chittum called the 1<sup>st</sup> reading for the 2024 Miami County Solid Waste budget with the Miami County Council to order. President Chittum reviewed the budget presented for 2024.

1. Personal Services	\$179,062
2. Supplies	\$17,350
3. Other Personal Services	\$355,050
4. Capital Outlays	\$18,500
Total budget for 2024	\$569,962

Councilman Allen made a motion to approve the 1<sup>st</sup> reading for the 2024 Miami County Solid Waste budget. Councilman Nutt 2<sup>nd</sup> the motion and it passed 6-0.

President Chittum called the 2<sup>nd</sup> reading for the 2024 Miami County Solid Waste budget with the Miami County Council to order. President Chittum reviewed the budget presented for 2024.

1. Personal Services	\$179,062
2. Supplies	\$17,350
3. Other Personal Services	\$355,050
4. Capital Outlays	\$18,500
Total budget for 2024	\$569,962

Councilman Fruth made a motion to approve the 2<sup>nd</sup> reading for the 2024 Miami County Solid Waste budget. Councilman Allen 2<sup>nd</sup> the motion and it passed 6-0.

Councilman Fruth made a motion to adjourn the 2024 budget hearing for Miami County Solid Waste. Councilman Nutt 2<sup>nd</sup> the motion and it passed 6-0.

President Chittum called the regular meeting of the Miami County Council to order.

Councilman Wiles led the group in prayer and President Chittum led the Pledge of Allegiance.

#### **MINUTES**

Councilman Fruth made a motion to approve the August 15, 2023 minutes. Councilman Allen 2<sup>nd</sup> the motion and it passed 6-0.

Councilman Fruth made a motion to approve the 2024 budget hearing minutes. Councilman Nutt 2<sup>nd</sup> the motion and it passed 6-0.

#### **ADDITIONAL APPROPRIATION/TRANSFERS**

President Chittum read the list of additional appropriations presented to the Council for approval as follows.

ARP	\$325,000	Courthouse Boiler Replacement
Rainy Day-CH Const	\$36,838	Balance due on Courthouse windows

President Chittum reviewed the request for \$325,000 from ARP for the boiler replacement at the Courthouse.

President Chittum reviewed the request for \$36,838 from Rainy Day/Courthouse Construction for the remaining balance due on the Courthouse windows.

President Chittum reviewed the request to transfer \$50,000 from Equipment/Building/Grounds to Equipment Repair to cover a shortfall.

Councilman Fruth made a motion to approve the additional appropriations and transfer request as presented. Councilman Nutt 2<sup>nd</sup> the motion and it passed 6-0.

#### **ITEMS FOR COUNCIL ACTION**

President Chittum presented Amendment #9 to the 2023 Salary Ordinance. The amendment to the 2023 Salary Ordinance updates the cell phone stipend for qualifying Elected Officials and Department Heads. Councilman Fruth made a motion to approve Amendment #9 to the 2023 Salary Ordinance. Councilman Allen 2<sup>nd</sup> the motion and it passed 6-0.

Corey Roser, Plan Commission Administrator presented the update Plan Commission fee schedule under Resolution 9/19/23. Administrator Roser explained the schedule eliminates alteration/repair to multi family dwelling, demo of detached accessory structure and garage sale permits. The updated fee schedule changes the demo or a residential structure to \$50 and a commercial shell permit to \$300. Administrator Roser noted when he started, the fee

schedule had not been updated for 27 years and this, according to the county attorney allows the county to recoup for their time and not to generate income.

**MIAMI COUNTY, COUNCIL**

**RESOLUTION NO. 91912023**

**RESOLUTION ADOPTING MIAMI COUNTY FEE SCHEDULES**

The Miami County Plan Commission and the Board of Commissioners of Miami County are recommending adoption of the attached fee schedule.

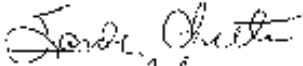
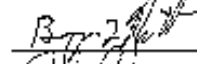
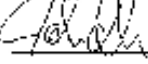
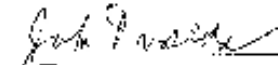
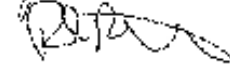
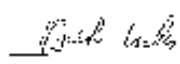
The County Council, being duly advised, finds that the fee schedule should be adopted as recommended.

IT IS THEREFORE RESOLVED


1. The attached fee schedule is now adopted

Adopted this 19<sup>th</sup> day of September, 2023.

**MIAMI COUNTY COUNCIL**

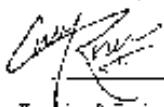
  
  
  
  
  
  
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Attest:

  
Mary Brock, Miami County Auditor

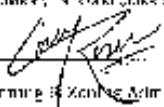
THIS DOCUMENT PREPARED

BY:

  
Corey Rosen, Planning & Zoning Administrator

ADDITIONAL COPIES OF THIS DOCUMENT, HAVE BEEN  
PREPARED AND WILL BE MAILED TO ALL CITY COUNCIL MEMBERS  
AND COUNCIL STAFF FOR INFORMATION

DATE:

  
Corey Rosen, Planning & Zoning Administrator

Councilman Fruth made a motion to approve Resolution 9/19/23 update the Plan Commission fee schedule as presented. Councilman Allen 2<sup>nd</sup> the motion and it passed 6-0.

President Chittum stated she and Anna Pohlman, Museum Curator went before the Board of Commissioners to request consideration to reinstate the \$10,000 in funding that was cut from the budget several years ago. President Chittum noted no reason was found as to why it was removed. The Board of Commissioners supported the request and gave approval for the Museum to go before the Council to make the request to add it back to the CEDIT budget for 2024. Councilman Nutt made a motion to approve reinstating the funding of \$10,000 for the Museum in the 2024 CEDIT budget. Councilman Fruth 2<sup>nd</sup> the motion. The motion failed in vote of 1-5 (Wiles, Fruth, Nutt, Allen and Donaldson opposed).

#### **REQUEST FOR AUDIENCE**

Courtney Schmidt, Purdue Extension and Greg Hunt, 4H Board President came before the Council to request reconsideration of moving the current part-time Secretary to full-time for 2024. Extension Agent Schmidt noted the part-time Secretary is currently used more as a Program Assistant, but would continue to do administrative duties. Extension Agent Schmidt went on to explain the Extension Office has full staff with Educators, but there are many other areas where they would like to grow within the community, but are unable to do it without help. Greg Hunt noted that not only does he serve on the board, but he is also a volunteer and parent for many years. Throughout his time serving in all the capacities, there were periods of turmoil. Over the last few years the relationship with the Purdue Extension Office has improved drastically. Mr. Hunt stated the staff is skilled and work with the 4H board efficiently and have many great ideas to grow the program. The addition of the position would be beneficial to the 4H families. Councilman Fruth made a motion to approve moving the part-time Secretary to full-time for 2024. Councilman Allen 2<sup>nd</sup> the motion and it passed 6-0.

#### **PROPEL US 31**

Cassidy Hunter, Dan Miller & Alex Lee with Propel US 31 and Jonathon Wallace with INDOT all came to present information on the plan for US 31 and the current north and south study going on. Ms. Hunter explained the Study Team has been actively communicating with the public to obtain feedback on the upgrades to US 31. The study looks at alternatives and to construction options. Ms. Hunter noted 6 public meetings with schools, EMS, law enforcement, etc. to obtain information and meet residents. The main focus is access, public safety & travel along the corridor. Ms. Hunter went on to explain the study is in the process of screening the alternatives. The public is encouraged to submit comments either in writing or online. All information is online for review, including comments that have been submitted. Ms. Kennedy noted INDOT is looking for more feedback/alternatives that can be considered. Mr. Miller stated he and Ms. Kennedy have been attending several festivals over the summer and hold 2 meetings per month

within the community to provide updates and be available for questions and comments.

**GUARDIANSHIP ADVOCATES**

Linda Johnson, Guardians Advocates came before the Council to provide an update on the program. Ms. Johnson noted the program has been around for 7 years and currently serves 5 counties, which provides guardianship for seniors and incapacitated adults who are indigent or without the support of suitable family members. Ms. Johnson thanked the county for their continued financial support of \$5,000.

**COUNCIL DISCUSSION & COMMITTEE UPDATE**

None

**PUBLIC COMMENT**

None

Councilman Fruth made a motion to adjourn. Councilman Nutt 2nd the motion and it passed 6-0.

Respectfully submitted

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**Mary Brown**  
Miami County Auditor

## Hamilton County Commissioners' Meeting, September 21, 2023

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The Commissioners met in Executive Session in Conference Room 1A at 12:15 p.m. President Altman called the public session to order at 1:00 p.m. declaring a quorum present of Commissioner Christine Altman, Commissioner Steven C. Dillinger, and Commissioner Mark Heirbrandt. Auditor Robin M. Mills led the Pledge of Allegiance.

### EXECUTIVE SESSION MEMORANDA

#### **Approval of Executive Session Memoranda**

Dillinger moved to approve the Executive Session Memoranda for September 21, 2023. Heirbrandt seconded. Motion carried unanimously.

### MINUTES

#### **Approval of Minutes**

Heirbrandt moved to approve the minutes of September 11, 2023. Dillinger seconded. Motion carried unanimously.

### PLAT APPROVAL

#### **Lehman Subdivision**

Mr. Dave Lucas recommended approval of the Lehman Subdivision plat. Dillinger so moved. Heirbrandt seconded. Motion carried unanimously.

### HIGHWAY BUSINESS

#### **236<sup>th</sup> Street Construction Inspection Agreement**

Mr. Jim Neal requested approval of the LPA – Consulting Contract (HCHD-E-23-0809) with Butler, Fairman & Seufert, Inc. for construction inspection of the 236<sup>th</sup> Street from US 31 to Deming Road project for an amount not to exceed of \$1,001,500.00 which is reimbursed at 80 percent. Dillinger so moved. Heirbrandt seconded. Motion carried unanimously.

#### **2023-2-24 Timber Bridge Testing Services Agreement**

Neal requested approval of a Local Funded Engineering Agreement (HCHD-E-23-0781) with USI Consultants Inc. for the 2023-2024 Hamilton County Timber Bridge Testing Services of sixty-five (65) timber bridges. They are looking for internal rot and defects in the structure caps because of the recent issues with other timber bridges. Altman thinks it is important as we consider installation of newer bridges, we know the history of these bridges such as the date of installation and how much maintenance

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and requested a comprehensive report on that type of structure. Neal confirmed we have that data with Altman asking it to be filed together so she can determine if it was environmental or a continuing trend. The agreement is not to exceed the amount of \$79,500.00. Heirbrandt so moved. Dillinger seconded. Motion carried unanimously.

**146<sup>th</sup> Street Pavement Preservation Title Sheet**

Neal requested approval of the Title Sheet for the 146<sup>th</sup> Street Preservation Project. Heirbrandt so moved. Dillinger seconded. Motion carried unanimously.

**Public Works Quotation Results**

Neal presented public works quotation results for three (3) projects:

1. Right of Way Clearing for Small Structure Nos. 31006 and 31005, 225<sup>th</sup> Street/Lamong Road/Finley Creek in Adams Township.

a. Morphey Construction	\$34,700.00	
<b>b. MTM Enterprise</b>	<b>\$ 7,500.00</b>	<b>Award</b>
c. Sav-A-Tree	\$14,400.00	
d. Townsend	\$34,635.00	
e. Tree Servants	\$18,400.00	
  
2. Right of Way Clearing for Small Structure No. 23023, 196<sup>th</sup> Street/Unknown Stream in Wayne Township.

a. Morphey Construction	\$17,000.00	
b. MTM Enterprise	\$ 9,700.00	
<b>c. Sav-A-Tree</b>	<b>\$ 8,000.00</b>	<b>Award</b>
d. Townsend	\$16,675.00	
e. Tree Servants	\$18,400.00	
f. Tri-State	\$17,100.00	
  
3. Right of Way Clearing for Bridge #187, 106<sup>th</sup> Street/Mud Creek in Fall Creek Township.

<b>a. Save-A-Tree</b>	<b>\$59,800.00</b>	<b>Award</b>
b. MTM Enterprise	No Response	
c. Tree Servants	No Response	
d. Townsend Residential Services	No Response	
e. Bam Outdoor	No Response	

Heirbrandt moved to approve. Dillinger seconded. Motion carried unanimously.

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**146<sup>th</sup> Street Overnight Closure**

Neal reported they are getting close to setting beams on 146<sup>th</sup> Street over the White River, there are four (4) beams along the outside of the westbound bridge. The contractor has requested an overnight complete closure of 146<sup>th</sup> Street on October 25, 2023. Neal noted an overnight closure will allow them to set all four beams in one night otherwise it is four nights of lane restrictions. Neal will present a more detailed plan at the October 6<sup>th</sup> highway meeting. Consensus of the Commissioners was to close the bridge overnight.

**Indianapolis Metropolitan Planning Organization Project Call**

Mr. Brad Davis reported the Indianapolis Metropolitan Planning Organization (MPO) Project Call opens October 1, 2023. They have projects they would like to re-submit. Three are intersection modifications at 146<sup>th</sup> Street and Marilyn Road, 146<sup>th</sup> Street and Howe Road, and 146<sup>th</sup> Street and Promise Road. The other two projects are bridge projects: Bridge #148, 161<sup>st</sup> at Kirkendall Creek and Bridge #28, Eagletown Road at Little Eagle Creek. Heirbrandt moved to approve. Dillinger seconded. Motion carried unanimously.

**ProPEL US 31 Study Update**

**ProPEL US 31 Study Update**

Ms. Cassidy Hunter and Mr. Dan Miller from HNTB along with Jonathan Wallace and Kevin Sear from INDOT presented information on the ProPEL US 31 Study. ProPEL is an Indiana Department of Transportation (INDOT) initiative for transportation planning that using collaborative planning linkages studies to consider environmental, community, and economic development goals early in the planning process. The study team has been engaging with residents and other stakeholders for more than one year to assess innovative ways to renovate the US 31 Corridor while prioritizing community needs. Public feedback is vital to the success of the study and will help inform future potential solutions that will guide the next 20 plus years of transportation investments. The ProPEL study process will result in a set of reasonable alternatives that will move forward as a part of INDOT's regular call for projects which is typically a five-year timeline however we are looking at transportation improvements through 2045.

The US 31 south study area extends from 276<sup>th</sup> Street in Hamilton County to just south of the Elk River in Miami County. Their efforts so far have focused largely on defining the why; why are we evaluating potential improvements and why are those potential improvements important to local communities. To get to the why we asked for public input. To date they have engaged with more than 400 community members across the study area, they have held six (6) public meetings, 20 community office hours events and attended special events, fairs, and festivals all across the study area to meet residents where they are. They will be at the Atlanta New Earth Festival this weekend. They have connected with

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business owners, farmers, local school districts, local emergency service providers, resource agencies, and the US 31 Coalition to understand the community's transportation needs and why they are important.

They have received hundreds of public comments focusing on a wide variety of topics, three have been mentioned most frequently; 63% of comments related to mobility to, from, and across US 31; 11% focused on safety concerns; and 10% talked about travel along the corridor. We also heard about environmental concerns, economic development, redevelopment, and bike and pedestrian travel. As a result of these comments, they contacted each of the seven school districts in the study area to better understand where bus routes intersected US 31. We had conversations with emergency management directors in all four of our study counties to learn about fire, police, and ambulance needs and concerns. We spent time speaking with local economic development corporations, Farm Bureau representatives, and county officials. We reviewed past plans, collected traffic data, and spent significant time in the corridor to view these issues first hand. All of the feedback and analysis has helped us to inform the transportation issues and desired outcomes.

Based on public feedback and engineering analysis they discovered there were over 1,500 crashes in the study area between 2017 and 2021. 56% were right-angle or rear end crashes with the potential to be severe. The outcome is to improve roadway safety by reducing the number and severity of those crashes.

There were five (5) intersections in the study area that graded "F" in current and future traffic projections. The outcome is to reduce the delay of those five intersections.

There are 125 direct access points to US 31 in the study area, 91 of those access points do not meet INDOT access management guidelines so our outcome would be to improve local mobility and safety by reducing the number of potential conflict points for the amount of traffic traveling at various speeds at those locations.

We heard there were issues with mobility of crossing the corridor from an east-west direction, the outcome is to maintain or improve east-west mobility particularly for school buses, agriculture equipment, and emergency service providers.

They heard mobility for long distance passenger and freight trips was important, so our desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility.

They have just concluded the purpose and need milestone which serves as the foundation for the alternative development and evaluation process. They will begin evaluating alternatives based on how

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they address the purpose and needs they have identified. Alternatives that do not address any of those needs will be eliminated from further consideration however at the beginning of this process they are looking at many potential possible improvements that INDOT could consider. These include a wide range of alternatives; everything is on the table at this point. Once they have the Universe of Alternatives, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of US 31 in our study area that screening process will involve at least three steps. At each step along the way they will ask for public and stakeholder input and let them know of opportunities to review and comment on the draft reports. Those opportunities will be announced on the study website, via social media, public notices, press releases, and e-mail blasts to our stakeholders. At the end of each screening step, we will have a smaller number of alternatives however the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts, and costs.

Heirbrandt asked how they been greeted along the US 31 Corridor in regard to “J” turns or Michigan lefts? Mr. Miller acknowledged they hear about it quite a bit, everything is on the table at this point, and we have been as transparent as possible. This is a paired down version with all the information available online, [www.propoelus31.com](http://www.propoelus31.com). They are taking all comments, everything across the board as to what people want or do not want from the corridor or their areas of concern. Safety is a major driver in the alternatives we look at.

Altman noted the county has been an active member of the US 31 Coalition, will continue to be that way and will continue to strive for a freeway application all the way up the corridor.

Heirbrandt thanked INDOT for their help at the intersections of 236<sup>th</sup> and 276<sup>th</sup> Street.

## BID OPENINGS

### **Buildings & Grounds HVAC and Courthouse Windows Upgrade Proposals**

Mr. Sullivan read into the record the proposals received for Buildings & Grounds HVAC and Courthouse Windows Upgrades. Recommendations will be presented at the October 9, 2023 meeting.

#### **1. HVAC Upgrades**

- Fredericks
- Shuck Corporation
- Stresscore
- Indy Masonry
- JTB Masonry

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- AWI
- Overhead Door Company
- CIH Inc.
- Grunau
- Ryan Fire Protection
- Performance Mechanical
- Good Shepherd Fence

2. Courthouse Window Update  
a. Hometown Window and Door

Proposals were forwarded to Steve Wood and Skender representatives to be opened in Conference Room 1A.

Heirbrandt thanked Skender Construction regarding their current judicial center project, he appreciates everyone's patience as they are moved to other locations so the remodeling can be done. The transition of moving individuals around the buildings has received positive comments.

**2024 Orthophotography and Lidar Basemap Request for Qualifications**

Sullivan read into the record the proposals received for the 2024 Orthophotography and Lidar Basemap Request for Proposals:

- Dewberry
- Surdex Corporation
- Woolpert, Inc.
- WGI

Proposals were forwarded to Joan Keene, GIS Director for review and recommendation at a future meeting.

**COURT ADMINISTRATION**

**Request to Dispose of Equipment**

Ms. Jill Aklin requested approval to dispose of multiple pieces of audio-visual equipment that are no longer functioning. Heirbrandt so moved. Dillinger seconded. Altman asked how are they being disposed of? Aklin replied they are in the possession of ISSD, and they will be taking care of the disposal. Motion carried unanimously.

## Tipton City Council Meeting, September 25, 2023

City of Tipton Common Council meeting held on September 25, 2023, at Tipton City Hall, Council Chambers, Tipton.

Members: Mayor Dolezal, Councilwoman Hufford, Councilmen Ehman, Chandler, Kring, and Rippy, and Clerk-Treasurer Clark.

Others: Dan Miller with HNTB, Cassidy Hunter with HNTB, Mike Bollman, Dick Klein, Holly Horton, Jeffrey Ogden, Tyler Davis, Aaron Hill, Gail Bartley, Rob Cochrane, Deb Bowlby, Benny Frazier, Tim Horton, Kegan Schmicker, Tim Richards, Mike Spurlock, Karen Horton, Kindra Tragesser, Ross Schulenburg, Megan Pore, Roberta Heinzmann, Jim Ankrum, Dave Lacy, Jordan Davis, Abby Ripberger, Jonathan Wallace, and Abbie Smith – Community Development Director.

Mayor Dolezal opened the September 25, 2023, Council meeting.

The Pledge of Allegiance was recited.

Minutes: Councilman Rippy made a motion to approve the September 11, 2023, Council minutes without amendment, seconded by Councilman Kring, with all in favor.

Amend Agenda: Mayor Dolezal stated we are moving Asst. Chief Lacy – Police – 12 Hour Pitman Schedule before Board reports.

Police – 12 Hour Pitman Schedule- Asst. Chief Lacy explained the 12-hour Pitman Schedule at two on, two off, three on, two off, two on, three off, with a 14 day rotation. We are looking for four officers and we need a morale booster. According to the Police policy for vacation after six months you get six days, one year 12 days, four years – one day per year. The vacation would go to 12-hour days because their shift changed to a 12 hour shift instead of an eight-hour shift. The 28-day OT cycle is 171 hours in 28 days, anything over that would be time and a half, we would like to get that cycle on the payroll which would be Sunday to Saturday, this would be 1 time adjustment for the additional days on the cycle until October 7<sup>th</sup> and then it would fall with the payroll. Mayor Dolezal stated you are down four officers, once fully staff will you stay with it. Asst. Chief Lacy stated yes if it boosts morale. and this is technically an internal policy, but we wanted to get the amendment to the policy approved. Councilman Rippy stated this will allow three officers on duty. Lacy stated three officers to each shift. There was a brief discussion on the number of officers we are short. Councilman Chandler made a motion to approve the Police Personnel Policy, seconded by Councilman Ehman, with all in favor.

BOW: Councilman Kring reported on the September 25, 2023, BOW meeting. Councilman Kring stated we were awarded the bid for the County ALS service. He also stated in the budget we approved two new hires in the Fire Dept. so we approved Chief Bitner to schedule Ross Schulenburg to Public Safety Medical.

GAC: Councilman Ehman stated there was no meeting.

Goodwill: Councilman Chandler stated there was no meeting.

DSW: Councilman Kring gave kudos to Director Heron and her staff. He commented that the Recycle Center is taking cardboard and even from businesses and we don't have to pay.

Street, Alley, and Sidewalks: Councilman Ehman stated the INDOT LPA Grant project is potentially being moved up. The CCG application for 2023 is done and has been submitted. He also stated Public Works Manager Terry has contacted and Engineer for the design of the pedestrian crossing and what the signs would look like.

Planning Commission: Councilwoman Hufford commented Planning met on September 14<sup>th</sup>, there was not a lot of business. The ADU's (Accessory Dwelling Units) and the tattoo parlor were tabled to do research.

Utility Board: Councilman Chandler stated the September 18, 2023, Utility Board minutes are enclosed. He highlighted some of the items discussed at the meeting.

Other Board/Committees: Councilman Chandler said only thing he would like to report on the INDOT front there has been some concerns with jake braking on Old SR 28 and Park Road. He has worked with Jane Harper INDOT representative on getting some signage on Park Road and the west side of town that states jake braking is not allowed in the city limits. It's actually a violation of Ordinance Sect. 10-8 not allowed to jake brake in the city limits.

Mayor Dolezal commented that the RDC met on the 19<sup>th</sup> and we found a buyer on the Second Street residential property and awarded the property too. The RDC received the property and put up for bid offers for the 210-212 Jefferson Street property. If we don't receive any bids for the average of the two appraisals and the terms, then the RDC will open up the desirable bid for those two properties. Madison Street property there were two bids, and we took them under advisement and at the next meeting in October we will make a recommendation on that property, hopefully we will have a buyer for that one as well. Councilwoman Hufford asked which one on Madison. Mayor Dolezal stated Madison and Fourth.

#### New Business:

ProPEL US 31 South Study – Lisa Wall with HNTB Corporation: Ms. Cassidy Hunter stated she is the Communications Manager for ProPEL US 31 South Study, joined by my colleague Dan Miller who is the Study Manager and Jonathan Wallace the Project Manager with INDOT. She explained what ProPEL study was and then advised them of the work that has been done so far, where we are currently and the next step of the process. Councilwoman Hufford asked for a copy of the presentation. Ms. Hunter asked for her email and advised the Council they can go to [ProPELUS31.com](http://ProPELUS31.com) and see the videos, along with more detail and public comments. You would want to look at the South Study. Councilman Chandler addressed his concerns about the interchange, and he felt it would

inhibit development in that area. We need INDOT's help. There was a brief discussion regarding the traffic count at Division Road and having a third interchange at 450 North in Sharpsville. Mr. Miller stated this has been outstanding we have been working with four teams; the public is really engaged. We should finish the study in the fall of next year.

Trick or Treat Hours: Clerk-Treasurer Clark stated the proposed hours are October 30<sup>th</sup> and 31<sup>st</sup> from 5-8 p.m. In the BOW the Library is having something on October 31<sup>st</sup>. Councilman Kring made a motion to approve the Trick or Treat Hours for October 30<sup>th</sup> and 31<sup>st</sup> from 5-8 p.m., seconded by Councilman Chandler, with all in favor.

Old Business: Nothing to report.

Mayor's Report: Mayor Dolezal stated Councilwoman Hufford has been asking about purchasing ground. There are three acres at the triangle, the split of Golf Course Road and Jefferson Street. We don't have two appraisals back yet, but we need to purchase three acres for the lift station for the READI Western Connector Project. The first appraisal came in at \$114K, the offering price is \$32,000 an acre. When we get the next appraisal in, you will be asked to support a purchase.

#### Resolutions & Ordinances:

##### Resolution 2023-16 – A Resolution To Transfer Within The General Fund – Council Budget:

Councilman Kring made a motion to approve Resolution 2023-16, seconded by Councilman Ehman. Councilwoman Hufford stated she would be abstaining because she was unable to attend the budget workshops for personal reasons and she won't be voting. Resolution 2023-16 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

##### Resolution 2023-17 – A Resolution Reducing The 2023 Appropriations In The General Fund:

Councilman Kring made a motion to approve Resolution 2023-17, seconded by Councilman Rippy. Resolution 2023-17 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

##### Resolution 2023-18 – A Resolution Reducing The 2023 Appropriations In The Local Road and

Bridge Fund: Councilman Ehman made a motion to approve Resolution 2023-18, seconded by Councilman Chandler. Resolution 2023-18 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

##### Resolution 2023-19 – A Resolution Reducing The 2023 Appropriations In The ARPA Fund:

Councilman Kring made a motion to approve Resolution 2023-19, seconded by Councilman Rippy. Resolution 2023-19 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

Resolution 2023-20 - A Resolution Reducing The 2023 Appropriations In The Ambulance Fund: Councilman Rippy made a motion to approve Resolution 2023-20, seconded by Councilman Chandler. Resolution 2023-20 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

Mayor Dolezal stated with the Ordinances they will have two readings.

Ordinance 2023-07 – An Ordinance Setting Salaries For Elected Officials For The Year 2024 As Required By IC 36-4-7-2: Councilman Kring made a motion to approve Ordinance 2023-07 on first reading, seconded by Councilman Ehman. Ordinance 2023-07 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

Ordinance 2023-08 – An Ordinance Setting The Maximum Salaries, Wages And Other Compensation For Police Officers, Firefighters And All Other Employees Of The City Of Tipton For The Year 2024: Mayor Dolezal stated you will note we have an improvement this year we have set a range for some of those salaries. Mayor Dolezal stated the salaries in the past were the exact amount or the top side for hourly. This may be a case depending on the position held they will not necessarily be receiving the right-hand number on the salary ordinance. He also stated he contends that it's an improvement and he shared that we successfully landed the EMS contract. We put allocations in there depending on where the responsibilities lie for managing that new service in the community, it could be held by the Chief, Asst. Chief, Firefighter in the Department, or someone outside depending on the final decision moving forward. Councilman Chandler made a motion to approve Ordinance 2023-08 on first reading, seconded by Councilman Rippy. Ordinance 2023-08 was passed with Councilmen Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

Ordinance 2023-09 – An Ordinance For Form 4 Adopting The 2024 Budget: Mayor Dolezal stated we have gone through the numbers on the budget. Clerk-Treasurer Clark has done a tremendous job on this along with the Council and Dept. Heads to make things balanced. To summarize the employees, we figured a 6 percent raise, they deserve more but we did the best we could. Councilman Kring stated in addition to the 6 percent we done 4 percent match for Civil City, plus last year they had Dental and Vision added to the insurance, the City has one of the best he has seen. They have increased pay, an increase in longevity, plus two firefighters and money set aside for the Public Safety Building. Also, the ALS service is an improvement, and it is great we won that contract, kudos to the Fire Dept. and all the staff. Thanks to Clerk-Treasurer Clark and the Departments. Councilman Chandler stated kudos to his fellow Council members. This Council has done tremendous work over the last four years enhancing Public Safety and City employees. He would take the body of work of this Council over the previous Council to serve the City of Tipton and that is because of you guys. Thank you and Clerk-Treasurer Clark and Mayor. Councilman Chandler made a motion to approve Ordinance 2023-09 on first reading, seconded by Councilmen Ehman. Ordinance 2023-09 was

passed with Councilman Ehman, Chandler, Kring and Rippy in favor. Councilwoman Hufford abstained.

Ordinance 2023-10- An Ordinance Amendment To Ordinance No. 2005-10, Article XI, Section 9-401, Traffic Lights, And To Article XI, Section 9-403, Stop Signs, In The City Of Tipton, Tipton County, Indiana: Mayor Dolezal stated this Council took measures to approve the conversions of those intersections to four-way stops, at the recommendation by our Legal Counsel it was ask to formalize that with this Ordinance. Councilman Chandler stated he wanted to make note that during that oral confirmation he voted no and still think at a minimum the stop light at Main and Jefferson would need to be retained. Councilwoman Hufford made a motion to approve Ordinance 2023-10 on first reading, seconded by Councilman Rippy. Ordinance 2023-10 was passed with Councilwoman Hufford, Councilmen Ehman, Kring and Rippy in favor. Councilman Chandler voted against. Councilwoman Hufford made a motion to suspend the rules to read Ordinance on second and final reading. Mayor Dolezal stated we aren't entitled to that because we had one vote against the ordinance. Councilman Chandler stated we need to get the crosswalks done as soon as possible. It was stated we will move forward with the crosswalks, the pedestrian signs and restriped. Councilman Rippy commented the engineer is looking at bump out at the intersection to make it four-ways and no turn lanes.

Claims: Councilman Rippy made a motion to approve claims 174685-174781 for \$553,835.74, seconded by Councilman Chandler, with all in favor.

Petitions, Comments and Memorials:

Mayor Dolezal opened it up to the public for public comment. We are interested in what you have to share but try to keep it under 2-3 minutes.

Mr. Benny Frazier, Maple Street, stated a few months ago he was dead set against it, retain the lights, they are in good working order, still maintain them, if you take them out you are wasting good money.

Mrs. Debbie Bowlby, Conde Street, commented you have made up your minds at SR 28 & SR 19 that light has a left turn on one light, you need that at Jefferson and Main, instead of taking out the light. It would be easier to cross and to visit businesses, before making a mistake, keep that in mind.

Ms. Holly Horton, Poplar Street, stated she emailed all the Council of the pedestrian concerns. There are a lot of people out of town who come to shop and visit café. You have decided to take out the traffic lights. You need to go to Greenfield and check out the Hawk Pedestrian signal, they even have a grant for it, which paid most of it. The signal extends over the roadway, you push a button, and the traffic knows when to stop. Councilman Chandler stated Franklin has them to. Ms. Horton stated schools have them.

Mr. Tim Horton stated yesterday morning, he was waiting his turn, very few people out there, a guy went, and he started to go and a young girl in her car went right behind this dude, he had to lay on his horn, stop whatever, he just thinks it is a huge mistake to go forward with this. You already voted on it; he has already expressed his concern about it. That is all he is going to say. It's a big mistake.

Mr. Tim Richards, with Tim's 1, stated this weekend's event, there were a lot of people up town and he drove around a lot. At Main and Jefferson, he seen three different people almost get hit. He also stated the pedestrian part is a big concern still, as far as getting through town he feels the flow of traffic is better with the stop signs, but if we get the pedestrian part figured out to make it safer.

Mr. Mike Spurlock, Barr Court, commented he didn't care either way, keep the lights or don't keep the lights. He doesn't like the idea of people not coming to a complete stop, they roll through, maybe a solution is to put a speed bump in front of the crosswalk. Will it work he doesn't know but it's a thought.

Mrs. Roberta Heinzmann stated right now she is done with the lights/signs. She is not disregarding their concern but in her heart 85-90% follow the rules of the road and there is always a percentage that don't follow the rules. This is a good thing, we don't need to change it because of a small percentage that doesn't follow the rules. Mrs. Heinzmann asked about the baseball fields. Mayor Dolezal stated it has been seeded and the next thing is to put it out for bid on the fence, in the next 45 days to have the fencing completed as well. Mrs. Heinzmann asked for an update on the plaza. Ms. Abby Smith – Community Development Director stated the plaza is set to finish at the end of October for Phase I. The other phases are conceptual at this point and depends on what happens the rest of the year but how we go forward will be at the direction of the next administration. Pridemark, the Contractor is working on everything, and we are on schedule. Mayor Dolezal commented thank you very much.

Adjournment: With no further business, Councilman Chandler called for adjournment, seconded by Councilman Ehman, with all in favor.

