

WELCOME!

PUBLIC INFORMATION MEETING:
Level 3 Alternatives Analysis

US 31 South
November 14, 2024



WELCOME!

PUBLIC INFORMATION MEETING:
Level 3 Alternatives Analysis

US 31 South
November 19, 2024



Miami Central

Eel River to south of US 24

Peru

South of US 24 to south of CR 400 S

Grissom

South of CR 400 S to south of CR 900 S

Miami South

South of CR 900 S to US 31 to SR 931 north junction

Sharpsville

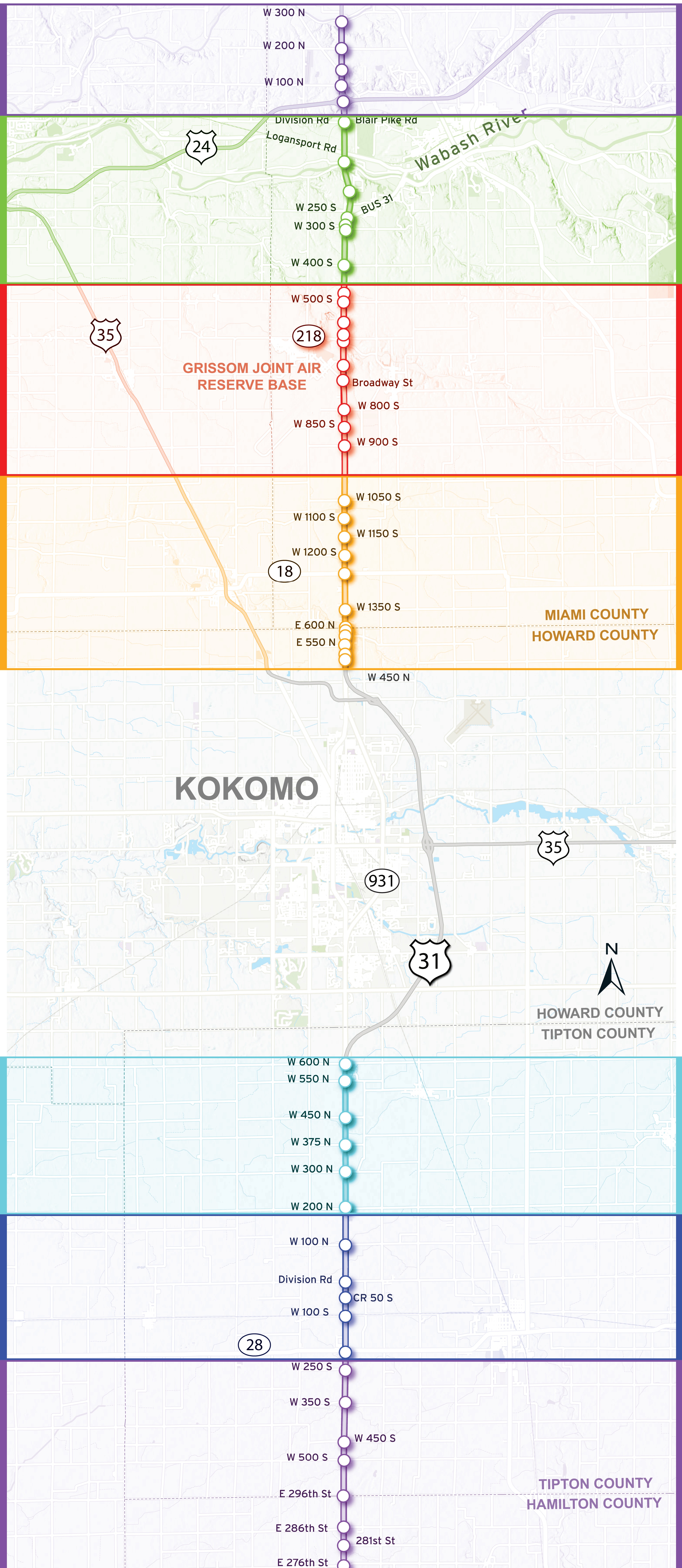
US 31 & SR 931 south junction to south of CR 200 N

Tipton

South of CR 200 N to south of SR 28

East Union

South of SR 28 to 276th St.



STUDY SCHEDULE



GATHER PUBLIC FEEDBACK & AGENCY COORDINATION



ISSUE (NEED)

Safety concerns due to high crash frequencies and/or high crash severities within the study area.

Operational issues at unsignalized intersections across the study area.

Lack of consistency with INDOT's Access Management Guidelines.

Mobility requirements across the US 31 corridor (east-west).

Safe, high-quality mobility for long-distance passenger and freight trips through the study area.

DESIRED OUTCOME (PURPOSE)

Improve safety along US 31 by reducing the frequency and severity of crashes within the study area.

Improve traffic operations by reducing delay at unsignalized intersections.

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

Support east-west mobility for schools, emergency services, and agricultural services.

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

STUDY GOALS



Economic Development

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

Equity In Transportation

Provide equitable access and mobility for underserved communities.

Multimodal Access & Connections

Accommodate non-motorized, transit, and active modes of travel in and across the study area.

Emerging Technologies

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

Fiscal & Environmental Practicality

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



PREVIOUS STUDIES
& PLANS



PURPOSE
& NEED



STUDY
GOALS

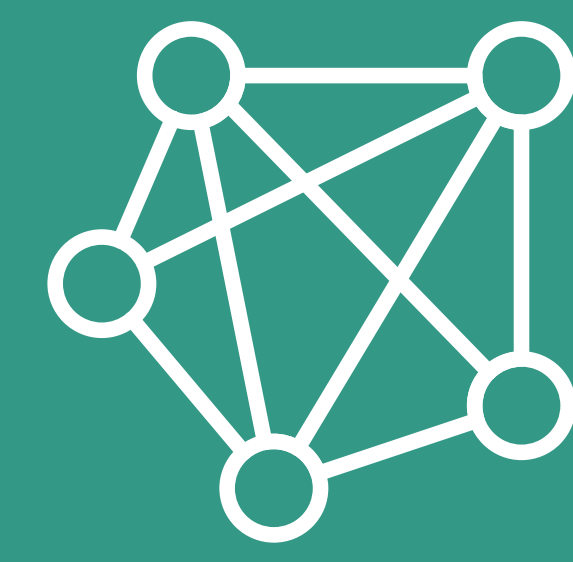


PUBLIC &
STAKEHOLDER INPUT



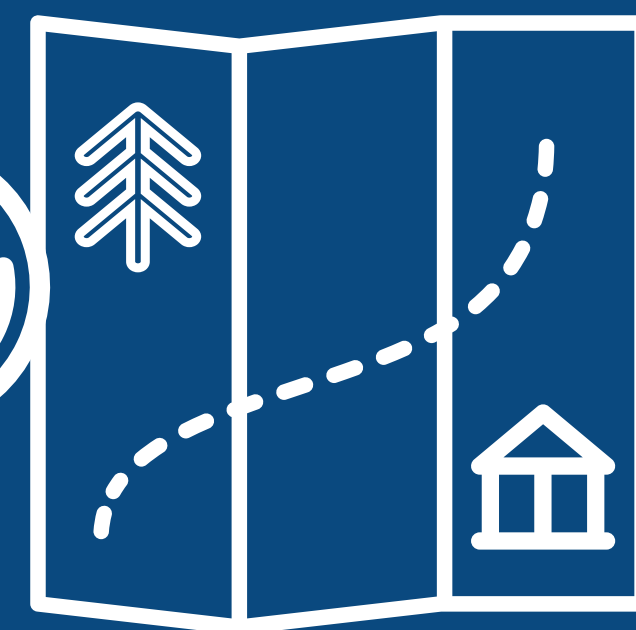
Screening Process Summary

LEVEL 1



UNIVERSE OF ALTERNATIVES
High-level concepts to address
purpose & need (qualitative)

LEVEL 2



CONCEPTS AT SPECIFIC LOCATIONS
Comparative evaluation of feasibility & impacts

LEVEL 3



MORE DETAILED EVALUATION
Quantified costs, impacts & benefits



**FINAL
REPORT**

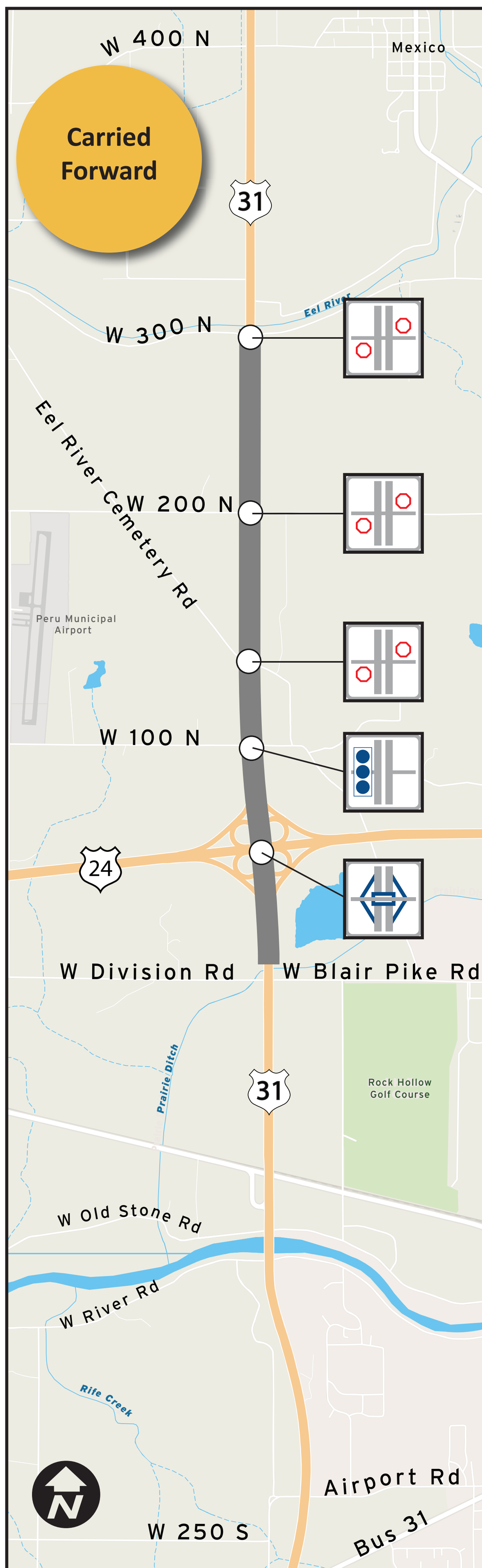
RECOMMENDATION
Identification of reasonable
alternatives in the study corridor



