



US 31 South

Resource Agency, Stakeholder & Public Involvement Summary #3 Appendices

February 26, 2025



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APPENDIX A: PRESS RELEASES

Universe of Alternatives (Level 1)

Media Contact: Natalie Garrett
812-525-0571
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INDOT shares update on ProPEL U.S. 30 and U.S. 31 studies

Public feedback on potential solutions needed

INDIANAPOLIS (November 13, 2023) – The Indiana Department of Transportation (INDOT) is encouraging community feedback on its planning studies along the U.S. 30 and U.S. 31 corridors in northern Indiana. The study teams have identified 55 potential solutions to address issues, needs and desired outcomes along the corridors. The list of potential concepts, known as the “Universe of Alternatives,” is tailored to each study area.

“The ProPEL U.S. 30 and 31 study area encompasses 180 miles across 12 counties, so we must carefully examine how the corridors fit and function in each area,” said INDOT Project Manager, Sandra Flum. “The safety, traffic flow, connectivity, access and other considerations will naturally look different among communities. Similarly, we are listening to how residents in each study area envision the corridors to reflect the character of the area.”

Potential improvements include a variety of enhancements to address identified transportation needs, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as corridor improvements, such as added travel lanes and freeway conversion.

Because safety is an INDOT priority, potential improvement concepts also include proven approaches to enhance safety, like advanced warning systems and innovative intersections such as [Reduced Conflict Intersections \(RCIs\)](#), [Continuous Green T \(CGT\)](#) Intersections and quadrant roadway intersections.

INDOT has relied upon public feedback during each phase of the study, and will continue to do so through its conclusion, which is expected next fall.

In addition to submitting comments online by visiting each of the study websites, study teams are visiting communities along the corridors on a regular basis. Dates, times and locations for Community Office Hours can be found on the ProPEL U.S. 30 and ProPEL U.S. 31 websites and social media accounts.

“Our approach with this study is different than what people are used to with other INDOT projects,” said INDOT Project Manager, Jonathan Wallace. “We will continue to involve the public earlier in the planning process to guide the next 20 years of transportation investments. As a result, the public may see options at this stage they support and others they do not like. It’s important to include both to ensure a thorough review of all options and public feedback is vital to that effort.”

Fifty-five potential solutions were identified based on data collected, and evaluated based on the identified issues, needs, desired outcomes and practicality. A full list of the Universe of Alternatives is available online on the [ProPEL US 30](#) and [US 31](#) websites, and at locations throughout the study areas. INDOT is inviting public feedback to the potential solutions by December 22, 2023. After public feedback

is evaluated, INDOT will publish a final Universe of Alternatives screening report on the ProPEL U.S. 30 and U.S. 31 websites.

What is the “Universe of Alternatives”?

The Universe of Alternatives represents the initial step of a three-step screening process. At the next phase, the study teams will evaluate the improvement concepts for specific locations within each study area. The result will be a smaller number of potential solutions, but with increased detail at each step that will assist the study teams in evaluating benefits, impacts and costs.

How can I get involved?

The public will be invited to provide feedback at each step. A final report of recommendations will be available at the conclusion of the study. INDOT intends to use the information, analysis and recommendations from the study process to inform decisions regarding future transportation improvements that will require federal environmental reviews in accordance with the National Environmental Policy Act.



Which areas are included in the studies?

The studies include U.S. 30 from Valparaiso to the Indiana/Ohio state line, excluding I-69 and I-469 around Fort Wayne, as well as U.S. 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.

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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.

Level 2

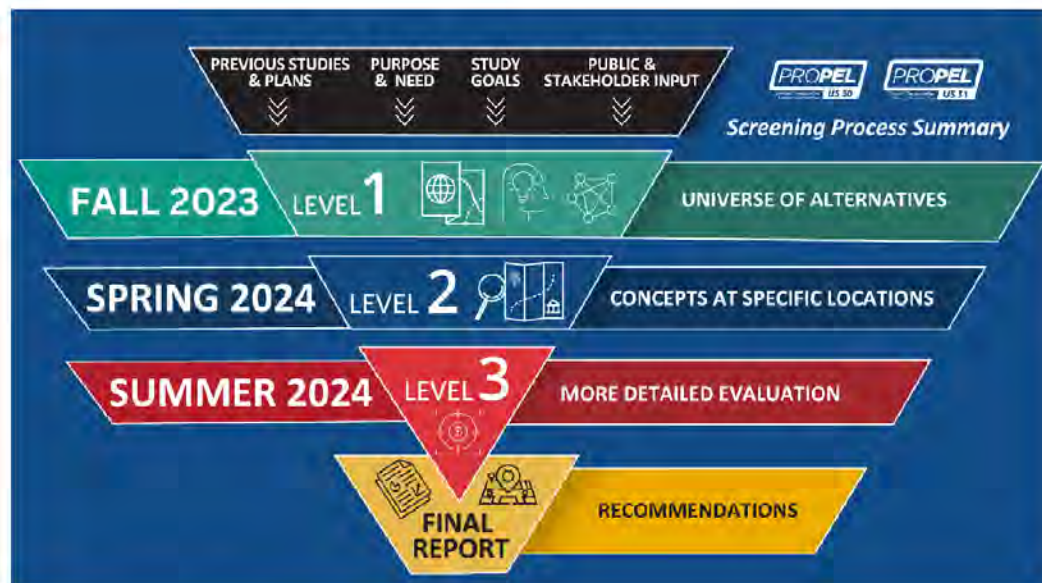
Media Contact: Natalie Garrett
812-525-0571
nagarrett@indot.IN.gov

INDOT shares recommendations on ProPEL US 30 and US 31 studies

Reports include recommendations for 86 intersections

INDIANAPOLIS (March 27, 2024) – The Indiana Department of Transportation (INDOT) continues its efforts to assess innovative ways to address corridor needs along the US 30 and US 31 corridors in northern Indiana. The ProPEL US 30 and US 31 study teams today released the latest draft reports for community feedback. The Draft Level 2 Screening Reports include a robust analysis of 86 intersections over the 180-mile study area across 12 counties.

The Level 2 screening evaluates location-specific improvements for constructability, fiscal responsibility and potential impacts. The improvements considered in this step were identified from the Universe of Alternatives (Level 1) screening results. The screening process included consideration of location-specific safety and operational data, public input, traffic analysis, potential impacts, and a conceptual footprint comparison.



“The ProPEL US 30 and 31 studies carefully examine how the corridors fit and function in each area,” said INDOT Project Manager, Sandra Flum. “The study teams carefully examined and evaluated safety, traffic flow, connectivity, access as well as potential impacts. Public feedback continues to be vital to each study’s success and we want to hear from you.”

The ProPEL US 30 and 31 studies are collaborative, data-driven and fueled by public feedback to define the future of the corridors. INDOT will continue to rely on public feedback through the study's conclusion, which is expected in late 2024. With help from residents, motorists, businesses, and other road users, INDOT can build infrastructure that will better serve Hoosiers.



“Our approach with these studies is different than what people are used to with other INDOT projects,” said INDOT Project Manager, Jonathan Wallace. “The ProPEL US 30 and 31 studies will guide the next 20 years of transportation investments in northern Indiana and will continue to involve the public earlier than a typical project. It’s important to consider a comprehensive list of alternatives to ensure our analysis is thorough. Public feedback is vital to that effort.”

In addition to submitting comments online by visiting the study websites, study teams are visiting communities along the corridors on a regular basis. Dates, times and locations for Community Office Hours can be found on the [ProPEL US 30](#) and [ProPEL US 31](#) websites and social media accounts.

The studies include U.S. 30 from Valparaiso to the Indiana/Ohio state line, excluding I-69 and I-469 around Fort Wayne, as well as U.S. 31 between 276th Street in Hamilton County and the US 30/US 31 interchange in Plymouth, excluding the U.S. 31 Kokomo bypass. Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley counties.

What is “Level 2 Screening”?

The Level 2 screening represents the second of a three-step alternatives development screening process. The Level 2 screening evaluates the improvement concepts for specific locations within each study area. At each step of the screening process, a smaller number of potential solutions will remain, but with increased detail that will assist the study teams in evaluating benefits, impacts and costs.

The Level 3 screening will then develop and analyze improvement packages for smaller areas, or segments, of the study area. These smaller areas, which will be called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening include both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.

How can I get involved?

The public will be invited to provide feedback at each screening step. A final report of recommendations will be available at the conclusion of the study. INDOT intends to use the information, analysis and recommendations from the study process to inform decisions regarding future transportation improvements that will require federal environmental reviews in accordance with the National Environmental Policy Act.

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About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America through delivery of Gov. Eric J. Holcomb’s \$60 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency

is charged with 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. For the seventh consecutive year, Indiana has placed within the top five in the nation for infrastructure in CNBC's "America's Top States for Business" rankings. Learn more about INDOT at in.gov/indot.

Level 3



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**INDOT to host public information meetings for next phase of
ProPEL US 30 and US 31 studies**

Draft Level 3 Screening Reports now available

INDIANAPOLIS – November 12, 2024 – The Indiana Department of Transportation will host seven public information meetings as it continues its Planning and Environment Linkage (PEL) studies along the US 30 and US 31 corridors in northern Indiana. The purpose of the meetings is to share potential improvement packages at primary and secondary intersections, which are detailed in each study’s Draft Level 3 Screening Report. Draft reports are now available for viewing on each study website (ProPELUS30.com and ProPELUS31.com).

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.

During a PEL study, INDOT engages the public early in the planning process – before project scopes are known. 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. In-person public information meetings will be held in each of the four study areas. Virtual meetings will be available for those unable to attend on the [ProPEL US 30](http://ProPELUS30.com) and [ProPEL US 31](http://ProPELUS31.com) study websites.

US 30 West:

Wednesday, November 13, 2024
5 – 7 p.m. CST
Presentation at 5:30 p.m. CST
Tri-Township Schools
309 School Drive
Wanatah, IN 46390

Thursday, November 14, 2024

5 – 7 p.m. EST
Presentation at 5:30 p.m. EST
Plymouth High School
1 Big Red Drive
Plymouth, IN 46563

US 30 East:

Tuesday, November 19, 2024
5 – 7 p.m. EST
Presentation at 5:30 p.m. EST
Indian Springs Middle School
1692 S. State Road 9
Columbia City, IN 46725

Wednesday, November 20, 2024

5 – 7 p.m. EST
Presentation at 5:30 p.m. EST
Lincoln Elementary School
203 N. Lincoln Street
Warsaw, IN 46580



Virtual meeting available November 14

US 31 North:

Monday, November 18, 2024
5 – 7 p.m. EST
Presentation at 5:30 p.m. EST
Rochester Community High School
1645 S. Park Road
Rochester, IN 46975

Virtual meeting available November 19

Virtual meeting available November 20

US 31 South:

Thursday, November 14, 2024
5 – 7 p.m. EST
Presentation at 5:30 p.m. EST
Tipton County Fairgrounds Auditorium
1200 S. Main Street
Tipton, IN 46072

Tuesday, November 19
5 – 7 p.m. EST
Presentation at 5:30 p.m. EST
Peru High School
401 N. Broadway Street
Peru, IN 46970

Virtual meeting available November 15

The public can provide their comments online, in-person at public meetings, by phone and via mail.

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APPENDIX B: DIRECT MAIL POSTCARDS

Universe of Alternatives (Level 1)




The **ProPEL US 31 South** study team has released the Draft Universe of Alternatives report for public review and comment. We want your input on the potential solutions for the US 31 South study area! The draft report and comment form are available at:


www.propelus31.com/31doclibrary


Public comments will be accepted until **December 22, 2023**. Your feedback will help to inform the next 20+ years of transportation investments in your community.


SHARE YOUR THOUGHTS


Review the Draft Universe of Alternatives report and leave your comment!





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COPIES OF THE DRAFT UNIVERSE OF ALTERNATIVES REPORT AND COMMENT FORMS ARE AVAILABLE AT:

- Kokomo-Howard County Public Library, Main Branch
- Kokomo-Howard County Public Library, South Branch
- Peru Public Library
- Sharpsville Town Hall
- Tipton County Public Library

Español en la espalda ↩



El equipo del estudio **ProPEL US 31 Sur** ha publicado el borrador del informe Universe of Alternatives (Universo de alternativas) para que el público pueda hacer llegar sus críticas y comentarios. Deseamos conocer sus aportes sobre las potenciales soluciones para el área del estudio US 31 South. El borrador del informe y el formulario de comentarios se encuentran disponibles en:

www.propelus31.com/31doclibrary

Los comentarios del público se recibirán hasta el **22 de diciembre de 2023**. Sus comentarios y opiniones ayudarán a dar información para las inversiones en transportes para los siguientes 20 años en su comunidad.

ENVÍENOS SU OPINIÓN

(Revise del borrador del informe Universe of Alternatives y déjenos sus comentarios!)



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SE ENCUENTRAN DISPONIBLES LOS FORMULARIOS DE COMENTARIOS Y

COPIAS DEL BORRADOR DEL INFORME UNIVERSE OF ALTERNATIVES EN:

- Sede central de la Biblioteca pública del condado de Kokomo-Howard
- Sede del área sur de la Biblioteca pública del condado de Kokomo-Howard
- Biblioteca pública de Peru
- Ayuntamiento de Sharpsville
- Biblioteca pública del condado de Tipton

Ver atrás para el mapa

English on back ↩

Level 2



The **ProPEL US 31 South** study team has released the Draft Level 2 Screening Report for public review and comment. We want your input on potential concepts at each of the primary intersections in the study area!

SHARE YOUR THOUGHTS

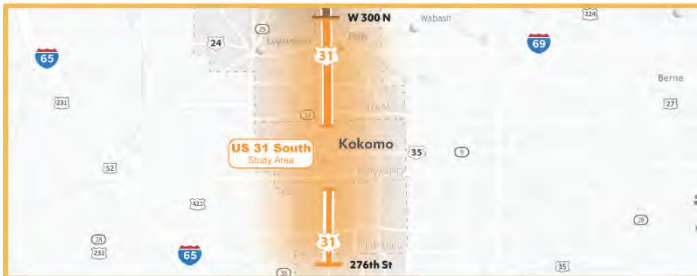
The Draft Level 2 Screening Report is available for review and comment at:

www.propelus31.com/31doclibrary

Public comments will be accepted until **April 30, 2024**. Your feedback is vital and will help to inform the next 20+ years of transportation investments in your community.



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COPIES OF THE DRAFT LEVEL 2 SCREENING REPORT AND COMMENT FORMS ARE AVAILABLE AT:

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- Kokomo-Howard County Public Library, South Branch
- Peru Public Library
- Sharpsville Town Hall
- Tipton County Public Library

[Español en la espalda](#)



El equipo del estudio **ProPEL US 31 Sur** ha publicado el borrador del informe Universe of Alternatives (Universe of alternatives) para que el público pueda hacer llegar sus críticas y comentarios. Deseamos conocer sus aportes sobre las potenciales soluciones para el área del estudio US 31 South. El borrador del informe y el formulario de comentarios se encuentran disponibles en:

www.propelus31.com/31doclibrary

Los comentarios del público se recibirán hasta el **22 de diciembre de 2023**. Sus comentarios y opiniones ayudarán a dar información para las inversiones en transportes para los siguientes 20 años en su comunidad.

ENVÍENOS SU OPINIÓN

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- Sede central de la Biblioteca pública del condado de Kokomo-Howard
- Sede del área sur de la Biblioteca pública del condado de Kokomo-Howard
- Biblioteca pública de Peru
- Ayuntamiento de Sharpsville
- Biblioteca pública del condado de Tipton

Ver atrás para el mapa

[English on back](#)

Level 3

PROPEL

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

Join the **ProPEL US 31 South** study team as we share the results of the Level 3 alternatives evaluation and discuss next steps.

Attendees can view informational display boards, participate in feedback activities, and speak with study team representatives.

Doors open at 5:00 PM.
Presentation begins at 5:30 PM.

We want to hear from you. Share your comments by **December 13, 2024!**



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UPCOMING PROPEL US 31 SOUTH PUBLIC INFORMATION MEETINGS

November 14, 2024

5:00 PM - 7:00 PM (EST)

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

November 19, 2024

5:00 PM - 7:00 PM (EST)

Peru High School Door #7
401 N. Broadway St.
Peru, IN 46970

[Español en el reverso](#) ↩

PROPEL

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

Participe en el equipo del estudio **ProPEL US 31 South** a medida que compartamos los resultados de la evaluación de las alternativas del nivel 3 y hagamos un debate de los pasos a seguir.

Los asistentes podrán ver los afiches informativos, participar en actividades para dar opiniones y comentarios y conversar con los representantes del equipo del estudio.

Las puertas se abren a las 5:00 p.m.
La presentación comienza a las 5:30 p.m.

Queremos saber su opinión.
¡Comparta sus comentarios antes del **13 de diciembre de 2024!**



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PRÓXIMAS REUNIONES DE INFORMACIÓN PARA EL PÚBLICO SOBRE PROPEL US 31

14 de noviembre de 2024

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

19 de noviembre de 2024

De 5:00 p. m. a 7:00 p. m. (hora del este)

Escuela Secundaria Peru Puerta n.º 7
401 N. Broadway St.
Peru, IN 46970

Ver atrás para el mapa

[English on back](#) ↩

APPENDIX C: MEDIA ALERTS

Universe of Alternatives (Level 1)




November 9, 2023


MEDIA ADVISORY: INDOT to release update in ProPEL U.S. 30 and 31 studies
Media briefing planned for Nov. 13

Who: ProPEL U.S. 30 and U.S. 31 study teams

What:



The Indiana Department of Transportation is encouraging community feedback on its Planning and Environmental Linkage (PEL) studies along the U.S. 30 and U.S. 31 corridors in northern Indiana. The study teams have identified 55 potential solutions to address needs and desired outcomes along the corridors.



The study areas include U.S. 30 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as U.S. 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. Learn more at ProPELUS30.com or ProPELUS31.com.

When: A virtual media briefing will be held on **Wednesday, Nov. 13 at 11:30 a.m. ET/10:30 a.m. CT.**

Where: Microsoft Teams – [Click here to join the meeting.](#)

Media Contact:
Natalie Garrett
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nagarrett@indot.in.gov

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Level 2



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner



March 26, 2024

MEDIA ADVISORY: INDOT to release update in ProPEL US 30 and 31 studies
Media briefing planned for Wednesday, March 27

Who: ProPEL US 30 and US 31 study teams

What: The Indiana Department of Transportation is encouraging community feedback on its Planning and Environment Linkage (PEL) studies along the US 30 and US 31 corridors in northern Indiana. The study teams have identified potential alternatives at 85 intersections to address needs and desired outcomes along each corridor, which are detailed in each study's Draft Level 2 Screening Report.

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 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. Learn more at ProPELUS30.com or ProPELUS31.com.

When: A virtual media briefing will be held on **Wednesday, March 27, at 10 a.m. ET/9 a.m. CT.**

Where: Microsoft Teams -- [Click here to join the meeting.](#)
Please RSVP by 9 a.m. ET/8 a.m. CT Wednesday, March 27.

Media Contact:
Natalie Garrett
812-525-0571
nagarrett@indot.in.gov

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Level 3



November 8, 2024

MEDIA ADVISORY: INDOT to share potential concepts for ProPEL US 30 and 31 studies
Virtual media briefing planned Tuesday, November 12

Who: ProPEL US 30 and US 31 study teams

What: The Indiana Department of Transportation is encouraging community feedback on ProPEL US 30 and US 31, its comprehensive planning studies along the US 30 and US 31 corridors in northern Indiana. The study teams have identified potential improvement packages at primary and secondary intersections that are detailed in each study's Draft Level 3 Screening Report, which will be available on Nov. 12. Public engagement has taken place along each corridor since the studies began in summer of 2022.

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 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. Learn more at ProPELUS30.com or ProPELUS31.com.

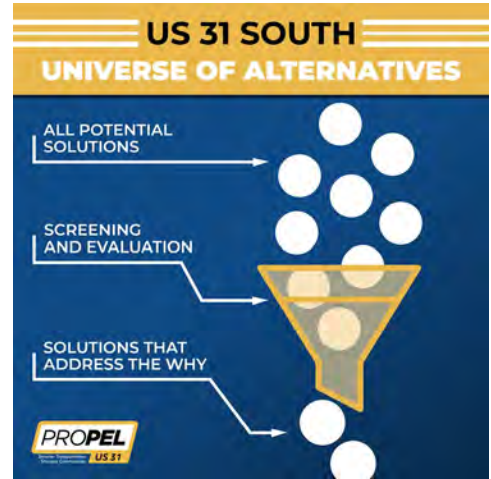
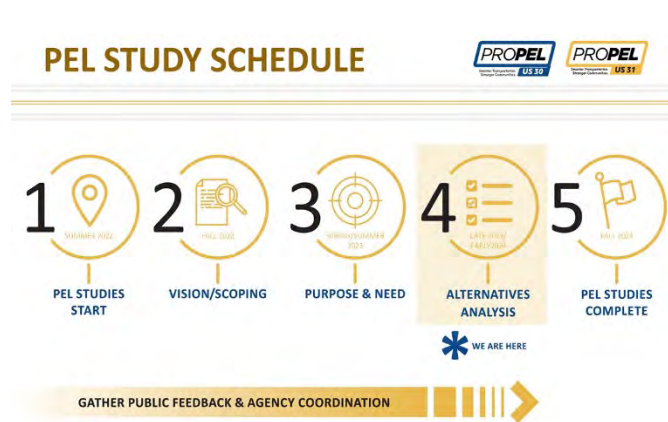
When: A virtual media briefing will be held on **Tuesday, November 12, at 10 a.m. EST/9 a.m. CST.**

Where: Microsoft Teams -- [Click here to join the meeting.](#)
Please RSVP to [Natalie Garrett](#) by 9 a.m. EST/8 a.m. CST on Tuesday, November 12.

Media Contact:
Natalie Garrett
812-525-0571
nagarrett@indot.in.gov

APPENDIX D: SOCIAL MEDIA POSTS

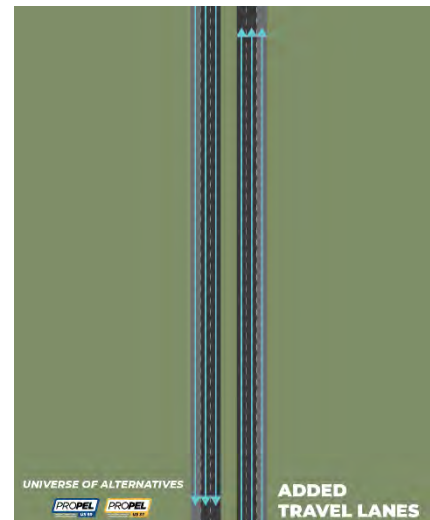
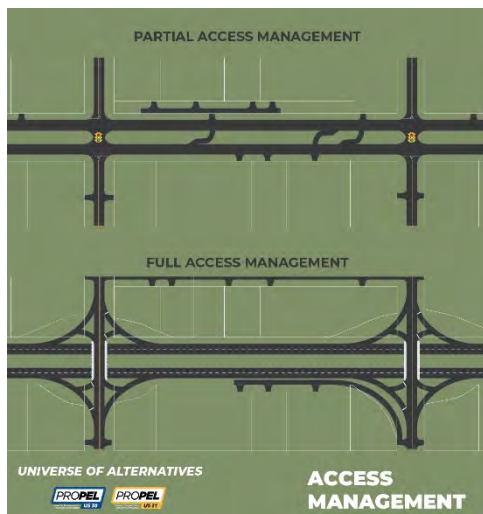
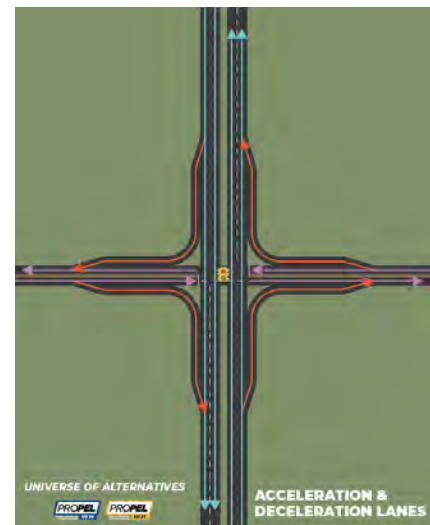
Universe of Alternatives (Level 1)

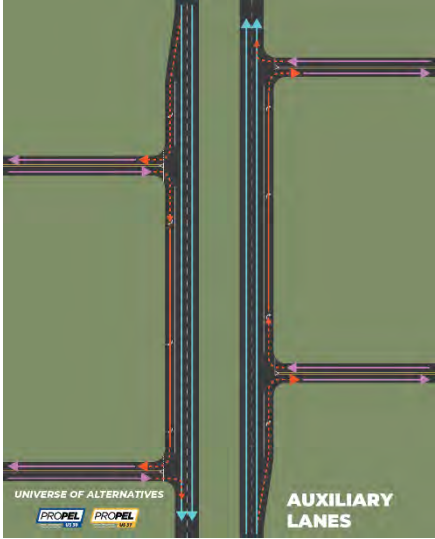


WHAT IS UNIVERSE OF ALTERNATIVES?

“With the Universe of Alternatives, all the possible solutions will go through a screening process. Due to the size and complexity of US 31 in our study area, the screening process will involve at least three steps. The first step will be to determine whether each alternative addresses the identified needs. Alternative solutions that do not address any of the needs – the **WHY** – will be eliminated from further consideration.”

PROPEL US 31





PROPEL UNIVERSE OF ALTERNATIVES
TRANSFORMING THE WAY WE LIVE **US 31**

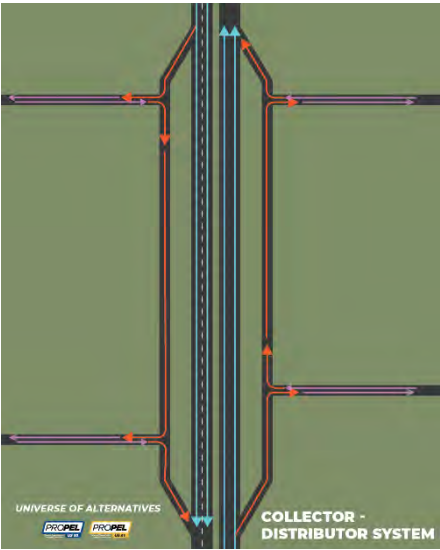
“

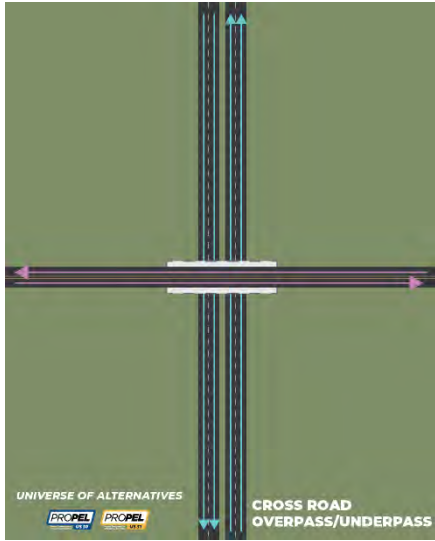
COMMENT TODAY

SHARE YOUR IDEAS AT
PROPELUS31.COM

”

Comment Period Open Through
December 22, 2023





December 6 WEDNESDAY

COMMUNITY OFFICE HOURS

US 31 SOUTH

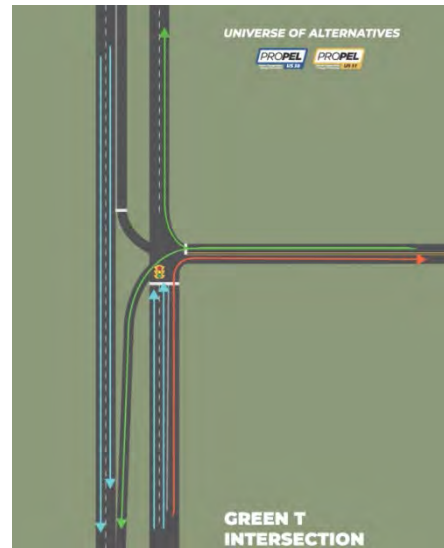
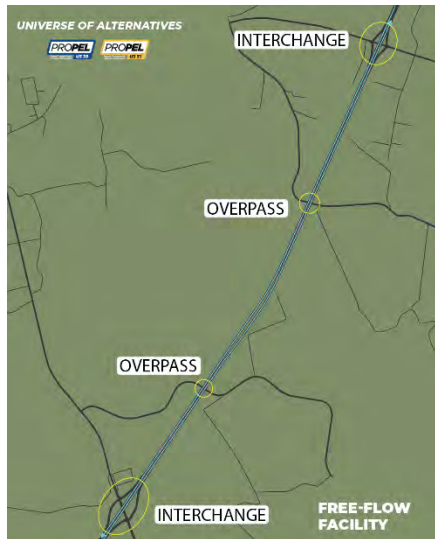
LOCATION
Pipe Creek Mercantile

TIME
11:00 AM - 1:00 PM (EST)

LOCATION
Kokomo Howard County Public Library

TIME
2:00 PM - 4:00 PM (EST)

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



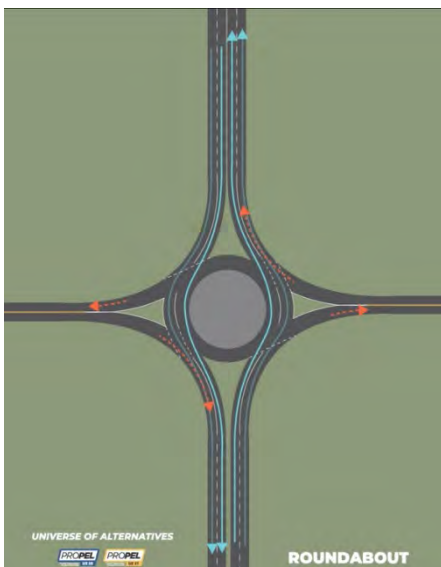
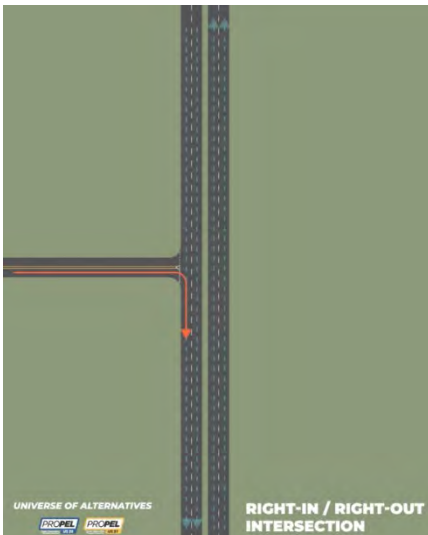
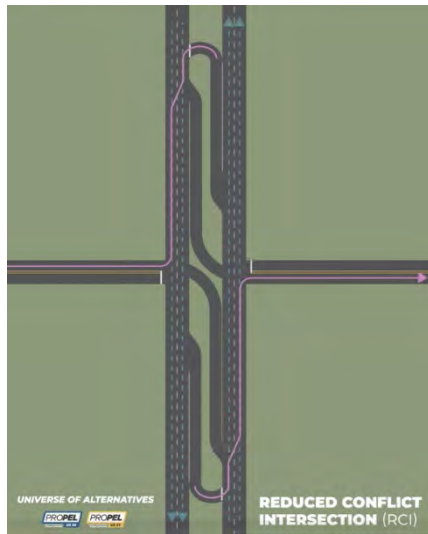
Community Office Hours November 30

Fulton County Public Library
12:00 P.M. - 3:00 P.M. EST

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

Stop by and share feedback.





Community Office Hours TODAY | NOVEMBER 30

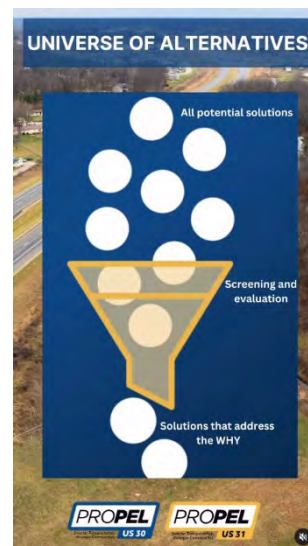
Fulton County Public Library
 12:00 P.M. - 3:00 P.M. EST

Stop in today! **PROPEL**
Shared Participation Program
US 31



DEC 06 WEDNESDAY | COMMUNITY OFFICE HOURS

<p>LOCATION PIPE CREEK MERCANTILE</p> <p>TIME 11:00 AM - 1:00 PM (EST)</p> <p>ADDRESS 2980 W. 400 S PERU, IN 46970</p>	<p>LOCATION KOKOMO HOWARD COUNTY PUBLIC LIBRARY - MAIN BRANCH</p> <p>TIME 2:00 PM - 4:00 PM (EST)</p> <p>ADDRESS 220 N. UNION ST. KOKOMO, IN 46901</p>
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PROPELUS31.COM **PROPEL**
Shared Participation Program
US 31



Community Office Hours

PROPEL
Smarter Transportation
Stronger Communities
US 31

DEC 13

Harvest Moon Foods
12 P.M. to 3 P.M. EST

Denver Volunteer Fire Department
4 P.M. to 6 P.M. EST

propelus31.com



PROPEL
US 31

Happy Hanukkah

DECEMBER 12 TUESDAY

COMMUNITY OFFICE HOURS

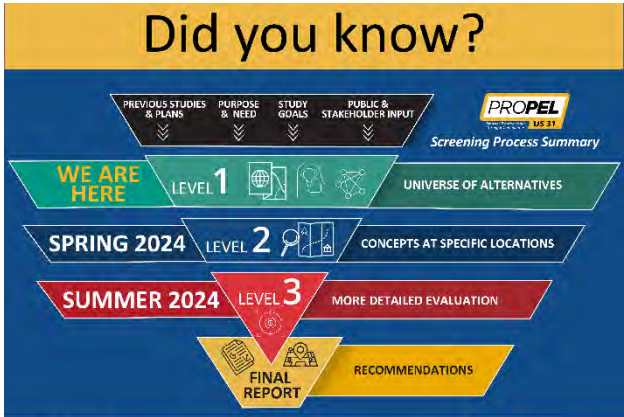
US 31 SOUTH

LOCATION
TIPTON COUNTY HISTORICAL SOCIETY

TIME
1:00 PM – 3:00 PM (EST)

ADDRESS
323 W SOUTH STREET
TIPTON, IN 46072

PROPEL
US 31



Find out more at propelus31.com.



PROPEL **UNIVERSE OF ALTERNATIVES**
US 31

**ENDING SOON!
COMMENT TODAY**

SHARE YOUR IDEAS AT
PROPELUS31.COM

**Comment Period Open Through
December 22, 2023**

Community Office Hours

PROPEL
Smarter Transportation
Stronger Communities
US 31

DEC 13

Harvest Moon Foods
12 P.M. to 3 P.M. EST

Denver Volunteer Fire Department
3 P.M. to 5 P.M. EST

propelus31.com

DEC 12
TUESDAY

COMMUNITY OFFICE HOURS



LOCATION: TIPTON COUNTY HISTORICAL SOCIETY

TIME: 1:00 PM – 3:00 PM (EST)

ADDRESS: 323 W SOUTH STREET
TIPTON, IN 46072



Learn more & share your thoughts.



US 31 North
Study Area

Materials available along the corridor.

Community Office Hours



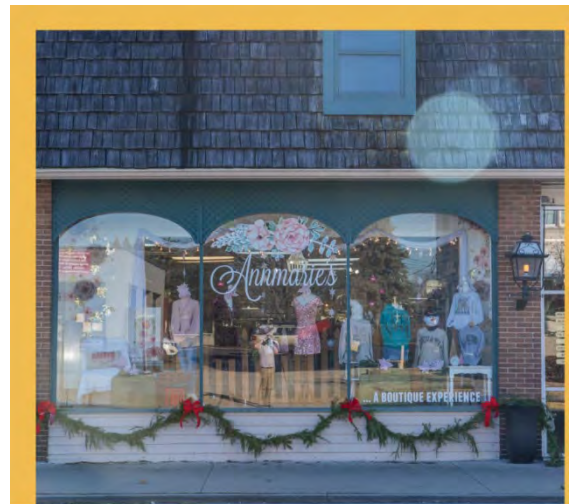
TODAY



Harvest Moon Foods | 12 P.M. to 3 P.M. EST
5758 N Old US Hwy 31, Rochester, IN



Denver Volunteer Fire Department | 4 P.M. to 6 P.M. EST
500 E Harrison St, Denver, IN



 **#SupportLocalHoosiers**



 **#SupportLocalHoosiers**

“ WE WANT YOUR FEEDBACK ”

— VISIT —
PROPELUS31.COM

 **#FeedbackFriday**



#SupportLocalHoosiers

Stop by and learn more.

Location	City
Rochester City Hall	Rochester
Fulton County Public Library	Rochester
Fulton County Commissioner's Office	Rochester
Fulton County Chamber of Commerce	Rochester
Council on Aging and Community Center	Rochester
Akron Carnegie Public Library	Akron
Peru Public Library	Peru

propelus31.com



#SupportLocalHoosiers

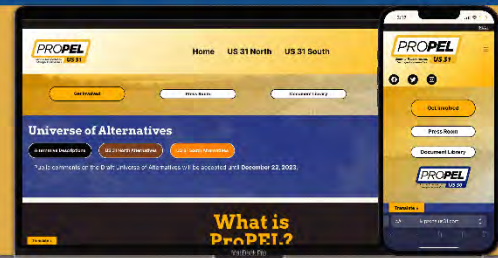


#SupportLocalHoosiers



#SupportLocalHoosiers

We want to hear from you.



propelus31.com



#SupportLocalHoosiers



#SupportLocalHoosiers




#SupportLocalHoosiers




#SupportLocalHoosiers

Level 2



**COMMENT PERIOD
OPEN FOR DRAFT
LEVEL 2
SCREENING REPORT**

SHARE YOUR FEEDBACK



PROPELUS31.COM

**Us 31 North Level 2
Screening Report Available**



**Share your
feedback
through
April 30!**

**Find an
interactive
map, videos,
handouts,
and more
online!**

ProPELUS31.com

**Opportunities Ahead
To Share Feedback**

Look for us in March & April!

March 28 | 3 to 6 p.m. EST
Fulton County Public Library | Rochester Branch

April 6 | 11 a.m. to 1 p.m. EST
Fulton County Public Library | Rochester Branch

April 6 | 3 to 5 p.m. EST
Macy Fire Station

April 13 | 4 to 7 p.m. EST
Fish and Tenderloin Fry at the Fulton County
4-H Fairgrounds

April 20 | 11 a.m. to 2 p.m. EST
Fulton County Public Library | Rochester Branch

ProPELUS31.com



HAPPY EASTER
Can you find the seven hidden Easter Eggs?



PROPEL
US 31

PROPEL **WE HOPE
TO SEE YOU!**
Smarter Transportation. Stronger Communities. **US 31**

Saturday, April 13 | 4 to 7 p.m. EST



**4-H Fair Board and
4-H Council
Fish & Tenderloin Fry**

ProPELUS31.com



COMMUNITY OFFICE HOURS

APRIL 15 MONDAY	APRIL 17 WEDNESDAY
LOCATION PERU PUBLIC LIBRARY TIME 10:00 AM – 12:00 PM (EST)	LOCATION DUTCH CAFE TIME 11:00 AM – 1:00 PM (EST)
LOCATION TIPTON PUBLIC LIBRARY TIME 1:00 PM – 3:00 PM (EST)	LOCATION KOKOMO-HOWARD COUNTY PUBLIC LIBRARY TIME 2:00 PM – 4:00 PM (EST)

Come see us TODAY!

SATURDAY, APRIL 6

➔➔ Drop by and share your input.

<p>Fulton County Public Library Rochester Branch 320 W. 7th Street, Rochester, IN 11 a.m. to 1 p.m. EST</p>	<p>Macy Fire Station 378 E. Walnut Street Macy, IN 3 to 5 p.m. EST</p>
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ProPELUS31.com



US 31 North | Level 2 Screening

CR 100 North/6th Street in Fulton County





APRIL 15 MONDAY | COMMUNITY OFFICE HOURS

 <p>LOCATION PERU PUBLIC LIBRARY</p> <p>TIME 10:00 AM – 12:00 PM (EST)</p> <p>ADDRESS 102 E. MAIN STREET PERU, IN 46970</p>	 <p>LOCATION TIPTON COUNTY PUBLIC LIBRARY</p> <p>TIME 1:00 PM – 3:00 PM (EST)</p> <p>ADDRESS 127 E. MADISON STREET TIPTON, IN 46072</p>
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PROPEL US 31

APRIL 17
WEDNESDAY | **COMMUNITY OFFICE HOURS**




<p>LOCATION DUTCH CAFE</p> <p>TIME 11:00 AM – 1:00 PM (EST)</p> <p>ADDRESS 6665 US-31 #300 PERU, IN 46970</p>	<p>LOCATION KOKOMO-HOWARD COUNTY PUBLIC LIBRARY</p> <p>TIME 2:00 PM – 4:00 PM (EST)</p> <p>ADDRESS 220 N. UNION STREET KOKOMO, IN 46901</p>
--	--

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



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

US 31 North | Level 2 Screening
CR 150 South/Wabash Avenue in Fulton County

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

Come for good food and good information!

Saturday, April 13 | 4 to 7 p.m. EST




TODAY!

4-H Fair Board and 4-H Council
Fish & Tenderloin Fry
ProPELUS31.com



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

SEE YOU THIS WEEKEND!

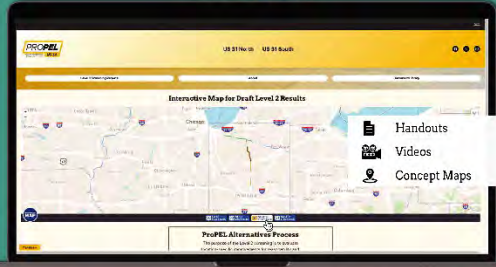
SATURDAY, APRIL 20



Fulton County Public Library | Rochester Branch
320 W. 7th Street, Rochester, IN
11 a.m. to 2 p.m. EST

ProPELUS31.com

CHECK OUT OUR INTERACTIVE MAP



ProPELUS31.com



PROPEL SEE YOU THIS WEEKEND!
Smarter Transportation Stronger Communities. **US 31**

Today: Saturday, April 20

Fulton County Public Library | Rochester Branch
320 W. 7th Street, Rochester, IN
11 a.m. to 2 p.m. EST

ProPELUS31.com

Redbud Trail Rendezvous
April 27 | 11 a.m. to 2 p.m. EST

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

We hope to see you there!



Smarter Transportation. Stronger Communities.

REMINDER

REVIEW DRAFT LEVEL 2 SCREENING REPORT

SUBMIT YOUR COMMENTS >>> PROPELUS31.COM

**COMMENT PERIOD CLOSES
APRIL 30, 2024**

EARTH DAY
APRIL 22, 2024



PROPEL
Smarter Transportation. Stronger Communities. US 31



PROPEL
Smarter Transportation. Stronger Communities. US 31

US 31 North | Level 2 Screening
SR 16 in Miami County

INTERACTIVE MAP FOR DRAFT LEVEL 2 RESULTS



Interactive Map for Draft Level 2 Results

ProPEL Alternatives Process

PROPEL www.ProPELUS31.com



CR 550 N

CR 525 N



PROPEL
Smarter Transportation. Stronger Communities. US 31

US 31 North | Level 2 Screening
CR 550 North/Mexico Rd in Miami County



LOOK FOR MATERIALS IN YOUR AREA

Comments accepted through April 30

Peru
 • Peru Public Library

AKRON
 • Akron Carnegie Public Library

Rochester
 • Rochester City Hall
 • Fulton County Public Library
 • Fulton County Commissioners Office
 • Fulton County Chamber of Commerce
 • Council on Aging and Community Center

ProPELUS31.com

REDBUD TRAIL RENDEZVOUS

April 27

11 a.m. to 2 p.m. EST

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

Stop by to talk with the US 31 North study team.

WE WANT YOUR FEEDBACK

PROPELUS31.COM

COMMENT TODAY!
DRAFT LEVEL 2 SCREENING REPORT

Level 3

PROPEL LEVEL 3: ALTERNATIVES ANALYSIS
South Region - US 31

NEW MAJOR MILESTONE

LEVEL 3
 Alternatives that advanced from the Level 2 screening were organized into planning segments that include the primary and secondary intersections and the roadway segments between them.

PROPEL UPCOMING PUBLIC INFORMATION MEETINGS
South Region - US 31

<p>LOCATION TIPTON COUNTY FAIRGROUNDS AUDITORIUM</p> <p>TIME 5:00 PM - 7:00 PM (EST) PRESENTATION AT 6:30 PM</p> <p>ADDRESS 1200 S. MAIN ST. TIPTON, IN 46072</p>	<p>LOCATION PERU HIGH SCHOOL DOOR #7</p> <p>TIME 5:00 PM - 7:00 PM (EST) PRESENTATION AT 6:30 PM</p> <p>ADDRESS 401 N. BROADWAY ST. PERU, IN 46970</p>
---	--

The ProPEL US 31 South study team will be sharing the results of the **Level 3 Alternatives Analysis**.

PROPEL
South Region - US 31

COMMENT PERIOD
 OPEN FOR DRAFT
LEVEL 3
 SCREENING REPORT

SHARE YOUR FEEDBACK

PROPELUS31.COM

PROPEL UPCOMING PUBLIC INFORMATION MEETING
South Region - US 31

**THURSDAY
 NOVEMBER 14**

TIPTON COUNTY FAIRGROUNDS AUDITORIUM

DOORS OPEN: 5:00 PM
 PRESENTATION: 5:30 PM

The ProPEL US 31 South study team will be sharing the results of the **Level 3 Alternatives Analysis**.

PROPEL UPCOMING PUBLIC INFORMATION MEETING
South Region - US 31

**TUESDAY
 NOVEMBER 19**

PERU HIGH SCHOOL

DOORS OPEN: 5:00 PM
 PRESENTATION: 5:30 PM

The ProPEL US 31 South study team will be sharing the results of the **Level 3 Alternatives Analysis**.

PROPEL
South Region - US 31

ProPEL US 31 South
 Virtual Public Information Meeting

WATCH NOW

Welcome to the third
ProPEL US 31 South
 Public Information Meeting

NOV 26
TUESDAY

COMMUNITY OFFICE HOURS




LOCATION
DUTCH CAFE

TIME
9:00 AM – 11:00 AM (EST)

ADDRESS
6665 US-31 #300
PERU, IN 46970

LOCATION
KOKOMO-HOWARD COUNTY PUBLIC LIBRARY

TIME
12:00 PM – 2:00 PM (EST)

ADDRESS
220 N. UNION STREET
KOKOMO, IN 46901




REMINDER

REVIEW DRAFT LEVEL 3 SCREENING REPORT

SUBMIT YOUR COMMENTS >>> [PROPELUS31.COM](https://propelus31.com)

COMMENT PERIOD CLOSES DECEMBER 13, 2024

NOVEMBER 26
TUESDAY

COMMUNITY OFFICE HOURS

US 31 SOUTH

LOCATION
DUTCH CAFE

TIME
9:00 AM – 11:00 AM (EST)



LOCATION
KOKOMO-HOWARD COUNTY PUBLIC LIBRARY

TIME
12:00 PM – 2:00 PM (EST)




DEC 10
TUESDAY

COMMUNITY OFFICE HOURS

LOCATION
PIPE CREEK MERCANTILE


TIME
11:00 AM – 1:00 PM (EST)

ADDRESS
2980 W. 400 S.
PERU, IN 46970

LOCATION
TIPTON PUBLIC LIBRARY

TIME
2:00 PM – 4:00 PM (EST)

ADDRESS
127 E. MADISON STREET
TIPTON, IN 46072



DECEMBER
10
TUESDAY

COMMUNITY OFFICE HOURS

US 31 SOUTH

LOCATION
PIPE CREEK MERCANTILE

TIME
11:00 AM – 1:00 PM (EST)

LOCATION
TIPTON PUBLIC LIBRARY

TIME
2:00 PM – 4:00 PM (EST)



WE WANT YOUR FEEDBACK

[PROPELUS31.COM](https://propelus31.com) 🔍

COMMENT TODAY!
DRAFT LEVEL 3 SCREENING REPORT

APPENDIX E: STAKEHOLDER EMAIL BLASTS

November 14, 2023



**ProPEL US 31 South Draft Universe of Alternatives Screening Memo now available
Feedback needed on future potential solutions.**

The ProPEL US 31 South study team has released the [Draft Universe of Alternatives Screening Memo](#) for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The Draft Universe of Alternatives Screening Memo documents the initial screening of concepts that may address the transportation issues and desired outcomes identified in the ProPEL US 31 South [Purpose & Need Report](#).

Potential improvements include a variety of enhancements to address identified transportation needs, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as corridor improvements, such as added travel lanes and freeway conversion. Because safety is an INDOT priority, potential improvement concepts also include proven approaches to enhance safety, like advanced warning systems and innovative intersection types.

The ProPEL US 31 South study team has relied upon public feedback during each phase of the study, and will continue to do so through its conclusion, which is expected next fall. A copy of the Draft Universe of Alternatives Screening Memo will be available for review at the following locations. Comment forms that can be returned via postal mail will also be available:

Tipton County Public Library
127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library

102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Rd.
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

In addition, a copy of the Draft Universe of Alternatives Screening Memo will be available during upcoming community office hours. Study team members also will be available to answer questions.

December 6, 2023

11 a.m. – 1 p.m.

Pipe Creek Mercantile
2980 W. 400 S.
Peru, IN 46970

2 – 4 p.m.

Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

Public comments on the Draft Universe of Alternatives Screening Memo will be accepted until **December 22, 2023**. Links to the draft memo and the study feedback form are available at www.propelUS31.com.

December 21, 2023



Comment period for US 31 South Draft Universe of Alternatives Screening Memo ends tomorrow

Submit your feedback on future potential solutions.

The public comment period for the ProPEL US 31 South [Draft Universe of Alternatives Screening Memo](#) ends **December 22!** Public feedback is vital to the success of the study, and you are encouraged to [submit your official public comment](#) on the the initial screening of concepts that may address the transportation issues and desired outcomes identified for the study area.

The Draft Universe of Alternatives Screening Memo is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

Potential improvements include a variety of enhancements to address identified transportation needs, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as corridor improvements, such as added travel lanes and freeway conversion. Because safety is an INDOT priority, potential improvement concepts also include proven approaches to enhance safety, like advanced warning systems and innovative intersection types.

The ProPEL US 31 South study team has relied upon public feedback during each phase of the study, and will continue to do so through its conclusion, which is expected next fall. A copy of the Draft Universe of Alternatives Screening Memo is available for review at the following locations. Comment forms that can be returned via postal mail are also available:

Tipton County Public Library

127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library

102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Rd.
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

Follow us on social media

Facebook: facebook.com/PropelU.S.31

Twitter: twitter.com/PropelUS31

Instagram: instagram.com/propelus30_31/

March 27, 2024



ProPEL US 31 South Draft Level 2 Screening Report now available

Feedback needed on future potential solutions at primary intersections in the study area.

The ProPEL US 31 South study team has released the Draft Level 2 Screening Report for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The Draft Level 2 Screening Report evaluates future potential solutions that advanced from the Universe of Alternatives (Level 1) screening. The Draft Level 2 Screening Report details concepts at each of the primary intersections in the study area and provides a comparative analysis of benefits, impacts, and costs. An interactive map showing location-specific alternatives with videos and graphic animations can be found at propelus31.com/alternatives/#Map.

A copy of the Level 2 Screening Report and a link to the comment form are available at ProPELUS31.com/31doclibrary. Public comments on the Draft Level 2 Screening Report will be accepted until **April 30, 2024**.

Potential improvements carried forward from the Universe of Alternatives (Level 1) screening include a variety of enhancements to address identified transportation needs. Because safety is an INDOT priority, potential improvement concepts also include proven approaches to enhance safety, including advanced warning systems and innovative intersection types.

The ProPEL US 31 South study team has relied upon public feedback during each phase of the study, and will continue to do so through its conclusion, which is expected in late 2024. A copy of the Draft Level 2 Screening Report will be available for review at the following locations below. Comment forms can be returned via postal mail:

Tipton County Public Library

127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library

102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Rd.
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

In addition, a copy of the Draft Level 2 Screening Report will be available during upcoming community office hours. Study team members also will be available to answer questions.

April 15, 2024

10 a.m. – 12 p.m.

Peru Public Library

102 E. Main St.
Peru, IN 46970

1 – 3 p.m.

Tipton County Public Library

127 E. Madison St.
Tipton, IN 46072

April 17, 2024

11 a.m. – 1 p.m.

Dutch Café

6665 US 31, Suite 300
Peru, IN 46970

2 – 4 p.m.

Kokomo-Howard County Public Library, Main Branch

220 N. Union St.

Kokomo, IN 46901

April 26, 2024



Comment period for ProPEL US 31 South Draft Level 2 Screening Report closing soon

Comments requested by April 30.

The ProPEL US 31 South study team requests feedback and comments on the Draft Level 2 Screening Report by **April 30, 2024**. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The Draft Level 2 Screening Report evaluates future potential solutions that advanced from the Universe of Alternatives (Level 1) screening. The Draft Level 2 Screening Report details concepts at each of the primary intersections in the study area and provides a comparative analysis of benefits, impacts, and costs. An interactive map showing location-specific alternatives with videos and graphic animations can be found at propelus31.com/alternatives/#Map.

A copy of the Level 2 Screening Report and a link to the comment form are available at ProPELUS31.com/31doclibrary.

Potential improvements carried forward from the Universe of Alternatives (Level 1) screening include a variety of enhancements to address identified transportation needs. Because safety is an INDOT priority, potential improvement concepts also include proven approaches to enhance safety, including advanced warning systems and innovative intersection types.

The ProPEL US 31 South study team has relied upon public feedback during each phase of the study, and will continue to do so through its conclusion, which is expected in late 2024. A copy of the Draft Level 2 Screening Report will be available for review at the following locations below. Comment forms can be returned via postal mail:

Tipton County Public Library

127 E. Madison Ave.

Tipton, IN 46072

Peru Public Library

102 E. Main St.

Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.

Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Rd.

Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.

Sharpsville, IN 46068

November 12, 2024

Links to the Draft Level 3 Screening Report and public comment form are available at www.ProPELUS31.com.

A copy of the Draft Level 3 Screening Report will be available for review at the following locations beginning throughout the public comment period:

Tipton County Public Library

127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library

102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Rd.
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

Comments will be accepted until **December 13, 2024**.

After public comments are considered, the Indiana Department of Transportation (INDOT) will publish a final Level 3 report on the study website.

INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

November 20, 2024



ProPEL US 31 South Virtual Public Meeting Now Available

Miss our public information meetings on November 14 and November 19? On-demand meeting is available now.

The ProPEL US 31 South study team hosted its third round of public information meetings on November 14 in Tipton and November 19 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 share the results of the Level 3 alternatives screening and discuss next steps.

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 **December 13, 2024**.

During the open comment period, the study team will be hosting Community Office Hours at locations along the corridor. Community Office Hours are an opportunity for informal, one-on-one conversations with our study team to ask questions and provide your input. Members of the community are invited to stop by anytime; there is no formal presentation.

November 26, 2024

9 - 11 a.m.

Dutch Cafe

6665 US-31, #300

Peru, IN 46970

12 - 2 p.m.

Kokomo-Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

December 10, 2024

11 a.m. - 1 p.m.

Pipe Creek Mercantile
2980 W 400 S
Peru, IN 46970

2 - 4 p.m.

Tipton County Public Library
127 E. Madison St.
Tipton, IN 46072

APPENDIX F: PUBLIC NOTICES

Universe of Alternatives (Level 1)



DES# 2100113

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

The ProPEL US 31 South study team has released the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The Draft Universe of Alternatives Screening (Level 1) Technical Memorandum documents the initial screening of concepts that may address the transportation issues and desired outcomes identified in the ProPEL US 31 South Purpose & Need Report. The Draft Universe of Alternatives Screening (Level 1) Technical Memorandum and the Purpose & Need report are available at propelus31.com/31doctrinary.

The Universe of Alternatives represents the initial step in a three level alternatives development and screening process. Concepts contained in the Universe of Alternatives were subject to a high-level qualitative screening process to identify those that meet the purpose and need and are practical. Concepts that do not satisfy the screening criteria will be eliminated from consideration, while successful concepts will be carried forward and evaluated at specific locations in the US 31 South study corridor.

Public comments on the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum will be accepted until **December 22, 2023**. Links to the draft memo and the study feedback form are available at www.propelus31.com.

A copy of the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum will be available for review at the following locations throughout the public comment period. Comment forms that can be returned via postal mail will also be available at these locations:

Tipton County Public Library
127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library
102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Road
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

In addition, a copy of the Draft Universe of Alternatives Screening Technical Memorandum will be available during upcoming community office hours. Study team members also will be available to answer questions.

December 6, 2023

11 a.m. – 1 p.m.

Pipe Creek Mercantile
2980 W. 400 S.
Peru, IN 46970

December 6, 2023

2 – 4 p.m.

Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

After public comments are considered, INDOT will publish a final universe of alternatives screening report on the study [website](#).

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as

appropriate.”; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.

PUBLISHER'S AFFIDAVIT

State of Indiana)
) ss:
Hamilton County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Stu Clampitt who, being duly sworn, says that he is Publisher of the Hamilton County Reporter newspaper of general circulation printed and published in the English language in the city of Noblesville in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time(s), the date(s) of publication being as follows:

11/13/2023
11/27/2023



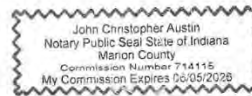
Subscribed and sworn to before me this Monday, November 27, 2023.



Notary Public

My commission expires: **06/20/2026**
John Christopher Austin
Resident of Marion County

Publisher's Fee: \$373.76



PUBLIC REVIEW AND COMMENT PERIOD

R 3365



AFFIDAVIT OF PUBLICATION

Tipton County Tribune
116 S Main St
(765) 675-2115

Cassidy Hunter
111 Monument Circle
Indianapolis, IN, 46204

State of Indiana
Tipton County, ss:

Personally appeared before me, Cindy Tyner of Cherry Road Media, Publishers of the Tipton County Tribune, a Weekly Newspaper of general circulation printed and published in Tipton, Tipton County, Indiana, who, being duly sworn upon his oath, says that the notice of which the attached is a true copy, was duly published in said newspaper for 2 successive weeks.

PUBLICATION DATES:
Nov. 15, 2023, Nov. 29, 2023

Notice ID: pDFoeg2jbhmYy0pUKuig
Publisher ID: 1652310
Notice Name: ProPEL US 31 South Universe of Alternatives

PUBLICATION FEE: \$69.43

Subscribed and sworn to before me this

29th day of November, A.D. 2023.