Submitted by Tamera Clark, Clerk-Treasurer.



Tamera Clark, Clerk-Treasurer



Council President

**TIPTON COUNTY BOARD OF COMMISSIONERS' MEETING: 9-25-2023**

**REGULAR MEETING:**

The Tipton County Board of Commissioners met in Regular Sessions on Monday, September 25, 2023, 9:00 a.m. Those in attendance were Dennis Henderson, Tracey Powell, Nancy Cline, County Attorney, Mark Regnier present via zoom.

The meeting was opened with a word of prayer by Reverend, Steve Brown and the Pledge of Allegiance was led by Commissioner Henderson.

**IN THE MATTER OF APPROVAL OF MINUTES:**

Commissioner Cline moves to approve meeting minutes for:  
Regular Meeting Minutes for August 14, 2023  
Regular Meeting Minutes for August 28, 2023  
Regular Meeting Minutes for September 11, 2023  
Special Meeting Minutes for September 20, 2023  
Commissioner Powell second motion and the motion carried.

**IN THE MATTER OF CLAIMS AND REPORTS:**

The Payroll and Operating Claims were presented as follows:

**Payroll Claims:** The Commissioners' Payroll claims in the amount of \$209,050.29 (Pay 9-29-23) were approved on a motion made by Commissioner Cline and seconded by Commissioner Powell. The motion carried.

**Operating Claims:** Auditor Melissa Pickering presented the Regular Docket for the Board of Commissioners for approval for (9/25/2023) to be paid for the sum of \$92,537.62 were approved on a motion made by Commissioner Powell and seconded by Commissioner Cline. The motion carried. The second Docket for approval for (8-31-2023) is Big Cicero Joint Drainage Board for the sum of \$61,664.50 Commissioner Cline moved to approve and seconded by Commissioner Powell. The motion carried.

**IN THE MATTER OF DEPARTMENT BUSINESS AND REPORTS:**

**Maintenance Department:**

Maintenance Supervisor Rich Vautaw addressed the generator and the switchbox. We had a power outage over the weekend and Mr. Vautaw was receiving phone calls asking whether the generator would start on its own. The parking lot turned out great and he would like to put in for funds for a shed due to its almost wintertime. Kevin Bianchi with EADS Roofing Company presented a metal roof replacement; cost is to be determined to cover a 20-to-30-year roof and warranty. Which means anytime during the warranty the costs and labor would be covered. Currently the courthouse has a slate roof and there are several variations of roofs you could choose from, for instance slate, synthetic slate, standing sheet metal. Kevin stated the best and viable option for cost and maintenance wise, plus warranty. Commissioner Henderson

asked if the metal roof would affect the historic side of the courthouse. Kevin Bianchi stated there are several styles of metal roofing which would mimic the historical side of the building. On a project like this it's about safety and they will have to scaffold the whole building. The cost will depend upon what the commissioners want, warranty, style of product. It could cost one to two million.

**Sheriff's Department:**

Sheriff, Matt Tebbe stated the sheriff's department sold two vehicles. They received \$20,500.00 from the vehicles and applied the money to their current loan at Encompass. Sheriff Tebbe asked the commissioners if he could start bidding for next year's cars. Commissioner Powell moved to let Sheriff Tebbe start the process for next year's car and Commissioner Cline second the motion. The motion carried.

**County Highway Engineer, Phil Beer:**

The highway has now received payment for all the materials so they will be starting on the new fence, and they received \$300.00 for the old fence. Will be moving forward to get the work done on the east side later this fall. The Community Crossing matching grant project Old State Road 28 and 300 West. The start date has been reset, for April 2024 instead of this year, per Contractor Baumgardner. We did get approval from the council to appropriate the \$674,225.00. They will advertise for it and hopefully by October the funds will be ready, and we can get the project moving. The BOT Project. The council approved taking \$106,000.00 out of CCD to advertise for re-roofing West Doctor's Park Location & Community Center at the Fair Grounds Building roofing. Envoy has provided us with a guaranteed maximum price that is an Addendum # 2 to the Public Private Agreement that was sent to the Commissioners on Friday, September 22, 2023. The summary is in the back on page 5, "Development Budget Construction Contract", which states \$107,909.00. This includes part of their inspection fee. There's a development fee, development contingency fee, builders' risk liability fee, performance payment bond all included for \$119,308.00. The total will range between \$106,000.00 to \$119,308.00. The \$13,000.00 will come out of the approved \$374,000.00 ARPA FUND. Mr. Beer is asking for a signature from Mr. President Denny Henderson and approval of \$119,308.00. Commissioner Cline moves to approve, Commissioner Powell seconds the motion. The motion carried. The council is going to hold a special meeting October 3, 2023, at 6:30pm. They have requested the commissioners to be at the meeting to move forward on how to fund other parts of the BOT.

**Planning Commission:**

Steve Niblick presented an ordinance to consider from the Planning Commission; it is not part of the County Zoning Ordinance. It consists of adding seven (7) new fees (a) it lowers some of the fees we are charging right now. Attorney Regnier asked if this would supersede the old ordinance, and Mr. Niblick stated yes. This ordinance will repeal the old ordinance. Ordinance No. 2023-13 would repeal Ordinance 2007-DS, 2009-01, & 2014-02. Commissioner Cline moves to approve the first reading of Ordinance 2023-13, Commissioner Powell seconds the motion. The motion carried. Commissioner Powell motions to suspend the rules for the second reading by title only, Commissioner Cline seconds the motion. The motion carried. Commissioner Cline moves to approve the second reading by title only 2023-13, Commissioner Powell seconds the motion. The motion carried. Commissioner Powell motions to approve 2023-13 and repeal BOC Ordinance 2014-02, Commissioner Cline seconds the motion. The motion carried.

**Auditor's Office, Auditor Pickering:**

2023-15 Resolution, Post Tax Sale Certificate properties that did not sale during the tax certificate sale located in Kempton, per taxing unit. Eligible for Certificate Sale if the commissioners decide to do so. Certificate Tax Sale process for the certificate sale is SRI facilitates the whole thing, must be advertised, the sale will take place in the courthouse, persons interested in the properties will be notified of the sale date and time. The commissioners will establish a minimum price, and then see if anyone will bid on the

properties. There are fees also involved as well. The sale would take place in February – March, before they end up in the tax sale again, and the properties are only a 120-day redemption, not one year. Commissioner Cline stated the commissioners need to set the minimum bid low enough so that they can get the properties sold. Then the county can get back the properties back on the tax roll. Commissioners will look at the properties, and at the next meeting set the fee price.

### **NEW BUSINESS:**

#### **Car Show:**

Heath Morland asked if the restrooms would be open on the evening Friday October 6, 2023, if not he does have an alternate plan. We are looking to develop a kids' zone area and we don't want it too close to the cars parked or coming and going. We were hoping to bring in a bounce house. He stated he knows sometimes there may be liability. They are currently having a policy ready to go through Travis Pfifer Insurance. We are asking for permission to allow a bounce house in the green space closest to Court Street at the front side of the courthouse. We also have two plastic big wheels with peddles, and we have a forty-foot mat we are going to let kids drag race each other on hot wheels. They also have a forty-foot six (6) lane hot wheels racetrack. Mr. Moreland is asking for permission for the bounce house. Attorney Regnier stated for this one event the insurance coverage would be needed. Mr. Moreland stated the event is from 5pm to 8pm. With tear down time it would be 10pm the latest. Attorney Regnier stated for Mr. Moreland with Jack Wagons Car Club to have Pfifer Insurance to draw up the insurance policy to cover from 4pm to 10 pm October 6, 2023. Commissioner Cline moves to approve Jack Wagon Car Club to utilize the courthouse lawn area from 4 – 10 pm and to have the restrooms open from 5 – 8 pm on October 6, 2023, providing they obtain insurance. Commissioner Powell seconds the motion. The motion carried.

#### **Ambulance ALS Bids, Allen Hensley:**

Allen commented that a meeting was held with the Ambulance Oversight Committee. We have received two proposals for service for ALS Ambulance in Tipton County; one from Seals, our current provider, and one from the City of Tipton Fire Department. Financially Tipton Fire Department is the lowest bid. With your approval. In January, they will be ready to take over the ALS portion of the ambulance service. The bid from City of Tipton Fire Department is \$198,000.00 and from Seals is \$300,000.00 using the city and \$600,000.00 if they do it on their own. Commissioner Powell moves forward with the ambulance service with the City of Tipton, Commissioner Cline seconds the motion. The motion carried.

#### **Propel Studies/INDOT:**

Cassidy Hunter Communications Manager for the Propel US 31 South Transportation Study, along with her colleague Dan Miller, and Kevin from the Indiana Department of Transportation: A brief update was given on the study, the work that has been done so far, and the next steps. Propel is an INDOT initiative for transportation planning, uses collaborative planning and environmental linkage studies, to consider environmental community and economic goals early in the transportation planning process. Public feedback is vital to the success of this study and will help inform future potential solutions that will guide the next twenty plus years of transportation investments in this area. The PROPEL Study will result in a reasonable set of alternatives, that will move forward as part of INDOT's regular call for projects, which is typically a five-year timeline. However, we are looking at transportation improvements through 2045. The US 31 study area extends from 276<sup>th</sup> Street in Hamilton County to south of the Eel River in Miami County. They are focusing on defining potential improvements and why potential improvements are important to local communities. They have asked for public input and have engaged with more than four hundred (400) community members, six (6) public meetings, twenty (20) community office hours events, and we have attended community events across our study area to meet residents. They have connected with business owners, farmers, school districts, emergency service providers, resource agencies, and the

US 31 Coalition to understand the community's transportation needs and why they are important. They have received hundreds of public comments, the public has focused on a variety of topics, three have been mentioned most frequently, 63% of comments have been related to mobility and access to, from, and across, US 31, 11% focused on safety concerns, 10% talked about the travel along the corridor. They also were told about other things such as environmental concerns, economic development and redevelopment, and bike and pedestrian travel. The study team has contacted each of the seven school districts in the study area to understand where bus routes intersect on US 31. They have had conversations with emergency management directors in all four of our study counties to learn about fire, police, and ambulance needs. They have met with local economic development organizations, farm bureau representatives, and other county officials. They have reviewed past plans, collected traffic data and spent significant time in the corridor to view these issues firsthand. All the feedback and analysis were used to inform our purpose and need, which is the issues and desired outcome for the study. Based on the feedback they identified, were more than 1500 crashes in the study area from 2017 to 2021. More than half of them 56% were right end and rear angle crashes, so their desired outcome is roadway safety by reducing the numbers and severity of these crashes. There were 5 study areas that were graded F in current or future traffic models (i.e. like a school grading scale, so an F is bad) so the outcome would be to reduce the delay at those five intersections that graded F. There are 125 direct access points to US 31 in our study area, and 91 of those access points do not meet INDOT access management guidelines. To improve local mobility and safety by reducing the number of potential conflict points and amount of traffic moving at different speeds. Mobility issues crossing the corridor was brought to their attention, their main objective is to maintain or improve east and west mobility and that is particularly for school buses, agricultural equipment, and emergency service providers. Long distance passenger and freight trips were important. The outcome is to improve or maintain along US 31 to enhance passenger long term freight mobility through the corridor. They just concluded their purpose and need milestone and that is the foundation for the alternatives and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues and outcomes they just reviewed. Potential alternatives that do not meet the purpose in need will be eliminated for further consideration. We are at the beginning of this process right now where there are many potential improvement options that INDOT could consider, we call this starting point the universe of alternatives. It represents all the solutions, so at this point everything is on the table. They will go through a screen process to reduce the number as they move forward in the study and because of the size and complexity of US 31 and our study area. The screening process will involve three steps at each step they will come back to the public and stakeholders with opportunities to review the drafted reports and submit official public comments. Those will be announced via our website, our social media channels, press releases, public notices, and stakeholder email blasts. At the end of each screening step, they will have a smaller number of alternatives with details increasing. They will evaluate each benefit and costs, it's a paired down version of what they gave in June meeting. Commissioner Powell asked Cassidy and Kevin about Division Road having 1100 cars a day and now it is nearly 3000 a day. The fall of 2024 the study will be finalized, and this is when the call for projects goes into effect, with more public information meetings.

#### **COMMISSIONERS COMMENT:**

Commissioner Cline stated we need a manager/promoter for the Community Event Center and fairgrounds. The council decided they didn't want it in the budget as an employee. Looking into the contract of an employee. Money will need to come from the EDIT Fund.

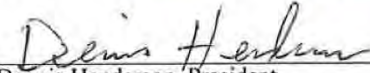
**PUBLIC COMMENT:**

Commissioner Cline moves to close public comment. Commissioner Powell seconded the motion and the motion carried.

**ADJOURNMENT:**

There being no further discussion, the meeting was adjourned on a motion made by Commissioner Powell. The motion was seconded by Commissioner Cline, and the motion was carried.


Approved this 21<sup>st</sup>, day of November 2023.

  
Dennis Henderson, President

absent  
Tracey Powell, Vice President

  
Nancy Cline, Commissioner

Attest:

  
Melissa D. Pickering, Auditor  
Secretary of the Tipton County Board of Commissioners  
Meeting: September 25, 2023

## Howard County Council Meeting, September 26, 2023

### HOWARD COUNTY COUNCIL MEETING: SEPTEMBER 26, 2023

The Howard County Council met in Regular Session on Tuesday, September 26, 2023, at 4:00 p.m. in Hearing Room 338 of the Howard County Administration Center. Those in attendance included Council President John J. Roberts, Council Vice President Daryl Maple, Council Members Tim Cuthbert, Martha J. Lake, Bryan Alexander, Brett Sanders, Frank Faulkner, County Auditor Jessica Secease, and County Attorney Alan Wilson. The meeting was called to order and conducted by Council President Roberts.

Councilman Cuthbert led the Pledge of Allegiance, and Councilwoman Lake offered a word of prayer.

#### IN THE MATTER OF APPROVAL OF MINUTES:

The minutes from the regular meeting held on August 22, 2023, having been previously submitted and reviewed, were approved on a motion made by Councilman Faulkner. Councilwoman Lake seconded the motion, and the motion carried.

#### IN THE MATTER OF ORDINANCE NO. 2023-HCCO-37- ADDITIONAL APPROPRIATIONS:

Auditor Jessica Secease read Ordinance No. 2023-HCCO-37 – Additional Appropriations one time, and the ordinance was acted upon as follows:

Additional Appropriations and Reductions		Requested	Approved
<b>1000</b>	<b><u>COUNTY GENERAL FUND:</u></b>		
<b>0005</b>	<b><u>Sheriff:</u></b>		
23210	Gas, Oil, & Lubricants	25,000.00	25,000.00
32202	Utilities	140,000.00	140,000.00
	<b><u>TOTAL COUNTY GENERAL FUND:</u></b>	<b>165,000.00</b>	<b>165,000.00</b>
<b>1138</b>	<b><u>CUMULATIVE CAPITAL DEVELOPMENT FUND:</u></b>		
<b>9601</b>	<b><u>Information Systems:</u></b>		
32460	Computer Maintenance	28,559.00	28,559.00
47210	Equipment	10,642.00	10,642.00
	<b><u>TOTAL CUMULATIVE CAPITAL DEVELOPMENT FUND:</u></b>	<b>39,201.00</b>	<b>39,201.00</b>
<b>1237</b>	<b><u>OPIOID RESTRICTED FUND:</u></b>		
30000	Other Services & Charges	139,217.17	139,217.17
	<b><u>TOTAL OPIOID RESTRICTED FUND:</u></b>	<b>139,217.17</b>	<b>139,217.17</b>
<b>1238</b>	<b><u>OPIOID UNRESTRICTED FUND:</u></b>		
30000	Other Services & Charges	2,094.95	2,094.95
	<b><u>TOTAL OPIOID UNRESTRICTED FUND:</u></b>	<b>2,094.95</b>	<b>2,094.95</b>
<b>1239</b>	<b><u>MEIJER OPIOID SETTLEMENT FUND:</u></b>		
31115	Donation	559,500.00	559,500.00
31125	Donation Administration	3,000.00	3,000.00
	<b><u>TOTAL MEIJER OPIOID SETTLEMENT FUND:</u></b>	<b>562,500.00</b>	<b>562,500.00</b>
<b>2542</b>	<b><u>COUNTY USER FEE – PROJECT INCOME FUND:</u></b>		
33131	Participant Meals	35,000.00	35,000.00
35640	Rental/Lease Fees	184,000.00	184,000.00
	<b><u>TOTAL COUNTY USER FEE – PROJECT INCOME FUND:</u></b>	<b>219,000.00</b>	<b>219,000.00</b>
	<b><u>TOTAL ADDITIONAL APPROPRIATIONS FOR ALL FUNDS:</u></b>	<b>1,127,013.12</b>	<b>1,127,013.12</b>

#### **1000 County General Fund | 0005 Sheriff:**

Sheriff Jerry Asher requested an additional appropriation to cover utilities, gas, and oil for the rest of the year.

#### **1138 Cumulative Capital Development Fund | 9601 Information Systems:**

Information Systems Director Jeremy Stevens requested an additional appropriation to cover the increased annual maintenance cost of Microsoft Office licenses for 2023-2024 and to cover the CrowdStrike Spotlight feature.

#### **1237 Opioid Restricted Fund:**

Commissioner President Brad Bray requested to appropriate the State opioid distribution.

#### **1238 Opioid Unrestricted Fund:**

Commissioner President Brad Bray requested to appropriate the State opioid distribution.

#### **1239 Meijer Opioid Settlement Fund:**

Commissioner President Brad Bray requested to appropriate the opioid settlement funds received from Meijer.

#### **2542 County User Fee-Project Income Fund:**

Community Supervision Director Dustin DeLong requested an additional to cover meal cost for participants and to cover the rental fee for the GPS units.

The additional appropriations were approved on a motion made by Councilman Faulkner to approve Ordinance No. 2023-HCCO-37 – Additional Appropriations. Councilwoman Lake seconded the motion, and the motion carried.

**IN THE MATTER RESOLUTION NO. 2023-HCCR-15- TRANSFERS:**

Auditor Jessica Secrease read Resolution No. 2023-HCCR-15- Transfers one time, and the ordinance was acted upon as follows:

Transfer From		Transfer To	Requested	Approved
<b>1114</b>	<b><u>LIT – SPECIAL PURPOSE FUND:</u></b>			
<b>0380</b>	<b><u>Jail:</u></b>			
11906	Correctional Officer	12200 Overtime - Correctional Officer	70,000.00	70,000.00
12007	Part-Time Cook	12008 Part-Time Correctional Officer	15,000.00	15,000.00
33740	Care of Individuals	23350 Institution & Medical Supplies	66,000.00	66,000.00
<b>9603</b>	<b><u>KYC – Emergency Shelter Care:</u></b>			
11713	Youth Manager	32510 Building Structure Repair	50,000.00	50,000.00
<b>9605</b>	<b><u>KYC – Secure Detention:</u></b>			
11713	Youth Manager	32510 Building Structure Repair	50,000.00	50,000.00
<b>1170</b>	<b><u>LIT – PUBLIC SAFETY FUND:</u></b>			
12300	Dispatcher	12305 Overtime - Dispatcher	30,000.00	30,000.00

**1114 LIT – Special Purpose Fund | 0380 Jail:**

Sheriff Asher requested a transfer to cover a shortage in Correctional Officers and for additional medical supplies.

**1114 LIT – Special Purpose Fund | 9603 KYC – Emergency Shelter Care:**

Assistant Director Michelle Ege requested a transfer to pay for the new garage being built on their property.

**1114 LIT – Special Purpose Fund | 9605 KYC – Secure Detention:**

Assistant Director Michelle Ege requested a transfer to pay for the new garage being built on their property.

**1170 LIT- Public Safety Fund:**

Sheriff Jerry Asher requested a transfer to cover the shortage in Dispatch.

Councilman Maple made a motion to approve Resolution No. 2023-HCCR-15 – Transfers as read. Councilman Sanders seconded the motion, and the motion carried.

**IN THE MATTER OF ORDINANCE, NO. 2023-HCCO-38 – SALARY ORDINANCE AMENDMENTS:**

Auditor Jessica Secrease, read Ordinance No. 2023-HCCO-38 – Salary Ordinance Amendments one time, and the ordinance was acted upon as follows:

Salary Amendments		Requested	Approved
<b>1114</b>	<b><u>LIT – SPECIAL PURPOSE FUND:</u></b>		
<b>0380</b>	<b><u>Jail:</u></b>		
11906	Correctional Officer	(70,000.00)	(70,000.00)
12007	Part-Time Cook	(15,000.00)	(15,000.00)
12008	Part-Time Correctional Officer	15,000.00	15,000.00
12200	Overtime - Correctional Officer	70,000.00	70,000.00
<b>9603</b>	<b><u>KYC – Emergency Shelter Care:</u></b>		
11713	Youth Manager	(50,000.00)	(50,000.00)
<b>9605</b>	<b><u>KYC – Secure Detention:</u></b>		
11713	Youth Manager	(50,000.00)	(50,000.00)
<b>1170</b>	<b><u>LIT-PUBLIC SAFETY FUND:</u></b>		
12300	Dispatcher	(30,000.00)	(30,000.00)
12305	Overtime - Dispatcher	30,000.00	30,000.00

Councilman Alexander made a motion to approve Ordinance No. 2023-HCCO-38 – Salary Ordinance Amendments as read; Councilwoman Lake seconded the motion, and the motion carried.

**NEW BUSINESS:**

***ProPEL U.S. 31 South Project***

Cassidy Hunter, Dan Miller, and Jonathan Wallis presented the Commissioners with an update on the ProPEL U.S. 31 study. ProPEL is an INDOT initiative for transportation planning. Ms. Hunter stated that public feedback is crucial in the success of the study and that their team has spent a lot of time throughout the summer in the communities affected by the project. The study spans from 276<sup>th</sup> Street to just south of the Eel River in Miami County. The study will be completed by the end of 2024. They do have a website that has all the study information on it. Councilman Faulkner stated that there have been several concerns with what is being proposed for U.S. 31 by the Grissom Airforce Base. Ms. Hunter and Mr. Miller stated that they have been working closely with the Grissom Airforce Base to achieve the best possible outcome for U.S. 31 in that area.

**OTHER COUNCIL BUSINESS:**

Councilman Faulkner stated that he would like to discuss the current dress code requirements for the Council. He stated that he would be okay not having to wear a tie to every meeting. President Roberts stated that he can do as he wishes and that they

will discuss this further at a later date. President Roberts announced that the County Budget Adoption Meeting will be held on October 12<sup>th</sup>, 2023 at 4:00 p.m. in the meeting room.

*There being no further business to come before the Council at this time,  
the meeting was adjourned at 4:53 p.m. on a motion made by Councilwoman Lake.  
Councilman Alexander seconded the motion, and the motion carried.*

**HOWARD COUNTY COUNCIL:**

\_\_\_\_\_  
JOHN J. ROBERTS, PRESIDENT

\_\_\_\_\_  
DARYL MAPLE, VICE PRESIDENT

\_\_\_\_\_  
BRYAN ALEXANDER, COUNCILMAN

\_\_\_\_\_  
MARTHA J. LAKE, COUNCILWOMAN

\_\_\_\_\_  
FRANK FAULKNER, COUNCILMAN

\_\_\_\_\_  
TIM CUTHBERT, COUNCILMAN

\_\_\_\_\_  
BRETT SANDERS, COUNCILMAN

**ATTEST:**

\_\_\_\_\_  
JESSICA SECREASE, AUDITOR

Howard County Council Meeting, September 26, 2023

Placeholder



## PROPEL US 31 SOUTH DRAFT PURPOSE & NEED REPORT AVAILABLE FOR REVIEW AND COMMENT

**SUBMIT YOUR COMMENT BY JULY 31, 2023.**

As we continue the Planning and Environment Linkages (PEL) studies along the US 31 corridor in central and northern Indiana, we wanted to give you an update on the ProPEL US 31 South study's progress and next steps. As a reminder, the ProPEL US 31 South study area extends from 276th Street in Hamilton County to W CR 300 N in Miami County.

The Indiana Department of Transportation (INDOT) has posted a virtual public information meeting for the ProPEL US 31 South study at [www.propelus31.com](http://www.propelus31.com). This meeting reports on insights gained from the public thus far, shares additional data gathered by the US 31 South study team and provides an overview of the transportation issues and desired outcomes in the study area.

The Draft Purpose and Need Report and feedback form are available on the study website for review and comment. Public comments will be accepted through July 31, 2023.

Once the study is completed in 2024, any recommended projects will be considered by INDOT as part of its traditional project development process. INDOT uses an objective, needs-based approach for new projects, so areas of highest need are addressed as funding is available. INDOT will use the information gathered and alternatives evaluated during the PEL study to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Please let the ProPEL US 31 South study team know if you have any question or concerns or would like additional information to share with your constituents. If you would like to schedule a meeting to discuss this information, please click the [Schedule an Appointment](#) link and complete a short form. In addition to the study website, you can also find the latest information on our social media channels:

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

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

Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

Thank you.

## Indiana Motor Trucking Association Survey; August 24, 2023

The ProPEL US 30 and 31 study teams are asking for your input for planning studies along these vital transportation corridors in northern Indiana. These studies will inform the future as we look at the long-term vision for the US 30 and 31 corridors. Your input can help us make informed decisions that will guide the next generation of transportation investments in these corridors.

Please take a few minutes to complete this survey regarding your experience while traveling these corridors, any location-specific issues or concerns that you may have, and what potential future improvements you would like to see.

Your valuable feedback will help the study teams evaluate what is possible along the corridors, so that the Indiana Department of Transportation can build smarter transportation and stronger communities.

Note: The 180-mile study area includes more than 600 access points: 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 ), from north of 276<sup>th</sup> Street in Hamilton County to the State Route (SR) 931 south junction in Tipton County, and from the SR 931 north junction in Howard County north to County Road (CR) West 300 North in Miami County.



1. Please tell us your home zip code.

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2. Which corridor do you travel?
- US 30 corridor
  - US 31 corridor
  - I travel both US 30 and US 31 corridors
3. For which type of travel do you most often use the US 30 and/or US 31 corridors?  
(Select all that apply)
- Connection to local route or transit stop
  - Travel through, I do not stop in the corridor
  - Moving goods/delivering services
  - Other
- \_\_\_\_\_
4. How often do you use the US 30 and/or US 31 corridors?  
(Select all that apply)
- Daily
  - Weekly
  - Weekends
  - Monthly
  - Less often
5. What time of day do you typically travel the US 30 and/or US 31 corridors?  
(Select all that apply)
- All the time because I live nearby
  - Early morning (before 6 a.m.)
  - Morning commute (6 - 9 a.m.)
  - Midday (10 a.m. - 3 p.m.)
  - Afternoon commute (4 - 7 p.m.)
  - Evening (7 - 10 p.m.)
  - Late night (After 10 p.m.)
6. Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include both the location as well as a brief description of the issue or concern.
- \_\_\_\_\_
7. What kind of future potential improvements do you suggest for the US 30 and/or US 31 corridors?
- \_\_\_\_\_
8. Enter your email address below if you would like to receive updates about the study.

(You will be given an option to opt-out at anytime should you choose.)

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Thank you for your time and feedback!



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### Survey Results Summary

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- The ProPEL US 30/31 Advisor drafted a survey for the Indiana Motor Trucking Association leadership to distribute to their membership related to usage of the US 30 and 31 corridors in northern Indiana.
- The survey link was delivered to 75 targeted companies via email on Thursday, August 24, 2023.
- 32% response rate as of October 10, 2023. Respondents offered thoughtful feedback related to the studies and study areas.
- The majority (67%) of respondents requested to be added to the PIMA stakeholder email database to receive regular study updates. Respondents were added to PIMA by the Advisor team based on location of their business.

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Please tell us your home zip code.

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To which association do you belong?

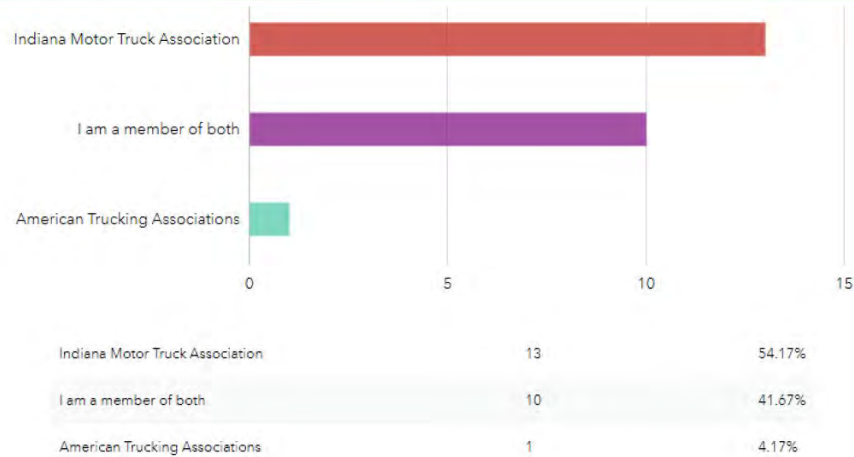
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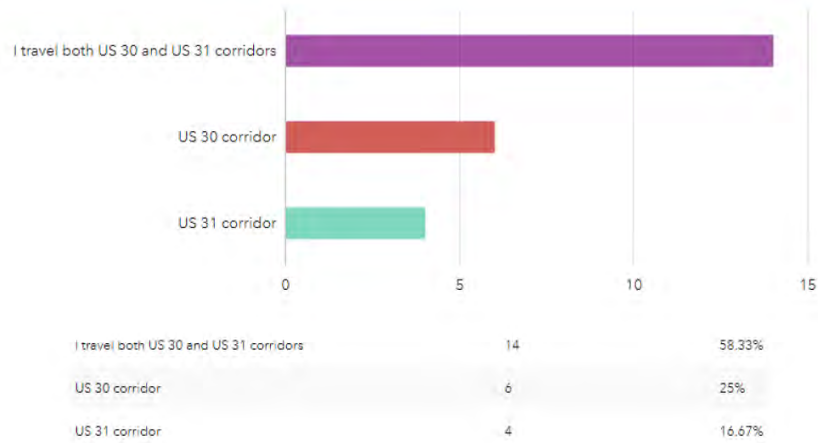
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### Which corridor do you travel?



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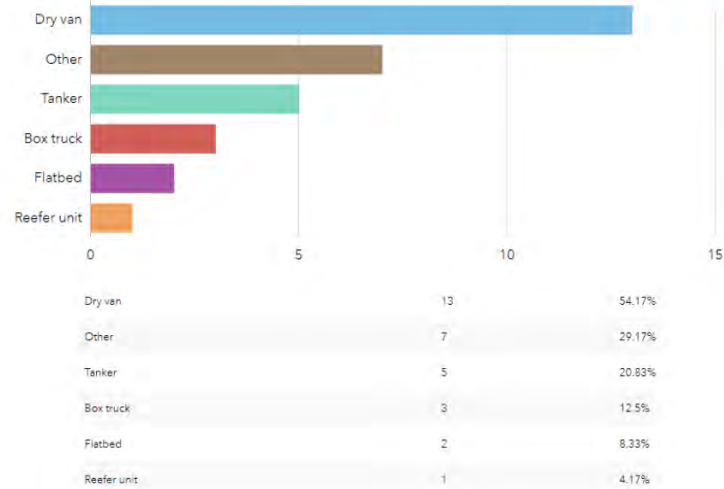
### For which type of travel do you most often use the US 30 and/or US 31 corridor(s)? Select all that apply.