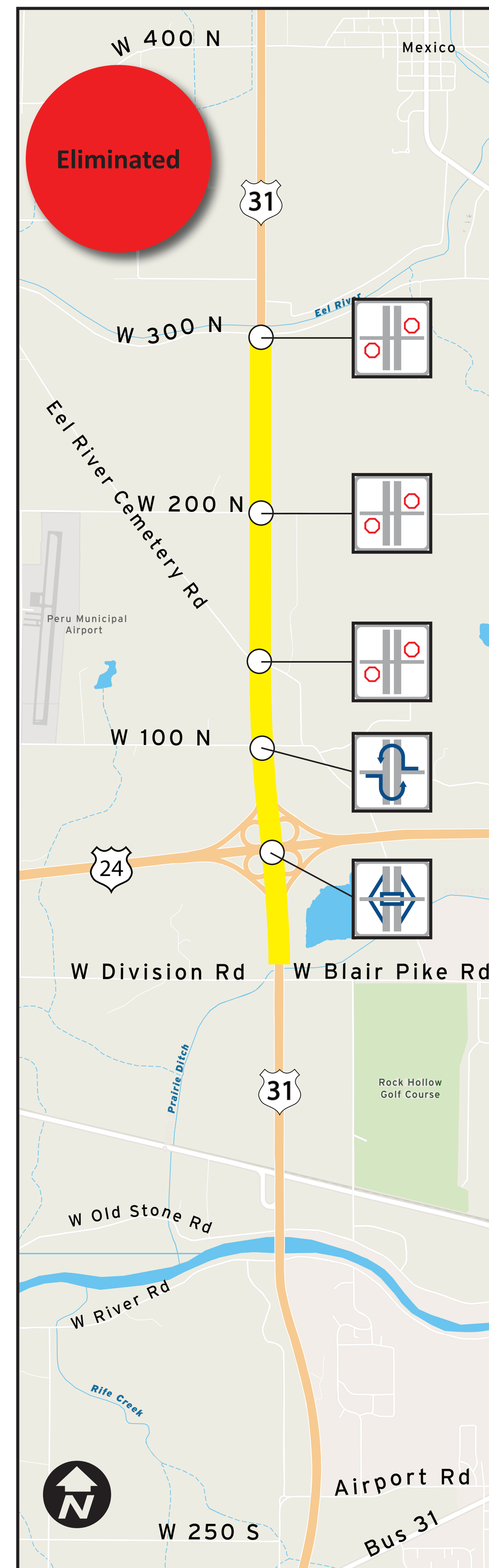
MIAMI CENTRAL PLANNING SEGMENT



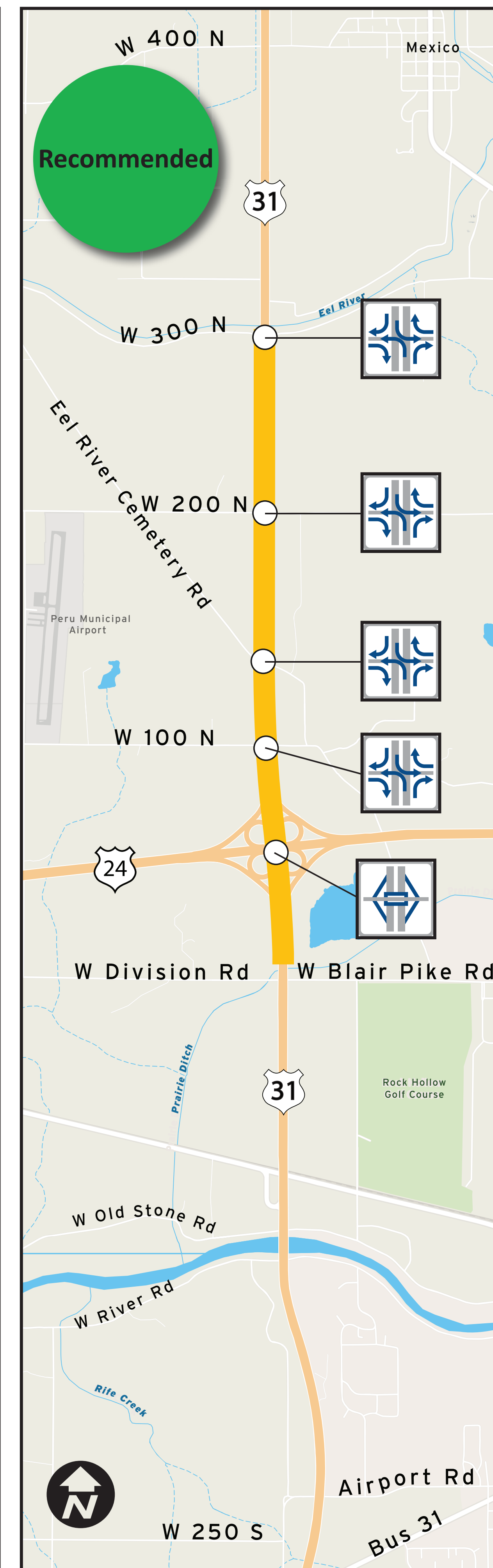
No-Build: Arterial, Non-Free Flow



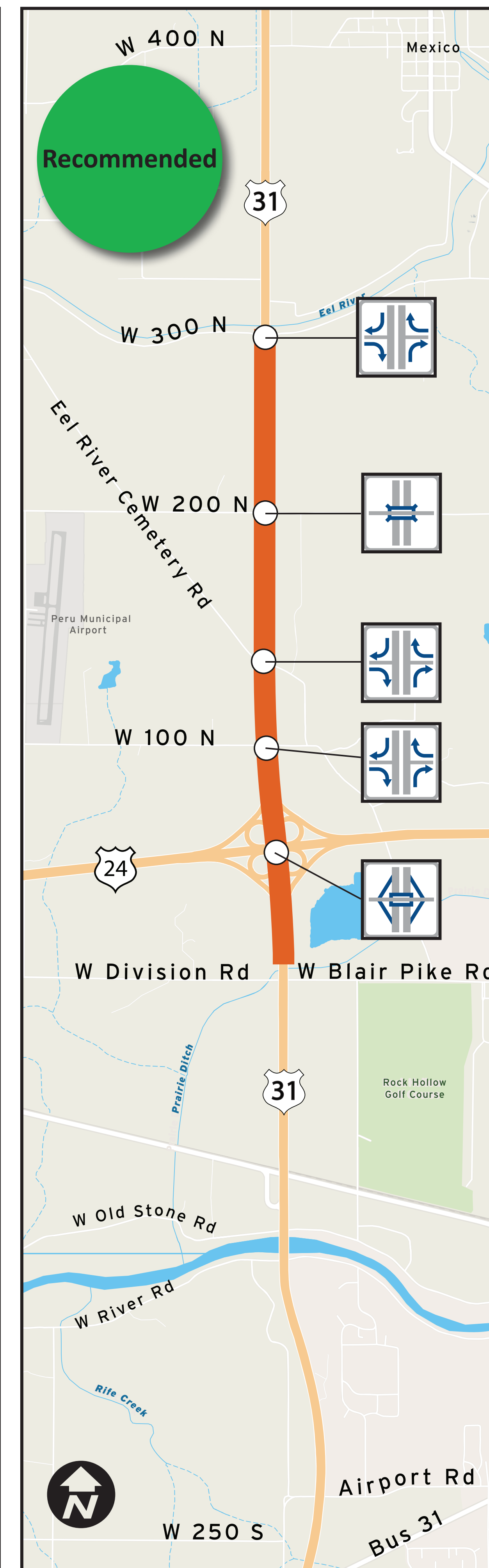
Package 1: Arterial, Free Flow



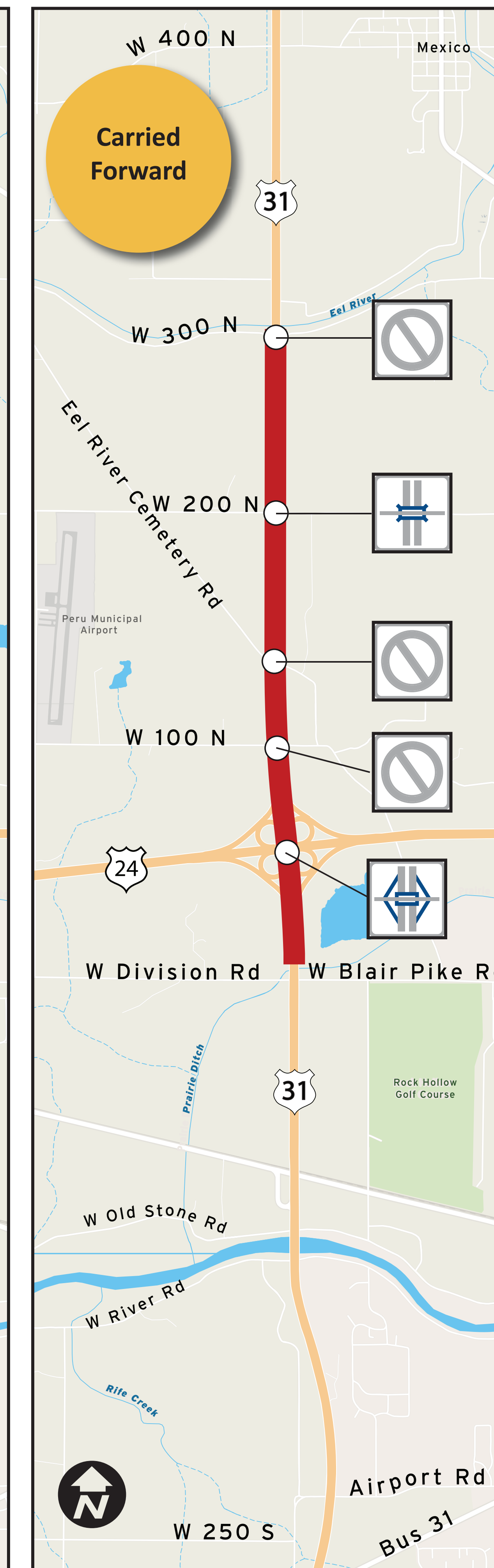
Package 2: Arterial, Free Flow



Package 3: Expressway, Free Flow



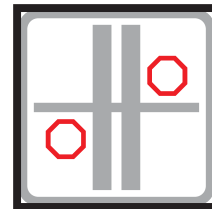
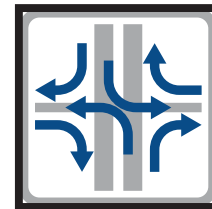

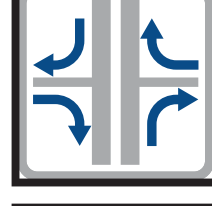




Package 4: Freeway, Free Flow







NOTE:
No driveways exist in this segment, negating the need for an Expressway Lite alternative.

○ = Intersection of Study

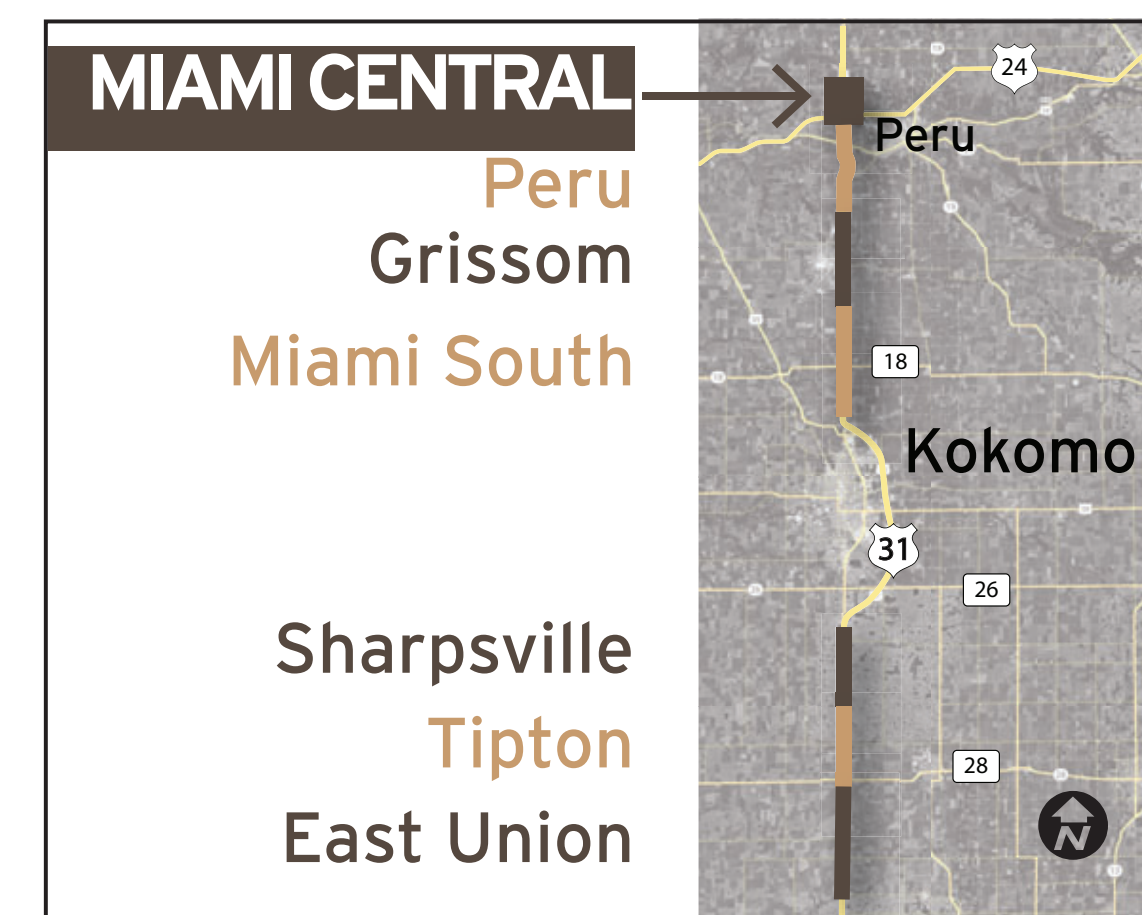
INTERSECTION TYPES:

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-  = Directional Median Opening (RIRO + Left Turns from US 31)
-  = Overpass
-  = Right-In/Right-Out Intersection
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ACCESS CONTROL METHODS:

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KEY MAP:

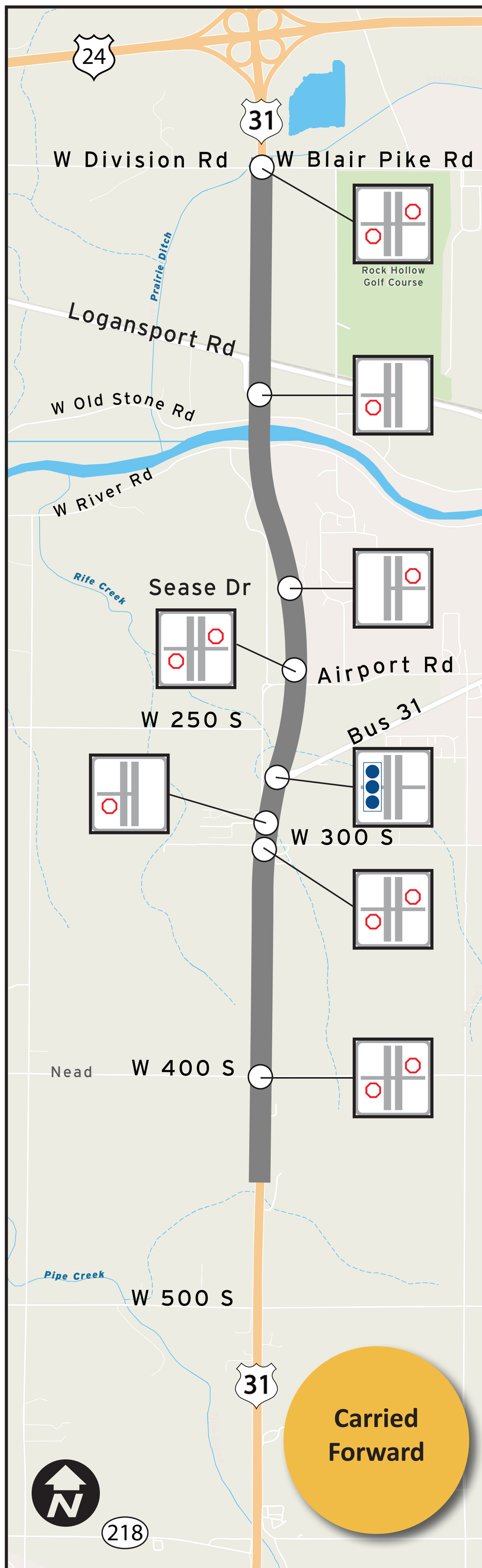


PERU PLANNING SEGMENT



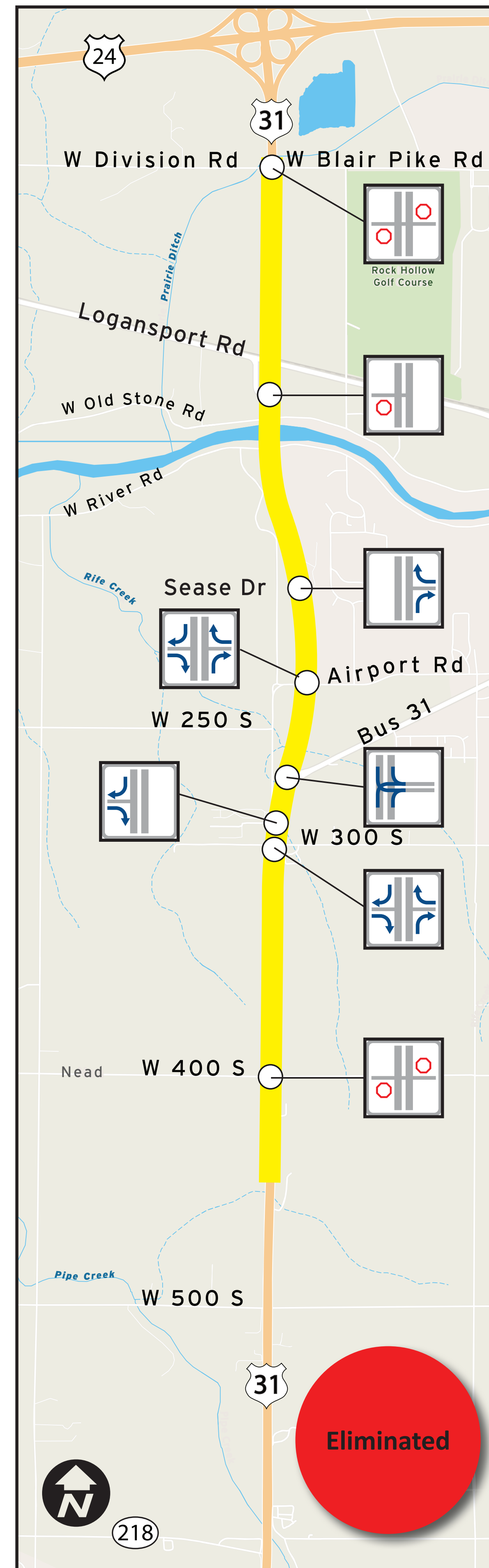
No-Build:

Arterial, Non-Free Flow



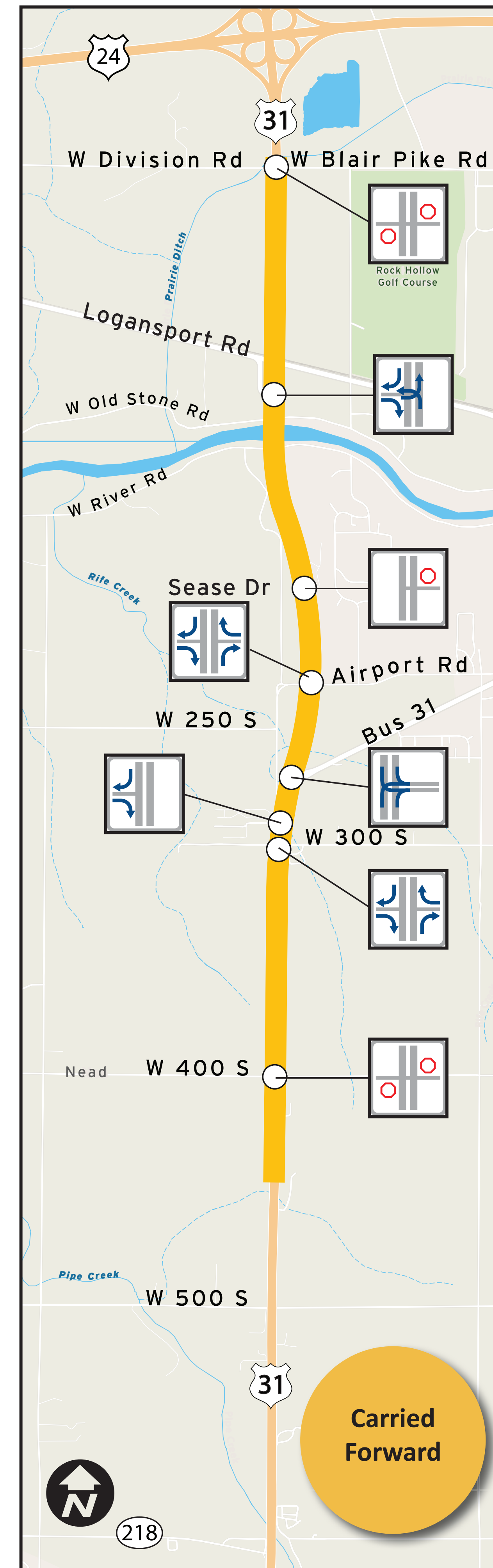
Package 1:

Arterial, Free Flow



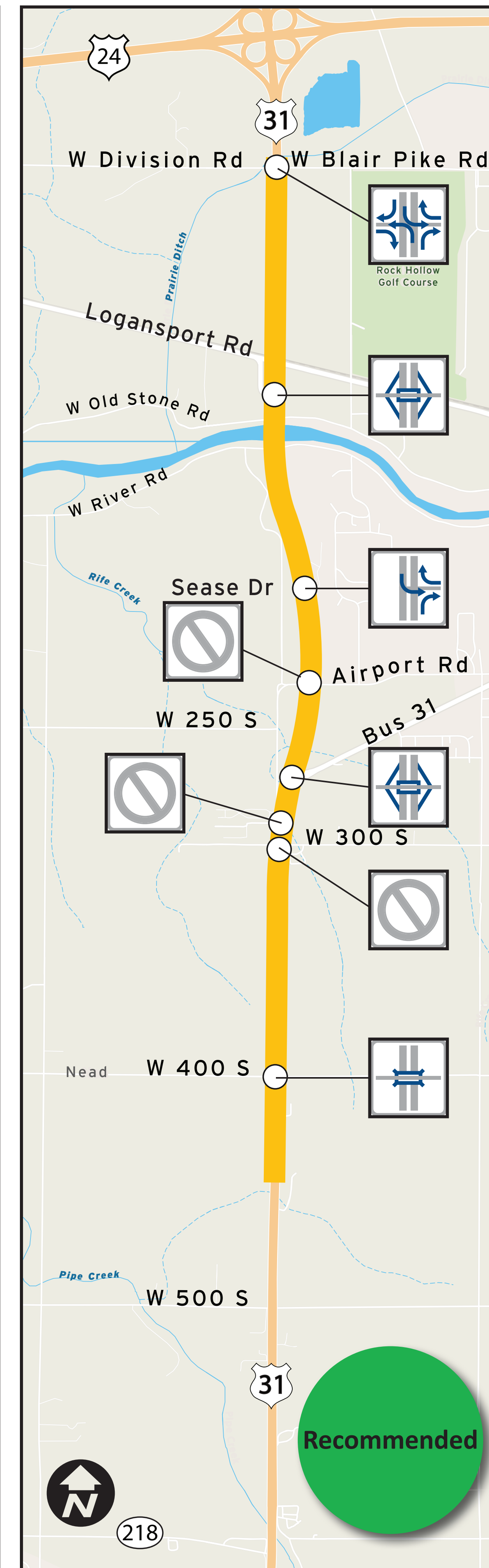
Package 2:

Arterial, Free Flow



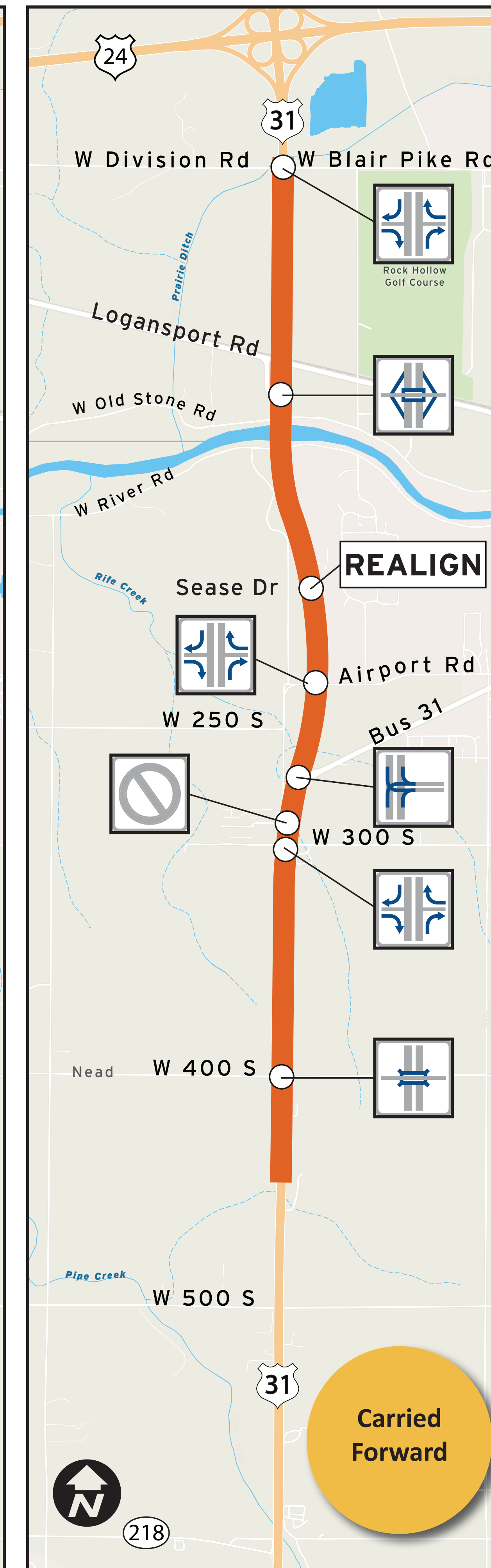
Package 3:

Expressway Lite, Free Flow



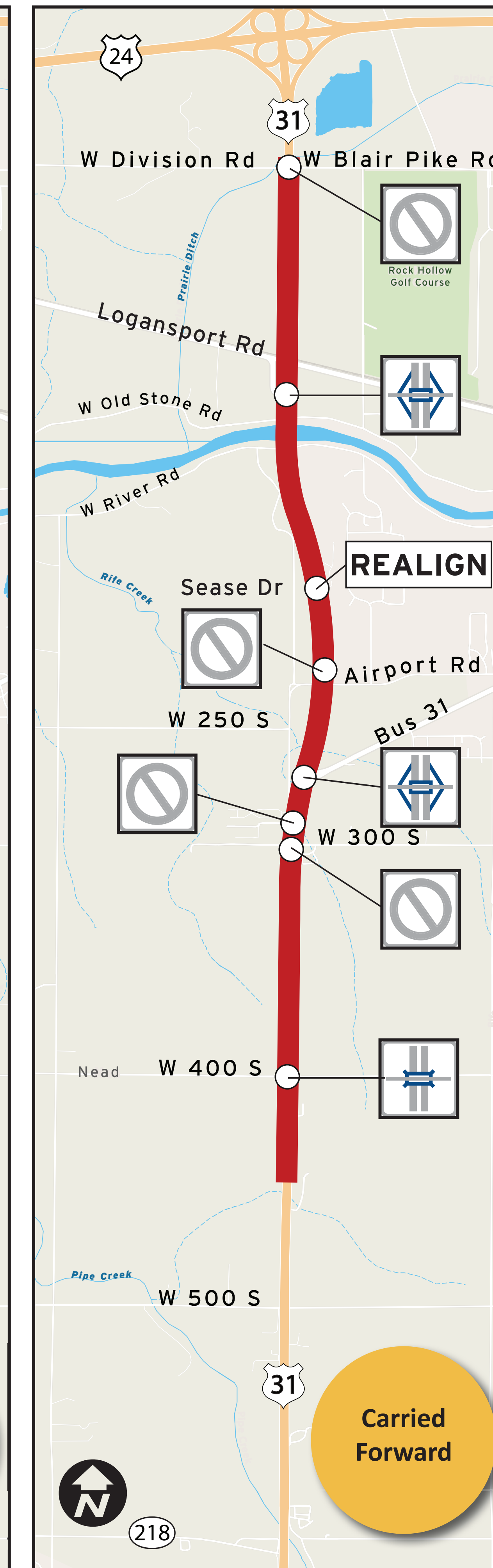
Package 4:

Expressway, Free Flow



Package 5:

Freeway, Free Flow



○ = Intersection of Study

INTERSECTION TYPES:

- = Stop Controlled Intersection
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- = Signal
- = Green-T (Unsignalized)

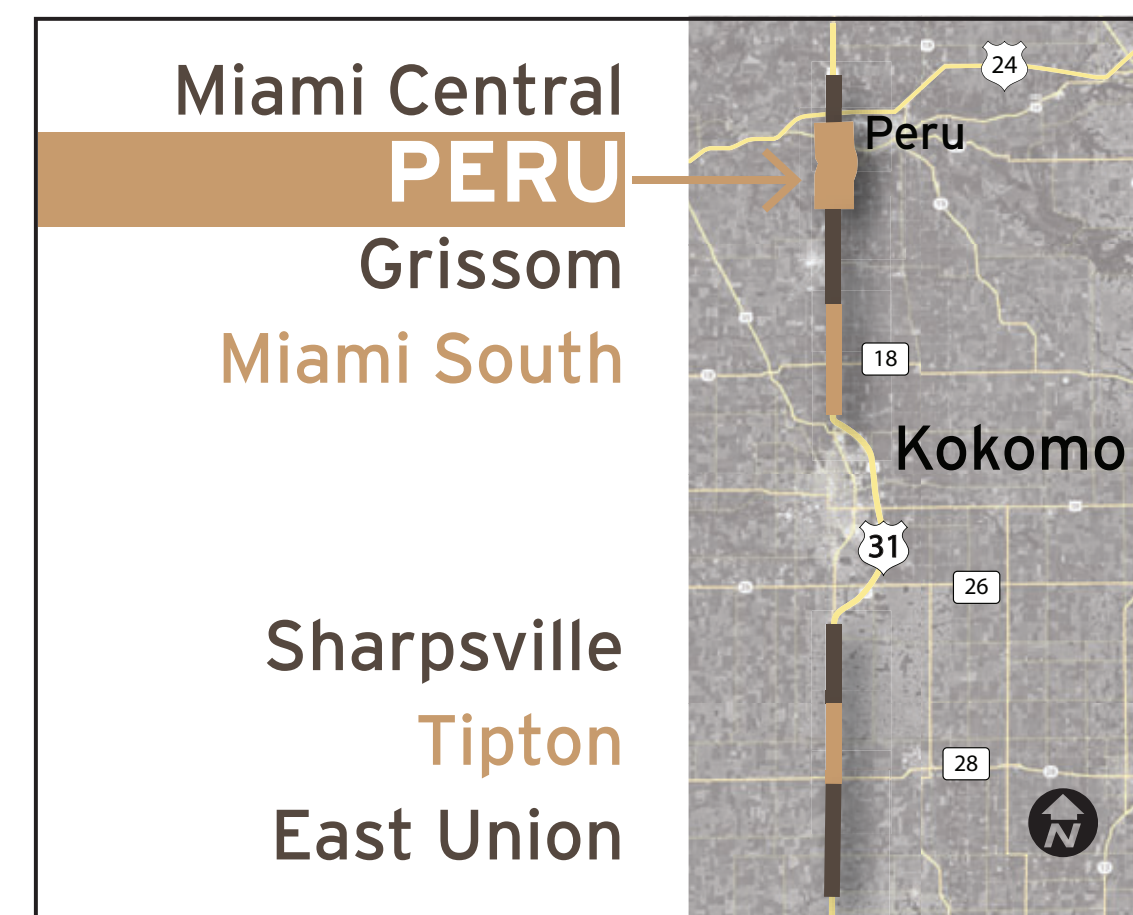
- = Overpass
- = Interchange
- = Intersection Closed

- = T-Interchange

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KEY MAP:



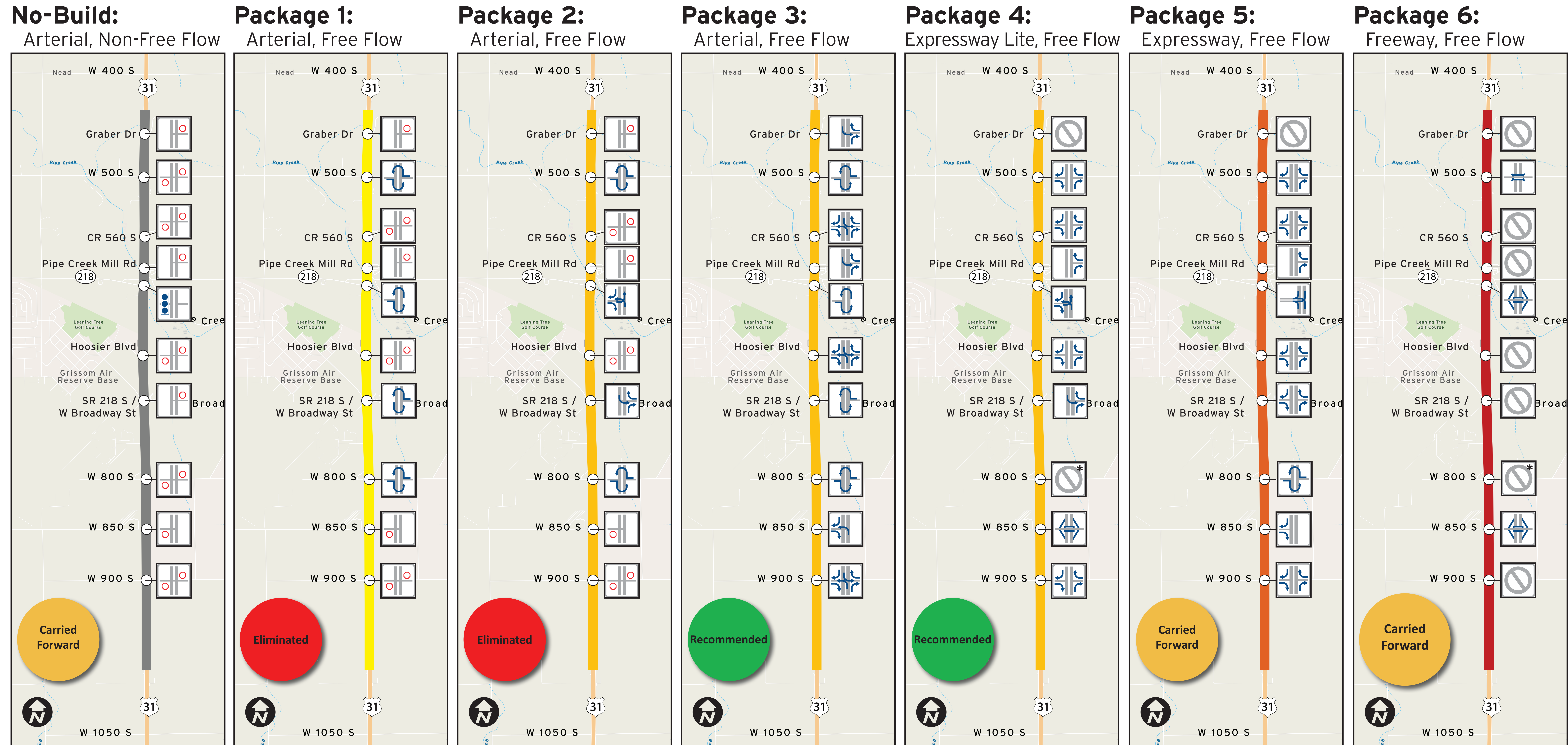
GRISSOM PLANNING SEGMENT



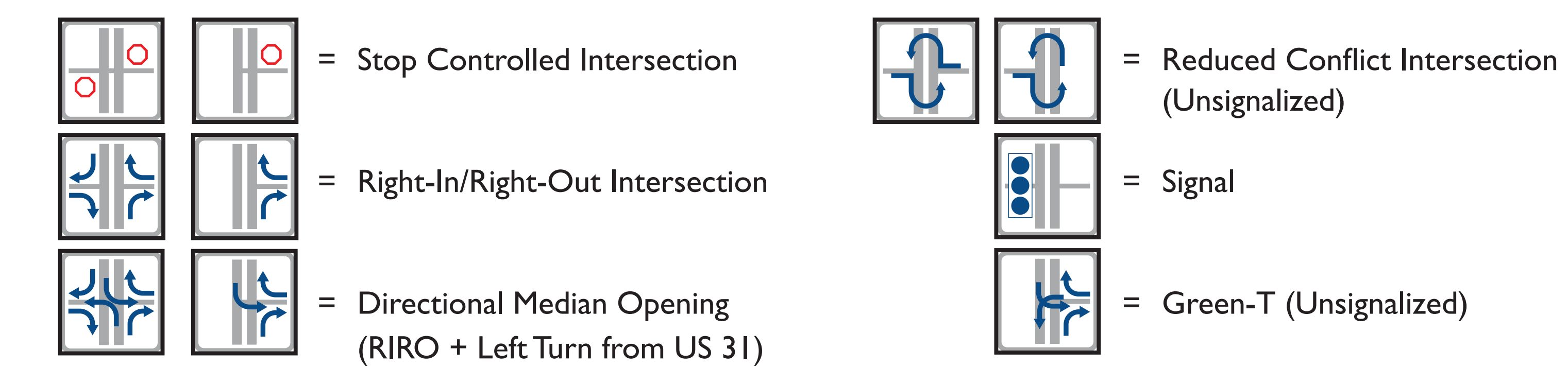
Grissom Planning Segment Improvement Packages

Level 3 Screening

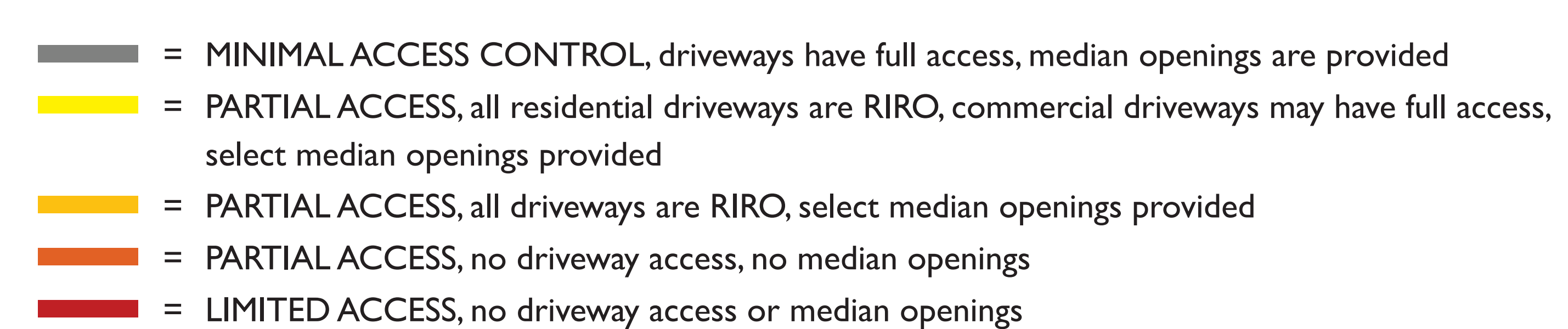
US 31 SOUTH



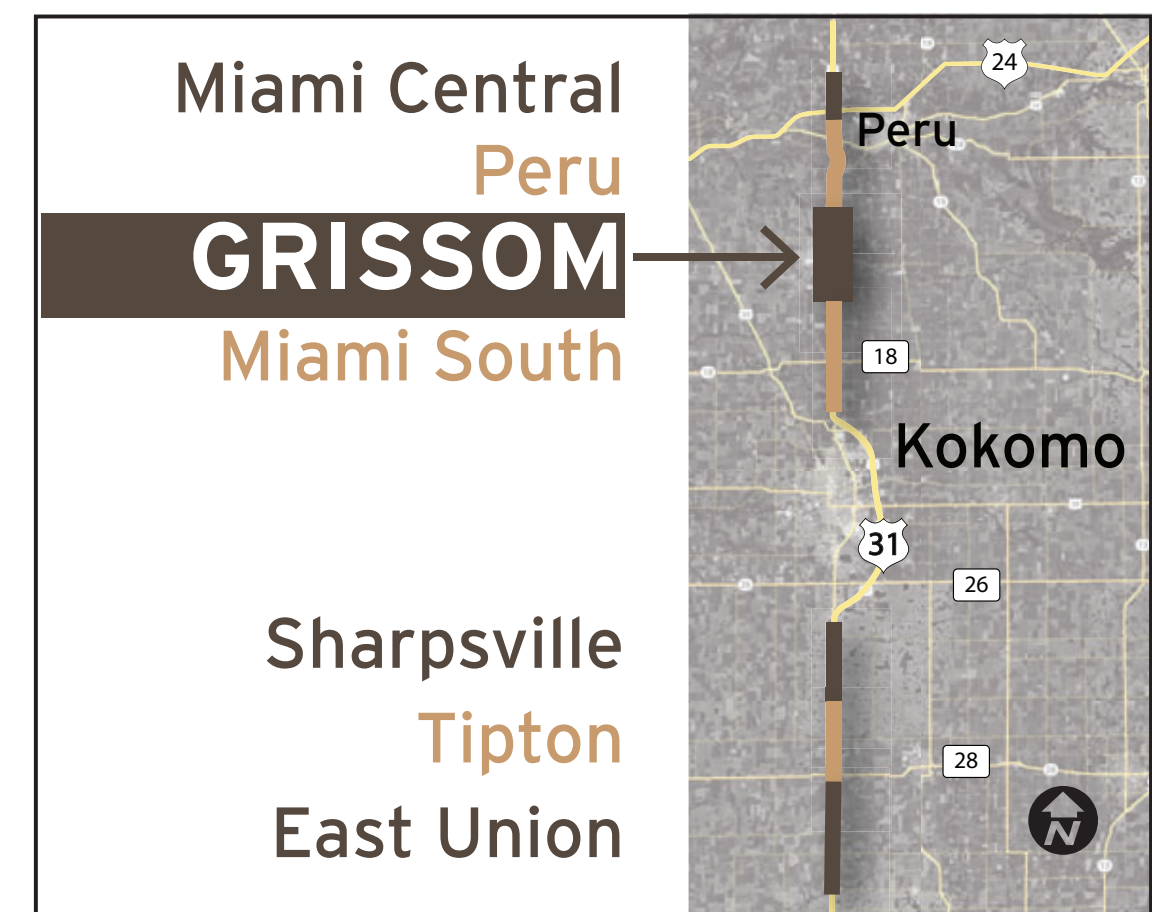
INTERSECTION TYPES:



ACCESS CONTROL METHODS:



KEY MAP:

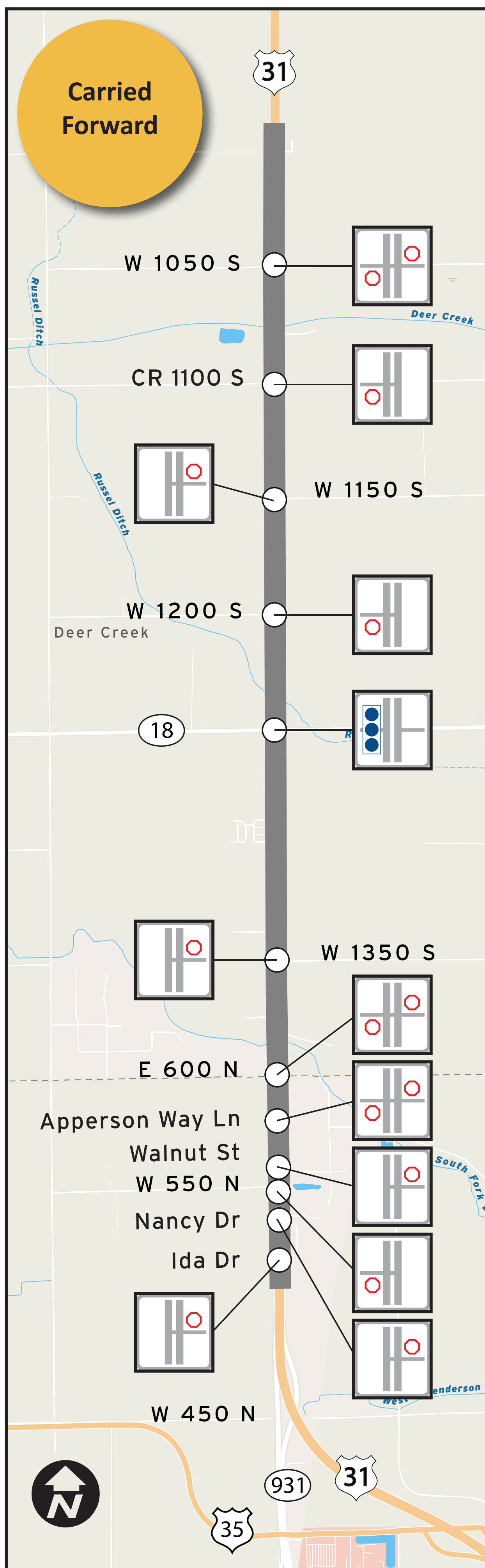


MIAMI SOUTH PLANNING SEGMENT



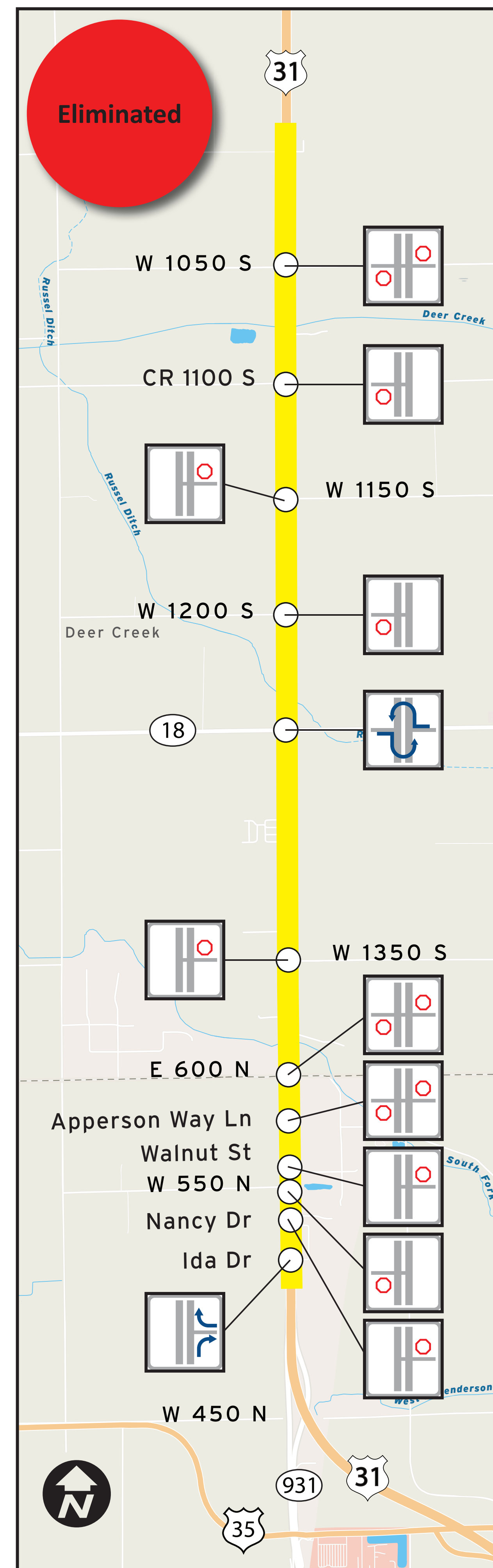
No-Build:

Arterial, Non-Free Flow



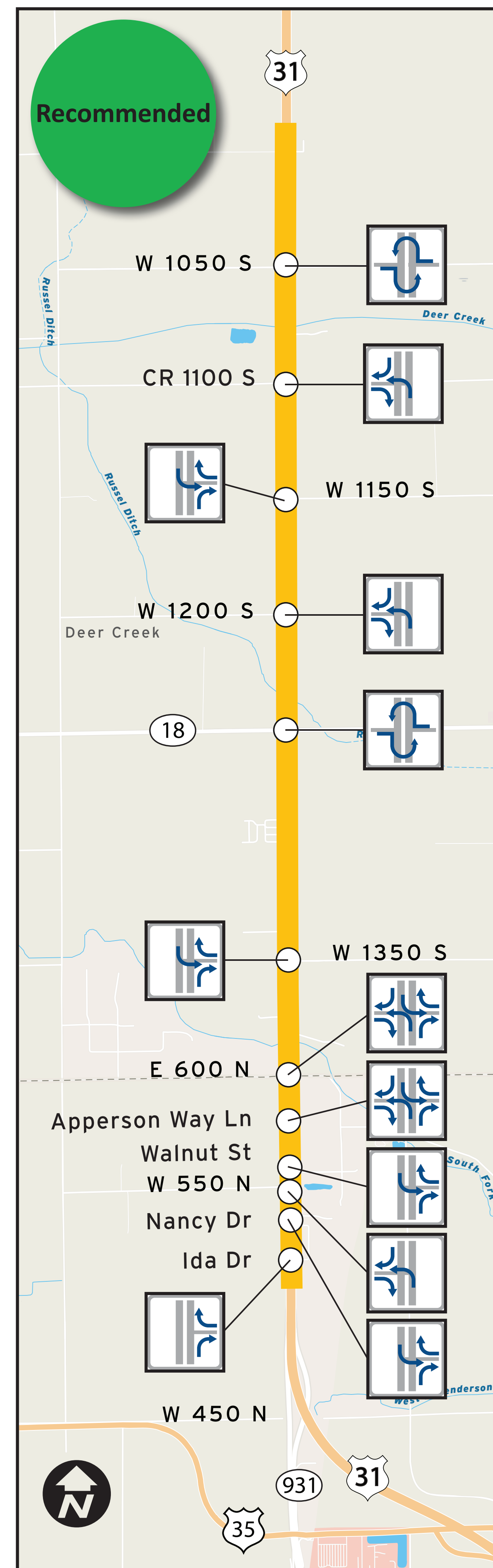
Package 1:

Arterial, Free Flow



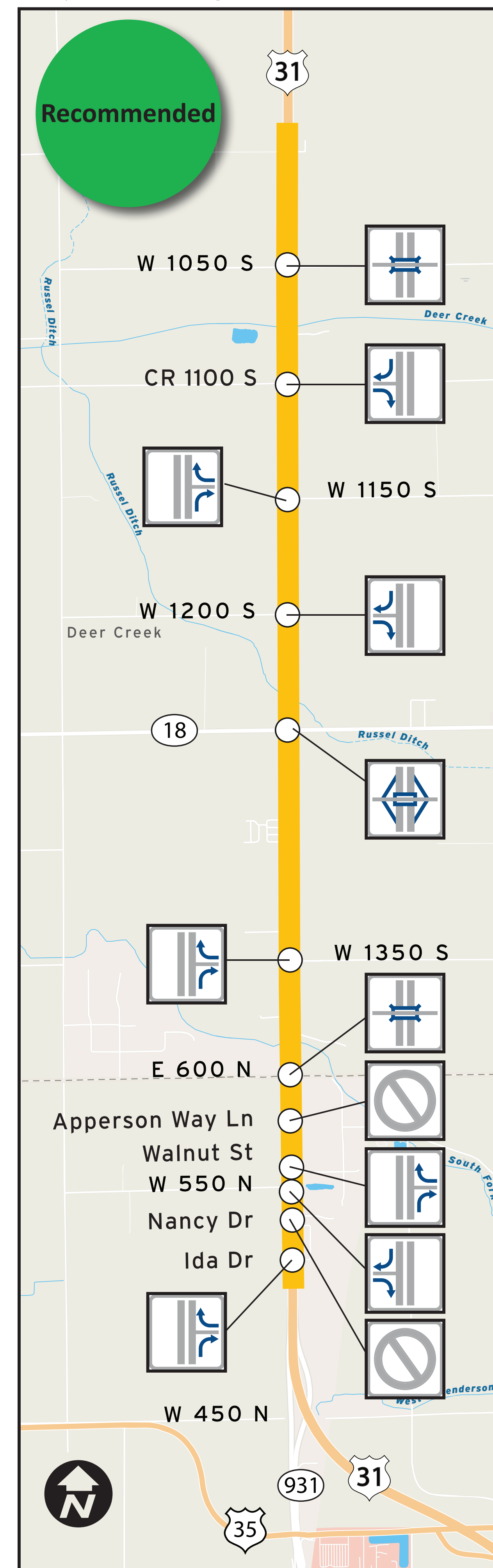
Package 2:

Arterial, Free Flow



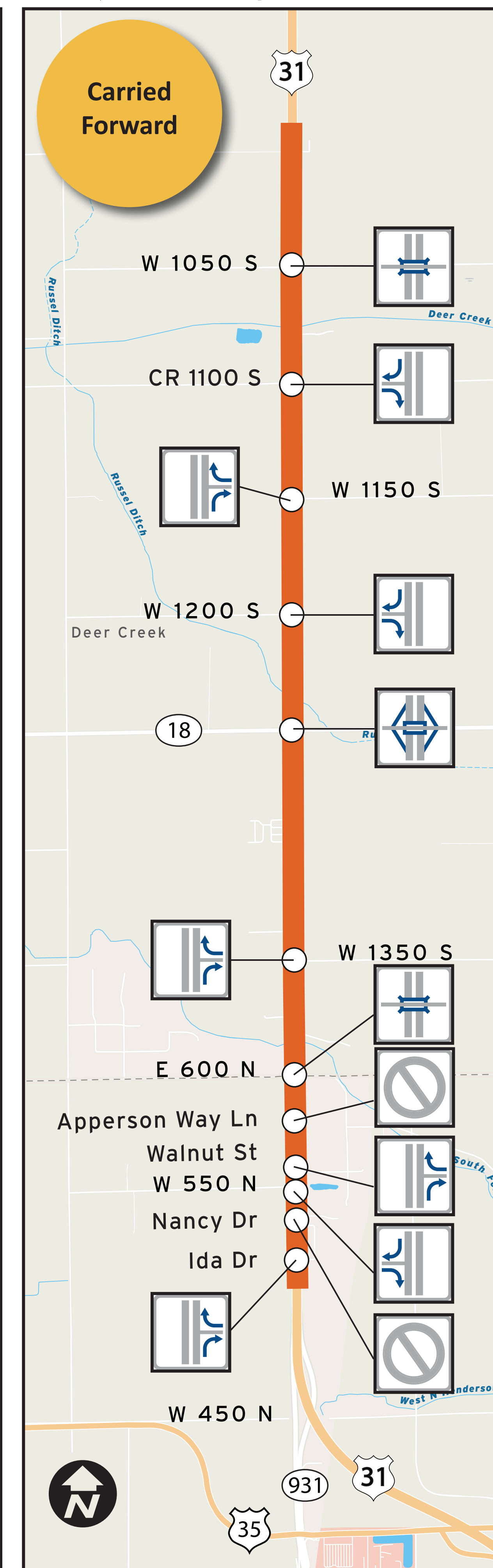
Package 3:

Expressway Lite, Free Flow



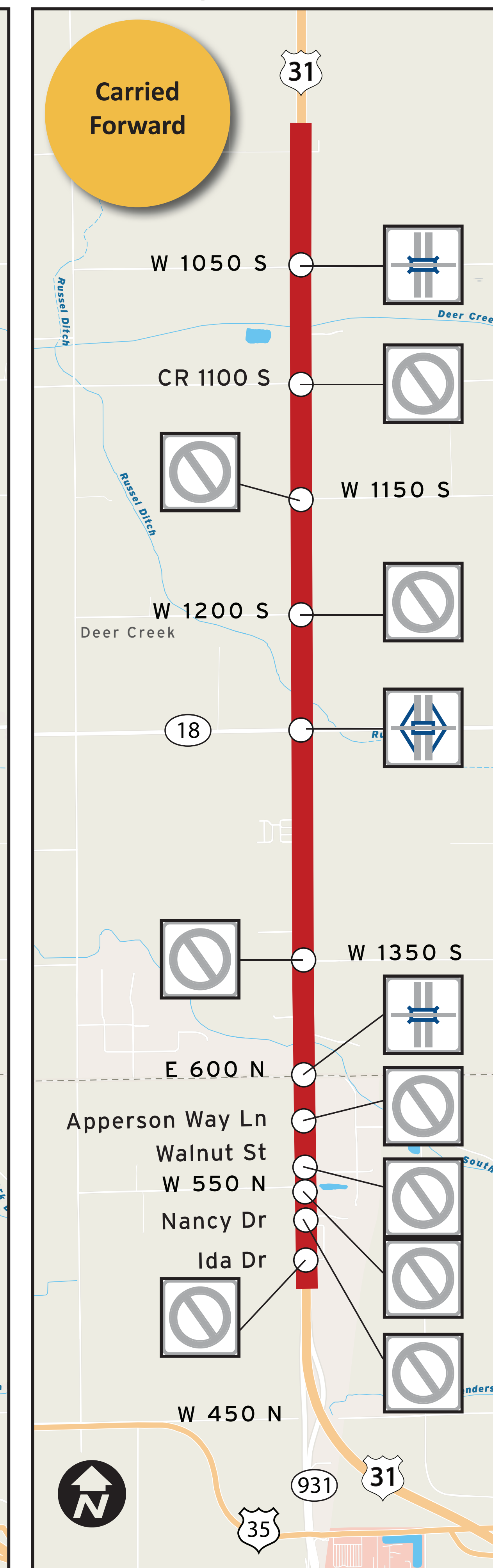
Package 4:

Expressway, Free Flow



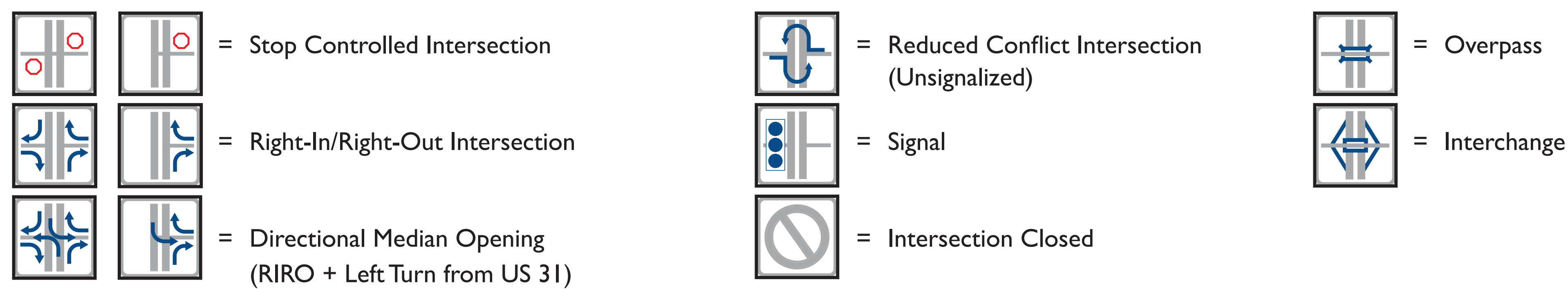
Package 5:

Freeway, Free Flow

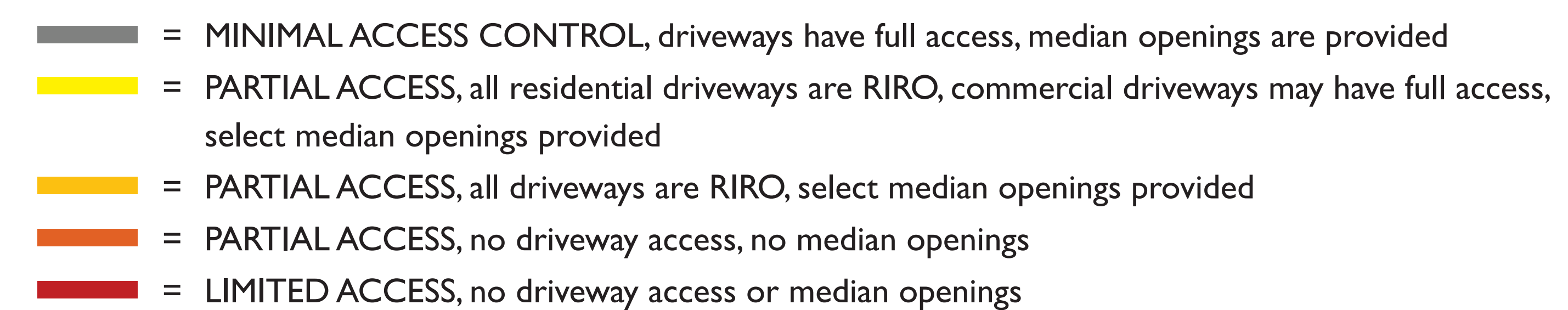


○ = Intersection of Study

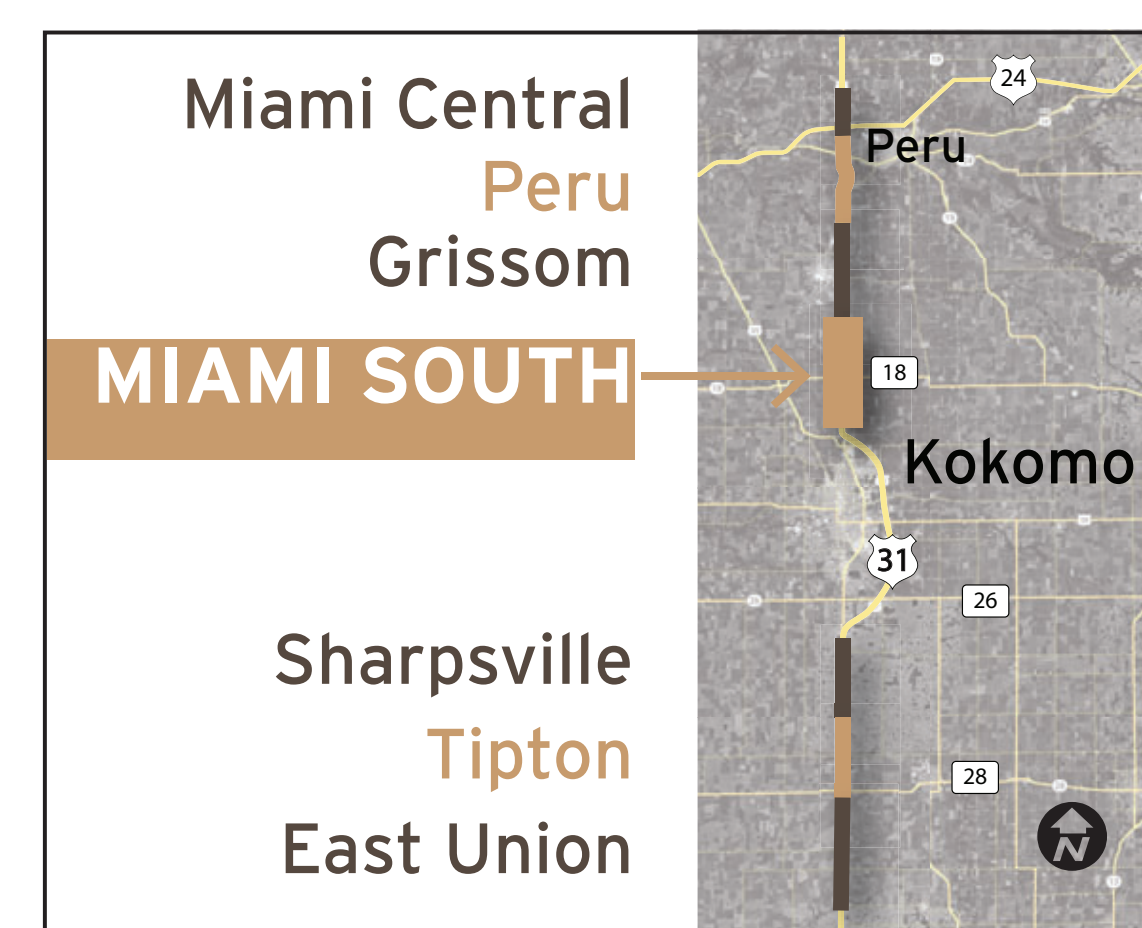
INTERSECTION TYPES:



ACCESS CONTROL METHODS:



KEY MAP:

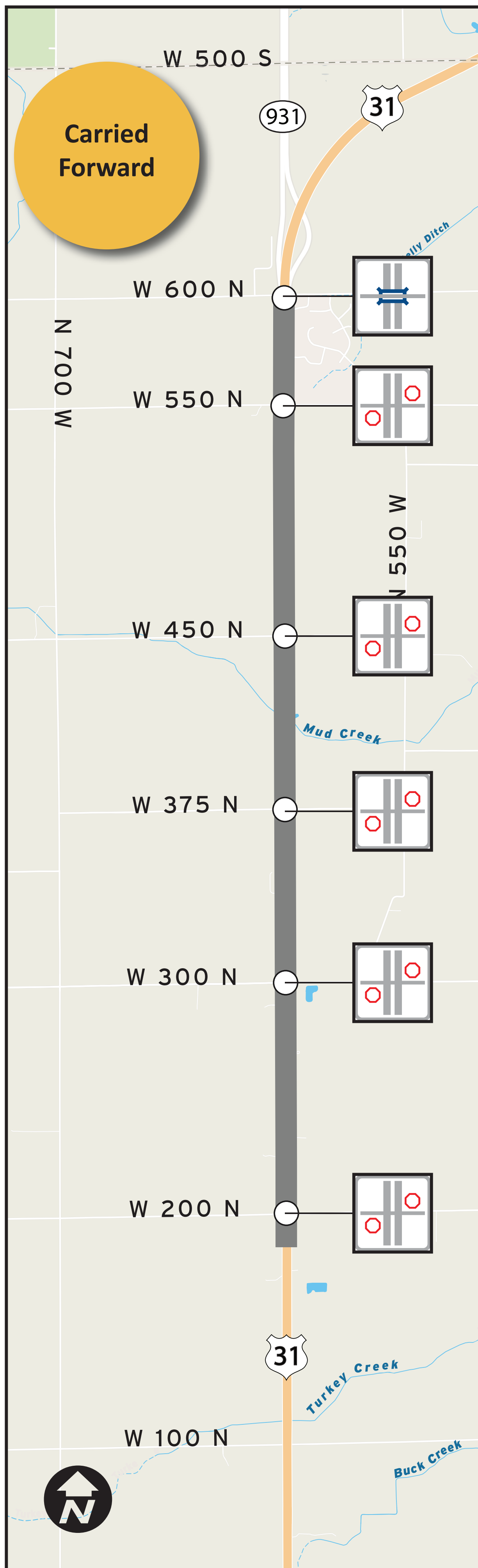


SHARPSVILLE PLANNING SEGMENT



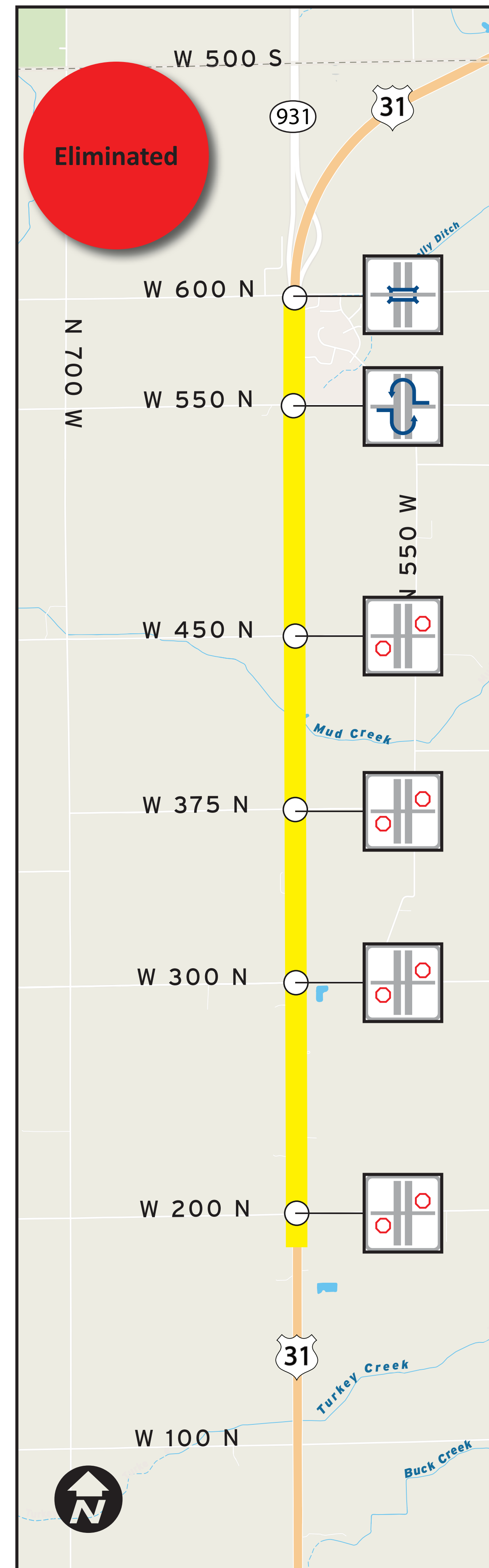
No-Build:

Arterial, Free Flow



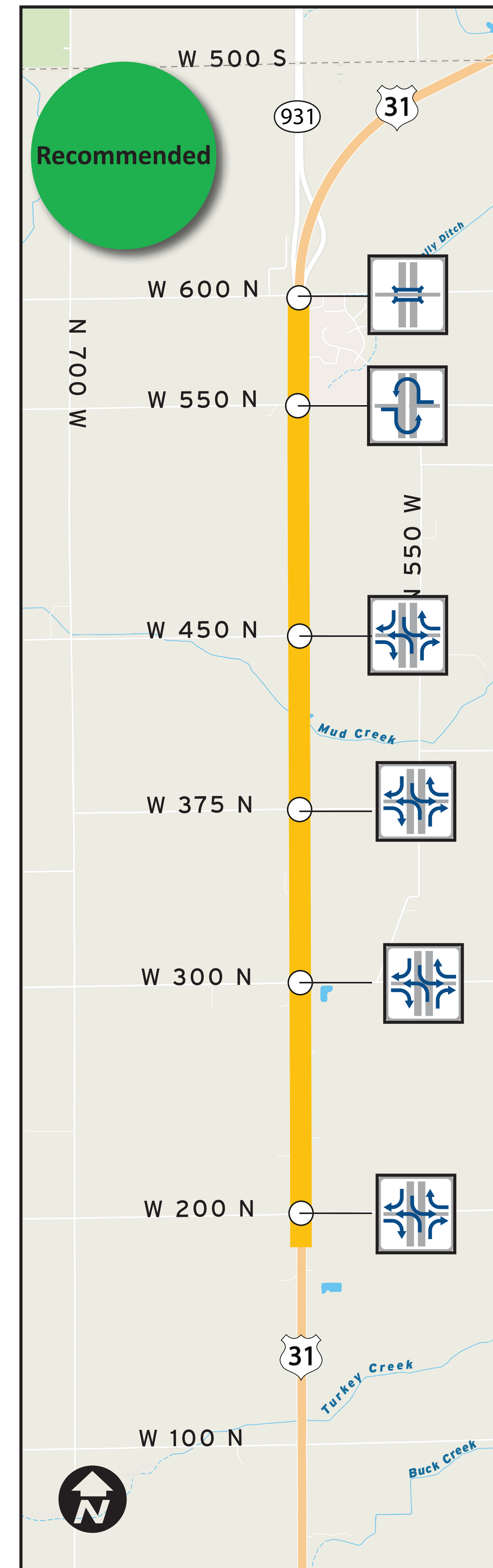
Package 1:

Arterial, Free Flow



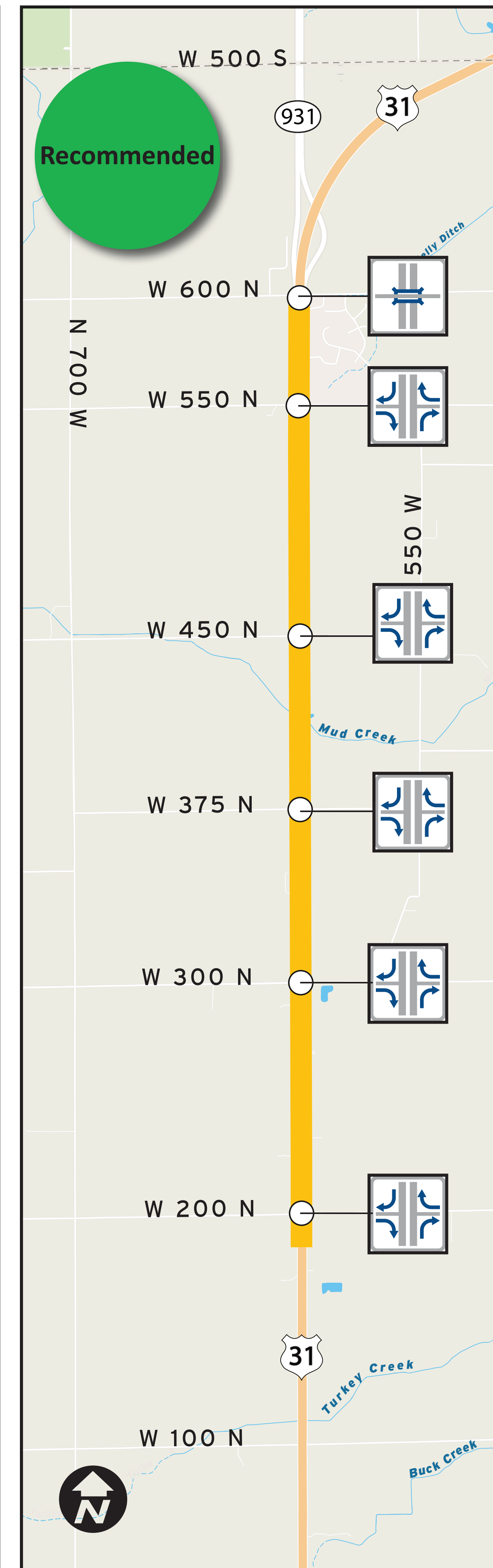
Package 2:

Arterial, Free Flow



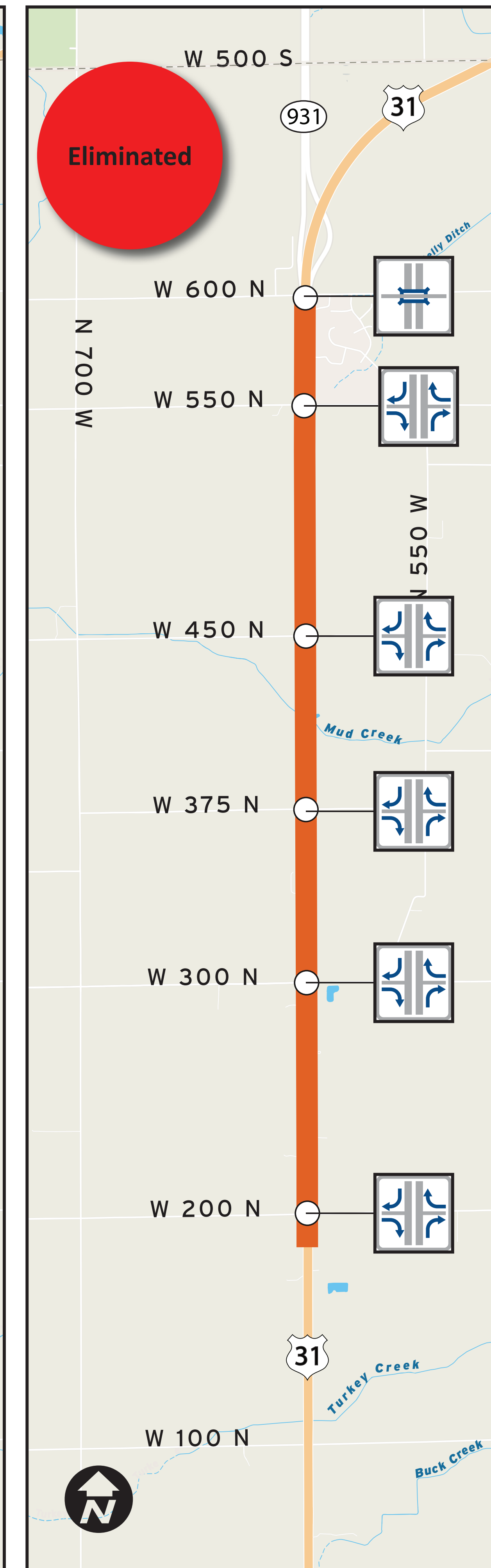
Package 3:

Expressway Lite, Free Flow



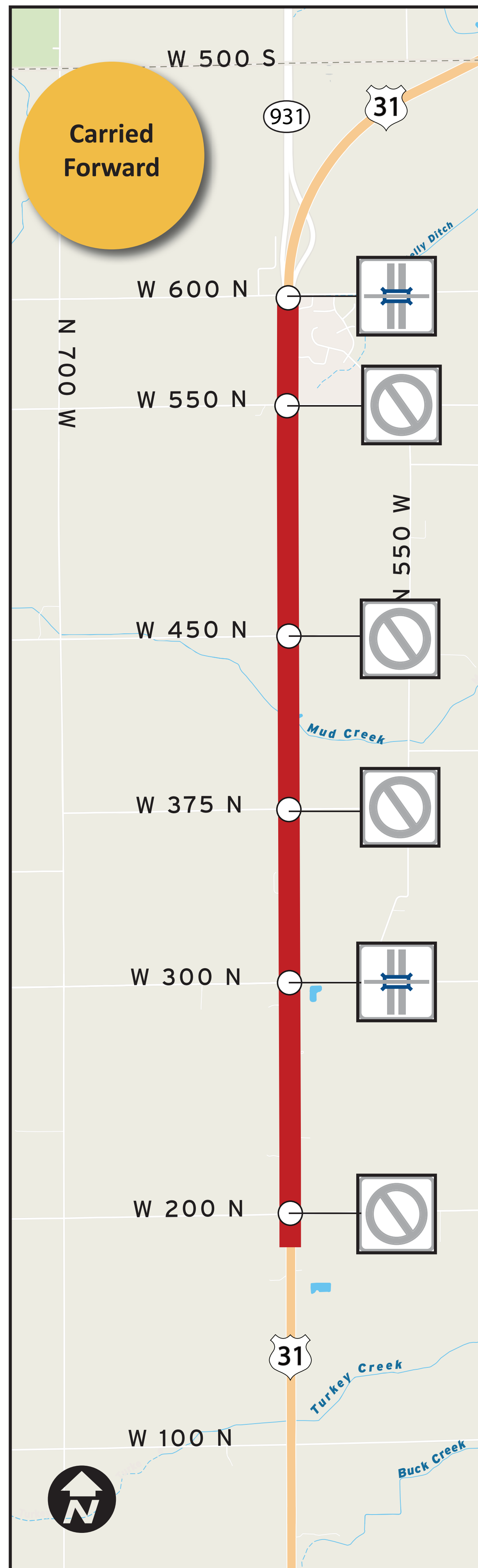
Package 4:

Expressway, Free Flow



Package 5:

Freeway, Free Flow



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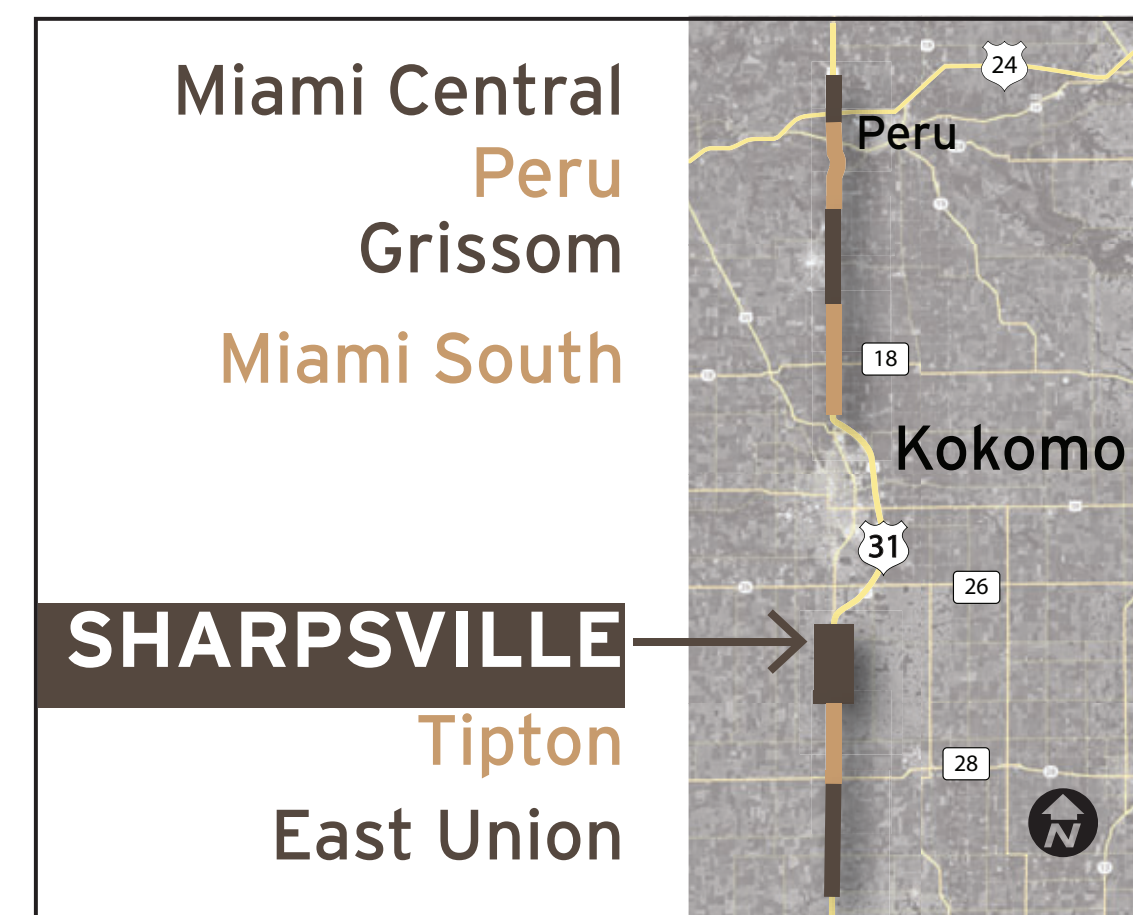
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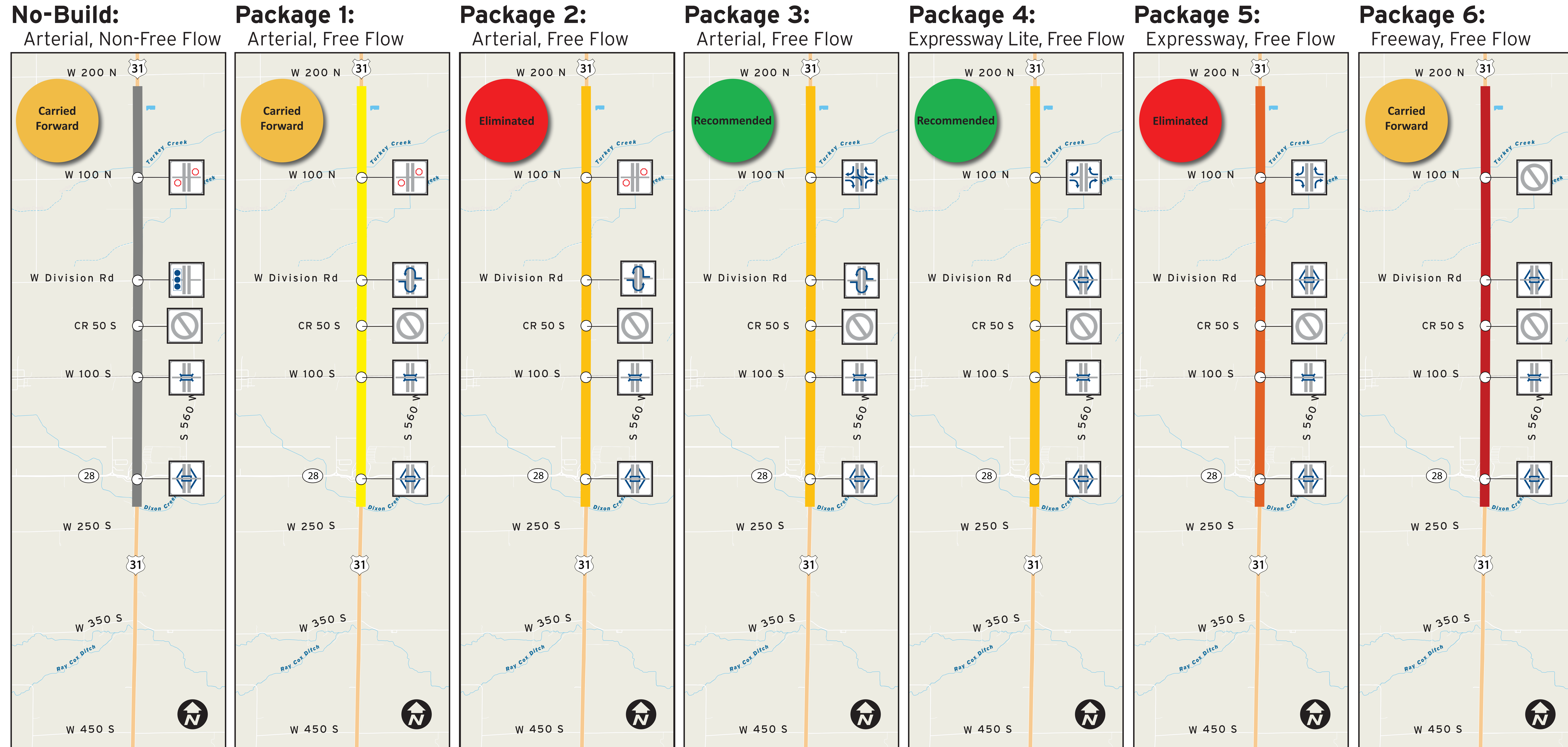
TIPTON PLANNING SEGMENT



Tipton Planning Segment Improvement Packages

Level 3 Screening

US 31 SOUTH



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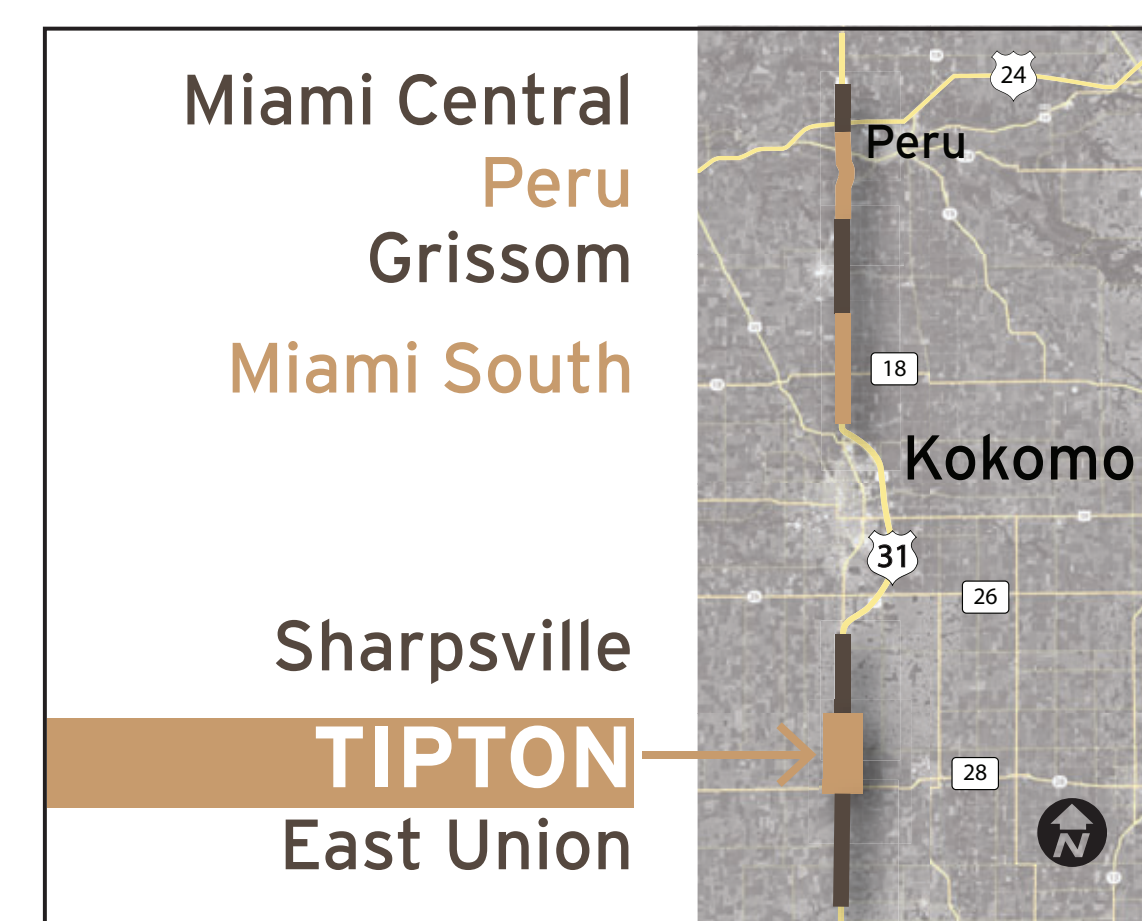
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KEY MAP:



EAST UNION PLANNING SEGMENT



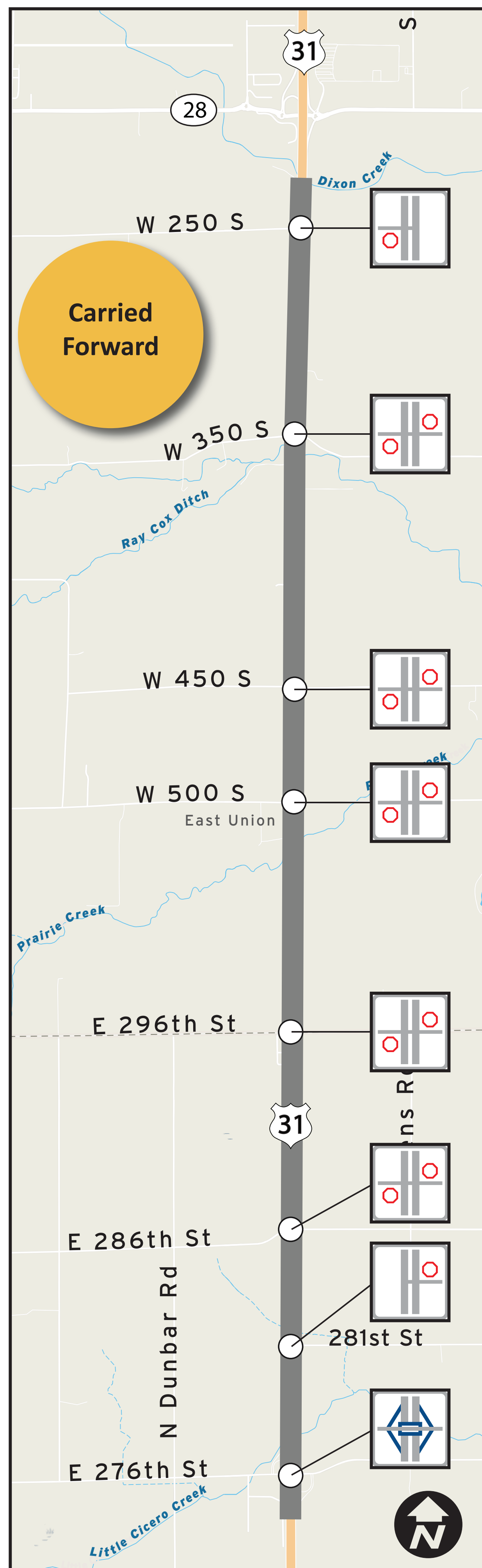
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Level 3 Screening