Cindy Tyner
Cindy Tyner

[Handwritten Signature]



PROPEL
US 31 South Universe of Alternatives

PROPEL is a 501(c)(3) non-profit organization that provides financial support to individuals and organizations that are working to address the needs of the underserved and underrepresented communities in the United States. PROPEL is committed to providing financial support to individuals and organizations that are working to address the needs of the underserved and underrepresented communities in the United States.

PROPEL is a 501(c)(3) non-profit organization that provides financial support to individuals and organizations that are working to address the needs of the underserved and underrepresented communities in the United States. PROPEL is committed to providing financial support to individuals and organizations that are working to address the needs of the underserved and underrepresented communities in the United States.

Tax I.D. 82-2664009
To: Kokomo Tribune
P.O. Box 9014, Kokomo, Indiana 46901

DES# 2100113
(Governmental Unit)
Howard County, Indiana

PUBLISHER'S CLAIM

K- 903
Ad # 1857810

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) - number of equivalent lines

Head - number of lines	_____
Body - number of lines	_____
Tail - number of lines	_____
Total number of lines in notice	_____

COMPUTATION OF CHARGES

<u>122</u> lines, <u>2</u> columns wide equals	
<u>244</u> equivalent lines at <u>0.8086</u> cents per line \$98.65
Additional charge for notices containing rule or tabular work (50 percent of above amount)
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)
Total Amount of Claim \$98.65

DATA FOR COMPUTING COST

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

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:

November 15, 2023 November 29, 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: November 29, 2023

Title: Legal Advertising Clerk

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Claim No. _____ Warrant No. _____

I have examined the within claim and hereby certify as follows:

IN FAVOR OF

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.

\$ _____

That it is apparently correct
incorrect

ON ACCOUNT OF APPROPRIATION FOR

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

Appropriation No. _____

ALLOWED _____

IN THE SUM OF \$ _____

Attest

DES# 2100113
NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD
 The ProPEL US 31 South study team has released the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 278th Street in Hamilton County to just south of the East River in Miami County. The Draft Universe of Alternatives Screening (Level 1) Technical Memorandum documents the initial screening of transportation issues and desired concepts that may address the outcomes identified in the ProPEL US 31 South Purpose & Need Report. The Draft Universe of Alternatives Screening (Level 1) Technical Memorandum and the Purpose & Need report are available at propel.us31.com and the University of Alternatives represents the initial development and screening process. Concepts contained in the Universe of Alternatives were subject to a high-level qualitative screening process to identify those that meet the purpose and need and are practical. Concepts that do not satisfy the screening criteria will be eliminated from consideration, while successful concepts will be carried forward and evaluated at specific locations in the US 31 South study corridor. Public comments on the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum will be accepted until December 22, 2023. Links to the draft memo and study feedback form are available at www.propel.us31.com. A copy of the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum will be available for review at the following locations throughout the public comment period. Comment forms that can be returned via postal mail will also be available at these locations: Tipton County Public Library, 127 E. Madison Ave., Tipton, IN 46072 Peru Public Library, 102 E. Main St., Peru, IN 46870 Kokomo Howard County Public Library, Main Branch 220 N. Union St., Kokomo, IN 46901 Kokomo Howard County Public Library, South Branch 1735 E. Center Road, Kokomo, IN 46902 Sharpesville Town Hall 124 S. Main St., Sharpesville, IN 46068 In addition, a copy of the Draft Universe of Alternatives Screening Technical Memorandum will be available during upcoming community office hours. Study team members also will be available to answer questions. December 6, 2023 11 a.m. - 1 p.m. Pipe Creek Mercantile 2980 W. 400 S., Peru, IN 46870 December 6, 2023 2 - 4 p.m. Kokomo Howard County Public Library, Main Branch 220 N. Union St., Kokomo, IN 46901 After public comments are considered, INDOT will publish a final universe of alternatives screening report on the study website. INDOT intends to use the information analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA), in accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require study information in alternative languages or formats should contact Stacey Osburn at osburne@INDOT.gov or 317-374-8998. This notice is published in compliance with: 1) 23 Section 771 (CFR 771.111)(b)(1) stating, Each State must have procedures approved by the FHWA to carry out a public involvement/public program; 2) 23 CFR 450.210(a)(1) (iv) stating, Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021. K-903 11/15/23 hepaxip 1857810

Paxton Media Group
201 South 4th Street Paducah, KY 42003

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

INDIANAPOLIS, IN 46204
(317)233-5151

Class Liner Ad #70818083 Summary:

Slug Line: DES# 2100113 NOTICE OF PUBLI
Size: 2.00 x 11.11

Publication Cost	\$108.54	Payment Date	11/7/23
Adjustments	\$0.00	Amount	\$-108.54
Net Cost	\$108.54	Description	Prepayment from AMPWeb
Prepaid Amount	\$-108.54	Payment Type	cc Credit Card
Amount Due	\$0.00		

Order Detail:

Publication	Start	Stop	Insertions	Cost	Adjustments	Total
184PTE1 Peru Tribune	11/15/23	11/29/23	2	108.54	0.00	108.54

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

The ProPEL US 31 South study team has released the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The Draft Universe of Alternatives Screening (Level 1) Technical Memorandum documents the initial screening of concepts that may address the transportation issues and desired outcomes identified in the ProPEL US 31 South Purpose & Need Report. The Draft Universe of Alternatives Screening (Level 1) Technical Memorandum and the Purpose & Need report are available at propelus31.com/31doclibrary.

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Public comments on the Draft Universe of Alternatives (Level 1) Screening Technical Memorandum will be accepted until December 22, 2023. Links to the draft memo and the study feedback form are available at www.propelus31.com.

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127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library

102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Road
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

In addition, a copy of the Draft Universe of Alternatives Screening Technical Memorandum will be available during upcoming community

Technical memorandum will be available during upcoming community office hours. Study team members also will be available to answer questions.

December 6, 2023

11 a.m. – 1 p.m.

Pipe Creek Mercantile
2980 W. 400 S.
Peru, IN 46970

December 6, 2023

2 – 4 p.m.

Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

After public comments are considered, INDOT will publish a final universe of alternatives screening report on the study website.

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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Level 2



DES# 2100113

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

The ProPEL US 31 South study team has released the Draft Level 2 Screening Report for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The Draft Level 2 Screening Report documents the evaluation of future potential solutions advanced from the Universe of Alternatives (Level 1) screening. The Draft Level 2 Screening Report details concepts at each of the primary intersections in the study area and provides a comparative analysis of benefits, impacts, and costs. A copy of the Level 2 Screening Report is available at ProPELUS31.com/31doclibrary.

The Level 2 screening represents the second step in a three-level alternatives development and screening process. The concepts that advanced from the Universe of Alternatives (Level 1) screening process were evaluated at specific locations in the Level 2 screening process to assess reasonability and potential impacts. Public and stakeholder input received to date was considered as part of the Level 2 screening. The ability of each concept to meet the study's purpose and needs also was analyzed as part of the Level 2 screening.

Public comments on the Draft Level 2 Screening Report will be accepted until **April 30, 2024**. Links to the draft report and the study feedback form are available at www.ProPELUS31.com.

A copy of the Draft Level 2 Screening Report will be available for review at the following locations throughout the public comment period. Comment forms that can be returned via postal mail also will be available at these locations:

Tipton County Public Library

127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library

102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch

220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch

1755 E. Center Road
Kokomo, IN 46902

Sharpsville Town Hall

124 S. Main St.
Sharpsville, IN 46068

Comment forms should be returned to Cassidy Hunter, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. Public comments also can be submitted via voicemail by calling 463-777-3705.

In addition, a copy of the Draft Level 2 Screening Report will be available during upcoming community office hours. Study team members also will be available to answer questions. Community office hours are scheduled at the following locations and times during the public comment period:

April 15, 2024

10 a.m. – 12 p.m.

Peru Public Library
102 E. Main St.
Peru, IN 46970

1 – 3 p.m.

Tipton County Public Library
127 E. Madison St.
Tipton, IN 46072

April 17, 2024

11 a.m. – 1 p.m.

Dutch Café
6665 US 31, Suite 300
Peru, IN 46970

2 – 4 p.m.

Kokomo-Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

After public comments are considered, the Indiana Department of Transportation (INDOT) will publish a final Level 2 report on the study [website](#).

INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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

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

See Proof on Next Page

Tipton County Tribune
116 S Main St
(765) 675-2115

Cassidy Hunter
111 Monument Circle
Indianapolis, IN, 46204

State of Indiana
Tipton County, ss:

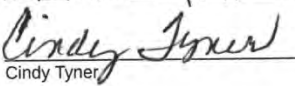
Personally appeared before me, Cindy Tyner of Cherry Road Media, Publishers of the Tipton County Tribune, a Weekly Newspaper of general circulation printed and published in Tipton, Tipton County, Indiana, who, being duly sworn upon his oath, says that the notice of which the attached is a true copy, was duly published in said newspaper for 2 successive weeks.


PUBLICATION DATES:
Mar. 27, 2024, Apr. 17, 2024

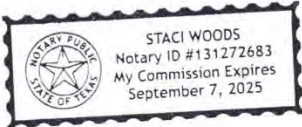
Notice ID: 3B4CCojPaxSGM77nZ0NX
Publisher ID: 2109620
Notice Name: ProPEL US 31 South Level 2 Public Notice

PUBLICATION FEE: \$330.70

Subscribed and sworn to before me this
23rd day of April, A.D. 2024


Cindy Tyner







DESJ-2100111

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

The ProPEL US 31 South study team has released the Draft Level 2 Screening Report for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami counties in Northern Indiana. The US 31 South study area extends from 27th Street in Hamilton County to just south of the Red River in Miami County.

The Draft Level 2 Screening Report documents the evaluation of future potential solutions advanced from the University of Alternatives (Level 1) screening. The Draft Level 2 Screening Report details concepts at each of the primary intersections in the study area and provides a comparative analysis of benefits, impacts, and costs. A copy of the Level 2 Screening Report is available on ProPELUS31.com/31/draft.html.

The Level 2 screening represents the second step in a three-level alternative development and screening process. The concepts that advanced from the University of Alternatives (Level 1) screening process were evaluated at specific locations in the Level 2 screening process to assess feasibility and potential impacts. Public and stakeholder input received to date was considered as part of the Level 2 screening. The ability of each concept to meet the study's purpose and needs also was analyzed as part of the Level 2 screening.

Public comments on the Draft Level 2 Screening Report will be accepted until **April 30, 2024**. Links to the draft report and the study feedback form are available at www.ProPELUS31.com.

A copy of the Draft Level 2 Screening Report will be available for review at the following locations throughout the public comment period. Comment forms that can be returned via postal mail also will be available at these locations:

Tipton County Public Library
127 E. Madison Ave.
Tipton, IN 46772

Peru Public Library
102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch
1753 E. Center Road
Kokomo, IN 46902
Sharpsville Town Hall
124 S. Main St.
Sharpsville, IN 46968

Comment forms should be returned to Cassidy Hunter, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. Public comments also can be submitted via e-mail by calling 463-777-3785.

In addition, a copy of the Draft Level 2 Screening Report will be available during upcoming community office hours. Study team members also will be available to answer questions. Community office hours are scheduled at the following locations and times during the public comment period.

April 15, 2024
10 a.m. – 12 p.m.
Peru Public Library
102 E. Main St.
Peru, IN 46970

1 – 3 p.m.
Tipton County Public Library
127 E. Madison St.
Tipton, IN 46772

April 17, 2024
11 a.m. – 1 p.m.
Dutch City
6663 US 31, Suite 300
Peru, IN 46970

2 – 4 p.m.
Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

After public comments are considered, the Indiana Department of Transportation (INDOT) will publish a final Level 2 report on the study www.Indiana.gov.

INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, persons and/or groups who require study information in alternative languages or formats should contact Stacy Osburn at osburn@HNTB.com or 317-374-8998.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771.118 (b) (1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement-public hearing program"; 2) 23 CFR 450.210(a) (6) (a) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate"; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.

AFFP
DES# 2100113 NOTICE OF PUBLI

Affidavit of Publication

STATE OF IN)
COUNTY OF MIAMI,) SS
HUNTINGTON, AND)
WABASH)

DES# 2100113
NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

Samantha Thomas, being duly sworn, says:

The ProPEL US 31 South study team has released the Draft Level 2 Screening Report for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami counties in Northern Indiana. The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

That she is Accounting Clerk of the Plain Dealer, a weekly newspaper of general circulation, printed and published in Miami, Huntington, and Wabash County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

The Draft Level 2 Screening Report documents the evaluation of future potential solutions advanced from the Universe of Alternatives (Level 1) screening. The Draft Level 2 Screening Report details concepts at each of the primary intersections in the study area and provides a comparative analysis of benefits, impacts, and costs. A copy of the Level 2 Screening Report is available at ProPELUS31.com/31doclibrary.

March 27, 2024
April 18, 2024

The Level 2 screening represents the second step in a three-level alternatives development and screening process. The concepts that advanced from the Universe of Alternatives (Level 1) screening process were evaluated at specific locations in the Level 2 screening process to assess reasonability and potential impacts. Public and stakeholder input received to date was considered as part of the Level 2 screening. The ability of each concept to meet the study's purpose and needs also was analyzed as part of the Level 2 screening.

Publication Fees: \$ 123.66

Public comments on the Draft Level 2 Screening Report will be accepted until April 30, 2024. Links to the draft report and the study feedback form are available at www.ProPELUS31.com.


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

SIGNED: 

A copy of the Draft Level 2 Screening Report will be available for review at the following locations throughout the public comment period. Comment forms that can be returned via postal mail also will be available at these locations:

Subscribed to and sworn to me this 18th day of April 2024.

Tipton County Public Library
127 E. Madison Ave.
Tipton, IN 46072


Connie Lynn Muhlbardt, Notary Public 10/15/2029

Peru Public Library
102 E. Main St.
Peru, IN 46970



Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

00012035 70919865

Kokomo Howard County Public Library, South Branch
1755 E. Center Road
Kokomo, IN 46902

Sharpsville Town Hall
124 S. Main St.
Sharpsville, IN 46068

INDIANA DEPARTMENT OF
TRANSPORTATION
100 NORTH SENATE AVE, ROOM N758-ES
INDIANAPOLIS, IN 46204

Comment forms should be returned to Cassidy Hunter, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. Public comments also can be submitted via voicemail by calling 463-777-3705.

In addition, a copy of the Draft Level 2 Screening Report will be available during upcoming community office hours. Study team members also will be available to answer questions. Community office hours are

scheduled at the following locations and times during the public comment period:

April 15, 2024
10 a.m. – 12 p.m.
Peru Public Library
102 E. Main St.
Peru, IN 46970

1 – 3 p.m.
Tipton County Public Library
127 E. Madison St.
Tipton, IN 46072

April 17, 2024
11 a.m. – 1 p.m.
Dutch Cafe
6665 US 31, Suite 300
Peru, IN 46970

2 – 4 p.m.
Kokomo-Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

After public comments are considered, the Indiana Department of Transportation (INDOT) will publish a final Level 2 report on the study website.

INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.HSPAXLP.03/27.04/18/2024

Tax I.D. 82-2664009
To: Kokomo Tribune
P.O. Box 9014, Kokomo, Indiana 46901

HNTB Corporation
(Governmental Unit)
Howard County, Indiana

PUBLISHER'S CLAIM

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

28-Mar

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- 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: March 28, 2024


Title: Legal Advertising Clerk

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Transportation (INDOT) will publish a final Level 2 report on the study website. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require study information in alternative languages or formats should contact Stacey Osburn at sosburn@HNTB.com or 317-374-8998. This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1) (iv) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved on 04/17/2024.

DES# 2100113
NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD
The US 31 South study team has released the Draft Level 2 Screening Report for public review and comment. The report is the next step in the planning and Environment Linkages (PEL) study along the US 31 corridor Hamilton, Tipton, Howard, and Miami counties in Northern Indiana. The US 31 South study area extends from 278th Street in Hamilton County to just south of the El River in Miami County. The Draft Level 2 Screening Report documents the evaluation of future potential solutions advanced for the Universe of Alternatives (Level 1) screening. The Draft Level 2 Screening Report details concepts at each of the primary intersections in the study area and provides comparative analysis of benefit impacts, and costs. A copy of the Level 2 Screening Report is available at ProPELUS31.com/31doclibrary. The Level 2 screening represents the second step in a three-step alternatives development and screening process. The concepts that advanced from the Universe of Alternatives (Level 1) screening process were evaluated at specific locations in the Level 2 screening process to assess reasonability of potential impacts. Public and stakeholder input received to date was considered as part of the Level 2 screening. The ability of the concepts to meet the study's purpose and needs also was analyzed as part of the Level 2 screening. Public comments on the Draft Level 2 Screening Report will be accepted until April 30, 2024. Links to the draft report and the study feedback form are available at www.ProPELUS31.com. A copy of the Draft Level 2 Screening Report will be available for review at the following locations throughout the public comment period. Comment forms that can be returned by postal mail also will be available at these locations: Tipton County Public Library 127 E. Madison Ave. Tipton, IN 46072 Peru Public Library 102 E. Main St. Peru, IN 46970 Kokomo Howard County Public Library, Main Branch 220 Union St. Kokomo, IN 46901 Kokomo Howard County Public Library, South Branch 1755 Center Road Kokomo, IN 46901 Sharpsville Town Hall 124 S. M St. Sharpsville, IN 46068 Comment forms should be returned to Cassidy Hunter, HNTB, Monument Circle, Suite 12 Indianapolis, IN 46204. Public comments also can be submitted via voicemail by calling 463-73705. In addition, a copy of the Draft Level 2 Screening Report will be available during open community office hours. Study team members also will be available to answer questions. Community office hours are scheduled at the following locations and times during the public comment period: April 2024 10 a.m. - 12 p.m. Peru Public Library 102 E. Main St. Peru, IN 46970 1 - 3 p.m. Tipton County Public Library 127 E. Madison Ave. Tipton, IN 46072 April 17, 2024 10 a.m. - 1 p.m. Dutch Cafe 6665 S. 31, Suite 300 Peru, IN 46970 2 - 3 p.m. Kokomo-Howard County Public Library, Main Branch 220 Union St. Kokomo, IN 46901 A public comments are considered by the Indiana Department of Transportation.
continued next column

Level 3



DES# 2100113

NOTICE OF PUBLIC INFORMATION MEETINGS

The ProPEL US 31 South study team will host public information meetings as it continues the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in northern Indiana. Specifically, the US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County.

The purpose of the meetings is to share the results from the Draft Level 3 Screening Report and discuss next steps for the study. Meetings will be held on the following dates:

Thursday, November 14, 2024, from 5 to 7 p.m. EST

Presentation at 5:30 p.m.

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

Tuesday, November 19, 2024, from 5 to 7 p.m. EST

Presentation at 5:30 p.m.

Peru High School (401 North Broadway Street, Peru, IN 46970)

Meeting attendees will have time to view informational display boards, participate in feedback 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. Public comments on the Draft Level 3 Screening Report will be accepted until **December 13, 2024**.

Links to the Draft Level 3 Screening Report and public comment form will be available beginning **November 12, 2024**, at www.ProPELUS31.com.

A copy of the Draft Level 3 Screening Report will be available for review at the following locations beginning throughout the public comment period. Comment forms that can be returned via postal mail also will be available at these locations:

Tipton County Public Library
127 E. Madison Ave.
Tipton, IN 46072

Peru Public Library
102 E. Main St.
Peru, IN 46970

Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch
1755 E. Center Road
Kokomo, IN 46902

Sharpsville Town Hall
124 S. Main St.
Sharpsville, IN 46068

Comment forms should be returned to Cassidy Hunter, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. Public comments also can be submitted via voicemail by calling 463-777-3705. Comments will be accepted until **December 13, 2024**.

After public comments are considered, the Indiana Department of Transportation (INDOT) will publish a final Level 3 report on the study website.

INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require project information in alternative languages or formats should contact Cassidy Hunter at cahunter@HNTB.com or 317-439-0924.

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Tipton County Tribune
116 S Main St
(765) 675-2115

Cassidy Hunter
111 Monument Circle
Indianapolis, IN, 46204

State of Indiana
Tipton County, ss:

Personally appeared before me, Nicole Bitton of Cherry Road Media, Publishers of the Tipton County Tribune, a Weekly Newspaper of general circulation printed and published in Tipton, Tipton County, Indiana, who, being duly sworn upon his oath, says that the notice of which the attached is a true copy, was duly published in said newspaper for 2 successive weeks.

PUBLICATION DATES:
Oct. 30, 2024, Nov. 6, 2024

Notice ID: WS9b9TINmuqalStrAZkq
Publisher ID: 2830810
Notice Name: ProPEL US 31 South Level 3 Public Notice

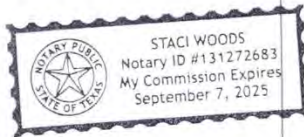
PUBLICATION FEE: \$151.95

Subscribed and sworn to before me this

7th day of November, A.D. 2024

N Bitton
Nicole Bitton

Sulwood
Notary Public



LEGAL NOTICE

DESR 2100113
NOTICE OF PUBLIC INFORMATION MEETINGS

The ProPEL US 31 South study team will host public information meetings as it continues the Planning and Environment Linkages (PEL) study along the US 31 corridor in Hamilton, Tipton, Howard, and Miami Counties in northern Indiana. Specifically, the US 31 South study area extends from 279th Street in Hamilton County to just south of the Eel River in Miami County.

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Presentation at 5:30 p.m.
Tipton County Fairgrounds-Auditorium
11200 South Main Street Tipton, IN 46072

Tuesday, November 19, 2024, from 5 to 7 p.m. EST

Presentation at 5:30 p.m.
Paru High School (401 North Broadway Street, Paru, IN 46270)

Meeting attendees will have time to view informational display boards, participate in feedback 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.

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Tipton, IN 46072

Paru Public Library
102 E. Main St.
Paru, IN 46970

Kokomo Howard County Public Library, Main Branch
220 N. Union St.
Kokomo, IN 46901

Kokomo Howard County Public Library, South Branch
1765 E. Center Road
Kokomo, IN 46902

Sharpsville Town Hall
124 S. Main St.
Sharpsville, IN 46068

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PUBLISH: October 30 & November 6, 2024
Legal 2830810
hspaxip

AFFP
DES# 2100113 NOTICE OF PUBLIC

Affidavit of Publication

STATE OF IN }
COUNTY OF MIAMI, } SS
HUNTINGTON, AND }
WABASH }

Heather Korporal, being duly sworn, says:

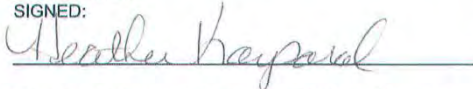
That she is Accounting Clerk of the Plain Dealer, a weekly newspaper of general circulation, printed and published in Miami, Huntington, and Wabash County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

October 31, 2024
November 07, 2024

Publication Fees: \$ 136.95

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

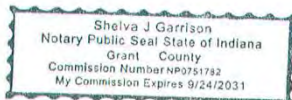
SIGNED:



Subscribed to and sworn to me this 7th day of November 2024.



Shelva J Garrison, Notary Public 9/24/2031



00012035 71088731

INDIANA DEPARTMENT OF
TRANSPORTATION
100 NORTH SENATE AVE, ROOM N758-ES
INDIANAPOLIS, IN 46204

DES# 2100113
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APPENDIX G: STAKEHOLDER ADVISORY COMMITTEES

Universe of Alternatives (Level 1)

2/5/2025



1

Meeting Purpose

- Give an overview of the ProPEL US 31 South study
- Provide information and answer questions regarding the Draft Universe of Alternatives Screening Memo
- Communicate future steps for ProPEL US 31 South study

2

Anticipated Study Outcomes

- Identify purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Identify a set of reasonable alternatives

3



4

ProPEL US 31 Study Schedule

PEL Study Starts | Vision / Scoping | Purpose & Need | Alternatives Analysis | PEL Study Complete

NOW

5

ISSUES AND OUTCOMES

<p>1</p> <p>Safety concerns due to high number and severity of crashes</p> <p>Improve safety by reducing the number and severity of crashes</p>	<p>2</p> <p>It is difficult to cross US 31 at some locations</p> <p>Improve traffic operations at intersections</p>	<p>3</p> <p>Two main travel access points create potential safety & mobility issues</p> <p>Improve access control through implementation of HOV2+ Access Management Guidelines</p>	<p>4</p> <p>Mobility issues creating the corridor deadweight</p> <p>Better east-west mobility for schools, emergency services, and agriculture</p>	<p>5</p> <p>Safe, high-quality mobility for long distance commutes and freight trips</p> <p>Enhance efficiency and reliability of US 31 as a regional and statewide corridor</p>
---	---	--	--	--

6

1

LEVEL 1 **LEVEL 2** **LEVEL 3**

1 **2** **3**

NOW

7

Universe of Alternatives

- Solutions at the beginning include a range of possibilities
- New and innovative solutions are being studied
- Solutions not addressing identified needs are eliminated
- Remaining alternatives are studied in greater detail

8

Screening Methodology

- ✓ Purpose and Need elements
- ✓ Practicality

Yes **No** **Neutral**

9

55

Improvement Concepts

10

5 **9** **13**

Primary Concepts **Complementary Concepts** **Design Elements**

11

Primary Concepts

- Access Management
- Unsignalized Intersection Improvements
- Cross-Road Overpasses / Underpasses
- Convert to Interchange
- Free Flow

12

Complementary Concepts

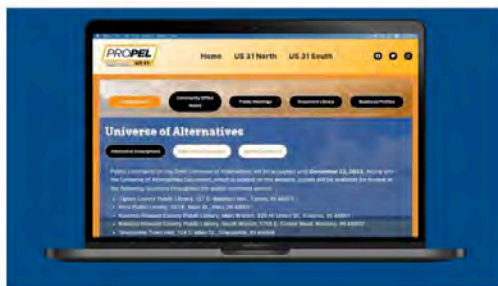
- Auxiliary Lanes
- Signal Timing Updates/Coordination
- Add/Lengthen Turn Lanes
- Add/Extend Acceleration Lanes
- Signalized Intersection Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Warning Systems
- Freight Priority System

13

Design Elements

- Median Safety Improvements
- Realign Skewed Intersections
- Intersection Sight Distance Improvements
- Traffic Control Visibility Upgrades
- Pavement Marking Improvements
- Roadway Signage Improvements
- Accommodate Wildlife Crossing
- Geometric Improvements
- Roadway Drainage Improvement
- Gateway/Corridor Treatment
- Speed Management
- Alternative Fuel/Electric Vehicle Considerations
- Bicycle/Pedestrian Facilities

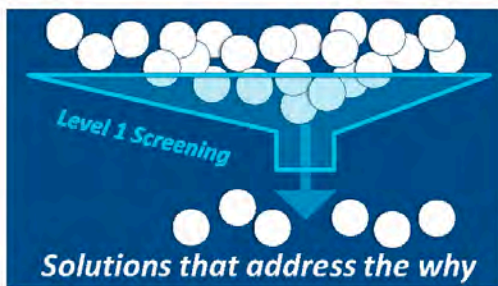
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WHAT'S NEXT?

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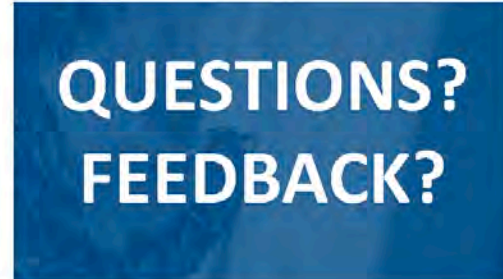
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19



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

MEETING NOTES

Date: November 17, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

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>Dan 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>Jeremy Ashlock</i>	<i>ProPEL US 31 South Technical Advisor – Engineering, HNTB</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Anthony Pakeltis</i>	<i>ProPEL US 31 North Study Manager, Parsons</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Study Communications Manager, Parsons</i>
<i>Steve Niblick</i>	<i>Tipton County Planning Department</i>
<i>Gary Plumer</i>	<i>Tipton Community School Corporation</i>
<i>Daniel DeYoung</i>	<i>Hamilton County Sheriff’s Department</i>
<i>Mark Baird</i>	<i>Tipton County Foundation</i>
<i>CJ Taylor</i>	<i>Hamilton County Planning Department</i>
<i>Bradley Davis</i>	<i>Hamilton County Highway Department</i>

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MEETING SUMMARY

The purpose of the virtual meeting, which was conducted via MS Team, was to provide an overview of the ProPEL US 31 Draft Universe of Alternatives (Level 1) Screening Report. The intent was to help orient study stakeholders with the structure and content of the report to help facilitate their review and commenting process.

1. INTRODUCTIONS, STUDY BACKGROUND, AND CURRENT STATUS

- a. The goal of the meeting was to provide the US 31 South Stakeholder Advisory Committee (South Segment) with an overview of how the Level 1 screening was conducted. This introduction and orientation is intended to help with the review of the draft Level 1 screening document.
- b. It is anticipated that the US 31 South Stakeholder Advisory Committee members will likely have more detailed questions once their review of the screening memo is complete. The US 31 South study team welcomes those questions, comments, and feedback on the analysis.

2. STUDY BACKGROUND AND CURRENT STATUS

- a. 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.
- b. 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.
- c. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The US 31 South study team is 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 build smarter transportation and stronger communities through the planning study.
- d. Due to the size and complexity of the US 31 South study area, the PEL study is not anticipated to identify or recommend a single build alternative. The PEL study will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the study is looking at transportation improvements through year 2045.
- e. When we met with you in May 2023, we were in the purpose and need phase of the study. We are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives, and the draft screening report has been released for public review and comment.

3. UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

- a. There will be three levels of alternatives development and screening in the ProPEL US 31 South study. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.

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- b. In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.
- c. The initial range of solutions includes 55 improvement concepts. A few important notes about this initial list of solutions:
 - i. One of the 55 improvement concepts is the “No-Build” alternative.
 - ii. Each of the four ProPEL study teams is using the same list as its starting point.
 - iii. The 55 improvement concepts are defined similarly in each of the four study areas. This is intentional to help minimize potential confusion.
 - iv. This starting list includes a variety of things, including location-specific improvements all the way up to large-scale corridor improvements, including conversion to a free flow facility. Later, we will share some illustrative examples of the improvements considered in the Level 1 analysis.
 - v. Because safety is an INDOT priority and a study area need, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative intersections such as reduced conflict intersections, Green-T intersections, and quadrant roadways.
- d. The initial list will contain some things that people like. It will also contain some things that people don't like. However, it is important that both are included, as required, to have a thorough review of all potential improvements.
- e. Because of the broad consideration, the level of detail provided for each concept is high-level. Again, this is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.

SCREENING METHODOLOGY

- a. The Universe of Alternatives screening is qualitative and includes two primary factors:
 - i. Purpose and need elements
 - ii. Practicality (i.e., is it reasonable?)
- b. These two factors were assessed for each improvement concept using yes, no, and neutral responses.
- c. In general, an improvement concept was rated as neutral if not enough information was available to fully assess the concept's ability to address the screening factors, or if there were both positive and negative characteristics.
- d. A concept is considered practical (i.e., reasonable) if:
 - i. it could be accomplished without an extraordinarily high cost;
 - ii. it is feasible from the standpoint of technology and logistics;
 - iii. it is appropriate in scope and scale for the transportation problems identified; and
 - iv. it is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.

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IMPROVEMENT CONCEPTS

- a. The 55 improvement concepts contained in the Universe of Alternatives represent a starting point. To give meeting participants some idea of what's in the list, a few illustrative examples were provided:
 - i. Improvements considered include a variety of things, including location-specific things such as intersection improvements that range from minor improvements, like adding/lengthening turn lanes, all the way to more substantive improvements, such as converting intersections to overpasses and/or interchanges.
 - ii. Improvements considered also include large-scale corridor improvements, including adding travel lanes, implementing access management, bypasses, and converting the corridor to a free-flow facility. Converting to a free-flow facility could range from removing traffic signals that create stop conditions all the way to the conversion to a limited-access facility (freeway).
 - iii. Improvements also include spot improvements, such as wildlife crossings and roadway lighting that could address localized safety issues.
 - iv. Improvements also include items specifically intended to support transit and non-motorized users.
- b. The items mentioned during the meeting are only a few examples of improvements considered in the Level 1 screening.
- c. The improvement concepts passing the Level 1 screening have been grouped into three categories:
 - i. Primary Concepts: Improvements which address most of the identified needs and could be advanced as a standalone solution.
 - ii. Complementary Concepts: Improvements that could provide some benefit at specific locations. Complementary concepts may be added to a primary concept at certain locations.
 - iii. Design Elements: Improvements which would not address any of the identified needs but could provide a general benefit and should be considered where applicable and appropriate.
- d. A full list of the universe of alternatives is available online on the ProPEL U.S. 31 website, and at locations throughout the study area. In addition to submitting input online, the study team is visiting communities along the corridor on a regular basis. Dates, times, and locations can be found on the study website, as well as on ProPEL U.S. 31 social media pages.
- e. INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

NEXT STEPS

- a. Earlier, it was mentioned that three levels of alternatives development and screening is expected. 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.
- b. The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.

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- c. The Level 2 screening will evaluate the improvement concepts at specific locations along the corridor to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.
- d. The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a study area-wide alternative or solution. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- e. INDOT intends to use the information, analysis and recommendations from the ProPEL US 31 South study to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

COMMENTS AND DISCUSSION

- a. A meeting attendee noted that the Universe of Alternatives screening memo is a lengthy document and asked if there will be an explanation of that report and how to navigate through it. Dan Miller responded that the US 31 South study team is happy to answer any questions that anyone has. He also shared his screen so that meeting attendees could view www.propelus31.com and the alternatives graphics and descriptions that are provided there. Dan Miller also reiterated that this is a high-level look at all potential solutions for the study area, and more detail will be provided on each as we move through Levels 2 and 3.
 - o Sandra Flum, ProPEL US 31 Deputy PM at INDOT, added that this meeting was intended to be an overview of what was in the Universe of Alternatives screening memo and then an opportunity for you to look at it. Participants were encouraged to reach out to either Dan Miller or Cassidy Hunter with any follow-up questions. If your organization would like to meet with the study team sometime during the comment period or beyond, we would be happy to schedule meetings with your group and talk about any issues or questions after you review the report. We want to make sure that you understand what's being considered and have an opportunity to comment.
- b. A meeting attendee asked about the Universe of Alternatives screening memo's executive summary and some clarification around the signalized intersection improvements that are included. Dan Miller clarified that signalized intersection improvements are being carried forward as a complementary concept because, as a localized improvement, it addresses some but not all the study needs. It is not moving forward as primary because it is not something that we are looking at adding at any other locations beyond the five signals that already exist.
- c. A meeting attendee inquired when the study team will look at the impact on outskirt/feeder roads and if that would be incorporated into our analysis. Dan Miller responded that the study team will be looking at a reasonable range of alternatives that could improve the corridor and meet the needs that we have identified without having significant impacts to your communities. The Level 3 analysis will look closer at how local roadways within the study area may be affected by potential improvements or changes that are considered as part of an alternative(s).

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- d. Cassidy Hunter let meeting attendees know about upcoming Community Office Hours during the Universe of Alternatives public comment period in Peru, Kokomo, and Tipton.



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 o. 317.636.4682

MEETING NOTES

Date: November 17, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

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>Dan 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>Jeremy Ashlock</i>	<i>ProPEL US 31 South Technical Advisor – Engineering, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 Deputy PM, INDOT</i>
<i>Anthony Pakeltis</i>	<i>ProPEL US 31 North Study Manager, Parsons</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Study Communications Manager, Parsons</i>
<i>Mark Waite</i>	<i>Grissom Air Reserve Base</i>
<i>Col. Gretchen Wiltse</i>	<i>Grissom Air Reserve Base</i>
<i>Zachary Chapin</i>	<i>Grissom Air Reserve Base</i>
<i>Eric Marqueling</i>	<i>U.S. Department of Defense</i>
<i>Leslie Hickman</i>	<i>Indiana Farm Bureau</i>
<i>Rocky Buffman</i>	<i>Cass County Emergency Management Agency</i>
<i>Arin Shaver</i>	<i>Cass County Planning Department</i>

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MEETING SUMMARY

The purpose of the virtual meeting, which was conducted via MS Team, was to provide an overview of the ProPEL US 31 Draft Universe of Alternatives (Level 1) Screening Report. The intent was to help orient study stakeholders with the structure and content of the report to help facilitate their review and commenting process.

1. INTRODUCTIONS, STUDY BACKGROUND, AND CURRENT STATUS

- a. The goal of the meeting was to provide the US 31 South Stakeholder Advisory Committee (North Segment) with an overview of how the Level 1 screening was conducted. This introduction and orientation is intended to help with the review of the draft Level 1 screening document.
- b. It is anticipated that the US 31 South Stakeholder Advisory Committee members will likely have more detailed questions once their review of the screening memo is complete. The US 31 South study team welcomes those questions, comments, and feedback on the analysis.

2. STUDY BACKGROUND AND CURRENT STATUS

- a. 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.
- b. 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.
- c. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The US 31 South study team is 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 build smarter transportation and stronger communities through the planning study.
- d. Due to the size and complexity of the US 31 South study area, the PEL study is not anticipated to identify or recommend a single build alternative. The PEL study will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the study is looking at transportation improvements through year 2045.
- e. When we met with you in May 2023, we were in the purpose and need phase of the study. We are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives, and the draft screening report has been released for public review and comment.

3. UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

- a. There will be three levels of alternatives development and screening in the ProPEL US 31 South study. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.

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- b. In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.
- c. The initial range of solutions includes 55 improvement concepts. A few important notes about this initial list of solutions:
 - i. One of the 55 improvement concepts is the “No-Build” alternative.
 - ii. Each of the four ProPEL study teams is using the same list as its starting point.
 - iii. The 55 improvement concepts are defined similarly in each of the four study areas. This is intentional to help minimize potential confusion.
 - iv. This starting list includes a variety of things, including location-specific improvements all the way up to large-scale corridor improvements, including conversion to a free flow facility. Later, we will share some illustrative examples of the improvements considered in the Level 1 analysis.
 - v. Because safety is an INDOT priority and a study area need, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative intersections such as reduced conflict intersections, Green-T intersections, and quadrant roadways.
- d. The initial list will contain some things that people like. It will also contain some things that people don't like. However, it is important that both are included, as required, to have a thorough review of all potential improvements.
- e. Because of the broad consideration, the level of detail provided for each concept is high-level. Again, this is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.

SCREENING METHODOLOGY

- a. The Universe of Alternatives screening is qualitative and includes two primary factors:
 - i. Purpose and need elements
 - ii. Practicality (i.e., is it reasonable?)
- b. These two factors were assessed for each improvement concept using yes, no, and neutral responses.
- c. In general, an improvement concept was rated as neutral if not enough information was available to fully assess the concept's ability to address the screening factors, or if there were both positive and negative characteristics.
- d. A concept is considered practical (i.e., reasonable) if:
 - i. it could be accomplished without an extraordinarily high cost;
 - ii. it is feasible from the standpoint of technology and logistics;
 - iii. it is appropriate in scope and scale for the transportation problems identified; and
 - iv. it is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.

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IMPROVEMENT CONCEPTS

- a. The 55 improvement concepts contained in the Universe of Alternatives represent a starting point. To give meeting participants some idea of what's in the list, a few illustrative examples were provided:
 - i. Improvements considered include a variety of things, including location-specific things such as intersection improvements that range from minor improvements, like adding/lengthening turn lanes, all the way to more substantive improvements, such as converting intersections to overpasses and/or interchanges.
 - ii. Improvements considered also include large-scale corridor improvements, including adding travel lanes, implementing access management, bypasses, and converting the corridor to a free-flow facility. Converting to a free-flow facility could range from removing traffic signals that create stop conditions all the way to the conversion to a limited-access facility (freeway).
 - iii. Improvements also include spot improvements, such as wildlife crossings and roadway lighting that could address localized safety issues.
 - iv. Improvements also include items specifically intended to support transit and non-motorized users.
- b. The items mentioned during the meeting are only a few examples of improvements considered in the Level 1 screening.
- c. The improvement concepts passing the Level 1 screening have been grouped into three categories:
 - o Primary Concepts: Improvements which address most of the identified needs and could be advanced as a standalone solution.
 - o Complementary Concepts: Improvements that could provide some benefit at specific locations. Complementary concepts may be added to a primary concept at certain locations.
 - o Design Elements: Improvements which would not address any of the identified needs but could provide a general benefit and should be considered where applicable and appropriate.
- d. A full list of the universe of alternatives is available online on the ProPEL U.S. 31 website, and at locations throughout the study area. In addition to submitting input online, the study team is visiting communities along the corridor on a regular basis. Dates, times, and locations can be found on the study website, as well as on ProPEL U.S. 31 social media pages.
- e. INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

NEXT STEPS

- a. Earlier, it was mentioned that three levels of alternatives development and screening is expected. 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.
- b. The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.

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- c. The Level 2 screening will evaluate the improvement concepts at specific locations along the corridor to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.
- d. The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a study area-wide alternative or solution. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- e. INDOT intends to use the information, analysis and recommendations from the ProPEL US 31 South study to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

2. COMMENTS AND DISCUSSION

- a. A meeting attendee requested a link to the draft Universe of Alternatives screening memo, noting that one was not provided with the meeting invitation. Dan Miller put the link to the memo in the MS Teams chat and shared the Universe of Alternatives and Document Library web pages so that meeting attendees could familiarize themselves with those online resources.
- b. A meeting attendee asked about the best way for her constituents to make comments related to 55 improvement concepts, and if the study team had any recommendations for how the public should approach their comments. Dan Miller responded that the screening memo does show the concepts that are being carried forward and reviewed how to find that information with meeting attendees. The summary table in Section 4.10 was specifically mentioned as a potential resource to help with reviews. The concepts that are being carried forward to the Level 2 screening is a good starting point in terms of focusing comments and feedback. He also reminded attendees that as the study moves through the Level 2 and Level 3 screenings, there will be fewer alternatives, but the level of detail associated with each will increase.

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Level 2

2/5/2025



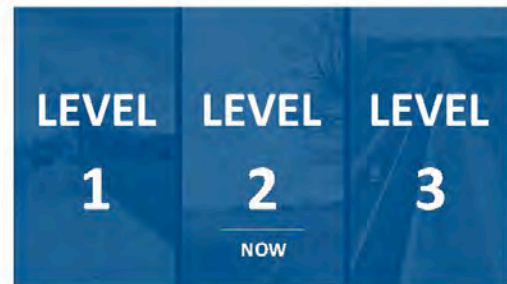
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6

Access Management
Unsignalized Intersection Improvements
Crossroad Overpasses/Underpasses
Convert to Interchange
Free-Flow Facilities (Full and Partial Access Control)

7

Alternatives Advancing to Level 3 Screening

Primary Intersections	Full	Primary Concepts				Complementary Concepts														
		Access Management	Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage			
US 31 & CR 200 N	x	x	x																	
US 31 & CR 100 N	x	x	x																	
US 31 & US 24	x																			
US 31 & Blair Pike Rd	x																			
US 31 & Logansport Rd	x																			
US 31 & Airport Rd	x																			
US 31 & Business 31	x																			
US 31 & CR 400 S	x																			
US 31 & CR 500 S	x																			
US 31 & SR 218 N	x																			
US 31 & SR 218 S	x																			
US 31 & CR 800 S	x																			
US 31 & SR 18	x																			
US 31 & CR 550 W	x																			
US 31 & Division Rd	x																			
US 31 & SR 28	x																			
US 31 & 296th St	x																			
US 31 & 300th St	x																			

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US 31 South

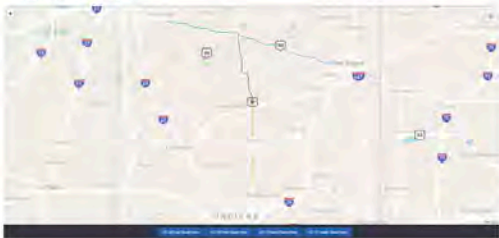
Primary Intersections	Full	Primary Concepts			
		Access Management	Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange
US 31 & CR 200 N	x	x	x		
US 31 & CR 100 N	x	x	x		
US 31 & US 24	x				
US 31 & Blair Pike Rd	x				
US 31 & Logansport Rd	x				
US 31 & Airport Rd	x				
US 31 & Business 31	x				
US 31 & CR 400 S	x				
US 31 & CR 500 S	x				
US 31 & SR 218 N	x				
US 31 & SR 218 S	x				
US 31 & CR 800 S	x				
US 31 & SR 18	x				
US 31 & CR 550 W	x				
US 31 & Division Rd	x				
US 31 & SR 28	x				
US 31 & 296th St	x				

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Primary Intersections	Complementary Concepts												
	Access Lane	Signal Timing Updates	Add Turn Lane	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage	Access Lane	Queue Storage
US 31 & CR 200 N	x												
US 31 & CR 100 N	x												
US 31 & US 24													
US 31 & Blair Pike Rd	x												
US 31 & Logansport Rd	x												
US 31 & Airport Rd	x												
US 31 & Business 31	x												
US 31 & CR 400 S	x												
US 31 & CR 500 S	x												
US 31 & SR 218 N	x												
US 31 & SR 218 S	x												
US 31 & CR 800 S	x												
US 31 & SR 18	x												
US 31 & CR 550 W	x												
US 31 & Division Rd	x												
US 31 & SR 28	x												
US 31 & 296th St	x												

10

Resources



11



12

Upcoming Outreach

April 15: 7 a.m. - 10 a.m.-12 p.m. 1-3 p.m. 4 p.m.	Midland County Commissioners Perry Public Library Tipton County Public Library Howard County Commissioners	April 23: 4 p.m.	Howard County Council
April 16: 7 p.m.	Midland County Council	May 1: 7 p.m.	Hamilton County Council
April 17: 11 a.m.-1 p.m. 2-4 p.m.	Dutch Cell Baker-Howard County Public Library, Mable Branch	May 11: 11:00 a.m.-1:00 p.m. 2:00-4:00 p.m.	Woodland Hills Maple Lawn Village
April 22: 7 a.m.- 1 p.m. 3:00 p.m.	Midland County Commissioners Hamilton County Commissioners Tipton City Council	Festivals, fairs, and community events all summer long!	

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QUESTIONS? COMMENTS?

14



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MEETING NOTES

Date: April 9, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan 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/US 30 Deputy PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Betsy Whitmore</i>	<i>Major Projects Communications and Public Affairs, INDOT</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Communications Manager, Parsons</i>
<i>Bret Morris</i>	<i>Tipton County Highway Department</i>
<i>Matthew Tebbe</i>	<i>Tipton County Sheriff's Department</i>
<i>Mark Baird</i>	<i>Tipton County Foundation</i>
<i>CJ Taylor</i>	<i>Hamilton County Planning Department</i>
<i>Bradley Davis</i>	<i>Hamilton County Highway Department</i>

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BRIEF TOPIC SUMMARY

The purpose of the virtual meeting, which was conducted via MS Team, was to provide an overview of the ProPEL US 31 South Draft Level 2 Screening report, including methodology used, the draft screening results, and resources available to help learn more.

1. INTRODUCTION, STUDY BACKGROUND, AND CURRENT STATUS

- a. The goal of the meeting was to provide the US 31 South Stakeholder Advisory Committee (South Segment) with an overview of how the Level 2 screening was conducted. This was intended to help with the review of the Draft Level 2 Screening Report and introduce stakeholders to the resources available to help them learn more.

1. STUDY BACKGROUND AND CURRENT STATUS

- a. A brief overview of the study area was given, including a map illustrating the study area boundaries. The US 31 South study area encompasses approximately 31 miles of US 31 but excludes the US 31 bypass around the east side of Kokomo.
- b. 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.
- c. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The US 31 South study team is engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. 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.
- d. The PEL study will result in a reasonable set of recommended alternatives that could 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 the year 2045.
- e. When we spoke in November of last year, we were at the Universe of Alternatives phase of the study, where we were looking at all of the potential solutions that could address the identified needs in the US 31 South study area. The Universe of Alternatives was the first step in our three-step evaluation process.
- f. During the Universe of Alternatives screening process, 55 improvement concepts were identified that could address the issues and desired outcomes within the study area. This starting point included a variety of things, including location-specific improvements – such as roadway lighting, acceleration and deceleration lanes, and adding or extending turn lanes – as well as larger-scale improvements, such as added travel lanes.
- g. The Draft Universe of Alternatives Screening Report was published in November 2023 and public comments were accepted through December 2023. The US 31 South study team considered all public input received on the draft Universe of Alternatives screening as we performed our work for the Level 2 screening. The Final Universe of Alternatives Report was published on the website on March 27.

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LEVEL 2 SCREENING PROCESS

- a. The purpose of the Level 2 screening analysis is to qualitatively evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified at the Universe of Alternatives phase.
- b. In Level 2, the fourteen (14) potential solutions that were identified as primary and complimentary concepts were qualitatively evaluated at the primary intersections in the study area.
- c. Primary intersections are locations where US 31 intersects with a roadway that is designated as a major collector or higher, or they are roadways within the study area that were identified during outreach as critical to the surrounding community, such as access points for schools and emergency service providers. These primary intersections largely control roadway operations in the study area.
- d. Therefore, alternatives selected at the primary intersections influence what can be constructed upstream or downstream of the primary intersection and set the foundation for improvements between them. Thus, the Level 2 screening will identify the building blocks for the Level 3 screening.
- e. While the Level 2 screening focuses on alternatives at the primary intersections, the Level 3 screening will develop and analyze improvement packages for sections of the study area. These sections, called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections between them.
- f. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening includes both qualitative and quantitative factors to assess costs, benefits, and impacts. The design elements will again be evaluated as part of the Level 3 screening.

SCREENING METHODOLOGY

- a. In general, the Level 2 screening process included four steps:
 - i. Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - ii. Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - iii. Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.
 - iv. The final step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing conceptual designs to establish a high-level estimation of the footprint or area of disturbance.

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These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.

Screening Results

- a. The five primary concepts that advanced from the Universe of Alternatives screening included:
 - i. Access management are strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the roadway. Access management improvements are typically accomplished by reducing conflict points, including those with roadway and/or driveway connections.
 - ii. Another improvement concept considered was unsignalized intersection improvements. Existing intersections would be reconfigured to improve safety and efficiency. There are several ways this could be done, but it could include implementing innovative intersection types, such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. On the other hand, it could also include things like adding or extending turning lanes.
 - iii. The next concept considered was crossroad overpasses/underpasses, which is where intersecting roadways are physically separated so both the highway and crossroad traffic are free flowing. This would improve safety by reducing conflict points; however, access is reduced because the connection between the highway and crossroad would be eliminated.
 - iv. Another concept considered was the conversion of an at-grade intersection to an interchange. In this concept, an at-grade intersection would be modified to separate the traffic flow on the major roadway from the crossroad. This would improve safety by reducing conflict points. The major roadway would also have free-flow conditions, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.
 - v. In the Universe of Alternatives Screening Memo, free flow facilities were identified as a primary concept in the US 31 South study area. A free flow facility is a roadway where users are not required to stop. This could be accomplished in a variety of ways, ranging from removing traffic signals to converting the roadway to a freeway, which includes full access control. The options for potential facility types, including free flow facilities with different levels of access control, will be evaluated as part of the Level 3 screening.
- b. For the US 31 South study area, the Level 2 screening process was focused on 18 primary intersections. Again, primary intersections have a crossroad classified as a major collector or higher, the highest non-interstate classifications of roadway. It's important to note the US 31 and County Road 400 S intersection was added as a primary intersection since it is the primary access point for Pipe Creek Elementary School.
- c. A few slides showing the range of improvement alternatives passing the Level 2 screening was presented to the attendees. This summary table is found on page 137 in the Draft Level 2 Screening report:
 - i. One slide showed the five primary concepts carried forward from the Level 1 screening for further evaluation in the Level 2 screening. The primary concepts define how the study area

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- operates, such as whether it provides free-flow traffic along US 31 or if it requires intermittent stops.
- ii. Another slide showed the complementary concepts and how they were considered in the development of alternatives at the primary intersections. Complementary concepts may provide some benefit at specific locations and, when added to a primary concept, could enhance its ability to address the identified needs or may be used to address a specific need at a specific location.
- iii. As mentioned earlier, we know you may see some alternatives you or your constituents support and others you do not like. It's important that we include both as reasonableness is an important consideration for PEL and any subsequent NEPA studies, and all reasonable alternatives must be considered.

NEXT STEPS

- a. The Draft Level 2 Screening Report was released on March 27, and it is posted – along with a link to the public comment form – on the study website at www.propelus31.com. We do understand that the report is lengthy, and it's a lot of information to take in. So, we've tried to break it into easily digestible pieces of information. What you see here is our interactive map, which allows you to choose a study area and take a closer look at the primary intersections and the alternatives that are being carried forward to the Level 3 screening at each location.
- b. The ProPEL US 31 South study team will be out visiting locations in the study area hosting community office hours on a regular basis. Upcoming dates, times, and locations are listed here and can also be found on the study website, as well as on our social media pages.
- c. This outreach will include community office hours events, county fairs, community festivals, and special events all summer. The intent is to go to where people are in the community to enable them to provide their feedback. The study team will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings, etc.

COMMENTS AND DISCUSSION

- a. A meeting attendee thanked Cassidy Hunter and Dan Miller for the presentation and information, and asked whether there would be additional public feedback sessions in Tipton County besides those listed in the presentation before the finalization of comments on April 30. Dan Miller responded, saying the attendee was correct in asking whether a formal public information meeting would be held after the release of the draft Level 3 report. Miller added that the team is trying to get the word out as much as possible and could look into additional office hours or working in additional meetings with members' constituents if members have suggestions, either virtually or in person. He also noted there is a lot of information to digest and encouraged members to reach out if they have further questions and that another meeting could be held.
- b. The same attendee said the video of the possible alternatives at Division Road was very helpful and suggested that such videos be made available on Facebook. The attendee also expressed safety concerns about Reduced Conflict Intersections and asked whether they are modified J-turns. Dan Miller

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responded that “J-turns” are one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs) and are one example of unsignalized intersection improvements. These types of unsignalized intersection improvements can improve safety while minimizing impacts to the human and natural environment. They can also result in lower construction costs, which enables more improvements to be implemented to further enhance safety.

- c. Another meeting attendee encouraged the use of Facebook before adding that they like the concept of an overpass at the intersection of 550 North but not the idea of a Reduced Conflict Intersection at Division Road due to safety concerns. They said this comes from their experience as a truck driver. Dan Miller noted that the design vehicle for all of the alternatives was a WB-65 and said this is the type of specific comments we are looking for in Level 2 because the input can drive the process. Miller also noted that the ag community is one of the critical stakeholders in the process and that is taken into consideration in developing alternatives.
- d. A meeting attendee advocated for options C (traditional interchange) or D (quadrant interchange) because of safety concerns, opining that a traditional on/off ramp situation might be best, especially at Division Road. They said Michigan Lefts and stoplights will cause accidents.
- e. A meeting attendee asked about the timing of the Level 3 screening process, and then the implementation process – whether it’s a case of INDOT having funding or it would be one intersection at a time. Dan Miller said the hope is to have the draft and the PIMS done in late summer but noted that depends on the volume and type of comments, as well as the revisions that are needed. He noted that after the Level 3 Report, a PEL report would come next and that improvements are being looked at over a 20-year period. When asked by the same attendee if intersections could be closed off, Dan Miller said that access could be impacted for some; however, those impacts will be evaluated at a high-level during the Level 3 analysis. He cited the needs of minority, low-income populations; emergency services; and schools. In wrapping up the meeting, he again encouraged members to reach out if they have further questions as they look at the report or if they have ideas for another outreach event. He noted that Cassidy Hunter and the team will be doing outreach over the next month and that the website is also available for further information.

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

MEETING NOTES

Date: April 11, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan 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/US 30 Deputy PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Betsy Whitmore</i>	<i>Major Projects Communication & Public Affairs, INDOT</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Communications Manager, Parsons</i>
<i>Jeremy Kelly</i>	<i>Indiana State Police</i>
<i>Mark Waite</i>	<i>Grissom Air Reserve Base</i>
<i>Rocky Buffum</i>	<i>Cass County Emergency Services</i>
<i>Leslie Hickman</i>	<i>Indiana Farm Bureau</i>
<i>Arin Shaver</i>	<i>Cass County Planning Department</i>

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BRIEF TOPIC SUMMARY

The purpose of the virtual meeting, which was conducted via MS Team, was to provide an overview of the ProPEL US 31 South Draft Level 2 Screening report, including methodology used, the draft screening results, and resources available to help learn more.

1. INTRODUCTION, STUDY BACKGROUND, AND CURRENT STATUS

- a. The goal of the meeting was to provide the US 31 South Stakeholder Advisory Committee (South Segment) with an overview of how the Level 2 screening was conducted. This was intended to help with the review of the Draft Level 2 Screening Report and introduce stakeholders to the resources available to help them learn more.

1. STUDY BACKGROUND AND CURRENT STATUS

- a. A brief overview of the study area was given, including a map illustrating the study area boundaries. The US 31 South study area encompasses approximately 31 miles of US 31 but excludes the US 31 bypass around the east side of Kokomo.
- b. 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.
- c. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The US 31 South study team is engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. 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.
- d. The PEL study will result in a reasonable set of recommended alternatives that could 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 the year 2045.
- e. When we spoke in November of last year, we were at the Universe of Alternatives phase of the study, where we were looking at all of the potential solutions that could address the identified needs in the US 31 South study area. The Universe of Alternatives was the first step in our three-step evaluation process.
- f. During the Universe of Alternatives screening process, 55 improvement concepts were identified that could address the issues and desired outcomes within the study area. This starting point included a variety of things, including location-specific improvements – such as roadway lighting, acceleration and deceleration lanes, and adding or extending turn lanes – as well as larger-scale improvements, such as added travel lanes.
- g. The Draft Universe of Alternatives Screening Report was published in November 2023 and public comments were accepted through December 2023. The US 31 South study team considered all public input received on the draft Universe of Alternatives screening as we performed our work for the Level 2 screening. The Final Universe of Alternatives Report was published on the website on March 27.

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LEVEL 2 SCREENING PROCESS

- a. The purpose of the Level 2 screening analysis is to qualitatively evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified at the Universe of Alternatives phase.
- b. In Level 2, the fourteen (14) potential solutions that were identified as primary and complimentary concepts were qualitatively evaluated at the primary intersections in the study area.
- c. Primary intersections are locations where US 31 intersects with a roadway that is designated as a major collector or higher, or they are roadways within the study area that were identified during outreach as critical to the surrounding community, such as access points for schools and emergency service providers. These primary intersections largely control roadway operations in the study area.
- d. Therefore, alternatives selected at the primary intersections influence what can be constructed upstream or downstream of the primary intersection and set the foundation for improvements between them. Thus, the Level 2 screening will identify the building blocks for the Level 3 screening.
- e. While the Level 2 screening focuses on alternatives at the primary intersections, the Level 3 screening will develop and analyze improvement packages for sections of the study area. These sections, called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections between them.
- f. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening includes both qualitative and quantitative factors to assess costs, benefits, and impacts. The design elements will again be evaluated as part of the Level 3 screening.