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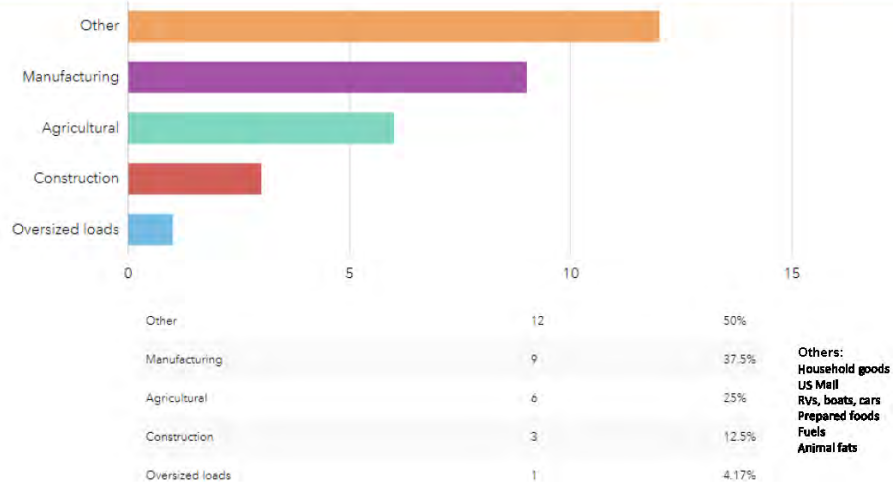
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**Which of the following best describes the type of trucking configuration you use? Select all that apply.**



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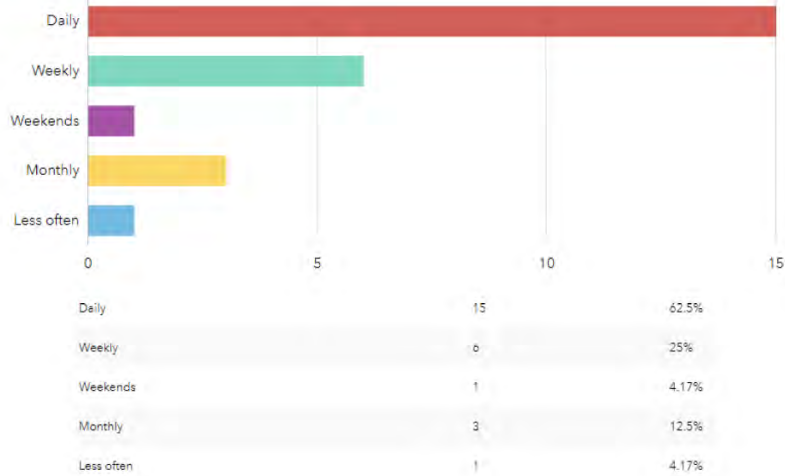
**Which of the following best describes the type of freight you carry? Select all that apply.**



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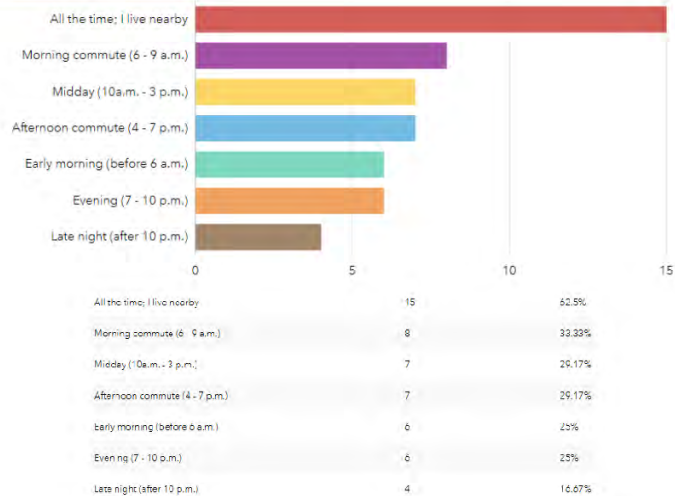
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**How often do you use the US 30 and/or US 31 corridor(s)? Select all that apply.**



9

**What time of day do you typically travel the US 30 and/or US 31 corridor(s)? Select all that apply.**



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5

**Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include the location and a brief description.**

- Peru. There is just one stoplight on US 31 north of US 24 that can often be a cause for concern as a loaded truck can be difficult to stop in time. The bypass around Kokomo was a phenomenal improvement for transit time and safety.
- Many stoplights and traffic, which increases fuel consumption, emissions, and labor costs (slower travel = more hours).
- Kosciusko County has too many stoplights.
- Construction is the common issue.
- Columbia City, Warsaw, I-65
- Columbia City to Fort Wayne, Warsaw
- Business 31 and US 31 near Peru
- A lot of truck traffic on US 30. Warsaw and Columbia City are the new Kokomo with stoplights and slow traffic. Overall, US 30 is unsafe for the amount of access points and traffic volume.
- We have trucks on both of these routes at least weekly. The only consistent issue with US 30 is that it's wide open and can be bad in the winter with snow blowing across the roads. My daughter lives in Fort Wayne but works in Warsaw, and she drives US 30 every day. Winter driving is a real concern for her. The main issue with US 30 is just the number of slow downs and stoplights. Going to Chicago, I-69 to the toll road is not the most direct route, but a better option.

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**Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include the location and a brief description.**

- Warsaw. Too much traffic and too many stoplights.
- US 31, Kokomo to 24. Lights and side road access are dangerous and promote aggressive driving from four-wheelers.
- US 30 between Fort Wayne and Warsaw. Too many stoplights. Vehicles run red lights.
- US 30 through Warsaw and Columbia City. Both the volume of traffic, truck and other, combined with the commercialization, stoplights, and lane restrictions through these corridors makes travel through these areas hazardous to the motoring public. Trucks slow to start off the multiple lights creates congestion. Lighter trucks and cars trying to maneuver around and through this congestion while making turns in and out of this continue to both frustrate drivers and create potentially hazardous interactions. The long-term plan for US 31 shows a good solution to the motoring public. Limited access with ramp interchanges shows an improvement in safety. Limiting commercialization of these interchanges would also prevent future risk.
- The 31-mile stretch (Miami County) between Howard and Fulton Counties. There are four stoplights currently in Miami County and way too many cross streets to count. The accident ratio for Miami County has to be way above the average for the 31 corridor from Indianapolis to South Bend. For several years, the rumor has been that the state is giving consideration to putting Michigan left turns on US 31, and that is a terrible thought on this fast-paced road.

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**Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include the location and a brief description.**

- Primarily in the cities/towns, populations centers.

13

**What kind of future potential improvements would you suggest for the US 30 and/or US 31 corridor(s)?**

- Upgrade to interstate standards.
- With the current layout of Warsaw, creating a restricted bypass around the city as well as Columbia City would be the safest alternative. However, this may not be cost effective for the state. Continuing truck lane restrictions are ineffective from a real-world perspective, and it continues to cause safety concerns in those areas.
- Repave and widen the entire road.
- Remove the stoplights.
- Our business along with others are located just south of Business 31 and US 31 on the west side of US 31. It would be very nice to put a full interchange at Business 31 and US 31 with frontage road access to and from our location so we don't have right in and right out access only. We park more than 100 truck that come and go every morning and afternoon Monday through Saturday. If we only have right in and right out, no one knows how far south you have to go to go back north and vice versa. That computes to more than 400 trips in and out just for our location.
- On/off ramp-only access between larger cities and towns.
- No idea how you could do it, but I would say limit the number of access points to the highway so that traffic is able to flow better.
- Limited access throughout.

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### What kind of future potential improvements would you suggest for the US 30 and/or US 31 corridor(s)?

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- Limited access. More warning of approaching signals. Longer time for signals on the yellow light.
- Flashing yellow signals in turn lanes that cross oncoming traffic, controlled u-turn lanes like the one recently installed at Coesse School east of Columbia City. Fewer access points to US 30 and eliminate multiple traffic lights.
- Drop lots for future doubles transportation on the outside of Indianapolis. I am pushing for future lobbying for twin 48's running off the toll road/turnpike to run north/south corridors for greater supply chain improvement and greener commercial highway commerce. These would break apart in lots outside of Indianapolis and Louisville to be peddled to the city limits. This would be an ideal corridor for this between South Bend and Indianapolis. Even to have one in the Plymouth area as we would love to run 30 east and west having lots between Valpo and Ft. Wayne. A bypass around Warsaw and Columbia City area would be worth considering as it was for Kokomo. It would lessen GHG and improve highway transit for commercial vehicles while lessening congestion for civilian drivers in the local area.
- Complete limited access roadways and no stoplights on US 31. Reduce or reroute US 30 around municipalities such as Warsaw to eliminate multi-light traffic jams.
- Bypass Warsaw and Columbia City. Work to make US 30 the same as US 31 improvements. Reduce the number of stoplights.
- Bypass through population centers and/or bridges to allow for the avoidance of traffic lights.

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### What kind of future potential improvements would you suggest for the US 30 and/or US 31 corridor(s)?

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- Four-lane freeway access on US 31 just as our past Gov. Daniels had intended it to be back in 2006 when he made the deal on I-80 to fund this improvement!

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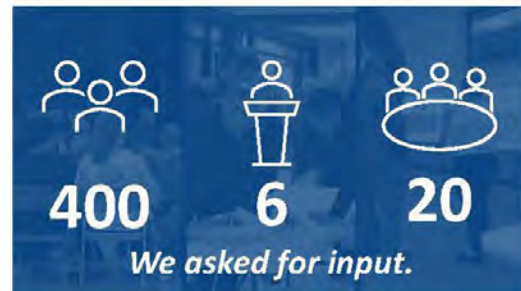
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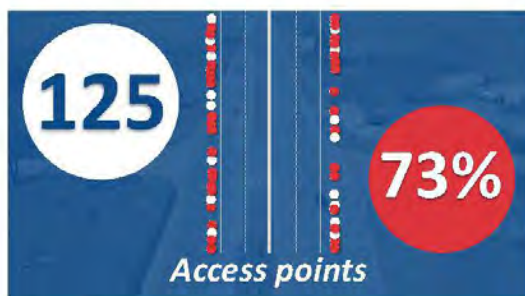
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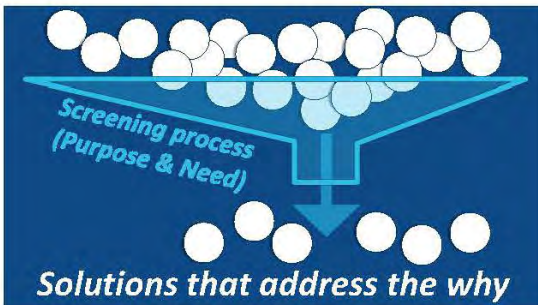
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111 Monument Cir  
Indianapolis, IN 46204  
p. 317.636.4682

## MEETING NOTES

Date: August 24, 2023

Re: US 31 South Briefing with Grissom Air Reserve Base

In Attendance:

<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Cassidy Hunter</i>	<i>ProPEL US 31 South Communications Manager, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM, INDOT</i>
<i>Mark Waite</i>	<i>434<sup>th</sup> CES Base Civil Engineer</i>
<i>Bryan Jaworski</i>	<i>434<sup>th</sup> Civil Engineer Squadron</i>
<i>Paul Culter</i>	<i>Senior Planner, Grissom Air Reserve Base</i>
<i>Col Gretchen Wiltse</i>	<i>434<sup>th</sup> Mission Support Group Commander</i>
<i>Bob Moore</i>	<i>434<sup>th</sup> Operations Support Squadron Airfield Operations Manager</i>

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## MEETING SUMMARY

The purpose of the meeting was to provide an update on the ProPEL US 31 South study to leadership at Grissom Air Reserve Base. The update included a summary of public engagement activities completed over the last several months, a summary of what was heard from those engagements, what the study team did with that input, as well as the technical analyses that was completed by the study team. Collectively, this information forms the basis of the draft Purpose and Need statement for the ProPEL US 31 South study area.

### 1. INTRODUCTIONS & OVERVIEW

- a. The ProPEL US 31 South study team members introduced themselves prior to speaking throughout the presentation. A list of study team members participating in the meeting can be found on the first page of this summary.
- b. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- c. Public input is an integral part of the ProPEL US 31 South study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.

### 2. WHAT WE HEARD

- a. To date, the primary focus of the ProPEL US 31 South study has been to define the “Why?” for the study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the study and helps us understand what issues (i.e., needs) exist in the study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped to define a draft Purpose and Need statement, a PEL study requirement.
- b. To help answer the fundamental question of “Why?,” the study team asked for input – and received lots of it. Through July 2023, the ProPEL US 31 South study team saw more than 400 community members engage the study in variety of ways. These engagements included six public meetings (four in-person and two virtual), 20 community office hours (informal), as well as attending community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, local elected officials, emergency service providers, farmers, school districts, resources agencies, and others. These efforts resulted in more than 300 comments received by the study team. While the comments focused on a variety of topics, three topics or themes were mentioned most frequently:
  - 63 percent of the comments related to mobility and access to, from, and across US 31
  - 11 percent focused on safety concerns
  - 10 percent talked about travel along the corridor
- The ProPEL US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.

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### 3. WHAT WE DID

- a. In response to the comments received, the study team did several things. We contacted each of the seven school districts in the study area to understand where bus routes intersected US 31. We had conversations with emergency management directors in Hamilton, Howard, Tipton, and Miami counties to learn about fire, police and ambulance needs, and concerns related to accessing, crossing, and traveling on US 31. All that feedback was used to inform the transportation issues (NEEDS) and desired outcomes (PURPOSES).
- b. The ProPEL US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The ProPEL US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. Most of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the ProPEL US 31 South study area.
  - The ProPEL US 31 South study team is concerned about safety throughout the corridor; however, there are eight intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
- c. The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. The study team has collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Like school, the best grade is an “A” and the worst grade is an “F.” Of the 21 intersections analyzed in the ProPEL US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.
  - In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).
- d. Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved. Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.
- e. Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.
- f. The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part

of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

#### 4. PURPOSE & NEED

- a. The Purpose & Need statement explains the WHY – why are potential improvements needed in the study area? And the Purpose & Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES).
- b. The Purpose & Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.
- c. The draft Purpose & Need statement also identifies a series of goals that were developed based on public and stakeholder input. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. Goals include:
  1. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
  2. Providing transportation infrastructure that supports local economies and economic development goals.
  3. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
  4. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
  5. Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.

#### 5. WHAT'S NEXT

- a. Now that we understand why improvements are needed, we will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin later this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the “Universe of Alternatives” – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- b. Once the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study area, it is anticipated the screening process will involve as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.

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- c. The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the Draft Purpose & Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.
- d. We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.
- e. We anticipate the draft results of the second alternatives screening step will be released for public review and comment in winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.
- f. We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.
- g. The ProPEL US 31 study remain on target for completion in fall 2024.
- h. It is important to remember that work remains to be done after the PEL study is complete to develop and implement specific projects. The study will identify a reasonable range of alternatives in the study area. This could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.
- i. INDOT's project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

## QUESTIONS & COMMENTS

- a. A meeting attendee mentioned that trucks pulling boats and trailers and other recreational vehicles should be considered, especially at US 31 and CR 500 S and CR 800 S. Lakes to the east cause campers and boats to stick out in the median.
- b. A meeting attendee noted that the Grissom Fire Department is often the first responder for issues around the base and inquired as to whether the US 31 South study team had spoken to them.
- c. A meeting attendee noted that there are 300-400 people on base once a month for Unit Training Assemblies.
- d. It was noted that the base employs about 400 people and that more than 1,000 reservists come to the base once a month, making US 31 access busy from 5:30-8 a.m. and again in the afternoon.
- e. A meeting attendee noted that large trucks, particularly fuel trucks, come to the base daily.
- f. A meeting attendee said that safe access is needed for all these types of road users.
- g. A meeting attendee noted that there is a clear flight safety zone over US 31, and roadways have a height limit to remain in compliance with clear zone. There is also an additional "crash zone" for flight safety purposes.

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- h. A meeting attendee requested to see the meeting boards related to level of service at intersections and inquired which intersections specifically received a failing grade. A study team member went over the location information specific to LOS.
- i. A meeting attendee asked about crash data and whether the 1,500+ figure was for the north segment, the south segment or the entire study area. A study team member responded that it represents entire study area.
- j. A meeting attendee suggested that the study team visit Grissom Air Reserve Base to walk the space and potentially host a community office hours event. A study team member will follow up about that and a subsequent meeting after each milestone.

12/5/2023



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## MEETING NOTES

Date: October 12, 2023

Re: US 31 South Meeting with the Indiana National Guard

In Attendance:

<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Cassidy Hunter</i>	<i>ProPEL US 31 South Communications Manager, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 Project Manager, INDOT</i>
<i>James Mahern</i>	<i>Director of State Facilities, Indiana National Guard</i>
<i>Jason Brady</i>	<i>Strategic Planning Specialist, Indiana National Guard</i>

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## MEETING SUMMARY

The purpose of the meeting was to provide an update on the ProPEL US 31 South study to leadership at the Indiana National Guard. The update included a summary of the work that has been done so far, where we are in the study process, and an overview of next steps.

### 1. INTRODUCTIONS

- a. Dan Miller introduced himself, Cassidy Hunter, and Jonathan Wallace at the start of the briefing.
- b. Dan Miller stated that with our time, we would share a pared down version of the presentation that was given in June during the public information meetings, encouraged attendees to ask questions at any time during the presentation, and noted that there would be time afterward for questions, comments, and feedback.
- c. Before Cassidy Hunter began the presentation, Dan Miller asked if there were any initial, high-level questions about the ProPEL US 31 South study. There were none.

### 2. STUDY OVERVIEW

- a. ProPEL is an INDOT initiative for transportation planning that uses collaborative Planning and Environment Linkages studies to consider environmental, community and economic goals early in the planning process.
- b. Public feedback is vital to the success of the study and will help inform future potential solutions that will guide the next 20+ years of transportation investments. The ProPEL US 31 South study team has been engaging with residents and other stakeholders for more than a year to assess innovative ways to renovate the corridor while prioritizing community needs.
- c. The ProPEL US 31 South study will result in a reasonable set of alternatives that will move forward as part of INDOT's regular call for projects, which is typically a five-year timeline. However, the study is looking at potential transportation improvements through 2045.
- d. The ProPEL US 31 South study area extends from 276<sup>th</sup> Street in Hamilton County to just south of the Eel River in Miami County.

### 3. WHAT WE HEARD

- a. So far, the primary focus of the ProPEL US 31 South study has been to define the "Why?" for the study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the study and helps us understand what issues (i.e., needs) exist in the study area and what potential outcomes (i.e., purposes) are desired.
- b. To help the study team understand the "Why?," we asked for public input. We have engaged with more than 400 community members, held six public meetings, 22 community office hours events, and have attended community events across the study area to meet residents where they are. The study team has also connected with business owners, farmers, school districts, emergency service providers, resource agencies, and the US 31 coalition to understand the community's transportation needs and why they are important.
- c. We have received hundreds of public comments. They have focused on a variety of topics, but three have been mentioned most frequently.
  - i. 63% of comments related to mobility and access to, from, and across US 31.
  - ii. 11% of comments focused on safety concerns.

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- iii. 10% talked about travel along the corridor.
- iv. The study team also heard about other things, too, like environmental concerns, economic development and redevelopment, and bike and pedestrian travel.

#### 4. WHAT WE DID

- a. The ProPEL US 31 South study team contacted each of the seven school districts in the study area to understand where bus routes intersect US 31.
- b. We conducted outreach with emergency management directors in Hamilton, Tipton, Howard, and Miami counties.
- c. The study team also met with local economic development professionals, Farm Bureau representatives, and local elected officials.
- d. In addition, the study team has reviewed past plans, collected traffic data, and spent significant time in the corridor to view issues firsthand.

#### 5. ISSUES (NEEDS) AND DESIRED OUTCOMES (PURPOSES)

- a. All of the stakeholder feedback and technical analyses was used to identify the transportation issues (needs) and desired outcomes (purposes) for the ProPEL US 31 South study area.
  - i. There were more than 1,500 crashed in the study area between 2017 and 2021, more than half (56%) being right-angle or rear-end crashes. Due to the number and severity of crashes in the study area, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
  - ii. We heard from stakeholders that it is difficult to cross US 31 at some intersections. Five intersections in the study area graded F in current or future traffic projections. So, our desired outcome here is to reduce the delay at those five intersections that graded F (for failing).
  - iii. There are 125 direct access points to US 31 in our study area, and 91 of them do not meet INDOT's access management guidelines. Here our desired outcome is to improve local mobility and safety by reducing the number of potential conflict points and amount of traffic moving at varying speeds.
  - iv. We heard from stakeholders and residents that it was difficult to cross US 31 from east and westbound roads, and our outreach found 24 instances where school busses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency access point. Therefore, our desired outcome is to maintain or improve east/west mobility, especially for school busses, emergency service providers, and agricultural equipment.
  - v. Finally, we heard that that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in this study area ranges from 15% to 27%. To address the regional and statewide mobility need, our desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.
- b. We have just concluded the Purpose & Need milestone, which is the foundation for the alternatives development and evaluation process.

#### 6. WHAT'S NEXT

- a. Alternatives will be developed and evaluated based on how they address the identified issues (needs) and desired outcomes (purposes). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

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- b. At the beginning of this process, there are many potential improvement alternatives that INDOT could consider. These solutions include a wide range of possibilities. We call this starting point the “Universe of Alternatives” – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- c. Once we have the Universe of Alternatives, we will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of US 31 in the study area, the screening process will involve at least three steps.
- d. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.
- e. At each step along the way, the public and other stakeholders will have the opportunities to review draft reports and submit official public comments. Those opportunities will be announced on the study website and via social media channels, press release, public notice and stakeholder email blast.

## 7. QUESTIONS AND COMMENTS

- a. A meeting attendee asked about NEPA and how the PEL process is coordinated in conjunction with that federal process. Dan Miller explained that the documents produced during the PEL study can be incorporated into subsequent environmental reviews for projects that move forward from the study.
- b. A meeting attendee inquired if one consultant or firm would work on all the projects that are scoped and funded as a result of the ProPEL study? Dan Miller explained that there are four ProPEL studies that encompass 180 miles of US 31 and US 30 in northern Indiana. There is regular coordination between the study teams so that we are looking at the corridor in a holistic way so that future potential improvements work together throughout the study areas. However, no projects have been scoped or funded yet as a result of this study. The meeting attendee responded that it was a great approach to take.
- c. A meeting attendee mentioned that driveway access and traffic flow were a concern because of the transport military equipment and issues with convoys also using the roadway. There is regular transport movement from the 276<sup>th</sup> Street armory to Camp Atterbury. The attendee also noted that while there is an interchange under construction at 276<sup>th</sup> Street in Hamilton County, there are also Indiana National Guard armory locations in Fort Wayne, Warsaw, Valparaiso, Peru, Plymouth and Kokomo.
- d. Jonathan Wallace provided insight into planned INDOT projects along US 31 from Indianapolis to SR 28.
- e. Jason Brady from the Indiana National Guard will reach out to their other units to generate comments and feedback related to the ProPEL US 31 South study.

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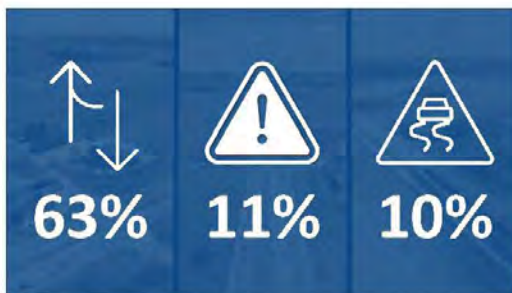
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US 31 South  
HNTB Corporation  
111 Monument Cir  
Indianapolis, IN 46204  
p. 317.636.4682

## MEETING NOTES

Date: October 16, 2023

Re: US 31 South Meeting with the Miami Correctional Facility

In Attendance:

<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 Project Manager, INDOT</i>
<i>Brian English</i>	<i>Miami Correctional Facility, Warden</i>
<i>Aaron Smith</i>	<i>Miami Correctional Facility, Deputy Warden</i>
<i>Chris Ertle</i>	<i>Miami Correctional Facility, Deputy Warden</i>
<i>Robert Bennett</i>	<i>Miami Correctional Facility, Major</i>
<i>Jason Nero</i>	<i>Miami Correctional Facility, Safety Director</i>
<i>James Stamper</i>	<i>Miami Correctional Facility, Public Information Officer</i>
<i>Annie Goeller</i>	<i>Miami Correctional Facility, Central Office Deputy Commissioner</i>

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## MEETING SUMMARY

The purpose of the meeting was to provide an update on the ProPEL US 31 South study to leadership at Miami Correctional Facility. The update included a summary of the work that has been done so far, where we are in the study process, and an overview of next steps.

### 1. INTRODUCTIONS

- a. Dan Miller introduced himself and Jonathan Wallace at the start of the briefing.
- b. Dan Miller stated that with our time, we would share a pared down version of the presentation that was given in June during the public information meetings, encouraged attendees to ask questions at any time during the presentation, and noted that there would be time afterward for questions, comments, and feedback.

### 2. STUDY OVERVIEW

- a. ProPEL is an INDOT initiative for transportation planning that uses collaborative Planning and Environment Linkages studies to consider environmental, community and economic goals early in the planning process.
- b. Public feedback is vital to the success of the study and will help inform future potential solutions that will guide the next 20+ years of transportation investments. The ProPEL US 31 South study team has been engaging with residents and other stakeholders for more than a year to assess innovative ways to renovate the corridor while prioritizing community needs.
- c. The ProPEL US 31 South study will result in a reasonable set of alternatives that will move forward as part of INDOT's regular call for projects, which is typically a five-year timeline. However, the study is looking at potential transportation improvements through 2045.
- d. The ProPEL US 31 South study area extends from 276<sup>th</sup> Street in Hamilton County to just south of the Eel River in Miami County.

### 3. WHAT WE HEARD

- a. So far, the primary focus of the ProPEL US 31 South study has been to define the "Why?" for the study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the study and helps us understand what issues (i.e., needs) exist in the study area and what potential outcomes (i.e., purposes) are desired.
- b. To help the study team understand the "Why?," we asked for public input. We have engaged with more than 400 community members, held six public meetings, 22 community office hours events, and have attended community events across the study area to meet residents where they are. The study team has also connected with business owners, farmers, school districts, emergency service providers, resource agencies, and the US 31 Coalition to understand the community's transportation needs and why they are important.
- c. We have received hundreds of public comments. They have focused on a variety of topics, but three have been mentioned most frequently.
  - i. 63% of comments related to mobility and access to, from, and across US 31.
  - ii. 11% of comments focused on safety concerns.
  - iii. 10% talked about travel along the corridor.

- iv. The study team also heard about other things, too, like environmental concerns, economic development and redevelopment, and bike and pedestrian travel.

#### 4. WHAT WE DID

- a. The ProPEL US 31 South study team contacted each of the seven school districts in the study area to understand where bus routes intersect US 31.
- b. We conducted outreach with emergency management directors in Hamilton, Tipton, Howard, and Miami counties.
- c. The study team also met with local economic development professionals, Farm Bureau representatives, and local elected officials.
- d. In addition, the study team has reviewed past plans, collected traffic data, and spent considerable time in the corridor to view issues firsthand.

#### 5. ISSUES (NEEDS) AND DESIRED OUTCOMES (PURPOSES)

- a. All of the stakeholder feedback and technical analyses was used to identify the transportation issues (needs) and desired outcomes (purposes) for the ProPEL US 31 South study area.
  - i. There were more than 1,500 crashed in the study area between 2017 and 2021, more than half (56%) being right-angle or rear-end crashes. Due to the number and severity of crashes in the study area, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
  - ii. We heard from stakeholders that it is difficult to cross US 31 at some intersections. Five intersections in the study area graded F in current or future traffic projections. So, our desired outcome here is to reduce the delay at those five intersections that graded F (for failing).
  - iii. There are 125 direct access points to US 31 in our study area, and 91 of them do not meet INDOT's access management guidelines. Here our desired outcome is to improve local mobility and safety by reducing the number of potential conflict points and amount of traffic moving at varying speeds.
  - iv. We heard from stakeholders and residents that it was difficult to cross US 31 from east and westbound roads, and our outreach found 24 instances where school busses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency access point. Therefore, our desired outcome is to maintain or improve east/west mobility for school busses, emergency service providers, and agricultural equipment.
  - v. Finally, we heard that that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in this study area ranges from 15% to 27%. To address the regional and statewide mobility need, our desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.
- b. We have just concluded the Purpose & Need milestone, which is the foundation for the alternative's development and evaluation process.

#### 6. WHAT'S NEXT

- a. Alternatives will be developed and evaluated based on how they address the identified issues (needs) and desired outcomes (purposes). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

- b. At the beginning of this process, there are many potential improvement alternatives that INDOT could consider. These solutions include a wide range of possibilities. We call this starting point the “Universe of Alternatives” – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- c. Once we have the Universe of Alternatives, we will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of US 31 in the study area, the screening process will involve at least three steps.
- d. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.
- e. At each step along the way, the public and other stakeholders will have the opportunities to review draft reports and submit official public comments. Those opportunities will be announced on the study website and via social media channels, press release, public notice and stakeholder email blast.

#### QUESTIONS AND COMMENTS:

- a. Members asked about specific issues at the intersections around the correctional facility. Dan Miller shared the boards presented at the public information meeting in June. Specifically, US 218 North and South and SR 18 are intersections with safety concerns. CR 800 S has current and future level of service that is failing. There are some access points adjacent to the facility that do not meet INDOT’s access management guidelines. Finally, US 218 N & S, CR 800 S, and SR 18 were all noted as important crossings for schools, EMS, and/or agriculture.
- b. Members mentioned that accidents are frequent on CR 800 S and CR 850 S. Speeds along US 31 have increased, and it is challenging to cross or turn left on those roadways during rush hour.
- c. Members pointed out that, although the facility is listed on CR 850 S, CR 800 S is a critical access point for employees. Constraints around CR 800 S include a water tower. A gas station and other businesses are located on CR 850 S. These and other constraints will be considered during the alternatives analysis process.
- d. The study team was asked to update the correctional facility when alternatives are developed. Dan Miller explained that the correctional facility is an important stakeholder along the corridor, and that the study team would continue to coordinate throughout the study.

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# APPENDIX K: RESOURCE AGENCY COORDINATION

Tribal Partner Coordination Meeting #2; July 17, 2023

11/22/2023



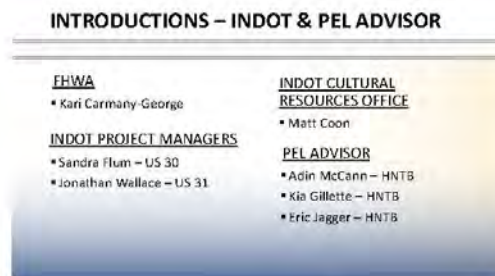
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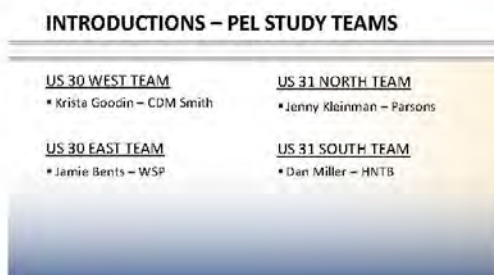
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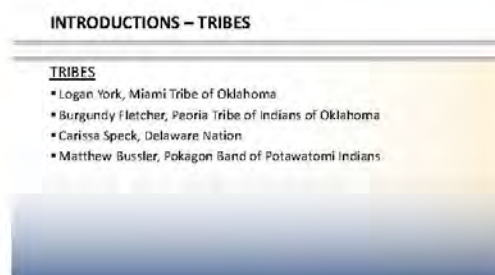
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## INTRODUCTIONS – INDIANA SHPO

- Beth McCord, Director & Deputy State Historic Preservation Officer (SHPO)

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## MEETING PURPOSE

1. **Provide Overview** to Tribes of the ProPEL US 30 and US 31 studies
2. **Respond to Concerns** raised at Meeting #1 (2/23/23) for the ProPEL studies
3. **Communicate** future steps for ProPEL US 30 and US 31 studies

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## PROPEL US 30 & US 31 STUDIES OVERVIEW

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## PLANNING AND ENVIRONMENT 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
  - Public and agency input
- **Can be used in NEPA\***

\*INDOT intends to carry forward the information, analysis and decisions from the ProPEL US30 and US31 studies into the NEPA process

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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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## 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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## CONSIDERATIONS RAISED AT MEETING #1

## CONSIDERATIONS FROM MEETING #1

1. Treatment of sensitive information
2. How information provided by Tribes will be used in the studies
3. Develop approach for future INDOT PEL studies

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## TREATMENT OF SENSITIVE INFORMATION

- Studies will not request all culturally sensitive information within the ½ mile study area
- Rather, feedback and comments will be requested at specific points during the studies to aid the planning process
- If Tribes wish to provide sensitive information for a specific location, INDOT commits to treat it in accordance with the 2017 MOU between FHWA, IN SHPO, INDOT, and Tribes
- Information on specific locations will be Confidential and not shared publicly, similar to Section 106

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## MOU BETWEEN FHWA, IN SHPO, INDOT, & TRIBES

**WHEREAS**, the FHWA, INDOT, and the signatory Tribes aspire to engage in meaningful, long-term planning for the appropriate consideration of cultural resources important to Tribes, and to pursue the following:

- develop a comprehensive and efficient tribal consultation process based upon education and understanding for Section 106 undertakings;
- continue to identify ways to streamline the Section 106 process and procedural requirements;
- recognize that Tribes share the responsibility to engage in effective consultation;
- involve the Tribes' cultural experts to a greater extent and at an earlier point than before the implementation of this MOU;
- devote the time and energy needed to identify relevant transportation problems threatening cultural resources important to the Tribes; and
- accomplish any additional goals identified through consultation and agreed upon by the parties;

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## MOU BETWEEN FHWA, IN SHPO, INDOT, & TRIBES

G. The FHWA and INDOT shall ensure that consultation with other consulting parties, including local governments, shall not include the dissemination, beyond those who have an official need to know, of

confidential information except as mandated by federal or state laws. Confidential information is defined as information pertaining to Native American<sup>6</sup> sites, that, if disclosed may:

1. cause a significant invasion of privacy; risk harm to historic properties; or impede the use of a traditional religious site by practitioners (54 U.S.C. § 307103 et seq.);
2. risk harm to TCPs, traditional cultural landscapes, and traditional natural resources;
3. risk harm to archaeological sites that may contain burials or human remains, funerary objects, sacred objects and/or objects of cultural patrimony; or
4. risk harm to Native American historic properties in accordance with Section 304 of the NHPA.

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## IC 14-21-1-32. CONFIDENTIAL ARCHAEOLOGICAL SITE INFORMATION

IC 14-21-1-32 Confidential archeological site information

Sec. 32. (a) Subject to subsections (b) and (c), the division may keep reports and information concerning the location of historic and archeological sites confidential if the director of the division determines that disclosure would likely:

- (1) risk harm to the historic or archeological site;
- (2) cause a significant invasion of privacy; or
- (3) impede the use of a traditional religious site by practitioners.

(b) The division may not disclose to the public reports and information required to be confidential under federal law.