US 31 SOUTH

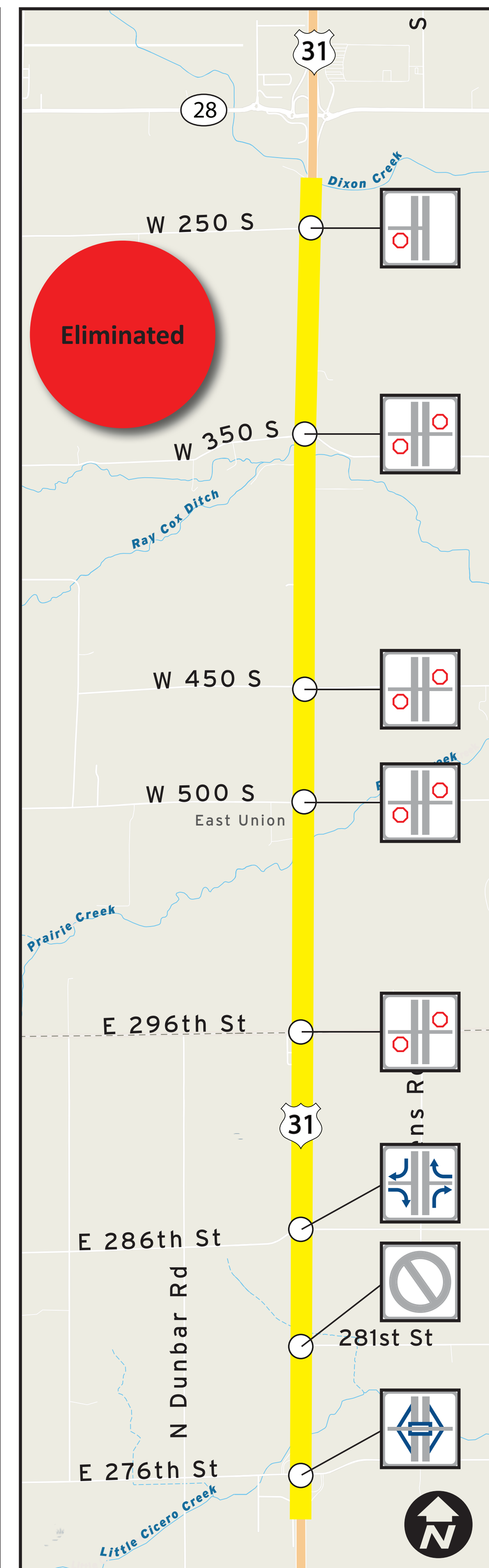
No-Build:

Arterial, Free Flow



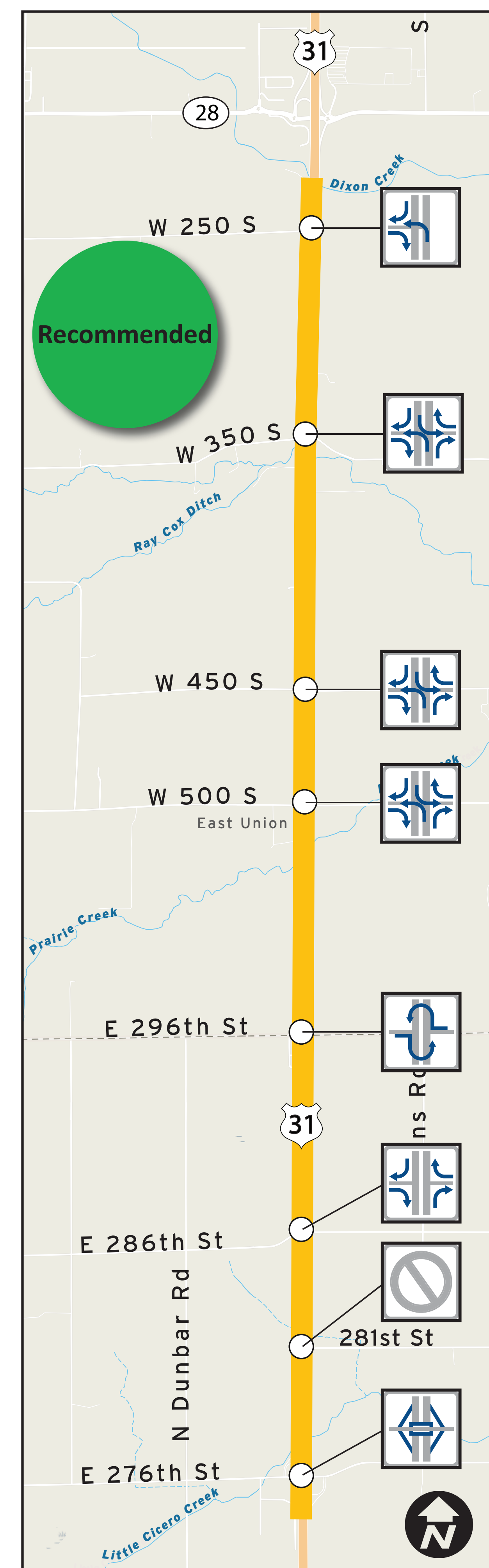
Package 1:

Arterial, Free Flow



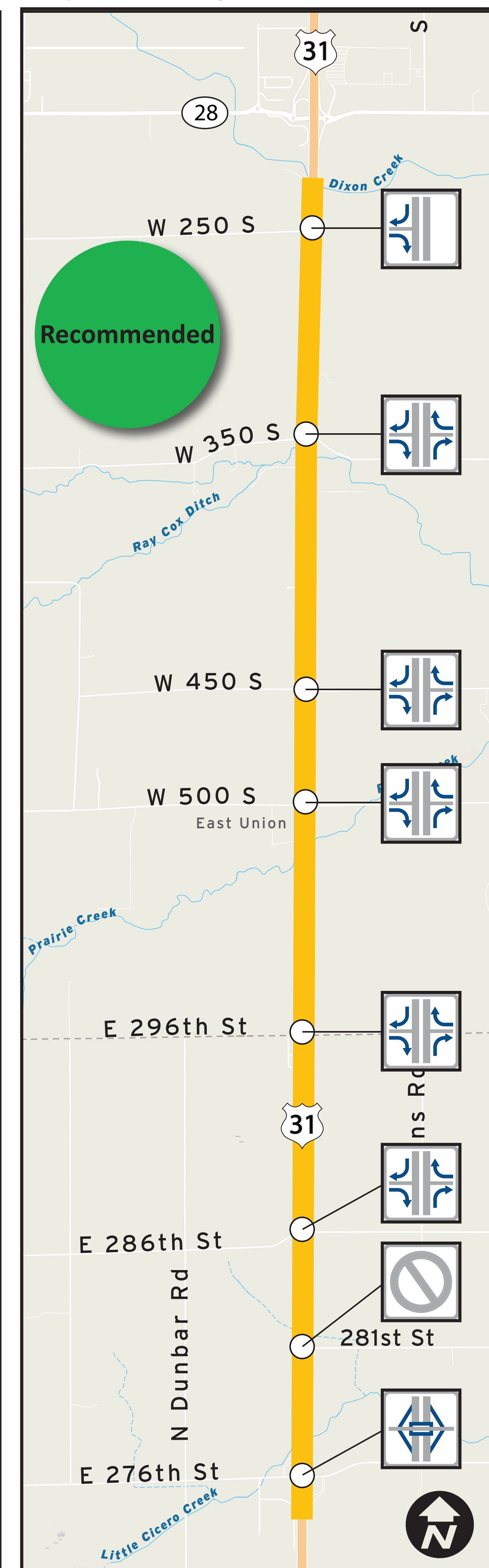
Package 2:

Arterial, Free Flow



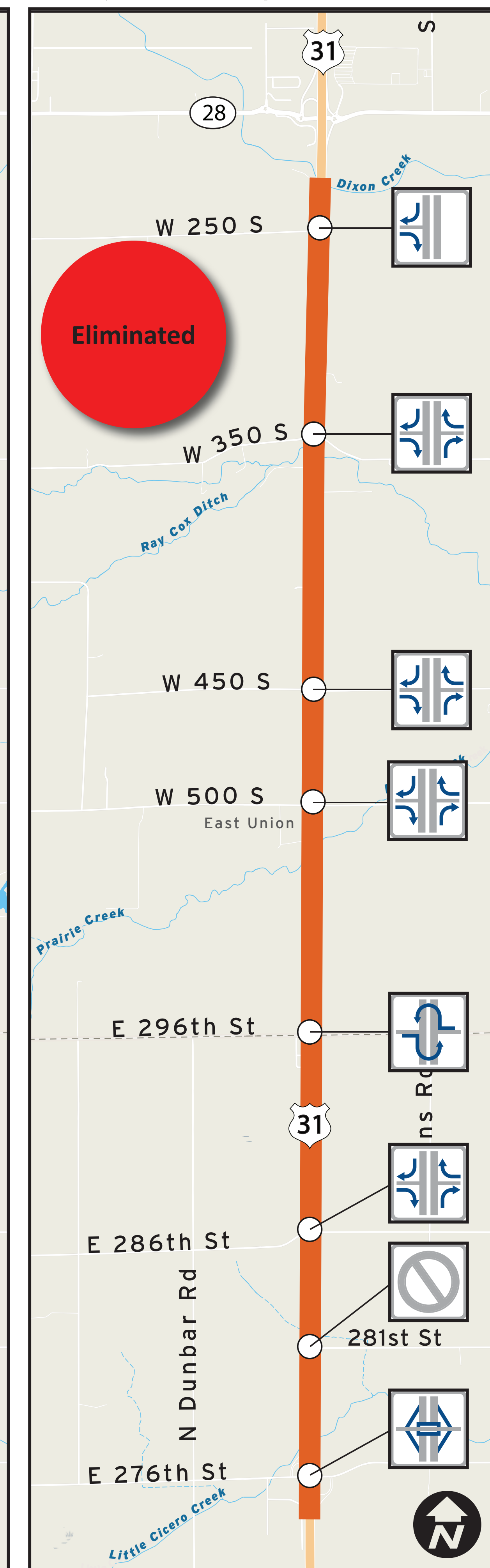
Package 3:

Expressway Lite, Free Flow



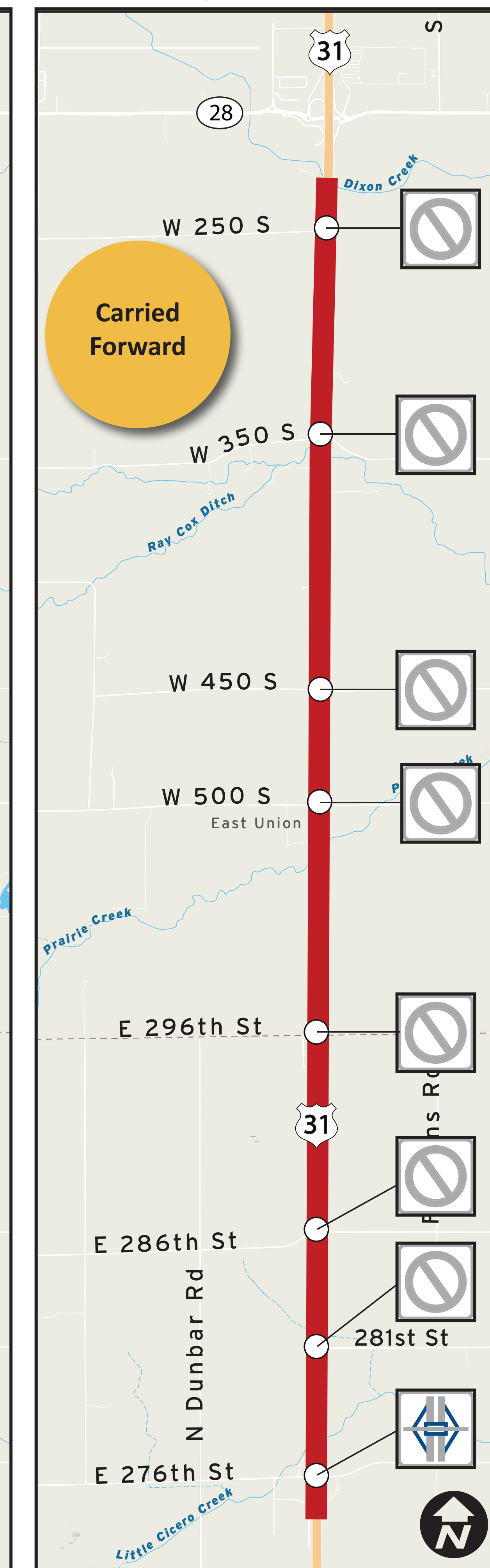
Package 4:

Expressway, Free Flow



Package 5:

Freeway, Free Flow



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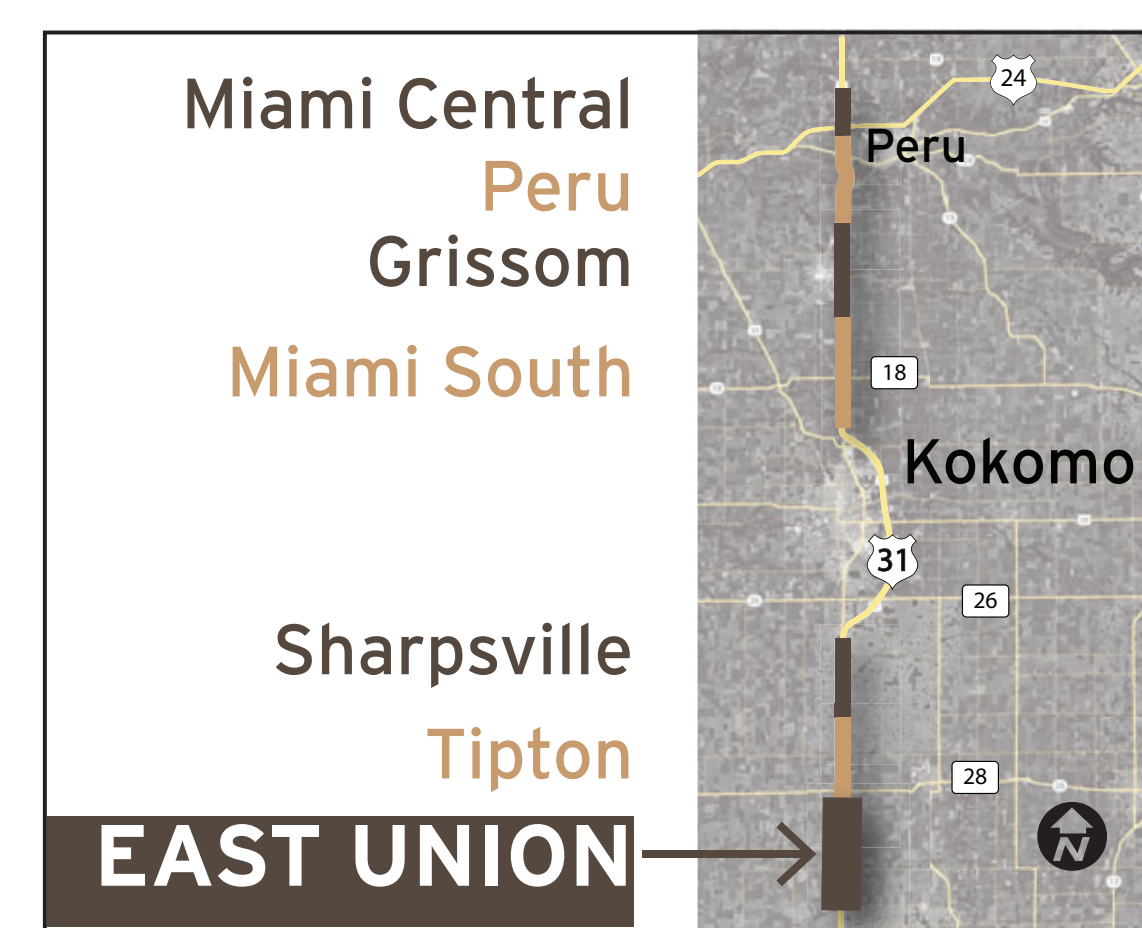
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KEY MAP:



PUBLIC COMMENTS