SCREENING METHODOLOGY

- a. In general, the Level 2 screening process included four steps:
 - i. Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - ii. Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - iii. Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.
 - iv. The final step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing conceptual designs to establish a high-level estimation of the footprint or area of disturbance.

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These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.

Key Findings

- a. The five primary concepts that advanced from the Universe of Alternatives screening included:
 - i. Access management are strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the roadway. Access management improvements are typically accomplished by reducing conflict points, including those with roadway and/or driveway connections.
 - ii. Another improvement concept considered was unsignalized intersection improvements. Existing intersections would be reconfigured to improve safety and efficiency. There are several ways this could be done, but it could include implementing innovative intersection types, such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. On the other hand, it could also include things like adding or extending turning lanes.
 - iii. The next concept considered was crossroad overpasses/underpasses, which is where intersecting roadways are physically separated so both the highway and crossroad traffic are free flowing. This would improve safety by reducing conflict points; however, access is reduced because the connection between the highway and crossroad would be eliminated.
 - iv. Another concept considered was the conversion of an at-grade intersection to an interchange. In this concept, an at-grade intersection would be modified to separate the traffic flow on the major roadway from the crossroad. This would improve safety by reducing conflict points. The major roadway would also have free-flow conditions, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.
 - v. In the Universe of Alternatives Screening Memo, free flow facilities were identified as a primary concept in the US 31 South study area. A free flow facility is a roadway where users are not required to stop. This could be accomplished in a variety of ways, ranging from removing traffic signals to converting the roadway to a freeway, which includes full access control. The options for potential facility types, including free flow facilities with different levels of access control, will be evaluated as part of the Level 3 screening.
- b. For the US 31 South study area, the Level 2 screening process was focused on 18 primary intersections. Again, primary intersections have a crossroad classified as a major collector or higher, the highest non-interstate classifications of roadway. It's important to note the US 31 and County Road 400 S intersection was added as a primary intersection since it is the primary access point for Pipe Creek Elementary School.
- c. A few slides showing the range of improvement alternatives passing the Level 2 screening was presented to the attendees. This summary table is found on page 137 in the Draft Level 2 Screening report:
 - i. One slide showed the five primary concepts carried forward from the Level 1 screening for further evaluation in the Level 2 screening. The primary concepts define how the study area

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operates, such as whether it provides free-flow traffic along US 31 or if it requires intermittent stops.

- ii. Another slide showed the complementary concepts and how they were considered in the development of alternatives at the primary intersections. Complementary concepts may provide some benefit at specific locations and, when added to a primary concept, could enhance its ability to address the identified needs or may be used to address a specific need at a specific location.
- iii. As mentioned earlier, we know you may see some alternatives you or your constituents support and others you do not like. It's important that we include both as reasonableness is an important consideration for PEL and any subsequent NEPA studies, and all reasonable alternatives must be considered.

NEXT STEPS

- a. The Draft Level 2 Screening Report was released on March 27, and it is posted – along with a link to the public comment form – on the study website at www.propelus31.com. We do understand that the report is lengthy, and it's a lot of information to take in. So, we've tried to break it into easily digestible pieces of information. What you see here is our interactive map, which allows you to choose a study area and take a closer look at the primary intersections and the alternatives that are being carried forward to the Level 3 screening at each location.
- b. The ProPEL US 31 South study team will be out visiting locations in the study area hosting community office hours on a regular basis. Upcoming dates, times, and locations are listed here and can also be found on the study website, as well as on our social media pages.
- c. This outreach will include community office hours events, county fairs, community festivals, and special events all summer. The intent is to go to where people are in the community to enable them to provide their feedback. The study team will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings, etc.

COMMENTS AND DISCUSSION

- a. A meeting attendee said a member had gone through the website, spending two hours one night, and was really impressed with the videos and having that available. The attendee praised the videos and hoped they would "generate some good feedback just for those visual learners." Dan Miller expressed appreciation and noted that the report has great information if people are looking for specifics.
- b. Since there were no additional comments or questions, Dan Miller wrapped up the meeting by noting that comments will be taken throughout the study process and that comments for the level 2 reports are sought by the end of April 2024. He asked members to point constituents to the website and interactive map, and he noted information is available in libraries as well.

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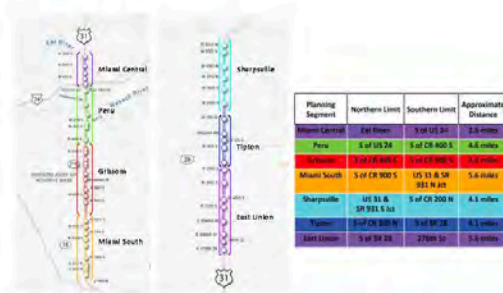
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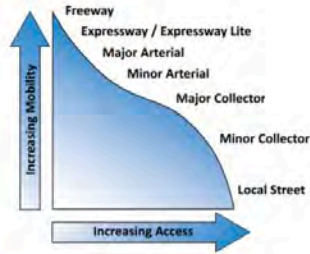


6

Defining Improvement Packages

- Influence on adjacent intersections
- Community context
- Access management guidelines
- Improvements at secondary intersections

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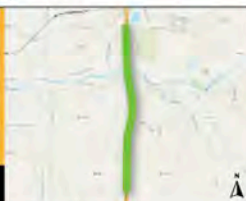
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PROPEL
US 31

PERU PLANNING SEGMENT

PACKAGE 3: EXPRESSWAY LITE, FREE FLOW

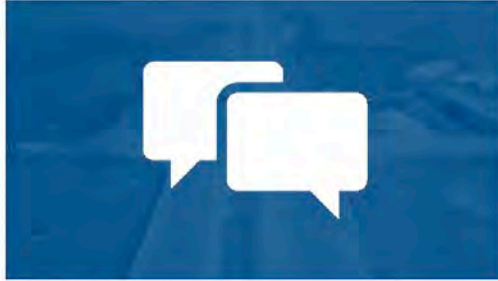
- 4.8-MILE SEGMENT OF US 31 EXTENDS FROM SOUTH OF BUSINESS 31 TO SOUTH OF JK 24
- INCLUDES 5 PRIMARY INTERSECTIONS THAT PROVIDE ACCESS TO THE CITY OF PERU, AS WELL AS 3 SECONDARY INTERSECTIONS AND 16 DRIVEWAY CONNECTIONS
- LAND USE INCLUDES A MIX OF RESIDENTIAL AND AGRICULTURAL, AS WELL AS COMMERCIAL DEVELOPMENTS AT US 31 AND CR 400 S, CR 300 S, AND BUSINESS 31.



FACTORS TO CONSIDER

IMPACTS ██████████
COSTS ██████████
ACCESS ██████████

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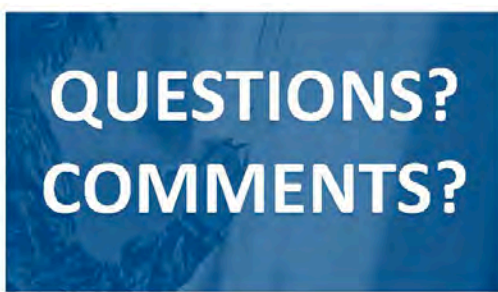


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Upcoming Outreach

<p>November 14: 3 p.m. Public Information Meeting (Tipton) ★</p> <p>November 15: Virtual Public Information Meeting Available</p> <p>November 18: 3 p.m. Public Information Meeting (Peru) ★</p> <p>November 25: 12 p.m. Hamilton County Commissioners 5:30 p.m. Tipton County Council</p> <p>November 26: 9:41 a.m. Dutch Cafe 12:2 p.m. Edna Howard County Public Library 4 p.m. Howard County Council</p>	<p>December 2: 9 a.m. Miami County Commissioners 9 a.m. Tipton County Commissioners 4 p.m. Howard County Commissioners 8 p.m. Peru City Council</p> <p>December 4: 10 a.m. Miami County Council 5 p.m. Hamilton County Council</p> <p>December 10: 11 a.m. - 2 p.m. Flat Creek Mercantile 3-4 p.m. Tipton County Public Library</p>
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15



16



MEETING NOTES

Date: November 13, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Jonathan Wallace</i>	<i>ProPEL US 30 Deputy PM/US 31 PM, INDOT</i>
<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 31/US 31 Advisor Team, HNTB</i>
<i>Dan 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>Bret Morris</i>	<i>Tipton County Highway Department</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released the day before the meeting, on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:

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- Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:
 - Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change?
 - The seven planning segments defined for the US 31 South study area include: East Union, Tipton, Sharpville, Miami South, Grissom, Peru, and Miami Central.
- Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** As previously mentioned, it’s important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognizes there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
 - A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.

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- Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study area, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these driveways are important for access, they can impact the safety and operations of the roadway.
- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study corridor. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step 3 was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
- In Step 4, we refined the conceptual designs and estimated costs.
- During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
- In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
- Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.

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- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.
 - Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
 - Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
- At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
- Attendees were shown the Peru planning segment improvement packages. The Peru planning segment spans just over four and a half miles, from just south of County Road 400 South at its southern limit to just south of US 24 at its northern boundary.
 - The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with potential stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 3, 4 and 5.
 - An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
 - It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved

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mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.

- The study team played the fly-through video for Package 3: Expressway Lite, Free Flow for attendees to illustrate what to expect for the other videos that serve as a visual resource for stakeholders and build on the videos that were created at the Level 2 screening step.
 - The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

- The US 31 South Draft Level 3 Screening Report was released on November 12th. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
- INDOT is requesting public feedback on the draft Level 3 reports by December 13th. After public feedback is considered, INDOT will publish the final Level 3 screening reports.
- The study team will host two public information meetings: one in Tipton on November 14th and another in Peru on November 19th. We notified the public of those meetings via public notice, press release, an email to study stakeholders, direct mail postcards, social media and the website.
- In addition to those in-person meetings, we will have a virtual meeting experience available on November 15th on the study website, where you can watch the recorded presentation and participate in the same feedback activities.
- During the open comment period, the study team will be doing extensive outreach and visiting locations in the study area by hosting community office hours. Upcoming dates, times, and locations can also be found on the study website, as well as on our social media pages.
- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

- An attendee noted that the Draft Level 3 Screening Report was released the day prior to the meeting, so while he did expect to have questions, he had not had a chance to review the report in detail yet. The attendee thanked the study team for the work put into the Draft Level 3 Screening Report and throughout the study.
- The same attendee asked if the Stakeholder Advisory Committee presentation and the public information meeting presentation provided the same information. Dan Miller responded that they were largely the same presentations, and that an on-demand virtual option would be available on November 15th.

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MEETING NOTES

Date: November 13, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/ US 30 Deputy PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 31/US 31 Advisor Team, HNTB</i>
<i>Dan 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>Alex Lee</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Kari Carmany-George</i>	<i>Federal Highway Administration</i>
<i>Amber Tolle</i>	<i>Howard County Highway Department</i>
<i>Kerry Worl</i>	<i>Miami County Highway Department</i>
<i>Kim Bowdell</i>	<i>Kokomo MPO</i>
<i>Leslie Hickman</i>	<i>Indiana Farm Bureau</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released the day before the meeting, on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:

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- Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:
 - Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change?
 - The seven planning segments defined for the US 31 South study area include: East Union, Tipton, Sharpville, Miami South, Grissom, Peru, and Miami Central.
- Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** As previously mentioned, it’s important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognize there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
 - A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.

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- Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study area, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these driveways are important for access, they can impact the safety and operations of the roadway.
- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study corridor. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step 3 was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
- In Step 4, we refined the conceptual designs and estimated costs.
- During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
- In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
- Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.

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- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.
 - Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
 - Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
- At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
- Attendees were shown the Peru planning segment improvement packages. The Peru planning segment spans just over four and a half miles, from just south of County Road 400 South at its southern limit to just south of US 24 at its northern boundary.
 - The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with potential stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 3, 4 and 5.
 - An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
 - It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved

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mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.

- The study team played the fly-through video for Package 3: Expressway Lite, Free Flow for attendees to illustrate what to expect for the other videos that serve as a visual resource for stakeholders and build on the videos that were created at the Level 2 screening step.

The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

- The US 31 South Draft Level 3 Screening Report was released on November 12th. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
- INDOT is requesting public feedback on the draft Level 3 reports by December 13th. After public feedback is considered, INDOT will publish final Level 3 screening reports.
- The study team will host two public information meetings: one in Tipton on November 14th and another in Peru on November 19th. We notified the public of those meetings via public notice, press release, an email to study stakeholders, direct mail postcards, social media and the website.
- In addition to those in-person meetings, we will have a virtual meeting experience available on November 15th on the study website, where you can watch the recorded presentation and participate in the same feedback activities.
- During the open comment period, the study team will be doing extensive outreach and visiting locations in the study area by hosting community office hours. Upcoming dates, times, and locations can also be found on the study website, as well as on our social media pages.
- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

- A meeting attendee inquired about the intersection of US 31 and Blair Pike Road, noting that he thought it was an unsafe intersection. Dan Miller responded that it depends on the improvement package or specific improvement that moves forward during INDOT's call for projects. Dan reviewed the improvements that are being recommended and carried forward at that intersection and noted that there would be additional coordination as projects move through the engineering design phase if they are funded and scoped by INDOT.

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APPENDIX H: US 31 COALITION PRESENTATION

Universe of Alternatives (Level 1)

STUDY ADVISOR



MEETING NOTES

Date: November 16, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

In Attendance:

<i>Laurie Maudlin</i>	<i>US 31 Coalition Member (Executive Director)</i>
<i>Brett Morris</i>	<i>US 31 Coalition Member (Tipton County)</i>
<i>Stan Ortman</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Tracey Powell</i>	<i>US 31 Coalition Member (Tipton County)</i>
<i>Rick Ranstead</i>	<i>US 31 Coalition Member (Fulton County)</i>
<i>Jeff Rea</i>	<i>US 31 Coalition Member (St. Joseph County)</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>Stan Ortman</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Brooke Robertson</i>	<i>US 31 Coalition Member (Miami County)</i>
<i>Lori Dukes</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 Deputy PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Kevin Sears</i>	<i>INDOT Intergovernmental Affairs Director</i>
<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>

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MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 30 and US 31 Draft Universe of Alternative (Level 1) Screening Reports. The intent was to help orient study stakeholders with the structure and content of the report to help facilitate their review and commenting process.

1. INTRODUCTION, STUDY BACKGROUND AND CURRENT STATUS

- The goal of the meeting was to provide the US 31 Coalition, as a key study stakeholder, with an overview of how the Level 1 screening was conducted. The introduction and orientation is intended to help with the review of the draft Level 1 screening document. Also, since the draft report was just released today, it is anticipated that more time would be needed to review the analysis. As a result, we do not plan to dig into study area specific details or draft screening results during today's discussion.
- It is anticipated that the US 31 Coalition members will likely have more detailed questions once their review is completed. INDOT and the study teams welcome those questions and feedback on the analysis, and those discussions should include members of the study area teams. INDOT and the Advisor Team will work with to get those connections made during the comment period on the draft report.

2. STUDY BACKGROUND AND CURRENT STATUS

- 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.
- 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.
- 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.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the studies are looking at transportation improvements through year 2045.
- When we met with you in the May/June 2023 time frame, we were in the purpose and need phase of the study. All four study teams are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives and the draft screening report was released today for public review and comment.

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3. UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

- There will be three levels of alternatives development and screening in the ProPEL US 30 and US 31 studies. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.
- The initial range of solutions for all four study areas includes 55 improvement concepts. A few important notes about this initial list of solutions:
 - One of the 55 improvement concepts is the No Build Alternative.
 - Each team is using the same list as its starting point.
 - The 55 improvement concepts are defined similarly in each study area. This is intentional and we hope it will minimize potential confusion.
 - This starting list includes a variety of things. Later, we will share some illustrative examples of the improvements considered in the Level 1 analysis.
 - Because safety is an INDOT priority, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative intersections such as reduced conflict intersections, green tee intersections and quadrant roadways.
- The initial list will contain some things that people like. It will also contain some things that people don't like. However, it's important that both are included as are required to have a thorough review of all potential improvements.
- Because of the broad consideration, the level of detail provided for each concept is high-level. Again, this is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.

4. LEVEL 1 SCREENING

- The Universe of Alternatives screening is qualitative and includes two primary factors:
 - Purpose and need elements (which vary by study area)
 - Practicality (i.e., is it reasonable?)
- These two factors were assessed for each improvement concept using Yes, No, and Neutral responses.
- In general, an improvement concept was rated as Neutral if it not enough information was available to fully assess the concept's ability to address the screening factors, or if there were both positive and negative characteristics.
- A concept is considered practical (i.e., reasonable) if:
 - it could be accomplished without an extraordinarily high cost;
 - it is feasible from the standpoint of technology and logistics;

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- it is appropriate in scope and scale for the transportation problems identified; and
 - it is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.
- The 55 improvement concepts contained in the Universe of Alternatives represent a starting point. The improvement concepts are general and were developed without a specific location in mind on where to apply them in the study areas. To give meeting participants some idea of what's in the list, a few illustrative examples were provided.
 - Improvements considered include a variety of things, including location-specific things – such as intersection improvements that range from minor improvements—such as adding/lengthening turn lanes—all the way to more substantive improvements, such as converting intersections to overpasses and/or interchanges.
 - Improvements considered also include large-scale corridor improvements, including adding travel lanes, implementing access management, bypasses, and converting the corridor to a free flow facility. Converting to a free flow facility could range from removing traffic signals that create stop conditions all the way to conversion to a limited access facility, or freeway.
 - Improvements also include spot improvements, such as wildlife crossings and roadway lighting that could address localized safety issues.
 - Improvements also include items specifically intended to support transit & non-motorized users.
- The items mentioned during the meeting are only a few examples of improvements considered in the Level 1 screening.
- The improvement concepts passing the Level 1 screening have been grouped into three categories:
 - Primary Concepts: Improvements which addresses the majority of the identified needs and could be advanced as a standalone solution.
 - Complementary Concepts: Improvements that could provide some benefit at specific locations. Complementary concepts may be added to a primary concept at certain locations.
 - Design element: Improvements which would not address any of the identified needs but could provide a general benefit and should be considered where applicable and appropriate.
- The numbers and types of improvement concepts identified as Primary and Complementary solutions varies by study area. There are two primary reasons for this:
 - The study area needs and associated performance measures are different in each study area.
 - US 31 and US 30 are in different places in terms of their life cycle and evolution. For example, investments in US 31 have upgraded much of the US 31 corridor between Indianapolis and South Bend to a free flow facility, which included eliminating all but 5 traffic signals. The situation is different for US 30 so that's reflected in these studies.
- A full list of the universe of alternatives is available online on the ProPEL U.S. 30 and U.S. 31 websites, and at locations throughout the study areas. In addition to submitting input online, the study teams are visiting communities along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL U.S. 30 and ProPEL U.S. 31 social media pages.

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- INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

5. NEXT STEPS

- Earlier, it was mentioned that three levels of alternatives development and screening are expected for each of the four study areas. 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.
- The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.
- The Level 2 screening will evaluate the improvement concepts at specific locations along the corridors to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.
- The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a package or bundle of improvements within smaller areas or sections of the study area. These will not be corridor-wide alternatives, but options that work together to address study area transportation needs. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- INDOT intends to use the information, analysis and recommendations from the ProPEL US 30 and US 31 studies to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).
- Any projects identified and developed after the PEL studies will be subject to INDOT's statewide call for projects, which considers statewide transportation needs to prioritize and allocate funding over a 5-year time period.

6. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with US 31 Coalition members where their questions were addressed.

- During the presentation, you mentioned that costs were considered in the Level 1 screening; however, the screening was qualitative. Can you clarify how costs were considered in a qualitative analysis?
 - ① One of the evaluation criteria for practicality was whether an improvement concept required an extraordinarily high cost to implement. Although the screening was

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qualitative, there are clear differences when considering different types of improvements. For example, minor improvements, such as adding turn lanes, are much less expensive than more significant improvements, such as building interchanges or adding travel lanes to a segment of roadway.

- In general, costs were usually considered as an additive or contributing factor. In other words, costs were not typically the sole reason for eliminating an improvement concept from further consideration. Using the example above, the potential to convert an existing at-grade intersection to an interchange was not eliminated from consideration in the Level 1 screening even though it is a relatively higher cost alternative to address the needs identified at a specific intersection.
- Will the PEL studies identify coordination and/or cost sharing that may be required for changes or improvements needed on local roadways?
 - Yes, but it's important to remember the PEL studies are planning studies and will not get into as much detail as INDOT's project development work. Therefore, some details may need to get worked out later; however, INDOT wants to use the PEL studies to help identify these considerations and initiate these important discussions with study stakeholders and local agencies as early as possible. This may include identifying opportunities for partnering and/or cost sharing to make projects feasible. INDOT wants to support local agency partners in attaining their transportation goals and objectives. However, the reality is that INDOT has a vast statewide system to operate and maintain and must look at needs and priorities across the state when making decisions. As such, INDOT's focus is on addressing core and fundamental transportation needs. At the same time, INDOT realizes that local agencies may have additional scope requests to enhance a project. When this occurs, INDOT will work with the local agencies to try and identify additional funding sources to fill the funding gap between the "core" project and the additional scope request.

Level 2

1/31/2025



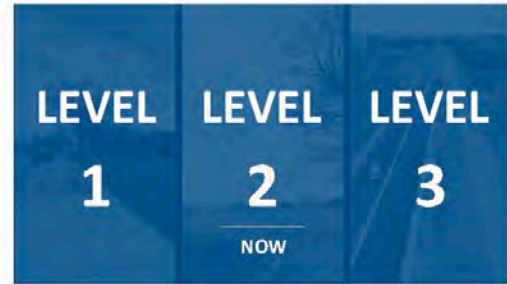
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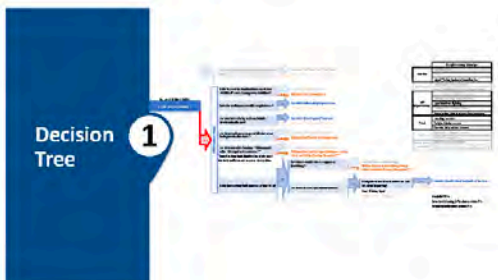
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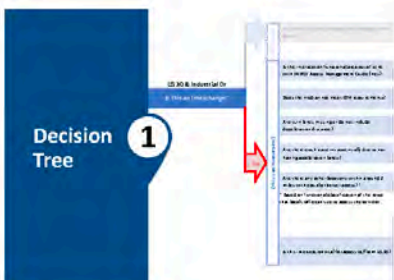
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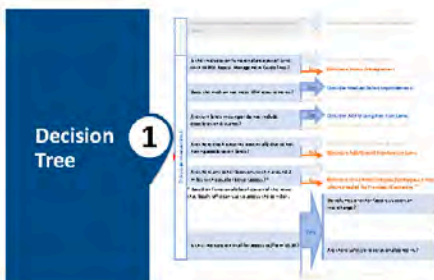
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11



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13

Decision Tree 1

14

Decision Tree 1

Concept	Comparative Concepts
Cost	Initial Investment, Operating Costs, Maintenance Costs
Quality	Performance, Reliability, Durability, Safety
Time	Lead Time, Delivery Time, Turnaround Time
Flexibility	Customization, Scalability, Adaptability
Risk	Market Risk, Technology Risk, Regulatory Risk
Customer Satisfaction	Service Quality, Product Quality, Delivery Reliability
Environmental Impact	Carbon Footprint, Resource Usage, Waste Generation
Social Impact	Employee Satisfaction, Community Relations, Ethical Sourcing
Legal Compliance	Regulatory Requirements, Industry Standards, Intellectual Property

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Traffic Operation Analysis 2

16

Evaluation Matrix 3

17

Evaluation Matrix 3

18

Evaluation Matrix 3

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STEP 1 Spot Location Concepts

17 Concepts Advancing From the Universe of Alternatives

10 Concepts
Spot location / Stand-Alone Intersections

Continue to Step 2

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STEP 2 Identify Traffic Control Concepts

10 Concepts
Spot location / Stand-alone Intersections

Traffic Control Concepts

- Specialized Intersections
- Unsignalized Intersections
- Interchange
- Overlays / Underlays
- Access Management

STEP 3 Traffic Control Consideration

Other Concepts


- Turn Lanes
- Abutment Intersections
- Swayed Intersections
- Access/Driveway Lines
- Warning Systems

STEP 4 Location Assessment

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STEP 3 Traffic Control Selection

CR 150 W Example (Silverus Crossing)



Step 3 - Traffic Control Decision Tree	
Is a Signal Warranted?	Yes
Other Factors Support Interchange?	Yes
Other Factors Support Interchange?	No
Is a Signal Warranted or Merited?	Yes
Is a Signal Warranted?	No
Is a Signal Warranted?	Yes
Is a Signal Warranted?	No

In Appendix B

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STEP 4 Locational Applicability

CR 150 W Example

Concept	Applicability	Notes
Specialized Intersections	Yes	
Unsignalized Intersections	Yes	
Interchange	Yes	
Overlays / Underlays	Yes	
Access Management	Yes	
Turn Lanes	Yes	
Abutment Intersections	Yes	
Swayed Intersections	Yes	
Access/Driveway Lines	Yes	
Warning Systems	Yes	

In Appendix B

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STEP 5 Concept Development

CR 150 W Example



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Qualitative Comparison of Concepts – CR 150 W Example

Concept	Priority and Significance	Construction/Implementation	Relative Cost	Early to be Implemented	Notes
Specialized Intersections	High	Low	Low	Yes	Requires utility relocation and construction of new signal and traffic control equipment. Construction cost of \$1.2M. Construction and installation of new signal and traffic control equipment. Construction cost of \$1.2M.
Unsignalized Intersections	Medium	Low	Low	Yes	Requires construction of new pavement and signage. Construction cost of \$0.5M. Construction and installation of new pavement and signage. Construction cost of \$0.5M.
Interchange	High	High	High	No	Requires construction of new interchange structure and associated infrastructure. Construction cost of \$10M. Construction and installation of new interchange structure and associated infrastructure. Construction cost of \$10M.
Overlays / Underlays	Medium	Low	Low	Yes	Requires construction of new pavement and signage. Construction cost of \$0.5M. Construction and installation of new pavement and signage. Construction cost of \$0.5M.
Access Management	Medium	Low	Low	Yes	Requires construction of new access management infrastructure. Construction cost of \$0.5M. Construction and installation of new access management infrastructure. Construction cost of \$0.5M.
Turn Lanes	Medium	Low	Low	Yes	Requires construction of new turn lanes and signage. Construction cost of \$0.5M. Construction and installation of new turn lanes and signage. Construction cost of \$0.5M.
Abutment Intersections	Medium	Low	Low	Yes	Requires construction of new abutment intersections and signage. Construction cost of \$0.5M. Construction and installation of new abutment intersections and signage. Construction cost of \$0.5M.
Swayed Intersections	Medium	Low	Low	Yes	Requires construction of new swayed intersections and signage. Construction cost of \$0.5M. Construction and installation of new swayed intersections and signage. Construction cost of \$0.5M.
Access/Driveway Lines	Medium	Low	Low	Yes	Requires construction of new access/driveway lines and signage. Construction cost of \$0.5M. Construction and installation of new access/driveway lines and signage. Construction cost of \$0.5M.
Warning Systems	Medium	Low	Low	Yes	Requires construction of new warning systems and signage. Construction cost of \$0.5M. Construction and installation of new warning systems and signage. Construction cost of \$0.5M.

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US 30 East
Level 2 Summary

Primary Interactions		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50		

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STUDY ADVISOR



MEETING NOTES

Date: April 10, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Brad Bagwell</i>	<i>US 31 Coalition</i>
<i>Brett Morris</i>	<i>US 31 Coalition (Tipton County)</i>
<i>Tracey Powell</i>	<i>US 31 Coalition (Tipton County)</i>
<i>Laurie Maudlin</i>	<i>US 31 Coalition Member (Executive Director)</i>
<i>Lori Dukes</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Sandra Flum</i>	<i>ProPEL US 30 PM/US 31 DPM, INDOT</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 DPM, INDOT</i>
<i>Cassidy Hunter</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Ryan Huebschman</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Tony Pakeltis</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Craig Moore</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Alex Lee</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Brett Lackey</i>	<i>ProPEL US 30 West Study Team, CDM Smith</i>
<i>Rusty Holt</i>	<i>ProPEL US 30 East Study Team, WSP</i>
<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>

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MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 31 Draft Level 2 Screening Reports, including methodology used and the draft screening results.

1. STUDY BACKGROUND AND CURRENT STATUS

- 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 study areas, each with its own dedicated study team completing the technical analysis relevant to its study area. The four study teams are coordinating on a regular basis to make sure potential alternatives work across study area boundaries.
- The overarching goal of the studies is to provide recommendations that will guide the next 20+ years of transportation investments in these two corridors. The four studies are evaluating a planning horizon of year 2045.
- The PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. This would occur as part of INDOT's regular call for projects, which is typically a five-year timeline.
- We last spoke with the US 31 Coalition in November 2023, each of the study teams had completed the first step of the analysis of potential solutions, which is known as Universe of Alternatives. We are now in the second phase of alternatives development and screening, which is known as Level 2. The Draft Level 2 Screening Reports were released for public review and comment on March 27, 2024. During today's meeting, we will walk through the Level 2 screening process, the draft report content, and answer any questions that may result from that discussion or your review to date of the draft reports.

2. LEVEL 2 SCREENING PROCESS

- Before diving into study-area specifics, the ProPEL US 30/US 31 Studies Advisor Team provided an overview on the alternatives development evaluation process and methodology.
- Given the size and complexity of the study areas, there will be three levels of screening potential improvements. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different and may have different transportation needs, each of them used the same starting list for the Universe of Alternatives. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.

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- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023. The study teams considered all public input received on the draft Level 1 screening as they performed their work for the Level 2 screening.
- The Level 2 screening, which is the topic of today's update, is a robust analysis. It considers 86 primary intersections over the four study areas. As a result, each of the Level 2 screening reports are over 200 pages in length. The purpose of today's discussion is to provide an overview of the process and the draft screening results.
- The purpose of the Level 2 screening is to evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified from the Universe of Alternatives screening. In the Level 2 screening, the potential solutions are being qualitatively evaluated at specific locations. The specific locations are the primary intersections in each study area. Primary intersections, which largely control the operations in each study area, are locations where US 30 or US 31 intersect with a roadway that is designated as a Major Collector or higher. In some study areas, other roadways were added due to other considerations, such as being an access point for a key destination, such as a school. Specific to US 31, there were 26 primary intersections analyzed as part of the Level 2 screening for the ProPEL US 31 North and ProPEL US 31 South studies. The Level 2 screening will identify the building blocks for the Level 3 screening.
- The Level 3 screening will then develop and analyze improvement packages for smaller areas, or segments, of the study area. These smaller areas, which will be called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening include both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 2 screening process for each study area includes 4 comment elements or steps:
 - Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.
 - The final step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing

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conceptual designs to establish a high-level estimation of the footprint or area of disturbance. These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.

3. NEXT STEPS

- We know study stakeholders and the public may see some alternatives they support and others they do not like. It's important to include both as we are required to have a thorough review of all options, including a meaningful opportunity for those interested to provide feedback on our analysis. This is why public feedback has been and will continue to be vital to the ProPEL US 30 and US 31 studies until they are completed.
- Additionally, it's important to note that any intersection alternatives carried forward to the Level 3 analysis for further study must, to some extent, address the identified transportation needs in each study area. This is a core requirement and advancing these items to the Level 3 screening will enable us to do a more detailed assessment of benefits, impacts, and costs to develop recommendations and eliminate unreasonable alternatives.
- Beginning on March 27, 2024, the Draft Level 2 Screening Reports for each study area were published on the ProPEL US 30 and US 31 websites, and hard copies were made available at locations throughout the study areas. In addition to submitting input online, the study teams are visiting communities along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.
- INDOT is requesting public feedback on the draft Level 2 reports by April 30, 2024. After public feedback is considered, INDOT will publish final Level 2 screening reports on the websites.
- After consideration of public comments, the Level 3 screening will begin. The goal of that screening process will be to identify a recommended set of reasonable alternatives based on qualitative and quantitative factors, including costs, impacts and benefits.

4. US 31 SOUTH – DRAFT LEVEL 2 SCREENING RESULTS

- The draft results of the Level 2 screening analysis for the US 31 South study area were discussed first.
- The five primary concepts that were carried forward from the Universe of Alternatives included:
 - Access management are strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the roadway. Access management improvements are typically accomplished by reducing conflict points, including those with roadway and/or driveway connections.
 - Another improvement concept considered was unsignalized intersection improvements. Existing intersections would be reconfigured to improve safety and efficiency. There are several ways this could be done, but it could include implementing innovative intersection types, such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. On the other hand, it could also include things like adding or extending turning lanes.

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- The next concept considered was crossroad overpasses\nderpasses, which is where intersecting roadways are physically separated so both the highway and crossroad traffic are free flowing. This would improve safety by reducing conflict points; however, access is reduced because the connection between the highway and crossroad would be eliminated.
- Another concept considered was the conversion of an at-grade intersection to an interchange. In this concept, an at-grade intersection would be modified to separate the traffic flow on the major roadway from the crossroad. This would improve safety by reducing conflict points. The major roadway would also have free-flow conditions, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.
- In the Universe of Alternatives Screening Memo, free flow facilities were identified as a primary concept in the US 31 South study area. A free flow facility is a roadway where users are not required to stop. This could be accomplished in a variety of ways, ranging from removing traffic signals to converting the roadway to a freeway, which includes full access control. The options for potential facility types, including free flow facilities with different levels of access control, will be evaluated as part of the Level 3 screening.
- For the US 31 South study area, the Level 2 screening process was focused on 18 primary intersections. Again, primary intersections have a crossroad classified as a major collector or higher, the highest non-interstate classifications of roadway. It's important to note the US 31 and County Road 400 S intersection was added as a primary intersection since it is the primary access point for Pipe Creek Elementary School.
- A few slides showing the range of improvement alternatives passing the Level 2 screening was presented to the attendees. This summary table is found on page 137 in the Draft Level 2 Screening report.
 - One slide showed the five primary concepts carried forward from the Level 1 screening for further evaluation in the Level 2 screening. The primary concepts define how the study area operates, such as whether it provides free-flow traffic along US 31 or if it requires intermittent stops.
 - Another slide showed the complementary concepts and how they were considered in the development of alternatives at the primary intersections. Complementary concepts may provide some benefit at specific locations and, when added to a primary concept, could enhance its ability to address the identified needs or may be used to address a specific need at a specific location.
 - As mentioned earlier, we know you may see some alternatives you or your constituents support and others you do not like. It's important that we include both as reasonableness is an important consideration for PEL and any subsequent NEPA studies, and all reasonable alternatives must be considered.
- The Draft Level 2 Screening Report was released on March 27, 2024 and it is posted – along with a link to the public comment form – on the study website at www.propelus31.com. The report is lengthy, so the study team has tried to break it into easily digestible pieces of information. One of the tools used

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to do this is an interactive map, which is available on the study website. The US 31 South team provided a demonstration of how to use the interactive map to find additional information for the study areas.

- The ProPEL US 31 South study team will be out visiting locations in the study area hosting community office hours on a regular basis. Upcoming dates, times, and locations are listed here and can also be found on the study website, as well as on our social media pages. This outreach will include community office hours events, county fairs, community festivals, and special events all summer. The intent is to go to where people are in the community to enable them to provide their feedback. The study team will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings, etc.

5. US 31 NORTH – DRAFT LEVEL 2 SCREENING RESULTS

- After the US 31 South team concluded, the US 31 North team presented their draft Level 2 screening results.
- The ProPEL US31 North study team evaluated four primary concepts and the No-Build Alternative that advanced from the level 1 screening into the level 2 analysis. This evaluation was completed for the eight primary intersections located with the 31 North study area. The four primary concepts are:
 - Unsignalized Intersection Improvements such as Reduced Conflict Intersections, which have been shown to improve safety by reducing the number of conflict points.
 - Cross Road Overpasses/Underpasses – These allow for free-flow conditions on both US 31 and the crossroad while improving safety by eliminating conflict points.
 - Convert to Interchange – This improvement provides a new grade-separated interchange with access ramps to improve safety by reducing conflict points.
 - Free-Flow Facility with Access Control – The 31 North study area is free flow to some extent now since there are no existing traffic signals. With this concept, access control can vary from partial – access is provided via select public roads and even some driveways – to full control where access is only provided at select public roads with interchanges.
- An exhibit was presented that illustrated the alternatives recommended to be carried forward at each of the primary intersections in the 31 North study area.
- A summary table was presented that listed the primary and complementary concepts recommended to be carried forward at each of the primary intersections. Complementary concepts include improvements such as access management, adding or lengthening turn lanes, and roadway lighting. This table can be found on page 102 of the 31 North Level 2 Screening Report.
- An overview of the evaluation process used by the 31 North study team was provided using Old US 31/Southway as an example:
 - **Step 1 – Primary Intersection Decision Trees:** A decision tree was developed as an initial step to screen intersection treatments. It considers traffic and crash data, intersection context and other information. Concepts resulting from decision trees are carried forward for further consideration.

- **Step 2 – Traffic Operations Analysis:** The Capacity Analysis for Planning of Junctions (CAP-X) tool is used to evaluate different intersection types. It assesses traffic operations for each intersection type and helps guide the decision-making process.
- **Step 3 – Intersection-Specific Applicability:** Intersection concept applicability is determined using technical analysis. It considers the contribution of each concept toward the purpose and need and potential effectiveness of the concept to maintaining or improving conditions.
- **Step 4 – Primary Intersection Concept Evaluation:** Conceptual designs were prepared and evaluated for all Primary Concepts advancing from the first three screening steps, using current, appropriate design criteria. A qualitative evaluation of potential impacts and contribution to the study's purpose and needs for each of the remaining Primary Concepts and Complementary Concepts was also conducted resulting in a final screening of intersection alternatives for advancement to Level 3.
- Based on the evaluation at Old US 31/Southway, Reduced Conflict Intersection, Overpass with US 31 over, and Overpass with Old US 31 over are recommended to advance to Level 3 screening. Additionally, the No-Build Alternative will continue to be advanced throughout the ProPEL study.
- A summary of upcoming outreach associated with the publication of the Level 2 Screening Report provided. This includes a series of community office hours, briefings for elected officials, and attendance at other community events. Review and comments on the Level 2 Screening Report are encouraged.

6. OPEN DISCUSSION – QUESTIONS

Following the presentations, a question-and-answer session was conducted. Comments were also provided by the meeting attendees. The following documents those discussions:

- Are Reduced Conflict Intersections (RCIs) just a different name for a J-turn?
 - "J-turns" are one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs).
- The US 31 North Level 2 Screening Report seemed to indicate that US 31 North would remain a free flow facility. The context was that no additional signals would be added. The US 31 South study, however, included alternatives that would require signals to remain or possibly be added. Those two approaches seem to be in conflict. Was this approach intentional?
 - US 31 within the US 31 North study area is currently a free-flow facility (i.e., no traffic signals), so the alternatives analysis by that team did attempt to avoid carrying forward solutions that would require signalization.
 - The US 31 South study area is not recommending signalizing any new intersections. However, there are documented safety issues at the existing signalized intersections, so the study team did evaluate alternatives focused on addressing those safety issues, which could require retaining a traffic signal but with a different intersection configuration (e.g., RCUT [i.e., signalized RCI], Green-T intersection, etc.). It could also include removing the traffic signals.

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- Several years ago, the INDOT Commissioner at that time did say that US 31 would be free flow. Several past Indiana governors have also made similar statements/commitments. How do these prior statements/commitments factor into the ProPEL US 31 studies?
 - All four study teams were given direction from INDOT to start with a “clean slate” and to consider all potential options.
 - INDOT tasked the four study teams with taking a fresh look at both US 30 and US 31. This fresh look does not change prior statements/commitments.
 - Although all involved with the ProPEL US 30 and US 31 studies are aware of the history surrounding these two corridors, the current work was initiated with no pre-conceived idea of the future or commitment to prior statements about what US 30 or US 31 should look like in the future.
 - The US 31 South study area has the final five signalized intersections on US 31 north of I-465 within the State of Indiana. Although some of the alternatives recommended for further study do include/retain traffic signals, it is not viewed as a change in the potential desire to step toward a free-flow facility. That said, the study team needs to complete its due diligence to help INDOT understand what is need on US 31 given existing and projected conditions. INDOT can still make decisions that go in a different direction, but the core requirement of fresh perspective is the key.
 - Additionally, this is a planning study that is intended to help guide the next 20 years of transportation investments on US 31. Therefore, it may include improvements to address safety and operational needs that may be needed in the short-term and will not detract or preclude a longer-term vision or goal. The realization of a long-term vision of a free-flow facility may be an incremental process.
 - INDOT is still evaluating if and to what extent the final PEL study document will include broad policy statements or goals (e.g., remove all traffic signal on US 31).
 - CR 700, SR 10, and SR 110 was already a free flow area. This portion of US 31 will be upgrade to include interchanges and full control of access. So, the free flow nature exists now and will be further upgraded as part of a phased approach. This phased approach may also used in the US 31 South study area.
- The US 31 Coalition appreciates the commitment to keeping US 31 North study area free of traffic signals and would like to see a similar commitment made by INDOT for the US 31 South study area. The US 31 South Coalition would like to see all of US 31 upgraded to a limited access freeway facility.
- One of the attendees provided an example of an innovative interchange design that exists on I-90 in Wyoming. The screen shot was shared via the MS Teams chat and is included below:

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- INDOT noted that a similar concept exists on I-74 near Waldren (midway between Shelbyville and Greensburg). A screen shot of that interchange was also shared via MS Teams chat and is included below:



- INDOT has been encouraging all four study teams to look at innovative intersection and interchange concepts that can address mobility and safety needs, while reducing impacts and costs.
- What are the factors that are considered to determine the priority of projects that are recommended from these PEL studies vs. other projects in the state?

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- The scoring includes a few primary factors:
 - Asset condition
 - Traffic operations (e.g., congestion, crashes, etc.)
 - Costs
- How big will the planning segments be in the Level 3 analysis?
 - All four study teams are trying to keep planning segments within a 3 to 5-mile range.
 - Although Level 3 is focused on planning segments, this organization would not preclude INDOT from advancing a smaller improvement that addresses an identified need. For example, a single intersection improvement with independent utility could be advanced as a stand-alone project. Under this approach, there would also be a coordinated plan for how the adjacent intersections would be improved in the future, so they work with and complement that single intersection improvement project.
 - This approach may be preferable to INDOT to maximize the flexibility for the INDOT Districts in terms of advancing projects that address identified needs and fit within the identified funding program.
- The US 31 Coalition requests that the PEL study report include a long-term vision that enables the stakeholder communities to confidently plan for the future and maintains the focus on the higher purpose that the US 31 corridor should serve.
- Do the study teams have copies of the local ordinances passed by the counties that outline what improvements are requested at specific locations along the corridor? This was something the US 31 Coalition asked each county to develop in response to prior feedback from INDOT.
- Will the studies include cost-benefit analysis?
 - The study teams are not entirely certain that Level 3 will include all the data required to do a traditional cost-benefit analysis. However, the evaluation is still in progress and no final decisions have been made.
 - The US 31 Coalition encouraged use of CBA as a tool in the study. This type of analysis could be useful for the study and for informing future roadway funding discussions.
- The US 31 Coalition noted that an extraordinary amount of work has been completed to date for the ProPEL US 31 studies and thanked INDOT and the study teams for the efforts.

Level 3

1/31/2025



1



2



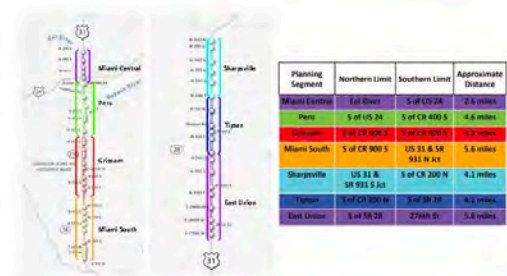
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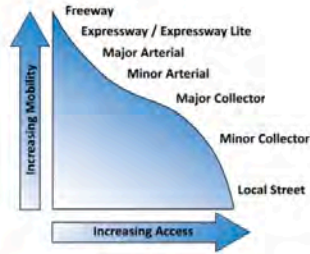


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How were Improvement Packages created?

- ✓ Influence on adjacent intersections
- ✓ Community context
- ✓ Access management guidelines
- ✓ Improvements at secondary intersections

7



8



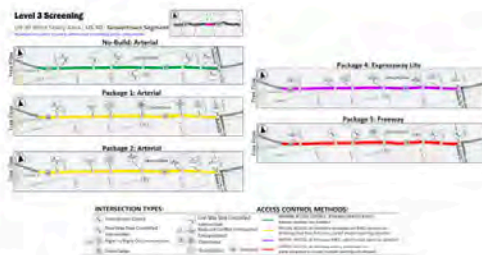
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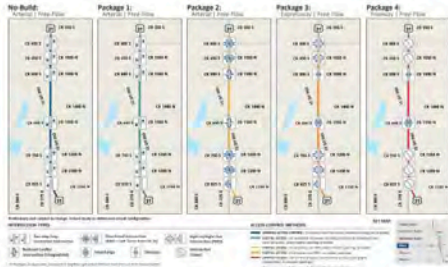
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PROPEL
US 31

PERU PLANNING SEGMENT

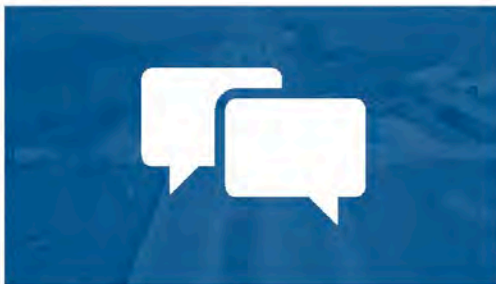
PACKAGE 3: EXPRESSWAY LITE, FREE FLOW

- 4.6-MILE SEGMENT OF US 31 EXTENDS FROM SOUTH OF BUSINESS 31 TO SOUTH OF US 24
- INCLUDES 5 PRIMARY INTERSECTIONS THAT PROVIDE ACCESS TO THE CITY OF PERU, AS WELL AS 3 SECONDARY INTERSECTIONS AND 18 DRIVEWAY CONNECTIONS
- LAND USE INCLUDES A MIX OF RESIDENTIAL AND AGRICULTURAL, AS WELL AS COMMERCIAL DEVELOPMENTS AS US 31 AND CR 400 S, CR 300 S, AND BUSINESS 31.

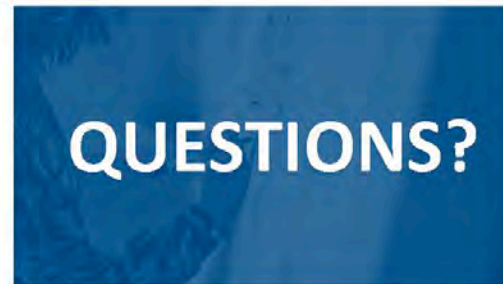
FACTORS TO CONSIDER

IMPACTS	■■■■■■■■■■
COSTS	■■■■■■■■■■
ACCESS	■■■■■■■■■■

14



15



16

STUDY ADVISOR



MEETING NOTES

Date: November 12, 2024

Re: Level 3 Screening Overview

In Attendance:

<i>Laurie Maudlin</i>	<i>US 31 Coalition Member (Executive Director)</i>
<i>Brett Morris</i>	<i>US 31 Coalition Member (Tipton County)</i>
<i>Tracey Powell</i>	<i>US 31 Coalition Member (Tipton County)</i>
<i>Jeff Rea</i>	<i>US 31 Coalition Member (St. Joseph County)</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>Lori Dukes</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Mike Hollibaugh</i>	<i>US 31 Coalition Member (Hamilton County)</i>
<i>Dan Brown</i>	<i>US 31 Coalition Member (Elkhart County)</i>
<i>Jeff Rea</i>	<i>US 31 Coalition Member (St. Joseph County)</i>
<i>John Letherman</i>	<i>US 31 Coalition Member (Elkhart County)</i>
<i>Brad Bagwell</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Sonny Beck</i>	<i>US 31 Coalition Member (Hamilton County)</i>
<i>Greg Hildebrand</i>	<i>US 31 Coalition Member (Marshall County)</i>
<i>John Hingst</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 Deputy PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan Miller</i>	<i>ProPEL US 31 South, HNTB</i>
<i>Tony Pakeltis</i>	<i>ProPEL US 31 North, Parsons</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released on the day of the meeting.

1. STUDY BACKGROUND AND CURRENT STATUS

- 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.
- 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.
- 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.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the studies are looking at transportation improvements through year 2045.
- The last meeting with the US 31 Coalition was in April 2024, during the second step of the alternatives analysis and screening, which was called the Level 2 analysis.
- The four study teams are currently in the Level 3 phase of alternatives development and screening. The draft Level 3 Screening Reports were released today (November 12, 2024) for public review and comment. Today's meeting will be used to brief attendees on what to expect in the draft reports, including specific examples of content.
- The current schedule anticipates publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- Given the size and complexity of the study areas, all four studies included three levels of screening potential improvements. At the end of each of those steps, there are a smaller number of potential solutions left to consider. On the other hand, each step of that process increases in the level of detail.
- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or

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extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.

- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- The Level 2 screening considered 86 primary intersections over the four study areas. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts. In Level 2, the potential solutions were qualitatively evaluated at primary intersections in each study area.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within each study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach also helps to avoid potential negative impacts from focusing only on a single intersection without analyzing the impacts it could have upstream and downstream within the segment. Planning segments were defined based on several criteria, including:
 - Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change? (A slide was shown illustrating the seven planning segments in the US 31 South study area, as well as the limits and approximate length of each segment.)
 - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** As previously mentioned, it’s important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study teams recognize there are differences in the communities along the corridor and we’ve tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.

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- **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
- **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
- Step 3 was to analyze the improvement package's ability to meet purpose and need. More specifically, safety and mobility are the primary transportation need elements common to all four study areas. So, improvement packages were evaluated to understand their safety and mobility benefits.
- In Step 4, we refined the conceptual designs and estimated costs.
- During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
- In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the study area purpose and need.
- Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- A major factor in creating improvement packages for each planning segment was the level of access management or access control. A slide was shown illustrating the balance between mobility and access for different facility types. The following key points were discussed:
 - Facility types that allow full access can have lower levels of mobility due to potential stop conditions and turbulence associated with traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, have a higher degree of access control to preserve greater mobility.
 - To better align corridor mobility and the level of access within the US 30 and 31 corridors, it is necessary to apply some level of access management improvements in conjunction with intersection treatments.
 - For higher-end facilities, such as freeways, expressways, and major arterials, the type and extent of traffic control devices, such as traffic signals, is also a consideration. Freeways, which have no traffic signals, are one example of a free-flow facility – which is a road that has no traffic signals, stop signs, or yield signs. Other facility types shown in this slide can also be free flow under certain conditions.
 - The Level 3 screening process identified a range of facility types, including free flow and non-free flow traffic conditions, that can be applied to the US 30 and 31 studies. These facility types, and their associated characteristics, are based on guidance found in the INDOT Access Management Guide and the INDOT Driveway Permit Manual.

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- Goals were also qualitatively considered as part of the Level 3 screening analysis.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. The likelihood of crashes at an intersection can be decreased as conflict points are eliminated. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- Two example planning segments were shared with the participants. One example was a planning segment in the US 30 West study area (Grovertown) and another was in the US 31 North study area (Macy). It was noted that the improvement packages considered in each planning segment range from a facility with access similar to existing conditions to a limited access facility (i.e., a freeway).
- It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
- Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited to right-in/right-out and/or directional medians.

3. NEXT STEPS

- To help explain the analysis results and enable the public and study stakeholders to ask questions, the study teams are taking the following steps:
 - Seven in-person public information meetings will be held over the next couple of weeks.

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- Each study area will also have an on-demand virtual public meeting that will include the content from the in-person public information meetings – including a recording of the formal presentation.
- The public will also have access to an updated interactive map on the study websites, which includes explanatory videos for the improvement packages that are carried forward or recommended. These materials will be made available on the study websites. (An example of an explanatory video was played to give the attendees an idea of what the videos look like and the level of detail they include.)
- We know study stakeholders and the public may see some alternatives they support and others they do not like. It's important to include both as we are required to have a thorough review of all options, including a meaningful opportunity for those interested to provide feedback on our analysis. This is why public feedback has been and will continue to be vital to the ProPEL US 30 and US 31 studies until they are completed.
- Beginning today, the Draft Level 3 Screening Reports for each study area will be available online on the ProPEL US 30 and US 31 websites, and hard copies can be found at locations throughout the study areas.
- In addition to submitting input online, the study teams are visiting communities along the study corridors multiple times during the months of November and December as part of our community office hours events. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.
- Study teams will also be conducting stakeholder meetings with organizations such as local farm bureau and economic development representatives, in addition to briefing local elected officials.
- INDOT is requesting public comments feedback on the draft Level 3 reports by December 13, 2024.
- After public feedback is considered, INDOT will publish final Level 3 screening reports on the study websites.

4. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with US 31 Coalition members where their questions were addressed.

- An attendee asked when the final PEL study is expected to be completed.
 - It is anticipated the draft PEL study report will be published in early 2025. Another round of public involvement is anticipated as part of publishing the draft PEL study report.
 - The target date for the final PEL study report could vary, to some extent, based on what the study teams hear from that public involvement process.
 - In general, however, the study teams are focused on wrapping up the study work in the first half of 2025.
- An attendee noted that the presentation content included examples of planning segments for the US 30 West and US 31 North studies; however, the examples did not indicate which packages were “recommended” or “carried forward”. Was that information included in what was presented today?

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- The information that was presented did not include those labels because the study teams were refining report content up to today's publication date. However, the information planned for presentation at the upcoming public information meetings (including the virtual meetings) will include the ratings on each improvement package to make things clearer and easier to understand.
- The attendees were shown how to navigate and use the updated interactive map on the ProPEL US 30/US 31 study websites. The updated interactive map includes the draft Level 3 screening results. It also includes the results from the Level 2 screening.
- An attendee asked for clarification on whether items with less impact and lower costs could move to NEPA more quickly.
 - The Level 3 studies provide INDOT with a "menu" of options and those options can be mixed and matched in different ways.
 - Improvement packages represent the study team's professional judgment about what makes sense and works together as a system. However, it is not meant to be prescriptive or rigid, and the improvement packages in the Level 3 reports may not be the exact combination of improvements that move forward to NEPA. Things can be mixed in different ways and factors, like statewide priorities and funding, will likely play a large part in those decisions.
 - Based on the ratings in the Level 3 reports, the improvements contained in packages rated "recommended" or "carried forward" are the most likely to be part of a future NEPA environmental review.
 - In the study teams' judgment, packages that are "carried forward" did not provide benefits commensurate with the increased costs and/or additional impacts. However, the study teams also recognize there are broader considerations in terms of what a future US 30 or US 31 corridor looks like. Although they may not make sense now, some packages could make sense at some point in the future.
 - It's important to remember this is a planning study – not a final decision. The NEPA environmental review process is where a final decision is made. So, it is possible that things eliminated from consideration in this planning study could be considered again in the future – if conditions warrant. This planning study will enable INDOT to start the NEPA process from a more informed place.
- An attendee asked about the age of traffic count data that was used.
 - The traffic counts were collected in 2022, which is when the studies started. A couple of study area teams have collected updated traffic counts at a few specific intersections in response to concerns expressed by study stakeholders.
 - It's important to remember that the study teams are looking at how the roadways will operate in the future in the year 2045.
- An attendee asked whether the study teams had seen the results of the study at US 31 and I-465, which compared the traffic study projections vs. actual traffic volumes.
 - The study teams have not seen this data. The attendee said he would try to find it again and share it with the attendees.

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- Post-meeting note: The Level Up 31 project website FAQ page includes information about the differences in previous projected traffic volumes vs. actual 2023 traffic volumes (see "Why is Level Up 31 Needed?" located at <https://levelup31.com/>)
- The attendee indicated there was a significant difference between the projected and actual accounts at that interchange and expressed concern about the same potential issue in US 31 study areas. The attendee wondered if the US 31 Coalition could collect updated traffic counts for use in the ProPEL US 30 and US 31 studies – particularly in Miami County near Grissom.
- The ProPEL US 30 and US 31 studies do not plan to update their traffic counts, traffic data, and future (2045) traffic projections. Extensive efforts were expended by INDOT to update the study traffic model using recent traffic counts, as well as input from local economic officials and MPOs on major imminent developments in the study areas. The study teams believe the traffic model data provides a reasonable estimation of projected (2045) traffic volumes.
- Additionally, traffic will be updated for any recommended improvements from the PEL studies that move into project development.
- An attendee asked how the study teams approached benefits, including safety, economics, and mobility.
 - The study teams evaluated safety benefits from a reduction in conflict points, particularly crossing conflict points.
 - Study teams also evaluated cross-corridor mobility, in terms of the number of crossing and access points in each planning segment, which was a qualitative assessment.
 - Study teams also evaluated changes in travel times, comparing the existing conditions with the build packages.
 - Study teams also looked at cost-effectiveness indices, which consider the cost of the improvement packages compared to the projected safety benefits.
- The same attendee asked if there was consideration of potential economic benefit.
 - Supporting economic development was a goal for each study area and each team qualitatively evaluated the ability of an improvement package to support that goal.
- The same attendee asked about the cost benefits associated with delay reduction, as well as the cost benefits of reducing crashes.
 - Changes in travel times were considered as part of the Level 3 analysis; however, no estimated costs were assigned to these benefits. Quantitative analysis of cost savings associated with crash reduction was not part of the draft Level 3 analysis.
- An attendee asked what design speed is being considered as part of the studies. The attendee noted the high-speed traffic he'd seen while traveling in the corridor.
 - The studies did not consider an appreciable change in the design speed of the corridor when developing the geometry for recommended improvements.
 - The US 31 South study team heard a lot of concerns about travel speeds in the study area; however, the study team did not consider changing the design or posted speeds as part of the study. The US 31 North team agreed with this statement.
- Another attendee asked about the current design speed in the US 31 corridor.