(c) If the director of the division determines that reports and information should be confidential under subsection (a), the director of the department, in consultation with the director of the division, shall determine who may have access to the confidential reports and information.

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## HOW INFORMATION WILL BE USED

- Goal of ProPEL is to do better transportation planning, before projects are identified
- Information provided by Tribes will be used:
  - To develop alternatives
  - To determine which alternatives are carried forward and which are eliminated
  - To identify commitments for future projects
- If possible, avoidance of sensitive resources will be a priority
- If avoidance is not possible, further coordination with Tribes will occur

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## DEVELOP APPROACH FOR FUTURE PEL STUDIES

- Advisor is preparing a PEL Study Guidance Manual for use on future INDOT PEL studies
- Guidance Manual will include coordination with Tribes
- ProPEL US 30 & US 31 test run of how that coordination should work

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## NEXT STEPS

## ProPEL US 30 & US 31 – WHAT TO EXPECT

### Archaeological Resources Identification Memorandum

- Identify 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, as appropriate, in the NEPA phase.*

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## ProPEL US 30 & US 31 – WHAT TO EXPECT

- Documents for Tribes' Review – provided via email
  - 1. Archaeological Resources Identification Memo (attached to email/Draft Purpose and Need Memo (website link))**
    - 8 documents, 2 for each study
    - Meeting with Tribes to review information (can schedule or if requested)
  - 2. Alternatives Screening Memos**
    - 4 documents, 1 for each study
    - 3-tiered alternatives screening
      - Unscreened Alternatives Identification and Screening (memo review only)
      - Level 2 Alternatives Identification and Screening (memo review only)
      - Level 3 Alternatives Identification and Screening (memo review and meeting if requested)
    - Meeting with Tribes to review information (can schedule or if requested)
  - 3. PEL Study & Recommendations Report**
    - 4 documents, 1 for each study

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## DISCUSSION & QUESTIONS

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## THANK YOU



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Date: July 17, 2023, 3:00 – 4:00 p.m.

## TRIBES, FHWA, AND INDOT PEL MEETING #2

### MEETING SUMMARY

#### 1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kari Carmany-George from the Federal Highway Administration (FHWA) initiated a welcome to attendees and Tribe representatives at 3:03 PM. Kari explained one goal of the study is to avoid impacts based on early input from stakeholders, and that the study team is actively listening to all feedback, questions, and concerns. Kari expressed her gratitude to the representatives 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 introduced the purpose and agenda of the meeting and presentation.
  - Introductions
  - A brief overview of the PEL process
  - Revisit of the concerns brought to the study team's attention during the February 23, 2023, introduction meeting (Meeting #1)
  - Communicate next steps and how the Tribe representatives can provide input
- Kia discussed the previous meeting with Tribes, acknowledged attendees, and indicated this meeting is intended to be a discussion and asked attendees to interrupt at any time with any questions or concerns.
- Kia led the introductions of study teams, INDOT, and FHWA, and proceeded by opening the floor to the Tribe representatives and any others not listed in the attendees. The Tribe representatives then introduced themselves (see page 4 for the Attendee List).

#### 2. PROPEL US 30 & US 31 STUDIES OVERVIEW

- Adin McCann from HNTB discussed the Planning and Environment Linkages (PEL) process.
- PEL is a federal planning process tool used by transportation agencies.
  - It is used very early for planning (pre-NEPA development).
  - There are no project details at this point.
  - PEL studies are a collaborative and integrated approach to transportation decision making considering multiple factors, while also engaging the public and coordinating with resource agencies and Tribes to the extent they want to participate in the study.
  - The PEL studies will look at several factors:
    - Transportation needs
    - Environmental and cultural resources
    - Community goals and values
    - Economic objectives
    - Public and agency input
  - The information, analysis, and decision making that comes out of the study can be carried forward to the next phase of work, which is the Federal environmental review process (i.e., NEPA).
  - ProPEL is the "brand" that INDOT has identified for PEL studies to help study stakeholders begin to understand what to expect when INDOT performs a PEL study.
  - INDOT's intent is to carry the information, analysis, and decisions made in these PEL studies into the more in-depth NEPA environmental review process.
- Adin continued by discussing the study team structure and delegation.
- 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 and lead study consultants 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
- Adin continued and discussed the extensive recent public outreach efforts, which included presenting the Draft Purpose and Need for each study area to the public and stakeholders.
- The next step will be the alternatives development and analysis, which will progress into 2024 and wrap up in late 2024. As the study progresses, outreach, public involvement, and agency coordination will continue.
- Adin discussed the anticipated study outcomes:
  - Development of a Purpose and Need
  - Development of reasonable alternatives
  - Preliminary assessment of impacts, potential permits, and any need for mitigation
  - An engaged and educated public and resource agencies
  - An action plan to pursue reasonable alternatives
- The goal at the end of the study is to carry forward a smaller set of alternatives into the NEPA process.

### 3. CONSIDERATIONS RAISED AT MEETING #1

- Kia introduced the considerations that were raised at the initial introduction meeting:
  - Treatment of sensitive information
    - Studies will not request all culturally sensitive information within the 0.5-mile study area.
    - Rather, feedback and comments will be requested at specific points during the studies to aid the planning process.
    - If Tribes wish to provide sensitive information for a specific location, INDOT commits to treat it in accordance with the 2017 MOU between FHWA, Indiana State Historic Preservation Office (IN SHPO), INDOT and Tribes.
    - Information on specific locations of sensitive resources will be confidential and not shared publicly, similar to Section 106.
    - Kia discussed the implementation of the MOU and the connection and benefits of engaging the Tribes in the planning process, as well as the included stipulations regarding confidentiality.
    - All archeological or sensitive cultural resource information will remain confidential.
  - How information provided by Tribes will be used in the studies
    - Goal of ProPEL is to do better transportation planning, before projects are identified.
    - Information, feedback, or comments provided by Tribes will be used to:
      - Develop alternatives
      - Determine which alternatives are carried forward and which are eliminated
      - Identify commitments for future studies/projects
    - If possible, avoidance of sensitive resources will be a priority.
    - If avoidance is not possible, further coordination with Tribes will occur.
  - Develop approach for future INDOT PEL studies
    - The PEL Studies Advisor (HNTB) is preparing a PEL Study Guidance Manual for use on future INDOT PEL studies. A goal of the ProPEL US 30 and US 31 studies is to develop an approach with the Tribes that provides the groundwork for engagement in the future, which will be incorporated into the Guidance Manual.
    - ProPEL US 30 & US 31 are essentially test runs of how that coordination should work. Input on coordination at the end of the PEL study will be helpful in identifying what has worked well, what has not worked well, what could be improved, etc.

### 4. NEXT STEPS – WHAT TO EXPECT

- Archaeological Resources Identifications Memo for each study
  - Identifies recorded archaeological sites within 0.5 mile of the study corridor

- State Historic Architectural and Archaeological Research Database (SHAARD) Map GIS files
  - Review 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.
- Kia discussed the plan to send the below-listed draft documents to Tribes for review – provided via email (for large documents a website link will be referenced). The email for each study will come from Matt Coon at INDOT Cultural Resources Office, as he is the Tribal Liaison.
- The following documents will be sent for comment for each study:
  - Archaeological Resources Identification Memo (attached to email)/Draft Purpose and Need Memo (website link)
    - 8 documents total (2 for each study)
    - Meeting with Tribes to review information (can schedule or if requested)
  - Alternatives Screening Memos
    - 4 documents total (1 for each study)
    - 3-tiered alternatives screening
      - Universe of Alternatives Identification and Screening (memo review only)
      - Level 2 Alternatives Identification and Screening (memo review only)
      - Level 3 Alternatives Identification and Screening (memo review and meeting, if requested)
    - Meeting with Tribes to review information (can schedule or if requested)
  - PEL Study & Recommendations Report
    - 4 documents total (1 for each study)
- Kia stated that the study team is glad to schedule meetings at any of these steps, or to wait after Tribes review.
- Kari Carmany-George stated that there will be a large amount of documentation and asked for clarification if the study team will be sending all of the mentioned documentation to the Tribes, or will it be limited, and if they need to review all of it.
  - The Tribes generally agreed the study teams will provide the information and the Tribes will determine what they will review and provide comments.
- Kia asked the Tribe representatives if they would prefer the study teams to schedule meetings at certain steps of the process, or if they would prefer to schedule meetings, if needed, after they review the information.
  - The Tribes generally agreed it would be fine to schedule a meeting to review all four studies' information during the comment period.

## 5. DISCUSSION AND QUESTIONS

- Kia opened the floor for discussion and questions.
  - Burgundy Fletcher asked if the US 30 and US 31 corridors were located on tribal land and settler footpaths? And, since this is the early stage of the planning process that won't finish until 2024, when can we expect actual projects to start?
  - Kia directed the question about the corridor history and development to Jeff Laswell and Matt Coon.
    - Jeff Laswell indicated US 30 was a path or trail prior to European settlement and turned into a road over time.
    - Regarding the schedule for starting projects, Adin noted that the PEL studies will not be completed until late 2024. At that time, any projects identified as part of the PEL studies would have to enter into INDOT's Call for Projects, which is a 5-year process and looks objectively at needs across the entire state. As a result, it could be several years until improvements identified in the PEL studies are constructed.
  - Burgundy mentioned she was in Kokomo and asked about an exempted piece within the study limits, and asked if pedestrian facilities would be considered on the exempted portion? They were discussing widening the corridors to accommodate for pedestrians and bike paths. They were looking at micro mobility solutions to facilitate pedestrians. Would these accommodations be considered in this study?
  - Kia directed the question to Dan Miller and Adin McCann.
    - Dan Miller indicated we've heard a wide range of feedback from the public for US 31 South. Much of it has concerned access and safety concerns within the study area. There are a lot of homes directly adjacent to US 31, and Division Road, SR 18, and SR 218 are highly mentioned crossroads.
    - Adin added the excluded portion of the study is the US 31 Kokomo Bypass. That portion of US 31 was excluded in the sense of the long-term vision of the corridor is established, as it is

designed as a limited access freeway. Although not part of the ProPEL US 31 studies, it does not preclude identification and development of independent projects in that area by INDOT or others.

- Burgundy Fletcher asked if locations of frequent crashes and applicable traffic concerns will be shared with the Tribes?
  - Adin said, yes, we will be providing a Draft Purpose and Need Report which includes a supporting technical document called the Existing Transportation Conditions Report. The Existing Transportation Conditions Report goes into detail identifying the existing transportation issues, including crash and traffic operations data, as well as other potential identified needs for improvements.
- Kia stated INDOT will be sending the documents to the Tribes in the next few weeks, and we will get a meeting scheduled during the review period.
- Kia provided final regards and salutations.
- The meeting concluded at 3:51 PM.

## 6. CONTACTS:

- Kia Gillette (HNTB): [kgillette@hntb.com](mailto:kgillette@hntb.com)
- Adin McCann (HNTB): [ameccann@hntb.com](mailto:ameccann@hntb.com)
- Kari Carmany-George (FHWA): [k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)
- Matt Coon (INDOT Cultural Resources Office): [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov)
- Jonathan Wallace (INDOT Project Manager): [jwallace2@indot.in.gov](mailto:jwallace2@indot.in.gov)
- Sandra Flum (INDOT Project Manager): [sflum@indot.in.gov](mailto:sflum@indot.in.gov)

## Attendees List

Name	Organization
Kari Carmany-George	FHWA
Patrick Carpenter	FHWA
Burgundy Fletcher	Peoria Tribe of Indians of Oklahoma
Logan York	Miami Tribe of Oklahoma
Mathew Bussler	Pokagon Band of Potawatomi Indians
Carissa Speck	Delaware Nation
Beth McCord	IN SHPO
Matt Coon	INDOT, Cultural Resources Office
Adin McCann	HNTB
Kia Gillette	HNTB
Dan Miller	HNTB
Eric Jagger	HNTB
Jeff Laswell	Gray & Pape
Jamie Bents	WSP
Krista Goodin	CDM Smith
Jenny Kleinman	Parsons

**From:** Coon, Matthew <[mcoon@indot.IN.gov](mailto:mcoon@indot.IN.gov)>  
**Sent:** Wednesday, August 30, 2023 8:56 AM  
**To:** [snease@astribe.com](mailto:snease@astribe.com); [cspeck@delawarenation-nsn.gov](mailto:cspeck@delawarenation-nsn.gov); [sbachor@delawaretribe.org](mailto:sbachor@delawaretribe.org); [thpo@estoo.net](mailto:thpo@estoo.net); Benjamin Rhodd <[benjamin.rhodd@fcp-nsn.gov](mailto:benjamin.rhodd@fcp-nsn.gov)>; thpo <[thpo@miamination.com](mailto:thpo@miamination.com)>; Burgundy Fletcher <[bfletcher@peoriatribes.com](mailto:bfletcher@peoriatribes.com)>; Matthew Bussler <[Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov)>; [Section106@shawnee-tribe.com](mailto:Section106@shawnee-tribe.com); [sclemons@wyandotte-nation.org](mailto:sclemons@wyandotte-nation.org)  
**Cc:** Carmany-George, Karstin (FHWA) <[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)>; Flum, Sandra <[SFlum@indot.IN.gov](mailto:SFlum@indot.IN.gov)>; Wallace, Jonathan N <[JWallace2@indot.IN.gov](mailto:JWallace2@indot.IN.gov)>; Hilden, Laura <[lhilden@indot.IN.gov](mailto:lhilden@indot.IN.gov)>; Kelly, Clint <[CKelly1@indot.IN.gov](mailto:CKelly1@indot.IN.gov)>; Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>; Adin McCann <[amccann@HNTB.com](mailto:amccann@HNTB.com)>; Kent Miller <[DMiller@HNTB.com](mailto:DMiller@HNTB.com)>  
**Subject:** INDOT ProPEL US 31 South - Archaeological Cultural Resources Identification Memorandum

Dear Tribal Nation Partners,

Attached is the INDOT ProPEL US 31 South - Archaeological Cultural Resources Identification Memorandum if you wish to review and provide comments.

The following documents are also available on the ProPEL US 31 South website for review and reference: <https://propelus31.com/doc-library/>

- ProPEL US 31 South – Draft Purpose & Need Report
- ProPEL US 31 South – Existing Transportation Conditions Report
- ProPEL US 31 South – Draft Environmental Constraints Report

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon** at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752) with any responses pertaining to this study including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input,

**Matt Coon**

*Manager, Cultural Resources Office*

*Interim Archaeology Team Lead*

*Acting Tribal Liaison*

Indiana Department of Transportation

100 North Senate Ave., N758 — Environmental Services

Indianapolis, IN 46204

**Phone:** 317-697-9752

**Email:** [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov)





July 27, 2023

RE: Invitation to Participate in ProPEL US 31 South Planning and Environment Linkages (PEL) Study, Review of Environmental Constraints Report, & Review of Draft Purpose and Need Report, Des. No. 2100113

Dear Resource Agency or Cultural Resources Stakeholder,

The Indiana Department of Transportation (INDOT) is conducting a Planning and Environment Linkages (PEL) study on the US 31 corridor in Hamilton, Tipton, Howard, and Miami counties, Indiana, hereinafter referred to as ProPEL US 31 South. The ProPEL US 31 South study area is centered along US 31 from 276<sup>th</sup> Street in Hamilton County north to the SR 931 south junction, and from the SR 931 north junction to CR W 300 N in Miami County. The study area excludes the US 31 Kokomo bypass.

The ProPEL US 30 and US 31 studies were introduced to state and federal resource agencies and cultural resources stakeholders during a virtual meeting on January 27, 2023. This letter is the next step for resource agency coordination for the ProPEL US 31 South study.

## PLANNING AND ENVIRONMENT LINKAGES (PEL) OVERVIEW

A PEL study is a way for transportation agencies to make and document planning decisions. PEL studies are a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the planning process. PEL studies occur early – before specific projects are identified – and engaged stakeholders at the earliest possible time, which allows INDOT to better understand community needs and to develop alternative solutions that meet those needs. The ProPEL US 31 South study will be conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning products from the PEL study will shape and inform subsequent National Environmental Policy Act (NEPA) reviews for any reasonable alternatives advanced from it. More information on PEL studies can be found at [Planning and Environment Linkages | Environmental Initiatives | Environmental Review Toolkit | FHWA \(dot.gov\)](#).

## INVITATION TO PARTICIPATE IN THE PEL STUDY

To encourage early and meaningful community, stakeholder, and resource agency engagement, INDOT invites you to participate in the ProPEL US 31 South study. Through the PEL study, INDOT will work with the community, stakeholders, and resource agencies to identify a draft purpose and need, as well as study area goals. Following the identification of needs and goals, INDOT will again work with the community, stakeholders, and resource agencies to identify and evaluate potential solutions to the study area needs and goals.

During the PEL study, agency coordination will occur through the transmittal of documentation for review and comment, as well as two virtual agency coordination meetings. Resource agency reviews of documentation and meetings are anticipated at the following three main steps in the study:

1. PEL Study Initiation Letter/Environmental Constraints Report/Draft Purpose and Need Report (report/memo review and meeting)
2. Alternatives Screening Memoranda
  - a. Universe of Alternatives Identification and Screening (memo review only)

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- b. Preliminary Alternatives Identification and Screening (memo review only)
- c. Reasonable Alternatives Identification and Screening (memo review and meeting)
- 3. PEL Study & Recommendations Report (report review only)

The study team would like your input to better understand any potential considerations that your agency believes are important to this PEL study. By way of this letter, INDOT invites you to participate in the ProPEL US 31 South study.

## ENVIRONMENTAL CONSTRAINTS REPORT

The ProPEL US 31 South Environmental Constraints Report is available for your review at the link below. This report documents potential environmental resources near the study area and is intended to be used as a tool during the PEL study. Information in the report was collected using on-line database searches, review of aerial imagery and Google maps, desktop GIS analysis, and limited field reconnaissance. Additional, more detailed field studies will be completed once projects and funding are identified, during normal project development coordination.

- Report:  
[https://propelus31.com/wp-content/uploads/2023/07/US31SPEL\\_EnvConstRpt\\_RP\\_WEB.pdf](https://propelus31.com/wp-content/uploads/2023/07/US31SPEL_EnvConstRpt_RP_WEB.pdf)
- Appendices:  
[https://propelus31.com/wp-content/uploads/2023/07/US31SPEL\\_EnvConstRptAppendices\\_RP\\_WEB.pdf](https://propelus31.com/wp-content/uploads/2023/07/US31SPEL_EnvConstRptAppendices_RP_WEB.pdf)

An Above-ground Cultural Resources Identification Memorandum is included as an attachment to the Environmental Constraints Report and is also included separately at the link below if you would prefer to only review information related to cultural resources.

- Report:  
[https://propelus31.com/wp-content/uploads/2023/07/US31S\\_Draft-Above-Ground-Memo\\_RP\\_WEB.pdf](https://propelus31.com/wp-content/uploads/2023/07/US31S_Draft-Above-Ground-Memo_RP_WEB.pdf)

An Archaeological Resources Identification Memorandum will be provided separately to the State Historic Preservation Officer (SHPO) for review.

## DRAFT PURPOSE AND NEED REPORT

The ProPEL US 31 South Draft Purpose and Need Report is available for your review at the link below. The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternatives development and evaluation. The statement identifies specific transportation problems (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives. Potential alternatives determined not to meet the purpose and need will be eliminated from further consideration. Additionally, project goals that are desirable, but not required outcomes, can guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

- [https://propelus31.com/wp-content/uploads/2023/06/US31SPEL\\_DraftPurposeAndNeed\\_RP\\_WEB.pdf](https://propelus31.com/wp-content/uploads/2023/06/US31SPEL_DraftPurposeAndNeed_RP_WEB.pdf)

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## VIRTUAL RESOURCE AGENCY & CULTURAL RESOURCES STAKEHOLDER MEETING INVITATION

We invite you to participate in a virtual Resource Agency & Cultural Resources Stakeholder Meeting on Friday, September 15, 2023, from 1 to 3 p.m. (EST) via Microsoft Teams. An Outlook meeting invitation was previously sent out to all invitees with the Microsoft Teams link. At this meeting, we will provide a brief overview of the PEL study, discuss ProPEL US 31 South study, summarize the results of the Environmental Constraints Report, discuss the Draft Purpose and Need Report, summarize public involvement to date, and answer any questions you have on the study.

Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 264 899 272 791

Passcode: 7r8twR

[Download Teams](#) | [Join on the web](#)

**Join with a video conferencing device**

[hntb@m.webex.com](mailto:hntb@m.webex.com)

Video Conference ID: 112 098 574 7

[Alternate VTC Instructions](#)

**Or call in (audio only)**

[+1 816-792-6618,,465059515#](#) United States, Kansas City

Phone Conference ID: 465 059 515#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

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## REQUESTED INPUT

The ProPEL US 31 South study team requests the following information from resource agencies and cultural resources stakeholders at this time:

1. Please indicate if you are willing to participate in the ProPEL US 31 South study.
2. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum.
3. Please indicate if there are resources of specific concern or importance along the study corridor.
4. Please provide any comments on the Draft Purpose and Need Report.
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
6. Please provide any questions or concerns regarding the study if not listed above.

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If possible, please respond within 45 days of the receipt of this letter to:

Dan Miller, ProPEL US 31 South Study Manager  
HNTB  
111 Monument Circle, Suite 1200, Indianapolis, IN 46204  
Phone: (812) 987-1578  
Email: [danmiller@hntb.com](mailto:danmiller@hntb.com)

INDOT looks forward to your participation. Should you have any questions, please contact me at (812) 987-1578 or [danmiller@hntb.com](mailto:danmiller@hntb.com).

Sincerely,



Daniel J. Miller  
ProPEL US 31 South Study Manager

cc: Jonathan Wallace, INDOT Project Manager  
Sandra Flum, INDOT Deputy Project Manager  
Laura Hilden, INDOT Director of Environmental Services  
Nicole Fohey-Breting, INDOT Manager of Environmental Policy Office  
Matt Coon, INDOT Manager, Cultural Resources Office  
Clint Kelly, INDOT Cultural Resources Office

## RESOURCE AGENCIES & CULTURAL RESOURCES STAKEHOLDERS LIST

### Federal Agencies

Kari Carmany-George, Federal Highway Administration  
Patrick Carpenter, Federal Highway Administration  
David Calease, National Park Service, Midwest Regional Office  
Erik Sandstedt, US Department of Housing & Urban Development, Chicago Regional Office  
Robin McWilliams Munson, US Fish and Wildlife Service, Bloomington Field Office  
Deb Snyder, US Army Corps of Engineers, Louisville District, Indianapolis Regulatory Office  
John Allen, Natural Resources Conservation Service  
Elizabeth Pelloso, US Environmental Protection Agency, NEPA Implementation Section Region 5  
Eric Washburn, US Coast Guard, Eighth District

### State Agencies

Alisha Turnbow, Indiana Department of Environmental Management, Groundwater Section  
Randy Braun, Indiana Department of Environmental Management, Wetlands and Stormwater  
Jay Turner, Indiana Department of Environmental Management, Wetlands and Stormwater  
Jason Randolph, Indiana Department of Environmental Management, Wetlands and Stormwater  
Matt Buffington, Indiana Department of Natural Resources, Division of Fish and Wildlife  
Erica Gummere, Indiana Department of Natural Resources, Division of Outdoor Recreation  
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation

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Tyler Lewandowski, Indiana Department of Transportation, Office of Aviation  
Beth McCord, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Toni Giffin, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology

Local Agencies

Kenton Ward, Hamilton County Surveyor's Office  
Shane Booker, Hamilton County Emergency Management Agency  
Chris Stice, Hamilton County Parks and Recreation  
Hamilton County Soil and Water Conservation District  
Frank Zawadski, Town of Cicero Floodplain Administrator  
Chuck Bell, Tipton County Emergency Management Agency  
Kristi Hinkle, Tipton County Surveyor's Office  
Tipton County Soil and Water Conservation District  
Steve Niblick, Tipton County Floodplain Administrator  
Dave Duncan, Howard County Surveyor's Office  
Howard County Emergency Management Agency  
Howard County Parks and Recreation  
Howard County Soil and Water Conservation District  
Gregg Wilkinson, Miami County Surveyor's Office  
Kerry Worl, Miami County Highway Department  
Kristopher Marks, Miami County Emergency Management Agency  
Mary Lou Watson, Miami County Soil and Water Conservation District  
Corey Roser, Miami County Floodplain Administrator

Cultural Resources Stakeholders

Mark Dollase, Indiana Landmarks, Central Regional Office  
Peg Dilbone, Indiana Freedom Trails Northeast Region  
David Heighway, Hamilton County Historian  
Susan Lucas, Hamilton County Historical Society  
Kathy Venable, Hamilton County Genealogical Society  
Jill Curnutt-Howerton, Tipton County Historical Society  
Jonathan Russell, Howard County Historian  
Anne Shaw, Howard County Historical Society and Museum  
Kreig Adkins, Miami County Historian  
Gary Hawley, Miami County Historical Society/Miami County Museum  
Luke Lightfoot, Lightfoot Bros. Farm Services, LLC (Owner-Hopewell Methodist Church)  
Jane Harper, Kelley Agricultural Historical Museum

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## AGENDA



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## INTRODUCTIONS – FHWA & INDOT

### FHWA:

- Kari Carmany-George
- Patrick Carpenter

### INDOT Project Managers:

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

### INDOT Environmental Services:

- Laura Hilden
- Nicole Fohey Breting
- Drew Passmore
- Sandy Bowman
- Matt Coon
- Clint Kelly
- Cindy Mauro
- Susan Bränigin

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## INTRODUCTIONS – STUDY TEAM

### US 31 South:

- Dan Miller – HNTB
- Cassidy Hunter – HNTB
- Ryan Huebschman – HNTB
- Jeremy Ashlock - HNTB
- Peter Hynn – HNTB

### PEL Advisor:

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

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## INTRODUCTIONS – RESOURCE AGENCIES

### National Park Service

- David Coleman

### USACE

- Deb Snydel, Louisville District
- Terahyn Ponsell, Chicago District
- Kathy Chernick, Chicago District
- Staci Brown, Chicago District

### USEPA

- Elizabeth Pelous

### USEWS

- Robin McWilliams-Muscare

### US Coast Guard

- Eric Westburn, Eighth District

### USFWS

- Erik Sandeak

### NRCS

- John Allen

### INDOT Aviation

- Tyler Lowenslowski

### IDEM

- Audrey Turbano, Groundwater
- Randy Brown, Wetlands/Stormwater
- Jason Randolph, Wetlands/Stormwater
- Jay Turner, Wetlands/Stormwater

### USNR

- Matt Buffington, DNR Fish & Wildlife
- Jessica Gumbert, DNR Fish & Wildlife
- Brian Bower, DNR Fish & Wildlife
- Erica Gummere, DNR Outdoor Recreation
- Dale Briler, DNR Outdoor Recreation

### Other:

- Steve Niblick, Tippecanoe County Floodplain Administrator
- Janice Hart, Howard County Emergency Mgt. Director
- Anne Shaw, Howard County
- David Baldwin, Howard County
- John Campbell, Hamilton County

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## INTRODUCTIONS – CULTURAL RESOURCE STAKEHOLDERS

### INDOT DHPA:

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

### Indiana Landmarks:

- Mark Dallas, Central Regional Office
- Alex Brooks, Central Regional Office
- Paul Hayden, Northeast Field Office

### Local Organizations/Individuals:

- Peg Dillbone, Indiana Freedom Trails Northeast Region
- David Helgeway, Hamilton County Historian
- Susan Lucas, Hamilton County Historical Society
- Kathy Venable, Hamilton County Genealogical Society
- Jill Currutt-Howard, Tipton County Historical Society
- Jonathan Russell, Howard County Historian
- Anne Shaw, Howard County Historical Society & Museum
- Kreg Adkins, Miami County Historian
- Gary Hawley, Miami County Historical Society & Museum
- Luke Lightfoot, Hopewell Methodist Church
- Jane Harper, Kelley Agricultural Historical Museum

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## MEETING PURPOSE

1. Provide an overview of the ProPEL US 30 and US 31 studies.
2. Share information and answer questions regarding: environmental constraints, public involvement and the draft Purpose & Need for ProPEL US 31 South.
3. Communicate next steps for the ProPEL US 31 South study.

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## PLANNING AND ENVIRONMENT 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
  - Public and agency input
- Can be used in NEPA\*



\* INDOT intends to carry forward the information, analysis and decisions from the ProPEL US30 and US31 studies into the NEPA process

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## ProPEL US 30 & US 31



### Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing study recommendations

### Four Consultant Teams

- INDOT is overseeing the work of: HNTB, WSP, CDM Smith and Parsons along the US 30 and US 31 corridors across the state.
- Teams completing outreach and technical work on behalf of INDOT.

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## ProPEL US 30 & US 31 STUDIES PROCESS



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## ANTICIPATED STUDY OUTCOMES

- Identify Purpose & Need
- Preliminary assess of impacts, potential permits, mitigation
- Engage and educate stakeholders and resource agencies
- Develop of a set of reasonable alternatives



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## ENVIRONMENTAL CONSTRAINTS



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## ENVIRONMENTAL CONSTRAINTS REPORT

- Data Sources
  - Publicly available databases
  - Previous plans and studies
  - Aerial photography
  - Windshield survey
  - Stakeholder coordination and public involvement (ongoing)
- Study Area
  - ¼ mile radius in all directions used to identify constraints
  - 5-mile radius used to collect demographic data



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## SUMMARY OF ENVIRONMENTAL FEATURES

<b>TRANSPORTATION:</b> <ul style="list-style-type: none"> <li>125 private driveways</li> <li>6 railroad crossings</li> <li>2 airports</li> </ul>	<b>NATURAL RESOURCES:</b> <ul style="list-style-type: none"> <li>24 stream crossings/adjacent</li> <li>40 lakes</li> <li>197 NWI wetlands</li> <li>3 Federally Listed Species</li> </ul>
<b>COMMUNITY RESOURCES:</b> <ul style="list-style-type: none"> <li>1 school</li> <li>5 trail segments</li> <li>3 places of worship</li> <li>2 police stations</li> <li>54 Census Tract Block Groups for Underserved Communities</li> </ul>	<b>CULTURAL RESOURCES:</b> <ul style="list-style-type: none"> <li>17 potential above-ground cultural resources</li> <li>7 cemeteries</li> </ul> <b>Section 4(f) RESOURCES:</b> <ul style="list-style-type: none"> <li>9 potential Section 4(f) Sites</li> </ul>

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## WATER RESOURCES

- 197 NWI wetlands
- 128 stream segments
- 43 floodplain polygons; 20 adjacent or intersecting
- 40 lakes
- 36 IDEM 303(d) listed streams and lakes; 14 intersecting
- 24 stream crossings of US31, including Wabash River, Eel River, Pipe Creek, Deer Creek, Cicero Creek and Prairie Creek



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## LAND USE

- Primarily agricultural with some residential and industrial properties
- Through Cassville, along US 31 approximately 1.5 miles north of US 35, land use is heavily residential
- The northern boundary of the study area consists of heavily forested areas



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## PROTECTED SPECIES

### Federally Endangered:

- Indiana bat
- Northern long-eared bat

### Federally Threatened:

- Rabbitsfoot mussel

### Candidate Species:

- Monarch butterfly



Indiana Bat

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## CULTURAL RESOURCES

### ABOVE-GROUND:

- 17 "Outstanding" or "Notable" properties per the Indiana Historic Sites and Structures Inventory
- 2 properties, 2 bridges on National Register

### ARCHAEOLOGY

- 11 "eligible" or "potentially eligible" sites

### CEMETERIES

- 7 sites, 3 directly adjacent to US 31



Kelley Agricultural Historical Museum

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## SECTION 4(F) & SECTION 6(F) RECREATION AREAS

- 1 managed land
  - Nickel Plate Trail
- 3 recreational facilities
  - Pipe Creek Elementary School
  - Rock Hollow Golf Club
  - Nickel Plate Trail
- 2 planned trails
  - 296th Street Corridor
  - American Discovery Trail
- No sites purchased with Land and Water Conservation Funds



Nickel Plate Trail

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## UNDERSERVED COMMUNITIES

- Communities with environmental justice (EJ) concerns:** Minority populations (28 of 111 census block groups, 25%) and low-income populations (41 of 111 census block groups, 37%).
- Disadvantaged Communities (DAC):** Communities present within the study area based on federal tools identified by the USDOT (15 census tracts with DAC; 2 crossing study area).
- Other underserved communities** including: persons with limited English proficiency (42 of 111 census block groups, 28%); households with limited vehicle access (72 of 111 census block groups, 65%); households with limited internet access (108 of 111 census block groups, 97%); as well as manufactured home communities and federally subsidized communities based on the HUD resource locator tool.

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## SUMMARY OF PUBLIC INVOLVEMENT



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## PUBLIC OUTREACH & ENGAGEMENT

- 6 public information meetings (in-person and on-demand)
- 4 Stakeholder Advisory Committee meetings
- 7 community outreach activities (special events, fairs, festivals)
- 10+ community presentations
  - Local Economic Development Organizations
  - Farm Bureau
  - US 31 Coalition
  - Media
  - Legislators
- 20 Community Office Hours events (twice monthly, rotating locations)
  - Communities with environmental justice concerns

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## STAKEHOLDER FEEDBACK



- More than 650 registered stakeholders
- 400+ public comments received
- Comment themes include:
  - Mobility and access to, from and across US 31
  - Safety concerns
  - Travel along the US 31 corridor
- Other comments mentioned environmental impacts, economic development and redevelopment, and bike and pedestrian travel.

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## COMMUNITIES WITH EJ CONCERNS

- Intentional, targeted outreach to communities with Environmental Justice concerns in the study area continues
  - Mobile home communities with direct access to US 31
  - Iglesia De Cristo Pentecostes church in Kokomo
  - Materials made available at local churches, apartment complexes, businesses and civil services locations in EJ communities
- Translated study fact sheet and FAQ materials to Spanish
- Postcards in English and Spanish delivered to all residents and businesses in study area using Every Door Direct Mail.



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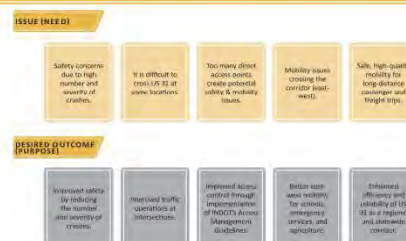
28

## WHAT IS PURPOSE & NEED?



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## STUDY ISSUES AND OUTCOMES



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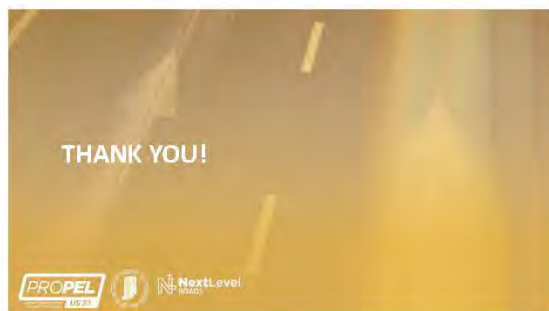
### NEXT STEPS/ACTION ITEMS

What are we requesting from resource agencies/cultural resource stakeholders?

1. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum.
2. Please indicate if there are resources of specific concern or importance along the study corridor.
3. Please provide any comments on the Draft Purpose and Need Report.
4. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
5. Please provide any questions or concerns regarding the study if not listed above.

**\*If possible, please respond on or before September 29, 2023.**

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

## MEETING NOTES

Date: September 15, 2023

Re: Resource Agency Meeting

### In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Cassidy Hunter</i>	<i>ProPEL US 31 South Communications Manager, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM, INDOT</i>
<i>Kia Gillette</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Peter Flynn</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Jeremy Ashlock</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Laura Hilden</i>	<i>INDOT Environmental Services</i>
<i>Sandra Bowman</i>	<i>INDOT Environmental Services</i>
<i>Matthew Coon</i>	<i>INDOT Environmental Services</i>
<i>Andrew Passmore</i>	<i>INDOT Environmental Services</i>
<i>Clint Kelly</i>	<i>INDOT Environmental Services</i>
<i>Cindy Mauro</i>	<i>INDOT Environmental Services</i>
<i>Kari Carmany-George</i>	<i>Federal Highway Administration</i>
<i>Patrick Carpenter</i>	<i>Federal Highway Administration</i>
<i>Hanna Endres</i>	<i>Federal Highway Administration</i>
<i>Alex Brooks</i>	<i>Indiana Landmarks, Central Regional Office</i>
<i>Mark Dollase</i>	<i>Indiana Landmarks, Central Regional Office</i>
<i>John Campbell</i>	<i>Hamilton County Drainage Board</i>
<i>Anne Shaw</i>	<i>Howard County Historical Society</i>
<i>Brian Boszor</i>	<i>Indiana Department of Natural Resources, Div. of Fish &amp; Wildlife</i>
<i>Jessica Gumbert</i>	<i>Indiana Department of Natural Resources, Div. of Fish &amp; Wildlife</i>
<i>Wade Tharp</i>	<i>Indiana Department of Natural Resources, Div. of Historic Preservation</i>
<i>Steve Niblick</i>	<i>Tipton County Floodplain Administrator</i>
<i>Jason Randolph</i>	<i>IDEM, Wetlands/Stormwater</i>
<i>Alena Stephens</i>	<i>Natural Resources Conservation Service</i>
<i>Liz Pelloso</i>	<i>U.S. Environmental Protection Agency</i>

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## 1. INTRODUCTIONS & PURPOSE

- a. Dan Miller, the ProPEL US 31 South study manager, introduced himself and the other study team members in attendance. A list of advisor and study team members participating in the meeting can be found on the first page of this summary.
- b. Those attendees that responded affirmatively to the meeting invitation were presented on slides during the introductions. Those attendees whose names were not represented were asked to introduce themselves and state their organization and role.
- c. The purpose of the meeting was to provide an overview of the ProPEL US 30 and US 31 studies, share information and answer questions regarding environmental constraints, public involvement and the draft Purpose & Need statement for the ProPEL US 31 South study, and communicate next steps.
- d. Public input is an integral part of the ProPEL US 31 South study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.

## 2. OVERVIEW

- a. A Planning and Environment Linkages study – or PEL – is a Federal Highway Administration (FHWA) planning process. It is an optional process that happens before NEPA and starts before needs and solutions are identified. PEL is a collaborative and integrated approach that considers a variety of factors during the planning process, including transportation needs, environmental resources, community goals, economic objectives, and public and agency input.
- b. The PEL process includes engaging the public and agency stakeholders as early as possible so that their input can influence the process. It also allows the study products to be carried forward into the NEPA process, which is INDOT's intent with the ProPEL US 30 and US 31 studies.
- c. ProPEL is the brand developed by INDOT for PEL projects. As the lead agency, INDOT will manage the planning process and is working in partnership with FHWA to make sure that all federal requirements are met during the study.
- d. INDOT is overseeing the work of HNTB (US 31 South), Parsons (US 31 North), WSP (US 30 East), and CDM Smith (US 30 West) on the US 30 and US 31 corridors in northern Indiana. Study teams are completing stakeholder outreach and technical work on behalf of INDOT.
- e. The studies will take approximately two years to complete. The process began last summer, and there was an initial meeting with agencies in January.
- f. Since starting the study process, we have been gathering engineering and technical data, public input, and stakeholder feedback to support the development of the Purpose and Need. The draft Purpose and Need was released on June 5. It was also shared with participants as part of the meeting invitation.
- g. The next step in the study process will be to develop and analyze potential solutions to the study's needs with a goal of completing the PEL studies in the fall of 2024.
- h. Any projects that move forward after the study will be considered by INDOT as part of its call for projects, which is typically a five-year timeline. INDOT's project programming process is objective and needs based, with the scope of those needs being the entire state. So, it could take some time after the PEL studies are completed for projects to get programmed and to begin the project development process.
- i. The study team anticipates the PEL studies will have several outcomes, including:
  1. Identify the Purpose and Need for each study area.

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2. Develop, analyze, and screen alternatives by preliminarily assessing impacts, potential permits, and mitigation.
3. Consider stakeholder, community, and resource agency feedback throughout the process.
4. INDOT will develop a set of reasonable alternatives. Please note that INDOT does not believe a single alternative will be recommended in each PEL study area. Rather, the plan is to carry forward a smaller set of reasonable alternatives into the project-level NEPA environmental review.

#### 4. US 31 SOUTH ENVIRONMENTAL CONSTRAINTS

- a. Attendees were sent the ProPEL US 31 South Environmental Constraints Report that was prepared by the study team and published in early June to the study website. The purpose of the Environmental Constraints Report is to provide the baseline information needed as alternatives are developed, and it helps highlight areas or resources that will need additional attention as the study progresses.
- b. Data sources used include publicly available databases, previous plans and studies, aerial photography, windshield survey, and stakeholder coordination and public involvement (ongoing).
- c. A half-mile radius in all directions was used to identify environmental constraints, and a five-mile radius was used to collect demographic data.
- d. The study team noted that this PEL study is not NEPA, nor is it intended to take its place. The information presented in the Environmental Constraints Report was gathered primarily from secondary sources. No resource-specific fieldwork, detailed surveys, delineations, or investigations that are typically associated with formal NEPA reviews are included as part of this study. This work will be completed during the subsequent NEPA review for any reasonable alternatives advanced from the ProPEL US 31 South study.
- e. Water resources include:
  1. 197 NWI wetlands
  2. 128 stream segments
  3. 43 floodplain polygons; 20 adjacent or intersecting
  4. 40 lakes
  5. 36 IDEM 303(d) listed streams and lakes; 14 intersecting
  6. 24 stream crossings of US 31, including the Wabash River, Eel River, Pipe Creek, Deer Creek, Cicero Creek and Prairie Creek.
- f. Land use:
  1. Primarily agricultural with some residential and industrial properties
  2. Through Cassville, along US 31 approximately 1.5 miles north of US 35, land use is heavily residential
  3. The northern boundary of the study area consists of heavily forested areas
- g. Protected species include the federally endangered Indiana bat and northern long-eared bat, the federally threatened rabbitsfoot mussel, and the monarch butterfly, a candidate species.
- h. Cultural resources include:
  1. 17 "Outstanding" or "Notable" properties per the Indiana Historic Sites and Structures Inventory
  2. 2 properties and 2 bridges on the National Register of Historic Places
  3. 11 "eligible" or "potentially eligible" archeological sites
  4. 7 cemeteries, 3 directly adjacent to US 31

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i. Section 4(f) & Section 6(f) Recreation Areas

1. One managed land: Nickle Plate Trail
2. Three recreational facilities: Pipe Creek Elementary School, Rock Hollow Golf Club, Nickel Plate Trail
3. Two planned trails: 296<sup>th</sup> Street Corridor and the American Discovery Trail
4. No sites purchased with Land and Water Conservation Funds

j. Underserved Communities

1. Communities with Environmental Justice (EJ) concerns: Minority populations (28 of 111 census block groups, 25%) and low-income populations (41 of 111 census block groups, 37%).
2. Disadvantaged Communities (DAC): Communities present within the study area based on federal tools identified by the USDOT (15 census tracts with DAC; 2 crossing study area).
3. Other underserved communities including persons with limited English proficiency (42 of 111 census block groups, 28%); households with limited vehicle access (72 of 111 census block groups, 65%); households with limited internet access (108 of 111 census block groups, 97%); as well as manufactured home communities and federally subsidized communities based on the HUD resource locator tool.

#### 4. SUMMARY OF PUBLIC INVOLVEMENT

- a. The ProPEL US 31 South study team has conducted six public meetings and four Stakeholder Advisory Committee meetings, participated in seven community outreach events, given 10+ community presentations (including but not limited to Local Economic Development Organizations, Farm Bureau, media and legislators), and hosted 20 community office hours events.
- b. The US 31 South study team has more than 650 registered stakeholders and has received more than 400 public comments.
- c. Comment themes include mobility and access to, from and across US 31 (63%), safety concerns (11%) and travel along the US 31 corridor (10%). Other comments mentioned environmental concerns, economic development and redevelopment, and bike and pedestrian travel.
- d. The study team continues to conduct intentional, targeted outreach to communities with EJ concerns, including mobile home communities with direct access to US 31, Iglesia De Cristo Pentecostes Hispanic church in Kokomo, and local churches, apartment complexes, and civil services locations and businesses located in EJ communities.
- e. To reach those with limited English proficiency, the US 31 South study team translated the fact sheet and FAQs into Spanish. The study team also delivered postcards written in English and Spanish promoting the June 14 and 15 public information meeting to all residents and businesses in the study area.

#### 5. SUMMARY OF DRAFT PURPOSE & NEED

- a. The draft Purpose & Need report was published in June 2023 and was the subject of our second public information meetings held on June 14 (Tipton) and June 15 (Peru).
- b. The draft Purpose & Need was developed based on scoping and data collection efforts that have been documented since the study began in August 2022, as well as feedback received from the ongoing public and stakeholder involvement completed to date. In addition, the study team used crash data from the State Police to look for locations where there is a pattern of frequent or severe crashes. We used traffic counts and forecasts from INDOT to understand

where volumes are highest. The study team also had conversations with school districts, emergency management directors, and other local agencies to understand the needs in the corridor.

- c. Based on all the data and feedback, the ProPEL US 31 South study team identified the following needs (issues) and purposes (desired outcomes):
  1. Need: Safety concerns to due high number and severity of crashes  
Purpose: Improved safety by reducing the number and severity of crashes
  2. Need: It is difficult to cross US 31 at some locations.  
Purpose: Improved traffic operations at intersections
  3. Need: Too many direct access points create potential safety and mobility issues  
Purpose: Improved access control through implementation of INDOT's Access Management Guidelines
  4. Need: Mobility issues crossing the corridor (east-west)  
Purpose: Better east-west mobility for schools, emergency services, and agriculture
  5. Need: Safe, high-quality mobility for long-distance passenger and freight trips  
Purpose: Enhanced efficiency and reliability of US 31 as a regional and statewide corridor.
- d. The draft Purpose & Need report also identifies a series of study goals. Study goals are a useful guide in the development and evaluation of potential solutions; however, goals will not be the sole factor for eliminating or carrying forward a solution or alternative but rather will be consider alongside other factors like benefits, impacts, and costs. ProPEL US 31 South study goals include:
  1. Economic development: provide transportation infrastructure to support local economies and economic development goals.
  2. Equity in transportation: provide equitable access and mobility for traditionally underserved communities.
  3. Multimodal access and connections: accommodate non-vehicular modes of travel in and crossing the study corridor.
  4. Emerging technologies: support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.
  5. Fiscal and environmental practicality: identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.

## 6. NEXT STEPS/ACTION ITEMS

- a. The next step in the ProPEL US 31 South study process is identifying and screening potential solutions.
- b. The Purpose & Need statement serves as the basis for the analysis and screening of concepts for the Universe of Alternatives, which is what the study team is working on now. It is anticipated that three levels of alternatives screening will occur during the PEL study.
- c. Additional criteria (e.g., transportation performance, impacts, benefits, and costs) will be considered during subsequent screenings, and we will continue to coordinate with you as those milestones are reached. This will help to determine the "reasonable range of alternatives" to carry forward into any subsequent NEPA environmental review processes.
- d. The ProPEL US 31 South study team is requesting the following from resource agencies and cultural resource stakeholders on or before September 29, 2023:

1. Provide information on important resources along the US 31 South study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum.
2. Indicate if there are resources of specific concern or importance along the US 31 South study corridor.
3. Provide any comments on the Draft Purpose & Need report.
4. Indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
5. Provide any questions or concerns regarding the study if not listed above.

#### 7. QUESTIONS & COMMENTS

- a. A meeting attendee asked who consists of the Stakeholder Advisory Committee, if that information can be provided, and how those individuals were selected to serve on that committee. Dan Miller responded that the ProPEL US 31 South study team developed an extensive list of stakeholders that included business owners, community organizations, emergency service providers, and elected officials. Those groups were selected early on, but that does not mean that we cannot add others in the future. The attendee said that he did have a couple of suggestions that relate specifically to Black heritage in northern Hamilton County and Kokomo and indicated that he would provide those offline.
- b. A meeting attendee asked if copies of the reports mentioned, specifically the draft Purpose & Need and the Above-Ground Cultural Resources, have been provided to attendees already. Dan Miller indicated that the reports were attached to the email invite for this meeting; however, those documents and other study materials are available for review in the Document Library at [propelUS31.com](http://propelUS31.com).
- c. A meeting attendee asked if the study team wanted to discuss what types of permits would be required from their agency as part of this meeting. Dan Miller responded that permit determinations will be made during the NEPA process/project development process for any projects that move forward from this PEL study. The attendee noted that IDEM has a relic landfill program in their Office of Land Quality and inquired if the study team was coordinating through them. Dan Miller responded that the study team will coordinate with that office, as needed and appropriate.
- d. A meeting attendee asked about the due dates for comments from the resource agency representatives. Dan Miller responded that comments are requested on or before September 29, 2023.

# APPENDIX L: PUBLIC MEETING PRESENTATION

8/11/2023



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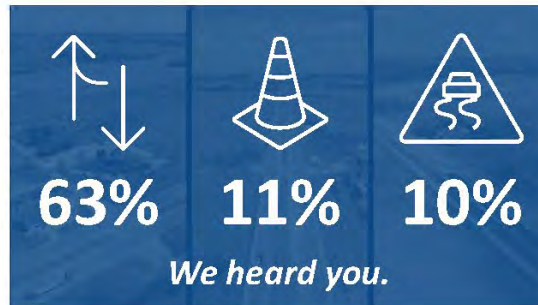
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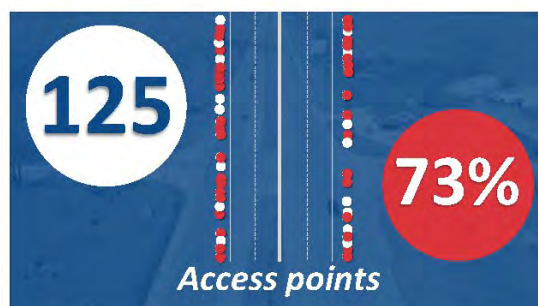
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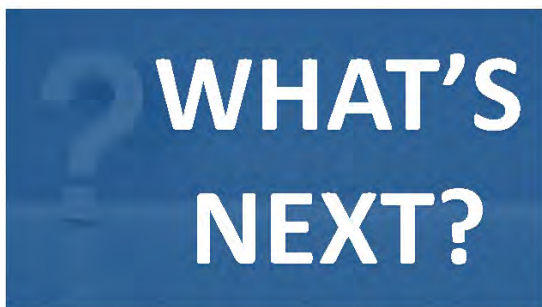
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22

A dark blue rectangular graphic. On the left is a QR code with the text "Scan to leave your public comment." below it. On the right, under the heading "Stay in touch!", are icons and text for contact: a phone icon with "463-777-3705", a globe icon with "www.propelus31.com", a Facebook icon with "@PropelU.S.31", a Twitter icon with "@PropelUS31", and an Instagram icon with "@propelUS30\_31".

23

## APPENDIX M: PUBLIC MEETING BOARDS

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# WELCOME!



## PUBLIC INFORMATION MEETING: Purpose & Need US 31 South June 14, 2023

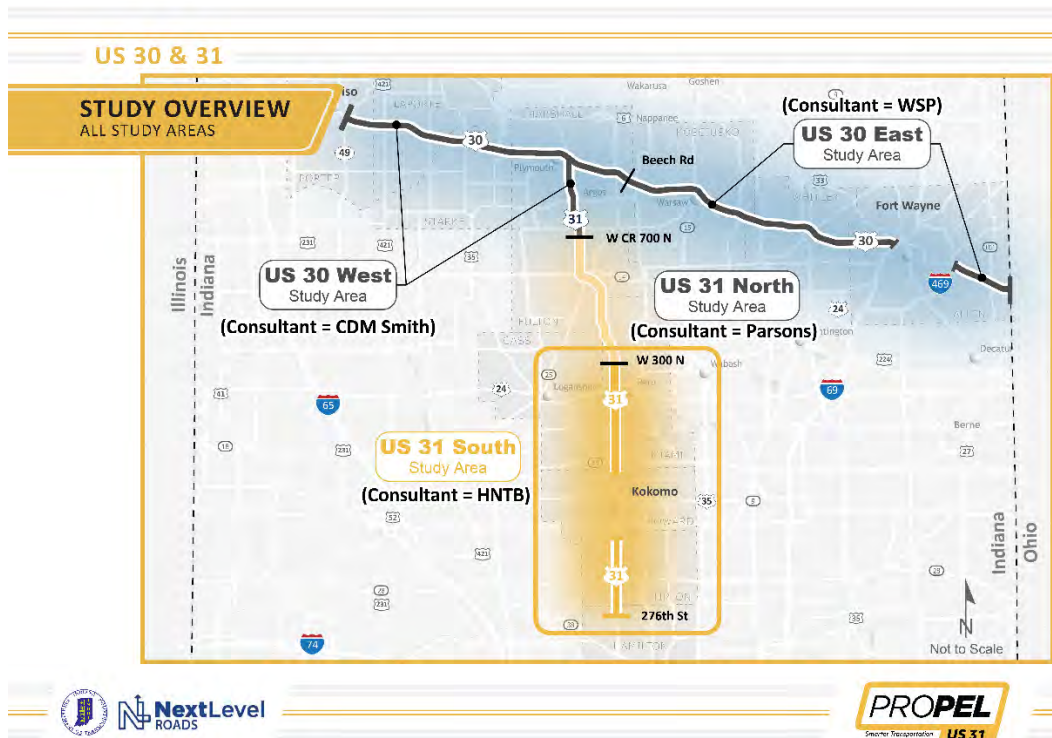


# WELCOME!



## PUBLIC INFORMATION MEETING: Purpose & Need US 31 South June 15, 2023





## STUDY SCHEDULE



GATHER PUBLIC FEEDBACK & AGENCY COORDINATION



**NextLevel**  
ROADS



US 31 SOUTH

**PROPEL**

Smarter Transportation.  
Stronger Communities. **US 31**

## WHAT WE HEARD



**NextLevel**  
ROADS



## US 31 SOUTH

### WHAT WE HEARD



**14**

COMMUNITY  
OFFICE HOURS  
(OCCUR 2X/MONTH)



**400**

COMMUNITY  
PARTICIPANTS



**3**

PUBLIC  
MEETINGS



**63%**  
ACCESS TO,  
FROM & ACROSS  
US 31



**11%**  
SAFETY  
COMMENTS

**300**  
COMMENTS  
RECEIVED



**4%**  
ENVIRONMENTAL  
CONCERNS



**4%**  
OTHER  
COMMENTS



**10%**  
TRAVEL ALONG  
US 31



**4%**  
ECONOMIC  
DEVELOPMENT



**2%**  
BIKE &  
PEDESTRIAN



**2%**  
REDEVELOPMENT  
COMMENTS

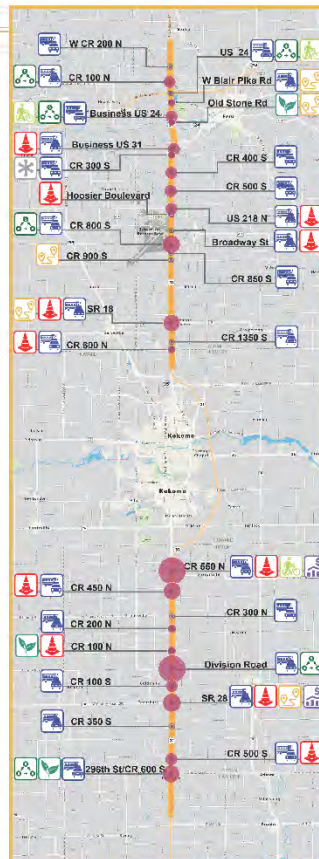
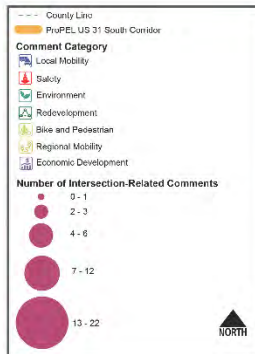


**NextLevel  
ROADS**

**PROPEL**  
Smarter Transportation.  
Stronger Communities.  
**US 31**

## US 31 South

### PUBLIC COMMENTS



**NextLevel  
ROADS**

**PROPEL**  
Smarter Transportation.  
Stronger Communities.  
**US 31**

## US 31 SOUTH

### CORRIDOR VISION

The US 31 corridor will serve local, regional, and national travelers by balancing mobility and access considerations in a way that:



Enhances safety  
for all users



Provides equitable  
transportation solutions



Complements  
community goals &  
objectives



NextLevel  
ROADS



## US 31 SOUTH

### STUDY GOALS



#### Equity In Transportation

Provide equitable access and mobility for traditionally underserved communities.



#### Economic Development

Provide transportation infrastructure to support local economies and economic development goals.



#### Multimodal Access & Connections

Accommodate non-vehicular modes of travel in and crossing the study corridor.



#### Emerging Technologies

Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.



#### Fiscal & Environmental Practicality

Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.



NextLevel  
ROADS



**PROPEL**Smarter Transportation.  
Stronger Communities. **US 31**

# WHAT WE DID



## US 31 South

### SAFETY



**Index of Crash Frequency (ICF):** A measure of the frequency of crashes on a specific segment of road or at an intersection.

**Index of Crash Cost (ICC):** A measure of crash severity on a specific segment of road or at an intersection.

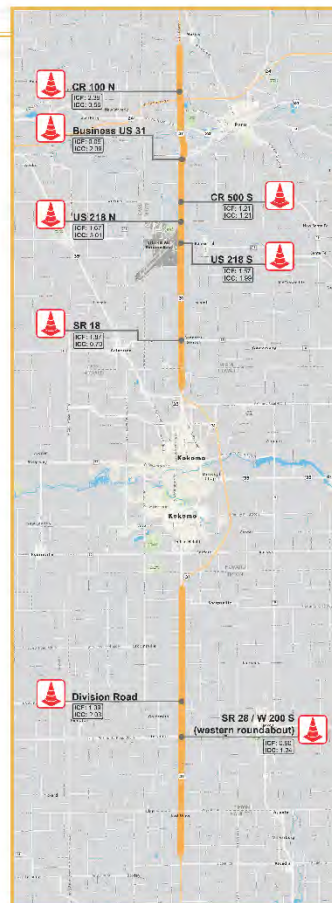
Values greater than zero indicate crash frequency or severity greater than expected, while values less than zero indicate crash frequency or severity less than expected.

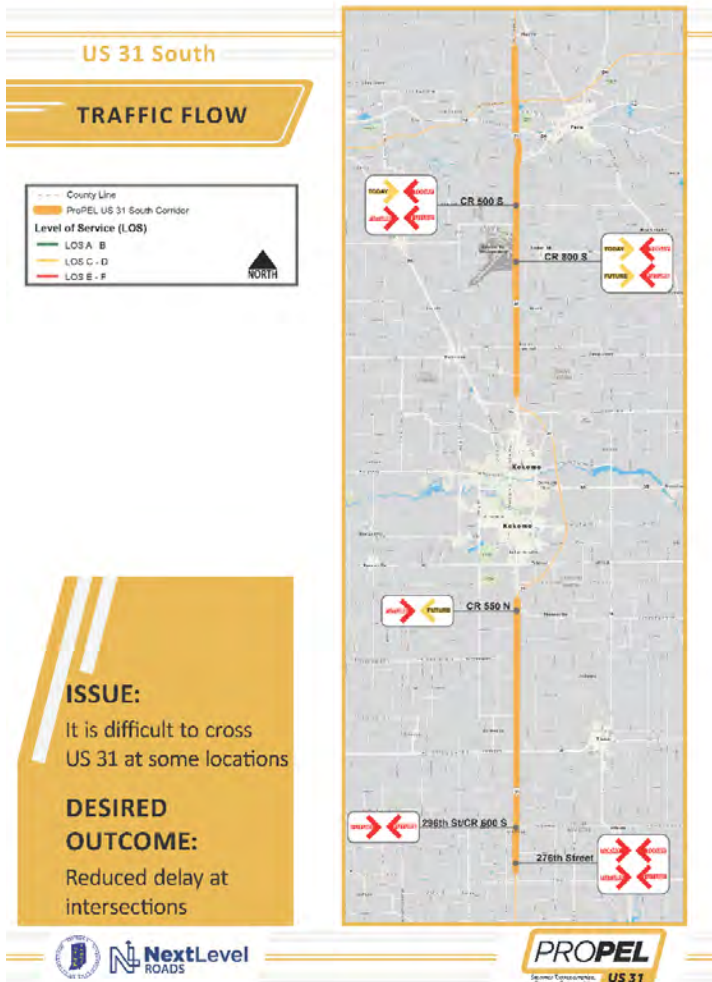
#### ISSUE:

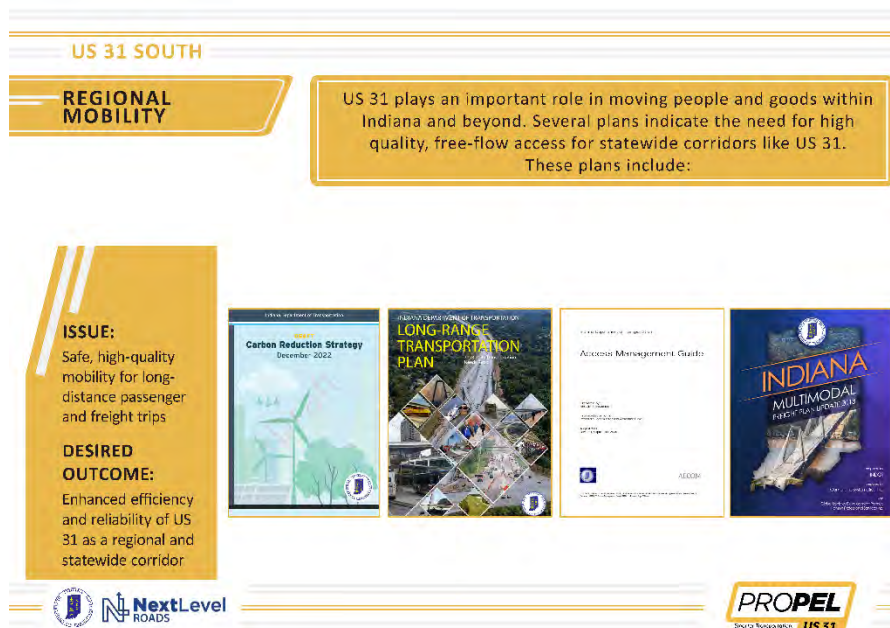
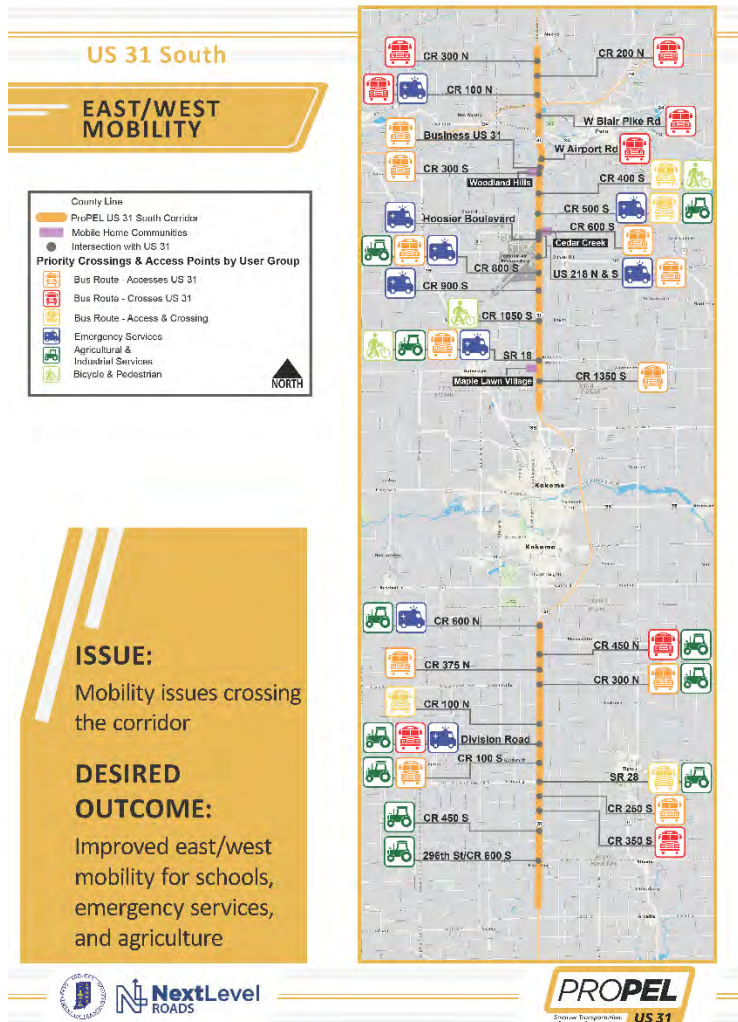
Concerns due to high volume and severity of crashes

#### DESIRED OUTCOME:

Improved safety by reducing the number and severity of crashes







US 31 SOUTH

ISSUE (NEED)

Safety concerns due to high number and severity of crashes.

It is difficult to cross US 31 at some locations.

Too many direct access points create potential safety & mobility issues.

Mobility issues crossing the corridor (east-west).

Safe, high-quality mobility for long-distance passenger and freight trips.

DESIRED OUTCOME (PURPOSE)



Improved safety by reducing the number and severity of crashes.


Improved traffic operations at intersections.

Improved access control through implementation of INDOT's Access Management Guidelines.

Better east-west mobility for schools, emergency services, and agriculture.

Enhanced efficiency and reliability of US 31 as a regional and statewide corridor.