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- The study teams did not have the design speed data readily available for discussion in this meeting.
- As part of the studies, the teams did identify areas with geometric deficiencies that did not meet the design speed criteria. However, this is a very different approach than studying what is required to upgrade the design speed in the corridor.
- Post-Meeting Note: The US 31 North and South Existing Transportation Conditions Reports indicate a design speed of 70 miles per hour design speed. Posted speeds are 60 mph.
- An attendee asked about the options considered near Grissom Air Reserve Base – in particular the diamond interchange recommended in some packages at the intersection of CR 850/US 31. The Miami County Economic Development Commission previously looked at an interchange concept at CR 800. The attendee asked whether it would be worthwhile to have an engineering consultant to revisit the intersection concept, including an update of costs, etc. Would INDOT and the study teams be receptive of this information, or would it be a waste of money?
 - The US 31 South team discussed the recommendations associated with the CR 850 and CR 800 intersections. For CR 800, there were some spacing issues with an interchange recommended at SR 218 North. The study team understands that with the correctional facility, Grissom Air Reserve Base, and Maconaquah schools all in that area, access and connectivity were critical. The study team shifted the interchange location south to CR 850 to address the interchange spacing issue.
 - The US 31 Coalition and Miami County Economic Development Commission will discuss internally whether it still makes sense to proceed with the CR 800 interchange concept refresh.
- An attendee asked whether the study teams set up a recommended prioritization or hierarchy among the planning segments.
 - The draft Level 3 analysis does not identify any prioritization among the planning segments. INDOT may develop that information at some point in the future; however, as we've previously discussed, INDOT is likely going to be looking at proposals for future projects in the context of statewide priorities and needs, as well as funding availability. There is data from the studies to illustrate where the higher crash severity or higher crash frequency intersections are located, and this data support these efforts.
- The study teams are willing to speak with the US 31 Coalition representatives again if questions surface during their review of the draft Level 3 reports.
- The US 31 Coalition thanked INDOT and the study teams for their work. The US 31 Coalition has a clear goal of upgrading US 31 to a freeway and noted that some improvements considered in the Level 3 screening reports appear contrary to this long-term goal. At the same time, the US 31 Coalition realizes there is not an unlimited funding source to make improvements and an incremental approach may be necessary.
- The US 31 Coalition believes that the information provided by INDOT and the study teams is helpful will promote understanding of the technical analysis contained in the Level 3 reports.
- An attendee asked if the cost information is included in the reports.

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- Yes, there's a summary table that presents the cost of each improvement package for each planning segment. There is also more detailed supporting information in the appendix.
- An attendee noted the last three governors have each stated US 31 was going to be a freeway and expressed hope that the governor-elect will have the same opinion. The attendee suggested that left turns across 70-80 mph traffic is never a good idea.
- An attendee asked whether the remaining traffic lights could be eliminated in the next three to four years.
 - As mentioned previously, recommendations from the PEL studies will be considered by INDOT as part of the statewide call for projects, which is typically a 5-year timeline once funding is identified. It is possible that a priority project could occur sooner, but it's not possible to say right now as statewide funding and priorities will likely drive that decision.

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APPENDIX I: ADDITIONAL STAKEHOLDER OUTREACH

Universe of Alternatives (Level 1)

Indiana Legislators Briefing, 11/13/23

2/5/2025



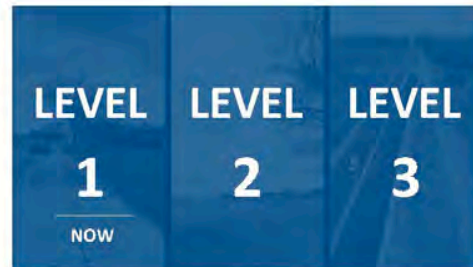
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- ### Illustrative Examples
- **Corridor Improvements**
 - Access Management
 - Bypass
 - Freeway (Limited Access)
 - **Intersection Improvements**
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration Lanes
 - Signalized/Unsignalized Improvements
 - Convert to interchange

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Illustrative Examples

- *Spot Improvements*
 - *Wildlife Crossings*
 - *Roadway Lighting*
- *Transit & Non-motorized*
 - *Bike/Ped Facilities*
 - *Bus Transit*

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WHAT'S NEXT?

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QUESTIONS?

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STUDY ADVISOR



MEETING NOTES

Date: November 13, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

In Attendance:

<i>Clayton Black</i>	<i>Office of the Governor</i>
<i>Mike Dankler</i>	<i>Chief of Staff for U.S. Rep. Yakym</i>
<i>Senator Tyler Johnson</i>	<i>District 14</i>
<i>Moira Kehoe</i>	<i>Legislative Assistant</i>
<i>Representative Mike Karickhoff</i>	<i>District 30</i>
<i>Representative Ethan Manning</i>	<i>District 23</i>
<i>Representative Kyle Miller</i>	<i>District 82</i>
<i>Griffin Nate</i>	<i>District Director for Rep. Yakym</i>
<i>Representative Jim Pressel</i>	<i>District 20</i>
<i>Senator Linda Rogers</i>	<i>District 11</i>
<i>Andrea Zimmerman</i>	<i>INDOT Legislative Director</i>
<i>Sandra Flum</i>	<i>ProPEL US 30 PM/US 31 Deputy PM, INDOT</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 Deputy PM, INDOT</i>
<i>Kevin Sears</i>	<i>INDOT Intergovernmental Affairs Director</i>
<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>

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MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 30 and US 31 Draft Universe of Alternative (Level 1) Screening Reports. The purpose was to make state legislators aware of the publication of the draft report and to help them understand its content in case they receive questions or concerns from their constituents. If needed, INDOT can schedule follow-up discussions to discuss specific questions related to the draft reports.

1. STUDY BACKGROUND AND CURRENT STATUS

- 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.
- 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.
- 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.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the studies are looking at transportation improvements through year 2045.
- When we met with you in the May/June 2023 time frame, we were in the purpose and need phase of the study. All four study teams are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives and the draft screening report was released today for public review and comment.

2. UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

- Given the complexity and size of the study areas, there will be three levels of alternatives development and screening in the ProPEL US 30 and US 31 studies. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.

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- The initial range of solutions for all four study areas includes 55 improvement concepts. Each study team is using the same list as its starting point. The improvement concepts are general and were developed without a specific location in mind on where to apply them in the study areas.
- The starting list includes a variety of things. This includes spot improvements—such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger improvements, such as added travel lanes and conversion to a free flow facility. Conversion to a free flow facility could include, but may not be limited to, upgrading to a freeway.
- Because safety is an INDOT priority, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative intersections such as reduced conflict intersections, green tee intersections and quadrant roadways.
- Because of the broad consideration, the level of detail provided for each concept is high-level. This is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.
- Each of the 55 improvement concepts were evaluated based on their ability to address the identified transportation needs, as well as their practicality.
- The initial list contains some things that people like. It will also contain some things that people don't like. However, it's important that both are included as are required to have a thorough review of all potential improvements, including a meaningful opportunity for those interested to provide feedback on our analysis.
- A full list of the universe of alternatives is available online on the ProPEL U.S. 30 and U.S. 31 websites, and at locations throughout the study areas. In addition to submitting input online, the study teams are visiting communities along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL U.S. 30 and ProPEL U.S. 31 social media pages.
- INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

3. NEXT STEPS

- Earlier, it was mentioned that three levels of alternatives development and screening are expected for each of the four study areas. 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.
- The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.
- The Level 2 screening will evaluate the improvement concepts at specific locations along the corridors to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.

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- The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a package or bundle of improvements within smaller areas or sections of the study area. These will not be corridor-wide alternatives, but options that work together to address study area transportation needs. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- INDOT intends to use the information, analysis and recommendations from the ProPEL US 30 and US 31 studies to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).
- Any projects identified and developed after the PEL studies will be subject to INDOT's statewide call for projects, which considers statewide transportation needs to prioritize and allocate funding over a 5-year time period.

4. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with State Legislators where their questions were addressed.

- Has INDOT considered implementing an advance or protective land acquisition program on US 30 – similar to what exists now on US 31? This could be a good way to mitigate issues with future projects.
 - At present, INDOT is not aware of any plans to implement this type of program but will discuss internally with agency leadership to confirm.
- Can hard copies be provided to help with reviews?
 - Yes, the study team can provide hard copies, if needed.
- How is this work different than past studies of US 30 and US 31?
 - The ProPEL US 30 and US 31 studies are engaging study stakeholders, including local residents and businesses, at the earliest possible time. The study teams are considering this input as they complete their work. Additionally, the study teams are working together to develop a coordinated plan for the future of these corridors.
- Costs were mentioned as a screening criteria in the Level 1 analysis. What are the range of costs associated with the improvements considered in Level 1?
 - The range of costs is very broad. For example, the costs between adding a turn lane at a location and adding travel lanes for longer segment of roadway are significantly different. We also don't yet know how improvements will be packaged or bundled together within smaller areas or sections of the study area. As a result, it's challenging to provide data to answer this question fully.
 - Additionally, the Level 1 screening is qualitative. As a result, specific cost estimates have not yet been developed. Additional detail will be developed at Level 2 and Level 3 when the study teams look at location-specific consideration that can impact costs.

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- INDOT noted that intersection improvement, such as Reduced Conflict Intersections (RCIs) typically range from \$3 to \$5 million dollars. Construction of a new interchange in a rural area typically starts in excess of \$20 to \$25 million dollars. INDOT noted it could provide additional detail on costs in follow-up correspondence, if needed.



INDIANA DEPARTMENT OF TRANSPORTATION

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PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

November 9, 2023

MEDIA ADVISORY: INDOT to release update in ProPEL U.S. 30 and 31 studies *Media briefing planned for Nov. 13*

Who: ProPEL U.S. 30 and U.S. 31 study teams

What:



The Indiana Department of Transportation is encouraging community feedback on its Planning and Environmental Linkage (PEL) studies along the U.S. 30 and U.S. 31 corridors in northern Indiana. The study teams have identified 55 potential solutions to address needs and desired outcomes along the corridors.

The study areas include U.S. 30 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as U.S. 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. Learn more at ProPELUS30.com or ProPELUS31.com.

When: A virtual media briefing will be held on **Wednesday, Nov. 13 at 11:30 a.m. ET/10:30 a.m. CT.**

Where: Microsoft Teams -- [Click here to join the meeting.](#)

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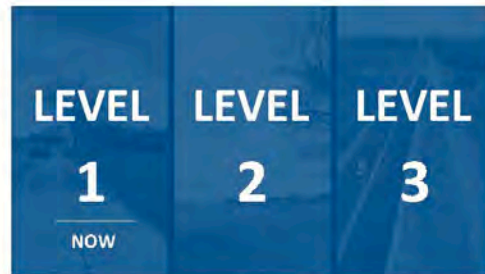
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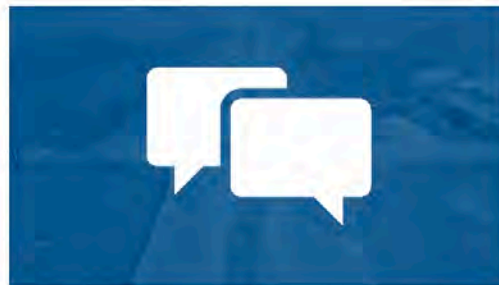
-
- Illustrative Examples**
- **Corridor Improvements**
 - Access Management
 - Bypass
 - Freeway (Limited Access)
 - **Intersection Improvements**
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration Lanes
 - Signalized/Unsignalized Improvements
 - Convert to Interchange

6

Illustrative Examples

- *Spot Improvements*
 - *Wildlife Crossings*
 - *Roadway Lighting*
- *Transit & Non-motorized*
 - *Bike/Ped Facilities*
 - *Bus Transit*

7



8

WHAT'S NEXT?

9



10



11

QUESTIONS?

12

2/5/2025



1

Meeting Purpose

- Give an overview of the ProPEL US 31 South study
- Provide information and answer questions regarding the Draft Universe of Alternatives Screening Memo
- Communicate future steps for ProPEL US 31 South study

2

Anticipated Study Outcomes

- Identify purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Identify a set of reasonable alternatives

3



4

ProPEL US 31 Study Schedule

PEL Study Starts	Vision / Scoping	Purpose & Need	Alternatives Analysis	PEL Study Complete
NOW				

5

ISSUES AND OUTCOMES

1 Safety concerns due to high number and severity of crashes	2 It is difficult to meet US 31 at some locations	3 The issue about access points, create potential safety & mobility issues	4 Mobility issues involving the corridor (last-mile)	5 Safe, high-quality mobility for long distance passenger and freight trips
Improved safety by reducing the number and severity of crashes	Improved traffic operations at intersections	Improved access control through implementation of ADOT'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

6

LEVEL 1
1
NOW

LEVEL 2
2

LEVEL 3
3

7

Universe of Alternatives

- Solutions at the beginning include a range of possibilities
- New and innovative solutions are being studied
- Solutions not addressing identified needs are eliminated
- Remaining alternatives are studied in greater detail

8

Screening Methodology

- ✓ Purpose and Need elements
- ✓ Practicality

Yes **No** **Neutral**

9

55

Improvement Concepts

10

5 **9** **13**

Primary Concepts *Complementary Concepts* *Design Elements*

11

Primary Concepts

- Access Management
- Unsignalized Intersection Improvements
- Cross-Road Overpasses / Underpasses
- Convert to Interchange
- Free Flow

12

Complementary Concepts

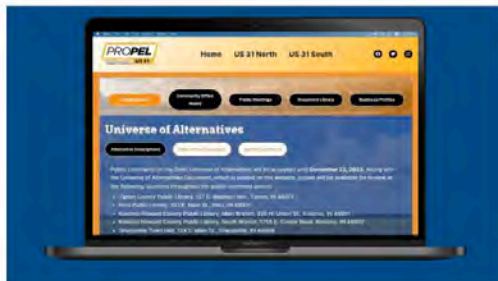
- Auxiliary Lanes
- Signal Timing Updates/Coordination
- Add/Lengthen Turn Lanes
- Add/Extend Acceleration Lanes
- Signalized Intersection Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Warning Systems
- Freight Priority System

13

Design Elements

- Median Safety Improvements
- Realign Skewed Intersections
- Intersection Sight Distance Improvements
- Traffic Control Visibility Upgrades
- Pavement Marking Improvements
- Roadway Signage Improvements
- Accommodate Wildlife Crossing
- Geometric Improvements
- Roadway Drainage Improvement
- Gateway/Corridor Treatment
- Speed Management
- Alternative Fuel/Electric Vehicle Considerations
- Bicycle/Pedestrian Facilities

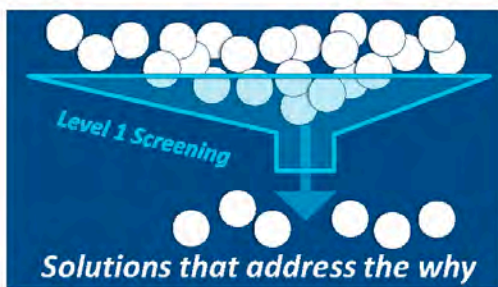
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WHAT'S NEXT?

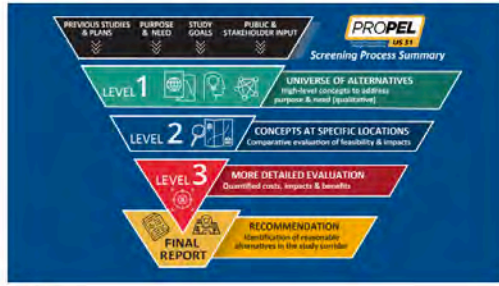
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QUESTIONS?
FEEDBACK?

20



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

MEETING NOTES

Date: November 21, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan 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>Nick Stanley</i>	<i>JJ's Travel Plaza</i>
<i>JP Estep</i>	<i>Estep & Company (Subway)</i>
<i>Chad DiMichele</i>	<i>DiMichele Enterprises (McDonalds)</i>
<i>John Penland</i>	<i>Cat Scale Co.</i>

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MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 31 Draft Universe of Alternative (Level 1) Screening Report. The intent was to help orient these study stakeholders with the structure and content of the report to help facilitate their review and commenting process.

1. INTRODUCTION, STUDY BACKGROUND AND CURRENT STATUS

- a. The goal of the meeting was to provide attendees with an overview of how the Level 1 screening was conducted. This introduction and orientation are intended to help with the review of the draft Level 1 screening document.
- b. It is anticipated that meeting attendees will likely have more detailed questions once their review of the screening memo is complete. The US 31 South study team welcomes those questions, comments, and feedback on the analysis.

1. STUDY BACKGROUND AND CURRENT STATUS

- a. 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.
- b. 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.
- c. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The US 31 South study team is 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 build smarter transportation and stronger communities through the planning study.
- d. Due to the size and complexity of the US 31 South study area, the PEL study is not anticipated to identify or recommend a single build alternative. The PEL study will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the study is looking at transportation improvements through year 2045.
- e. When we had our last public information meetings in 2023, we were in the purpose and need phase of the study. To recap the issues (needs) and desired outcomes (purposes) for the US 31 South study area:
 - i. Issue: Safety concerns due to the frequency and severity of crashes in the study area
Desired outcome: Improve safety by reducing the number and severity of crashes
 - ii. Issue: It is difficult to cross US 31 at some locations
Desired outcome: Improve traffic operations at intersections with failing Level of Service in current or future traffic projections
 - iii. Issue: Too many direct access points create potential safety and mobility issues

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Desired outcome: Improved access control through the implementation of INDOT's Access Management guidelines

- iv. Issue: Mobility issues crossing the corridor (east-west)

Desired outcome: Better east-west mobility for schools, emergency service providers and agricultural equipment

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

Desired outcome: Enhanced efficiency and reliability of US 31 as a regional and statewide corridor

- f. We are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives, and the draft screening report has been released for public review and comment.

UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

- a. There will be three levels of alternatives development and screening in the ProPEL US 31 South study. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- b. In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.
- c. The initial range of solutions includes 55 improvement concepts. A few important notes about this initial list of solutions:
 - i. One of the 55 improvement concepts is the "No-Build" alternative.
 - ii. Each of the four ProPEL study teams is using the same list as its starting point.
 - iii. The 55 improvement concepts are defined similarly in each of the four study areas. This is intentional to help minimize potential confusion.
 - iv. This starting list includes a variety of things, including location-specific improvements all the way up to large-scale corridor improvements, including conversion to a free flow facility. Later, we will share some illustrative examples of the improvements considered in the Level 1 analysis.
 - v. Because safety is an INDOT priority and a study area need, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative Intersections such as reduced conflict intersections, Green-T intersections, and quadrant roadways.
- d. The initial list will contain some things that people like. It will also contain some things that people don't like. However, it is important that both are included, as required, to have a thorough review of all potential improvements.
- e. Because of the broad consideration, the level of detail provided for each concept is high-level. Again, this is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We

understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.

UNIVERSITY OF ALTERNATIVES SCREENING

- a. The Universe of Alternatives screening is qualitative and includes two primary factors:
 - i. Purpose and need elements
 - ii. Practicality (i.e., is it reasonable?)
- b. These two factors were assessed for each improvement concept using yes, no, and neutral responses.
- c. In general, an improvement concept was rated as neutral if not enough information was available to fully assess the concept's ability to address the screening factors, or if there were both positive and negative characteristics.
- d. A concept is considered practical (i.e., reasonable) if:
 - i. It could be accomplished without an extraordinarily high cost;
 - ii. it is feasible from the standpoint of technology and logistics;
 - iii. it is appropriate in scope and scale for the transportation problems identified; and
 - iv. it is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.

IMPROVEMENT CONCEPTS

- a. The 55 improvement concepts contained in the Universe of Alternatives represent a starting point. To give meeting participants some idea of what's in the list, a few illustrative examples were provided.
 - i. Improvements considered include a variety of things, including location-specific things such as intersection improvements that range from minor improvements, like adding/lengthening turn lanes, all the way to more substantive improvements, such as converting intersections to overpasses and/or interchanges.
 - ii. Improvements considered also include large-scale corridor improvements, including adding travel lanes, implementing access management, bypasses, and converting the corridor to a free-flow facility. Converting to a free-flow facility could range from removing traffic signals that create stop conditions all the way to the conversion to a limited-access facility (freeway).
 - iii. Improvements also include spot improvements, such as wildlife crossings and roadway lighting that could address localized safety issues.
 - iv. Improvements also include items specifically intended to support transit and non-motorized users.
- b. The items mentioned during the meeting are only a few examples of improvements considered in the Level 1 screening.
- c. The improvement concepts passing the Level 1 screening have been grouped into three categories:
 - i. Primary Concepts: Improvements which address most of the identified needs and could be advanced as a standalone solution.
 - ii. Complementary Concepts: Improvements that could provide some benefit at specific locations. Complementary concepts may be added to a primary concept at certain locations.

- iii. Design Elements: Improvements which would not address any of the identified needs but could provide a general benefit and should be considered where applicable and appropriate.
- d. A full list of the universe of alternatives is available online on the ProPEL US 31 website, and at locations throughout the study area. In addition to submitting input online, the study team is visiting communities along the corridor on a regular basis. Dates, times, and locations can be found on the study website, as well as on ProPEL US 31 social media pages.
- e. INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

WFKT-114

- a. Earlier, it was mentioned that three levels of alternatives development and screening is expected. 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.
- b. The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.
- c. The Level 2 screening will evaluate the improvement concepts at specific locations along the corridor to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.
- d. The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a study area-wide alternative or solution. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- e. INDOT intends to use the information, analysis and recommendations from the ProPEL US 31 South study to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

ADDITIONAL COMMENTS

- a. A meeting attendee asked about any specific options at any of the intersections in the study area. Dan Miller stated that potential concepts at specific locations will be identified in the Level 2 screening memo, which is anticipated in the spring of 2024.
- b. A meeting attendee asked about the locations where crashes were an issue and about locations where the Level of Service was an issue. Dan Miller shared presentation boards from the Purpose & Need public information meeting, including the Safety, Traffic Flow, and Access Management boards. Dan talked through the information on each of the boards and how it pertained to their specific location at US 31 and 100 N in Peru.

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- c. A meeting attendee requested that the study team kept this group of stakeholders informed throughout the process, and suggested that the US 31 South study team engage with the Miami-Cass County REMC, which is also located near US 31 and 100 N. Dan Miller confirmed that the study team would meet with this group again when the Level 2 screening report is published and will include representatives from the Miami-Cass County REMC.

2/5/2025



1

Meeting Purpose

- Give an overview of the ProPEL US 31 South study
- Provide information and answer questions regarding the Draft Universe of Alternatives Screening Memo
- Communicate future steps for ProPEL US 31 South study

2

Anticipated Study Outcomes

- Identify purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Identify a set of reasonable alternatives

3



4

ProPEL US 31 Study Schedule

PEL Study Starts	Vision / Scoping	Purpose & Need	Alternatives Analysis	PEL Study Complete
NOW				

5

ISSUES AND OUTCOMES

1 Safety concerns due to high number and severity of crashes.	2 It is difficult to meet US 31 at some locations.	3 Too many short access points create potential safety & mobility issues.	4 Mobility issues crossing the corridor (east-west).	5 Safe, high-quality mobility for long distance, overnight and freight trips.
Improved safety by reducing the number and severity of crashes.	Increased traffic operations at intersections.	Improved access control through implementation of RMMT'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 interstate corridor.

6

LEVEL 1 **LEVEL 2** **LEVEL 3**

1 **2** **3**

NOW

7

Universe of Alternatives

- Solutions at the beginning include a range of possibilities
- New and innovative solutions are being studied
- Solutions not addressing identified needs are eliminated
- Remaining alternatives are studied in greater detail

8

Screening Methodology

- ✓ Purpose and Need elements
- ✓ Practicality

Yes **No** **Neutral**

9

55

Improvement Concepts

10

5 **9** **13**

Primary Concepts *Complementary Concepts* *Design Elements*

11

Primary Concepts

- Access Management
- Unsignalized Intersection Improvements
- Cross-Road Overpasses / Underpasses
- Convert to Interchange
- Free Flow

12

Complementary Concepts

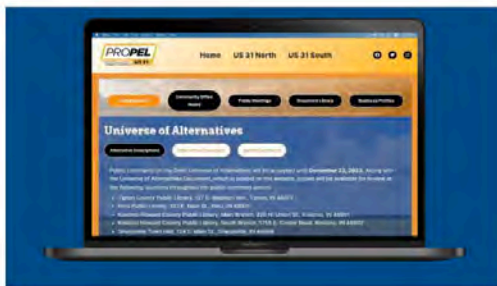
- Auxiliary Lanes
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- Add/Extend Acceleration Lanes
- Signalized Intersection Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Warning Systems
- Freight Priority System

13

Design Elements

- Median Safety Improvements
- Realign Skewed Intersections
- Intersection Sight Distance Improvements
- Traffic Control Visibility Upgrades
- Pavement Marking Improvements
- Roadway Signage Improvements
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- Geometric Improvements
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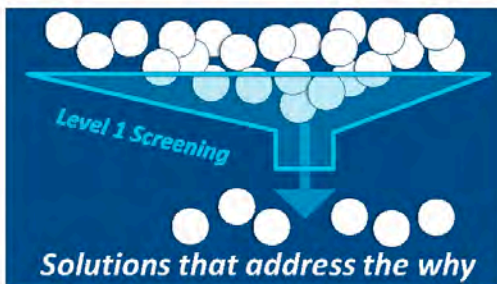


The screenshot shows a laptop displaying the ProPEL US 31 website. The page features a navigation bar with 'Home', 'US 31 North', and 'US 31 South'. Below the navigation bar, there are buttons for 'Universe of Alternatives', 'Traffic Management', 'Accession Data', and 'Map/Reports'. The main content area is titled 'Universe of Alternatives' and contains a list of project alternatives with brief descriptions and location information.

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WHAT'S NEXT?

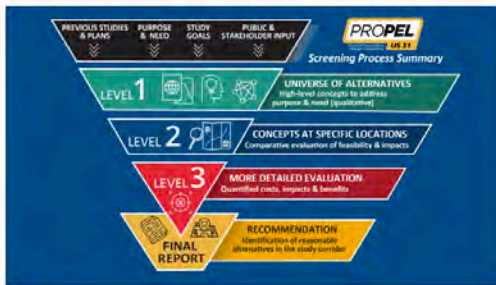
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**QUESTIONS?
FEEDBACK?**

20



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

MEETING NOTES

Date: November 29, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

In Attendance:

<i>Dan 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>Mark Waite</i>	<i>434th CES Base Civil Engineer</i>
<i>Col. Gretchen Wiltse</i>	<i>434th Mission Support Group Commander</i>

Study team members Jonathan Wallace, Dan Miller, and Cassidy Hunter went on a driving tour of Grissom ARB with Mark Waite. Study team members then returned to the auditorium where Cassidy Hunter and Dan Miller presented to Mr. Waite, Col. Wiltse, and several additional staff members and base personnel. Estimated attendance was approximately 25.

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BRIEF TOPIC SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 31 Draft Universe of Alternative (Level 1) Screening Report. The intent was to help orient study stakeholders with the structure and content of the report to help facilitate their review and commenting process.

1. INTRODUCTION, STUDY BACKGROUND AND CURRENT STATUS

- a. The goal of the meeting was to provide Grissom Air Reserve Base with an overview of how the Level 1 screening was conducted. This introduction and orientation are intended to help with the review of the draft Level 1 screening document.
- b. It is anticipated that meeting attendees will likely have more detailed questions once their review of the screening memo is complete. The US 31 South study team welcomes those questions, comments, and feedback on the analysis.

1. STUDY BACKGROUND AND CURRENT STATUS

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- b. 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.
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- d. Due to the size and complexity of the US 31 South study area, the PEL study is not anticipated to identify or recommend a single build alternative. The PEL study will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the study is looking at transportation improvements through year 2045.
- e. When we held public information meetings in June 2023, we were in the purpose and need phase of the study. To recap the issues (needs) and desired outcomes (purposes) for the US 31 South study area:
 - i. Issue: Safety concerns due to the frequency and severity of crashes in the study area
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 - iii. Issue: Too many direct access points create potential safety and mobility issues

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Desired outcome: Improved access control through the implementation of INDOT's Access Management guidelines

- iv. Issue: Mobility issues crossing the corridor (east-west)

Desired outcome: Better east-west mobility for schools, emergency service providers and agricultural equipment

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

Desired outcome: Enhanced efficiency and reliability of US 31 as a regional and statewide corridor

- f. We are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives, and the draft screening report has been released for public review and comment.

UNIVERSE OF ALTERNATIVES (LEVEL 1 SCREENING)

- a. There will be three levels of alternatives development and screening in the ProPEL US 31 South study. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- b. In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.
- c. The initial range of solutions includes 55 improvement concepts. A few important notes about this initial list of solutions:
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 - iv. This starting list includes a variety of things, including location-specific improvements all the way up to large-scale corridor improvements, including conversion to a free flow facility. Later, we will share some illustrative examples of the improvements considered in the Level 1 analysis.
 - v. Because safety is an INDOT priority and a study area need, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative intersections such as reduced conflict intersections, Green-T intersections, and quadrant roadways.
- d. The initial list will contain some things that people like. It will also contain some things that people don't like. However, it is important that both are included, as required, to have a thorough review of all potential improvements.
- e. Because of the broad consideration, the level of detail provided for each concept is high-level. Again, this is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We

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understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.

UNIVERSE OF ALTERNATIVES SCREENING

- a. The Universe of Alternatives screening is qualitative and includes two primary factors:
 - i. Purpose and need elements
 - ii. Practicality (i.e., is it reasonable?)
- b. These two factors were assessed for each improvement concept using yes, no, and neutral responses.
- c. In general, an Improvement concept was rated as neutral if it not enough information was available to fully assess the concept's ability to address the screening factors, or if there were both positive and negative characteristics.
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 - i. It could be accomplished without an extraordinarily high cost;
 - ii. It is feasible from the standpoint of technology and logistics;
 - iii. It is appropriate in scope and scale for the transportation problems identified; and
 - iv. It is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.

IMPROVEMENT CONCEPTS

- a. The 55 Improvement concepts contained in the Universe of Alternatives represent a starting point. To give meeting participants some idea of what's in the list, a few illustrative examples were provided.
 - i. Improvements considered include a variety of things, including location-specific things such as intersection improvements that range from minor improvements, like adding/lengthening turn lanes, all the way to more substantive improvements, such as converting intersections to overpasses and/or interchanges.
 - ii. Improvements considered also include large-scale corridor improvements, including adding travel lanes, implementing access management, bypasses, and converting the corridor to a free-flow facility. Converting to a free-flow facility could range from removing traffic signals that create stop conditions all the way to the conversion to a limited-access facility (freeway).
 - iii. Improvements also include spot improvements, such as wildlife crossings and roadway lighting that could address localized safety issues.
 - iv. Improvements also include items specifically intended to support transit and non-motorized users.
- b. The items mentioned during the meeting are only a few examples of improvements considered in the Level 1 screening.
- c. The improvement concepts passing the Level 1 screening have been grouped into three categories:
 - i. Primary Concepts: Improvements which address most of the identified needs and could be advanced as a standalone solution.
 - ii. Complementary Concepts: Improvements that could provide some benefit at specific locations. Complementary concepts may be added to a primary concept at certain locations.

- iii. Design Elements: Improvements which would not address any of the identified needs but could provide a general benefit and should be considered where applicable and appropriate.
- d. A full list of the universe of alternatives is available online on the ProPEL US 31 website, and at locations throughout the study area. In addition to submitting input online, the study team is visiting communities along the corridor on a regular basis. Dates, times, and locations can be found on the study website, as well as on ProPEL US 31 social media pages.
- e. INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

MEETING TAKEAWAYS

- a. Earlier, it was mentioned that three levels of alternatives development and screening is expected. 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.
- b. The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.
- c. The Level 2 screening will evaluate the improvement concepts at specific locations along the corridor to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.
- d. The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a study area-wide alternative or solution. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- e. INDOT intends to use the information, analysis and recommendations from the ProPEL US 31 South study to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

QUESTIONS & COMMENTS

- a. A meeting attendee asked about the US 31 South issues and outcomes and if they were “ranked” in order of priority or importance. Dan Miller answered that while safety is always a top priority for INDOT, the issues and outcomes were not listed by level of importance or priority.
- b. A meeting attendee asked about crash locations and locations where there are traffic flow issues. Dan Miller and Cassidy Hunter walked attendees through each of the Issue/Outcome boards from the Purpose and Need public information meeting. Dan Miller explained the supporting data and answered follow-up questions that were asked during the explanation of the PIM boards.
- c. A meeting attendee noted that the Draft Universe of Alternatives Screening Memo was a pretty long and complex document. She asked if there was a way to easily make sense of the information within.

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Dan Miller shared the draft memo on the presentation screen and noted the pages where you can see what concepts are being carried forward. He told attendees that if there was a “place to start,” it would be those concepts that were moving to Level 2 analysis and highlighted in green in the draft memo.

- d. Mark Waite reinforced to meeting attendees how important it was to ask questions and give feedback at this stage so that public concerns and feedback can be addressed as the alternatives screening moves forward. Study team members will come back to this group when the Level 2 memo is published for comment to discuss location-specific concepts in greater detail.
- e. The study team offered the Universe of Alternatives one-page summary hand-out to meeting attendees to help them further familiarize themselves with primary concepts, complementary concepts, and design elements that are part of the US 31 South Draft Universe of Alternatives Screening memo.
- f. Meeting attendees raised concerns about traffic during monthly training weekends, which includes more than 1,000 service members from across the county. Due to housing shortages near Grissom, some service members are housed in and travel from as far as Rochester. Concerns regarding access to Grissom included (1)the need to maintain access at Hoosier Boulevard and SR 218 North due to the the amount of traffic and (2)concerns over potential intersection improvements, including whether an RCI could accommodate that level of traffic. Dan Miller stated training weekends will be considered as part of the Level 2 and Level 3 screening.
- g. A meeting attendee pointed out that in addition to the volume of traffic that comes to Grissom during the monthly training weekends, there are hundreds of base personnel and civilian employees coming to and from Grissom on a daily basis. Dan Miller acknowledged that was an important factor for the study team to consider when looking at future potential alternatives at the intersections of US 31 and Hoosier Road.
- h. As a follow up to the previous point, a meeting attendee subsequently mentioned that SR 218 serves as another important access point when considering Grissom Air Reserve Base, as well as the businesses that operate in the Aeroplex. Dan Miller reviewed the Safety, Traffic Flow, and the East/West Mobility boards from the June PIM to look at the issues at that specific intersection.
- i. A meeting attendee noted that Grissom Fire Department is often a first responder to many of the emergency service calls in the area and plays a critical role in assisting local agencies in incidents that occur along US 31, which makes their access to and from US 31 from Grissom Air Reserve Base vital to the community.

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2/5/2025



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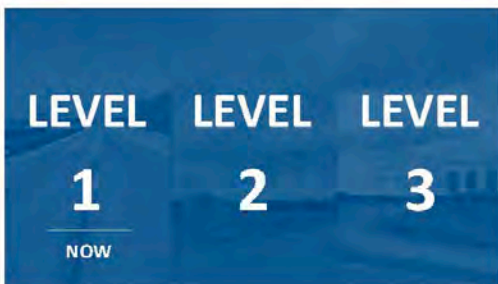
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Screening Methodology

- ✓ Purpose and Need elements
- ✓ Practicality

Yes No Neutral

7

55

Improvement Concepts

8

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Primary Concepts Complementary Concepts Design Elements

9

Primary Concepts

- Access Management
- Unsignalized Intersection Improvements
- Cross-Road Overpasses / Underpasses
- Convert to Interchange
- Free Flow

10

Complementary Concepts

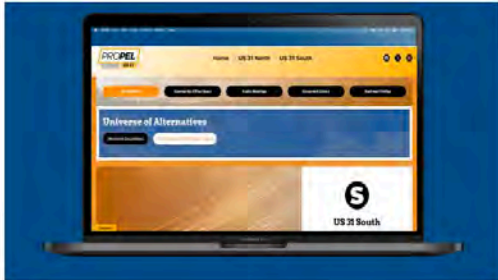
- Auxiliary Lanes
- Signal Timing Updates/Coordination
- Add/Lengthen Turn Lanes
- Add/Extend Acceleration Lanes
- Signalized Intersection Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Warning Systems
- Freight Priority System

11

Design Elements

- Median Safety Improvements
- Realign Skewed Intersections
- Intersection Sight Distance Improvements
- Traffic Control Visibility Upgrades
- Pavement Marking Improvements
- Roadway Signage Improvements
- Accommodate Wildlife Crossing
- Geometric Improvements
- Roadway Drainage Improvement
- Gateway/Corridor Treatment
- Speed Management
- Alternative Fuel/Electric Vehicle Considerations
- Bicycle/Pedestrian Facilities

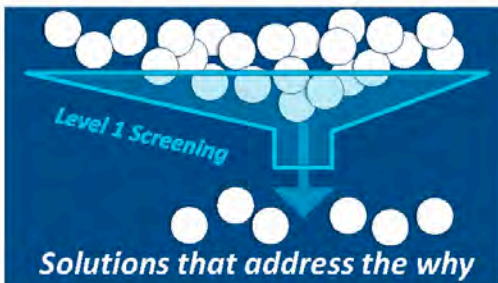
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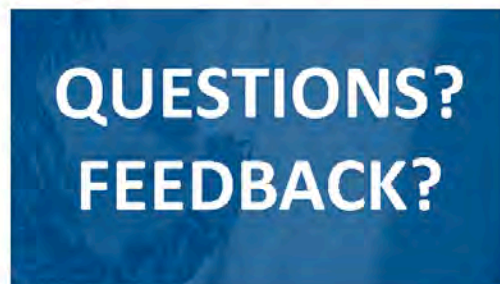
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**CITY OF PERU COMMON COUNCIL MINUTES
PERU CITY HALL, COUNCIL CHAMBERS
PERU, INDIANA
February 5, 2024**

Mayor Don Sturch called the regularly scheduled meeting of the Common Council to order at 6:00 pm on February 5, 2024. The following members were present: Steve Anderson, Tim Fisher, Brandi Murphy, Peter Sahaidachny, Drew Stevenson, and Arica Ulery.

Others present were City Clerk/Treasurer Kurt Krauskopf, City Attorney Dustin Kern, department heads and other interested persons and members of the community.

PLEDGE OF ALLEGIANCE - led by Arica Ulery

INVOCATION – led by Pastor Brent Wedding

ROLL CALL – Anderson, Fisher, Murphy, Sahaidachny, Stevenson and Ulery were present. Councilperson Huber was absent.

READING & CORRECTING JOURNAL – of minutes of the Regular Meeting on January 8, 2024.

Councilperson Sahaidachny moved, seconded by Councilperson Stevenson, to suspend the rules and to adopt the minutes as presented.

Roll Call: 6 Ayes 0 Nays

MOTION CARRIED

.....

COMMITTEE LIAISON REPORTS

Murphy: Nothing to report

Ulery: Nothing to report for the Tax Abatement Committee, Cable Committee is missing a couple of members and has not met yet, the Plan Commission met on Jan 30 and rejected the chicken ordinance, and the Civic Center Committee will meet on Feb 15

Anderson: The Solid Waste board is going to install larger receptacles for cardboard at their Logansport Road facility.

Fisher: He met with the recycling district. The area behind Hardee's is closed now due to the death of the owner. They have seen an increase in traffic. He attended the Peru Utilities board meeting, and they

discussed the Wastewater upgrades. Tim, Drew, and Arica took a tour of the water filtration plant. He also attended the MCEDA appreciation banquet.

Sahaidachny: Reported on the last Board of Works meeting. They approved a new contract with the City Attorney. He also attended the Miami County Council meeting.

Stevenson: He reported that MCEDA had approved deleting some TIF districts. Also, the work should begin shortly on the Forest Street/ 2nd Street project down by the YMCA.

Huber: Mayor Sturch reported on his behalf. There are currently 9 dogs in the animal shelter. They are working on a new ventilation system at the facility. The street department is working on patching and repairing the potholes that are cropping up.

OLD BUSINESS: NONE

.....

NEW BUSINESS:

Councilperson Ulery moved, seconded by Councilperson Anderson to consider Resolution 2, 2024

MOTION CARRIED

ADDITIONAL APPROPRIATION RESOLUTION NO. 2-2024

Whereas, it has been determined that it is now necessary to appropriate more money than was originally appropriated in the annual budget; now, therefore:

Sec. 1. Be it ordained (resolved) by the Common Council of Peru, IN, Miami County, that for the expenses of the taxing unit, the following additional sums of money are hereby appropriated out of the funds named and for the purposes specified, subject to laws governing the same:

Fund Name: 2243	AMOUNT REQUESTED	AMOUNT APPROVED BY FISCAL BODY
Major Budget Classification:		
Personal Services	\$ <u>9286.00</u>	\$ _____
Personal Services	\$ _____	\$ _____
Supplies	\$ _____	\$ _____

Other Supplies & Charges	\$ _____	\$ _____
Township Assistance	\$ _____	\$ _____
Debt Service	\$ _____	\$ _____
Capital Outlays	\$ _____	\$ _____
TOTAL for <u>2243</u> Fund:	\$ _____	\$ _____

Fund Name: **1101 010 390**

Major Budget Classification:

Personal Services	\$ <u>50,000.00</u>	\$ _____
Personal Services	\$ _____	\$ _____
Supplies	\$ _____	\$ _____
Other Supplies & Charges	\$ _____	\$ _____
Township Assistance	\$ _____	\$ _____
Debt Service	\$ _____	\$ _____
Capital Outlays	\$ _____	\$ _____
TOTAL for <u>1101</u> Fund:	\$ _____	\$ _____

Clerk Treasurer Krauskopf explained that the additional funding of \$9286 is to pay for rank changes at the fire department. Two individuals are retiring this year and have been returned to the rank of private. However, state statute dictates that they be paid at their prior rank after being replaced as Chief and Assistant Chief until their retirement. No funds were included in the budget to pay this increased amount, so the additional appropriation is needed.

Chief Feller reported that funds need to be allocated to pay for the retention of Bill Raber. He is going to retire shortly, and no adequate replacement has been found. He has agreed to remain as a consultant for 2024 so he can continue to do the job and train a replacement.

This resolution will come back in March for adoption.



Dan Miller representing the Indiana Department of Transportation updated the council on the ProPEL INDOT initiative for the area referred to as South 31. This is the area of US 31 from just south of the Miami County/Fulton County border to 276th Street in Hamilton County.

Communications:

NOTHING

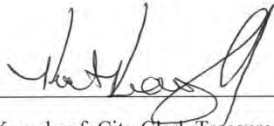
ADJOURNMENT:

There being nothing further, Councilperson Anderson moved to adjourn the meeting, seconded by Councilperson Stevenson. Motion carried.

MEETING ADJOURNED



Don Sturch, Council President
Mayor of Peru Indiana



Kurt Krauskopf, City Clerk Treasurer
City of Peru, Indiana

2/6/2025



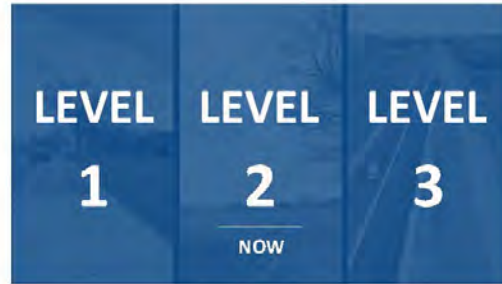
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6

- Access Management
- Free Flow Facilities (Full & Partial Control of Access)
- Unsignalized Intersection Improvements
- Crossroad Overpasses/Underpasses
- Convert to Interchange

7



8

- US 30 West**
- Porter County**
 - 1 US 30 and SR 88
 - Additional Access Management
 - Additional Lane Lines
 - 2 US 30 and Industrial Drive
 - Additional Access Management
 - Additional Lane Lines
 - 3 US 30 and Ripper CR 417 E
 - Medical Safety Improvements
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 4 US 30 and Pucker CR 409 E
 - Medical Safety Improvements
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 5 US 30 and Liberty Lane Road
 - Medical Safety Improvements
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - La Porte County**
 - 6 US 30 and Main Street
 - Access Management
 - Additional Lane Lines
 - 7 US 30 and US 423
 - Access Management
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 8 US 30 and Lehigh CR 600 W
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 9 US 30 and Franklin Street
 - Additional Lane Lines
 - Intersection Improvements
 - 10 US 30 and Old US 88 West
 - Additional Lane Lines
 - Intersection Improvements
 - 11 US 30 and LAPOINTE CR 200 W
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 12 US 30 and SR 90
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - Stark County**
 - 13 US 30 and SR 85
 - Additional Access Management
 - Additional Lane Lines
 - 14 US 30 and Stark CR 730 E
 - Additional Access Management
 - Additional Lane Lines
 - 15 US 30 and SR 25
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements

9

- US 30 West**
- Marshall County**
 - 16 US 30 and Queen Road
 - Additional Access Management
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 17 US 30 and Blumser Drive
 - Additional Access Management
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 18 US 30 and Oak Drive
 - Additional Access Management
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 19 US 30 and Old Ripper Street
 - Additional Access Management
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 20 US 30 and Pleasant Garden Road
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - Marshall County east**
 - 21 US 30 and SR 15
 - Additional Access Management
 - Additional Lane Lines
 - 22 US 30 and Ding Road
 - Additional Access Management
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 23 US 30 and SR 10
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 24 US 30 and SR 101
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 25 US 30 and SR 102
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 26 US 30 and Michigan Road South Junction
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 27 US 30 and SR 103
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 28 US 30 and SR 104
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 29 US 30 and SR 105
 - Additional Lane Lines
 - Cross Road Overpass/Underpass
 - Intersection Improvements

10

US 30W: Example

Location	Access Management	Free Flow Facilities	Unsignalized Intersection	Crossroad Overpass/Underpass	Convert to Interchange
US 30 and SR 88	Yes	Yes	No	No	No
US 30 and Industrial Drive	Yes	Yes	No	No	No
US 30 and Ripper CR 417 E	Yes	Yes	Yes	Yes	No
US 30 and Pucker CR 409 E	Yes	Yes	Yes	Yes	No
US 30 and Liberty Lane Road	Yes	Yes	Yes	Yes	No
US 30 and Main Street	Yes	Yes	No	No	No
US 30 and US 423	Yes	Yes	Yes	Yes	No
US 30 and Lehigh CR 600 W	Yes	Yes	Yes	Yes	No
US 30 and Franklin Street	Yes	Yes	No	No	No
US 30 and Old US 88 West	Yes	Yes	No	No	No
US 30 and LAPOINTE CR 200 W	Yes	Yes	Yes	Yes	No
US 30 and SR 90	Yes	Yes	Yes	Yes	No
US 30 and SR 85	Yes	Yes	No	No	No
US 30 and Stark CR 730 E	Yes	Yes	No	No	No
US 30 and SR 25	Yes	Yes	Yes	Yes	No
US 30 and Queen Road	Yes	Yes	Yes	Yes	No
US 30 and Blumser Drive	Yes	Yes	Yes	Yes	No
US 30 and Oak Drive	Yes	Yes	Yes	Yes	No
US 30 and Old Ripper Street	Yes	Yes	Yes	Yes	No
US 30 and Pleasant Garden Road	Yes	Yes	Yes	Yes	No
US 30 and SR 15	Yes	Yes	No	No	No
US 30 and Ding Road	Yes	Yes	Yes	Yes	No
US 30 and SR 10	Yes	Yes	Yes	Yes	No
US 30 and SR 101	Yes	Yes	Yes	Yes	No
US 30 and SR 102	Yes	Yes	Yes	Yes	No
US 30 and Michigan Road South Junction	Yes	Yes	Yes	Yes	No
US 30 and SR 103	Yes	Yes	Yes	Yes	No
US 30 and SR 104	Yes	Yes	Yes	Yes	No
US 30 and SR 105	Yes	Yes	Yes	Yes	No

11



US 30W: Example

12

US 30 East

Primary Intersection	Complementary Concepts											
	SR 200 N	SR 200 S	SR 200 W	SR 200 E	SR 200 N	SR 200 S	SR 200 W	SR 200 E	SR 200 N	SR 200 S	SR 200 W	SR 200 E
US 30 & SR 200 N	x	x	x	x	x	x	x	x	x	x	x	x
US 30 & SR 200 S	x	x	x	x	x	x	x	x	x	x	x	x
US 30 & SR 200 W	x	x	x	x	x	x	x	x	x	x	x	x
US 30 & SR 200 E	x	x	x	x	x	x	x	x	x	x	x	x

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US 31 South

Primary Intersections	SR 200	Primary Concepts			
		Interchange	Roundabout	Signalized	Other
US 31 & CR 200 N	x	x	x		
US 31 & CR 100 N	x	x	x		
US 31 & SR 24	x				
US 31 & SR 200 W	x	x	x		
US 31 & SR 200 E	x	x	x		
US 31 & SR 200 S	x	x	x		
US 31 & SR 218 N	x	x	x		
US 31 & SR 218 S	x	x	x		
US 31 & CR 100 S	x	x	x		
US 31 & SR 78	x	x	x		
US 31 & CR 150 N	x	x	x		
US 31 & SR 218 E	x	x	x		
US 31 & SR 218 W	x	x	x		
US 31 & SR 218 S	x	x	x		

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US 31 South

Primary Intersections	SR 200	Complementary Concepts									
		SR 200 N	SR 200 S	SR 200 W	SR 200 E	SR 200 N	SR 200 S	SR 200 W	SR 200 E	SR 200 N	SR 200 S
US 31 & CR 200 N	x	x	x	x	x	x	x	x	x	x	x
US 31 & CR 200 S	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 24	x										
US 31 & SR 200 W	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 200 E	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 200 S	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 218 N	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 218 S	x	x	x	x	x	x	x	x	x	x	x
US 31 & CR 100 S	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 78	x	x	x	x	x	x	x	x	x	x	x
US 31 & CR 150 N	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 218 E	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 218 W	x	x	x	x	x	x	x	x	x	x	x
US 31 & SR 218 S	x	x	x	x	x	x	x	x	x	x	x

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US 31 North

PRIMARY INTERSECTION	PRIMARY INTERSECTION CONCEPTS CARRIED FORWARD TO LEVEL 3 SCREENING		PRIMARY INTERSECTION	PRIMARY INTERSECTION CONCEPTS CARRIED FORWARD TO LEVEL 3 SCREENING	
	Interchange	Roundabout		Interchange	Roundabout
US 31 & SR 200 N (BOSTON COUNTY)	Interchange	No Roundabout	US 31 & SR 200 N (BOSTON COUNTY)	Interchange	No Roundabout
US 31 & SR 200 S (BOSTON COUNTY)	Interchange	No Roundabout	US 31 & SR 200 S (BOSTON COUNTY)	Interchange	No Roundabout
US 31 & SR 200 W (BOSTON COUNTY)	Interchange	No Roundabout	US 31 & SR 200 W (BOSTON COUNTY)	Interchange	No Roundabout
US 31 & SR 200 E (BOSTON COUNTY)	Interchange	No Roundabout	US 31 & SR 200 E (BOSTON COUNTY)	Interchange	No Roundabout

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**QUESTIONS?
FEEDBACK?**

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STUDY ADVISOR



MEETING NOTES

Date: March 18, 2024

Re: Level 2 Screening Overview

In Attendance:

<i>Representative Craig Snow</i>	<i>House District 22</i>
<i>Representative Jake Teshka</i>	<i>District 7</i>
<i>Representative Ethan Manning</i>	<i>District 23</i>
<i>Representative Mike Karickhoff</i>	<i>District 30</i>
<i>Representative Phil GiaQuinta</i>	<i>District 80</i>
<i>Representative Jim Pressel</i>	<i>District 20</i>
<i>Senator Dave Niezgodski</i>	<i>District 10</i>
<i>Mike Dankler</i>	<i>Chief of Staff for US Rep. Rudy Yakym</i>
<i>Will Haines</i>	<i>Legislative Aide for US Senator Mike Braun</i>
<i>Andy Porter</i>	<i>Rep for US Rep. Jim Banks</i>
<i>Martin Schultz</i>	<i>Rep for US Rep. Rudy Yakym</i>
<i>Natalie Garrett</i>	<i>INDOT Strategic Communications Director</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 DPM, INDOT</i>
<i>Kevin Sears</i>	<i>INDOT Intergovernmental Affairs Director</i>
<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>Brad Rateike</i>	<i>ProPEL US 30/US 31 Advisor Team, BAR</i>

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MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 30 and US 31 Draft Level 2 Screening Reports. The purpose was to make state legislators aware of the publication of the draft reports and to help them understand their content in case they receive questions or concerns from their constituents. If needed, INDOT can schedule follow-up discussions to discuss specific questions related to the draft reports.

1. STUDY BACKGROUND AND CURRENT STATUS

- 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 consultant teams are working closely together to ensure consistency and functionality across study area boundaries.
- 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. The four studies are evaluating a planning horizon of year 2045.
- 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.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. This would occur as part of INDOT's regular call for projects, which is typically a five-year timeline.
- We last spoke with you in November 2023 during the first step of the analysis of potential solutions, which is known as Universe of Alternatives. We are now in the second phase of alternatives development and screening, which is known as Level 2. We will be releasing the draft Level 2 Screening Reports in the next couple weeks. Today, we will brief you on what to expect in the reports once they become public.

2. LEVEL 2 SCREENING PROCESS

- Given the size and complexity of the study areas, there will be three levels of screening potential improvements. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different and may have different transportation needs, each of them used the same starting list for the Universe of Alternatives. The starting list included a variety of things, including

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location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.

- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023. The study teams considered all public input received on the draft Level 1 screening as they performed their work for the Level 2 screening.
- The Level 2 screening, which is the topic of today’s update, is a robust analysis. It considers 86 primary intersections over the four study areas. As a result, each of the Level 2 screening reports are over 200 pages in length. The purpose of today’s discussion is to provide an overview of the process and the draft screening results.
- The purpose of the Level 2 screening is to evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified from the Universe of Alternatives screening. In the Level 2 screening, the potential solutions are being qualitatively evaluated at specific locations. The specific locations are the primary intersections in each study area. Primary intersections, which largely control the operations in each study area, are locations where US 30 or US 31 intersect with a roadway that is designated as a Major Collector or higher. In some study areas, other roadways were added due to other considerations, such as being an access point for a key destination, such as a school. The Level 2 screening will identify the building blocks for the Level 3 screening.
- The Level 3 screening will then develop and analyze improvement packages for smaller areas, or segments, of the study area. These smaller areas, which will be called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening include both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 2 screening process for each study area includes 4 steps:
 - Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.

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- The final step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing conceptual designs to establish a high-level estimation of the footprint or area of disturbance. These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.
- While the improvements considered vary slightly by study area, we will provide a general overview of a few common ones to help guide you through the study-specific information. Improvements considered in the Level 2 screening included:
 - Access management, which are strategies that control and optimize the way vehicles and pedestrians enter, exit and interact with the roadway. Access management improvements are typically accomplished by reducing conflict points, including those with roadway and/or driveway connections. For Level 2, the focus was in the area of the primary intersections.
 - Free Flow Facilities: In the Universe of Alternatives, free flow facilities were identified as a primary concept in each study area. A free flow facility is a roadway where users are not required to stop. This could be accomplished in different ways, ranging from removing traffic signals to converting the roadway to a freeway, which includes full control of access. A common theme of the public comments received to date and during the public comment period on the Draft Universe of Alternatives Screening Report was that maintaining local access to/from US 30 and US 31 (i.e., alternatives with less control of access) is important and should be considered as part of the PEL studies. A major defining characteristic of facility type is the level of access management, which largely depends on what happens in between the primary intersections analyzed in Level 2. As a result, the options for potential facility types, including free flow facilities with different levels of access control, will be evaluated as part of the Level 3 screening.
 - Another improvement concept considered was intersection improvements. This would include improvements to existing signalized or unsignalized intersections. In either situation, existing intersections would be modified or reconfigured. There are several ways this could be done. It could include things such as adding or extending turning lanes to help with safety and operations. On the other hand, it could also include implementing innovative intersections, such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections – to name a few. All of these things would be targeted at addressing any identified safety and operational issues.
 - The next concept considered was crossroad overpasses\underpasses, which is where intersecting roadways are physically separated so both the highway and crossroad traffic are free flow. This would improve safety by reducing conflict points; however, access is reduced because the connection between the highway and crossroad would be eliminated.
 - Another concept considered was the conversion of an at-grade intersection to an interchange. In this concept, at-grade intersections would be modified to separate the traffic flows on the major roadway and the crossroad. This would improve safety by reducing conflict points. The

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major roadway would also have free flow conditions, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.

3. LEVEL 2 SCREENING RESULTS

- The draft results of the Level 2 screening analysis were shared for each study area. The slides were not reviewed in-depth during the briefing. They were included to provide a high-level overview of the content and conclusions of the draft Level 2 screening reports.
- INDOT and the Advisor Team offered to make study team staff available, if needed, to answer follow-up questions that could arise after reviewing the reports.
- Slides were also shown to illustrate an example of the qualitative screening table that was completed for each primary intersection, as well as the conceptual footprint mapping. The example shown during the meeting was US 30 and Industrial Drive, which is located in the western portion of the ProPEL US 30 West study area.
- The following items were noted regarding the qualitative screening table:
 - The evaluation considers purpose and need elements, as well as environmental impacts and costs. These are indicated via the column headings along the top.
 - Each of the criteria listed, as well as the ratings of them are detailed in the reports. A notes column is included to help provide overall context.
 - The analysis includes the No-Build Alternative, which is required as a baseline comparison, as well as several primary and complementary concepts.
 - For each of the primary concepts considered in this screening step, which are shown within the red box on this slide, a conceptual footprint was developed to create an understanding of the potential impacts of the improvement. In the US 30 and Industrial Drive example, conceptual footprints were developed for five primary concepts.
- The following items were noted regarding the conceptual footprint graphics:
 - The base mapping on all figures is the same. It shows existing land uses, as well as the potential constraints that exist at the intersection.
 - The graphics include a high-level estimation of the construction limits for each intersection alternative (i.e., a conceptual footprint). This information helps us understand the potential impacts that would result from each alternative, which is an important part of our Level 2 analysis.

4. NEXT STEPS

- We know study stakeholders and the public may see some alternatives they support and others they do not like. It's important to include both as we are required to have a thorough review of all options, including a meaningful opportunity for those interested to provide feedback on our analysis. This is why public feedback has been and will continue to be vital to the ProPEL US 30 and US 31 studies until they are completed.

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- Additionally, it's important to note that any intersection alternatives carried forward to the Level 3 analysis for further study must, to some extent, address the identified transportation needs in each study area. This is a core requirement and advancing these items to the Level 3 screening will enable us to do a more detailed assessment of benefits, impacts, and costs to develop recommendations and eliminate unreasonable alternatives.
- By the end of March, the Draft Level 2 Screening Reports for each study area will be available online on the ProPEL US 30 and US 31 websites, and at locations throughout the study areas. In addition to submitting input online, the study teams are visiting communities along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.
- INDOT is requesting public feedback on the draft Level 2 reports by April 30, 2024. After public feedback is considered, INDOT will publish final Level 2 screening reports on the websites.
- After consideration of public comments, the Level 3 screening will begin. The goal of that screening process will be to identify a recommended set of reasonable alternatives based on qualitative and quantitative factors, including costs, impacts and benefits.

5. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with State Legislators where their questions were addressed.

- Will the Decision Trees used in the Level 2 screening analysis be made available?
 - Yes. The decision trees used by each study area will be published as part of the Level 2 screening reports. Most teams are including this information as an appendix to the report.
- When considering "high impacts vs. low benefits", what specific factors are being considered?
 - In general, the conceptual footprints developed during the Level 2 screening were used to identify potential impacts to adjacent properties (including homes and businesses), as well as identified community and environmental resources. Potential benefits considered were aligned with the purpose and need elements, which generally included safety, mobility, and access to/from/across the study corridors.
- Besides the 86 primary intersections, how many other intersections exist within the four ProPEL US 30 and US 31 studies?
 - The Advisor Team has this information and will provide as a follow-up to the meeting discussions.
 - The following information was provided to the attendees via a follow-up email correspondence:
 - US 31 South: 52 intersections → 18 primary; 34 secondary
 - US 31 North: 39 intersections → 8 primary; 31 secondary
 - US 30 West: 67 intersections (US 30); 17 intersections (US 31) → 29 primary; 55 secondary
 - US 30 East – 88 intersections → 31 primary; 57 secondary
 - Note: All studies count the overlapping intersections located at the study boundaries (i.e., Beech Road, CR W 700 N, and CR W 300 N).
- Are the non-primary intersections not being considered as part of the ProPEL US 30/US 31 studies?

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- The Level 2 screening focuses on the primary intersections as they are the ones most likely to influence operations within each corridor. The analysis of the primary intersections will serve as the “building blocks” for the Level 3 screening.
- During the Level 3 screening, the study teams will expand the focus to include the secondary intersections, as well as the roadway sections.
- In total, approximately 246 intersections will be evaluated as part of the ProPEL US 30/US 31 studies.
- What’s the difference between the intersection in Hamilton County where access at McClure’s was reduced to right-in/right-out access and Division Road, which was limited to RIRO during construction but has since been converted back to full access with a traffic signal? What factors drive those different decisions – particularly when the final decisions on this could take decades?
 - The ProPEL US 30/US 31 Studies Advisor Team was not involved with the project development work on the limited access conversion in Hamilton County, so it’s difficult to say for sure. In the case of Division Road, limiting the access to RIRO during construction was part of the construction sequencing for the railroad grade separation project to the south. Improvements to Division Road were not part of that proposed project, so it was eventually returned to its baseline condition, which is a four-legged intersection with a traffic signal.
 - The ProPEL US 31 South study is considering this existing condition as part of its work.
- Is this the first time “no single build alternative” has been mentioned as the potential outcome of the ProPEL US 30/US 31 studies? If so, does that mean INDOT will only advance improvements within the corridor only on an intersection-by-intersection basis?
 - INDOT and the study teams have consistently stated since work began on the alternatives development and analysis that an outcome of a single build alternative for study areas this large and complex is not likely. Also, the PEL studies are not the NEPA environmental review process, which is specifically structured and intended to select a single build alternative.
 - The study teams have focused on developing a menu of reasonable options that enables INDOT and study stakeholders to complete an “apples to apples” comparison between the different alternatives.
 - During Level 3, the study areas will be divided into smaller planning segments so we can focus on development of a functional package of improvements. The goal of this is to make sure we have a coordinated plan.
 - The planning segments can then be mixed and matched or combined in different ways. For example, access could be fully controlled in one planning segment, but perhaps not in other planning segments in a study area. All planning segments will include improvements that address the identified needs.
 - This approach is intended to give INDOT the flexibility to implement improvements in a coordinated way as needs arise and as funding is identified. More specifically, this approach would enable advancement of improvements at a single location; it would also

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enable advancement of improvements to several intersections and/or several miles of the roadway corridor.

- Is there a standard size for the planning segments?
 - No, there is no standard. However, all study teams are starting with something in the range of 3 to 5 miles.



INDIANA DEPARTMENT OF TRANSPORTATION

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Eric Holcomb, Governor
Michael Smith, Commissioner



March 26, 2024

MEDIA ADVISORY: INDOT to release update in ProPEL US 30 and 31 studies
Media briefing planned for Wednesday, March 27

Who: ProPEL US 30 and US 31 study teams

What: The Indiana Department of Transportation is encouraging community feedback on its Planning and Environment Linkage (PEL) studies along the US 30 and US 31 corridors in northern Indiana. The study teams have identified potential alternatives at 85 intersections to address needs and desired outcomes along each corridor, which are detailed in each study's Draft Level 2 Screening Report.

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 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. Learn more at ProPELUS30.com or ProPELUS31.com.

When: A virtual media briefing will be held on **Wednesday, March 27, at 10 a.m. ET/9 a.m. CT.**

Where: Microsoft Teams -- [Click here to join the meeting.](#)
Please RSVP by 9 a.m. ET/8 a.m. CT Wednesday, March 27.

Media Contact:
Natalie Garrett
812-525-0571
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www.in.gov/dot/
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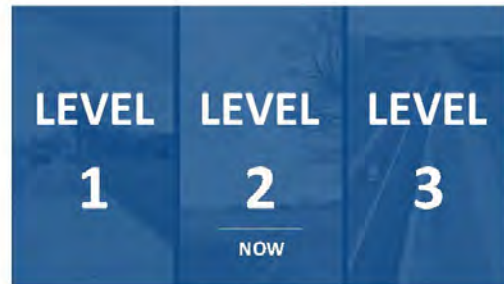
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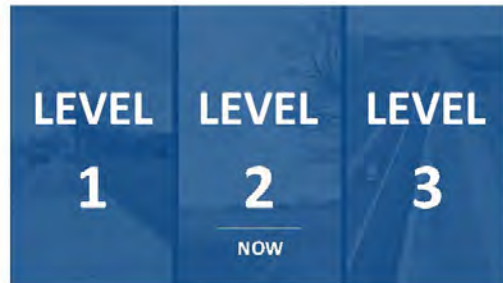
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- Access Management
- Unsignalized Intersection Improvements
- Crossroad Overpasses/Underpasses
- Convert to Interchange
- Free-Flow Facilities (Full and Partial Access Control)

7

Alternatives Advancing to Level 3 Screening

Primary Intersection	US 31	Primary Concepts					Complementary Concepts												
		Access Management	Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange	Free-Flow Facilities	Access Lane	Signal Timing Updates	Add/Remove Lane	Alternative Intersection	Operational Intersection Improvements	Access Management	Signal Timing Updates	Access Lane	Signal Timing Updates	Access Lane	Signal Timing Updates	Access Lane	Signal Timing Updates
US 31 & CR 200 N	x	x																	
US 31 & CR 100 N	x	x																	
US 31 & SR 24	x	x																	
US 31 & Blair Pike Rd	x	x																	
US 31 & Logansport Rd	x	x																	
US 31 & Airport Rd	x	x																	
US 31 & Business 31	x	x																	
US 31 & CR 400 S	x	x																	
US 31 & CR 500 S	x	x																	
US 31 & SR 218 N	x	x																	
US 31 & SR 218 S	x	x																	
US 31 & CR 800 S	x	x																	
US 31 & SR 18	x	x																	
US 31 & CR 550 N	x	x																	
US 31 & Chastain Rd	x	x																	
US 31 & SR 28	x	x																	
US 31 & 296th St	x	x																	
US 31 & 300th St	x	x																	

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US 31 South

Primary Intersections	Full	Access Management	Primary Concepts			
			Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange	Free-Flow Facilities
US 31 & CR 200 N	x	x				
US 31 & CR 100 N	x	x				
US 31 & US 24	x	x				
US 31 & Blair Pike Rd	x	x				
US 31 & Logansport Rd	x	x				
US 31 & Airport Rd	x	x				
US 31 & Business 31	x	x				
US 31 & CR 400 S	x	x				
US 31 & CR 500 S	x	x				
US 31 & SR 218 N	x	x				
US 31 & SR 218 S	x	x				
US 31 & CR 800 S	x	x				
US 31 & SR 18	x	x				
US 31 & CR 550 N	x	x				
US 31 & Chastain Rd	x	x				
US 31 & SR 28	x	x				
US 31 & 296th St	x	x				

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Primary Intersections	Complementary Concepts									
	Access Lane	Signal Timing Updates	Add/Remove Lane	Alternative Intersection	Operational Intersection Improvements	Access Management	Signal Timing Updates	Access Lane	Signal Timing Updates	Access Lane
US 31 & CR 200 N										
US 31 & CR 100 N										
US 31 & US 24										
US 31 & Blair Pike Rd										
US 31 & Logansport Rd										
US 31 & Airport Rd										
US 31 & Business 31										
US 31 & CR 400 S										
US 31 & CR 500 S										
US 31 & SR 218 N										
US 31 & SR 218 S										
US 31 & CR 800 S										
US 31 & SR 18										
US 31 & CR 550 N										
US 31 & Chastain Rd										
US 31 & SR 28										
US 31 & 296th St										

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Resources



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Upcoming Outreach

April 15: 9 a.m. 10 a.m.-12 p.m. 1-3 p.m. 4 p.m.	Miami County Commissioners New Public Library Tipton County Public Library Howard County Commissioners
April 16: 7 p.m.	Miami County Council
April 17: 11 a.m.-1 p.m. 2-4 p.m.	Dutch Cell Holston/Howard County Public Library, Main Branch
April 22: 9 a.m. 1 p.m. 5:30 p.m.	Miami County Commissioners Hamilton County Commissioners Tipton City Council
April 23: 4 p.m.	Howard County Council
May 1: 7 p.m.	Hamilton County Council
May 11: 11:30 a.m.-4:30 p.m. 2:30-4:30 p.m.	Woodland Hills Maple Lawn Village

Festivals, fairs, and community events
all summer long!

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**QUESTIONS?
COMMENTS?**

14



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MEETING NOTES

Date: April 9, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan 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/US 30 Deputy PM, INDOT</i>
<i>Sandra Flum</i>	<i>ProPEL US 31 Deputy PM/US 30 PM, INDOT</i>
<i>Leslie Hickman</i>	<i>Indiana Farm Bureau</i>
<i>Amie Osborn</i>	<i>First Farmers Bank & Trust</i>
<i>Dan DeYoung</i>	<i>Hamilton County Sheriff's Department</i>
<i>Nancy Cline</i>	<i>Tipton County Commissioner/Farmer</i>
<i>Brad Fruth</i>	<i>Miami County Commissioner, Beck's Hybrids</i>
<i>Kelly Pall</i>	<i>Cargill, Inc.</i>
<i>Gary Lightfoot</i>	<i>Stakeholder</i>
<i>Beth Lightfoot</i>	<i>Stakeholder</i>
<i>Kent</i>	<i>Stakeholder</i>

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MEETING SUMMARY

The purpose of the virtual meeting, which was conducted via MS Team, was to provide an overview of the ProPEL US 31 South Draft Level 2 Screening report, including methodology used, the draft screening results, and resources available to help learn more.

1 INTRODUCTION, STUDY BACKGROUND, AND CURRENT STATUS

- a. The goal of the meeting was to provide Farm Bureau members in the US 31 South study counties with an overview of how the Level 2 screening was conducted. This was intended to help with the review of the Draft Level 2 Screening Report and introduce stakeholders to the resources available to help them learn more.

1 STUDY BACKGROUND AND CURRENT STATUS

- a. A brief overview of the study area was given, including a map illustrating the study area boundaries. The US 31 South study area encompasses approximately 31 miles of US 31 but excludes the US 31 bypass around the east side of Kokomo.
- b. 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.
- c. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The US 31 South study team is engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. 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.
- d. The PEL study will result in a reasonable set of recommended alternatives that could 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 the year 2045.
- e. When we spoke in November of last year, we were at the Universe of Alternatives phase of the study, where we were looking at all the potential solutions that could address the identified needs in the US 31 South study area. The Universe of Alternatives was the first step in our three-step evaluation process.
- f. During the Universe of Alternatives screening process, 55 improvement concepts were identified that could address the issues and desired outcomes within the study area. This starting point included a variety of things, including location-specific improvements – such as roadway lighting, acceleration and deceleration lanes, and adding or extending turn lanes – as well as larger-scale improvements, such as added travel lanes.
- g. The Draft Universe of Alternatives Screening Report was published in November 2023 and public comments were accepted through December 2023. The US 31 South study team considered all public input received on the draft Universe of Alternatives screening as we performed our work for the Level 2 screening. The Final Universe of Alternatives Report was published on the website on March 27.

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LEVEL 2 SCREENING PROCESS

- a. The purpose of the Level 2 screening analysis is to qualitatively evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified at the Universe of Alternatives phase.
- b. In Level 2, the fourteen (14) potential solutions that were identified as primary and complimentary concepts were qualitatively evaluated at the primary intersections in the study area.
- c. Primary intersections are locations where US 31 intersects with a roadway that is designated as a major collector or higher, or they are roadways within the study area that were identified during outreach as critical to the surrounding community, such as access points for schools and emergency service providers. These primary intersections largely control roadway operations in the study area.
- d. Therefore, alternatives selected at the primary intersections influence what can be constructed upstream or downstream of the primary intersection and set the foundation for improvements between them. Thus, the Level 2 screening will identify the building blocks for the Level 3 screening.
- e. While the Level 2 screening focuses on alternatives at the primary intersections, the Level 3 screening will develop and analyze improvement packages for sections of the study area. These sections, called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections between them.
- f. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening includes both qualitative and quantitative factors to assess costs, benefits, and impacts. The design elements will again be evaluated as part of the Level 3 screening.

SCREENING METHODOLOGY

- a. In general, the Level 2 screening process included four steps:
 - i. Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - ii. Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - iii. Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.
 - iv. The last step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing conceptual designs to establish a high-level estimation of the footprint or area of disturbance.

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These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.

CONCLUSIONS

- a. The five primary concepts that advanced from the Universe of Alternatives screening included:
 - i. Access management are strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the roadway. Access management improvements are typically accomplished by reducing conflict points, including those with roadway and/or driveway connections.
 - ii. Another improvement concept considered was unsignalized intersection improvements. Existing intersections would be reconfigured to improve safety and efficiency. There are several ways this could be done, but it could include implementing innovative intersection types, such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. On the other hand, it could also include things like adding or extending turning lanes.
 - iii. The next concept considered was crossroad overpasses/underpasses, which is where intersecting roadways are physically separated so both the highway and crossroad traffic are free flowing. This would improve safety by reducing conflict points; however, access is reduced because the connection between the highway and crossroad would be eliminated.
 - iv. Another concept considered was the conversion of an at-grade intersection to an interchange. In this concept, an at-grade intersection would be modified to separate the traffic flow on the major roadway from the crossroad. This would improve safety by reducing conflict points. The major roadway would also have free-flow conditions, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.
 - v. In the Universe of Alternatives Screening Memo, free flow facilities were identified as a primary concept in the US 31 South study area. A free flow facility is a roadway where users are not required to stop. This could be accomplished in a variety of ways, ranging from removing traffic signals to converting the roadway to a freeway, which includes full access control. The options for potential facility types, including free flow facilities with different levels of access control, will be evaluated as part of the Level 3 screening.
- b. For the US 31 South study area, the Level 2 screening process was focused on 18 primary intersections. Again, primary intersections have a crossroad classified as a major collector or higher, the highest non-interstate classifications of roadway. It is important to note the US 31 and County Road 400 S intersection was added as a primary intersection since it is the primary access point for Pipe Creek Elementary School.
- c. A few slides showing the range of improvement alternatives passing the Level 2 screening was presented to the attendees. This summary table is found on page 137 in the Draft Level 2 Screening report:
 - i. One slide showed the five primary concepts carried forward from the Level 1 screening for further evaluation in the Level 2 screening. The primary concepts define how the study area

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operates, such as whether it provides free-flow traffic along US 31 or if it requires intermittent stops.

- ii. Another slide showed the complementary concepts and how they were considered in the development of alternatives at the primary intersections. Complementary concepts may provide some benefit at specific locations and, when added to a primary concept, could enhance its ability to address the identified needs or may be used to address a specific need at a specific location.
- iii. As mentioned earlier, we know you may see some alternatives you or your constituents support and others you do not like. It is important that we include both as reasonableness is an important consideration for PEL and any subsequent NEPA studies, and all reasonable alternatives must be considered.

5. SUMMARY

- a. The Draft Level 2 Screening Report was released on March 27, and it is posted – along with a link to the public comment form – on the study website at www.propelUS31.com. We do understand that the report is lengthy, and it is a lot of information to take in. So, we have tried to break it into easily digestible pieces of information. What you see here is our interactive map, which allows you to choose a study area and take a closer look at the primary intersections and the alternatives that are being carried forward to the Level 3 screening at each location.
- b. The ProPEL US 31 South study team will be out visiting locations in the study area hosting community office hours on a regular basis. Upcoming dates, times, and locations are listed here and can also be found on the study website, as well as on our social media pages.
- c. This outreach will include community office hours events, county fairs, community festivals, and special events all summer. The intent is to go to where people are in the community to enable them to provide their feedback. The study team will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings, etc.

6. COMMENTS AND DISCUSSION

- a. A meeting attendee asked what would be the best way to get comments to the study team? Should they use the website or send them to you directly? Cassidy Hunter responded that either of those avenues were appropriate ways to submit formal comments to the study. The study also has a dedicated phone line where people can call and then their message will be transcribed for the official study record. Social media comments, however, do not count as an official comment so all stakeholders are encouraged to use the website or the printed comment forms.
- b. A meeting attendee asked what specific comments the study team is looking for by April 30th? Is that just on the report to get it from draft form to published or are you looking for comments on the alternatives themselves? Dan Miller responded that comments on the alternatives are welcome, and that is what will drive any necessary changes to the draft report. That is why it is critical for residents to stay engaged. It is also important that comments are specific and state why you like or dislike an alternative.

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- Sandra Flum also added that the more detail you can give us about why you are making the comment about an area or about an alternative, but also just the process that we've used, if you have some comments about the process, if it's easy to understand, not easy to understand or you have some questions, please feel free to reach out so we can do better on the next PEL.
- c. A meeting attendee asked how much detail will be provided in terms of budgets and different costs in Level 3? Dan Miller responded that we would provide as much detail as possible in a planning study. Since we are not doing full-scale design, it will not have the level of detail that you would see at the project level.
- d. A meeting attendee asked if the ultimate goal after the Level 3 screening was to have only one single option available or is that dependent upon the intersection? Dan Miller answered that we anticipate that there will be a reasonable range of alternatives that are recommended to INDOT at the conclusion of the study. From there, recommendations go into INDOT's call for projects, which is typically about a five-year timeline.
- e. A meeting attendee inquired about data around crash counts and related information and where that information can be found. Dan Miller answered that crash data can be found in the Existing Transportation Conditions report. Dan showed meeting attendees the document library on the study website and how to access that report.

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MEETING NOTES

Date: April 23, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Dan 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>Nick Stanley</i>	<i>Owner, JJ's Travel Plaza</i>
<i>Mrs. Alex Lebrija</i>	<i>Adjacent property owner</i>
<i>JP Estep</i>	<i>Subway</i>
<i>Rob Standfield</i>	<i>S&S Truck Repair</i>
<i>Rob Schwartz</i>	<i>Miami-Cass REMC</i>
<i>Kerri Gaumer</i>	<i>Miami-Cass REMC</i>
<i>John Penland</i>	<i>Cat Scale Co.</i>

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MEETING SUMMARY

The purpose of the virtual meeting was to provide an overview of the ProPEL US 31 South Draft Level 2 Screening report, including methodology used, the draft screening results, and resources available to help learn more. The study team showed the Level 2 alternatives video for the US 31 and CR 100 N/Eel River Cemetery Road and presented the conceptual footprints.

MEETING NOTES

- a. A meeting attendee who is an adjacent property owner expressed concern regarding the proposed alternatives presented at US 31 and CR 100 N/Eel River Cemetery Road in the Draft Level 2 Report as most have impacts to their property near the corner of US 31 and Eel River Cemetery Road. She asked several questions related to access impacts, safety concerns on Eel River Cemetery Road, and the next steps for the ProPEL US 31 South study, especially as it relates to right-of-way acquisition. Dan Miller explained the overall PEL study process, the work that has been done so far, and what happens after the Level 2 screening. He continued to explain that at the end of the PEL study, a reasonable set of alternatives would be delivered to INDOT for potential future programming and described the various stages of the project development process and the estimated timelines associated with each. Dan also talked at a high level about the right-of-way acquisition process and the associated timeline.
- b. A meeting attendee who owns and operates a business near the intersection of US 31 and CR 100 N pointed out that our conceptual footprint maps and the Draft Level 2 Screening Report only reference JJ's Travel Plaza at this location. Other businesses at this location include McDonald's, Subway, Peru Truck & Tire, CAT Scale, and Miami-Cass REMC. He then ranked the proposed alternatives based on his perspective as a business owner at that location:
 - i. No Build
 - ii. Relocated intersection
 - iii. Reduced conflict intersection – could confuse drivers who are unfamiliar with this type of intersection
 - iv. Quadrant roadway – too confusing for drivers; creates friction accession the business locations
 - v. Access modifications – would put all the businesses at the intersection out of business
- c. A meeting attendee affiliated with the Miami-Cass REMC stated that their business location would be willing to offer part of their property or relocate completely if it would minimize impacts to the other adjacent businesses at the intersection.
- d. A meeting attendee who owns a business near the intersection of US 31 and CR 100 N said that eliminating access at that intersection would be financially devastating for his scale business and believes that the No Build alternative is the only alternative that would not have a negative impact on his business.

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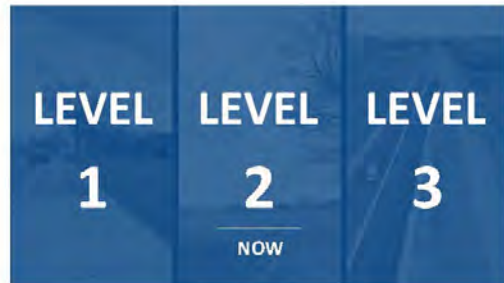
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- Access Management
- Unsignalized Intersection Improvements
- Crossroad Overpasses/Underpasses
- Convert to Interchange
- Free-Flow Facilities (Full and Partial Access Control)

7

Alternatives Advancing to Level 3 Screening

Primary Intersection	US 31	Primary Concepts						Complementary Concepts					
		Access Management	Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange	Free-Flow Facilities	Other	Access Management	Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange	Free-Flow Facilities	Other
US 31 & CR 200 N	x	x											
US 31 & CR 100 N	x	x											
US 31 & SR 24	x	x											
US 31 & Blair Pike Rd	x	x											
US 31 & Logansport Rd	x	x											
US 31 & Airport Rd	x	x											
US 31 & Business St	x	x											
US 31 & CR 400 S	x	x											
US 31 & CR 500 S	x	x											
US 31 & SR 218 N	x	x											
US 31 & SR 218 S	x	x											
US 31 & CR 800 S	x	x											
US 31 & SR 18	x	x											
US 31 & CR 500 N	x	x											
US 31 & Division Rd	x	x											
US 31 & SR 28	x	x											
US 31 & 290th St	x	x											
US 31 & SR 19	x	x											

8

US 31 South

Primary Intersections	US 31	Primary Concepts		
		Access Management	Unsignalized Intersection Improvements	Interchange
US 31 & CR 200 N	x	x		
US 31 & CR 100 N	x	x		
US 31 & SR 24	x	x		
US 31 & Blair Pike Rd	x	x		
US 31 & Logansport Rd	x	x		
US 31 & Airport Rd	x	x		
US 31 & Business St	x	x		
US 31 & CR 400 S	x	x		
US 31 & CR 500 S	x	x		
US 31 & SR 218 N	x	x		
US 31 & SR 218 S	x	x		
US 31 & CR 800 S	x	x		
US 31 & SR 18	x	x		
US 31 & CR 500 N	x	x		
US 31 & Division Rd	x	x		
US 31 & SR 28	x	x		
US 31 & 290th St	x	x		

9

Primary Intersections	Complementary Concepts					
	Access Management	Unsignalized Intersection Improvements	Crossroad Overpasses/Underpasses	Convert to Interchange	Free-Flow Facilities	Other
US 31 & CR 200 N						
US 31 & CR 100 N						
US 31 & SR 24						
US 31 & Blair Pike Rd						
US 31 & Logansport Rd						
US 31 & Airport Rd						
US 31 & Business St						
US 31 & CR 400 S						
US 31 & CR 500 S						
US 31 & SR 218 N						
US 31 & SR 218 S						
US 31 & CR 800 S						
US 31 & SR 18						
US 31 & CR 500 N						
US 31 & Division Rd						
US 31 & SR 28						
US 31 & 290th St						

10

Resources



11



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Upcoming Outreach

April 15: 9 a.m. 10 a.m.-12 p.m. 1-3 p.m. 4 p.m.	Miami County Commissioners Peru Public Library Tipton County Public Library Howard County Commissioners	April 23: 4 p.m.	Howard County Council
April 16: 7 p.m.	Miami County Council	May 1: 7 p.m.	Hamilton County Council
April 22: 11 a.m.-1 p.m. 2-4 p.m.	Dutch Giff Baldwin-Howard County Public Library Melo Branch	May 14: 11:00 a.m.-1:00 p.m. 2:00-4:00 p.m.	Woodland Hills Maple Lawn Village
April 22: 9 a.m. 1 p.m. 5:30 p.m.	Miami County Commissioners Hamilton County Commissioners Tipton City Council	Festivals, fairs, and community events all summer long!	

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QUESTIONS? COMMENTS?

14



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

TOWN HALL MEETING NOTES

Date: May 7, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Dan 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/US 30 Deputy PM, INDOT</i>
<i>Mark Waite</i>	<i>Civil Engineer, Grissom Air Reserve Base</i>

Cassidy Hunter and Dan Miller, joined by Jonathan Wallace and Mark Waite, presented to several Grissom Air Reserve Base staff members and base personnel. Estimated attendance was approximately 30.

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MEETING SUMMARY

The purpose of the virtual meeting was to provide an overview of the ProPEL US 31 South Draft Level 2 Screening report, including methodology used, the draft screening results, and resources available to help learn more.

1. INTRODUCTIONS, STUDY BACKGROUND, AND CURRENT STATUS

- a. The goal of the meeting was to provide Grissom Air Reserve employees and personnel with an overview of how the Level 2 screening was conducted. This was intended to help with the review of the Draft Level 2 Screening Report and introduce stakeholders to the resources available to help them learn more.

2. STUDY BACKGROUND AND CURRENT STATUS

- a. When we spoke in November of last year, we were at the Universe of Alternatives phase of the study, where we were looking at all the potential solutions that could address the identified needs in the US 31 South study area. The Universe of Alternatives was the first step in our three-step evaluation process.
- b. During the Universe of Alternatives screening process, 55 improvement concepts were identified that could address the issues and desired outcomes within the study area. This starting point included a variety of things, including location-specific improvements – such as roadway lighting, acceleration and deceleration lanes, and adding or extending turn lanes –as well as larger-scale improvements, such as added travel lanes.
- c. The Draft Universe of Alternatives Screening Report was published in November 2023 and public comments were accepted through December 2023. The US 31 South study team considered all public input received on the draft Universe of Alternatives screening as we performed our work for the Level 2 screening. The Final Universe of Alternatives Report was published on the website on March 27.

3. LEVEL 2 SCREENING PROCESS

- a. The purpose of the Level 2 screening analysis is to qualitatively evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified at the Universe of Alternatives phase.
- b. In Level 2, the fourteen (14) potential solutions that were identified as primary and complimentary concepts were qualitatively evaluated at the primary intersections in the study area.
- c. Primary intersections are locations where US 31 intersects with a roadway that is designated as a major collector or higher, or they are roadways within the study area that were identified during outreach as critical to the surrounding community, such as access points for schools and emergency service providers. These primary intersections largely control roadway operations in the study area.
- d. Therefore, alternatives selected at the primary intersections influence what can be constructed upstream or downstream of the primary intersection and set the foundation for improvements between them. Thus, the Level 2 screening will identify the building blocks for the Level 3 screening.

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- e. While the Level 2 screening focuses on alternatives at the primary intersections, the Level 3 screening will develop and analyze improvement packages for sections of the study area. These sections, called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections between them.
- f. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening includes both qualitative and quantitative factors to assess costs, benefits, and impacts. The design elements will again be evaluated as part of the Level 3 screening.

4.2.3 SCREENING AND EVALUATION

- a. In general, the Level 2 screening process included four steps:
 - i. Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - ii. Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - iii. Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.
 - iv. The last step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing conceptual designs to establish a high-level estimation of the footprint or area of disturbance. These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.

4.2.4 UNIVERSE OF ALTERNATIVES

- a. The five primary concepts that advanced from the Universe of Alternatives screening included:
 - i. Access management are strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the roadway. Access management improvements are typically accomplished by reducing conflict points, including those with roadway and/or driveway connections.
 - ii. Another improvement concept considered was unsignalized intersection improvements. Existing intersections would be reconfigured to improve safety and efficiency. There are several ways this could be done, but it could include implementing innovative intersection

- types, such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. On the other hand, it could also include things like adding or extending turning lanes.
- iii. The next concept considered was crossroad overpasses/underpasses, which is where intersecting roadways are physically separated so both the highway and crossroad traffic are free flowing. This would improve safety by reducing conflict points; however, access is reduced because the connection between the highway and crossroad would be eliminated.
 - iv. Another concept considered was the conversion of an at-grade intersection to an interchange. In this concept, an at-grade intersection would be modified to separate the traffic flow on the major roadway from the crossroad. This would improve safety by reducing conflict points. The major roadway would also have free-flow conditions, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.
 - v. In the Universe of Alternatives Screening Memo, free flow facilities were identified as a primary concept in the US 31 South study area. A free flow facility is a roadway where users are not required to stop. This could be accomplished in a variety of ways, ranging from removing traffic signals to converting the roadway to a freeway, which includes full access control. The options for potential facility types, including free flow facilities with different levels of access control, will be evaluated as part of the Level 3 screening.
- b. For the US 31 South study area, the Level 2 screening process was focused on 18 primary intersections. Again, primary intersections have a crossroad classified as a major collector or higher, the highest non-interstate classifications of roadway. It is important to note the US 31 and County Road 400 S intersection was added as a primary intersection since it is the primary access point for Pipe Creek Elementary School.
 - c. A few slides showing the range of improvement alternatives passing the Level 2 screening was presented to the attendees. This summary table is found on page 137 in the Draft Level 2 Screening report:
 - i. One slide showed the five primary concepts carried forward from the Level 1 screening for further evaluation in the Level 2 screening. The primary concepts define how the study area operates, such as whether it provides free-flow traffic along US 31 or if it requires intermittent stops.
 - ii. Another slide showed the complementary concepts and how they were considered in the development of alternatives at the primary intersections. Complementary concepts may provide some benefit at specific locations and, when added to a primary concept, could enhance its ability to address the identified needs or may be used to address a specific need at a specific location.
 - iii. As mentioned earlier, we know you may see some alternatives you or your constituents support and others you do not like. It is important that we include both as reasonableness is an important consideration for PEL and any subsequent NEPA studies, and all reasonable alternatives must be considered.

PROPEL

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- a. The Draft Level 2 Screening Report was released on March 27, and it is posted – along with a link to the public comment form – on the study website at www.propelus31.com. We do understand that the report is lengthy, and it is a lot of information to take in. So, we have tried to break it into easily digestible pieces of information. What you see here is our interactive map, which allows you to choose a study area and take a closer look at the primary intersections and the alternatives that are being carried forward to the Level 3 screening at each location.
- b. The ProPEL US 31 South study team will be out visiting locations in the study area hosting community office hours on a regular basis. Upcoming dates, times, and locations are listed here and can also be found on the study website, as well as on our social media pages.
- c. This outreach will include community office hours events, county fairs, community festivals, and special events all summer. The intent is to go to where people are in the community to enable them to provide their feedback.

COMMENTS WITH RESPONSE

- a. Following the presentation, meeting attendees asked to watch and were shown the following primary intersection alternatives videos from the interactive map:
 - i. US 31 and CR 800 S
 - ii. US 31 and SR 218 S
 - iii. US 31 and SR 218 N
 - iv. US 31 and CR 500 S
 - v. US 31 and Business 31
 - vi. US 31 and Division Road
- b. A meeting attendee asked about the timing of the Level 3 screening and what happens after the ProPEL US 31 South study is completed. Dan Miller explained that the draft Level 3 screening report is anticipated to be available for public review and comment in late summer, and at that time the study team will host the next public information meeting. The final PEL report is expected to be finalized in late winter and another public information meeting will be held at that time. Following the study, a set of reasonable alternatives will be delivered to INDOT for possible future programming.

MIAMI COUNTY COMMISSIONERS
 25 N BROADWAY
 PERU, IN 46970
 April 15, 2024

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

PROPEL US 31

Cassidy Hunter and Dan Miller, Propel US 31 came before the board to present an update on the status of the US 31 project. Ms. Hunter reviewed the phases of the project, noting we are currently in the Universe of Alternatives. Propel US 31 identified 55 improvement concepts in Phase I and 14 solutions in Phase II. Ms. Hunter noted the solutions then advance to level 3 screening, which include both all options to meet the requirements of the study being performed. Ms. Hunter stated the study for Phase II was released on March 27 and this, along with all information related to the project can be found on the Propel US 31 website.

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

Together, we can PROPEL Indiana forward.
 Comments accepted through December 22, 2023.

Universe of Alternatives
 We're working to identify transportation solutions for the US 31 South corridor.

The Universe of Alternatives is the first of three levels of screening for potential solutions to the transportation issues in the US 31 South study area.

Each concept is being evaluated to determine if it meets the study's identified Purpose and Need. Public input and technical analysis will guide the screening process.

- At this beginning stage, solutions include a wide range of possibilities.
- New and innovative solutions are being considered to meet corridor needs.
- Potential solutions that do not address the corridor needs will be eliminated.
- As screening continues, the detail associated with each alternative will increase.

The Universe of Alternatives includes primary concepts, complementary concepts, and design elements. See the back of this handout for more information.

The US 31 South study area extends from 276th Street in Hamilton County to just south of the Fel River in Miami County, excluding the Yokama bypass.

Scan to view the US 31 South Universe of Alternatives, learn more, and share your input.

WE ARE HERE

Timeline: Summer 2022 (PEL Studies Start), Fall 2022 (Vision/Scoping), Summer 2023 (Purpose & Need), Fall 2023 (Universe of Alternatives), Spring 2024 (Level 2 Analysis), Summer 2024 (Level 3 Analysis), Winter 2024 (PEL Studies Complete).

Sign up for study updates.
www.propelus31.com



Find definitions and graphics of each Universe of Alternative concept at propelUS31.com.

Primary Concepts

Primary concepts are improvements addressing most identified transportation needs or improvements that could advance as a standalone alternative.



Access Management | Strategies include controlling and optimizing the way vehicles and pedestrians enter, exit, and interact with the highway, which is typically accomplished by eliminating conflict points.



Unsignalized Intersection Improvements | Existing unsignalized intersections would be reconfigured to improve safety and efficiency, possibly including reduced conflict intersections (RCI), roundabouts, widened medians, and conversion to right-in/right-out intersections.



Cross-Road Overpasses/Underpasses | Intersecting roadways are physically separated so both the highway and the cross-street traffic are free flow.



Convert to Interchange | Based on the volume of traffic, intersections would be converted to interchanges to improve safety and reduce conflict points.



Free Flow | A roadway where users are not required to stop. This could be accomplished in different ways, ranging from removing traffic signals in the study area to converting the roadway in the study area to a limited access freeway.

Complementary Concepts

Complementary concepts are improvements that address some identified transportation needs or that may benefit specific locations. These could be considered at specific locations as part of primary concepts.

- Auxiliary Lanes
- Signal Timing Updates/Coordination
- Add/Lengthen Turn Lanes
- Add/Extend Acceleration Lanes
- Signalized Intersection Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Warning Systems
- Freight Priority System

Design Elements

Design elements are improvements that would not address any of the identified transportation needs in the study area; however, these may provide some benefit and should be considered and/or incorporated into primary or complementary improvement concepts.

- Median Safety Improvements
- Realign Skewed Intersections
- Intersection Sight Distance Improvements
- Traffic Control Visibility Upgrades
- Pavement Marking Improvements
- Roadway Signage Improvements
- Accommodate Wildlife Crossing
- Geometric Improvements
- Roadway Drainage Improvement
- Gateway/Corridor Treatment
- Speed Management
- Alternative Fuel/Electric Vehicle Considerations
- Bicycle/Pedestrian Facilities



Chairman Hunt noted he hoped the study included the excess traffic that utilizes US 31 during Notre Dame football games. Commissioner Musselman expressed concern over shortcuts to the project in Miami County as compared to the quality of work in Indianapolis. Mr. Miller stated Propel US 31 partnered with Notre Dame to obtain feedback for the project. Mr. Miller noted that last day for comments on Phase II is April 30, 2024.

MACY FIRE STATION

Steven Ray, North Central Indiana Regional Planning Council Ed Kwalsheck, JPR-Architect and Site Designer and Marilyn Jackson, Town of Macy came before the board at the request of the Board of Commissioners to discuss the Macy Fire Station building project and concerns that have been communicated to the county. Mr. Kwalsheck reviewed how the project came about through a feasibility study. JPR was hired to look at the existing fire station and review the needs of the community. Mr. Kwalsheck explained the 20-page report showed a new fire station was needed and in order to meet the requirements of grant funding, the study had to be completed. Mr. Kwalsheck noted that once the study was completed JPR and the Town of Macy started

working with Steven Ray, NCIRPC to obtain funding. Mr. Kwalscheck admitted that he originally designed what he would consider the “Taj mahal” to see if they could get the grant, but later corrected that was the not the right approach. Mr. Kwalscheck noted at that point, the project was scaled back to accommodate the cost value. The 2nd time the project was scaled back was after JPR started laying out the design and obtaining the grant and determined there still was not enough grant money available. Mr. Kwalscheck noted once the Town of Macy obtained grant funding, JPR started the full design where previously it was just a cost estimate and the grant determined there was still not enough money and when the project was scaled back a 3rd time. At that time, Ms. Jackson sought a 2nd USDA loan and had a loan donation, but still over budget and the project was reduced in sized a 4th time. Mr. Kwalscheck explained once the final design was completed, a final cost analysis was completed and found to be over budget and reduced a 5th time. Mr. Kwalscheck stated at that point, the project went to bid, with 2 bidders placing quotes. Both bids came in too high, but one of the bidders worked with JPR to address items that could be removed to reduce cost, which consisted of a list of 9 items. 8 of the 9 items were selected to remove from the project and the building constructed.

Commissioner Musselman asked about the budget for the project. Mr. Kwalscheck explained the construction costs were around \$800,000 with the most cost-effective approach by JPR using metal construction/pole barn style. The original design far exceeded the original cost of \$800,000. Chairman Hunt noted he was not arguing that a new building was needed, however, the new building, although new is not functional. Commissioner Musselman stated the whole purpose of building the new fire station was to use it and the presentation noted the project was shrunk multiple times. The county helped fund the project and never heard a word about the project becoming smaller than was presented until after it was built. Mr. Kwalscheck stated there were several advertised public meetings and display boards were provided. The project was debated. Had that not happened, the project would not have happened. Mr. Kwalscheck does not feel the building is not functional as compared to the old building. JPR felt the changes allowed the project needed to move forward and these changes were a compromise. Steven Ray, NCIRPC noted the project was presented as a 4000 square foot building under the block grant and ultimately, the building met the requirements of the square-footage and satisfies the grant.

Commissioner Musselman noted he has built several pole barns and in awe that the building was almost a \$1 million dollars and has never come remotely close to spending that much money on one. Mr. Kwalscheck explained a pole barn personally built is not under the same scrutiny as a public building. In addition, in order to follow Davis-Bacon wages and grant paperwork must be completed.

Chairman Hunt asked about the water fill. Mr. Kwalscheck stated it was being worked on at the moment. Chairman Hunt asked about final payment not being withheld. Mr. Ray clarified final payment is still being withheld. Commissioner Musselman asked about the cost of repairs to the water line, which was designed incorrectly should not come at the cost to the Town of Macy. Mr. Kwalscheck said it is under process right now and working with the subcontractor on the design. JPR tried to do something with an older well and installation of new well and it did not work. The Contractor, JPR and fireman are working together to fix the problem, but will come at a cost. Commissioner Musselman understands the situation, but when it is bid and the designer’s job to ensure it will work, it should not come at the expense of the Town of Macy. It should be

bid and work as it was presented and not come at additional cost to the Town of Macy. Mr. Kwalscheck stated the original design had a different sized pipe, but was changed to make the project buildable and he does not feel the design team did anything wrong and did their best to accommodate the cost. The design team could have designed something functional, but it would take 30-minutes to fill the trucks and needed to make the process faster. In Mr. Kwalscheck does not feel the designer, JPR or the contractor are at fault and working together to rectify the situation.

Chairman Hunt stated the bays are not wide enough and it makes it harder for the firefighters to walk around. Mr. Kwalscheck stated if the width of the bays were left as originally planned, the building could not have been completed due to cost. JPR feels it was better than an old building. Mr. Kwalscheck noted he asked the Town of Macy about asking to cover the water line. Mr. Kwalscheck feels that JPR has completed the feasibility study, obtained grant funding and design changes without charging additional cost for services. In JPR's point of view, they have covered the cost of the water line multiple times over with their services. Chairman Hunt asked for audience input. Mr. Kwalscheck would like to know if the Board of Commissioners would rather not have had a project. Commissioner Musselman stated he is not against the project, but rather not knowing anything about the changes until 6 weeks ago, when it was too late. In addition, Commissioner Musselman is still baffled by the water line and still do not see that Town of Macy should have to pay one more dime to have a working water line. Commissioner Musselman would have liked better communication and wished that things were different.

Ms. Jackson stated the lack of communication was probably her fault because she did not realize she was obligated to come back and update the funding sources and took responsibility. Ms. Jackson did not attend the design meetings because she did not know what the fireman needed. The 1st she knew there was an issue was when she was told the building bid was not what was built and Ms. Jackson personally went and measured the building. Ms. Jackson wishes the building could have been bigger and have everything they need, but doing the best they can. Ms. Jackson stated the project was inspected daily by trained fireman (Dave Shambarger, Randy Hileman and Fran Hileman) to complete daily inspections. If there was something wrong, it should have come up then, not now when nothing can be done about it. As far as the size, it is 40 feet wide and the trucks will fit. Ms. Jackson hopes the water line will be worked out and appreciates the county financial support. The old fire station will house a new business in the Town of Macy and will be a good thing. Ms. Jackson is sorry the fireman feels distressed, but not sure there is anything that can be done at this point.

Auditor Mary Brown noted Ms. Jackson came to the county 2 times to provide an update on the project and nothing was said about the building and \$365,000 in taxpayer dollars were donated to the project. At that point, the county could have addressed the size of the building. Mr. Kwalscheck stated the 8 items changed did not change the size of the building.

Auditor Brown asked if the fire station had certificate of occupancy because one has not been issued. Ms. Jackson stated she knew nothing about it. Commissioner Musselman noted in order to operate from the building, you need a certificate of occupancy and certifies everything is in order and installed correctly. Corey Roser, Plan Administrator noted there has not been any

certificate of occupancy issued nor any inspections signed off on by the county. Mr. Kwalscheck thought there was paperwork that covered it, but will address it today.

Auditor Brown heard there was potentially a \$5,000 bonus going to the contractor for, “Doing a good job” and wanted to clarify the rumor. Mr. Kwalscheck explained there was overage in the grant that is not allowed to be returned, the Town of Macy cannot keep it and it cannot be used for equipment. The design team asked for the remaining funds to cover their costs and were told yes, but it has not been paid out. Auditor Brown asked if those funds could come back to the county instead. Commissioner Musselman noted the fire department now needs to purchase a shed to store equipment and asked if the money could be used towards the cost. Mr. Kwalscheck noted the grant would not allow for the cost, but he is open to trying to see if refunding the county or using towards the shed would be allowable. Mr. Ray explained the funding mechanism is through USDA and originally awarded a \$90,000 grant in 2018, with very specific eligible activities. USDA allowed the Town of Macy to broaden the uses, awarded additional funding and there is a potential to utilize the remaining grant funds on other activities, but probably not repayment back to the county, but Mr. Ray would be willing to reach out to USDA. Mr. Kwalscheck noted if USDA allows use of the funds for the shed, JPR will forgo the money and allow the Town of Macy to use it.

Jennifer Lewis, Member of Fire Department noted the firefighters inspecting the building were only required to certify the work was being performed. They did not have prints or criteria of the project to work from and instructed not to speak to the contractors. Ms. Lewis noted to make claims the firefighters had a role in the minutia of the installation is absurd. Ms. Lewis also explained the other issues the firefighters have brought to the contractor’s attention include wiring, generators not hooked up correctly and various other little things. Ms. Lewis wanted to make it clear the fire department is appreciative of the new building, but it has been a headache at every turn and does not work for the operations. Ms. Kwalscheck noted not speaking to the contractors is very normal to eliminate firemen answering contractor questions. The firemen are capable of taking measurements in the process and met the requirements of the grant to have someone on site daily during the project. Ms. Lewis finds it a stretch to hold firefighters accountable for work between certifying someone on site daily, taking measurements and running the water line correctly. To hold the fire fighters accountable is not acceptable. Ms. Lewis also noted the changes to the building were not discussed with the fire fighters and could have easily been corrected had communication happened with those utilizing the facilities. Mr. Kwalscheck addressed the generator and admitted it was hooked up incorrectly and in the process of being corrected. Ms. Lewis feels that money was spent unnecessarily, for example installing plumbing that was not used and concrete poured when a bay was not installed.

Elaine Anderson asked if the series of public meetings were advertised and wanted to confirm if Ms. Jackson told the firemen they were not allowed to attend the meetings. Mr. Kwalscheck stated the meetings were advertised and Ms. Jackson denied ever telling the fireman they cannot attend the meetings. Commissioner Weaver stated the lines of communication have been bad. The county nor the firemen knew what was going on. Mr. Kwalscheck disagreed that the firemen did know what was going on.

Chairman Hunt asked if the remaining \$5,000 could be used for the repairs. Mr. Kwalscheck noted the grantee have to approve.

Commissioner Musselman said the only other issue is not having the certificate of occupancy and the building was given away. Ms. Jackson noted the building has not changed hands, but will be transferred to American Auto Glass with the stipulation that they would maintain their business for 10 years. Mr. Kwalscheck noted the biggest issue is taking care of the certificate of occupancy and will be addressed today.

The board requested information regarding the funding sources for the project. Mr. Ray explained the OCRA grant was \$500,000. Mr. Ray noted the Community Foundation for \$10,000 also contributed. USDA provided \$168,000. Commissioner Musselman noted the fireman had \$118,000, which totals over \$1 million dollars. Ms. Jackson did not know anything about the fireman raising funds. Ms. Lewis asked Ms. Jackson and she confirmed she is the one who changes the sign at the Macy Community Building. Ms. Lewis noted the sign at the Macy Community Building stated, "Thank you for supporting the fire department. \$118,677 raised." Ms. Jackson continued to deny knowing anything about funds raised by the community. Ms. Jackson mentioned she is aging and her memory is not the best, but she did not recall any fundraisers or other activity that would have produced \$118,000 for the department. The firemen noted they did a fish fry prior to COVID and laundry soap sales and gave funds to Ms. Jackson, which she also denied emphatically receiving any funds from the fire department.

Ms. Lewis attended the meeting on Wednesday regarding the transfer of the old building. Ms. Lewis noted it was not transferred via warranty deed, but rather a quit claim deed because according to Bryce Runkle, Town of Macy attorney, there is a snafu regarding the legal description of the property. Ms. Lewis went on to state that according to the resources online show the parcel is split between the Town of Macy and Town of Macy Fire Department. Ms. Lewis noted if it is a municipally owned property, it needs to go through advertising process and is concerned about the Macy Fire Department getting funding for the sale. Ms. Jackson noted Attorney Runkle reviewed the information and prepared the deed accordingly.

Chairman Hunt thanked Mr. Kwalscheck and Mr. Ray for coming in to discuss the fire department. The board received the following showing the cost breakdown of the project

Macy Fire Station					
Estimated Budget					
	OCRA	Other	Unfund	Total	
Construction	\$ 500,000.00	\$ 298,465.30	\$ -	\$ 798,465.30	
Engineering	\$ -	\$ 40,000.00	\$ -	\$ 40,000.00	
FE	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	
Total	\$ 550,000.00	\$ 338,465.30	\$ -	\$ 888,465.30	
Original Funding Sources					
Northern Indiana Community Foundation	\$ -	\$ 10,000.00			
Town of Macy 475 Emergency 4th Community Association	\$ -	\$ 26,545.30			
West County Carpenters	\$ -	\$ 100,000.00			
OCRA Grant	\$ -	\$ 500,000.00			
USDA 468 Grant	\$ -	\$ 168,000.00			
Total	\$ -	\$ 804,545.30			
Contractor Breakdown					
	OCRA	Other	Change Orders	Unfund	Remaining Budget
Construction	\$ -	\$ 215,960.00	\$ 172,505.30	\$ -	\$ 388,465.30
Engineering	\$ -	\$ 40,000.00	\$ -	\$ -	\$ 40,000.00
FE	\$ -	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00
Total	\$ -	\$ 305,960.00	\$ 172,505.30	\$ -	\$ 478,465.30
Remaining Budget					
OCRA	\$ 500,000.00	\$ -	\$ -	\$ -	\$ 500,000.00
USDA	\$ -	\$ 168,000.00	\$ -	\$ -	\$ 168,000.00
Town of Macy	\$ -	\$ 26,545.30	\$ -	\$ -	\$ 26,545.30
Total	\$ 500,000.00	\$ 194,545.30	\$ -	\$ -	\$ 694,545.30
Additional Funding Sources					
	OCRA	Other	Change Orders	Unfund	Remaining Budget
Construction	\$ -	\$ 215,960.00	\$ 172,505.30	\$ -	\$ 388,465.30
Engineering	\$ -	\$ 40,000.00	\$ -	\$ -	\$ 40,000.00
FE	\$ -	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00
Total	\$ -	\$ 305,960.00	\$ 172,505.30	\$ -	\$ 478,465.30

NORTH CENTRAL INDIANA REGIONAL PLANNING COUNCIL

Mr. Ray presented to the board, a contract for services between North Central Indiana Regional Planning Council and Miami County. Mr. Ray explained NCIRPC's attorney suggested a contract due to the amount of funding through READI I and now READI II. Commissioner Musselman made a motion to approve the contract as presented. Commissioner Weaver 2nd the motion and it passed 3-0.

**CONTRACT FOR PROFESSIONAL COMMUNITY AND ECONOMIC DEVELOPMENT SERVICES
BY AND BETWEEN
MIAMI COUNTY
AND NORTH CENTRAL INDIANA REGIONAL PLANNING COUNCIL**

THIS CONTRACT entered into, and the 15th day of April, 2023, by and between Miami County Commissioners (hereinafter referred to as Partner) and the North Central Indiana Regional Planning Council, (hereinafter referred to as the NCIRPC).

WHEREAS, the Partner has a need for professional services related to community development activities in Partner's plans, such as Miami County, and also, and

WHEREAS, the Partner desires to engage in certain activities necessary to development in the community and economic base of the Partner and County; and

WHEREAS, NCIRPC is a regional planning Council that can provide assistance and resources to Partner using regional resources and services that are not readily available to Partner; and

WHEREAS, the Partner desires to engage the NCIRPC to render certain assistance in connection with such undertakings of the Partner and County;

NOW, THEREFORE, the parties hereto mutually agree as follows:

1. **Scope of Services:** The NCIRPC shall perform all necessary services under this contract in conjunction with and respecting the Partner, and shall do, perform, and execute, in a satisfactory and proper manner as determined by the Partner, including, but not limited to, the following:

- a. **Infrastructure Development:** NCIRPC shall work with the Partner in developing road systems, development of water sewer projects, and other projects as any other project deemed necessary by the Partner as related to the overall community and economic development of County;
- b. **Community Development:** NCIRPC shall work with the Partner in community development projects that enhance local communities and make them attractive for citizens and residents.

2. **Effective Date and Term of Contract:** The services of the NCIRPC are to commence on the effective date of January 1, 2023 and to extend for a period of two years (Contract Term). The Contract Term shall renew automatically unless terminated as provided in this contract.

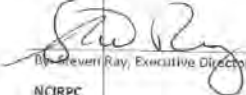
3. **Compensation:** The Partner and the NCIRPC agree that the annual fees paid by the Partner to the NCIRPC shall be calculated and paid as follows: the amount of 7,700 per year, based upon the population of the County as reported by the most recent official census.

4. Budget. The NCIRPC shall establish an annual budget for its operations for a calendar year and shall notify the Partner of the amount of said budget.
5. Time of Payment. Time of payment of fees shall be as agreed by the parties hereto, but in no event less often than annually and prior to the end of each calendar year. Fees for each year of this agreement shall be computed in the same manner.
6. Changes. The Partner may, from time to time, request changes in the Scope of Services, Section A of this Contract of the NCIRPC to be performed hereunder; Such changes, including any increase or decrease in the amount of the NCIRPC's compensation, which are mutually agreed upon by and between the Partner and the NCIRPC shall be incorporated in written addenda to this Contract. The NCIRPC may request a change in the maximum amount payable by the Partner in the event that said maximum amount does not provide just compensation for services provided hereunder. Such changes which are mutually agreed upon by and between the Partner and the NCIRPC shall be incorporated in written addenda to this Contract.
7. Personnel. The NCIRPC represents that it will be responsible for execution of services under this Contract. All services required hereunder will be performed by the NCIRPC or its agent and all individuals engaged in the work shall be fully qualified and shall be authorized or permitted under State and local law to perform such services.
8. NCIRPC Records Maintenance. The NCIRPC shall maintain accounts and records, including personnel and financial records, adequate to identify and account for all costs pertaining to this contract and such other records as may be deemed necessary to assure proper accounting for all project funds. These records will be made available for audit purposes and will be retained for three (3) years after the termination of this Contract unless permission to destroy them is granted.
9. Findings Confidential. All of the reports, information, data, etc., prepared or assembled by the NCIRPC under this Contract are confidential and the NCIRPC agrees that they shall not be made available to any individual or organization without prior written approval of the Partner.
10. Copyright. No report, maps, or other documents produced in whole or in part under this Contract shall be the subject of an application for copyright by or on behalf of NCIRPC.
11. Compliance with Local Law. The NCIRPC shall comply with all applicable laws, ordinances and codes of the State and Local governments.
12. Term and Termination. This contract shall continue on successive two-year terms, provided, however either party hereto may withdraw from this agreement upon giving the other party a two-year written notice. No cause for withdrawal need be stated in such notice and upon the passage of one year from the delivery of said notice, this agreement shall terminate and be of no further force or effect.
13. Participation. The parties hereto agree the success of this agreement in meeting and fulfilling the objectives and scope of service as above mentioned depends upon the participation of and

payment of appropriate compensation to the NCIRPC by each Partner. In the event a majority of said Partners fail to enter into an agreement with the NCIRPC on the same terms as to compensation as provided in above, then this agreement shall be null and void and of no effect.

IN WITNESS WHEREOF, THE Partner and the NCIRPC have executed this Contract as of the date written below.

Date: April 15, 2024


By: Steven Ray, Executive Director
NCIRPC


By: Alan Hunt, Chairman


By: Fred Musselman, Vice-Chairman


By: Brenda Weaver, Member

ATTEST: 
By: Mary Brown, Auditor
MIAMI COUNTY

HIGHWAY

Highway Superintendent, Kerry Worl asked Attorney Mark Frantz about the ongoing issue at 1400 S. Attorney Frantz explained he would be responding to the most recent letter received from the Phillip's. From there, the only avenue the county could take would be to file a lawsuit regarding the dam causing the flooding. Attorney Frantz noted it would not be a speedy process. Superintendent Worl noted he received another photo showing Mr. Phillips putting dirt and filling in the areas where water was running out. Attorney Frantz is concerned about proving Mr. Phillips put the dirt in the areas based on the evidence. Superintendent Worl is concerned about water and safety and is not able to close the road because homeowners would not be able to access their homes. Attorney Frantz suggested closing smaller sections or only open to homeowners. Superintendent Worl is concerned about the amount of time it could take to resolve through a trial and the amount of money the county would spend to resolve the issue. Attorney Frantz noted it may be better to meet the demands requested of the homeowner, however Miami County cannot address the issues with the water that fall on the Howard County side. Attorney Frantz can offer the Phillip's to install drainage, but he was under the impression that is not the route the county wanted to take. Sheriff Tim Hunter stated that this issue is affecting a heavily traveled road and the issue has already caused a serious accident. Attorney Frantz explained unless the county follows the proper procedure to install a regulated drain through the property, the county cannot remove dirt Mr. Phillip's put up because it is not in the right-of-way. Attorney Frantz explained the best way to address the issue is to barricade the road because the entire process with the judicial system is slow moving. Commissioner Musselman does not want to give in when someone is clearly in the wrong, however if the legal process could drag out for a couple of years, he would rather see the county go through the process of installing a legal drain.

MINUTES

Commissioner Musselman made the motion to approve the minutes from the April 1, 2024 meeting. Commissioner Weaver 2nd the motion and it passed 3-0.

PAYROLL

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

CLAIMS

Commissioner Musselman made the motion to approve the claims. Commissioner Weaver 2nd the motion and it passed 3-0

RESOLUTION 4/15/2024

The board received Resolution 4/15/2024 A Resolution Amending the Miami County Employee Handbook Relating to Compensation. Auditor Brown explained the Council President requested a policy change to clearly outline and define the policy the board implemented last year at budget hearing where if an Elected Official/Department Head does not enforce the employee handbook, the board will recommend to the Council to not award raises to the Elected Official/Department Head and any employee that is violating policy. Auditor Brown spoke to Attorney Frantz about the request and he drafted the resolution for consideration. Commissioner Musselman made a motion to approve Resolution 4/15/2024 A Resolution Amending the Miami County Employee Handbook Relating to Compensation. Commissioner Weaver 2nd the motion and it passed 3-0.

THE BOARD OF COMMISSIONERS OF MIAMI COUNTY, INDIANA

RESOLUTION NO. 4115124

A RESOLUTION AMENDING THE MIAIM COUNTY EMPLOYEE HANDBOOK RELATING TO COMPENSATION

The Board of Commissioners of Miami County, Indiana, has adopted a Miami County Employee Handbook ("Employee Handbook") to provide employees and Elected Officials/Department Heads with information about working conditions, employee benefits, and the policies affecting employment.

The Board of Commissioners now desires to amend the Employee Handbook to amend the County's policy relating to the compensation for employees and Elected Officials/Department Heads.

NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:

1. The following policy of the Miami County Employee Handbook is hereby amended and revised as follows, to be effective when adopted:

3.2 COMPENSATION


All wages are determined by the County Council pursuant to the Salary Ordinance each year as amended from time to time. No employee or Elected Official/Department Head is guaranteed or entitled to any raise or increase in wages or other compensation from year to year or as part of any budget cycle. If an Elected Official/Department Head is not administering this Handbook properly and/or if an employee is not following the terms of this Handbook, in the sole discretion of the Board of Commissioners, then the Board of Commissioners may recommend to the County Council that no raise or increase in wages or other compensation be budgeted for the following budget cycle for any employee, department, and/or Elected Official/Department Head.

No employee shall receive more than the highest hourly/common labor wage prior to the end of their probationary period.


An employee will not be entitled to benefits during the probationary period. Upon completion of the probationary period, the employee will be entitled to receive benefits.

Adopted this 15th day of April, 2024.

BOARD OF COMMISSIONERS OF MIAMI COUNTY


Alan Hunt, Chairman


Fred Musselman


Brenda Weaver

ATTEST:


Mary Brown, Miami County Auditor

COMP TIME

Commissioner Weaver asked about employees clocking in early to get comp time, because she knows it has been an issue. Auditor Brown explained if the board want to put tighter constraints on address employees not clocking in early to get comp time, they would need to adjust their policy. The board asked Auditor Brown to work with Attorney Frantz to revise the policy for review and approval.

ADJOURN

Commissioner Musselman made a motion to adjourn. Commissioner Weaver 2nd 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

NOTICE OF AND AGENDA FOR:
HOWARD COUNTY BOARD OF COMMISSIONERS' REGULAR MEETING
HOWARD COUNTY ADMINISTRATION CENTER
220 NORTH MAIN STREET, ROOM 338 (3RD FLOOR)
MONDAY, APRIL 15TH, 2024, AT 4:00 P.M.

- I. Pledge of Allegiance, Prayer
- II. Special Announcements / Recognitions
 - A. Employee of the Month
- III. Approval of Previous Meeting's Minutes
- IV. Departmental Business & Reports
 - A. *Maintenance Department– Bill Stonestreet*
 - i. Heat Pump Equipment Purchase
 - B. *Highway Department– Amber Tolle*
 - i. CCMG 2024-1 Resurfacing Project Advertisement
 - ii. USJ On Call Agreement

New Business

 - C. US 31 PEL Study- HNTB
- V. Claims & Reports
 - A. Salary Claims
 - B. Payroll Expense
 - C. Operating Claims
 - D. Ratify Claims
 - E. Monthly Reports
 - F. Grants
- VI. County Attorney Issues
- VII. Commissioner Issues
- VIII. Public Comments
- IX. Adjourn

JACK W. DODD, PRESIDENT
R. BRAD BRAY, VICE PRESIDENT
JEFF S. LIPINSKI, MEMBER

HOWARD COUNTY BOARD OF COMMISSIONERS' MEETING: APRIL 1, 2024

The Howard County Board of Commissioners met in Regular Session on Monday, April 1, 2024, at 4:00 p.m. in Hearing Room 338 of the Howard County Administration Center. Those in attendance included Commissioner President Jack Dodd, Commissioner Vice President Brad Bray, Commissioner Member Jeff Lipinski, County Attorney Alan Wilson, and County Auditor Jessica Secrease.

The meeting was called to order by Sheriff Jerry Asher and conducted by President Dodd. Commissioner President Dodd led the Pledge of Allegiance, and Commissioner Lipinski offered a word of prayer.

IN THE MATTER OF APPROVAL OF MINUTES:

The minutes of the March 18, 2024, regular meeting, having been previously submitted and reviewed, were approved as presented on a motion made by Commissioner Lipinski. Commissioner Bray seconded the motion, and the motion carried.

IN THE MATTER OF DEPARTMENTAL BUSINESS & REPORTS:

COMMUNITY CORRECTIONS

Averhealth MOU

Chief Probation Officer Dustin Delong presented a new MOU with Averhealth. Some new changes will include a slight increase in drug screen cost. Commissioner Bray made a motion to approve Commissioner Dodd to sign the MOU with Averhealth. Commissioner Lipinski seconded the motion and the motion carried.

MAINTENANCE DEPARTMENT

Heat Pump Equipment Purchase

Maintenance Superintendent Bill Stonestreet submitted a quote to replace the heat pumps at the Howard County Jail from Invelop Group in the amount of \$895,260.00. Mr. Stonestreet stated that this will include 69 new heat pumps, DOAS units, boilers, and pumps. He also stated that the new heat pumps would include the new 454B refrigerant.

Commissioner Lipinski stated that he really struggled with this purchase because all the heat pumps must be changed at once. He stated that in the next five to ten years they will be building a new jail, but he understands that the current jail can be repurposed. He stated that this is a huge commitment, and he wants to know how many new compressors have been put in over the last couple years.

Mr. Stonestreet stated that they replace at least three every year and does not have a record of what has been replaced and what has not. The compressors that have been installed do not include the new refrigerant. He stated that if they are planning on repurposing the jail, then it is something they must do. He stated that the old refrigerant is very expensive to purchase and that the heat pumps are overworked in the summertime. Mr. Stonestreet stated that if they were to order the heat pumps now then the project could possibly be done by the end of the year.

Commissioner Lipinski asked what the cost of installing this equipment might cost. Mr. Stonestreet stated that he estimates it to be double the cost of the equipment and that it will be a very hard insulation.

A motion was made by Commissioner Lipinski to take the heat pump purchase under advisement. Commissioner Bray seconded the motion, and the motion carried.

Highway Barn Dry Storage Additional

Maintenance Superintendent Bill Stonestreet submitted a quote for additional repairs to the highway dry storage barn in the amount not to exceed \$7,000.00. Mr. Stonestreet requested to pay this from the Cumulative Capital Building Repair Account (line item 1138.47241.000.0000). A motion was made by Commissioner Lipinski to approve the quote for additional repairs to the highway barn dry storage in the amount not to exceed \$7,000.00 as presented. Commissioner Bray seconded the motion, and the motion carried.

Courthouse Chiller Additional

Maintenance Superintendent Bill Stonestreet submitted a quote for additional electrical needed for the courthouse chillers in the amount of \$2,500.00. Mr. Stonestreet requested to pay this from the Cumulative Capital Building Upgrades Account (line item 1138.47243.000.0000). A motion was made by Commissioner Lipinski to approve the quote for additional electrical needed for the courthouse chillers in the amount of \$2,500.00 as presented. Commissioner Bray seconded the motion, and the motion carried.

Waste Management Contract

Maintenance Superintendent Bill Stonestreet submitted a new contract with Waste Management. A motion was made by Commissioner Lipinski to approve Commissioner Dodd to sign the contract with Waste Management as presented. Commissioner Bray seconded the motion, and the motion carried.

PLAN COMMISSION

Rezoning (Case 3-CZ-24)

Plan Commission Executive Director Greg Sheline submitted Ordinance No. 2024-BCCO-14 for the rezoning of the property located at 1645 E. 550 N., Kokomo, Indiana from AG (Agriculture) to RR (Rural Residential). There was a favorable recommendation by the Board. There was no remonstrance. With the rezoning request having been heard, Commissioner Lipinski made a motion to approve Ordinance No. 2024-BCCO-14 as presented. Commissioner Bray seconded the motion, and the motion carried.

Subdivision (Case 1-CP-24)

Plan Commission Executive Director Greg Sheline submitted a new subdivision, Helm Estate Subdivision, located on a new lot at 1645 E. 550 N., Kokomo, Indiana. There was a favorable recommendation by the Board. There was no remonstrance. With the new subdivision request having been heard, Commissioner Lipinski made a motion to approve Helm Estate Subdivision, located on a new lot at 1645 E. 550 N., Kokomo, Indiana as presented. Commissioner Bray seconded the motion, and the motion carried.

Rezoning (Case 4-CZ-24)

Plan Commission Executive Director Greg Sheline submitted Ordinance No. 2024-BCCO-15 for the rezoning of the property located at 3101 E. 200 S., Kokomo, Indiana from AG (Agriculture) to RR (Rural Residential). There was a favorable recommendation by the Board. There was no remonstrance. With the rezoning request having been heard, Commissioner Bray made a motion to approve Ordinance No. 2024-BCCO-15 as presented. Commissioner Lipinski seconded the motion, and the motion carried.

Subdivision (Case 2-CP-24)

Plan Commission Executive Director Greg Sheline submitted a new subdivision, Willis Acres Subdivision, located on a new lot at 3101 E. 200 S., Kokomo, Indiana. There was a favorable recommendation by the Board. There was no remonstrance. With the new subdivision request having been heard, Commissioner Brad made a motion to approve Willis Acres Subdivision, located on a new lot at 3101 E. 200 S., Kokomo, Indiana as presented. Commissioner Lipinski seconded the motion, and the motion carried.

Rezoning (Case 5-CZ-24)

Plan Commission Executive Director Greg Sheline submitted Ordinance No. 2024-BCCO-16 for the rezoning of the property located at 8717 E. 100 S., Kokomo, Indiana from AG (Agriculture) to RR (Rural Residential). There was a favorable recommendation by the Board. There was no remonstrance. With the rezoning request having been heard, Commissioner Lipinski made a motion to approve Ordinance No. 2024-BCCO-16 as presented. Commissioner Bray seconded the motion, and the motion carried.

Subdivision (Case 3-CP-24)

Plan Commission Executive Director Greg Sheline submitted a new subdivision, Elkin's Subdivision, located on a new lot at 8717 E. 100 S., Kokomo, Indiana. There was a favorable recommendation by the Board. There was no remonstrance. With the new subdivision request having been heard, Commissioner Lipinski made a motion to approve Elkin's Subdivision, located on a new lot at 8717 E. 100 S., Kokomo, Indiana as presented. Commissioner Bray seconded the motion, and the motion carried.

Rezoning (Case 6-CZ-24)

Plan Commission Executive Director Greg Sheline submitted Ordinance No. 2024-BCCO-17 for the rezoning of the property located at 4477 N. 50 E., Kokomo, Indiana from AG (Agriculture) to C2 (Medium to Large Scale General Commercial). There was a favorable recommendation by the Board. There was no remonstrance. With the rezoning request having been heard, Commissioner Lipinski made a motion to approve Ordinance No. 2024-BCCO-17 as presented. Commissioner Bray seconded the motion, and the motion carried.

IN THE MATTER OF NEW BUSINESS:

North Central Indiana Regional Planning Council Presentation

Executive Director of the North Central Indiana Regional Planning Council Steven Ray presented the Commissioners with an update on current operations and projects the council has completed and are working on. Mr. Ray stated that 25% of their READI funds have been put in use so far. He stated that he appreciates the counties support. Mr. Ray presented the commissioners with the council's updated comprehensive economic development strategy. This is their guidebook for the next five years and helps the local community when the council is applying for grants.

Resolution No. 2024-BCCR-07

Steven Ray presented the Commissioners with Resolution No. 2024-BCCR-07 Approving the 2024 Five Year Comprehensive Economic Development Strategy. Commissioner Lipinski made a motion to approve Resolution No. 2024-BCCR-07 Approving the 2024 Five Year Comprehensive Economic Development Strategy. Commissioner Bray seconded the motion and the motion carried.

Mr. Ray presented a draft contract. Commissioner Dodd stated that they will have the County Attorney look over the contract and get back with them.

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 March 22, 2024, in the amounts of \$1,107,417.45 were submitted and approved on a motion made by Commissioner Bray. Commissioner Lipinski seconded the motion, and the motion carried.
2. **Payroll Expenses:** The Commissioners' Payroll Expenses for payment on March 22, 2024, in the amounts of \$1,107,417.45 were submitted and approved as presented on a motion made by Commissioner Bray. Commissioner Lipinski seconded the motion, and the motion carried.
3. **Operating Claims:** The Commissioners' Operating Claims to be paid April 01, 2024, in the amount of \$1,128,760.69 was submitted and approved as presented on a motion made by Commissioner Bray. The motion was seconded by Commissioner Lipinski, and the motion carried.

IN THE MATTER OF COMMISSIONER ISSUES:

Commissioner Lipinski stated that the hearing on the Steven's property has been continued to May 1st, 2024.

IN THE MATTER OF PUBLIC COMMENT:

Resident Tim Hinton of 7380 E 400 S., Kokomo, Indiana: Mr. Hinton stated that he is concerned with the new rock quarry that is in Tipton County and is testing in Howard County. Mr. Hinton stated that he was told that they will start blasting in June of this year. He is concerned about his and his neighbor's wells. He stated that he has read that the rock quarry is not responsible for his well if it goes dry and that insurance does not cover wells. He stated that he must

now sign up for earthquake insurance for any damage caused by the blast. Commissioner Dodd asked if Mr. Sheline knew about the rock quarry. Mr. Sheline stated that he was told that it would all be contained in Tipton County. Mr. Sheline suggest that the commissioners reach out to the commissioners in Tipton County for more information. Commissioner Dodd stated that he was aware of the quarry in Tipton County but not in Howard County. Mr. Hinton stated that he heard Martain Marietta oversees the new quarry in Howard County. Commissioner Dodd stated that he and Mr. Sheline will make a call to Martain Marietta to get some answers. Mr. Hinton stated that he is going to reach out to the DNR to see if they know anything about the water level around his home.

Mr. Hinton stated that there are a lot of accidents around State Road 19. He stated that Tipton County has stop lights that flash and wants to know why Howard County does not. Commissioner Dodd stated that they will contact their Highway Superintendent and look into it.

Resident Clee Oliver of 5768 W. 00 N.S., Kokomo, Indiana: Mr. Oliver presented the commissioners with an Ordinance from Tipton County and a few articles from Fox 59 that look into the water issues. He stated that he would like to see the Commissioners create an Ordinance to protect the home owners.

*There being no further business to come before the Board of Commissioners at this time
the meeting was adjourned at 4:51 p.m. on a motion made by Commissioner Lipinski.
The motion was seconded by Commissioner Bray, and the motion carried.*

HOWARD COUNTY BOARD OF COMMISSIONERS:

JACK W. DODD, PRESIDENT

R. BRAD BRAY, VICE PRESIDENT

JEFF S. LIPINSKI, MEMBER

ATTEST:

JESSICA SECREASE, AUDITOR

Howard County Commissioners' Meeting: April 1, 2024

MIAMI COUNTY COUNCIL
25 NORTH BROADWAY
PERU, INDIANA 46970
APRIL 18, 2024

President Chittum – Present
Councilman Fruth – Present
Councilman Donaldson – Present
Councilman Wiles – Present
Councilman Allen – Present
Councilman Sailors – Present
Councilman Nutt-Present

President Chittum called the meeting to order.

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

MINUTES

Councilman Allen made a motion to approve the March 19, 2024 minutes.
Councilman Fruth 2nd the motion and it passed 7-0.

ADDITIONAL APPROPRIATION/TRANSFERS

President Chittum reviewed the following additional appropriation request.

COUNTY GENERAL **\$20,000**

-Training expenses for Sheriff

Auditor Mary Brown explained a few years ago, the Clerk switched to a new software program when reporting for the fees and fines collected monthly from bonds and tickets. At that time, one of the fund numbers was setup wrong by the vendor, which reported funds for all units as owed to the Miami County Sheriff. Auditor Brown caught the error and made the correction last year, which reduced the funds available for training to approximately \$800. Due to the new Road Deputies hired, the additional funding is needed to complete their training requirements.

COUNTY GENERAL **\$ 5,000**

-Physical/Psychiatric Exams

Auditor Brown explained the Superior Court II ran short of funds for physical and psychiatric exams, causing a shortfall. Auditor Brown explained the courts have been required to order more exams than in the past.

PROBATION SERVICE DOG GRANT **\$ 288**

-Expenses for dog

PROBATION INCENTIVES GRANT **\$ 1,694**

-ART Training \$944

-Crisis Intervention Training \$250
-Afterschool Program \$500

SIM OPIOID GRANT **\$ 450**
-MRT workbooks for jail inmates

STATEWIDE E 9-1-1 **\$45,000**
-Radio project/repairs

Auditor Brown explained the additional funding is to cover the cost to upgrade the 9-1-1 radios to allow for encryption. Auditor Brown explained some law enforcement agencies have gone to encrypted stations for safety reasons and need to upgrade in order to assist.

Councilman Fruth made a motion to approve the additional appropriation requests as presented. Councilman Sailors 2nd the motion and it passed 7-0

ITEMS FOR COUNCIL ACTION
2024 SALARY ORDINANCE UPDATE

President Chittum reviewed the change to the 2024 Salary Ordinance to reflect adding the additional full-time nurse approved by the Council in March. Councilman Fruth made a motion to approve the 2024 Salary Ordinance to reflect adding the additional full-time nurse approved by the Council in March. Councilman Allen 2nd the motion and it passed 7-0.

REQUEST FOR AUDIENCE
PROPEL US 31

Cassidy Hunter and Dan Miller, Propel US 31 came before the Council to present an update on the status of the US 31 project as given to the Board of Commissioners on April 15, 2024. Ms. Hunter reviewed the phases of the project, noting we are currently in the Universe of Alternatives. Propel US 31 identified 55 improvement concepts in Phase I and 14 solutions in Phase II. Ms. Hunter noted the solutions then advance to level 3 screening, which include both all options to meet the requirements of the study being performed. Ms. Hunter stated the study for Phase II was released on March 27 and this, along with all information related to the project can be found on the Propel US 31 website.



Smarter Transportation.
Stronger Communities.

US 31

Together, we can ProPEL Indiana forward.
Comments accepted through December 22, 2023.

Universe of Alternatives

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

The Universe of Alternatives is the first of three levels of screening for potential solutions to the transportation issues in the US 31 South study area.

Each concept is being evaluated to determine if it meets the study's identified Purpose and Need. Public input and technical analysis will guide the screening process.



At this beginning stage, solutions include a wide range of possibilities.



New and innovative solutions are being considered to meet corridor needs.



Potential solutions that do not address the corridor needs will be eliminated.



As screening continues, the detail associated with each alternative will increase.

The Universe of Alternatives includes primary concepts, complementary concepts, and design elements. See the back of this handout for more information.



The US 31 South study area extends from 276th Street in Hamilton County to just south of the Eel River in Miami County, excluding the Kokomo bypass.

Scan to view the US 31 South Universe of Alternatives, learn more, and share your input.



Sign up for study updates.
www.propelus31.com



Find definitions and graphics of each Universe of Alternative concept at propelus31.com.

Primary Concepts

Primary concepts are improvements addressing most identified transportation needs or improvements that could advance as a standalone alternative.



Access Management | Strategies include controlling and optimizing the way vehicles and pedestrians enter, exit, and interact with the highway, which is typically accomplished by eliminating conflict points.



Unsignalized Intersection Improvements | Existing unsignalized intersections would be reconfigured to improve safety and efficiency, possibly including reduced conflict intersections (RCI), roundabouts, widened medians, and conversion to right-in/right-out intersections.



Cross-Road Overpasses/Underpasses | Intersecting roadways are physically separated so both the highway and the cross-street traffic are free flow.



Convert to Interchange | Based on the volume of traffic, intersections would be converted to interchanges to improve safety and reduce conflict points.



Free Flow | A roadway where users are not required to stop. This could be accomplished in different ways, ranging from removing traffic signals in the study area to converting the roadway in the study area to a limited access freeway.

Complementary Concepts

Complementary concepts are improvements that address some identified transportation needs or that may benefit specific locations. These could be considered at specific locations as part of primary concepts.

- Auxiliary Lanes
- Signal Timing Updates/Coordination
- Add/Lengthen Turn Lanes
- Add/Extend Acceleration Lanes
- Signalized Intersection Improvements
- Ramp Terminal Intersection Improvements
- Roadway Lighting
- Warning Systems
- Freight Priority System

Design Elements

Design elements are improvements that would not address any of the identified transportation needs in the study area; however, these may provide some benefit and should be considered and/or incorporated into primary or complementary improvement concepts.

- Median Safety Improvements
- Realign Skewed Intersections
- Intersection Sight Distance Improvements
- Traffic Control Visibility Upgrades
- Pavement Marking Improvements
- Roadway Signage Improvements
- Accommodate Wildlife Crossing
- Geometric Improvements
- Roadway Drainage Improvement
- Gateway/Corridor Treatment
- Speed Management
- Alternative Fuel/Electric Vehicle Considerations
- Bicycle/Pedestrian Facilities



COUNCIL DISCUSSION & COMMITTEE UPDATE

Councilman Fruth noted the Plan Commission issued 22 permits in March. Currently, there are 33 unsafe buildings and 82 active violations.

PUBLIC COMMENT

Peter Sahaidachny asked if there was anything that could be done about the excessive speed on Paw Paw Pike. Sheriff Hunter explained there is not much that can be done. While it might appear, people are traveling a high rate of speed, they have rarely found someone driving at excessive speeds. The Council suggested Mr. Sahaidachny go before the Board of Commissioners with their concerns and see if there is anything that could be done.

President Chittum reminded the Council and audience of the change to the May meeting to May 14, 2024.

Councilman Nutt made a motion to adjourn. Councilman Fruth 2nd the motion and it passed 7-0.

Respectfully submitted

Mary Brown
Miami County Auditor

TIPTON COUNTY BOARD OF COMMISSIONERS' MEETING: APRIL 22, 2024

EXECUTIVE MEETING

The Tipton County Board of Commissioners met in Regular Sessions on Monday, April 22, 2024, 9:00 am. Those in attendance were Dennis Henderson, Tracey Powell, Nancy Cline, and County Attorney, Mark Regnier.

The meeting was opened with a word of prayer by pastor Steve Brown from Normanda Christian Church. Commissioner Henderson led the Pledge of Allegiance.

Commissioner Powell made a motion to amend the agenda to at TMSA and Zack Sands under new business. Motion carried.

IN THE MATTER OF APPROVAL OF MINUTES:

The Meeting Minutes below were tabled due to the Commissioners not having reviewed. No motion was made.

Regular Meeting Minutes February 26, 2024
Regular Meeting Minutes of March 11, 2024
Joint Meeting of the RDC – February 21, 2024
Regular Meeting Minutes of 3-25-24
Regular Meeting Minutes of 4-8-24

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 \$233,681.58, for payment on April 26, 2024, were submitted and approved as presented on a motion by Commissioner Cline. The motion was seconded by Commissioner Powell, and the motion carried.

Operating Claims: The Commissioners' Operating claims for payment on April 22, 2024, in the amount of \$152,443.66, were submitted and approved as presented on a motion by Commissioner Powell. The motion was seconded by Commissioner Cline, and the motion carried.

Early Docket(s): Early Docket #1 for payment on April 17, 2024, in the amount of \$37,997.50, was submitted and approved as presented on a motion by Commissioner Powell. The motion was seconded by Commissioner Cline, and the motion carried.

IN THE MATTER OF DEPARTMENT BUSINESS AND REPORTS:

County Highway Engineer

Highway Engineer, Phil Beer presented the Engineer Report with discussion as follows:

Phil Beer presented information on the Landfill. He explained that the Council did allow for advertisement of the funds for the CCMG Matching Grant in the sum of \$325,975.00. The project will start on the first week of May. The CCMG 2023-01, Old SR 28, was They are finishing stone on 300 W and have completed the approaches. He addressed the new CCMG Matching Grant Project 2024-02 which will be submitted later this year. Phil stated that there will be a BOT meeting at the Fairgrounds Community Building where the Master Plan for the Fairgrounds projects will be discussed. This meeting will be held on May 26th at 6:30 p.m. in the Community Center, and is open to the public.

The Planning Department will not be moved to the third floor until later in the year.

Phil commented that there is an old structure on Old Meridian that needs replaced and will be paid from Cum Bridge Fund. Funds are available in the fund.

Tipton County Highway

Highway Superintendent, Bret Morris presented the Highway Report with discussion as follows:

Bret Morris made a motion to advertise for Bids on liquid asphalt materials. The advertisement will be posted on April 24, 2024, and May 8, 2024. The bids will be submitted to the Highway Department and opened by the Board of Commissioners at their next meeting on May 20, 2024, at 9:00 a.m. A motion to allow the advertisement for bids for liquid asphalt and advertised on April 24th and May 8th, 2024, and for bids to be opened on May 20, 2024, at the next regular Board of Commissioners Meeting was made by Commissioner, Nancy Cline. The motion was seconded by Commissioner Powell, and the motion carried.

NEW BUSINESS

Mark Baird – Lilly Endowment Housing

February 2022, the Board of Commissioners identified housing as a need in the Countywide Vision Plan. Mr. Baird is proposing that the county move forward with housing in Tipton County. **FILL IN HIS SPEECH DISCUSSION.** He is making a request that the Board of Commissioners sign a letter of support and concept document showing the support of the Board of Commissioners. He believes Abbie Smith sent a sample letter to the Board for review. Commissioner Cline asked for clarification. Mark Baird stated that there are up to \$5,000,000. Awards to small counties like Tipton County. The concept paper will layout the need in Tipton County. The details of this grant is yet to be determined as they are in the beginning stages of the conceptual plan. Mark Baird asked for the support of the Commissioners in signing the conceptual letter. The letter was not sent to the Auditor to include in the packets for the Commissioners. Mark Baird will need to provide this document to the Commissioners.

Mark Baird returned with the letter regarding the TCF's Concept Paper which is regarding a track of land located on Fairgrounds Road between Oasis Church and Doctor's Park. This area is approximately +/- 3.5 acres of land. Commissioner Cline asked for this track of land to be identified for clarity for public record and be added into the TCF's Conceptual Letter. The letter presented is solely for the purpose of the Foundation obtaining the support of presenting a conceptual letter/plan for the endowment proposed. A motion to approve the conceptual letter/plan with an amendment including the explicit parcel number

and identifying the 3.5 acres clearly was approved on a motion made by Commissioner Cline. The motion was seconded by Commissioner Powell. The motion carried.

Mark Baird amended the letter regarding TCF's Concept and presented to the Board of Commissioners for signature this date.

Cassidy Hunter – Communications Manager / Propel US 31 Study

Ms. Hunter presented the US 31 Propel Study to the Board of Commissioners. They are beginning the level II process, alternative screenings for improvements. There are a total of three levels. The purpose of the level II process analysis is to identify fourteen potential solutions as primary and complimentary concepts. Primary intersections are where US 31 intersects with other major roadways, access points for school buses, agricultural equipment, etc. The level two screening will create the building blocks for the level II screening. The plan was discussed via an overview of the improvements identified. She further discussed the five major concepts including, Access Management; Unsignalized Intersection Improvements; Crossroad Overpasses/Underpasses; Covert to Interchange; Free-Flow Facilities (Full and partial Access Control). The US 31 South study area had 18 primary intersections noted. CR 400 S. was added as an intersection due to the crossover of Pike Elementary School. The review should include a list of alternatives to move forward to level III. The US 31 Propel study and upcoming events and locations, can be found at: propelus31.com

Cara Kellerman – ENCORE

Cara Kellerman presented to the Board of Commissioners regarding an application with INDOT several years ago and were able to provide a new van and a new bus???? She further explained that INDOT 5311 is now open for counties to request grant funds to assist in the ENCORE Program. INDOT is moving to Regional Area Funding. Cara on behalf of ENCORE, would like to partner with Carroll County in order to obtain a sub-recipient award. In order to request a sub-recipient award through Carroll County, they will be required to have a signed Resolution #2024-03, by the Tipton County Auditor, Melissa Pickering and the Board of Commissioners, Tracey Powell, Nancy Cline and Dennis Henderson. The funding will cover the period of January 1, 2025, through December 31, 2025. The Board of Commissioners are in favor of support for Cara and ENCORE with this funding through Carroll County and INDOT 5311 Grant. There is a match requirement that will be met by ENCORE at this time and Cara believes ENCORE can meet this match. There is no obligation for funding by the Commissioners required to fund this program. A motion to approve the interlocal agreement between Tipton County and Carroll County, was made by Commissioner Powell, and seconded by Commissioner Cline. The motion carried. A motion to approve Resolution Number 2024-03 and approve Dennis Henderson to sign on behalf of the Board of Commissioners, was made by Commissioner Powell and seconded by Commissioner Cline. The motion carried.

Patti Elisario – Food Truck Events/TMSA:

Ms. Elisario made a request of the Board of Commissioners to utilize the Courthouse restrooms, courthouse lawn, and the east and west parking lots for the Main Street Food Truck Events. The dates are as follows:

May 17, 2024
June 21, 2024
July 19, 2024

The motion to approve the use of the county facilities as stated above was made by Commissioner Powell and seconded by Commissioner Cline. The motion carried.

Zack Sand – Sand Strategies - Broadband

Zack presented to the Board of Commissioners the considerations of awards for Broadband and identifying the greatest need for services in Tipton County. The provider often requests investment of 10-25% in permitting fees. He discussed the cost to implement Broadband and tools that can be utilized to spur investment. They will be working with the highway department going forward with the plan for broadband. Many of these programs will be in lieu of a 80/20% match. They will know more by June 5, 2024, in regard to direct fibre build, fixed wireless and high cost areas (a fixed wire solution may be an option for the high cost area). They will know more about what is eligible and what areas may not be included in the fibre optics/broadband plan.

Commissioner Powell asked for clarification on the Broadband “B” Challenge. The FCC website allows the public to challenge their location and opt in or request for Broadband in their area. The rural areas are a challenge to installation of fibre. Commissioner Powell asked about the deadlines for funding and delegation. Zack stated that the ARP Funds may be utilized for the Broadband match. The plan requires two years to be spent for Broadband. Zack stated that he gave Attorney, Mark Regnier a contract regarding Broadband. A copy was not submitted to the Auditor for record. Commissioner Cline asked if communities typically fund broadband or if a private investment company generally funds broadband. Zack stated that the “B” Program will be a grant and require a 20-25% match to obtain the grant for Broadband. NLC round four in another county has invested several million; however, is a much larger county. Zack will know more in June as to what funding will be expected.

According to Attorney, Mark Regnier, the Board of Commissioners will sign the Broadband Agreement as presented by Zack Sand from Sand Solutions.

Jason Henderson – Surveyor on Resolution 2024-04, Designating Certain Tangible Property as Surplus

Tipton County Surveyor, Jason Henderson presented the Resolution 2024-04, for the Commissioner’s to approve the permission to allow him to dispose of certain tangible Surplus for Disposal, of which value is less than \$5,000., as determined by the County Attorney. Mark Regnier read the Resolution into the record. The Resolution 2024-04, follows:

RESOLUTION BOC 2024-04

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF TIPTON COUNTY, INDIANA
DESIGNATING CERTAIN TANGIBLE PROPERTY AS SURPLUS
PROPERTY FOR PURPOSES OF DISPOSAL**

WHEREAS, Indiana Code (“IC”) Section 5-22-22-1 and its subparts, provide for the disposition of tangible surplus property by the county executive (“Commissioners”) under certain conditions; and,

WHEREAS, the Commissioners have determined that certain items of tangible personal property have no value, or a combined value of less than Five Thousand Dollars (\$5,000.00); and,

WHEREAS, the Commissioners have determined the property attached hereto on Exhibit A, (the “property”) is surplus property with an aggregate value of less than Five Thousand Dollars (\$5,000.00); and,

WHEREAS, Indiana Code Section (“IC”) 5-22-22-6 provides for sale or transfer of property with a value of less than Five Thousand Dollars (\$5,000.00), and IC 5-22-22-8 provides that property is worthless if the costs of sale and transportation exceed the value of the property; and,

WHEREAS, the Commissioners have determined that the costs of advertising, sale, and transportation of the property, exceeds the value thereof, and it is therefore not financially practical to conduct an auction or public sale of said property, or to employ a licensed auctioneer to dispose of the same.

NOW THEREFORE BE IT RESOLVED:

Section 1. That the property attached on Exhibit A is surplus property, having an aggregate value of less than Five Thousand Dollars (\$5,000.00), and that Tipton County by its disposal agent, Rich Vautaw, is now authorized to dispose of and or transfer such property for little or no consideration to whomever the disposal agent determines can best use said property.

Section 2. This Resolution is effective upon its passage.

BE IT SO RESOLVED THIS ____ DAY OF APRIL 2024.

TIPTON COUNTY BOARD OF COMMISSIONERS BY:

Dennis L. Henderson
President

Tracey Powell
Vice President

Nancy E. Cline
Board Member

ATTEST:

Melissa Pickering
Tipton County Auditor

Prepared by:
Mark R. Regnier
Tipton County Attorney
120 South West St.
Tipton, Indiana 46072
765-675-2211
markregnieratty@gmail.com

I have taken reasonable care to redact each social security number in this document, unless required by law. Mark R. Regnier.

A motion to approve Resolution 2024-04, designating certain tangible surplus property be disposed of, was made by Commissioner Cline. The motion was seconded by Commissioner Powell. The motion carried.

OLD BUSINESS

There was no old business.

PUBLIC COMMENT

There being no public comment, Commissioner Cline made a motion to close public comment. The motion was seconded by Commissioner Powell and the motion carried.

ADJOURNMENT:

The meeting was adjourned at 10:29 am, on a motion made by Commissioner Powell. The motion was seconded by Commissioner Cline, and the motion carried.

Approved this _____, day of _____, 2024.

Dennis Henderson, President

Nancy Cline, Vice President

Tracey Powell, Commissioner

Attest:

Melissa Pickering, Tipton County Auditor and
Secretary to the Board of Commissioners
Meeting Minutes of April 22, 2024.

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The Hamilton County Board of Commissioners met in Executive Session at 12:15 p.m. in Conference Room 1A. President Heirbrandt called the public session to order on Monday, April 22, 2024, at 1:10 p.m. declaring a quorum present of Commissioner Christine Altman, Commissioner Steve Dillinger, and Commissioner Mark Heirbrandt. Mr. Brad Davis led the Pledge of Allegiance.

EXECUTIVE SESSION MEMORANDA

Approval of Executive Session Memoranda

Dillinger moved to approve the April 22, 2024, Executive Session Memoranda. Altman seconded. Motion carried unanimously.

MINUTES

Approval of Minutes

Altman moved to approve the April 8, 2024, Board of Commissioners Meeting minutes. Dillinger seconded. Motion carried unanimously.

BID OPENINGS

Hamilton County Regional Utility District Contract Operations Request for Qualifications

Mr. Lee Buckingham stated four bids have been received by the deadline today.

- Citizens Energy Group
- Indiana American Water
- Tri-Co Regional Sewer Utility
- Asbury Water Technology Inc.

Mr. Connor Sullivan introduced Marty Wessler with Wessler Engineering to give an update of the timeline. Wessler stated the selection committee, Lee Buckingham, Steve Wood, CJ Taylor, and Commissioner Heirbrandt, would reevaluate the bids submitted down to three operators to interview, with interviews set for May 6, 2024. Wessler suggested interviewing all four candidates for equal opportunities for all. Then following the scoring of the interviews results to be brought to the Board of Commissioners meeting on Monday, May 13th with an evaluation. Altman suggested they chose to only interview three. Heirbrandt agreed. Heirbrandt asked Sullivan his advisement of the proposals. Sullivan suggested that they follow Wessler's timeline. A copy of each proposal will be provided to the Auditor's office and take it under advisement. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

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4-H Building Rental Bids

Mr. Connor Sullivan opened the bids for the 4-H Building Rental which contained \$500 deposit each.

- AMF Powerboats \$27,500.00
- Lakeview Marine, Inc. \$13,275.00

Sullivan recommended the bids be released to the Auditor's office to inform the 4-H office to provide recommendation at the next meeting on May 13, 2024. Altman so moved. Dillinger seconded. Motioned carried unanimously.

HIGHWAY BUSINESS

Road Cut Permits – RDCUT 2024-001 Terra Site Development

Mr. Jim Neal requested approval for a Road Cut Permit-Terra Site Development for a road cut across the frontage road 500 feet west of Towne Road on the north side as for a development going in. Dillinger so moved. Altman seconded. Motion carried unanimously.

Acceptance of Bonds and Letters of Credit – Highway Department

Neal requested acceptance of a Bond HCHD #B-24-0003 – FCCI Insurance Company for surface milling, patching and asphalt resurfacing Bond No. 6602113 issued on behalf of DC Construction Services, in the sum of \$1,385,531.49 for Resurface Contract 23-02 to expire one year after project completion. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Lowe's Way to Keystone Parkway Ramp Supplemental Agreement No. 10

Neal requested approval of Supplemental Agreement No. 10 (HCHD #E-15-0001) with CHA Consulting, Inc for litigation, maintenance, and monitoring. The supplement amount is \$2,613,985.00 for a new not to exceed amount of \$2,677,085.00. Altman asked if this was credits on market rates for two years and if we are almost to the end due to it being a five-year monitoring period. Neal confirmed it was credits on market rates and the that a certain percentage had be alive. Dillinger so moved. Altman seconded. Motion carried unanimously.

146th Street and Hazel Dell Parkway Intersection Improvements Supplemental Agreement No. 1

Neal requested approval of Supplemental Agreement No. 1 (HCHD #E-21-0836) with Butler, Fairman and Seufert, Inc. The supplement amount is \$240,500.00 for a new not to exceed amount of \$23,377,700.00. Dillinger so moved. Altman seconded. Motion carried unanimously.

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146th Street from US 31 to Hazel Dell Parkway Resurface Supplemental Agreement No. 1

Neal requested approval of Supplemental Agreement No. 11 (HCHD #E-21-0820) with A & F Engineering Co. LLC for additional design work needed as part of the resurface job on 146th Street from US 31 to Hazel Dell Parkway that was completed last year. During the reconstruction there were several ramps that needed reconstruction and they must be engineered. The supplement amount is \$7,575.00 for a new not to exceed amount of \$123,160.00. Altman so moved. Dillinger seconded. Motion carried unanimously.

Highway Meeting

Mr. Brad Davis announced there will be a Highway Meeting on Friday, May 3, 2024, at 8:30 a.m.

US 31 CORRIDOR PROJECT

US 31 Corridor Project Update

Ms. Cassidy Hunter of HNTB Engineering Design and colleague Dan Miller presented an update on the US 31 Corridor Project. Altman asked at what stage would they identify what type of intersections they have analyzed and determined in priority. Hunter responded that the concepts that one would see on their website would be the concepts that will be moving to level three. Miller explained that this study is in no way a final design. Altman stated the Commissioners do not want to see J-turns/Michigan lefts on that corridor.

PUBLIC SAFETY COMMUNICATIONS

AT&T ASEoD Hamilton County Contract

Mr. Mike Hubbs requested approval for the AT&T contract renegotiating allowing us to move from copper to fiber on the system that is used for the radio back up system. It is a reduction of \$1,000 a month. Altman so moved. Dillinger seconded. Motion carried unanimously.

Motorola Solutions Hamilton County Subscriber Order Change

Hubbs requested approval of the Motorola Solutions change order for radios that need ordered. This will not affect any decision on financing and allows us to accommodate for growth. Altman so moved. Dillinger seconded. Motion carried unanimously.

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National Public Safety Telecommunicators Week Proclamation

Hubbs thanked the Commissioners for the proclamation of National Public Safety Telecommunicators Week, April 14-20, 2024. It was important to the dispatchers and meant a lot to them to hear that message coming from the County Commissioners.

Altman asked about an item that had been amended from the agenda, White River Township Hamilton County Service Payment Agreement. Hubbs explained the item was removed due to the document needed to be revised and it would be presented at the next meeting. Altman asked Hubbs to work with the legal department due to a confidentiality agreement. The county needs to have a disclosure that says we will be confidential to the extent that we can under state law. Altman would prefer the County not be the primary on this contract but noted the County will guarantee payment.

COURT ADMINISTRATION

Request to Approve Contracts to Superior Court No. 3 Attorneys

Ms. Jill Acklin requested approval of the Public Defender changes in Superior Court 3. Contracts for Hamilton County Superior Court No. 3 for Lars Olson and Jacob Salathe replacing Drew Kirages effective April 1, 2024. Dillinger moved to approve both contracts. Altman seconded. Motion carried unanimously.

PROBATION

Cordant Lab Services Agreement

Ms. Krista Radican requested approval for the Cordant Lab Services Agreement for laboratory services. This will be for Probation and Community Corrections. Altman asked about the integrity of this vendor. Radican assured Altman of her confidence in the company and their services. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

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ISSD

2024 Orthophotography and Lidar Basemap Project – Independent QA/QC Services

Mr. Chris Mctens requested approval for the 2024 Orthophotography and Lidar Basemap Project – Independent QA/QC Services. This was a normal independent QA/QC check for the mapping that was done. It is normal procedure to have a third party checking our photography. Altman so moved. Dillinger seconded. Motion carried unanimously.

COMMUNITY DEVELOPMENT

Southwest Quad Sidewalk Improvement, Noblesville: Environmental Review Determination and Request Release of Funds

Ms. Michelle Westermeier requested approval for the Southwest Quad Sidewalk Improvement in Noblesville: Environmental Review Determination and Request of Funds. Through the consultation process they did get feedback confirming from the State that there is Plum Prairie residential historic district in that area. They did not feel this project would impact in a negative way. The Environmental Review is complete and ready for the fifteen (15) day HUD (Housing and Urban Development) Review upon approval. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

COMMISSIONER COMMITTEE REPORTS

The Commissioners had nothing to report.

ATTORNEY

Hamilton County Tort Claim Policy

Mr. Connor Sullivan requested approval for a new Hamilton County Tort Claim Policy. Mr. Adam Willfond stated that the policy is to implement a uniform process and investigation by the county of Tort Claim Notices. Dillinger so moved. Altman seconded. Motion carried unanimously.

Contract for Audit with KSM (Katz, Sapper & Miller, LLP)

Sullivan stated the funds that the county receives through the National Transit Database Uniform System that is directed by the Federal Transit Authority (FTA) for Hamilton County Express is asked to audit once every ten years. Once the recipients receive the funds, we must perform a specific single audit. KSM is able to do this for us for \$25,000.00. The Auditor and the grants team has confirmed that there

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are funds in the grant's budget to fund this, not affecting the Auditor's or Commissioner's budget. Altman so moved. Dillinger seconded. Motion carried unanimously.

Acceptance of Offer

Sullivan requested approval of the Acceptance of Offer for Land Acquisition from Godby Properties, L.P. at the Baker's Corner area. Altman so moved. Dillinger seconded. Motion carried unanimously.

Liability Trust Claim

Sullivan requested approval to pay Pacer Service Center, invoice no. 5736487-Q12024 in the amount of \$74.90. from the liability trust fund. Altman so moved. Dillinger seconded. Motion carried unanimously.

Appraisal Work for Potential Acquisition of a Parcel

Sullivan requested approval to hire appraisers to start this process of appraising parcels of land not to exceed \$4,5000.00 for the Hamilton County Public Training Safety Center. This will require a different kind of appraisal with an amount not to exceed \$7,000.00. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

DIRECTOR OF ADMINISTRATION

Cancellation or Retention of the Clay Township Lease

Mr. Lee Buckingham requested determination for the cancellation or retention of the Clay Township Assessor office space lease in Carmel. This space is no longer necessary or appropriate for any other county office to utilize. Altman moved we send notice of termination that will require payment through May 2024, because the lease agreement requires a thirty (30) days notice. Dillinger seconded. Motion carried unanimously.

Community Concert Series

Buckingham requested approval for Janet Gilray, President of Legacy Keepers Music to utilize the Courthouse Square on four Saturday evenings this summer from 6:00 p.m.-8:30 p.m. for their free Community Concert Series. The dates requested are Saturday, June 1, 2024, Saturday, July 6, 2024, Saturday, August 3, 2024, and Saturday, September 7, 2024. There is a conflict with the Art Fair on Saturday, August 3 that is already approved. Buckingham asked for approval of all four dates and will make sure these two events do not conflict. If they do, Buckingham will decline the August 3 date with Gilray. Dillinger so moved. Altman seconded. Motion carried unanimously.

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Fishers Planning Commission New Appointment

Buckingham stated at the last meeting Adam Kaps was appointed to the Fishers Planning Commission to fill a Democrat Fall Creek Township spot. Mr. Kaps completed the online application which enabled Kim Rauch and Jenni Roosa to prepare the Official Certification of Membership Appointment. Mr. Kaps has completed the paperwork and officially accepted the appointment.

Ivy Tech Day Proclamation

Buckingham presented the official proclamation for signatures to officially proclaim April 23, 2024, as “IVY TECH DAY”. Dillinger moved to approve. Altman seconded. Motion carried unanimously. Altman thanked the Building and Grounds staff for preparing the lights around the historic courthouse to shine green starting Monday, April 22 through the rest of the week to recognize Ivy Tech Day.

Ivy Tech – Riverview WORX Day

Buckingham stated that the Commissioners were invited by Dr. Rachel Kartz to attend and celebrate Ivy Tech Day by attending the Ivy Tech – Riverview WORX day celebrating healthcare workforce development. This event will take place on Tuesday, April 23, 2024, between 10:30 a.m. and 12:00 p.m. at Riverview Health in Noblesville. Altman is unable to attend. Dillinger and Heirbrandt plan to attend.

Part-Time Summer/Seasonal Work Hours Exception

Buckingham requested approval for Chris Stice, Director of Hamilton County Parks, and Recreation Department, for part-time seasonal employees of the Parks and Recreation Department, for the 2024 summer season, to exceed 29 work hours per week and/or 129 hours per month, not to exceed more than 1500 hours in 2024. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Release of Appointment

Buckingham requested approval for Will Riley to be released from his appointment with the Hamilton County Alcoholic Beverage Board due to time constraints and limitations which effect his ability to attend the meetings. A reappointment will be needed. Altman moved to release Will Riley from his obligations to the Alcohol Beverage Board. Dillinger seconded. Motion carried unanimously.

SHERIFF

Sheriff’s Department had nothing to report.

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AUDITOR

Third Party KeyLink Access Account Owner Authorization Letter

Ms. Robin Mills requested approval for the Third Party KeyLink Access Account Owner Authorization Letter. This letter is the next step to authorize Jennifer Roosa as a user of the account. It was requested by Key Bank that Christine Altman sign the letter. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Clerk's Monthly Reports

Mills requested approval on the Clerk's Monthly Reports for March 2024. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Treasurer's Monthly Reports

Mills requested approval on the Treasurer's Monthly Reports for month ending March 31, 2024. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Acceptance of Bonds and Letters of Credit for Drainage Board

Mills requested approval on the Acceptance of Bonds and Letters of Credit for the Hamilton County Drainage Board. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

- HCDB-2024-00014 – XL Specialty Insurance Company – Performance Bond No. US00136072SU24A – Centre Place Section 2 – Erosion Control - \$83,764.80

Health Trust Monthly Expenditure Reports

Mills requested approval on the Health Trust Monthly Expenditure Reports for March 2024. Dillinger so moved. Altman seconded Motion carried unanimously.

Payroll Claims

Mills requested approval of payroll claims for the period of March 16-29, 2024, paid April 12, 2024, and March 16-29, 2024, paid April 26, 2024. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Vendor Claims

Mills requested approval on the Vendor Claims. Altman so moved. Dillinger seconded. Motion carried unanimously.

Other Business

City of Tipton Common Council meeting was held on April 22, 2024, at Tipton City Hall, Council Chambers, Tipton.

Members: Mayor Schmicker, Councilmen Vautaw, Ehman, Richards, and Kring, and Clerk-Treasurer Clark. Councilman Rippey was not present.

Others: Cassidy Hunter with HNTB, Dan Miller with HNTB, Ryan Huebschman with HNTB, Andi Pumphrey, Mike Bollman, Rob Cochrane III, Elise Smith, Abi Hoover, and Christine Hoover.

Mayor Schmicker opened the April 22, 2024, Council meeting.

Pledge of Allegiance was recited.

Minutes: Councilman Vautaw made a motion to approve the April 9, 2024, Council minutes, seconded by Councilman Richards, with all in favor.

Amend Agenda: Nothing to report.

BOW: Councilman Kring reported on the April 22, 2024, BOW meeting.

GAC: Councilman Ehman stated the GAC meeting was moved to this week. He also stated the weather was good and the golf course withstood all the water pretty well. Councilman Ehman commented the equipment had been purchased.

DSW: Councilman Richards commented three members couldn't be there, it was a short meeting.

Street, Alley, & Sidewalk Committee: Councilman Ehman stated the sidewalk program is working on last year's applicants first, and then we go into this year's applicants. The LPA Grant will have several public meetings coming up. He also stated the Street Dept. will be spraying the alleys.

Planning Commission: Councilman Vautaw commented they met on April 11th, and Steve Raber is the Vice President of the Planning Commission. He also commented that the Committee had requested some training. We are also looking at solar ordinance amendments.

Utility Board: Mayor Schmicker stated the April 15, 2024, Utility Board minutes are enclosed.

Youth Council: Mayor Schmicker commented we will start this on the school calendar beginning in August.

New Business: Nothing to report.

Old Business:

US 31 Update – Propel HNTB – Cassidy Hunter: Ms. Hunter stated she was the Communications Manager, Dan Miller the Study Manager, and Ryan Huebschman the Traffic Engineer for this project. She also stated this is a three-step evaluation we are in the second phase – Level 2. There are three levels of screening. In Level 2 there are four steps and five principal concepts. Ms. Hunter commented that we look at all the reasonable alternatives. There will be an upcoming outreach at the Tipton Co. Library to get public comment. Once we get the final version of this then they will start Level 3 of the screening. Mr. Miller presented a video to help summarize Level 2 information and advised this information is on their website at propelus31.com and go to 31 South. He also stated to please continue to comment. There was a brief discussion on the time frame, and it was stated it could be 5-7 years but there would be public information meetings.

Mayor's Report: Mayor Schmicker commented we were awarded the CCG for 2024. This is resurfacing Jefferson Street from Mill Street to Buck Creek and West Street going south. He also commented that this will allow us to restripe the intersections uptown. Mayor Schmicker stated the 400 block of North Main Street has a parking dispute. City Engineer Mahan and Public Works Manager Terry are doing a schematic, we will be able to put stripes for parking spots and yellow paint around the curbs. He also talked about The Shack and semi-truck navigation, we had to paint a few curbs yellow to eliminate parking spots on the East side. We are trying to avoid eliminating one-side parking. Mayor Schmicker commented that READI 2 for this Region will be awarding 35 million in grant dollars. Lilly Endowment conversation continues and has for several months. He also commented that AIM sent a training notice for Clerks & Council on budgets, and he will send that information to the Council. Mayor Schmicker stated in collaboration with the Clerk-Treasurers office we will have our second meeting with Reedy, reviewing budget items and discussing more capital improvement plans and needs. The City is working on three grant opportunities. Councilman Ehman asked regarding the READI 2 grant who determines where the money is spent. Mayor Schmicker stated we don't know yet. It looks like IEDC wants some ownership. It was also stated our region solicited projects with a finalized list of 70 million and we were awarded 35 million.

Resolutions & Ordinances:

Resolution 2024-07 A Resolution To Transfer Within The Ambulance Fund The Following Appropriations: Decreasing line 451 Other Equipment and increasing line 328 Bottled Oxygen in the amount of \$10,000.00 Councilman Ehman made a motion to approve Resolution 2024-07, seconded by Councilman Kring, with all in favor.

Ordinance 2024-04 – An Ordinance Adopting The Tipton Municipal Swimming Pool Admission Fees: Mayor Schmicker stated this would be the second and final reading. Councilman Kring made a motion to approve Ordinance 2024-04 on the second and final reading, seconded by Councilman Richards, with all in favor.

Claims: Councilman Ehman made a motion to approve claims 176222-176326 for \$1,188,330.30, seconded by Councilman Kring, with all in favor. Councilman Kring stated Mike budgeted for the gator.

Petitions, Comments, and Memorials:

Ms. Andi Pumphrey, Rosie Street, Tipton stated the loveseat on Wilson Street has been out there since January. There was a discussion about following up on it.

Mr. Tim Richards commented that the Police are having a fundraiser. The FOP raises money for "Shop With A Cop" and different events. The FOP Fundraiser is at the Elks, on Friday at 6 p.m.

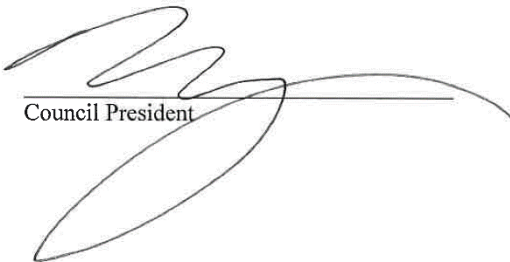
Councilman Kring stated he worked with the Clerk-Treasurer's office and others regarding the administrative fee, labor, and equipment fees and will have a draft for the next work session along with talking about Jefferson Street. It was reported the next BOW meeting, May 13th will be at 9 a.m.

Adjournment: Councilman Ehman called for adjournment, seconded by Councilman Richards, with all in favor.

Submitted by Tamera Clark, Clerk-Treasurer.



Tamera Clark, Clerk-Treasurer



Council President

NOTICE OF AND AGENDA FOR:
HOWARD COUNTY COUNCIL REGULAR MEETING
HOWARD COUNTY ADMINISTRATION CENTER
220 NORTH MAIN STREET, ROOM 338 (3RD FLOOR)
TUESDAY, APRIL 30TH, 2024, AT 4:00 P.M.

- I. Pledge of Allegiance and Prayer
- II. Opening of the Regular Meeting and Approval of Minutes
- III. Additional Appropriations – Ordinance No. 2024-HCCO-18
 - A. *Superior Court II – Judge Rebecca Vent*
 - i. County General Fund – Superior Court II: 1000.0202
 - B. *Sheriff's Office – Jerry Asher*
 - i. LIT – Special Purpose Fund – Jail: 1114.0380
 - ii. LIT – Correctional Facilities: 1233
 - C. *Community Supervision – Dustin DeLong*
 - i. Supplemental Adult Probation Fund: 2100
 - ii. County User Fee Fund – Alcohol & Drug: 2501
- IV. Transfers – Resolution No. 2024-HCCR-09
 - A. *Kinsey Youth Center – Kathy Cates- Cullison*
 - i. LIT Special Purpose Fund – KYC Secure Detention: 1114.9605
 - ii. LIT Special Purpose Fund – KYC Emergency Shelter Care: 1114.9603
 - B. *Highway Department – Amber Tolle*
 - i. Motor Vehicle Highway Fund: 1176
- V. Salary Ordinance Amendments – Ordinance No. 2024-HCCO-19
- VI. Old Business
- VII. New Business
 - A. HNTB Engineering US 31 Project Presentation
- VIII. Other Council Business
- IX. **Public** Comments
- X. Adjournment of Regular Meeting

JOHN J. ROBERTS, PRESIDENT
DARYL MAPLE, VICE PRESIDENT
BRYAN ALEXANDER, COUNCILMAN
MARTHA J. LAKE, COUNCILWOMAN
FRANK FAULKNER, COUNCILMAN
TIM CUTHBERT, COUNCILMAN
BRETT SANDERS, COUNCILMAN

HOWARD COUNTY COUNCIL MEETING: MARCH 26, 2024

The Howard County Council met in Regular Session on Tuesday, March 26, 2024, 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 Martha J. Lake, Bryan Alexander, Frank Faulkner, Tim Cuthbert, Brett Sanders, and County Attorney Alan Wilson. County Auditor Jessica Secrease was absent, and Chief Deputy Auditor Gabrielle Dupuy sat in her place. The meeting was called to order and conducted by Council President Roberts.

Councilman Maple led the Pledge of Allegiance, and Councilman Alexander offered a word of prayer.

IN THE MATTER OF APPROVAL OF MINUTES:

The minutes from the regular meeting held on February 27, 2024, having been previously submitted and reviewed, were approved on a motion made by Councilwoman Lake. Councilman Faulkner seconded the motion, and the motion carried.

IN THE MATTER OF ORDINANCE NO. 2024-HCCO-11- ADDITIONAL APPROPRIATIONS:

Chief Deputy Auditor Gabrielle Dupuy read Ordinance No. 2024-HCCO-11 – Additional Appropriations one time, and the ordinance was acted upon as follows:

<u>Additional Appropriations</u>	<u>Requested</u>	<u>Approved</u>
<u>1000 COUNTY GENERAL FUND:</u>		
<u>0271 Public Defender:</u>		
11341 Deputy Public Defender (17)	52,976.00	52,976.00
11363 CHINS Deputy (2)	7,566.00	7,566.00
<u>TOTAL COUNTY GENERAL FUND:</u>	60,542.00	60,542.00
<u>1114 LIT - SPECIAL PURPOSE FUND:</u>		
<u>0380 Jail:</u>		
11906 Correctional Officer (42)	235,495.00	94,198.00
<u>TOTAL LIT - SPECIAL PURPOSE FUND:</u>	235,495.00	94,198.00
<u>1148 DRUG FREE COMMUNITY FUND:</u>		
31000 Prevention & Education	10,000.00	10,000.00
32000 Intervention & Treatment	20,000.00	20,000.00
<u>TOTAL DRUG FREE COMMUNITY FUND:</u>	30,000.00	30,000.00
<u>1197 STORMWATER MANAGEMENT OPERATION FUND:</u>		
31200 Contract Services	1,000,000.00	1,000,000.00
<u>TOTAL STORMWATER MANAGEMENT OPERATION FUND:</u>	1,000,000.00	1,000,000.00
<u>1237 OPIOID RESTRICTED FUND:</u>		
30000 Other Services & Charges	797,241.89	797,241.89
<u>TOTAL OPIOID RESTRICTED FUND:</u>	797,241.89	797,241.89
<u>1238 OPIOID UNRESTRICTED FUND:</u>		
30000 Other Services & Charges	178,704.43	178,704.43
<u>TOTAL OPIOID UNRESTRICTED FUND:</u>	178,704.43	178,704.43
<u>1239 MEIJER OPIOID SETTLEMENT FUND:</u>		
31115 Donations	7,500.00	7,500.00
31125 Donation Administration	2,100.00	2,100.00
<u>TOTAL MEIJER OPIOID SETTLEMENT FUND:</u>	9,600.00	9,600.00

2100	<u>SUPPLEMENTAL ADULT PROBATION FUND:</u>		
11252	Probation Officer (CC)	(3,965.00)	Tabled
	<u>TOTAL SUPPLEMENTAL ADULT PROBATION FUND:</u>	(3,965.00)	Tabled
2501	<u>COUNTY USER FEE FUND - ALCOHOL & DRUG:</u>		
11255	Probation Officer (KR)	(23,650.00)	Tabled
	<u>TOTAL COUNTY USER FEE FUND - ALCOHOL & DRUG:</u>	(23,650.00)	Tabled
2528	<u>FAMILY RECOVERY COURT GRANT FUND:</u>		
30000	Other Services & Charges	3,000.00	3,000.00
30001	Special Projects & Incentives	2,500.00	2,500.00
30005	Participant Housing	2,000.00	2,000.00
30006	Participant Transportation	2,500.00	2,500.00
31110	Continuing Education	4,000.00	4,000.00
32000	Intervention & Treatment	500.00	500.00
32640	Drug Screens	2,500.00	2,500.00
	<u>TOTAL FAMILY RECOVERY COURT GRANT FUND:</u>	17,000.00	17,000.00
9131	<u>DRUG COURT GRANT FUND:</u>		
11800	Overtime	45,500.00	45,500.00
15210	FICA	2,103.76	2,103.76
15220	PERF	3,079.65	3,079.65
23747	Graduation Supplies	300.00	300.00
30001	Special Projects & Incentives	3,500.00	3,500.00
32641	Drug Screens	10,000.00	10,000.00
32645	Participant Needs	3,600.00	3,600.00
	<u>TOTAL DRUG COURT GRANT FUND:</u>	68,083.41	68,083.41
9132	<u>REENTRY COURT GRANT FUND:</u>		
11253	Home Detention Supervisor (ME)	48,000.00	48,000.00
11800	Overtime	49,500.00	49,500.00
15210	FICA	3,707.04	3,707.04
15220	PERF	7,123.33	7,123.33
23600	Office Supplies	1,500.00	1,500.00
23747	Graduation Supplies	300.00	300.00
30001	Special Projects & Incentives	3,500.00	3,500.00
32641	Drug Screens	10,000.00	10,000.00
32645	Participant Needs	3,600.00	3,600.00
	<u>TOTAL REENTRY COURT GRANT FUND:</u>	127,230.37	127,230.37
	<u>TOTAL ADDITIONAL APPROPRIATIONS FOR ALL FUNDS:</u>	2,496,282.10	2,382,600.10

County General Fund 1000 | Public Defender Location 0271

Chief Public Defender Andrew Vandenbosch requested to appropriate money for salary increases for the Deputy Public Defenders and CHINS Deputies because of the increase in two of the full-time Deputy Prosecutor's salaries from the last Council Meeting. The purpose of the salary increases is to comply with the State Public Defender Commission's guidelines to be eligible for reimbursement to the County.