NextLevel  
ROADS




PROPEL  
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US 31


US 31 SOUTH

PROPEL

Smarter Transportation. Stronger Communities. US 31

PURPOSE & NEED



NextLevel  
ROADS

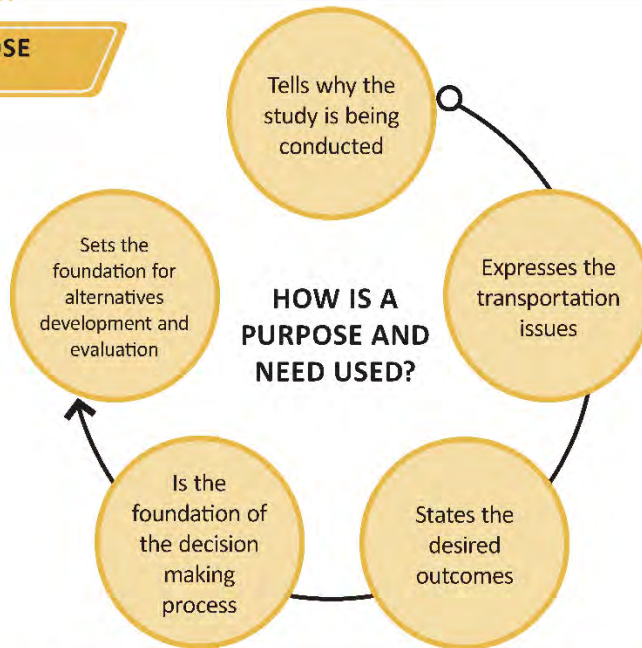

PROPEL  
Smarter Transportation. Stronger Communities.  
US 31

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Page | 200

## US 31 SOUTH

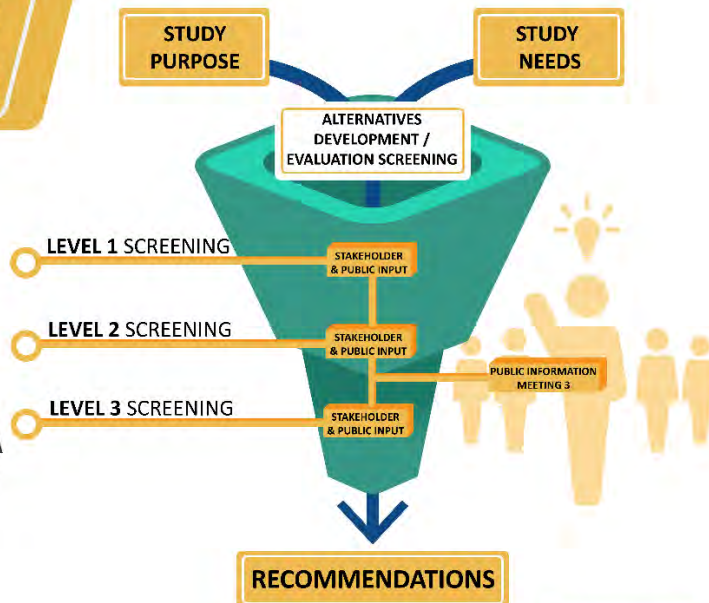
### WHAT IS PURPOSE & NEED?



## US 31 SOUTH

### NEXT STEP: POTENTIAL SOLUTIONS

NUMBER OF ALTERNATIVES



US 31 SOUTH



# COMMENT STATION



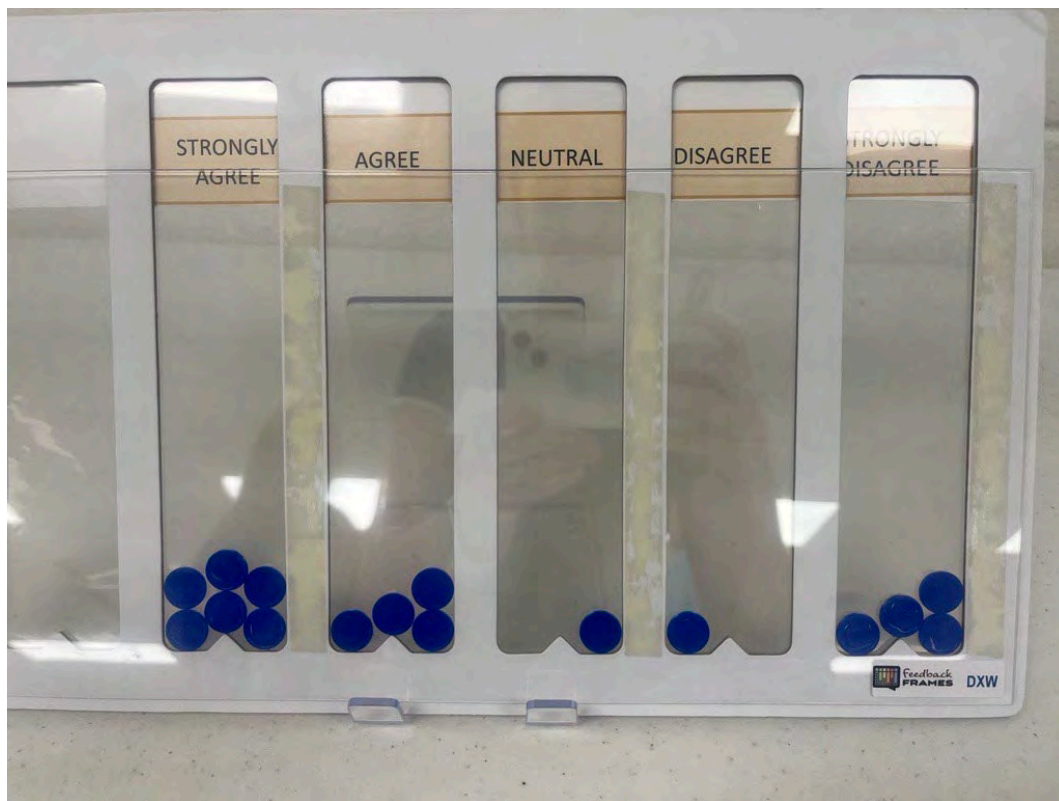
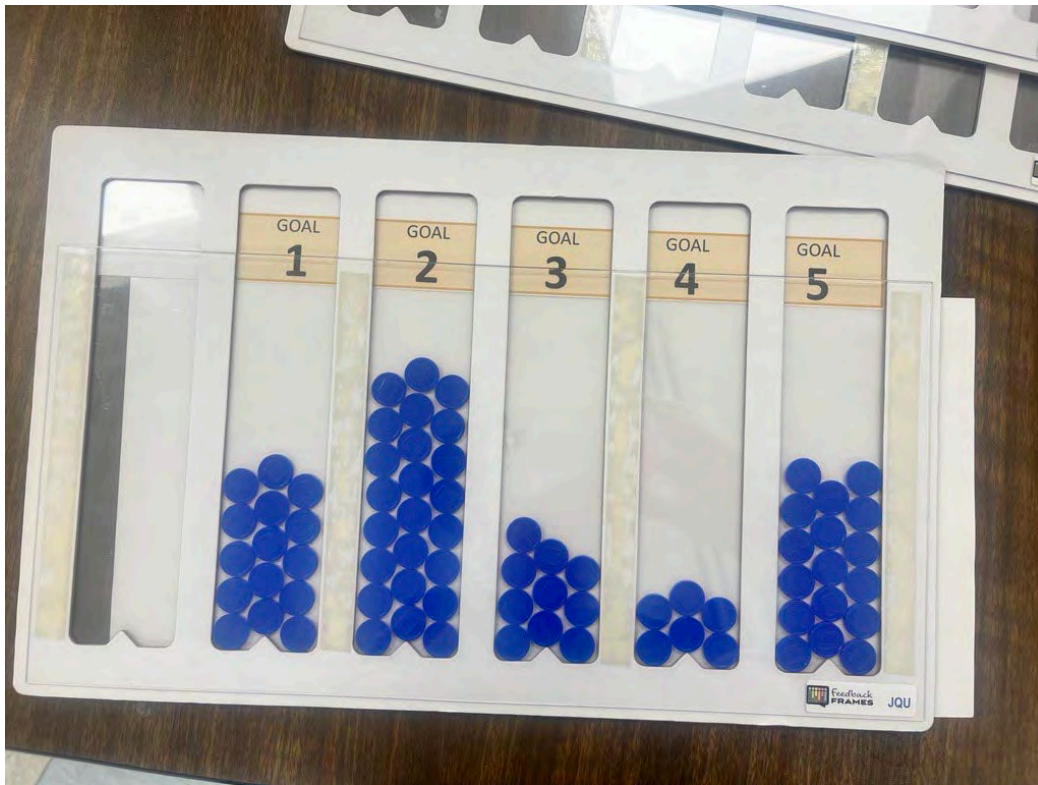
APPENDIX N: PUBLIC MEETING FEEDBACK OPPORTUNITIES

GOAL <b>1</b>	GOAL <b>2</b>	GOAL <b>3</b>	GOAL <b>4</b>	GOAL <b>5</b>
↑	↑	↑	↑	↑
DROP A TOKEN IN FOR YOUR TOP TWO PRIORITIES				



STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE
↑	↑	↑	↑	↑
PLACE A TOKEN FOR YOUR LEVEL OF AGREEMENT				





## APPENDIX O: PUBLIC COMMENTS

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

Overall US 31 Corridor	Collected at Meeting	Commutes from Kokomo daily. Noticed the construction projects between here and Indianapolis. Explained that those will move forward as planned. Thanked us for being here talking to the public. Inquired about Division Rd. and its future. Stressed that nothing has been decided yet.	Jul 2023 Howard County Fair
Mobility, Safety	Collected at Meeting	Expressed support for an interchange at Division Rd.	Jul 2023 Howard County Fair
Mobility, Safety	Collected at Meeting	Not a fan of J-turns. I like the idea of making US 31 a freeway. Mentioned Business 24 J-turn. Accidents waiting to happen. Roundabouts make more sense than J-turns.	Jul 2023 Howard County Fair
Overall US 31 Corridor	Collected at Meeting	Limited access on US 31 sucks ass. There are no rest areas.	Jul 2023 Howard County Fair
Overall US 31 Corridor	Collected at Meeting	INDOT and local county coordination is lacking. How are the east/west county roads going to handle to the extra traffic?	Jul 2023 Howard County Fair
Mobility	Collected at Meeting	Concerns over cutting off access. J-turns are preferred over loss of access.	Jun 2023 Tipton Public Information Meeting
Mobility	Collected at Meeting	US 31 and CR 100 North experiences delays.	Jun 2023 Tipton Public Information Meeting
Mobility	Collected at Meeting	Do not limit access to the point you divide Tipton County into two units.	Jun 2023 Tipton Public Information Meeting
Mobility	Collected at Meeting	Accessibility to and from the east side of Tipton County from the western townships in Tipton County is critical.	Jun 2023 Tipton Public Information Meeting
Economic Development	Collected at Meeting	Minimal changes will be the most economical for this corridor. Disrupting existing businesses to change an intersection seems an irresponsible use of funds.	Jun 2023 Pipe Creek Public Information Meeting
Mobility	Collected at Meeting	Eliminate traffic signals.	Jun 2023 Pipe Creek Public Information Meeting
Mobility, Safety	Collected at Meeting	Concerns over loss of access that would cause long response times for EMS.	Jun 2023 Pipe Creek Public Information Meeting
Mobility	Collected at Meeting	Close the cul-de-sac at US 31 and CR 300 N. Buses can pick up and drop off one road north or south of this location. Morris Trucking has another property to use and the vet at that location is retiring. Farmers can do the same that buses do.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	Sease Drive off of US 31 in Miami County is a private drive.	Jun 2023 Pipe Creek Public Information Meeting

Safety	Collected at Meeting	No J-turns! They are dangerous.	Jun 2023 Pipe Creek Public Information Meeting
Mobility	Collected at Meeting	Swap CR 500 S and SR 218.	Jun 2023 Pipe Creek Public Information Meeting
Mobility, Safety	Collected at Meeting	The fire department regularly makes runs to the correctional facility on CR 850 S and the nursing home at Grissom AFB.	Jun 2023 Pipe Creek Public Information Meeting
Mobility	Collected at Meeting	Why is SR 218 a state route? Overpass needed at US 31 and Grissom. Need more and longer left turn lanes.	Jun 2023 Pipe Creek Public Information Meeting
Mobility	Collected at Meeting	Realign SR 218 and US 31.	Jun 2023 Pipe Creek Public Information Meeting
Environmental, Overall US 31 Corridor	Collected at Meeting	New alignment of US 31 from Kokomo to US 24 west of Grissom. Would save homes and businesses.	Jun 2023 Pipe Creek Public Information Meeting
Mobility	Collected at Meeting	Maintain access points to and from Peru.	Jun 2023 Pipe Creek Public Information Meeting
Economic Development, Mobility	Collected at Meeting	Hello there! My name is Tressie Hansen and I talked with you all during the Miami County US 31 meeting. My family owns Pipe Creek Mercantile and Trading House Cafe that is right across the street from where the meeting was held. I have a letter to share with you all from our business and I was wondering what the best way to email or mail that was? Thank you so much!	Jun 2023 Pipe Creek Public Information Meeting
Safety	Collected at Meeting	what are the plans for being able to access us 31 @6639 south route us 31 at the intersection of Grissom and the businesses on the east side of us 31. As we understood there was to be no work done until after the 2year study. Now state road 18 and business 31 going into Peru has projects funded to remove there stop lights at these locations. Here at my shop on the east side when looking to turn northbound let alone trying to even think about a southbound move we are waiting for the 18 light to hold up a bit of traffic in order to be able to enter us 31 sometimes waiting 3-5 minutes for an opening. once this light is removed what is the plan for this intersection to be able to continue business ??? as it will be very dangerous to try and enter 31 with these 2-light removed and no changes to help our intersection at the same time. seems for safety these should be addressed at or near the same timeframe. Please come to this location and survey for a day and try and access with a vehicle let alone a truck and trailer, emergency vehicle etc. then imagine the lights being removed. Thanks, Kelly	June 2023 Virtual Public Information Meeting

Overall US 31 Corridor	Collected at Meeting	In the section "What we heard" - 400 participants in establishing the 'Need'/'Issue' is statistically weak/insignificant/unstable when the total area encompasses over 135,140 residents in 3 counties. That's less than 0.3% of feedback from the people that will be affected that currently live/reside in those counties (as of 2021). More participants are needed to find the true need/issue.	June 2023 Virtual Public Information Meeting
Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor	Online	I'm reaching out in concern of the never-ending changes to the US 31 South corridor. Throughout my life, there have been tremendous changes occurring on the US 31 corridor, good and bad, and along 31 north and 31 south. As far as good changes-as more and more people travel the roads, I feel that it is necessary to keep the road conditions suitable and capable of transporting travelers. With that being said, I feel that the 31 corridor has been kept in good condition over the recent years. As far as bad changes-the proposed plans for several side access roads to be closed in order to proceed towards the limited access roadway, is unacceptable. Tipton County, parts of Howard County, and much of Miami County are all primarily rural agricultural communities. These side access roads are means of travel for large agricultural equipment from one side of the county to the other. For example: assuming that the majority of the county side roads that run perpendicular to US 31 will eventually be closed off, that would leave 2 roads (28/31 corridor and hopefully an interchange @ Division Road) that would be utilized to get from East to West and vice versa. This would be a problem. With the county being approximately +/- 13 miles long north to south, and your two 31 access points or cross over points being only about 1.5-2 miles apart, the extra time and travel to get across the county could potentially double. This alone is a mobility and safety concern and could impede possible future development. My next concern is directly related to the Mobility and Safety of the Citizens of these counties. With side/county roads possibly no longer having direct access to 31, this imposes great danger for the safety and well-being of the people in the community. When emergencies arise, the travel time it will take for emergency personnel to report to the scene, could be the difference between life and death. For example: Suppose the side roads are closed off from accessing US 31 in Tipton County, and someone has a heart attack and needs emergency transport to Indianapolis. Let's say they live near 300N and 1100W. Normally Emergency medical personnel could arrive to the scene, load the citizen for transport and take 300N straight east to access US 31 and head to Indianapolis. But now that the side roads would have no US 31 access, the emergency personnel would have to travel	

		north approx. 4 miles to St Rd 26, then back east towards US 31, then south. Or they could travel south along county roads not meant for fast speeds, before they could get to division or to St Rd 28, to then get access to US 31. The extra time and extra miles/distance that the emergency personnel will be forced to take could cost someone their life. With these complaints being noted, I hope that the Propel 31 survey can help show the importance of keeping the side county roads open for access to US 31. Please consider placing flashing caution lights along 31 to alert 31 travelers that they are approaching an intersection and be cautious. Also, there should be turn lanes (both right and left) at every intersection, for traffic wishing to exit the roadway. This will provide room for traffic that is slowing to turn, to get out of the way of fast-moving traffic.	
Economic Development, Mobility, Safety, Overall US 31 Corridor	Online	I have attended several meetings held in Tipton County and have submitted comments about the need for an overpass and interchange at Division Road. I know you have received many comments concerning Division Road, but my comment this evening concerns having an additional overpass and interchange further north in Tipton County at the CR 450 N location. This would improve the east-west mobility for Tri-Central Schools and emergency services for this area of Tipton County. Please give this request consideration as the Propel US31 study continues. Thank You.	
Overall US 31 Corridor	Collected at Meeting	The roundabout at SR 28 and US 31 is very confusing, however I love seeing construction on 31. PROGRESS!	Jul 2023 Hamilton County Fair
Mobility	Collected at Meeting	Access across US 31 is critical for emergency responders and school buses. I like the free flow access north of Kokomo but am concerned about limited access through Tipton County so that the county is not split. At Division Rd., is it the county or the state who maintains that?	Jul 2023 Hamilton County Fair
Mobility, Safety	Phone	You're doing all these studies. Take 218 which is down to Bunker Hill and move it to 500 South. That goes in from 31 clear across to 19. It's a straight shot through there. Lot of boaters. If you come up on a weekend and sit there and count the number of boats and campers that turn off 31, they're on 500 and go towards 21, you'd be surprised. It is in the 100s. If you eliminate the jog to Bunker Hill which is a pain. It's four or five different turns to get to the little town. People in town would really appreciate that. In other words, if you could make some sort of interchange at 500, another project you can work on. Reroute 218 coming from the west, go to the east. Thank you for your comment. Goodbye.	
Overall US 31 Corridor	Phone	This is Dwyane Morris at Sharpsville address 3125 North here on 31 North and I have Morris trucking and landscaping here and I've been here like 60 years. I'd like to see an access road put in for us because me and	

		<p>my neighbors would all like to stay here that's already here. The ones that's north of me, we're at 300 North on 31. I've been here like 60 years like I say, and it is a prime location for business because I don't have to advertise much. I mean, I do a little bit but not much. Not like I would if I was hidden on some back road. All the neighbors want to stay here, and it is prime location and actually I have six lots here, and I'm buying the three that's for sale south of me between me and 300 north. We're on the east side of the road. Just wanted to share my concern with you and tell you that it would be devastating if I have to move from here because I have so much stuff to move it isn't funny, and besides that, I love being here on 31. I know it wouldn't have access probably to the highway, but we would to the side roads if you'd do that for us and we'd sure appreciate it. I'm 82 years old, soon to be 83. I turned the business over to my grandson. He's been in it less than three years now and when I pass it goes to him. I want to thank you. Thank you, bye bye.</p>	
Safety, Overall US 31 Corridor	Online	US 31 and CR 800 S Maconaquah School Corporation has 15 buses that CROSS US 31 to access CR 800 S. I didn't see that pinned on your report and wanted to make sure you were aware. Thank you	
Mobility, Safety, Overall US 31 Corridor	Online	I would like to see limited access to US 31 with overpasses and underpasses. The J turns are not a safe solution for the amount of traffic on the roadways. Farmers need to cross us 31 with larger equipment and it is not safe to have them come across the way it is being proposed. Then if you think about trucks and trailers it isn't safe for them either.	
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Roundabouts at SR 18 aren't sized correctly. Semi-trucks can't navigate them without going up on the sidewalks. Also, lack of guardrail from 931 to 31 (Old 31) is dangerous. Pretty significant drop off. Difficult to see road when snowing.	Jul 2023 Tipton County Fair
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	31S and 931 to go to Kokomo high speed ramp no right-side guardrail very dangerous. Trucks still coming down 28. 28 east to 31 still a problem with the number of trucks using it. Supposed to be local truck traffic only, but it's not.	Jul 2023 Tipton County Fair
Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Resident from 450N south to Kokomo. Lots of confined feeding and cattle farms west of 31 (Prairie Township). Semis to transport have to be able to get their trucks onto US 31. Can't leave cattle on semis too long. Also, have concerns about emergency access across 31. If too much is shut down, it will increase response times. Agricultural harvest is a busy time as well. Trucks have to be able to get off and on 31 for local ag. services.	Jul 2023 Tipton County Fair
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Concerns that any street closures will double drive time to work in Kokomo. Also noted that the county roads in Tipton County are subpar and not really	Jul 2023 Tipton County Fair

		compatible with taking on additional truck traffic from 31.	
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Couple concerned about the ability to cross back and forth over 31. Doesn't want 31 to become an east-west barrier. Concerned about agricultural and emergency access across corridor. Have been to public meetings and will continue to follow project.	Jul 2023 Tipton County Fair
Economic Development	Collected at Meeting	Has been to meetings but wants to make sure comments are followed up on. Traffic counts at Division Road were taken during construction. Use pre-construction traffic numbers. A second access or interchange needed at SR 18 and 931 for future quarry and development along Division Road (sub-division, concrete plant).	Jul 2023 Tipton County Fair
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Likes the idea of a limited access US 31 like what they did in Carmel and Westfield but there needs to be multiple interchanges or access points. Doesn't want 31 to become a wall dividing east to west. Residents need access!! Division Road: is there going to be an interchange here? Was directed to website for further information and input.	Jul 2023 Tipton County Fair
Economic Development	Collected at Meeting	Questioned blue signs that are at Kokomo Bypass. Businesses that are on them are not identified with direction or mileage/distance to destination. Any new signage should include this information.	Jul 2023 Tipton County Fair
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Division Road: concerns about eminent domain in their area. State should consider taking seed farms instead of residential property. Current intersection works like a Michigan left and works great. Would prefer to keep this solution!	Jul 2023 Tipton County Fair
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Interchanges or access points, max two miles distance apart. and then focus on overpasses. Division Road: what is happening here? SR 18 relinquished to county. Truck route moved to Division. What is the solution for 31? Division? Lots of trucks being pushed onto county roads.	Jul 2023 Tipton County Fair
Mobility, Safety	Collected at Meeting	Resident who lives just south of Division Road near railroad overpass. Would prefer an interchange at Division.	Jul 2023 Tipton County Fair
	Collected at Meeting	I have attached a very rough drawing of some thoughts/ideas that I have for the interchange/intersection at US 31 & Business 31 in Miami Co/ Peru IN. From what was posted on INDOT website early on was right turn in and right turn out at 300S and US 31? Which is ok but the concerns that Maximum #2 on the map and Kokomo Gravel & Shoshone Trucking #1 on the map is that how far South do we need to go to go back North and vise verse. As I mention that night location #1 on the map has 100+ dump trucks parked there. Which means 100+ cars coming and going in the am & pm and 100+ trucks going and coming in the am & pm. Maximum #2 on the map is a retail, motorcycle, jet skis, side by side	Jun 2023 Pipe Creek Public Information Meeting

		and is very busy with as many as 8-10 semis coming and going on a daily basis plus customers on motorcycles and cars. Maximum just put up a 1mil+ building to the North of the existing buildings which in not shown on the map and they are looking at doing another one at some point. Kokomo Gravel & Shoshone is also in the processes of putting up a 1mil+ building for a truck wash. My thoughts/ideas Put and cul-de-sac on both sides of 300S & US 31 and closing off the crossroad from cross US31. On the West side of US31 add a frontage road to the North off the cul-de-sac to connect to S300W that proceeds North to a roundabout at the interchange for US31 North & South. This would allow Maximum, Kokomo Gravel, Shoshone Trucking & the trailer park along with 6-8 residences from 300S West that's behind location #1 to get access to US31. Page 2 shows putting a cul-de-sac on each side of US31 & Airport Rd. and closing off that crossroad from crossing US31. The residence on the West side of US31 could use S300W to gain access the US31 threw the interchange as well as everyone coming and go off of county road W250S. I will also send this to the planning group or set up a face to face at one of their office hours.	
	Collected at Meeting	I would like to maintain highway speeds and minimize traffic signals. No traffic circles.	Jul 2023 Howard County Fair
Mobility	Collected at Meeting	Access to 31 from Miami County 1500N	Jul 2023 Howard County Fair
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	No roundabouts	Jul 2023 Howard County Fair
	Collected at Meeting	I would like US 31 to be controlled access from US 465 to US 20.	Jul 2023 Howard County Fair
Safety	Online	When exiting from US31 onto state road 26, there is not enough visibility to feel safe pulling onto 26.	
Safety	Online	The intersection at US31 and state road 218 is very dangerous when attempting to turn south onto US31 from 218.	
Overall US 31 Corridor	E-mail	Gentleman: We, Mark and Julia McKinney, are members of three different farm family groups, formed so that we could gift land to our children, so succeeding generations could share in the ownership and operation of the farms. We grew up on Tipton and Clinton County farms, working with family to keep the operations successful. We and the younger generations all want to continue ownership & maintenance of the land and its improvements, and we want to do all we can to keep the road system operable for farmers. Without the good highway and railing lines in Tipton County, and good grain facilities for us to use, our farms could not survive. Each generation invested in big grain bins, invested in semi-trucks and employees to raise and then get the produce-both grain and livestock-to market.	

		<p>If the US 31 South committees take away the farmers' access to Division Road, US 31, and SR 28,--and/or access to the to the elevators that move our grains to the cross-country rail system, the whole USA suffers. The million-bushel capacity of the trains that come thru Clinton and Tipton County and take grain from the Midwest to the SE states of the USA is one of the acers of the USA.</p> <p>We appreciate every single article in the newspapers, about the committee meetings regarding this part of US Highway 31. Thank you for sharing information in the newspaper or by newsletters.</p> <p>Loyally, Mark and Julia McKinney</p>	
Overall US 31 Corridor	Online	You need to eliminate the light at division road on US31 south at Tipton, IN. Traffic backs up causing major slowdowns especially while reduced to one lane of traffic.	
	Collected at Meeting	Lives in Peru and was not aware of the study. Like the idea of a freeway in order to get to Kokomo faster but will need lots of access roads/points for homes and business along US 31.	Jun 2023 Miami County Fair
	Collected at Meeting	The intersection of US 31 and SR 18 is dangerous. There are a lot of people running red lights.	Jun 2023 Miami County Fair
	Collected at Meeting	I travel US 31 every day and will be glad when this and all the construction is done.	Jun 2023 Miami County Fair
	Collected at Meeting	Speeding along US 31 is a problem. There need to be long acceleration and deceleration lanes at turning locations. No J-turns because it doesn't work for trucks and high-speed cars. Do not like what was done at SR 19.	Jun 2023 Miami County Fair
	Collected at Meeting	Intersection near Maconaquah schools needs a stoplight added. Was in a car accident at this location. Increase the speed of the highway.	Jun 2023 Miami County Fair
Economic Development, Mobility, Safety	Collected at Meeting	There is absolutely no reason that the corridor from Kokomo to US24 should not have the same limited access that has been provided to Carmel and Tipton and Kokomo through the bypass. An exchange at 18, 218, and business 31 would achieve this result. A frontage road or buying up the properties that can't support a frontage road would provide access for the houses on US31. Other roads such as Airport Road, west Blair Pike, Division Road etc. should be blocked off and redirected where feasible. At a minimum, these roads should only be able to make a right turn with a large merge area.	June 2023 Virtual Public Information Meeting
Safety	Online	I have issue with the accident numbers presented at the Tipton meeting and think they are misleading. There was much construction in the area leading to numerous rear end accidents during this time. This has been evident with the railroad overpass construction accidents during the past several months. Secondly, I believe closing access to US31 in Tipton	Jun 2023 Tipton Public Information Meeting

		County is a bad idea. Lengthening turn lanes and adding acceleration lanes at county road intersections makes more sense than adding expensive overpasses. I realize this doesn't address the crossing the highway problem. Denying local access makes for hardships on many. Excessive speed and tailgating on US31 is also a problem. Common sense and courtesy are lacking in travelers along the highway!! Michigan, Kentucky and Ohio travelers seem to be the worst offenders!	
Economic Development, Mobility, Safety, Overall US 31 Corridor	Online	With a stone quarry being placed north of Tipton at the county line, we would like to recommend having multiple access points for the truck traffic that will be on the roads. If there is only 1 place to enter/exit off US 31, then there will be accidents and large backups. Please consider a second heavy truck traffic interchange at Division Road. This would keep trucks from passing through Tipton.	
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	As a Tipton County resident working in Carmel, I support efforts to improve the access and mobility of the US 31 corridor. As a parent of a right-angle crash survivor, I support the efforts to improve safety. As an engineer, I understand that costs are a consideration and trade-offs must be made. In that context, I have three specific suggestions. First, reducing the median crossings, especially driveways. This should be a higher priority than reducing access to cross-streets due to the number of individuals impacted. Second, consider contingency scenarios such as construction or traffic-blocking accidents, such as across the US28 interchange. There must be other reasonable east-west options to ensure access to emergency services, especially since there is limited frontage road (meaning that the nearest N-S road may be a mile or more out of the way, further adding to travel time. Division Road to the north and 296th to the south are the most logical locations for interchanges. Third, consideration should be given to maintaining right-in/right-out access for some other east-west roads. Thank you for the improvements to date on US31, and for your work on this study that will continue the progress.	June 2023 Virtual Public Information Meeting
Mobility, Safety	Collected at Meeting	If you block access at US 31 and W 300 S, you will have to detour up to Airport Rd. It's a junky road. That would affect all of the 60 homes here. Doesn't have a car, so has to either walk or use the YMCA van to get to/from Kroger. Has heard that there are going to be roundabouts, J-turns and interchanges "all along" 31. Commented that truckers do not like the J-turns.	Jun 2023 Peru Community Office Hours
Safety, Overall US 31 Corridor	Collected at Meeting	The whole highway from the Mexican restaurant to the State Police post. There needs to be more traffic lights. There too many trucks traveling at too high a speed. It's a huge safety concern. Notes a conflict with local government and utilities. Travels along US 31 to go to Fort Wayne, Indianapolis, Chicago.	Jun 2023 Peru Community Office Hours

	Collected at Meeting	500 S ... Mississnewa Res., safety concern because of accidents there. Overpasses needed to help save the businesses along the corridor. Safety is a big issue as a mail carrier because he delivers to houses directly on US 31. Tons of traffic at Grissom coming in/out. Monday and weekends are busiest in terms of traffic.	Jun 2023 Peru Community Office Hours
	Collected at Meeting	There is no need for INDOT to take the homes along US 31 and close all the access points along US 31. Suggest considering the use of service roads to access the keep access to homes that are adjacent to US 31. We live just south of CR 375. Maintaining access to Sharpsville is important to the community, especially for EMS and school busses. We are concerned about the possibility of our home being taken by INDOT and want to make sure that they have adequate time to find a new house if forced to move. Have right-in, right-out access only. Hauls grain in the fall for a farmer in Tipton County and having to divert onto county roads is not safe and that is a lot of truck traffic. Joan? Against an overpass at Division Rd. Needs to be an interchange or a signal, which is not preferred for a free flow. Division Rd. is the new truck route. Hopes that at least four intersections would stay open: 550 N, 200 N, SR 28, Division Rd.	Jun 2023 Sharpsville Community Office Hours
Bike and Pedestrian, Safety	Online	I am very excited about US 31 becoming a limited access highway. My concerns are that first responders still can make a timely response to emergencies and pedestrians and non-motorized vehicles have access to cross over/under US 31 without having to access the highway for several miles to cross.	
Overall US 31 Corridor	Online	I attended last night meeting at Pipe Creek School. Your presentation was very basic and didn't provide any information on what we hoped to hear. Not having an open conversation to discuss possible options and in what areas left us with feeling that you are just telling us you are doing a study. Departing comments from those sitting around me were the same as my thoughts, A waste of time, People like to know possible options that would affect their area, being an access road, overpasses, traffic light areas, & how closed access will affect leaving my home. I know you have not made final decisions but discussing options gives people a feeling of having & understanding the process so that everyone can relate.	Jun 2023 Pipe Creek Public Information Meeting
Overall US 31 Corridor	Online	I am a business owner. Caldwell Monument is at the intersection of US 31 & Indiana 18. I have been there all my life and full time for over 40 years. As you enter this next phase of planning alternatives for that intersection and others in this corridor, I would like to be more involved. Please contact me to inform me of how I can help. 765-434-4014	

Mobility	Online	We would like to know if there is any info on what's happening with 31 and Division because we live in the cul-de-sac to the east of 31 please.	
Safety	Collected at Meeting	Concerned about number of accidents at junction of 31 and business 31 at light. Also, accidents at 218 and 31 light. I saw a car crushed between 2 semi-trucks.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	Interested in the entrances to 31 from business 31 airport road to the west side of 31	Jun 2023 Pipe Creek Public Information Meeting
Economic Development, Mobility, Safety	Collected at Meeting	Safety and mobility are essential for regional economic development. Long-term solutions should be a priority not short-term fixes. We have seen unprecedented levels of new private investment and job growth that will transform the region for the next generation. We need the state to collaborate with the local units of government. We need this section to be viewed with the same value of that in Hamilton and St Joe counties. We feel j-turns will limit growth and have little to no impact on safety and not improve mobility.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	I understand the need to reduce access points to 31. However, my concern is having to go a long way to get to the road. I volunteer at the state fair and use 31 to get to Indy. My primary care physician is in Kokomo which requires that I use 31 to get to appointments.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	I live Division Rd. I believe it would be wise to restrict left turns heading north at this intersection with 31 as this is a high-volume area and there are no left turn lanes. I have concerns about safety.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	I live at 5492 S US 31, Peru. There is work in front of my house currently. Driveway access and safety concerns. My driveway access is direct to 31. Could an access road be constructed along 31?	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	Chinook RV owner. 1482 North Eel Cemetery Road. Share road as state police station. Rumored closures of North Eel Cemetery Road except to police station. Concerns for access. I employ nearly 100 people. Homeowner on 300 West. Includes a farm.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	850 S and 100 N store owner in 2 locations. Concerns about being restricted. Direct access of side roads needs to be maintained.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	It's important to maintain access from to US 31 to business 31 (ingress and egress) and also from business 31 to US 31.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	It's important to maintain access from to US 31 to business 31 (ingress and egress) and also from business 31 to US 31.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	It's important to maintain access from to US 31 to business 31 (ingress and egress) and also from business 31 to US 31.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	It's important to maintain access from to US 31 to business 31 (ingress and egress) and also from business 31 to US 31.	Jun 2023 Pipe Creek Public Information Meeting