LIT – Special Purpose Fund 1114 | Jail Location 0380

On behalf of Sheriff Jerry Asher, Captain Buckley requested to appropriate money for two additional salaries for Correctional Officers instead of the five salaries that were originally requested per their PAC request. The PAC recommendation was to approve an appropriation for five additional Correctional Officers, but the Sheriff's Office would not be allowed to request transfers from the Correctional Officers line item to any other line item. Captain Buckley stated that the Department would

struggle to staff the 45 Correctional Officers. He stated that they could use the extra money towards other projects that are needed throughout the jail. After discussion between Captain Buckley, Captain Deckard, and the Council Members, a compromise was reached. Councilman Faulkner made a motion to approve salaries for two additional Correctional Officers and allow the Sheriff's Office to request transfers from the Correctional Officer line item as needed. Councilman Alexander seconded the motion, and the motion carried.

Drug Free Community Fund 1148

Family Service Association Executive Director Rob Pruett requested to appropriate the opioid settlement funds they received.

Stormwater Management Operation Fund 1197

Surveyor Greg Lake requested to appropriate money to build a salt barn at the Highway Department.

Opioid Restricted Fund 1237

Commissioner Jack Dodd has requested to appropriate money carried forward from 2023 as well as what was awarded in 2024.

Opioid Unrestricted Fund 1238

Commissioner Jack Dodd has requested to appropriate money carried forward from 2023 as well as what was awarded in 2024.

Meijer Opioid Settlement Fund 1239

Commissioner Jack Dodd has requested to appropriate money carried forward from 2023.

Supplemental Adult Probation Fund 2100

This appropriation reduction request was tabled until the next meeting.

County User Fee Fund – Alcohol & Drug 2501

This appropriation reduction request was tabled until the next meeting.

Family Recovery Court Grant Fund 2528

Judge Lynn Murray requested to appropriate grant money that Circuit Court was awarded in 2024.

Drug Court Grant Fund 9131

Judge Matthew Elkin requested to appropriate grant money that Superior Court I was awarded in 2024.

Reentry Court Grant Fund 9132

Judge Matthew Elkin requested to appropriate grant money that Superior Court I was awarded in 2024.

Councilman Faulkner made a motion to approve Ordinance No. 2024-HCCO-11 – Additional Appropriations as read. Councilman Alexander seconded the motion, and the motion carried.

IN THE MATTER RESOLUTION NO. 2024-HCCR-06 – TRANSFERS:

Chief Deputy Auditor Gabrielle Dupuy read Resolution No. 2024-HCCR-06 – Transfers one time, and the ordinance was acted upon as follows:

	Transfer From	Transfer To	Requested	Approved
8975	<u>ARP GRANT FUND:</u>			
47243	Building Upgrades	11341 Deputy Public Defender	3,311.00	3,311.00
47243	Building Upgrades	15210 FICA	254.00	254.00
47243	Building Upgrades	15220 PERF	471.00	471.00

8975 ARP Grant Fund

Commissioner Dodd requested a transfer to increase the salary of the Deputy Public Defender. The purpose of the salary increase is to comply with the State Public Defender Commission's guidelines to be eligible for reimbursement to the County.

Councilman Maple made a motion to approve Resolution No. 2024-HCCR-06 – Transfers as read. Councilwoman Lake seconded the motion, and the motion carried.

IN THE MATTER OF ORDINANCE. NO. 2024-HCCO-012– SALARY ORDINANCE AMENDMENTS:

Chief Deputy Auditor Gabrielle Dupuy, read Ordinance No. 2024-IICCO-12 - Salary Ordinance Amendments one time, and the ordinance was acted upon as follows:

Salary Ordinance Amendments	Requested	Approved
<u>1000 COUNTY GENERAL FUND:</u>		
<u>0271 Public Defender:</u>		
11341 Deputy Public Defender (17)	52,976.00	52,976.00
11363 CHINS Deputy (2)	7,566.00	7,566.00
<u>1114 LIT - SPECIAL PURPOSE FUND:</u>		
<u>0380 Jail:</u>		
11906 Correctional Officer (42)	235,495.00	94,198.00
<u>2100 SUPPLEMENTAL ADULT PROBATION FUND:</u>		
11252 Probation Officer (CC)	(3,965.00)	Tabled
<u>2501 COUNTY USER FEE FUND - ALCOHOL & DRUG:</u>		
11255 Probation Officer (KR)	(23,650.00)	Tabled
<u>8975 ARP GRANT FUND:</u>		
11341 Deputy Public Defender	3,311.00	3,311.00
15210 FICA	254.00	254.00
15220 PERF	471.00	471.00
<u>9131 DRUG COURT GRANT FUND:</u>		
11800 Overtime	45,500.00	45,500.00
15210 FICA	2,103.76	2,103.76
15220 PERF	3,079.65	3,079.65
<u>9132 REENTRY COURT GRANT FUND:</u>		
11253 Home Detention Supervisor (ME)	48,000.00	48,000.00
11800 Overtime	49,500.00	49,500.00
15210 FICA	3,707.04	3,707.04
15220 PERF	7,123.33	7,123.33

Councilman Faulkner made a motion to approve Ordinance No. 2024-IICCO-12 – Salary Ordinance Amendments as read; Councilman Sanders seconded the motion, and the motion carried.

IN THE MATTER OF NEW BUSINESS:

2023 Rainy Day Fund Emergency Transfers Report

Chief Deputy Auditor Gabrielle Dupuy presented the Council with the finalized report of the last-minute transfers that had to be completed at the end of 2023. Councilwomen Lake made a motion to approve the 2023 Rainy Day Fund Emergency Transfers Report. Councilman Alexander seconded the motion, and the motion carried.

Redevelopment Commission Appointment

Attorney Alan Wilson presented a certificate of appointment for John Roberts to the City of Kokomo Economic Development Commission. Councilman Faulkner made a motion to approve the certificate of appointment for John Roberts to the City of Kokomo Economic Development Commission. Councilman Sanders seconded the motion, and the motion carried.

IN THE MATTER OF COUNCIL BUSINESS:

Councilman Faulkner stated that he attended a meeting discussing food desserts in the community. He stated that he will forward the information about the meeting to the rest of the Council Members.

Councilwomen Lake stated that she and Councilman Faulkner attended a district meeting that discussed the broadband study that is happening at the state level. She stated that Howard County still has areas that need to be covered by broadband and that they can submit those to the state for more funding. Councilman Alexander stated that he also discovered that the broadband is not covering as many parts of the County as he thought it was.

County Projects Manager Pam Isaac stated that certain funds were awarded to communications groups around the community to provide broadband to the county. She stated that some of these companies have followed through, and others have not. She stated that no company can take over those federal funds that are not being used until they are argued. Once the arguments are closed, then the funds will be rewarded.

Commissioner Dodd stated that the broadband ring around the county went to each of the county schools. The original ring could not go to the county line. He stated that, right now, everyone inside the broadband ring and a half a mile outside of it will have access to broadband.

*There being no further business to come before the Council at this time,
the meeting was adjourned at 5:38 p.m. on a motion made by Councilwoman Lake.
Councilman Faulkner 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: March 26, 2024

**MINUTES OF HAMILTON COUNTY COUNCIL, MAY 1, 2024
GENERALIZED SUMMARY**

President Massillamany called to order the Regular meeting of the Hamilton County Council at 7:01:51 p.m. Those in attendance were Councilors Brad Beaver, Mark Hall, Ken Alexander, Amy Massillamany, Sue Maki, Steve Nation, and Tim Griffin. A quorum was declared by Auditor Robion Mills.

Councilor Maki gave the invocation and led the pledge of allegiance.

Councilor Alexander moved to approve minutes of 04/03/2024. Councilor Maki seconded motion, BB-y, MH-y, KA-y, AM-y, SM-y, SN-y, TG-y; motion carried 7-0.

7:03:34 PM PUBLIC COMMENTS - None

7:03:43 PM COMMITTEE/OFFICER REPORTS

President – Amy Massillamany

Board appointment members present introduced themselves:

Loretta Southerland – President of Sheridan Library Board

Kim Logan – Fishers Library Board

Steve Andrews – Attorney and President of Park Board

Reminder that we will have another Joint session with the Commissioners on June 5th @ 5pm

Vice President – Councilor Maki

- Nothing to report.

Highway - Councilor Alexander

We met and there are items on the agenda.

Finance - Councilor Beaver

We did meet and he thanked Sue Maki for recap of finance meeting.

Personnel - Councilor Griffin

There will be items on the agenda

Major Projects - Councilor Alexander.

We meet next week. Councilor Massillamany mentioned that they did not get minutes from the last meeting and asked that Alexander look into that.

Miscellaneous - Mark Hall thanked everyone involved in the Eclipse event

UNFINISHED BUSINESS - None

TABLED BUSINESS - None

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7:07:24 PM NEW BUSINESS

Councilor Hall moved to approve vendor claims. Councilor Beaver seconded motion, motion carried 7-0.

Life Saving Award – Mike Hubbs:
Executive Director of H.C. Public Safety Communications presented a life saving award to Dispatcher Casey Guajardo.

Dan Miller presented Propel US 31 south: Brought everyone up to speed on level 2 release.

7:22:47 County Attorney Conner Sullivan presented Resolution CC 05.01.2024.1, which approves a lease with the Hamilton County Public Buildings Corporation, pledging certain LIT revenues to the payment of the lease rentals, the lease, and a discussion of additional appropriations to be presented in June. Councilor Alexander moved to approve the resolution; Councilor Nation seconded the motion.

Discussion: Attorney Jerimi Ullom with Barnes and Thornburg explained resolution. Motion carried 5-2 vote. Councilor Beaver and Hall voted not in favor of resolution.

7:33:47 PM President Massillamany opened the public hearing concerning Additional Appropriations, Reductions, Transfers, and approval of 144 Amendments.

Councilor Alexander moved to approve Fund 1000 Auditor 144 amendment of

1011-007	Grants Administrator	PAT B	\$0
1019-034	Accounts Payable Clerk	COMOT E	\$29.6476

Councilor Griffin seconded motion, motion carried 7-0.

Councilor Maki moved to approve Commissioners request for \$75,771.85 for contract for Humane Society. Councilor Alexander seconded motion. Motion carried 7-0.

Councilor Alexander moved to approve Commissioners request for additional \$2,004,900 for Contractual Project 138. Councilor Griffin seconded motion, motion carried 7-0.

Councilor Beaver moved to approve Commissioners 144 Amendment of:

1008-003	Human Resource Director	Exe D1 exempt	\$85.2362
1009-005	Superintendent & Facilities Manager	EXE D2 exempt	\$87.7058

Councilor Hall seconded motion, motion carried 7-0.

Councilor Griffin moved to approve Commissioners request for transfer of \$27,603.60 for 144 adjustments. Councilor Maki seconded motion, motion carried 7-0.

Councilor Nation moved to approve Court Administration 144 Amendment of:

1020-001	Exec Secretary, Ct Admin Assistant	COMOT F	\$27.9200.
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Councilor Maki seconded motion, motion carried 7-0.

Councilor Griffin moved to approve Buildings & Grounds additional of \$1,704,650.42:

CC962200 PRJ-92	3500 Outsourced Repairs and Maint.	1,120,000
CC962200 PRJ-92	4500 Machinery & Equipment	33,940.42
CC962200 PRJ-122	3500 Outsourced Repairs and Maint.	402,257.96

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CC962200 PRJ-122 3500 Outsourced Repairs and Maint. 148,452.04
Councilor Maki seconded motion, motion carried 7-0.

Councilor Maki moved to approve Sheriff 144 Amendment of:
1011-007 Purchasing Agent/clerk PAT B \$34,0436
Councilor Griffin seconded motion, motion carried 7-0.

Councilor Maki moved to approve highway transfer of \$1,000,000 for:
CC052900 PRJ000011 4200-00 Infrastructure to
CC052900 PRJ000139 3001-00 Professional Services
Councilor Alexander seconded motion, motion carried 7-0.

Councilor Hall moved to approve Highway 144 amendment for:
1019-001 Administrative Assistant COMOT E \$30,7065
Councilor Alexander seconded motion, motion carried 7-0.

Councilor Maki moved to amend the agenda and add a 144 adjustment for non-CDL employees to \$19.00 an hour.

Councilor Griffin Seconded motion, motion carried 7-0.

Councilor Maki moved to approve amendment of 144 adjustment for non-CDL employees to \$19.00 an hour.

Councilor Nation seconded motion; motion carried 7-0.

Councilor Nation moved to approve additional appropriation for Highway Fund 1138 Cumulative Capital Development requesting:

CC006800,CH0011 4500-00 Machinery/Equipment \$434,758
Councilor Beaver seconded motion, motion carried 7-0.

Councilor Alexander moved to approve Additional Appropriation for Cumulative Courthouse Fund 1140 for \$89,005

Councilor Griffin seconded motion, motion carried 7-0.

Councilor Griffin moved to approve Additional Appropriation for Cumulative Courthouse for \$1,364,004.23

CC962200, CH000-4	3500 Outsourced Repairs	\$43,800.00
CC962200, CH000-4	4500 Machinery & Equipment	\$45,205.00
CC962200, CH000-4 PRJ000140	3500-00	\$1,274,999.23

Councilor Maki seconded motion, motion carried 7-0.

Councilor Nation moved to approve Fund 1222 Public Safety Communications 144 Amendment
1051-028 Communications Officer POLE I \$28,6655

Councilor Maki seconded motion, motion carried 7-0.

Councilor Maki moved to combine Grant Appropriations for Fund 8200 Federal Grants and 9000 State & local Grants.

Councilor Hall seconded motion, motion carried 7-0.

Councilor Maki moved to approve Grant fund 814100

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CC000007 Local match grant 3001-00 Professional Services \$7,229.82
930600/9306.0000.0000.3001 Professional Services \$19,154.89
Councilor Griffin seconded motion, motion carried 7-0.

7:39:10 President Massillamany closed public hearing.

7:39:14 PM ANNOUNCEMENTS

SHERIFF - No Report

COUNCIL ATTORNEY - No Report

AUDITOR - Budget Instructions needed. Conversation about budget instructions and the fact that WorkDay has not solved problems or made things more efficient. Conclusion of discussion is that there aren't any new instructions, but department heads need to come prepared when asking for new personnel.

7:44:13 PM Meeting adjourned.

Those present:

Lisa Hall, Citizen
Dan Miller, HNTB/INDOT
Steve Andrews, Park Board
Max Adams, Barnes & Thornburg
Oscar Gutierrez, Bondry Consulting
Landon Boeles, Baird
Mike Hubbs, 911
Kim Logan
Tracey Presley, HC Legal Dept.
Todd Clevenger, Auditor's Office
Sheana Randall, HR
Steve Wood, Dir. Bldg & Grnds
Brenda Meyer, HC Tourism
Dawn Coverdale, Chief Deputy Auditor

Adin McCann, HNTB/INDOT
Jill Acklin, Court Administration
Bob Dubois, Noblesville Chamber
Jerimi Ullum, Barnes & Thornburg
Josh Janule, Baird
Loretta Sutherland, Sheridan Library
Mike Thibidean, HCEOC
Jan Pickett, HC Legal Department
Brad Davis, Highway
Lee Buckingham, Dir. Of Admin.
Connor Sullivan, HC Attorney
David Boyer, HC legal Dept.
Dennis Quakenbush, Sheriff
Chris Jeter, Council Attorney

**APPROVED
HAMILTON COUNTY COUNCIL**

Ken Alexander
Brad Beaver
Tim Griffin
Mark Hall
Sue Maki
Amy Massillamany
Steve Nation

ATTEST

Robin M. Mills, Auditor

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DATE APPROVED
06/05/2024

DRAFT

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A motion was made by Councilperson Anderson to adjourn the Special Meeting, seconded by Stevenson. Motion carried with a vote of 7 Ayes, 0 Nays.

REGULAR MEETING

6:00PM

CALL TO ORDER: Mayor Sturch

PLEDGE OF ALLEGIANCE - led by: Mayor Don Sturch

INVOCATION – Pastor Marie Thompson

ROLL CALL – Anderson, Fisher, Huber, Murphy, Sahaidachny, Stevenson, and Ulery

READING & CORRECTING JOURNAL - of minutes of Regular Meeting on April 1, 2024.

Councilperson Sahaidachny moved, seconded by Councilperson Anderson, to suspend the rules and to adopt the minutes as presented. Motion carried with a vote of 7 Ayes, 0 Nays.

COMMITTEE LIAISON REPORTS:

Murphy-nothing to report.

Ulery-Attended the ribbon cutting for the Baby Box along with the ribbon cutting for the Second Saturday's, it was great to see the Fire Department, Police Department and other City Departments involved. Civic Center held a Special Meeting to discuss alcohol on the premises. Planning April meeting was cancelled.

Anderson-Nothing to report.

Fisher-Attended Board of Works meetings. He also attended April 3rd, April 17th and May 1st discussing power outages in Mexico In and the mishandling of media representation of the Russian cyber attack on the secondary wastewater plant in Tipton. Also, a lawsuit with Pfac and payouts to local areas due to chemicals use. Recycling replacing signage along Logansport Road due to damage along with looking into issue with wastewater drainage. Attended Forrest Street groundbreaking along with the ribbon cutting for the Baby Box at the Fire Department.

Sahaidachny- Miami County Council meeting had several appropriations done. Propel Us 31 presentations.

Huber- Animal Control office new doors have been installed, ventilation system is working and helping a lot with humidity and smell. Street Department working on a motor, things are running well so far with them. Visited the Airport they are preparing for their fly in breakfast this month along with open house in September.

Stephenson-MCEDA meeting canceled, Utility meeting report will be online soon along with they will be hiring a few students this summer to help.

UNFINISHED BUSINESS:

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NEW BUSINESS:

Swearing in by Mayor Sturch of Tiffany Babbs, her mother Anette Zigler held the bible and pinned her badge.

Recognizing Wesley Smith PFD for his promotion to probationary investigator

Recognizing Landon Caldwell for his second-year internship with the PFD.

Presentation by ProPel US 31 South study team-Update on Draft Level 2 Screening Report. The presentation focused on access management including road and drive connections. It included 18 primary intersections including 400 S due to Pipe Creek School. The level 2 results are currently online. Seeking feedback on Level 2 prior to composing the Level 3 draft.

A Motion was made by Councilperson Anderson and seconded by Councilperson Stevenson to consider Ordinance 7-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

CITY OF PERU COMMON COUNCIL

ORDINANCE # 7-2024

AN ORDINANCE TO AMEND ORDINANCE 24, 2023

- WHEREAS**, the City of Peru has caused public notice to be placed in the Peru Tribune; and
- WHEREAS**, the City of Peru "2024 Wage Ordinance", Ordinance 24, 2023, an ordinance establishing salaries and wages of the civil employees and appointees for the year 2024, needs to be amended; and
- WHEREAS**, due to a clerical error, the wrong amount was listed for the two (2) assistant Foremen for the Motor Vehicle Highway Department; and
- WHEREAS**, the rate of pay for the (2) assistant Foremen for the Motor Vehicle Highway Department positions should read:

MOTOR VEHICLE HIGHWAY DEPARTMENT

(2) ASST. FOREMANS @ ~~\$21.39/hr.~~ \$21.63/hr. x 2,080 hrs. = ~~\$88,982.40~~ \$89,980.80

A Motion was made by Councilperson Ulery seconded by Fisher to adopt Ordinance 7-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

MOTION CARRIED

A Motion was made by Councilperson Huber and seconded by Councilperson Sahaidachny to consider Ordinance 8-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

AMENDED AND RESTATED ORDINANCE

NO. 8-2024

An amended and restated ordinance concerning the construction of improvements to the sewage works of the City of Peru, the issuance of revenue bonds to provide for the cost thereof, the collection, segregation and distribution of the revenues of said works, the safeguarding of the interests of the owners of said revenue bonds, other matters connected therewith, including the issuance of notes in anticipation of bonds, and repealing ordinances inconsistent herewith

WHEREAS, the Common Council ("Common Council") of the City of Peru, Indiana ("City")

adopted Ordinance No. 19-2023 on September 11, 2023 ("Original Ordinance"), which Original Ordinance approved: (i) the issuance of Sewage Works revenue bonds and bond anticipation notes, in one or more series, in an aggregate principal amount not to exceed \$155,860,000 and (ii) the cost of the Project (as hereinafter defined) in an amount no to exceed \$155,860,000;

Dustin Kern explained changes that were made to previous ordinance. Councilperson Fisher explained that the Ordinance was originally adopted in September and the amounts in the ordinance were calculated by Ice Miller in case it went higher. The current project is estimated at \$121,000,000 and might go higher than that.

A Motion was made by Councilperson Fisher seconded by Stevenson to accept the changes made to Ordinance 8-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

A motion was made by Councilperson Huber and seconded by Councilperson Anderson to adopt Ordinance 8-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

MOTION CARRIED

A motion was made by Councilperson Ulery and seconded by Anderson to amend the agenda to include Ordinance 9-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

A motion was made by Councilperson Anderson and seconded by Councilperson Stephenson to consider Ordinance 9-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

CITY OF PERU COMMON COUNCIL
ORDINANCE # 9-2024
AN ORDINANCE TO ALLOW THE USE AND CONSUMPTION OF
ALCOHOLIC BEVERAGES AT THE CITY OF PERU CIVIC CENTER

WHEREAS, the City of Peru has caused public notice to be placed in the Peru Tribune; and
WHEREAS, the City of Peru currently prohibits the sale, use, and consumption of alcohol and alcoholic beverages on City owned property, which includes the city owned Civic Center; and
WHEREAS, interest in appealing to additional groups and events has caused the City to review its policies, and
WHEREAS, allowing for the sale, use, and consumption of alcoholic beverages at the Civic Center would allow it to appeal to a broader group of people, which could lead to increased revenues.
WHEREAS, it is in the best interest of the City of Peru, that the sale, use, and consumption of alcoholic beverages be permitted.

Councilperson Anderson moved, seconded by Councilperson Ulery, to approve Ordinance 9-2024. Motion carried with a vote of 7 Ayes, 0 Nays.

MOTION CARRIED

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Communication:


ADJOURNMENT:

There being nothing further, Councilperson Huber moved to adjourn the meeting, seconded by Councilperson Anderson. Motion carried.

MEETING ADJOURNED



Andrea Newnum, City Clerk Treasurer
City of Peru, Indiana



Don Sturch, Council President
Mayor of Peru Indiana

2/6/2025



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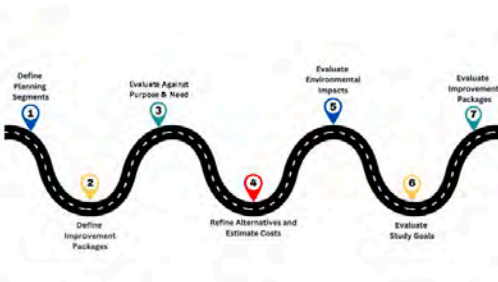
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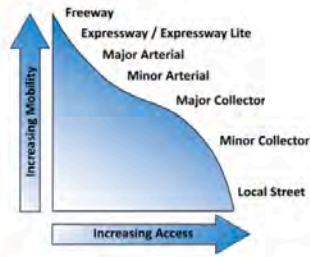
Planning Segment	Northern Limit	Southern Limit	Approximate Distance
Miami Central	East River	S of US 24	2.5 miles
Perry	S of US 34	S of CR 400 S	4.8 miles
Delaware	S of CR 600 E	S of CR 300 S	3.9 miles
Miami South	S of CR 900 S	US 31 & SR 381.9 rd	5.6 miles
Sharpsville	US 31 & SR 931.5 Jct	S of CR 200 N	4.1 miles
Upton	S of CR 300 E	S of SR 28	6.5 miles
East Union	S of SR 28	276th St	5.8 miles

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How were Improvement Packages created?

- ✓ Influence on adjacent intersections
- ✓ Community context
- ✓ Access management guidelines
- ✓ Improvements at secondary intersections

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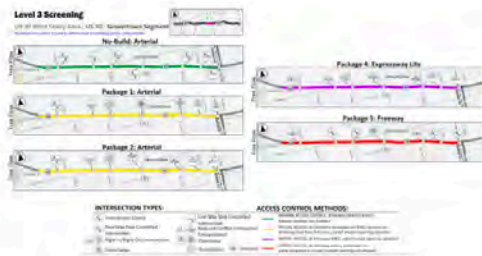
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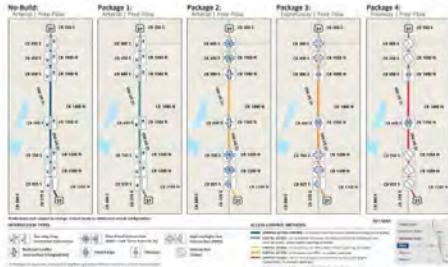
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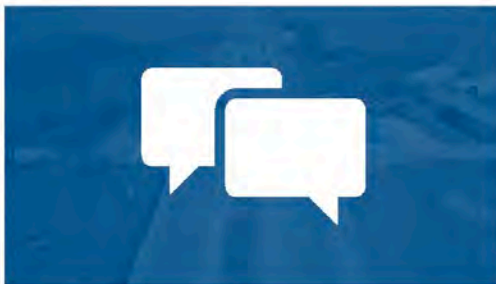
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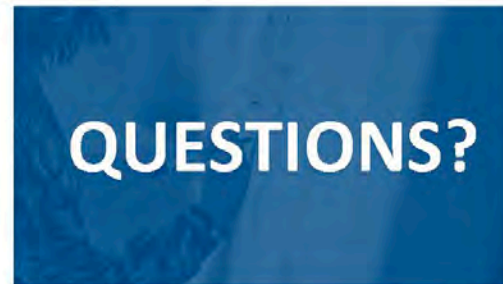
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November 8, 2024

MEDIA ADVISORY: INDOT to share potential concepts for ProPEL US 30 and 31 studies
Virtual media briefing planned Tuesday, November 12

Who: ProPEL US 30 and US 31 study teams

What: The Indiana Department of Transportation is encouraging community feedback on ProPEL US 30 and US 31, its comprehensive planning studies along the US 30 and US 31 corridors in northern Indiana. The study teams have identified potential improvement packages at primary and secondary intersections that are detailed in each study's Draft Level 3 Screening Report, which will be available on Nov. 12. Public engagement has taken place along each corridor since the studies began in summer of 2022.

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 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. Learn more at ProPELUS30.com or ProPELUS31.com.

When: A virtual media briefing will be held on **Tuesday, November 12, at 10 a.m. EST/9 a.m. CST.**

Where: Microsoft Teams -- [Click here to join the meeting.](#)
Please RSVP to [Natalie Garrett](#) by 9 a.m. EST/8 a.m. CST on Tuesday, November 12.

Media Contact:
Natalie Garrett
812-525-0571
nagarrett@indot.in.gov



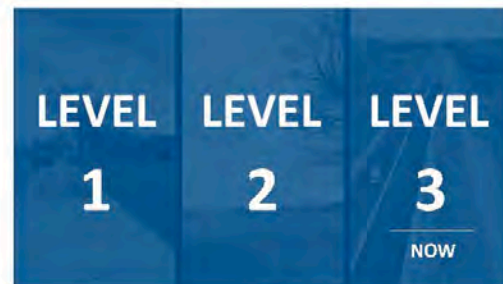
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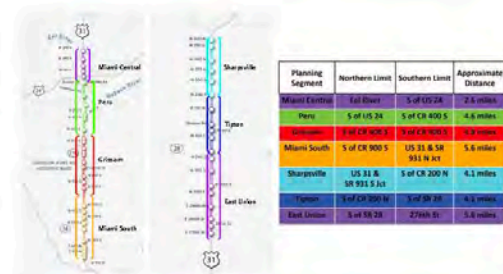
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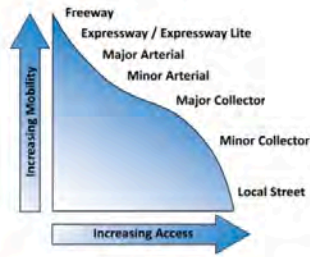


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How were Improvement Packages created?

- ✓ Influence on adjacent intersections
- ✓ Community context
- ✓ Access management guidelines
- ✓ Improvements at secondary intersections

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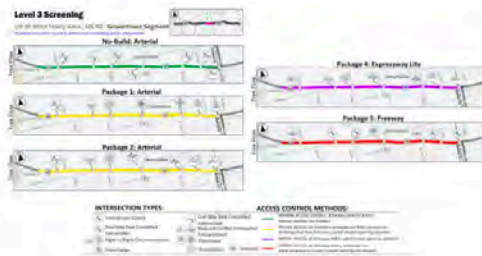
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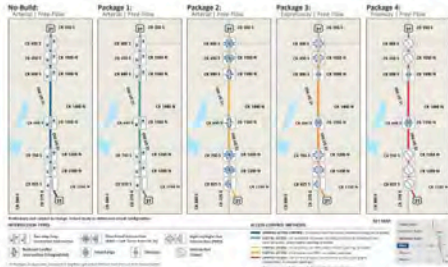
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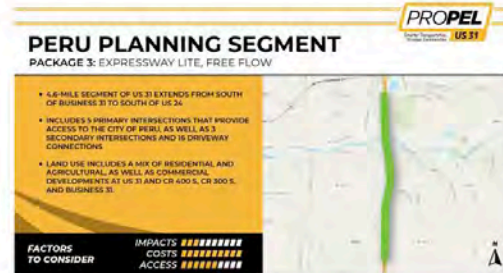
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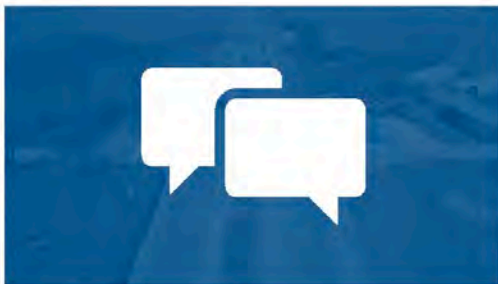
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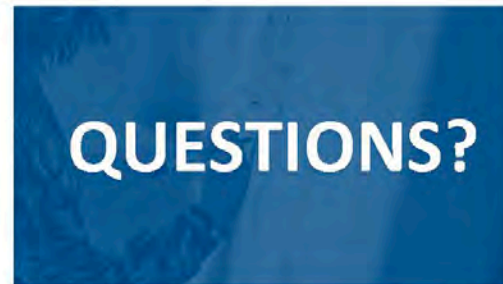
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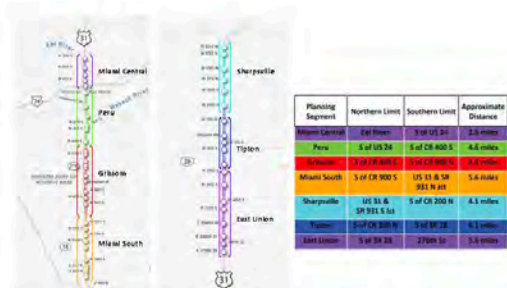
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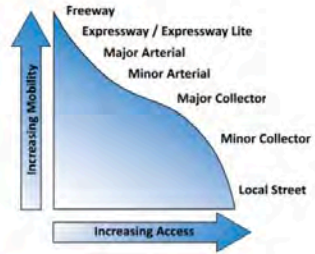


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Defining Improvement Packages

- > Influence on adjacent intersections
- > Community context
- > Access management guidelines
- > Improvements at secondary intersections

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SAFETY 	MOBILITY
IMPACTS 	COST

10

Eliminated **Carried Forward** **Recommended**

11

12

PROPEL
US 31

GRISSOM PLANNING SEGMENT

PACKAGE 4: EXPRESSWAY LITE, FREE FLOW

- EXTENDS 4.9 MILES, FROM SOUTH OF CR 900 SOUTH TO NORTH OF CR 900 SOUTH
- PROVIDES ACCESS TO GRISSOM AIRB, GRISSOM AIRPORTLEX, MACONAQIAH SCHOOLS, AND THE MIAMI CORRECTIONAL FACILITY
- 4 PRIMARY INTERSECTIONS, 6 SECONDARY INTERSECTIONS, 20 DRIVEWAY CONNECTIONS

FACTORS TO CONSIDER

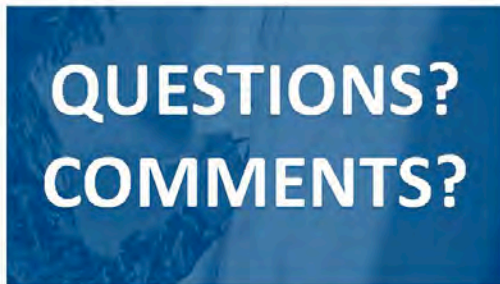
IMPACTS	■■■■■■■■■■
COSTS	■■■■■■■■■■
ACCESS	■■■■■■■■■■



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MEETING NOTES

Date: November 22, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan 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>Ryan Huebschman</i>	<i>ProPEL US 31 South Traffic Engineer, HTNB</i>
<i>Jim Tidd</i>	<i>Miami County Economic Development Authority</i>
<i>Lori Dukes</i>	<i>Greater Kokomo Economic Development Alliance</i>
<i>Abbie Smith</i>	<i>Tipton County Community Development Director</i>
<i>Laurie Maudlin</i>	<i>US 31 Coalition Executive Director</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released the day before the meeting, on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team

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analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:

- Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change?
- The seven planning segments defined for the US 31 South study area include: East Union, Tipton, Sharpsville, Miami South, Grissom, Peru, and Miami Central.
 - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** As previously mentioned, it's important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognize there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
 - A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.
 - Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these

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driveways are important for access, they can impact the safety and operations of the roadway.

- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study corridor. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step 3 was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
 - In Step 4, we refined the conceptual designs and estimated costs.
 - During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
 - In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
 - Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely

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- does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.
- Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
 - Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
 - At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
 - Attendees were shown the Peru planning segment improvement packages. The Peru planning segment spans just over four and a half miles, from just south of County Road 400 South at its southern limit to just south of US 24 at its northern boundary.
 - The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with potential stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 3, 4 and 5.
 - An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
 - It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
 - The study team played the fly-through video for Package 3: Expressway Lite, Free Flow for attendees to illustrate what to expect for the other videos that serve as a visual resource for stakeholders and

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build on the videos that were created at the Level 2 screening step. The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

- The US 31 South Draft Level 3 Screening Report was released on November 12. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
- INDOT is requesting public feedback on the draft Level 3 reports by December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports.
- The study team will host two public information meetings: one in Tipton on November 14 and another in Peru on November 19. We notified the public of those meetings via public notice, press release, an email to study stakeholders, direct mail postcards, social media and the website.
- In addition to those in-person meetings, we will have a virtual meeting experience available on November 15 on the study website, where you can watch the recorded presentation and participate in the same feedback activities.
- During the open comment period, the study team will be doing extensive outreach and visiting locations in the study area by hosting community office hours. Upcoming dates, times, and locations can also be found on the study website, as well as on our social media pages.
- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

- The US 31 Coalition understands that funding will likely require a phased implementation of the study's recommendations. The US 31 Coalition worked with stakeholder counties and their executives to develop a priority list for potential improvements. An attendee asked if this information be included and considered as part of the study? Dan Miller responded that the study teams would consider this information when it was provided and would be documented as part of the study. Depending on timing of receipt, it could be included in PEL study report and/or the Resource Agency, Stakeholder & Public Involvement Summary.
- A meeting attendee asked whether the study team would be making recommendations in terms of priorities for INDOT to consider as a result of the PEL study. Dan Miller answered that the study area includes the last five remaining traffic signals on US 31 and these locations have been identified as potential safety concerns, with the US 31/SR 218 north leg being one of substantive issues in all four study areas. This particular intersection could be addressed as a stand-alone intersection improvement project in the future, or it could be packaged with other improvements. The study team is not putting forward a single recommendation or priority, but we do have information and data illustrating where the critical needs are such that INDOT can make informed decisions about project development and funding at the study's conclusion.

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- An attendee asked a follow-up question about timing of future projects and how priorities are determined regarding timing of implementation. Dan Miller responded that safety is always a top priority for INDOT. Jim Tidd agreed and also noted that demand and future growth are also typically considered. In addition to safety, Dan Miller noted that the study team also tried to achieve a balance between mobility and access to/from and across US 31, which was a recurring theme from a diverse range of study stakeholders. This is why Expressway Lite was developed for consideration in the study.
- A meeting attendee asked about critical needs in the corridor and if there was an existing list of them. Dan Miller responded by sharing his screen and pointing to the Existing Transportation Conditions Report and the Final Purpose & Need report for detailed information around the issues and desired outcomes that have been identified for the study area. The needs include safety, and they also include consideration of important crossing and access points as identified by the public involvement efforts.
- A meeting attendee asked for the study team to clarify interchange spacing on US 31 in the study area. Dan Miller responded that INDOT's preference was to have at least three miles between interchanges in rural areas. This is why the interchange was shifted from CR 800S to CR 850S in the Grissom planning segment. It's also part of the reason why the study team did further evaluation at Division Road to develop a quadrant interchange. He also reiterated that interchange configurations will not be known until after a project is funded and scoped and is in engineering design.
- A meeting attendee mentioned a couple of new developments coming to the study area that will bring hundreds of new employees. Adin McCann mentioned that as much detail as can be shared would be helpful for the study team. This information can be shared via email.
- An attendee asked how permitted development was considered versus known (i.e., not yet permitted) development. The study team recognizes there are differences between the two. The objective was to work with local officials, such as this group, to develop a reasonable projection that will support the identification of future needs. Adin McCann noted that an analysis of noise sensitive areas was completed as part of the study. This work included coordination with local agencies to identify newly approved developments that could contain noise sensitive receptors (e.g., residential homes).
- As a follow-up question, a meeting attendee asked if we could speak to the methodology of how permitted development versus known development factors in next steps. Dan Miller noted that is why coordination with the local economic development officials (LEDOs) is a key part of this study. This coordination can provide the study team with a solid understanding of potential new developments coming to the study area, which is then considered as part planning efforts associated with the study.
- Meeting attendees thanked the study team for the time and information, and the study team offered to answer any additional questions or concerns that came up after the meeting.



Note to File – ProPEL US 31 South Level 3 Briefing with JJ's Travel Plaza

November 27, 2024

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them.

Dan Miller and Cassidy Hunter met virtually with Nick Stanley and Megan Reckelhoff, owners of two JJ's Travel Plazas in Miami County. Nick and Megan were concerned primarily with the Level 3 improvement packages in the Miami Central planning segment, particularly the intersection of US 31 and County Road 100 N.

We discussed the alternatives presented in the improvement packages in that segment and potential future impacts to his business and the other adjacent businesses there. He is very concerned about how any future potential improvements would "put him out of business" because he is in the business of selling convenience.

Their preference is No Build.



Note to File – ProPEL US 31 South Level 3 Briefing with Krishan Patel, Owner of Best Western/Knights Inn

December 3, 2024

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them.

Dan Miller and Cassidy Hunter met virtually with Krishan Patel and his father, owners of the Best Western and Knights Inn near Peru in Miami County. Kris and his father were concerned primarily with the Level 3 improvement packages in the Peru planning segment, particularly the intersection of US 31 and Business 31.

We discussed the alternatives presented in the improvement packages in that segment and potential future impacts to their businesses at that location. They are very concerned about alternatives shown, particularly the interchange concept, and how it could impact his properties there.

The study team continued to stress that no decisions have been made as a result of the PEL study, and that these are concepts and are preliminary in nature.

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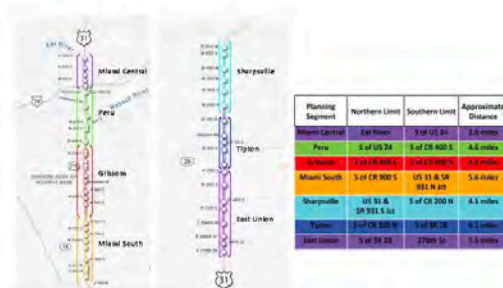
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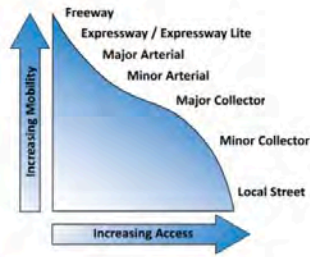


6

Defining Improvement Packages

- Influence on adjacent intersections
- Community context
- Access management guidelines
- Improvements at secondary intersections

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SAFETY 	MOBILITY
IMPACTS 	COST

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Eliminated **Carried Forward** **Recommended**

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PROPEL
US 31


GRISSOM PLANNING SEGMENT

PACKAGE 4: EXPRESSWAY LITE, FREE FLOW

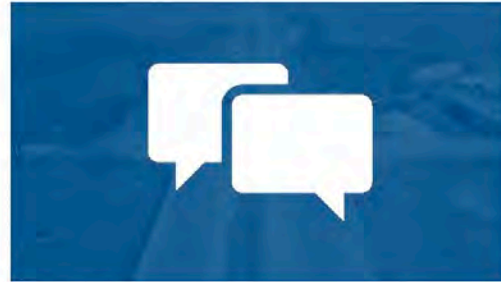
- EXTENDS 4.9 MILES, FROM SOUTH OF CR 900 SOUTH TO NORTH OF CR 800 SOUTH
- PROVIDES ACCESS TO: GRISSOM AFB, GRISSOM AEROPLEX, MACONAQUAH SCHOOLS, AND THE MIAMI CORRECTIONAL FACILITY
- 4 PRIMARY INTERSECTIONS, 6 SECONDARY INTERSECTIONS, 20 DRIVEWAY CONNECTIONS

FACTORS TO CONSIDER

IMPACTS	■■■■■■■■■■
COSTS	■■■■■■■■■■
ACCESS	■■■■■■■■■■



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**QUESTIONS?
COMMENTS?**

15



MEETING NOTES

Date: December 2, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Dan 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>Ryan Huebschman</i>	<i>ProPEL US 31 South Traffic Engineer, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 South Project Manager, INDOT</i>
<i>Leslie Hickman</i>	<i>Regional Manager, Indiana Farm Bureau</i>
<i>Elaine Dragstrem</i>	<i>Indiana Farm Bureau Member</i>
<i>Nancy Cline</i>	<i>Indiana Farm Bureau Member/Tipton County Commissioner</i>
<i>Luke Lightfoot</i>	<i>Indiana Farm Bureau Member</i>
<i>Beth Lightfoot</i>	<i>Indiana Farm Bureau Member</i>
<i>Will Harlow</i>	<i>Indiana Farm Bureau Member</i>
<i>Jenny Mundell</i>	<i>Indiana Farm Bureau Member</i>
<i>Jodie Schmitt</i>	<i>Indiana Farm Bureau Member</i>
<i>Amie Osborn</i>	<i>Indiana Farm Bureau Member</i>
<i>Josh Boxell</i>	<i>Indiana Farm Bureau Member</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the US 31 South was given, including a map illustrating the study area boundaries. 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:

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- Which intersections function together to provide access to adjacent land?
- Which intersections would influence adjacent intersections if improved?
- Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
- Where do traffic volumes substantially change?
- And finally, where does the land use context change?
- Seven planning segments that were defined for the US 31 South study area: East Union, Tipton, Sharpsville, Miami South, Grissom, Peru, and Miami Central.
- Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognize there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
 - A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.
 - Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these driveways are important for access, they can impact the safety and operations of the roadway.

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- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study corridor. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step three was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
- In Step 4, we refined the conceptual designs and estimated costs.
- During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
- In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
- Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.

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- Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
- Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
- At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
- Attendees were shown the Peru planning segment improvement packages. The Peru planning segment spans just over four and a half miles, from just south of County Road 400 South at its southern limit to just south of US 24 at its northern boundary.
- The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with limited mobility due to stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 3, 4 and 5.
- An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
- It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
- The study team played the fly-through video for Package 3: Expressway Lite, Free Flow for attendees to illustrate what to expect for the other videos that serve as a visual resource for stakeholders and build on the videos that were created at the Level 2 screening step.

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- The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

- The US 31 South Draft Level 3 Screening Report was released on November 12. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
- INDOT is requesting public feedback on the draft Level 3 reports by December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports.
- The study team will host two public information meetings: one in Tipton on November 14 and another in Peru on November 19. We notified the public of those meetings via public notice, press release, an email to study stakeholders, direct mail postcards, social media and the website.
- In addition to those in-person meetings, we will have a virtual meeting experience available on November 15 on the study website, where you can watch the recorded presentation and participate in the same feedback activities.
- During the open comment period, the study team will be doing extensive outreach and visiting locations in the study area hosting community office hours. Upcoming dates, times, and locations can also be found on the study website, as well as on our social media pages.
- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

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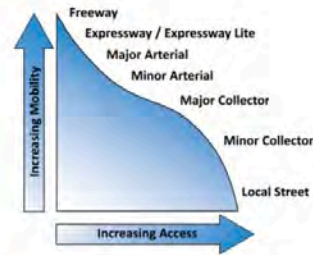


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Defining Improvement Packages

- > Influence on adjacent intersections
- > Community context
- > Access management guidelines
- > Improvements at secondary intersections

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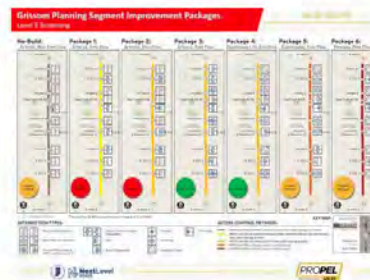
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PROPEL
US 31


GRISSOM PLANNING SEGMENT

PACKAGE 4: EXPRESSWAY LITE, FREE FLOW

- EXTENDS 4.9 MILES, FROM SOUTH OF CR 900 SOUTH TO NORTH OF CR 900 SOUTH
- PROVIDES ACCESS TO GRISSOM AIRB, GRISSOM AIRPORT, MACONAQUIAH SCHOOLS, AND THE MIAMI CORRECTIONAL FACILITY
- 4 PRIMARY INTERSECTIONS, 6 SECONDARY INTERSECTIONS, 20 DRIVEWAY CONNECTIONS

FACTORS TO CONSIDER

IMPACTS	■■■■■■■■■■
COSTS	■■■■■■■■■■
ACCESS	■■■■■■■■■■



13



14

**QUESTIONS?
COMMENTS?**

15



MEETING NOTES

Date: December 3, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Dan 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>Brian English</i>	<i>Miami Correctional Facility</i>
<i>Gene Cooper</i>	<i>Miami Correctional Facility</i>
<i>Elizabeth Hobbs</i>	<i>Miami Correctional Facility</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released the day before the meeting, on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:

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- Which intersections function together to provide access to adjacent land?
- Which intersections would influence adjacent intersections if improved?
- Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
- Where do traffic volumes substantially change?
- And finally, where does the land use context change?
- The seven planning segments defined for the US 31 South study area include: East Union, Tipton, Sharpsville, Miami South, Grissom, Peru, and Miami Central.
 - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
- **Influence on adjacent intersections:** As previously mentioned, it's important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognize there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
- A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.
 - Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these driveways are important for access, they can impact the safety and operations of the roadway.

- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study corridor. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step 3 was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
 - In Step 4, we refined the conceptual designs and estimated costs.
 - During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
 - In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
 - Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.

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- Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
 - Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
- At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
- Attendees were shown the Grissom planning segment improvement packages. The Grissom planning segment spans 4.3 miles, from just south of County Road 900 South at its southern limit to just north of County Road 500 South at its northern boundary.
- The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with potential stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 4, 5, and 6.
 - An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
 - It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
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- The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

- The US 31 South Draft Level 3 Screening Report was released on November 12. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
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- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

- There were no comments or questions from meeting attendees.

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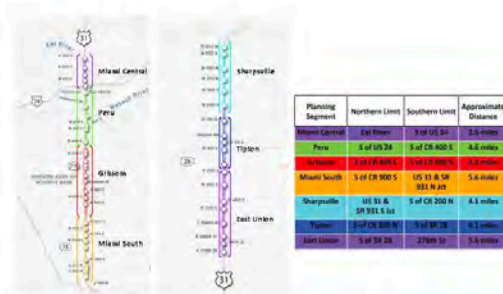
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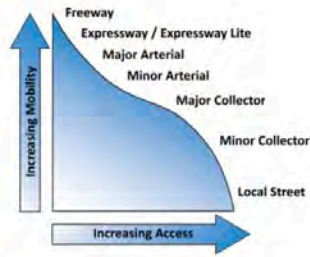


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Defining Improvement Packages

- Influence on adjacent intersections
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SAFETY 	MOBILITY
IMPACTS 	COST

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Eliminated **Carried Forward** **Recommended**

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PROPEL
US 31

GRISSOM PLANNING SEGMENT

PACKAGE 4: EXPRESSWAY LITE, FREE FLOW

- EXTENDS 4.9 MILES, FROM SOUTH OF CR 900 SOUTH TO NORTH OF CR 900 SOUTH
- PROVIDES ACCESS TO GRISSOM AIRB, GRISSOM AIRPORTLEX, MACONAQIAH SCHOOLS, AND THE MIAMI CORRECTIONAL FACILITY
- 4 PRIMARY INTERSECTIONS, 6 SECONDARY INTERSECTIONS, 20 DRIVEWAY CONNECTIONS

FACTORS TO CONSIDER

IMPACTS	■■■■■■■■■■
COSTS	■■■■■■■■■■
ACCESS	■■■■■■■■■■



13



14

**QUESTIONS?
COMMENTS?**

15



MEETING NOTES

Date: December 5, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Dan 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 South Project Manager, INDOT</i>
<i>Mark Waite</i>	<i>Grissom Personnel</i>
<i>Andy Brehm</i>	<i>Grissom Personnel</i>
<i>David Hughes</i>	<i>Grissom Personnel</i>
<i>Pete Rogers</i>	<i>Grissom Personnel</i>
<i>Adam Soultz</i>	<i>Grissom Personnel</i>
<i>Mack Estes</i>	<i>Grissom Personnel</i>
<i>Jill Pyclik</i>	<i>Grissom Personnel</i>
<i>Brantley Mathas</i>	<i>Grissom Personnel</i>
<i>Cory Walters</i>	<i>Grissom Personnel</i>
<i>Andrea Estes</i>	<i>Grissom Personnel</i>
<i>Brooklynn DeWeese</i>	<i>Grissom Personnel</i>
<i>Lannie VanDevander</i>	<i>Grissom Personnel</i>
<i>Jarred Gentile</i>	<i>Grissom Personnel</i>
<i>Nicole Partacz</i>	<i>Grissom Personnel</i>
<i>Mike Perry</i>	<i>Grissom Personnel</i>
<i>Mark Copp</i>	<i>Grissom Personnel</i>
<i>Dawn Altmaier</i>	<i>Grissom Personnel</i>
<i>Ben Mota</i>	<i>Grissom Personnel</i>
<i>William Ellison</i>	<i>Grissom Personnel</i>
<i>Michael Sampson</i>	<i>Grissom Personnel</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:

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- Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change?
- The seven planning segments defined for the US 31 South study area include: East Union, Tipton, Sharpsville, Miami South, Grissom, Peru, and Miami Central.
 - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
- **Influence on adjacent intersections:** As previously mentioned, it's important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognize there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
- A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.
 - Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these driveways are important for access, they can impact the safety and operations of the roadway.

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- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study corridor. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step 3 was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
 - In Step 4, we refined the conceptual designs and estimated costs.
 - During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
 - In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
 - Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.

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- Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
- Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
- At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
- Attendees were shown the Grissom planning segment improvement packages. The Grissom planning segment spans 4.3 miles, from just south of County Road 900 South at its southern limit to just north of County Road 500 South at its northern boundary.
- The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with potential stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 4, 5, and 6.
 - An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
 - It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
- The study team played the fly-through video for Package 4: Expressway Lite, Free Flow for attendees to illustrate what to expect for the other videos that serve as a visual resource for stakeholders and build on the videos that were created at the Level 2 screening step.

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- The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

- The US 31 South Draft Level 3 Screening Report was released on November 12. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
- INDOT is requesting public feedback on the draft Level 3 reports by December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports.
- The study team will host two public information meetings: one in Tipton on November 14 and another in Peru on November 19. We notified the public of those meetings via public notice, press release, an email to study stakeholders, direct mail postcards, social media and the website.
- In addition to those in-person meetings, we will have a virtual meeting experience available on November 15 on the study website, where you can watch the recorded presentation and participate in the same feedback activities.
- During the open comment period, the study team will be doing extensive outreach and visiting locations in the study area by hosting community office hours. Upcoming dates, times, and locations can also be found on the study website, as well as on our social media pages.
- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

- A meeting attendee asked if traffic traveling north on US 31 wanting to turn west would still have to cross traffic. Dan Miller stated that with the interchange option at US 31 and SR 218N, the traffic signal would be eliminated, and drivers would not be crossing traffic at that location with that potential alternative.
- The same attendee asked about the right-in/right-out configuration at US 31 and Hoosier Boulevard in Grissom improvement package #4. Dan Miller confirmed that is correct and went on to say that if the Expressway Lite improvement package moved forward, there would be appropriately spaced median U-turns but those would not be designed until further into project development.
- As a follow-up question, the same attendee asked if the median U-turns would be designed with to accommodate a semi. Dan Miller answered that all of the alternatives in the study area have been designed for a WB-65 (i.e., an interstate semitrailer that is over 73 feet in length) and would also be designed with acceleration lanes.
- A meeting attendee asked if the study team had a preference between Grissom improvement package #4 vs. improvement package #5. Dan Miller explained that improvement packages #3 and #4 are the packages that were recommended for the Grissom planning segment. Improvement packages #5 and #6 would still be carried forward and analyzed as part of the future NEPA process, if and when a project was funded and scoped to move forward. To further illustrate the differences in access vs. mobility in the improvement packages, the improvement package #3 video was shown to meeting attendees. Dan

Miller also explained that by having packages recommended and carried forward, it gives INDOT flexibility depending on funding availability and statewide priorities.

- A meeting attendee asked if there are estimated costs for each of the potential improvement packages/improvements. Dan Miller answered that high-level costs were estimated as a way to relatively compare the improvement packages. Dan also noted where the Draft Level 3 Screening Report can be found on www.propelus31.com website and opened the report to show the cost comparison matrix.
- A meeting attendee asked if moving SR 218N to County Road 500, which runs from SR 35 to SR 19, was considered. Dan Miller responded that the study team did look at that option; however, because of the significant safety concern at US 31 and SR 218N, as well as the impacts to critical crossing points and the human and natural environment, it was not considered further.
- A meeting attendee asked about spacing between median U-turns, and Dan Miller responded that the distance between median U-turns would vary by location and the locations would depend on a variety of factors including, but not limited to: distance between access points, topography, and impacts. Dan opened the Draft Level 3 Screening Report to show the comparison chart to illustrate the differences in spacing between the improvement packages.

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- HCHD #B-24-0012 – The Continental Insurance Company – Maintenance Guaranty Bond No. 3018675M - Issued on behalf of Lennar Homes of Indiana, LLC., in the sum of \$251,882.72 for The Timbers Section 1 – Improvements to Bridge No 323. To expire February 1, 2027.
- HCHD #B-24-0013 – Endurance Assurance – Subdivision Bond No. EACX4039208- Issued on behalf Leo @ Carmel, LLC., in the sum of \$112,845.00 for Leo @ Carmel – Improvements “146th Street Right-of-Way. To expire December 31, 2025

Public Works Quotation Results - Bridge No. 146

Thurman presented the quotes received for appraisals for Bridge No. 146 – 151st Street / Cool Creek Guardrail Repair. Thurman recommended the award be given to LaPorte Construction Co.; Inc. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

- C-Tech Corporation \$4,700.00
- James H. Drew Corporation \$5,000.00
- Specialties Company, LLC No Response
- **LaPorte Construction Co., Inc. \$3,900.00**

2025 Highway Commissioner Meeting Schedule

Thurman presented the meeting schedule for the 2025 Highway Commissioners meetings. These meetings are planned and then used as needed. Altman asked if the first Friday of the month was still good for the Commissioners. Commissioners Dillinger and Heirbrandt agreed. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Federal Aid Project Submittal

Thurman requested approval of the Federal Aid Project Submittal for 281st Street from Rulon Road to SR 213. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Renewal 2025-2026 Annual Highway Bid – Cat 5 Renewal

Thurman requested approval of the renewal of an annual bid for Category 5, Timber Bridge Components. American Timber Bridge has been their low bidder for many years for our timber bridge components supplier. They have offered a renewal for the 2025 period at the same prices as 2024. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Request to Procure Equipment

Thurman requested to procure equipment for two pick up trucks and two SUVs. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

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The Hamilton County Board of Commissioners met on Monday, November 25, 2024, in Executive Session at 12:15p.m. in Conference Room 1A. President Heirbrandt called the public session to order at 1:31 p.m. declaring a quorum present of Commissioner Christine Altman, Commissioner Mark Heirbrandt and Commissioner Steve Dillinger. Mr. Joel Thurman led the Pledge of Allegiance.

EXECUTIVE SESSION MEMORANDA

Approval of Executive Session Memoranda

Dillinger moved to approve the November 25, 2024, Board of Commissioners Executive Session Memoranda. Altman seconded. Motion carried unanimously.

MINUTES

Approval of Minutes

Altman moved to approve the November 12, 2024, Board of Commissioners meeting minutes. Dillinger seconded. Motion carried unanimously.