	Collected at Meeting	No guardrail or minimal at 931 s towards Kokomo. Also, at Norfolk Southern crossing near Tipton. Concerns about embankment especially in icy conditions. Should guardrail be installed where there is none?	Jun 2023 Pipe Creek Public Information Meeting
Overall US 31 Corridor	Collected at Meeting	Looking to pin address for potential home sale	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	Bridge over 31 to connect 218? Avoids stop light.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	If stop lights are removed, j turns are not preferred. I would prefer a ramp or bridge solution.	Jun 2023 Pipe Creek Public Information Meeting
Mobility, Overall US 31 Corridor	Collected at Meeting	Access roads on both sides of 31. We don't know about construction timing that can displace people. People can't easily sell property without the income from previous sale	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	I am a farmer in the area. south Miami county to Fulton County line. Farming on both east and west sides of 31. If 31 is limited access, farmers will lose the safest route to move equipment north to south. I also have concerns about crossing 31 east to west with equipment. J turns are incredibly difficult for farm equipment and semis to navigate.	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	I live on 300 s and 31 there is a trucking company and the power sports. Our driveway is between them. The traffic is going so fast that it's difficult get in and out. It would be nice to have some sort of pull out to get in and out for us and also the business.	Jun 2023 Pipe Creek Public Information Meeting
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	218 and 18 should be a ramp system or something but no J turns. J turns can't get large vehicles like semis or school buses up to traffic speed. Campers at 500 south and 31 is a big problem. Sunday afternoons they can't cross to go south	Jun 2023 Pipe Creek Public Information Meeting
	Collected at Meeting	State road 218 has two separate intersections. Consider an alternative to connect these two, possibly near or including the old railroad bridge. Air base could also be included. Combine all interchanges into one large interchange.	Jun 2023 Pipe Creek Public Information Meeting
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Concern was during the presentation that driveways are an accident source. Question is, where is the data coming from for accidents and where is the transparency to share the data. Who is providing the data to INDOT. Intersections are the source of more accidents, not driveways. The suggestion of this person is to consider where there are multiple driveways in a concentrated area, he would like an off ramp. He wants a deceleration lane to increase safety. Instead of buying up properties, he would prefer merge off lanes where there are multiple homes and driveways to cross without impeding the flow and speed of traffic.	Jun 2023 Pipe Creek Public Information Meeting

Mobility	Collected at Meeting	I hate roundabouts. People don't know how to use them, and it slows things down.	Jun 2023 Tipton Public Information Meeting
Safety	Collected at Meeting	What good are speed limits if they're not enforced?	Jun 2023 Tipton Public Information Meeting
	Collected at Meeting	Express lane for through traffic	Jun 2023 Tipton Public Information Meeting
	Collected at Meeting	If access is removed across US 31 what will this do to bus route times? Will this impact children's attendance in schools?	Jun 2023 Tipton Public Information Meeting
	Collected at Meeting	Tipton county. Interchanges at Division Road and either 450 North or 550 North. School district transportation needs, and first responder needs.	Jun 2023 Tipton Public Information Meeting
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	I do not want J-turns anywhere on 31. They are dangerous, pointless and I would rather an overpass. We have two j-turns back-to-back on Highway 24 and they are pointless, and they are slowing people in the fast lanes that is going to cause safety issues. What are farmers supposed to do if access closed or if converted to a j-turn? I like US 31 as it is, it works for me. It is easier for the farmers to cross now.	Jun 2023 Tipton Public Information Meeting
Safety, Overall US 31 Corridor	Collected at Meeting	If there is an interchange built at 600 South/296th Street, will the road be improved from US31 to SR37? The condition of the road cannot handle additional traffic.	Jun 2023 Tipton Public Information Meeting
Mobility, Safety	Collected at Meeting	1. Request for a cul de sac at 300 on the west side (nw corner) 2. Reason: Bus routes should not be based on the driver's opinion on what is efficient for them 3. Reason 2: Morris Trucking Company has other property that he can run his property out of as well. 4. Reason 3: Vet on the southside of the intersection is retiring Concern with overpass is that the speed on 300 will continue to increase, putting residents at risk. I don't want any evil kaneval/ dukes of hazards flying cars into my house. Potential for accidents due to increased speed and lack of access from emergency vehicles.	Jun 2023 Tipton Public Information Meeting
Mobility, Safety	Collected at Meeting	I live about 3 miles off 31 and if they go through and close the county roads in my area, I have to drive 5 miles to 26 or 5 miles to 28 to have access anywhere. They do not plow the backroads or perform routine maintenance and roads are bad. I will have to zigzag through county when I go anywhere. Concerned about emergency response time if access is closed.	Jun 2023 Tipton Public Information Meeting
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	My name is Cole Jackson and I work for Cicero twp. fire department, and I was asked by my chief to come to this public meeting. We are wanting more information on what will be happening at division and us31. For the first responders' aspect all of the chiefs have talked and are ideally looking for something just like what is at state road 28 and us 31 with the	Jun 2023 Tipton Public Information Meeting

		roundabouts. Division is one of our big access roads to get onto 31 so I wanted to reach out and see what your guys thought are or what the plan is for right now.	
Mobility, Safety	Collected at Meeting	Need to note heavy ag traffic crossing at 450 North in Tipton County. It is a primary crossing for farm equipment.	Jun 2023 Tipton Public Information Meeting
Mobility, Overall US 31 Corridor	Collected at Meeting	Will INDOT build and help maintain parallelly county roads if access is closed?	Jun 2023 Tipton Public Information Meeting
Mobility, Safety	Collected at Meeting	I live west of 31 on 300 North, we definitely need access for buses, fire protection, and emergency services. Whether that overpasses, interchange, something that allows you to get across US 31 if it is it's turned into a limited access road.	Jun 2023 Tipton Public Information Meeting
Economic Development, Mobility	Collected at Meeting	What happens to the properties already purchased for the limited access project along US 31? Will the state offer that parcel to the adjoining landowner (a farm)?	Jun 2023 Tipton Public Information Meeting
	Collected at Meeting	I live about a tenth of a mile from 31 on the southwest side of 31 at 296th st. I wish that there were better roads or a better way to access 31. I don't want a culde sac I heard a rumor that an access road would be put in at my road. My homeowner's insurance told me that my insurance would be increasing due to upcoming geolocational changes on 31 S. Another rumor is that 276th is going to be a national guard armory. I heard another rumor that a cul de sac is going in at 246th street.	Jun 2023 Tipton Public Information Meeting
Mobility	Collected at Meeting	I live a half mile off the US 31 corridor in the northern part of Tipton County, at the southern terminus of the Kokomo Bypass. My concern is limited access is the answer, we would have to drive country roads to get access to anywhere north or south. Country roads are unsafe for any high volume of traffic because they can't handle high capacity with the use of farm equipment. This would increase travel time due to the distance and having to use country roads.	Jun 2023 Tipton Public Information Meeting
Safety	Collected at Meeting	I live on west of US 31 on 450 north, out in Prairie Township. I have a safety concern because there are no emergencies services. The services come from the east of US 31. My concern it's going increase response time for emergency services if there is limited access along US 31. If they shut down access to 31, someone will have to travel north to 26 or south to 28 or Division. If there is a big snow, they will need to ensure access on north/south roads for emergency services. The access roads will have to be maintained. It is a bitch to go further north to cross US 31 with a livestock trailer. I would have to go out of my way and still have to go further to make a turn that can handle my livestock trailer.	Jun 2023 Tipton Public Information Meeting
Overall US 31 Corridor	Online	I feel the need for the project was justified to Cicero, but from Cicero to Kokomo is rural area there were	

		only 3 stop lights from Cicero to Kokomo at an average of 5 minutes per stop light that is saving a driver 15 minutes one way, which in my opinion does not warrant the cost or the loss of homes and business in this area. Also cutting off access to 31 from the areas county roads and small towns will affect the farmers, emergency workers, and the small towns. The railroad track on 31 north of state road 28 was reported to have 7 trains a day on the track as a citizen I do not know who did your study, but those tracks have not seen 7 trains a day on them for over 30 years. I feel the cost of the project along with the loss of business and homes is not worth it the 15 minutes it would save a driver. Those funds could be used to improve the roads in other areas that really need it. Please leave our rural area alone.	
Mobility, Safety	Online	The intersection at 500 s and US 31 in Peru really needs a full stop light signal. It's the public access road to Mississinewa lake, but also the main corridor for dump trucks to the gravel yard on 500 s just west of US31, they fly down this road. If you close this road off those dump trucks will be flying down 400 e which is a narrower road but has large hills to fly over as well. I can imagine a fatality around here with the way they fly down here. Just think about it.	
Mobility	Collected at Meeting	Please avoid interchange near Kokomo like in Sharpsville. This will encourage sprawl shocking growth out of Kokomo. Kokomo has too many commuters today.	Jun 2023 Kokomo Strawberry Festival
Mobility	Online	Hello, I am a farmer in Sharpsville (Tipton County). I farm 2500 acres almost equally split by US 31. I've got little desire to gain an access on the northern portion of Tipton County, but I am very concerned with my ability to cross 31 to access my fields. At this point my options are already limited. I can drive the 6 miles 1 way to SR28, I can test my luck on finding a gap between n & s bound traffic to cross at a traditional intersection or I can cross on county road 600 N. This is by far best option, but it is in no way perfect. The overpass is fine but the county road in either side is constricted by a ditch & guard rail that is a tight fit for even pedestrian vehicles. I have to hope when I'm in a farm tractor or semi that I don't meet traffic if that they're cognizant of my being there (they're typically not). At least one additional overpass at 200, 300 or 450N would be vital to me or my neighbor farmers in accessing what we need to make a living.	Jun 2023 Kokomo Farm Bureau Meeting
Mobility, Safety	Collected at Meeting	The Propel meeting at the Farm Bureau office this morning. Brought to my attention that some of the roads used for farm equipment, emergency service and bus routes crossing US 31 from 600N to Division Rd. aren't marked. I also have concerns that our county roads won't be wide enough to match any overpasses in this area. Right now, 600N has an	Jun 2023 Kokomo Farm Bureau Meeting

		overpass that is great, but our county roads aren't wide enough for vehicles to pass farm equipment.	
Economic Development, Environmental	Online	Quite honestly a lot of people in the area of 18 and 31 are nervous that there will suddenly be a lot of crap around just like is going on at 28. Nearly everybody who lives in this area enjoys this small seclusion that we get. This is the exact reason many of us purchased homes in the area. Fewer stoplights would be great, yes, but it seems that all people in the local communities where construction gets done are irritated by side streets being cut off from the main highway, farms being purchased and paved over, and increase amount of traffic where these projects are done. On my own personal note, I'm not enthused about seeing more of the environment being developed and see no reason that Indianapolis should stretch all across 31 throughout the state.	
Overall US 31 Corridor	Collected at Meeting	I never have any trouble on 31. I get where I need to go. A few potholes here and there however they seem to be fixed pretty quick. The construction crew keeps the roadways moving.	Jun 2023 Kokomo Strawberry Festival
Safety	Collected at Meeting	Crosswalks have seen several people almost get hit. Wider pavement at intersections. Very dangerous. Have sidewalks longer. Hard for people in wheelchairs.	Jun 2023 Kokomo Strawberry Festival
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	More stop lights and traffic regulations to maintain less traffic congestion	Jun 2023 Kokomo Strawberry Festival
Overall US 31 Corridor	Collected at Meeting	Property owner on 296th St and US 31 interested in what the accessibility options are going to be. There is a historic property and cemetery in this area that should not be impacted. How impacted do you have to be for INDOT to buy your property? Is it access? What about the right of way? They do not want to live next to a large interchange. Can provide petition previously done before PEL started.	Jun 2023 Kokomo Strawberry Festival
	Collected at Meeting	Grissom Air Reserve Base- How will this impact the entrance and traffic flow into the base? My family goes to the base for air shows often and we live in West Lafayette and travel US 31 to get to the base. Would love to still have access.	Jun 2023 Kokomo Strawberry Festival
Overall US 31 Corridor	Online	Good evening. I came across your website via a Facebook contact. I live outside Grissom ARB. I am now retired but I worked for the Civil Engineering office and the 72nd Air Refueling Squadron. As such, I have keen interest in the expansion of US 31 through Miami County. My goal with this contact is not to offer any input regarding the project, but instead to just make initial contact and if there is a way, I can be kept up to date on this I'd be much obliged. Thank you for your time.	
Economic Development, Mobility, Safety, Overall US 31 Corridor	Online	HWY 31 is an important truck route for northern Indiana. It is important for future economic development in the area to keep in mind any changes and improvements to support truck traffic with access	

		to HWY 31. Please also keep in mind how any changes would affect the existing businesses that currently support the trucking industry along this route.	
Economic Development, Mobility	Online	US 31 is a major route north and south in Indiana. CAT Scale Company would like to see US 31 to remain a major route for our trucking industry.	
Overall US 31 Corridor	Online	I would like to ask someone some questions about timeline and economic impacts in Peru.	
Safety, Overall US 31 Corridor	Online	Turn US 31 into a limit access highway. Cross traffic is too dangerous and causes way too many accidents. The difference in speeds between people joining the highway from crossroads and farming equipment also presents a serious hazard. The best way to eliminate this would be limited access.	
Mobility, Safety	Collected at Meeting	Stopped by to discuss any study updates. We provided PIM dates to her and gave an overview of the process going forward. She is an engaged stakeholder who has previously attended office hours at the Dutch Cafe and the first PIM. She reiterated her concerns about potential access changes for the five houses off of a drive on US 31 between Pipe Creek and 500 S.	May 2023 Peru Community Office Hours
Mobility, Safety	Collected at Meeting	Getting on and off of US 31 can be difficult and dangerous, especially in the winter. There are too many speeders along US 31 and the access/county roads.	May 2023 Peru Community Office Hours
Economic Development	Online	Tipton needs at least 2 more interchanges in its 12 miles + county. One at Division Road because it's now a state truck route. We also need one at 450N to support Tri-Central school, town of Sharpsville and new proposed housing for the EV plants.	
Mobility, Safety	Collected at Meeting	Safe access into and out of Maple Lawn Village is important for the folks that live here.	May 2023 Kokomo Community Office Hours
Economic Development, Mobility, Safety	Collected at Meeting	Kim works for the Kokomo MPO and stopped by to inquire on the latest updates on the study. She indicated that it was important that she be aware as Kokomo works on long-range city plans. She mentioned access and safety along US 31 in Howard County. She stressed the importance of making sure residents feel heard in order to build trust, so they feel more inclined to participate in the study process.	May 2023 Kokomo Community Office Hours
Mobility, Safety	Collected at Meeting	Travel around current construction zone means driving well out of the way to pick up children from school, etc. Police need to control speeders.	May 2023 Peru Community Office Hours
Mobility, Safety	Collected at Meeting	Marshal for the Pipe Township and three additional first responders in joint conversation. 102 Acres of coverage in the Volunteer Fire Department Station - 2nd largest service area in the state. Speeds - triple digits currently, so very dangerous in the area. Changes to the design of the roadway to a freer access would mean that the speeds get even worse. Design of the corridor need to be reviewed in terms of safety aspect.	Apr 2023 Bunker Hill Community Office Hours

		<p>The J-Turn at 19/24 has resulted in 16 crashes since it opened in early 2022. J-Turns should not be incorporated into any design solution for whatever happens to the 31 corridor. There were less crashes when it was just a cross-over and not a J-turn at the 19/24 intersection. The traffic volumes do not work with agricultural equipment and school bus equipment or speeds.</p> <p>Access for the agricultural vehicles / school buses need to be maintained. Layout of the J-Turn and the size of the agricultural/school vehicles also don't function with the J-Turn layout.</p> <p>Overpasses for E/W access needed for emergency response which also benefits agricultural, and school uses. Without good E/W access across 31 and access to 31 from the Pipe Township Fire Department as they serve areas west of 31, including the prison and air reserve base and over 1700 private residents just north of the base. If this doesn't include access E/W response times will be deficient, and services will decrease for residents that are currently being served in the area. Currently, there are nearly 800 calls for service from the department. If the access is changed, then either access via controlled gate onto 31 for emergency services or an additional fire / EMS facility on the west side of 31 would need to be incorporated/funded as part of future design of the infrastructure project.</p> <p>Closest trauma center is 86th Street in Indianapolis (St. Vincent) by ground - as such, this agency lands several lifeline helicopters on the highway to go to Ft. Wayne, so overhead lines need to be buried or out of direct conflict in the corridor to accommodate the medical services.</p> <p>Nuclear isotope facility adjacent to 31 along Innovation Way, and the plan will be to have 3 of those facilities. The nuclear medicine needs to be carried in concrete boxes so the weight is quite excessive. The full-build out of this facility will increase the truck traffic and logistics in the facility. These are large commercial structures that are going into the facility and will need to be maintained/accessed as well as serviced by the emergency services.</p> <p>Currently, the only source of refilling water trucks are the hydrants on the west of 31 along Innovation Way. Access to get to those hydrants critical.</p> <p>Note: June 13-15th is a busy week of activity locally in the Bunker Hill area with Little League Tourney, Fireworks, Fundraiser for the Fire Dept. There should be attendance with public workshop with this schedule.</p>	
	Online	<p>â€¢ Does not accept J-turns</p> <p>â€¢ Wants more than band aid fixes</p> <p>â€¢ Wants interchanges that make</p>	

		<p>sense We don't care how long, when it becomes affordable, we will do it – Northern Miami County and Southern Fulton County is where Bill is located and this is the most rural stretch of US 31 Macy elevator – the feed, grain and warehousing people say it is the largest feed supplier owned by a single individual in Indiana Bill knows the owner. She has lots of semi-trucks that access facility. 1350 is a concern - it goes across US 31 to Naoma Lake 1350 North Jim's hog business is located at this location which goes across Miami County – People from northern areas use this road.</p> <p>CR 1000 primary entrance to schools – All stop lights gone but along with eliminating lights we have to get creative – We have success at Carmel Westfield bypass along kokomo Marshall and St Jo.</p> <p>Next area: Grissom AFB – McCanekwa industrial park – SR 218 main gate to airbase – Engineers need to sharpen pencil and see what they can do to work out congestion and confusion – School buses turning on an off US 31, CR 800 to schools – Stoplight at Truckstop 24 – Emergency access – Jim Tidd serves on US 31 Coalition with Bill</p> <p><b>**The US 31 South coordinated with INDOT to hand these comments and further outreach/engagement to the US 31 North Study team since all of the areas that Mr. Friend refers to is with their study limits.**</b></p>	
Mobility	E-mail	<p>Lived in the area for 82 years. Over that period, the recent increase in traffic on 31 since completion of the bypass has incrementally increased the traffic, both in volume and speed.</p> <p>Agricultural / farmer -- over 3300 acres along 31 -- concerned about access remaining from E/W serving the Bunker Hill area, between County Line Road south and Grissom Base area / 218 that needs to be maintained. Travel this area with farm equipment, and the size of the equipment is so large (long) that the crossing needs to be designed to accommodate the scale of implement.</p> <p>Biggest help along 31 might be to make it a 6-lane highway instead of a 4, because of both the volume and speed of traffic.</p> <p>Speed of traffic is difficult - electronic monitoring might be an option.</p> <p>As currently designed, recognize the difficulty to solve the access safety problem. Not a big fan of the overhead ramps (space it takes up) so not sure what the E/W solutions would be for cross-over access. If remains open access across 31, then additional stop lights could be warranted. This recognizes that the stop lights slow the speed of users on 31, but it does allow for safe access in several areas vs. limited access at just a couple of future potential interchanges.</p>	Apr 2023 Bunker Hill Community Office Hours

	Collected at Meeting	There is an historic brick home on SE corner of 18/31. Residents have heard (a year ago) that there were plans to move the roadway west, and doing so could impact their homes. We're asking if there is any word on the design yet. Can someone contact? Her neighbor Larry accompanied her to the office hour discussion. Jeanine also asked about blocking access to her property. Her and her neighbor's property opens onto US 31. Jeanine also noted that there are gas lines being installed all along US 31.	Apr 2023 Bunker Hill Community Office Hours
	Collected at Meeting	There is an historic brick home on SE corner of 18/31. Residents have heard (a year ago) that there were plans to move the roadway west, and doing so could impact their homes. We're asking if there is any word on the design yet. Can someone contact? Her neighbor Larry accompanied her to the office hour discussion. Jeanine also asked about blocking access to her property. Her and her neighbor's property opens onto US 31. Jeanine also noted that there are gas lines being installed all along US 31.	Apr 2023 Bunker Hill Community Office Hours
	Collected at Meeting	Wanted to see where we were with the planning process. He is a firefighter and most of his concerns are how to access and cross US 31, especially if it becomes a limited-access road. Suggestion from a local standpoint is there should be a four-way interchange south of prison at 900 South. That would create 4-way access to everything southwest of the prison. Would also give access to Maconaquah schools, Bunker Hill, Miami, drag strip, Mississinewa Reservoir. Build connecting road from 900 south to 400 west - could be new 218 (wraps around the south side of the runway)- that would give access to west gate of the base. Could move 218 to the south side of the air base and connect in with the interchange he is proposing. Can we verify traffic numbers and dates they were counted? He suspects that the numbers may be low and may have been recorded during covid. 500 South is the main access to Mississinewa Reservoir. It is important that it is connected to the US 31 corridor. SR 18 is an important farm and truck route. He thinks there should be an overpass there to allow trucks to cross US 31.	Apr 2023 Bunker Hill Community Office Hours
	Unknown	Agricultural / farmer - access for equipment is essential. Since the re-do of the bypass, the traffic is much more intense. Safety is an issue with the volume of traffic, and difficult to access the road/cross the road. E/W access should be maintained, but County Line Road is difficult. Retaining access at 18 is essential - with a simple design to accommodate access for agricultural equipment, with additional E/W access hopefully also accommodated. No "J" turns and perhaps if not designed to interstate standards, could limit crossing at the median, and then have equipment right in/right out only. Lighting is very	Apr 2023 Bunker Hill Community Office Hours

		limited at the Kokomo bypass splits, so the final design for whatever happens along 31 needs to include lighting for safety, which is lacking at the current Kokomo Bypass design access areas.	
	Collected at Meeting	Was a farmer/agricultural interests and was very concerned regarding access E/W across the corridor to be maintained in an efficient and safe manner. Wasn't opposed to access roads.	Apr 2023 Bunker Hill Community Office Hours
	Collected at Meeting	I have farm/acreage between County Line Road and Grissom AFB. Eastbound and westbound access across the corridor is most important. Limiting access would be detrimental to the agricultural community in the area. Design should accommodate frequent cross-traffic and needs to be designed in an area that accommodates large farm implement equipment. The J turns do not accommodate today's large farm implement equipment / trailers / tractors.	Apr 2023 Bunker Hill Community Office Hours
Mobility, Safety	Collected at Meeting	Accidents are a concern on US 31 from SR 28 to Division Rd. There are seven houses along that stretch that would be affected. There are no pullover lanes on 31 for EMS providers along that stretch. Lack of rails along the side of the 31 at the railroad tracks. Cement wall on the bridge. Don't see seven trains going along the tracks per day. INDOT says seven. People that have lost their homes could have been accommodated with an access road. Like a frontage road. Takes about 10 minutes to get out of the driveway that has direct access to US 31. To have to go north to 28 to go back south to address on 31.	Mar 2023 Tipton Community Office Hours
Mobility	Collected at Meeting	An access point should be on 296th at the county line. This is a heavily traveled road and could benefit at having complete access. The main traffic times are during the rush hours and commute time. Will utilities be incorporated into the construction process? That would be the smart thing to do.	Mar 2023 Tipton Community Office Hours
Bike and Pedestrian, Mobility, Safety	Collected at Meeting	Need full interchange at Division Rd. and US 31. Impact farmland as little as possible. 700 W and 800 W need improvements. I bicycle along there regularly. Overpasses at other busy intersections to accommodate traffic going north/south and farmers going east/west. North/south county roads, specifically 700 and 800 W, need less stop signs and better pavement.	Mar 2023 Galveston Community Office Hours
Mobility, Safety	Collected at Meeting	He is a bus driver that utilized 31 for the local school system State Road 18 and SR 24 need to have access points. SR 218 will need to have access points but not sure what it will look like since it is not an aligned crossing. Grissom base at this intersection will also need to be looked at to make sure there is still accessibility into the area. These intersections are also major safety concerns for accidents. J-turns should not be utilized within this corridor since the trucks are not able to make the turns There have historically been a lot of crashes and safety concerns for the area.	Mar 2023 Galveston Community Office Hours

		Especially at the SR 218 and SR 18 intersections. There is a misconceived notion that the State had already that this was going to be a limited access highway or interstate. Why are we going backwards? Is there a funding issue or is this a jurisdiction timeline issue. If there are crossings that need to be done on the more local level, but not have direct access to US 31, then there will be impacts to the local roads that will be the county's issue. SR 218 from Bunker Hill to SR 19 are a dangerous road and should not have state highway designation. A better and safer connection between 31 and SR 19 would be W CR 500 S. This route is not as hilly and has less curves. Rumor Reynolds and Beck equipment have paid for an interchange at their location access point.	
Mobility, Safety	Collected at Meeting	J-turns are not practical in this context with the amount of truck traffic. Compare the truck traffic of SR 18 and SR 18 and that might provide additional context to the area. There is a lot of hog truck traffic that crosses from Delphi to Ohio along SR 18. Did not want to see j-turns in the area if they are similar to Michigan J-turns. State Road 18 is a highly transverse corridor for trucks as well as residents.	Mar 2023 Galveston Community Office Hours
Overall US 31 Corridor	Online	There needs to be a truck stop like a Pilot or Flying J somewhere along the corridor.	
Environmental	Phone	Flash flooding is a concern and potential liquefaction.	
Safety	Phone	Safety concerns during ice and winter events.	
Safety	Phone	Current accident-area; if Division Road access is lost, first-responders will have to use north or south options.	
Mobility	Phone	School districts utilize 600 North.	
Safety	Phone	Safety concerns with signaled intersections malfunction.	
Safety	Phone	Safety concerns with signaled intersections malfunction.	
Mobility	Phone	Local access. The road continues to Strawtown Pike near Maconaquah schools with higher traffic volumes due to schools.	
Mobility	Phone	Local access. The road continues east to Bunker Hill Dragstrip with vehicles and trailers exiting US-31.	
Safety	Phone	Safety concerns with signaled intersections malfunction. Semi-truck traffic is high because of truck stop and weight station.	
Mobility	Phone	Local access. A high-volume local traffic area built to handle heavy truck/farm equipment traffic.	
Safety	Phone	Currently a flashing yellow signal. The southbound lane exits off into the Grissom Air Base and both northbound and southbound traffic cross a median in order to get to a small business complex	
Mobility, Safety	Collected at Meeting	Concerns regarding J turns (right turn on/right turn off) at 286th and 31 northbound. Safety concerns crossing 31 at 296th St. Safety concern regarding traffic diverting onto Flippens Rd. (between 286th and	Feb 2023 Atlanta Community Office Hours

		296th St.) in the event of accident. Flippens is a T-road at each end and only runs for one mile. 29065 Flippens Rd.	
Mobility, Safety	Collected at Meeting	Needs for additional interchange between Division Rd. and 931. Need for additional interchange between 276th and SR 28. Concerns regarding mobility for farm equipment in roundabouts. Access for ag. equipment east/west across 31.	Feb 2023 Atlanta Community Office Hours
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Dangerous to get onto or across 31 from any of the county roads, so having interchanges for safety is important. Agricultural equipment/tractor trailer accessibility and mobility at roundabouts is a concern. Need for farm equipment to safely cross US 31 from east/west roads. Need visibility/good signage/road markings for businesses along 31.	Feb 2023 Atlanta Community Office Hours
Economic Development, Mobility, Safety, Overall US 31 Corridor	Online	I want to comment about the Tipton County portion of US 31 upgrades. It will be important to have access or an interchange in addition to just the SR 28 interchange for our cities of Tipton and Sharpsville. A couple changes recently with the relinquishment of SR 28, makes some of the access and interchanges in regard to US 31 even more important. Specifically semi traffic that currently passes thru Tipton County to get to these locations (Cargill, Corteva-Pioneer, Becks, POET and Total Seed Production) will not be allowed to travel thru Tipton, so with the SR 28 relinquishment it makes the Division Road upgrades even more important as technically they are not supposed to go thru Tipton. Several of these locations can command 100+ trucks per day and upwards of 300+ trucks per day during harvest periods. I think it would be a beneficial if we could also help make it easier on local trucks to avoid the old SR 28 thru Tipton. This can be somewhat accomplished with bridges across 31 (no interchange) because they will have alternate routes other than using SR 28 to cross. Trucks from the South or even Hamilton County can use the 281st interchange to get to SR 19 and ultimately head East (toward Cargill and POET) or continue north to the 28 interchange to get to Pioneer or Total Seed Trucks from the North would need to exit at 28 and then back track to 560 W to get to Cargill or POET and head East to get to Pioneer or West to get to Total Seed Production. An interchange at Division Road would save back tracking and extra RR crossings involved with backtracking to get back to SR 28. I think we need to have at least an additional overpass in the Southern portion of the county. Probably 600S or 296th Street. If this needs to be upgraded to an interchange, the roadbed likely needs to be moved North or South to avoid the cemetery. If it is close, it might make sense to take into consideration that 10-20 years from now this needs to happen. I think the 281st upgrades will make it ok to avoid an interchange	

		at this location for the time being. If we get an interchange at Division, I am not sure if this is enough access for Sharpsville as it is about 4 1/2 miles North of Division Rd. I think some study also needs to be done to protect this town.	
	Collected at Meeting	Safety concern - getting ag equipment and tractor trailers east/west across 31. No stoplights = no gaps in traffic so semis are spending more time trying to get across on onto 31. Therefore, there is more risky driving behavior from those drivers that are creating dangerous situations. Consider how the local, CRs will be affected by the additional traffic that is diverting from 31 for mobility reasons. Division Road - will that used to for freight traffic or SR 28? How will whatever be there be made safe? There needs to be access from 31 to 37.	Feb 2023 Atlanta Community Office Hours
Mobility, Safety	Collected at Meeting	Accessibility across US 31 from east/west county roads for farm equipment and freight/tractor trailers. Interchange at Division Rd. If multiple projects are planned, one or two of them should happen consecutively to help with overall construction time.	Feb 2023 Atlanta Community Office Hours
Mobility, Safety	Collected at Meeting	US 31 and Business 31 is a safety concern. Eliminate as many stoplights as possible.	Feb 2023 Peru Community Office Hours
Mobility, Safety	Collected at Meeting	800 N and 1000 N are important access points.	Feb 2023 Peru Community Office Hours
Economic Development, Mobility, Overall US 31 Corridor	Online	We need more resources to gain access as a local farmer and business owner to both sides of Tipton County	
Overall US 31 Corridor	Online	US Highway 31 from 31 Freeway ramping system at highway 30 to freeway 31 ramping system just north of Indianapolis must be upgraded to full freeway standards! NOT free FLOW!! No J-intersections!! The US 31 Highway corridor serves several million people from South Bend to Indianapolis. US 31 Highway should be petitioned to convert to Interstate 67 by our INDOT.	
Economic Development, Mobility, Safety	External App	Lack of communication of the items above, and enough notice to community about the meeting times and what substance the meetings will have. The transparency and communication have been very poor, and I have been engaged so I know for other it has been worse. The stake holder advisory meeting was not communicated with very much notice, and you are missing a lot of people that should be on that committee and that have been on previous INDOT committees. You have been sent names to add people to the committee, by committee members but you have not responded, and you have had the email/names for many weeks now. we are one of the largest businesses in the entire county and use the Division Road interchange with over 50,000 (+) semi-	

		truck and trailers a year because our large seed business is only 2 miles directly west of division road and us 31 interchange....Aaron Conaway-President of Total Seed Production - please reach out for conversation and add me to the stakeholder advisory committee	
Economic Development, Safety	Collected at Meeting	We need good access for farm equipment on and off the highway. We use SR 18 to get on the highway. There are times we can't even across the road with our trucks 500 S. We have to be able to move our equipment up and down the corridor. You can't shut off access to Miami County to help out. Don't add any J-Turns.	Jan 2023 Peru Community Office Hours
	Collected at Meeting	The turn lanes at 1400S heading east aren't long enough along 31 with the speed limits. We also need a turn lane at 300S/Airport and 11150S. The busses can't turn. We had a bus accident at 500S and 31. The grade of the intersection of 18 and 31 isn't correct and the semis can't stop at an appropriate time. There are also accidents weekly at business 31 and 31. There are longer busses being sold now so the turn lanes need to accommodate those. Due to the bus driver shortage we have to get these longer busses.	Jan 2023 Peru Community Office Hours
Safety, Overall US 31 Corridor	Collected at Meeting	Business 31 and 31- between 300 and 31- Will future route/widening impact our property (2649 S. 300 west). This is an area where they could do an interchange. Lots of accident where people come off of 31. Lots of trucks involved in many of the accidents. This is a high accident intersection. Main access out of Peru. In a perfect world, it would be good if the traffic and safety concerns could be addressed without significantly impacting private property. Traffic needs to be slowed down in this area. Especially truck traffic. Concerned about how big of an impact eliminating access would cause. Could we consider a swing lane going north? The US 31/931 at Kokomo is a nice interchange. Trucks are still using 31 Business even though they are supposed to be using 24 to get into Peru. We don't want to lose yard or trees. Airport Road is another concern.	Jan 2023 Peru Community Office Hours
Mobility, Safety, Overall US 31 Corridor	Collected at Meeting	Private property with driveway access to US 31- 5 houses on the driveway. Thinking about new driveway on 500 South near Pipe Creek. Would need to be two lanes and accommodate campers and horse trailers. Potentially run drive along field to end of trailer park drive. Existing access from 31 south is not a concern--- haven't had issues accessing property. Better alternative to build new drive or take all five properties?	Jan 2023 Peru Community Office Hours
Safety	Collected at Meeting	We have multiple videos of helicopters that have come to airlift passengers from accidents that have happened at business 31 and US 31. Something needs to be done about that intersection. The Amish community is strong here. On rocking chair road	Jan 2023 Peru Community Office Hours

		buggy's use, it to come into Peru and because it crosses 31 it is a hazard.	
Mobility	Collected at Meeting	Maconaquah School District has students on both sides of US 31. Issues include access to school is vital that they not only have access from 31, but also across 31---800 S should be that access point (a series of access roads to access businesses and base. Bus routes cross US 31 across the school district and need to be maintained in a way the prevents longer bus routes and enrollment decreases.	Jan 2023 Peru Community Office Hours
Economic Development, Mobility, Safety, Overall US 31 Corridor	Online	Greetings. I live, work, farm, and have a small trucking fleet in the greater Sharpsville area. I support US 31 becoming a freeway for the entire length of the highway from Indianapolis to South Bend. The result in safety and faster commerce and regional connectivity will be tremendous. My comments are for Division Road and north to the US 31 & SR 931 split. I was once a volunteer firefighter and have witnessed terrible accidents at every crossover on US 31 from SR 28 north to SR 26. The best way to prevent these accidents is by eliminating at-grade crossovers. Having spent many years involved in county government, the area from SR 28 to Division Road is a vital economic development opportunity zone for Tipton County. We need Division Road to become a full interchange, like that of SR 28. It is important that farmers can cross the corridor with relative convenience via overpasses. There are numerous Tipton County farmers who tend land on both sides of the corridor. I propose overpasses at 200 N and 450 N. Driving five miles out of the way in farm equipment seems to be a maximum goal for area farmers. This easily adds 15+ minutes for such a move. Access to the town of Sharpsville is important for economic and housing growth. Both county school districts stretch east to west across the county. Tri-Central students and busses need to cross the highway safely. The existing 600 N overpass is helpful but is too far north to capture significant east-west local traffic that currently crosses at 300 N and 450 N. Many citizens in the Sharpsville area rely on US 31 to travel to work. Likewise, those who work in local businesses also arrive by the same corridor. For example, Functional Devices employ engineers that live in Hamilton County. The vast majority of the commuting traffic patterns in Tipton County go north and south along US 31. I propose a low-cost alternative interchange at 450 N. This is an important access point for travelers to Sharpsville and for emergency responders from Sharpsville onto the highway. There is also a significant proposed economic development and community development project being considered for this area. Having studied many US 31 Corridor proposals over many years, this concept is consistent	

		with other low-cost options: Build an overpass for 450 N (perhaps avoiding the destruction of most-all of the nearby buildings) and then make the existing 450 N intersection right-in and right-out only, eliminating cross traffic. Another option in this neighborhood is to extend 525 N due west from its current termination at 550 W to cross over US 31 to a frontage road parallel to the corridor connecting 550 N to 450 N. Then make 450 N (or 550 N) right-in and right-out only onto US 31, which (combined with existing 550 W) would create a pseudo-interchange for economic and community support. Both of these low-cost interchange options in the Sharpsville area allow for a functional option for US 31 access for current and future businesses and citizens while maintaining the corridor as a freeway. I suspect these are about as close as a project can get without interfering with the continuity and progression of the nearby US 31 & SR 931 south split. It is also the greatest economic opportunity for the town of Sharpsville, who has little access to any state highway. Thank you for your consideration.	
Mobility	Collected at Meeting	I need to maintain access to my property. It has been in my family, and I do not want to sell.	Jan 2023 Sharpsville Community Office Hours
Mobility, Safety	Collected at Meeting	There is an info sign between 450/550 N that has been down by months. Winds have blown it down. Why do we have that sign if it's in the side ditch. The sign needs to be put back up. My wife has been sideswiped trying to turn left by people speeding. It would make sense to extend turn lanes/acceleration lanes. We live on 300 N, turn lane is short and unsafe. Sometimes, I have to make a right turn onto 300 and then cross back. There is no guardrail over the new overpass over the railroad.	Jan 2023 Sharpsville Community Office Hours
Economic Development, Mobility, Safety	Collected at Meeting	There needs to be an exchange at Division Road and 31 (at the very least). Safety (emergency services, etc.) Access to industrial park off of Division Road. If not, development will not occur. There should be a great opportunity for the city to expand westward. I am a huge advocate for local and regional development. The truck route at Division Road will help this growth and is another reason this interchange is critical. We are one of the oldest demographics in Indiana. Additional development (including housing) will help round us out. East-west access is critical.	Jan 2023 Sharpsville Community Office Hours
Safety, Overall US 31 Corridor	Collected at Meeting	200 N, 300 N, etc. up to 600 N. Will the roads be closed.	Jan 2023 Sharpsville Community Office Hours
Overall US 31 Corridor	Collected at Meeting	Residents are property owners along east side of the corridor. Their son owns historic church adjacent to corridor. Several issues were presented by the residents, and they would like specific follow-up	Jan 2023 Sharpsville Community Office Hours

		<p>regarding investments that they are needing to make to their property and home (remodeling etc.) and timing of potential projects so they understand better if they should proceed with these improvements to their property and home. Additional comments included: Their access is directly on US 31 and would prefer if that is maintained. They like limited or no construction near their property. Would still like to access to 31 and crossover to go south on 31. Division Road - would like to maintain access to corridor as well as access across as they own farm fields on both sides of 31, and need access to these agricultural fields. The historic church at W100N is owned by their son, and is in need of several repairs (windows etc.) In the summer, there is a retail stand here offering fresh produce. Access to this property should be maintained to serve this retail business. The costs for the repairs and upkeep to the historic church (built early 1900s) is very high - will this structure be impacted or need to be demolished? Funds for demolishing from state if they determine to take the property. The residents met with INDOT (Michael Larke former INDOT Employee) approximately 2-years ago and at that time INDOT was discussing access to their property. They are curious if any of those plans are still under consideration.</p>	
Mobility	Collected at Meeting	<p>Connectivity needed in northern part of the county. Whether at 450 N. Interchanges needed. Schools, businesses, etc., need access. We need east-west connectivity along with connectivity to 31. The town of Sharpsville will die without better connectivity. South County Line and Division Road are extremely important. I provided letters (previously sent to INDOT). The County cannot accommodate additional access on the local roads. If you could have additional office hours at a better time for those who cannot take off of work. Teachers, kids, etc. have a lot of concerns.</p>	Jan 2023 Sharpsville Community Office Hours
Safety, Overall US 31 Corridor	Online	<p>A better turn lane into McClures orchard would be great. I travel this route every 2 weeks. I love using Hwy 31 to and from Indy as opposed to 465. It is relaxing and has only a few lights to contend with. Also, when the weather is bad there are plenty of side roads you can turn off onto to wait out downpours, etc. As always, a safety cable inside the lanes could prevent cross over head on collisions.</p>	
Overall US 31 Corridor	Online	<p>I need to forward letters previously sent to INDOT with concerns presented by Tipton County leadership. I will be glad to meet someone and present the letters or I can forward as well. Please advise</p>	

May 7<sup>th</sup>, 2020

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RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931  
Des. Nos. 1900096 and 1900097 Hamilton and Tipton Counties, Indiana

Mr. Scott,

Thank you for the opportunity to comment on an extremely important issue for Tipton County. The changes proposed in your letter of April 16 will have a profound impact on our county for generations to come and it is incumbent on policymakers to consider all resulting implications such changes will cause. Our comments represent the entire group of local and county agencies and departments responsible for the health and safety for those along and either side of the US 31 corridor in Tipton County. These comments focus primarily on the failure to install a full interchange at US 31 and Division Road. However, suffice it to say that the further, severe limitations for mobility onto, and across US 31 that your plan proposes are equally concerning and puts the health and well-being of our residents at greater risk.

1. **Negative impact on public safety.** Limiting access to US 31 will unduly increase response times to emergencies, motor vehicle accidents, fires, and medical-related incidents. On average, there are 300+ calls for service in the northwest sector of Tipton County, in addition to 60+ motor vehicle accidents yearly. The average response time to these incidents currently is approximately 20 minutes. Failure to construct a full interchange at Division Road and US 31 could as much as double this response time. Mutual aid would also be hindered by restricting the ability to assist surrounding agencies for the 30+ average yearly calls for service in the same area.
2. **No critical alternative route/traffic diversion.** With the current plan, there will only be one full interchange in the county at State Road 28. If an accident or closure occurs at this interchange, access in any direction is essentially cut off. If emergency traffic needs to be diverted due to an accident, there is no practical place for this diversion to occur; therefore, forcing emergency services and other drivers to travel several miles out of their way on unfamiliar county roads resulting in confusion, and an increased risk of accidents.
3. **Undue wear and tear on county roads.** County roads are not designed, built or maintained according to the specifications for state roads and main thoroughfares. With these lower standards, the increase in use will undoubtedly result in faster deterioration which in turn will create a much greater hazard for drivers/users. This will lead to more motor vehicle accidents, as well as bring greater costs for repairs to the county. In addition, the volume of oversized vehicles such as tractor-trailers and farm implements will undoubtedly increase on county roads, increasing the risk for more motor vehicle accidents.

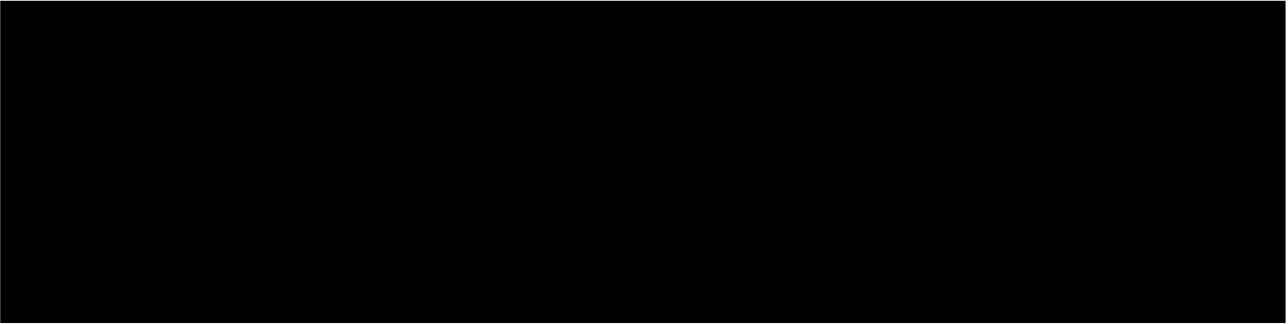
4. **A safe and efficient access point for the Tipton Industrial Park is cut off.** Semi traffic needing access to the Tipton Industrial Park cannot easily navigate through Tipton. The inability to access Division Road from US 31 will result in economic hardship impacting the health and well-being of our citizens.
5. **Air quality, health and other environmental factors will be negatively impacted.** Diversion of heavy truck traffic away from Division Road will increase truck traffic through the City of Tipton resulting in increased air emissions within a population center. The negative health impacts from diesel emissions are well documented and any increase puts the lives of Tipton residents in greater jeopardy. While every road produces some impact on the environment; thoughtful planning can limit those adverse effects and we encourage INDOT to consider such impacts that perhaps are outside the normal scope typically considered.

Thank you again for the opportunity to comment and don't hesitate to reach out to any of us if you have any questions regarding our comments.

Regards,



Cc: Tipton County Commissioners  
Mark Regnier – Tipton County Attorney  
Jim Buck – State Senator  
Tony Cook – State Representative



May 11<sup>th</sup>, 2020

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RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931  
Des. Nos. 1900096 and 1900097; Hamilton and Tipton Counties, Indiana

Mr. Scott,

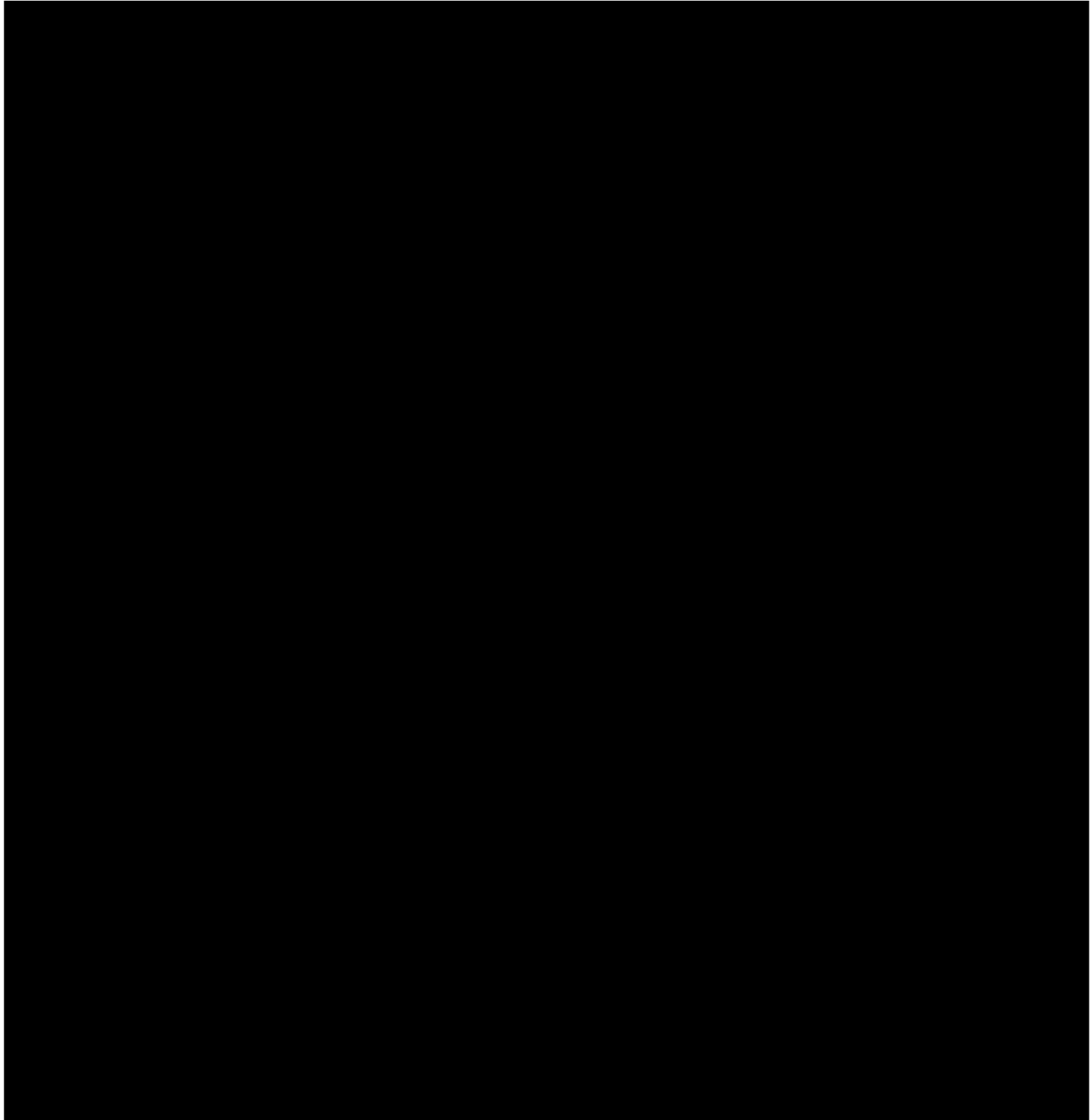
We, the undersigned submit this letter in response to the above-referenced matters.

As heavy and active users of the US 31 and Division Road intersection in Tipton County, we are extremely concerned to learn of the recent removal of the planned, full interchange at that location. Our businesses as well as other transport entities using this intersection numbers over 4,500 truck trips per day (according to the latest INDOT and county highway data.) The truck traffic represents a myriad of world-wide business sectors such as agriculture, automotive manufacturing, packaging, and service.

The proposed overpass, or right-in, right-out configuration, presents a clear health and safety risk for our drivers, but more importantly, the public at-large. Increased mileage traveled on county roads not designed for such will result in incremental wear and tear, increased vehicular mishaps, and overall increased response times for local first responders. In addition, since Division Road is in some cases used as a bypass around the City of Tipton, emissions are shifted from the rural, Division Road corridor to, and through, the city of Tipton.

We strongly urge reconsideration of your current plans and: 1) move forward with planning and construction of a full interchange at US 31 and Division Road, or, 2) in consideration of the current uncertainty with funding, halt all activity related to the US 31 modifications in Tipton County until full funding can be procured.

Respectfully Submitted;



Cc: Tipton County Commissioners  
Mark Regnier – Tipton County Attorney  
Jim Buck – State Senator  
Tony Cook – State Representative

October 2, 2020

Ms. Jennifer Beck, Senior Project Manager  
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RE: US 31 Limited Access Upgrade thru Tipton County  
DES #900096 and DES # 1900097

Dear Ms. Beck;

As the chief administrative and policy-making body, responsible for providing legislative and administrative services for Tipton County, the Board of County Commissioners hereby provides our formal response to the proposed changes to access along US 31 throughout Tipton County. Per your early coordination letter of April 14, 2020, and the first public meeting (September 1, 2020), we understand at this point in time INDOT is proposing the following intersection treatments for all roadways intersecting US 31 within the county.

Intersecting Roadway	Initial Consideration for Intersection Treatment	Notes	Funding Year
CR600S	Proposed Overpass	Part of Subject Study	TBD
CR500S	Proposed Overpass	Part of Subject Study	TBD
CR450S	Proposed Cul-de-sac	Part of Subject Study	TBD
CR350S	Proposed Cul-de-sac	Part of Subject Study	TBD
CR250S	Proposed Cul-de-sac	Part of Subject Study	TBD
CR100S	Proposed Grade Separated RR	Subject of Independent Utility	FY 2022
CR50S	Proposed Cul-de-sac	Part of Subject Study	TBD
Division Road	Proposed Overpass or RI/RO	Part of Subject Study	FY 2025
CR100N	Proposed Cul-de-sac	Part of Subject Study	TBD
CR200N	Proposed Cul-de-sac	Part of Subject Study	TBD
CR300N	Proposed Overpass	Part of Subject Study	TBD
CR375N	Proposed Cul-de-sac	Part of Subject Study	TBD
CR450N	Proposed Overpass	Part of Subject Study	TBD
CR550N	Proposed Cul-de-sac	Part of Subject Study	TBD
CR600N	Existing Overpass	Completed	N/A

With these proposed treatment solutions, Tipton County will be left with only a single access point to US 31. We believe this limitation will be a detriment to the health and safety of the population of Tipton County, and therefore propose the following revisions. We have prioritized our preferences, listed below, based upon what is in the best interests of Tipton County.

1. **A Full Interchange at Division Road and US31.**

The current estimate for an overpass at this location, based upon information provide to the county is \$6M. In an effort to fully fund an interchange at this intersection, Tipton County could forego the

overpass proposed at CR 500 South and utilize this funding (\$6M) towards the interchange. In addition, Tipton County will seek funding from various sources to help bridge the gap in monies necessary for a complete, full interchange at Division Road and US 31. This will include possible monies from the FHWA, through INDOT's Local Public Agency program as well as USDA grants/loans, and even private/community dollars to complete this project that will help develop our rural economy, support our rural workforce, and improve the quality of life of the families in Tipton County.

2. **Shift the proposed CR 450 N overpass to CR 525 North Extended.**

Attached you will find a schematic (Figure 1) showing our preferred location for a grade separation (overpass) as an extension of CR 525 North, the roadway which continues into the Town of Sharpsville. It is Tipton County's preference that this overpass also be an interchange for multiple reasons, including providing vital access for the Sharpsville Fire Department which provides emergency services to Prairie, and Liberty Townships, and along US 31. In addition, Tri-Central Schools sit just east of the Town of Sharpsville, serving over 750 students, many of whom travel across US31 to and from school. Finally, the Kelley Agricultural Heritage Museum, one of the county's few designated historical landmarks, will retain valuable access to carry out its mission.

This option will require some additional roadway construction, providing access to the Kelley Agricultural Historical Museum, and to CR 450 North, but will also eliminate the acquisition of several properties along CR 450 North with the current proposed overpass.

The county requests a full interchange at this location. While an overpass only is depicted in Figure 1, Tipton County will again diligently work to garner additional funds through the FHWA, the USDA, and other sources to participate with INDOT toward this goal.

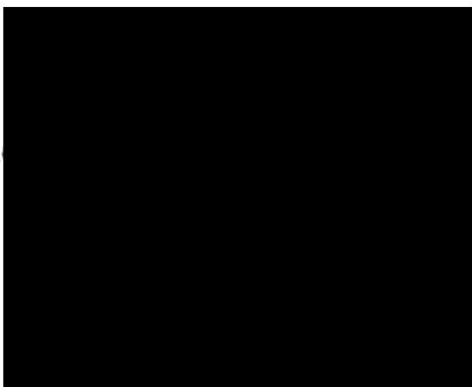
3. **CR 500 South Overpass**

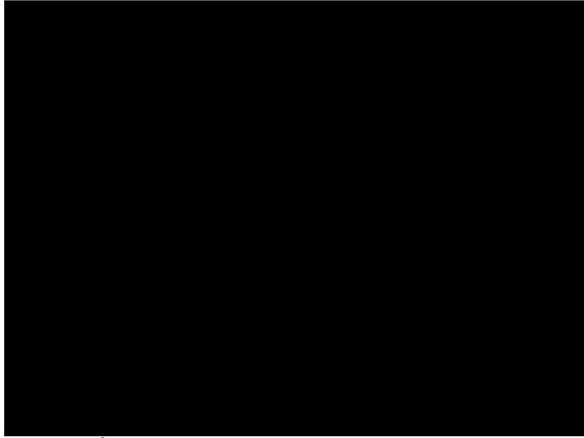
If additional funding sources become available and items 1 and 2 above are also fully funded, then Tipton County prefers that the proposed CR 500 South overpass be constructed.

The remaining intersection treatments are acceptable to Tipton County. We request that INDOT make every effort to avoid total acquisitions of properties along the cul-de-sac roadways, and the overpass at CR 300 North, thereby reducing the tax base for Tipton County.

The proposed changes along US31 will have a huge impact to Tipton County, its workforce, businesses, property owners, and the traveling public. It will also require a huge investment by the county into our infrastructure. This includes north-south corridors on either side of US31 to provide safe access to overpasses and interchanges, resources that Tipton County, and its population of approx. 15,000 people, does not currently have but is willing to seek out. The cumulative impact due to the limited access will be collectively significant to Tipton County over time, resulting in a detrimental impact on safety, population growth, and existing/future development. However, Tipton County also wants to be a partner in this process with INDOT, for the safety of the motoring public on US 31, and the wellbeing of our county. We ask that INDOT take seriously the impacts of the proposed changes to US 31 within Tipton County, and mindfully consider our requests/preferences.

We, the Board of County Commissioners, are available to discuss this matter, should you have any questions, comments, or need additional information.





Cc: Honorable Senator Jim Buck (pdf file via email)  
Honorable Representative Anthony Cook (pdf file via email)





May 5<sup>th</sup>, 2020

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RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931  
Des. Nos. 1900096 and 1900097  
Hamilton and Tipton Counties, Indiana

Mr. Scott,

The following is our response to the above reference project as requested in your early coordination letter of April 14, 2020. We are responding on behalf of the Tipton County's Highway Department, Surveyor's Office, and the Planning Department. Our areas of expertise include the roadway, traffic, drainage, and overall planning/land use impacts involving the safety and well-being of citizens of Tipton County in connection to the proposed project. The Highway Department is responsible for the repair and maintenance of 564 miles of roadways within Tipton County. The Surveyor's Office is responsible for all drainage (including over XXXX legal drains) within Tipton County, and for maintaining the public land system. The planning department is responsible for oversight & permit of all residential, commercial and industrial development within Tipton County. Please incorporate our comments into the study for the project's environmental impacts.

Upon reviewing the proposed conversion of various roadways within the county to cul-de-sacs, overpasses, while creating a limited access facility for U.S. 31 through Tipton County, our initial reaction was one of deep concern. Per the coordination letter, Tipton County will have only one (1) full interchange along U.S. 31 within our borders. This is contrary to information provided to us in 2019, by INDOT, that Division Road would be a full interchange. Limiting Tipton County to one access via the State Road 28 interchange will significantly impact in a negative way our county roadway system, as the vehicles, including commercial/agricultural truck traffic, will have to travel several miles along county roads to gain access to U.S. 31. Tipton County's roadways are not equipped, nor designed, to handle this increased truck traffic. The damage to the roadways and drainage structures under them, will place an undue burden on the population of the county to pay for upgrades, repairs, and future maintenance. The cumulative impact to Tipton County due to limited access will be collectively significant over time, and would have a detrimental effect on safety, population growth, and existing/future development.

Tipton County's Transportation and Mobility Plan, attached as part of this document, as part of our adopted comprehensive plan displays the vision of the U.S. 31 corridor through the eyes of the government official, people, and

businesses of Tipton County. A full interchange at Division Road is a minimum! Having only one (1) interchange over the entire 13 miles of Tipton County is unreasonable.

Division Road is the main east-west route across the entirety of Tipton county. In fact, the roadway runs from State Road 29 through Clinton County (CR100N), Tipton County (Division Road), and Madison County (CR1400N) to State Road 13, and State Road 37. Within Tipton County, near U.S. 31, this roadway carries more than 3000 VPD, with a significant percentage being trucks. During harvest and planting seasons, Division Road will see an increase in traffic. It is also a major bypass of the City of Tipton for many large trucks, to avoid downtown via State Road 19 and Division Road to U.S. 31, and it is routinely used by trucks for deliveries to Tipton's Industrial Park on the northwest side of the City. Removing the full interchange from Division Road to only a right in - right out scenario, or an overpass, will ensure increased truck traffic through the City of Tipton, along county roadways between Division and State Road 28, or downtown city streets, thereby decreasing safety.

As the agencies within the county responsible to oversee and maintain the roadways, drainage systems, and development, we foresee significant upgrades necessary to north-south roadways to allow cars and trucks to safely travel to the nearest access point on U.S. 31. For those in Prairie Township, in the northwest corner of the County, it would require a 5-7 miles drive down to State Road 28 and then to U.S. 31, or an additional 2-4 miles north, into Howard County, and State Road 26, for access. Similar situations would happen for farming operations (truck traffic), etc. in the lower portions of Tipton County, significantly increasing the volume of traffic on local rural roadways, which are narrow, and mostly chip and seal. A recipe for more accidents, and increased deterioration to our infrastructure. We have estimated that the cost to upgrade north-south county roads, on either side of U.S. 31, to a level adequate to handle the increased traffic conservatively at \$30 to \$40 million; well beyond the County's ability to absorb.

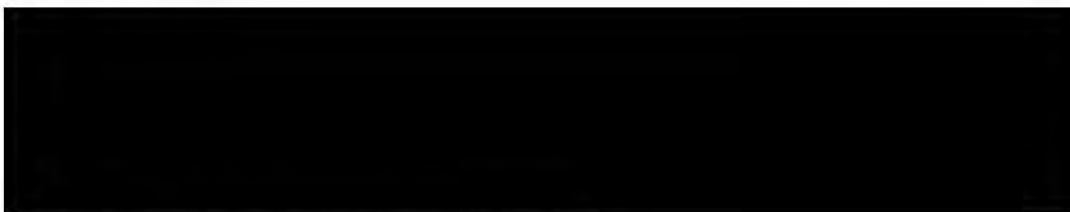
Additionally, the current County Comprehensive Plan was adopted in 2013 and subsequently amended in 2017 and 2018 to update the Transportation and Mobility Plan for the county. In each of the original 2017 and the later amendments, a new primary full interchange was identified at U.S. 31 and Division Road. The reasons expressed in the Comprehensive Plan for the full interchange have been reiterated in the comments above. Fundamentally, Tipton County has anticipated and planned for a new primary interchange at U.S. 31 and Division Road since 2013.

Therefore, we request the following concerning this proposed project:

- INDOT move forward with planning a full interchange at U.S. 31-Division Road
- Consider Tipton County's Transportation and Mobility Plan while planning on grade separations, and the need for an additional Interchange somewhere between W. 450 N. and W. 550 N., and at W. 600 S.
- Consider the indirect effects, which are caused by this proposed project, while later in time, but are still reasonably foreseeable. These include impacts to economic growth, effects related to induced changes in the pattern of traffic, land use, population density/growth rate, and related effects on air and water.

Thank you for this opportunity to respond, and we hope to come to some mutual understanding/agreement on the proposed U.S. 31 Corridor through Tipton County.

Respectfully Submitted;



Attachments: Tipton County's Transportation and Mobility Plan

| 2 of 3

Cc: Tipton County Commissioners  
Mark Regnier – Tipton Co. Attorney  
Phil Beer – Tipton Co. Engineer

[REDACTED]

[REDACTED]

May 5, 2020

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RE: U.S. Highway 31 (US 31) Limited Access Corridor Study between State Road 38 and State Road 931  
Des. Nos. 1900096 and 1900097  
Hamilton and Tipton Counties, Indiana

Mr. Scott,

The following is our response to your letter dated April 16, 2020 in the above referenced matters. We are responding on behalf of the two schools in Tipton County, Tri-Central Community Schools (TCCS) and Tipton Community School Corporation (TCSC). Your letter requested comments from our area of expertise regarding any possible environmental effects associated with this project. Our schools are charged with educating all of the youth of Tipton County and it is for those citizens that we respond.

The Tri-Central Community School Board and the Tipton Community School Board were very surprised and disappointed with the announcement from INDOT regarding the elimination of the full interchange at Division Road in Tipton County. As late as last August, our school corporations were assured that this full interchange was budgeted and programmed. Without a doubt, our primary concern is for the safety of our students and bus drivers. US 31 splits both of our school districts almost in half. Tri-Central busses cross U.S. 31 - 28 times a day at 200N, 300N, 450N, and 600N.

Tipton Community School buses cross US 31 - 24 times a day at IN 28, Division Road, 100S, and 600S. Also, in addition to traversing US 31, both corporations have student pick-ups directly on US 31. Furthermore, please be aware that in today's school transportation world, less than 50% of our students ride the bus. Students that do not arrive by bus, either drive themselves, or are transported by their parents or others. By eliminating this interchange, the trips will become longer and definitely more dangerous. There are also numerous extra-curricular activities that must navigate US 31 and need the benefit of critical access to US 31 at Division Road. The elimination of this full interchange would necessitate more difficult routing for our school buses, our students driving themselves, fans and parents to activities to the north and south of Tipton County.

Our second major concern with the elimination of the Division Road full interchange deals with how it will lead to a decline in our school's population. For almost five years, Tipton County officials, and especially TCCS and TCSC staffs, have been working to raise the population of Tipton County. The schools have focused on young families that would have school-age children. To accomplish this, we must entice young families to move into our districts. It has been said over and over by many experts, that the way to accomplish this is not by increasing available jobs but rather by improving our county in ways that make people want to live here. We need families to move into Tipton County that travel south to Hamilton County/Marion County to work. We also want to entice families that travel north to Howard County. Lack of access on and off the very important gateway of US 31 over a 10-mile stretch through our districts from State Road 28 to State Road 26 is not enticing to young families wanting to relocate. As a matter of fact, there will be zero entrances directly onto US 31 in the Tri-Central School district, the county's northernmost district. Why would you move into a place that makes you travel county roads that are not made to handle this type of traffic to get to your location of employment or child's school? Families will look elsewhere to raise their children.

We fear that by making U.S. 31 even more of a decisive split in our school districts that parents on our county's west side will opt to take their children to distant schools further diminishing a sense of community our schools have worked so diligently to shape. By not giving Tipton County another full interchange, the hard work we have done at our schools to increase population will go for naught.

We have touched on only a few of the many very important concerns regarding this issue. We will let others comment on items that may not directly impact our districts as much as the ones we outlined above – but make no mistake, the issues we discussed as well as the issues others raise will have a long-lasting and profound impact on every fabric of our community for generations to come. We ask that you go back to your earlier plan of a full interchange at Division Road. If current financial budgets cannot support this, we ask that you halt the current plan for our county until further funding can be made available.

Regards,



Cc: Tipton County Commissioners  
Mark Regnier – Tipton County Attorney  
Jim Buck – State Senator  
Tony Cook – State Representative