PLAT APPROVAL

Stern Estates

Mr. Dave Lucas recommended the approval of the plat for Stern Estates. Altman asked about the different name of Vanderverst on the Sheriff's signature section on the plat. Davis stated that the plat started as the name of Vanderverst, but it was changed to Stern. Mr. CJ Taylor confirmed this was a family name change by marriage. Altman asked it to be written in and initial the change on the plat. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Abbott Commons Section 1

Mr. Dave Lucas recommended the approval of the plat for Abbott Commons Section 1. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

HIGHWAY BUSINESS

Acceptance of Bonds and Letters of Credit

Mr. Joel Thurman requested approval of Acceptance of Bonds and Letters of Credit for the Highway Department. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

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Winter Seasonal Work Hour Exception

Thurman requested approval for winter seasonal work hour exception. Dillinger moved to approve. Altman seconded. Motion carried unanimously. Altman asked if most of our snow removal gets handled by outside contractors. Davis replied all are county employees and supplemental employees. Altman asked if we needed the supplemental since we do not need to service Sheridan. Davis replied that a couple of supplemental employees will be reduced due to not servicing Sheridan.

Board of Commissioners Highway Meeting

Davis stated he did not have anything for them to meet on Friday, December 6, 2024, Board of Commissioners Highway Meeting, but Attorney Connor Sullivan requested to keep it scheduled at this time.

US 31 STUDY UPDATE

Ms. Cassidy Hunter, HNTB presented information on the US 31 Study. Handouts were provided.

Questions asked from Hamilton County

Mr. Brad Davis asked about driveway accesses. Hunter answered that is a facility type that will keep driveway access with an expressway type of feel but keep driveway access, right in-right out only. The purpose of the study was to look at safety and mobility along the corridor and that was in response to stakeholders wanting to be able to still have access to property and to the east and west roadways. Mr. Dan Miller stated they are taking comments on the level three report, there are different facility types. On the far-right side you have freeway or expressway where you would remove the driveways. There are varying types from the far-left where there is limited work and the driveways do stay. These are the types of comments they are taking as part of the draft analysis and the concerns and why. Nothing has been decided at this time.

Altman asked them to share a worksheet that shows the different entries and levels of the access that could be studied after the meeting. Hunter stated yes and will bring them back to the Commissioners.

Commissioner Heirbrandt asked about how J-turns have been welcomed. Miller stated that reduced conflict intersection (RCI) has not been received. J-turns fall within the family of RCIs and there are a number of variations. It depends on the location. There are some areas where larger facility types that will then impact or lessen their accessibility. Then the RCI has been more welcomed. Then in other counties they have not been well received. It's a varying decision.

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E911 PUBLIC SAFETY COMMUNICATIONS

Recognition of the CALEA Accreditation Award

Mr. Mike Hubbs recognized the E911 team for their CALEA (Commission on Accreditation for Law Enforcement Agencies, Inc.) Accreditation Award for Hamilton County 911. This has been a two-year process that Travis Comer as Accreditation Manager who brought this accreditation to be. Hamilton County is now a fully accredited 911 Center. Altman stated she was able to attend this celebration and heard the history behind the attempts for our accreditation, and Comer has done a great job getting this accreditation done. Part of the accreditation process had Comer very nervous, rightfully so, where a panel grills the applicants. Comer and Hubbs explained their process to the panel very well. Then the panel asked if the county would like to brag on yourselves a bit more. Altman stated that was how good the application was and how good our 911 System is. Altman thanked Comer for his job well done.

Office Pride Commercial Cleaning Services

Hubbs requested approval for Office Pride Commercial Cleaning Services proposal and service agreement. This was decided through discussions with Mr. Steve Wood, Buildings and Grounds Director to help keep the facilities cleaner with full staff at 24 hours. Altman moved to approve. Dillinger seconded. Dillinger asked why would not use our own manpower of county employees. Hubbs stated due to manpower issues and the 24-hour coverage needed. Hubbs and Woods have also discussed with the new facility being built a minimum of four full time staff. The Council did approve one additional staff position to begin in 2025 but Hubbs will need to add three (3) more. This will help the buildings and grounds department. Dillinger asked if he could use the one person that was approved by council. Hubbs stated that position is not in that job description. Dillinger asked for the price for this need. Altman stated it is in the contract. Hubbs stated they can expand or detract from services as needed. The contract is for \$1,522.31 per month, twice per week. Motion carried unanimously.

Ratification of Signature

Hubbs requested ratification of Commissioner Altman's signature on the Change Order for ZAYO. ZAYO provides technology services to the 911 center. There was a need to expand some of the capacity due to the real time information center coming on board to allow for that increased activity. The ZAYO is an update to the monthly bill that is paid through LIT to maintain public safety communications through IT services. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

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Verizon Wireless Cradlepoint Agreement Update

Hubbs requested approval for Verizon Wireless Cradlepoint Agreement Update. Mr. Steve Dirks, IT Coordinator for the department renegotiated with Verizon on our rates. This is saving approximately \$90,000 in the next three years. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

ISS DEPARTMENT

Ecopia Contract

Mr. Chris Mertens requested approval for the Ecopia Contract. This contract in conjunction with the 2024 Orthophotography project. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Konica Minolta – New Faxing Service Order Agreement

Mertens requested approval of Konica Minolta new faxing service order agreement to be implemented in 2025. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

SAFETY & RISK MANAGEMENT

LIABILITY TRUST CLAIM APPROVAL

Mr. Steven Rushforth requested approval of a liability trust claim for an auto repair invoice in the amount of \$7,895.27. This invoice is for a repair to a surveyor's vehicle which was damaged on August 23, 2024, when an employee mistakenly took a turn to sharp and struck a post on the passenger side of the vehicle causing damage. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

BUILDINGS & GROUNDS

Request Permission to Dispose of an Asset

Mr. Steve Wood requested permission to dispose of a Kubota RTV. It is rusted out and he plans to purchase another one. It is used for sidewalk and snow removal at the jail complex and community corrections also uses it to pull food trailers. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Office Pride Contract Question

Dillinger asked Wood his opinion on the Office Pride Contract that Hubbs presented. Wood stated he gave Hubbs names and recommendations for companies to use. Wood stated for him to take a night

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crew and drive them to Fishers and back it is not very economical for the county. Dillinger asked if he supports this decision. Wood stated yes.

HAMILTON COUNTY SURVEYOR

Request Condemnation Of Parcel

Mr. Kent Ward requested approval of the Raymond Briles regulate drain land condemnation. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

PROBATION

Dalton & Associates, LLC Comprehensive Psychology Services Agreement

Ms. Madonna Wagoner requested approval of the Dalton & Associates, LLC Comprehensive Psychology Services Agreement. Wagoner stated they researched a lot of different psychologists, but Dr. Dalton does a great job and currently deals with a lot of our psychological evaluations. Altman agreed if we wait for services people could be waiting awhile, so she suggests that the county gets some outside help that she personally knows and thinks it is a good choice. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

HAMILTON COUNT HEALTH DEPARTMENT

Request to Close the Hamilton County Health Department for Annual Lunch & Learn Opportunity

Mr. Jason LeMaster requested to close the Hamilton County Health Department for one and half hours on December 20th, 2024, from 11:30 a.m. to 1 p.m. for staff to participate in an annual Lunch & Learn opportunity. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Health First Sub-Grant Agreement for 2025

LeMaster requested approval for the Health First Sub-Grant Agreement for 2025. They have completed the grant review projects for the Health First funds for 2025. There are thirteen applications that were received directly at the Health department, as well as nine applications for the non-for-profit groups the health department works with to help fund those projects. The total was \$2,075,279.00 that will be sub-granting in 2025. Altman asked if there are pantry items that are one offs. LeMaster stated a few are, but he is working with the state getting clarity that they cannot just be about buying food for the pantry to

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handout. It also has to have a nutritional and educational part to that. They are working with those groups. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Request Permission to Dispose of an Asset

LeMaster requests permission to dispose of a tent and trailer that is no longer used. Altman moved to approve to transfer to Brown County, Indiana. Dillinger seconded. Motion carried unanimously.

Shepherd Center for Health First Grant Funds

Altman asked if Shepherd Center made the application for Health First grant funds. LeMasters stated they did. Altman asked if this is a new program for them? LeMaster stated yes, it is a development of a new program helping with aging and getting them resources.

COVID Vaccines for County Employees

Dillinger asked about COVID shots for county employees. He felt it was complicated as to what he read on the Internet of when they could get the vaccine and how. Dillinger asked how they are getting these shots out. LeMaster stated they have been getting them out and they have had extra clinics to provide these vaccines. Callins or walk-ins have helped and can continue to be helped in that way.

COURT ADMINISTRATION

Authorization for Meal Expense

Judge David Naijar requested approval for authorization for a meal expense for the Hamilton County Guardian Ad Litem training sessions throughout 2025 and annual dinner for volunteers in 2025. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

2025 Annual and Monthly Pauper Attorney Contracts

Judge Naijar requested approval of the 2025 Annual and Monthly Pauper Attorney Contracts. Dillinger moved to approve. Altman seconded. Altman asked about the idea of a Public Defenders Council, and if the judges have an opinion for or against that idea. Judge Naijar stated he thinks collectively their opinion is they need more information. They have begun that process by talking to judges from Hendricks County who have a Public Defenders Council and they have started determining the process of what it takes to have one in Hamilton County. There are a lot of different things to it and there are some real strong pros and some real strong cons. Altman asked if there is anything the Commissioners should be doing to help the process? Judge Naijar said he would get back to her on that.

Dillinger stated that several years ago this was examined in detail. It did not make sense to do back then, but it may make more sense now. From a facilities standpoint we are probably not ready for that but

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could be with the new build on. Altman stated there is some concerns to considering a Public Defenders Council. Judge Naijar stated they are looking at what are the standards and what do we need to have in place as far as numbers of attorneys and how many cases they are able to handle, major felonies vs misdemeanor cases. What are those ratios. Dillinger asked if they were to go with this idea, how many public defenders does Judge Naijar think we would need. Judge Naijar stated he did not know. When doing some quick calculations based on Hendricks County discussions, we were looking at 20 or more just to handle the misdemeanor and traffic violations. Dillinger stated he thinks that is where the complications were the last time this was looked at. Looking at what was just approved for attorneys for 2025 and the cost and compare it to the cost to hiring 20-25 attorneys under our benefits program it didn't compare. Judge Naijar stated adding staff. Altman asked if the State controls the ratio of cases to attorneys. Judge Naijar stated yes, there are guidelines by the State on how many cases they want attorneys to be working on depending on if they have staff or working on their own. The ratios change per the resources they have. Altman stated that if they hire more it does not mean our level of service is the same on our dollar. Judge Naijar stated the judges to the best they can with the resources they have make sure those that get pauper counsel the very best defense to them. Dillinger stated when you consider our benefits package is \$30,000-\$35,000 per employee in addition to what they would be paid that becomes a big number. Motion carried unanimously.

HAMILTON COUNTY ASSESSOR

Eagleview Contract Amendment

Mr. Kevin Poore requested approval for the amendment and extension of the Eagleview Contract. It is a tool for air photography and measurement tool for reassessment and new construction processes. This also upgrades from three-inch resolution to one-inch resolution as well as early access to a new browser viewer platform. Altman asked if this was through Pictometry who we have used for a long time. Poore confirmed. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

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COMMUNITY DEVELOPMENT BLOCK GRANT

CDBG Funding Agreement: HAND, Inc.

Ms. Michelle Westermeier requested approval for the CDBG Funding Agreement between Hamilton County and HAND, Inc for the acquisition for the parcel located at 1488 Greenfield Avenue in Noblesville. This will be used for affordable housing. Westermeier stated there is a corrected page one on the funding agreement that updates the funding years they will actually pulling the funds from. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

HUMAN RESOURCES

Wellness Rewards Program for 2025

Ms. Sheena Randall requested to discuss the Wellness Rewards Program for 2025. Currently, the Employee Wellness Rewards Program provides a \$15.00 reduction in premiums per pay period for employees who complete their blood panel and physical on or before the annual deadline. All new hires entering our workforce after the deadline are charged the higher premium +15.00 per pay for the remainder of 2024 and 2025. During our recent insurance committee meeting, a discussion was held regarding this topic. This wellness program was intended to encourage employees to be proactive in seeking wellness screenings promoting preventative care rather than treatment. The recommendation from the insurance committee is to allow new hires to pay the lower premium when they begin employment. The new hires would be required to begin seeking their wellness screenings beginning January 1st of each year same as current employees. Allowing this change will motivate staff to be proactive in self-care and will remove administrative burdens from the payroll department when configuring insurance premiums each year. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

COMMISSIONER COMMITTEE REPORTS

Commissioner Dillinger's Report

Dillinger stated they recently had an insurance committee meeting and personnel committee meeting and reviewed many topics that have been dealt with.

Commissioner Altman's Report

Altman stated her only report was her attending the CALEA Accreditation Awards.

Commissioner Heirbrandt's Report

Heirbrandt had nothing to share.

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ATTORNEY

RESOLUTION NO. 11-25-24-1 A RESOLUTION OF THE BOARD OF COMMISSIONERS OF HAMILTON COUNTY AMENDING RESOLUTION NO. 7-8-02-1 CONCERNING A CREDIT CARD

Attorney Connor Sullivan requested approval of Resolution No. 11-25-24-1 A Resolution Of The Board Of Commissioners Of Hamilton County Amending Resolution No. 7-8-02-1 Concerning A Credit Card for the Auditors office. The amendment removes Robin Mills' name specifically and replaced it with Auditor as the card holder. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

RESOLUTION NO. 11-25-24-2 A RESOLUTION APPROVING AN APPLICATION FOR PROPERTY TAX DEDUCTIONS FOR CERTAIN PERSONAL PROPERTY LOCATED WITHIN THE 96TH AND U.S. 421 ECONOMIC DEVELOPMENT AREA

Sullivan requested approval of Resolution No. 11-25-24-2 A Resolution Approving An Application For Property Tax Deductions For Certain Personal Property Located Within The 96th And U.S. 421 Economic Development Area. This is for ACES power for the sum of \$16,000 spread out over five years. Bondry Consulting has reviewed it, and the tax impact is minimal to none. Through Hamilton County in personal property in TIFs only collect tax increments on commercial property. This is in a county TIF but incorporated by the City of Carmel. If approved there is required form SB-1to be signed by the Board President and then it is sent to the applicant to file their appropriate paperwork for their taxes. Altman moved to approve Resolution No 11-25-24-2 and the documentation. Dillinger seconded. Motion carried unanimously.

RESOLUTION NO. 11-25-24-3 A RESOLUTION AMENDING THE CAPITAL ASSET POLICY FOR HAMILTON COUNTY

Sullivan requested approval for Resolution No. 11-25-24-3 A Resolution Amending The Capital Asset Policy For Hamilton County. This is to amend the capital asset threshold from \$5,000 to \$10,000 which is in line with the recommendation from Baker Tilly for annual auditing and reporting requirements. Altman asked Ms. Robin Mills if for audit if this relieves monitoring assets. Mills stated no, we still have to monitor them. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

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ORDINANCE NO. 11-25-24-A AN ORDINANCE AMENDING ORDINANCE NO. 9-8-92-8 AUTHORIZING A CONTINUED SPECIAL ECONOMIC DEVELOPMENT CHARGE TO BE COLLECTED FROM THE OWNERS AND/OR DEVELOPERS OF RESIDENTIAL REAL ESTATE

Sullivan request approval for Ordinance No. 11-25-24-A An Ordinance Amending Ordinance No. 9-8-92-8 Authorizing A Continued Special Economic Development Charge To Be Collected From The Owners and/or Developers Of Residential Real Estate. This has been requested by the Auditor's office since 1992. The county has been able to collect these fees and occasionally it needs updated. This updated fee will be active through 2026. The charge has been \$50 per plat and will continue to be that amount. Altman moved to waive the rules and adopt said ordinance on first reading. Dillinger seconded. Motion carried unanimously. Altman moved to adopt said ordinance. Dillinger seconded. Motion carried unanimously.

Authority To Begin The Publication Process For An Efficiency Resource Maximization And Public Service Enhancement Study

Sullivan request approval to begin the publication process for an efficiency resource maximization and public service enhancement study. This is similar to what was performed at the public safety department a couple of years ago, but this would be tailored to other departments and elected officials. It is recommended that the Commissioners create a committee to review the departments being reviewed and are part of that interactive process. The RFQ is being amended, generally it will be in the same format as was sent to the Commissioners last week. There will be interviews and the Commissioners will decide what firm would perform this study. The process could take several months. Altman said that she would like the results to be taken seriously. Sullivan stated the County Council has been one of the drivers behind this and have agreed to the funds needed within reason and will gladly adhere to the recommendations provided by the firm the Commissioners choose. It could be anything from adding resources to employees or adding programs. The County Council are aware there will be a cost and are ready to be part of it. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

Human Resources Reclassifications

Sullivan stated the Personnel Committee has a recommendation for a reclassification of a few human resource (HR) department employees. Sullivan requests approval of the recommendations of a HR Generalist from Pat B to Pat C; the Executive Assistant to the HR Generalist Comp F to Pat C; HR Administrator from Exec B to Exec C; and HR Director from Exec D1 to Exec D2 to go to the County Council for their review and consideration. Sullivan asked Ms. Robin Mills if this would be on the December Council meeting? Milles replied they will try to get it on the December meeting, but if not, it will be on the January meeting and will be made retroactive. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

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Liability Trust Claim

Sullivan requested approval to pay Taft Law Firm encumbering several matters. This has been reviewed by Sullivan and Attorney Adam Willfond to reduce the amount requested. This should be the last of the legal claims for Taft for these purposes. Altman asked if it has met Sullivan's expectation. Sullivan stated Willfond was very thorough and reduced the claim by almost 60%-65%. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

DIRECTOR OF ADMINISTRATION

SRF (State Revolving Fund) Disbursement Form

Mr. Lee Buckingham requested approval of the SRF Disbursement Forms related to the November 5, 2024, invoice (invoice #52310-07) in the amount of \$1,207,747.50 from Reynolds Construction, LLC. for equipment, materials, and construction services related to the US 31 Bakers Corner Hamilton County Regional Utility District project. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

SRF (State Revolving Fund) Disbursement Form

Buckingham requested approval of the SRF Disbursement Forms related to the November 7, 2024, invoice (invoice # 45621B) in the amount of \$124,604.73 from Wessler Engineering, Inc. for design, land acquisition, construction administration and construction management services related to the Phase 2A and 2B US 31 Bakers Corner Hamilton County Regional Utility District project. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

City of Westfield – Westfield Stormwater Fees

Buckingham stated the county attorney's office and the Hamilton County Auditor have reviewed the request from the City of Westfield to have the Hamilton County Auditor's office take over the billing responsibilities for the Westfield Stormwater fees. This would be a significant undertaking with numerous obstacles and potential pitfalls identified by the Auditor and the county attorney's office. Additionally, taking this billing responsibility on for the City of Westfield could set a precedence for the county assuming this responsibility or other responsibilities for other municipal entities within the county, thus shifting the burden from the municipalities to the county for municipal operations. The Auditor and county attorney's office are recommending that the county not take on this responsibility and are requesting that the Board of Commissioners make the final determination as to whether Hamilton County will take over this stormwater billing on behalf and at the request of Westfield. Dillinger moved to deny this request. Altman seconded the denial due to the statute making it not mandatory. Motion carried unanimously.

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Request Permission to Conduct Tours of the Historic Courtroom

Buckingham requested on behalf of Jessica Layman, President of the Hamilton County Historical Society, to allow her and David Heighway conduct tours of the historic courtroom in conjunction with the 100-year anniversary of the DC Stephenson trial. Their proposal is to conduct tours between 12 p.m. and 1 p.m. on nine (9) Fridays during 2025. Those dates would be March 28th, April 25th, May 23rd, June 20th, July 18th, August 15th, September 12th, October 10th and November 7th. The historical society would also like to use the historic courtroom on the occasions for special events related to the DC Stephenson Trial Anniversary, but the specific dates have not yet been selected. The historical society also wants to put up some temporary exhibit signage in the historic courthouse throughout 2025 for the anniversary events. Dillinger asked it conflicts with any courts operating in the historic courtroom. Buckingham stated the courtroom is being used on Mondays, Wednesdays and Thursdays. He sends an email to those that use the courtroom and received no negative responses. Altman moved to approve the tours that we have been given dates for but requested more information on the unidentified activities; and that they have adequate security for those activities. The signage request needs to be reviewed for approval before being posted. Dillinger seconded the motion. Motion carried unanimously.

Meal Authorization for Health Department

Buckingham requested on behalf of Jason LeMasters of the Hamilton County Health Department for a meal request to host the monthly fire chief December meeting. They are requesting \$375, approximately \$15 per person for the meal for twenty-five people. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

SHERIFF

Captain Mark Bowen reminded the Commissioners of the Noblesville Chamber of Commerce Tree Lighting at the Judicial Center on Saturday, November 30 from 6-7:30 p.m.

Altman recognized the Hamilton County Sheriffs Department on their reaccreditation for the CALEA certification. They represented Hamilton County well.

AUDITOR

Notification of Release of Capital Assets

Ms. Robin Mills requested approval of two capital assets for final disposal. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

- Capital Asset Notification Final Disposal – Exmark Lzerz Mower – Asset #06493 BA-0001800

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- Capital Asset Notification Final Disposal – Exmark Mower – Asset #09279 BA-0002929

Treasurer’s Monthly Report

Mills requested acceptance of the County Treasurer’s Monthly Report dated October 31, 2024. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Release of Bonds/Letters of Credit from Drainage Board

Mills requested approval on the Acceptance of Letters of Credit and Bonds for the drainage board. Altman moved to approve. Dillinger seconded. Motion carried unanimously.

- *HCDB-2021-00012*– National Indemnity Company – Performance Bond No. 70NGP184935 – Monon Corner Section 1 – Cove Horney Drain Offsite Improvements - \$598,515.50
- *HCDB-2024-00016*- Old Republic Surety Company –Performance Bond No. 7459078– 2024 Vegetation Control – Spraying of Hamilton County Regulated Drains - \$156,426.00

Payroll Claims

Mills requested approval of payroll claims for the period of October 28- November 8, 2024, paid November 22, 2024. Dillinger moved to approve. Altman seconded. Motion carried unanimously. Mills stated there are three other payrolls that were approved but we found they did not get signed and is requesting signatures.

Vendor Claims

Mills requested approval on the Vendor Claims. Dillinger moved to approve. Altman seconded. Motion carried unanimously.

Meeting was recessed at 2:37 p.m. to move to Conference Room 1A for Work Session

WORK SESSION

Septic Replacement Policy

Buckingham noted Jason LeMaster representing the Hamilton County Health Department, was in attendance to discuss the Hamilton County Regional Utility District (HCRUD) Septic Replacement Policy Marty Wessler spoke on the Hamilton County Property Owner’s Guide to the Sewer Connection Exemption Procedure, a letter to property owners about the sewer connection exemption application, and Indiana code on the topic. The goal is to produce a facts sheet for property owners to help answer questions for current and possible future connections.

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Wessler asked if the county wants to add a section in the procedure to say that the county would allow the property owner to completely replace their septic system if needed or give them the option to repair their system or connect to the utility district. LeMaster stated the state code would not allow it nor does our local ordinance allow it if a utility district is available and within 300 feet.

Altman suggested the proposed fact sheet state cost of inspection, repair, replacement of septic system and give our average cost. Then give another option to hook up to the utility district with a monthly sewer bill averaging \$65-\$85. If the homeowner does not meet the Indiana Code, they will have to do something and if they do not do it by the deadline then they will have to pay the \$4,000 connection fee. Heirbrandt stated following state statute is first and foremost, then he would choose not to mandate this if their system works, making sure to define failing and failed system in the fact sheet.

Project Priority List for 2025

Buckingham handed out an updated project priority list for 2025 from the 2024 list for their review. This will be discussed later in a future work session.

Dillinger motioned to adjourn the meeting at 3:35 p.m. Altman seconded the motion. Motion carried unanimously.

Next Meeting - Monday, December 9, 2024, at 1:00 p.m.

Present

Christine Altman, Commissioner
Mark Heirbrandt, Commissioner
Steven C. Dillinger, Commissioner
Robin Mills, Hamilton County Auditor
D. Lee Buckingham, Director of Administration
Jenni Roosa, Executive Assistant to Auditor
Kim Rauch, Executive Assistant to Auditor
Connor Sullivan, County Attorney
David Boyer, Assistant County Attorney

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Mike Howard, Attorney
Mark Bowen, Hamilton County Sheriff Department
Brad Davis, Highway Director
Joel Thurman, Highway Engineer
Kylie Henson, Highway Department
Dave Lucas, Highway Department
Matt Lee, Highway Department
Chris Mertens, ISSD Director
Steven Rushforth, Safety Risk Manager
Steve Wood, Buildings and Grounds Director
Todd Clevenger, Auditor's Grant Administrator
Lauren Powell, Grant Administration
Mike Hubbs, E911 Public Communications Director
Brian Bethel, E911 Public Communications
Travis Comer, E911 Public Communications
Kent Ward, Hamilton County Surveyor
Madonna Wagoner, Probation
Jason LeMaster, Hamilton County Health Department
Judge David Najjar, Superior Court 5
Kevin Poore, Hamilton County Assessor
Michelle Westermeier, Noblesville Housing Authority
Sheena Randall, Human Resources Director
Brooke Richards, Human Resources
CJ Taylor, Planning Commission
Marty Wessler, Wessler Engineering
Cassidy Hunter, HNTB
Dan Miller, HNTB
Paul Baird, Citizen
Chris Pope, United Consulting
Steve Dirks, ISS Department
Ryan Huebschman, HNTB
Jim Johnson, INDOT
Joan Keene, ISS Department
HASEEB Ghumman, DLZ
Tony Hinkle, WSP
Violet Worth, Hagerman Consulting

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HAMILTON COUNTY BOARD OF COMMISSIONERS

Christine Altman

Steven C. Dillinger

Mark Heirbrandt

ATTEST

Robin M. Mills, Auditor

Date Approved: 12-09-2024

City of Tipton Common Council meeting was held on November 25, 2024, at Tipton City Hall, Council Chambers, Tipton.

Members: Mayor Schmicker, Clerk-Treasurer Clark, Councilmen Vautaw, Ehman, and Richards. Councilmen Kring, and Rippy were not present.

Others: Bob Edinger, Andi Pumphrey, Dan Miller with HNTB, Dylan Dietrick, Rob Cochrane III, Mike Bollman, Ryan Huebschman with HNTB, Roberta Heinzmann, Matt Quigley, Jim Johnson with INDOT, Judy Cocker, Elsa Smith, and Tom Dolezal.

Mayor Schmicker opened the November 25, 2024, Council meeting.

Pledge of Allegiance was recited.

Minutes: Councilman Ehman made a motion to approve the November 12, 2024, Council minutes as presented, seconded by Councilman Vautaw, with all in favor.

Amend Agenda: Mayor Schmicker requested that HNTB be added to the agenda under New Business. It's a presentation for US 31. Councilman Richards made a motion to amend the agenda and add HNTB under New Business, seconded by Councilman Ehman, with all in favor.

BOW: Councilman Ehman reported on the November 25, 2024, BOW meeting.

Golf Advisory Committee: No meeting.

Solid Waste District Board: Councilman Richards stated it was a short meeting.

Street, Alley, & Sidewalk Committee: Councilman Ehman commented there were two applicants left over for next year. We have several for next year. He also commented they are striping downtown today. Councilman Ehman stated there is a meeting with LTAP on December 6th.

Planning Commission: Councilman Vautaw stated that they approved the development plan for the concrete place on the East end of Industrial Drive and gave a favorable recommendation for the solar ordinance. The Subdivision Control Ordinance was sent to the Standing Committee.

Utility Board: Mayor Schmicker commented that the November 18, 2024, Utility Board minutes are enclosed.

Youth Council: Mayor Schmicker stated that the four groups that participated presented to a small panel of individuals and reported on some of the projects they want to execute within their schools. They will now move into execution, which will begin in the Spring Semester, and we will hear more about that as they develop those.

New Business:

HNTB – US 31 – Dan Miller: Mr. Miller introduced himself and stated that Jim Johnson, with INDOT, and Ryan Huebschman, with HNTB Traffic Division, were also present. Mr. Miller said that we are in the Draft Level 3 Screening Report and are still engaging with community members. An information meeting was held in Tipton on November 14th and another in Peru on November 19th. Mr. Miller gave a brief presentation on each package's cost and advised that some packages were eliminated. He also mentioned that no decisions have been made and that INDOT has funded no projects. Mr. Miller stated you can read more about this study on the ProPEL US 31 website. Councilman Ehman asked about the completion date. Mr. Miller stated that, hopefully, it will be in mid-next year, and it may be finalized by June. Mayor Schmicker asked if there were any questions. Councilman Ehman stated he appreciated the information.

Old Business: Nothing to report.

Mayor's Report: Mayor Schmicker gave an update on the downtown rendering of the stop signs and removal of the old concrete. He also commented that we missed the date for salt prices in July, so we might have to find another way to purchase salt if needed. Mayor Schmicker stated that there was an overage in the trail project; it was poor calculations in the plans and bid packet. He also noted that the Clerk-Treasurer and himself are working on this.

Resolutions & Ordinances:

Resolution 2024-35 – A Resolution To Transfer Within The General Fund The Following Appropriations – Police Budget: Mayor Schmicker stated we were expecting this for gasoline because of being full staff. The amount is \$6,975. Councilman Richards made a motion to approve Resolution 2024-35, seconded by Councilman Vautaw, with all in favor.

Resolution 2024-36 – A Resolution Electing To Join Or Enlarge The Public Employees' Retirement Fund (PERF) As Administered By The Indiana Public Retirement System: Mayor Schmicker stated this is to enlarge PERF Hybrid for Civilian Medics, Mayor, Clerk-Treasurer and Civilian Employees Fulltime. This is something Tammy and himself have worked on with the budget, and we have taken the burden of working with Indiana PERF to create this presentation today. Councilman Ehman made a motion to approve Resolution 2024-36, seconded by Councilman Vautaw, with all in favor. Councilman Ehman stated he asked Clerk-Treasurer Clark about this earlier, but this does now include all full-time city employees. Mayor Schmicker stated correct, this does unify our benefit offerings to employees, whether Public Safety or Civilian.

Ordinance 2024-15 (Amending Ord. 2024-09) – An Ordinance Amending 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 Schmicker stated this compensates the Interim for the Street and Golf and is on second and final reading.

Councilman Richards made a motion to approve Ordinance 2024-15 on the second and final reading, seconded by Councilman Ehman, with all in favor.

Ordinance 2024-16 – An Ordinance Establishing A Department Of Parks And Recreation Board And Repeal Of All Ordinances In Conflict Therewith: Mayor Schmicker stated this is on the second and final reading. Councilman Vautaw made a motion to approve Ordinance 2024-16 on the second and final reading, seconded by Councilman Richards, with all in favor.

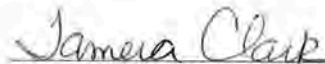
Ordinance 2024-17 – An Ordinance Of The City Of Tipton Providing That The Text Of The Zoning Ordinance Be Amended – Solar Energy Conversion Systems: Mayor Schmicker stated Judy Coker with the Planning Dept. is with us tonight. Coker read Ordinance 2024-17 first page. Councilman Ehman asked if anyone attended the public hearing. Coker advised no one was there for the hearing. She also stated we started with the County and then went to the City. Councilman Ehman thanked her for all her work. Coker stated the Standing Committee largely did it. Mayor Schmicker asked if there were any questions. No Questions. Councilman Ehman made a motion to approve Ordinance 2024-17 on first reading, seconded by Councilman Vautaw, with all in favor.


Claims: Councilman Ehman made a motion to approve claims 177953-178038 for \$874,513.28, seconded by Councilman Richards, with all in favor.

Petitions, Comments, and Memorials: None.

Adjournment: Councilman Richards made a motion to adjourn, seconded by Councilman Ehman, with all in favor.

Submitted by Tamera Clark, Clerk-Treasurer.


Tamera Clark, Clerk-Treasurer


Council President

NOTICE OF AND AGENDA FOR:
HOWARD COUNTY COUNCIL REGULAR MEETING
HOWARD COUNTY ADMINISTRATION CENTER
220 NORTH MAIN STREET, ROOM 338 (3RD FLOOR)
TUESDAY, NOVEMBER 26TH, 2024, AT 4:00 P.M.

- I. Pledge of Allegiance and Prayer
- II. Opening of the Regular Meeting and Approval of Minutes
 - A. *Approval of 2025 Budget Meeting Minutes*
- III. Additional Appropriations – Ordinance No. 2024-HCCO-44
 - A. *Prosecutor – Mark McCann*
 - i. County General Fund – Deputy Prosecutor: 1000.0009
 - B. *Community Corrections – Dustin DeLong*
 - i. County General Fund – Probation: 1000.0235
 - ii. Adult Probation Administration Fund 2000
 - iii. Supplemental Adult Probation Fund 2100
 - iv. County User Fee – Proj Income Fund 2542
 - v. Veterans PSC Grant (Sup Ct III) - 9526
 - C. *Sheriff – Jerry Asher*
 - i. LIT – Special Purposes 1114.0380
 - D. *Kinsey Youth Center – Kathy Cullison*
 - i. LIT – Special Purposes 1114.9603
 - ii. LIT – Special Purposes 1114.9605
 - E. *Highway – Amber Tolle*
 - i. Local Road & Street 1169
 - F. *Commissioners – Jack Dodd*
 - i. Opioid Restricted 1237
 - ii. Opioid Unrestricted 1238
 - iii. Energy Efficient Block Grant 8935
 - G. *Superior Court I – Judge Matthew Elkin*
 - i. Drug Court Grant Fund: 9131
 - ii. Reentry Court Grant Fund: 9132
 - H. *County Council – John Roberts*
 - i. LIT – Correctional Facilities 1233
- IV. Transfers – Resolution No. 2024-HCCR-45
 - A. *Sheriff – Jerry Asher*
 - i. County General – 1000.005
 - ii. LIT – Public Safety Fund - 1170
 - B. *Community Corrections – Dustin DeLong*
 - i. County General Fund – 1000.0235
 - ii. Community Corrections Fund – 1132
 - iii. Pre-Trial Services Grant – 9135
 - iv. Veterans PSC Grant (SUP CT II) - 9525
 - C. *Soil & Water Conservation – Calvin Hartmen*
 - i. County General Fund – 1000.0750
 - D. *Howard Haven – Jennifer Brower*
 - i. County General – 1000.9600
 - E. *Highway – Amber Tolle*

- i. Motor Vehicle Highway Fund - 1176
 - V. Salary Ordinance Amendments – Ordinance No. 2024-HCCO-46
 - VI. Old Business
 - VII. New Business
 - A. *Project Management – Pam Isaac*
 - i. Propel/US 31 Presentations
 - VIII. Other Council Business
 - IX. Public Comments
 - X. Adjournment of Regular Meeting

JOHN J. ROBERTS, PRESIDENT
DARYL MAPLE, VICE PRESIDENT
BRYAN ALEXANDER, COUNCILMAN
MARTHA J. LAKE, COUNCILWOMAN
FRANK FAULKNER, COUNCILMAN
TIM CUTHBERT, COUNCILMAN
BRETT SANDERS, COUNCILMAN

HOWARD COUNTY COUNCIL MEETING: OCTOBER 22ND, 2024

The Howard County Council met in Regular Session on Tuesday, October 22nd, 2024, 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 Members Martha J. Lake, Bryan Alexander, Frank Faulkner, Tim Cuthbert, Brett Sanders, County Attorney Alan Wilson, and County Auditor Jessica Secrease. Vice President Daryl Maple was absent. The meeting was called to order and conducted by Council President Roberts.

Council President Roberts led the Pledge of Allegiance, and Councilman Sanders offered a word of prayer.

IN THE MATTER OF APPROVAL OF MINUTES:

The minutes from the regular meeting held on September 24th, 2024, having been previously submitted and reviewed were approved on a motion made by Councilman Alexander. Councilman Sanders seconded the motion, and the motion carried.

IN THE MATTER OF ORDINANCE NO. 2024-HCCO-42- ADDITIONAL APPROPRIATIONS:

Auditor Jessica Secrease read Ordinance No. 2024-HCCO-42 – Additional Appropriations one time, and the ordinance was acted upon as follows:

	Additional Appropriations	Requested	Approved
	<u>1114 LIT – SPECIAL PURPOSE FUND:</u>		
	<u>9603 KYC – Emergency Shelter Care</u>		
11141	Assistant Program Director	(\$48,330.00)	(\$48,330.00)
11352	Caseworker	\$42,640.00	\$42,640.00
	<u>TOTAL LIT – SPECIAL PURPOSE FUND:</u>	<u>\$5,690.00</u>	<u>\$5,690.00</u>
	<u>9605 KYC – Emergency Shelter Care</u>		
11141	Assistant Program Director	(\$48,330.00)	(\$48,330.00)
11352	Caseworker	\$42,640.00	\$42,640.00
	<u>TOTAL LIT – SPECIAL PURPOSE FUND:</u>	<u>\$5,690.00</u>	<u>\$5,690.00</u>
	<u>1173 MVH RESTRICTED:</u>		
23751	Bituminous	\$1,243,829.82	\$1,243,829.82
	<u>TOTAL MVH RESTRICTED:</u>	<u>\$1,243,829.82</u>	<u>\$1,243,829.82</u>
	<u>2542 HOWARD COUNTY COMMUNITY CORRECTIONS FUND:</u>		
31216	Contract Services	\$10,000.00	TABLED
	<u>TOTAL HOWARD COUNTY COMMUNITY CORRECTIONS FUND:</u>	<u>\$10,000.00</u>	<u>TABLED</u>
	<u>8920 HEALTH ISSUES & CHALLENGES FUND:</u>		
31200	Contact Services	\$11,179.28	\$11,179.28
	<u>TOTAL HEALTH ISSUES & CHALLENGES FUND:</u>	<u>\$11,179.28</u>	<u>\$11,179.28</u>
	<u>TOTAL ADDITIONAL APPROPRIATIONS FOR ALL FUNDS:</u>	<u>\$1,276,389.10</u>	<u>\$1,266,389.10</u>

LIT – SPECIAL PURPOSE FUND 1114 | KYC – Emergency Shelter Care 9603

Howard County Kinsey Youth Center Director Kathy Cullison presented a request of an additional appropriation for salary to be moved. She had a caseworker resign and another caseworker is taking her place and is taking the same salary so her salary needs to be laterally moved to another fund.

LIT – SPECIAL PURPOSE FUND 1114 | KYC – Emergency Shelter Care 9605

Howard County Kinsey Youth Center Director Kathy Cullison presented a request of an additional appropriation for salary to be moved. She had a caseworker resign and another caseworker is taking her place and is taking the same salary so her salary needs to be laterally moved to another fund.

MVH RESTRICTED FUND: 1173

Highway Superintendent Amber Tolle presented a request of an additional appropriation for money to be moved to correct line so it can be expended.

HOWARD COUNTY COMMUNITY CORRECTIONS FUND: 2542

Additional appropriation was tabled due to the absence of presenter.

HEALTH ISSUES & CHALLENGES FUND: 8920

Howard County Auditor Jessica Secrease presented a request for an additional appropriation for money that James Vest requested last month as a transfer.

Councilwoman Lake made a motion to approve Ordinance No. 2024-HCCO-42 – Additional Appropriations as read. Councilman Faulkner seconded the motion, and the motion carried.

IN THE MATTER RESOLUTION NO. 2024-HCCR-16 – TRANSFERS:

Auditor Jessica Secrease read Resolution No. 2024-HCCR-16– Transfers one time, and the ordinance was acted upon as follows:

Transfer From	Transfer To	Requested	Approved
<u>1000 COUNTY GENERAL FUND:</u>			
<u>0750 Soil & Water Conservation:</u>			
11800 Overtime	11700 Part-Time	\$2,000.00	\$2,000.00
<u>1233 LIT – CORRECTIONAL FACILITIES FUND:</u>			
33400 Meals for Prisoners	23350 Inst & Medical Supplies	\$50,000.00	\$50,000.00
<u>9153 PRETRIAL SERVICES GRANT</u>			
11708 PT Probation Officer	12208 FT Probation Officer GM	TABLED	TABLED

COUNTY GENERAL FUND 1000 | Soil & Water Conservation 0750

Howard County Greg Lake presented the request of a transfer to cover to cover a shortage in his part time payroll.

LIT – CORRECTIONAL FUND 1233

Howard County Sheriff Jerry Asher requested a transfer to cover additional medical supplies.

PRETRIAL SERVICES GRANT 9153

Transfer was tabled due to the absence of presenter.

Councilman Faulkner made a motion to approve Resolution No. 2024-HCCR-16 – Transfers as read. Councilman Cuthbert seconded the motion, and the motion carried.

IN THE MATTER OF ORDINANCE. NO. 2024-HCCO-43– SALARY ORDINANCE AMENDMENTS:

Auditor Jessica Secrease read Ordinance No. 2024-HCCO-43– Salary Ordinance Amendments one time, and the ordinance was acted upon as follows:

Salary Ordinance Amendments	Requested	Approved
<u>1000 COUNTY GENERAL FUND:</u>		
<u>0750 Soil & Water Conservation</u>		
11800 Overtime	(\$2,000.00)	(\$2,000.00)
11700 Part-Time	\$2,000.00	\$2,000.00
<u>1114 LIT – SPECIAL PURPOSE FUND:</u>		
<u>9603 KYC – Emergency Shelter Care</u>		
11141 Assistant Program Director	(\$48,330.00)	(\$48,330.00)
11352 Caseworker	\$42,640.00	\$42,640.00
	<u>\$5,690.00</u>	<u>\$5,690.00</u>
<u>9605 KYC – Emergency Detention</u>		
11141 Assistant Program Director	\$48,330.00	\$48,330.00
11352 Caseworker	(\$42,640.00)	(\$42,640.00)
	<u>\$5,690.00</u>	<u>\$5,690.00</u>
<u>9153 COUNTY USER FEE – PROJECT INCOME</u>		
11708 PT Probation Officer	(\$14,368.14)	<u>TABLED</u>
12208 FT Probation Officer GM	\$14,368.14	<u>TABLED</u>

Councilman Alexander made a motion to approve Ordinance No. 2024-HCCO-43 – Salary Ordinance Amendments as read; Councilman Sanders seconded the motion, and the motion carried.

IN THE MATTER OF NEW BUSINESS

2025 Council Meeting Schedule

Councilman Faulkner made a motion to approve 2025 Council Meeting Schedule as read; Councilwoman Lake seconded the motion, and the motion carried.

*There being no further business to come before the Council at this time,
the meeting was adjourned at 4:19 p.m. on a motion made by Councilman Faulkner.
Councilman Sanders 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: October 22, 2024

**REGULAR MEETING
December 2, 2024, 6:00 PM**

PLEDGE OF ALLEGIANCE-led by: Mayor Sturch

INVOCATION- Pastor Wedding

ROLL CALL- Andrea Newnum, Clerk Treasurer

PRESENT: Steve Anderson, Tim Fisher, Bob Huber, Brandi Murphy, Drew Stevenson and Aricka Ulery. Pete Sahaidachny is absent.

ATTORNEY PRESENT: Dustin Kern

READING & CORRECTING MINUTES OF- Regular Meeting November 4th . Moved by Councilperson Fisher, seconded by Councilperson Stevenson, to suspend the rules and to adopt the minutes as presented. Vote 6-0, **MOTION CARRIED.**

COMMITTEE LIAISON REPORTS:

Anderson-nothing

Fisher- Attended the November 5th and 19th Board of Works, Peru Utilities meeting November 6th and 20th, Miami County Economic Development meeting, Rediscover Downtown meeting, Key Building Meeting, County Planning Meeting and Met with Trainfo.

Huber-nothing

Murphy-nothing

Stevenson-nothing

Ulery- attended the City Planning Meeting, Civic Center, Cable and Tax Abatement boards did not meet.

Mayor Sturch requested that the Council approve the 2025 Council Meeting dates as presented. A motion was made by Councilperson Stevenson, seconded by Councilperson Anderson to approve the dates. Vote 6-0 **MOTION CARRIED**

UNFINISHED BUSINESS:

Revisit Ordinance 5-2024 amending the Trash Ordinance. The ordinance was presented to the council in March where it was tabled for some changes to be made. There were minor changes made and now brought back to the Council for review. Ordinance will be advertised and revisited in January.

NEW BUSINESS:

Councilperson Anderson moved to consider Resolution 22-2024, seconded by Councilperson Stevenson. Vote 6-0 **MOTION CARRIED.**

**RESOLUTION 25- 2024
A RESOLUTION ESTABLISHING RATE TRACKING FACTOR FOR THE
MUNICIPAL ELECTRIC UTILITY OF THE CITY OF PERU, INDIANA**

WHEREAS the Electric Rate Adjustment for the following rates shall be on the basis of a Rate Tracking Factor, occasioned solely by changes in the cost of Purchased Power, in accordance with order of the City Council of Peru, Indiana, as a pass through approved in Cause No. 36835-S33 as follows:

**PERU MUNICIPAL ELECTRIC UTILITY RATE ADJUSTMENT
FOR THE 1ST QUARTER 2025**

Residential Service (RS-1)	-\$0.001181 per kWh
General Service (GSA-1)	-\$0.000617 per kWh
Power Service (PS)	-\$0.001114 per kWh
Security Lighting Service (SL-1)	-\$0.001266 per kWh
Municipal Street Lighting (MSL-1)	-\$0.001340 per kWh
Traffic Signal Service (TL)	-\$0.003669 per kWh

A motion was moved by Councilperson Anderson, seconded by Councilperson Ulery to approve Resolution 25-2024. Vote 6-0 **MOTION CARRIED.**

Councilperson Huber moved to consider Ordinance 21-2024, seconded by Councilperson Stevenson. Vote 6-0 **MOTION CARRIED.**

ORDINANCE 21-2024

AN ORDINANCE TO VACATE A NORTH/SOUTH ALLEY IN THE CITY OF PERU

WHEREAS A PETITION TO VACATE a North/South Alley bounded by the north by Lot 41, bounded by the south by Lot 71, bounded by the east by Farmland, bounded by the west by parcel Striker Road, commonly known as 41 Striker Road and 71 Striker Road. After Public Notice and a Public Meeting on the 26th day of November 2024, the City of Peru Planning Commission has given its **Favorable** Recommendation by a vote of 6-0 and therefore submits their recommendation to the City of Peru Common Council for final action.

Councilperson Huber moved to adopt Ordinance 21-2024, seconded by Councilperson Ulery. Vote 6-0 **MOTION CARRIED.**

Councilperson Fisher moved to consider Ordinance 22-2024, seconded by Councilperson Ulery. Vote 6-0 **MOTION CARRIED.**

ORDINANCE 22- 2024

AN ORDINANCE TO RE-PLAT IN THE CITY OF PERU

WHEREAS A PETITION TO RE-PLAT from R-1 to B-3 on Parcel #: 52-08-21-301-002.000-016 and #52-08-21-301-001.000.16 Legal Description Lot 1 and Lot 2 in Peru Commons as shown per plat as Instrument No. 20080521108 and re-recorded as 20080521377. More commonly known as 352 W Old Key Drive, Peru Indiana 46970

Councilperson Anderson moved to adopt Ordinance 22-2024, seconded by Councilperson Stevenson. Vote 6-0 **MOTION CARRIED.**

Councilperson Ulery moved to consider Ordinance 23-2024, seconded by Councilperson Murphy. Vote 6-0 **MOTION CARRIED.**

ORDINANCE 23- 2024

AN ORDINANCE TO RE-ZONE IN THE CITY OF PERU

WHEREAS A PETITION TO RE-ZONE from R-1 to B-1 on Parcel #: 52-08-08-101-009.000-012. Legal Description VALLEY VIEW TERRACE LOT 9; & PT NE 1/4 08-27-04 1.18 ACRES & PT NE1/4 08-27-04 4.16 ACRES TOTAL ACREAGE 6.4; 23 848 00900, More commonly known as 2852 N Mexico Rd, Peru, Indiana 46970

Councilperson Huber moved to approve Ordinance 23-2024, seconded by Councilperson Ulery Vote 6-0 **MOTION CARRIED**

Discuss the possibility of switching from ADP to Neogov for our Payroll and HRIS system. Clerk Treasurer Newnum stated that ADP was purchased prior to her taking office. She stated that her office has been working hard to get this system up and running meeting roadblocks constantly with ADP. ADP does not communicate with our current system; their customer service has been terrible. It was purchased to be compliant with SBOA and filing of the taxes. However, due to issues with ADP we have continued to process taxes manually and it appears that quite possibly that our w2's along with Quarter 4 and yearend taxes might have to be done manually as well. This would leave us out of compliance again with the State. Josh Chance stated that ADP has been terrible to work with at the utilities as well. They were 6 months behind on financials due to errors with ADP.

Scott McCauley from MakeMyMove came to present to the council a proposal to assist residents to move from other States or Countries to Peru. Scott stated that majority of people are remote workers that can work from anywhere, generally they bring a spouse that will be searching for a job locally. MakeMyMove has been working with many cities in Indiana and has been quite successful. He stated that the IEDC has grants that assist with the \$33,225 fee that it cost to get set up with MakeMyMove if the interested parties are remote workers. Councilperson Ulery questioned the fee and how the city will know if it is worth the investment, she asked what the long-term fees would be and how the company can assure the city that people will want to move here. Scott explained that MakeMyMove finds local champions that are willing to tell their story, about the schools, shops and restaurants and why people should move to Peru. Having great local champions helps have the draw to move to our city.

Scratching Post addressed the council regarding their request a few months ago and how she wanted to verify that the funds from the city would be going to the feral cat population. The funds would not be used for any cats that are at the rescue. She stated with the \$34,000 they would be able to fix 30 cats per month annually. She stated that they would trap them and take them to be fixed then release them. It was stated that this will not help the people feeding the cats issue, but it will certainly help the number of feral cats the city has and the rapid reproduction of them.

Request by Bart Ewer to update the cities fee statute. Mr. Ewer stated that our Ordinance 2-2024 is out of compliance with the Access to Public Records Act with the fee that the city charges. Mr. Ewer had filed a complaint regarding the fee to Luke Britt, Public Access Council and Britt had given his opinion on the fee. Mr. Britt stated in his notice that the regular \$2.50 certification/administrative fee should not be standard practice in releasing records. Mayor Sturch question what Mr. Ewer was seeking, was it the removal of the \$2.50 from the ordinance, Mr. Ewer said yes, Sturch stated the Council will take that under advisement.

COMMUNICATIONS:

Jordan Holzwart with Surf Internet came before the Council to inform them that the company recently had their groundbreaking ceremony and have begun working on Canal Street by the Utility. He stated that the initial speed would be 2g then would scale up to 10g. The project will be on going with hopes of completion in 2026.

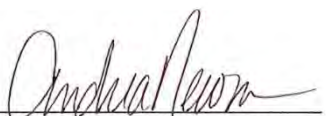
Propel-US 31 came with an update on the US 31 limited access project. She stated that the project is now in Level 3 and continues to move forward. The studies have been done and there have been several plans set for each area in Miami County. Propel will continue to hold meetings and be available more in the next few months for questions and concerns regarding the proposals. She stated that residents who want to give input need to come with the "why" they want one plan and not another not just the I do not like it. She stated that the determination has not been made but some of the plans have been eliminated. She stated that they are hoping to have all public comments received by December 13th.

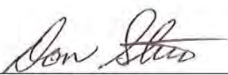
Mr. Ewer questioned the decorum rules for the meeting and how they violate the 1st Amendment rules.

ADJOURNMENT:

There being nothing further, Councilperson Ulery moved to adjourn the meeting, seconded by Councilperson Anderson. Motion carried.

MEETING ADJOURNED


Andrea Newnum, City Clerk Treasurer
City of Peru, Indiana


Don Sturch, Mayor
City of Peru

These minutes are a summary of actions taken at the City of Peru Common Council meetings. The full video archive of the meeting is available for viewing <https://www.youtube.com/watch?v=uYXsdeabM5M&t=2s> for as long as this media is supported.

MIAMI COUNTY COMMISSIONERS
25 N BROADWAY
PERU, IN 46970
December 2, 2024

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

US PROPEL 31 UPDATE

Cassidy Hunter, Dan Miller and Erin Pipkin came to provide an update on the US 312 Propel project. The presentation included the level 3 draft presentation to help familiarize themselves with the current updates. Ms. Hunter noted they just completed meetings in Tipton and Peru to review the project. Ms. Hunter and Mr. Miller have attended several festivals, county fairs, special events, etc. to meet residents where they are. These meetings included elected officials, business owners, members of the agricultural community to better understand how they utilize US 31 and what their desires would be for the project. There have been 3 levels of alternatives. Level 1 included 55 different concepts/ideas. Level 2 potential solutions for 18 primary intersections in the project area and the screening was to evaluate location specific improvements for reasonability and potential impacts. Ms. Hunter noted Level 3 is now an evaluation of improvement packages and planning segments, which are smaller sections of the study area. Level 3 will look at improvements of the 18 intersections to provide access and mobility. After defining the planning segments, they then determine the improvement planning within each segment. There were 4 criteria involved in the comprehensive review of the improvement packages. Those 4 criteria were: safety, mobility, known environmental constraints and cost. Ms. Hunter noted that during the analysis process, some of the packages were eliminated due to unreasonable in impact versus cost. Some of the improvement packages were carried forward, but may have minimal benefits. Ms. Hunter noted that no decisions have been made or funded by INDOT. The goal is to provide a reasonable alternatives and there could be a mix of packages to achieve the goals of INDOT. Peru planning is 4.6 miles long and range from full access to limited mobility. Draft level 3 report has been released on the website and available for feedback. Ms. Hunter and Mr. Miller continue to provide community outreach for the project and are available for office hours if questions arise.

COMMISSIONER MEETINGS

John Walker, CASA came before the board to request moving the Commissioner meetings to evening so that employees can attend without taking their own personal time. Mr. Walker suggested meeting at 6 pm, prior to the Council meetings. Chairman Hunt noted that often times the board has questions for offices during business hours. Commissioner Musselman stated that they had an evening meeting in the past and it was not any better attended than the day meetings. Further, the board members sit on advisory boards, made up of community volunteers and it can be difficult to find time to meet.

MCEDA APPOINTMENTS

Jim Tidd, MCEDA Director came before the board to request appointments of Bill Friend, Gary Beebe and Jill Miles to a 3-year term on the MCEDA board. Commissioner Weaver made a

motion to approve Bill Friend, Gary Beebe and Jill Miles to a 3-year term on the MCEDA board. Commissioner Musselman 2nd the motion and it passed 3-0. Commissioner Musselman requested more notice in the future on the appointments.

MINUTES

Commissioner Musselman made the motion to approve the minutes from the November 18, 2024 meeting. Commissioner Weaver 2nd the motion and it passed 3-0

PAYROLL

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

CLAIMS

Commissioner Musselman made the motion to approve the claims. Commissioner Weaver 2nd the motion and it passed 3-0.

EXEMPT EMPLOYEE POLICY

Auditor Brown presented Resolution 12/2/2024 Resolution Amending the Miami County Employee Handbook Relating to Exempt Employees. The policy outlines the required minimum hours for exempt employees to work in a pay period. If an employee does not meet the minimum required hours, they are required to use accrued time. Auditor Brown noted that the previous Resolution 11/18/24 needed better clarification for hours worked and it has been amended to show the normal hours to be worked in a 2-week pay period. Commissioner Musselman made a motion to approve Resolution 12/2/24, amending Resolution 11/18/24 A Resolution Amending the Miami County Employee Handbook Relating to Exempt Employees. Commissioner Weaver 2nd the motion and it passed 3-0.

COURTHOUSE/ANNEX RENOVATION

Commissioner Musselman explained the Building Committee have met several times to review the proposed plans for the Courthouse/Annex renovation project. Commissioner Musselman noted that the committee and architect would like to move forward with the next steps, however would require hiring Baker Tilly to perform a financial review and help determine the best option in pursuing the project. Commissioner Musselman made a motion to authorize contacting Baker Tilly for a cost on the assisting with a financial review. Commissioner Weaver 2nd the motion and it passed 3-0.

OFFICE MOVE

Chairman Hunt noted they the board received a request to move computers from the Auditor's Office to the Treasurer's Office and requested Auditor Brown clarify. Auditor Brown noted that she and her Chief Deputy Mary Betzner have over 16 years of documents that they have created and requested to move their computers to the Treasurer's Office in 2025. Auditor Brown and Chief Deputy Betzner would ensure that all items to continue operations would be on the Auditor shared drive and IT would have to change the access on the network as she is unable to do so. Auditor Brown and Chief Deputy Betzner would only have access to items permissible. Commissioner Musselman made a motion to allow switching computers in the Auditor and Treasurer's Offices. Commissioner Weaver disagrees and stated they are just computers. Commissioner Weaver went on to state that no one has done that before and could download on a thumb drive, but she feels it's a breach and they are boxes. Auditor Brown again stated that she has over 16 years of created documents on her computer and everything that Treasurer Annette Phillippo would need would be on the shared drive, which Auditor Brown would not have access to, so not sure what it mattered if the computers were moved. Commissioner Weaver stated that she emailed the other Commissioners and Attorney Frantz noting that a statute does not allow Auditor Brown to take her computer. Attorney Mark Frantz explained that the statute Commissioner Weaver sent deals more with someone leaving governmental offices, not moving offices. As long as it is authorized, the statute would not apply. Attorney Frantz stated the statute is speaking about taking government property home and refusing to give it back. Commissioner Weaver stated that as long as they both have what they need and do not have access to each other's information. Auditor Brown why this or other rumors such as being accused of sabotaging the office, deleting files, etc. when Auditor Brown still works at the Courthouse. Commissioner Musselman asked Treasurer Phillippo if she had an issue with moving computers. Treasurer Phillippo explained she checked with State Board of Accounts to find out if there was a reason why this could/could not happen. State Board of Accounts stated that as long as access is not allowed to each office, there is no issue. Treasurer Phillippo does not know what the need to change would be, but feels it is just a box. Treasurer Phillippo also has documents she designed that might be helpful, it does not make sense to move them and she is not personally attached; it is a box. Treasurer Phillippo asked when the move would take place. Auditor Brown noted that she had a conversation about moving the computers and she agreed that the last day of the year was ok after the cutoff time the Treasurer sets. Auditor Brown would have to contact IT about the time to move. Commissioner Musselman clarified that it is not an issue to take the computers if the proper access is granted. Chairman Hunt 2nd the motion and it passed 2-0-1 (Weaver opposed).

Commissioner Weaver made a motion to adjourn. Commissioner Musselman 2nd 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

NOTICE OF AND AGENDA FOR:
HOWARD COUNTY BOARD OF COMMISSIONERS' REGULAR MEETING
HOWARD COUNTY ADMINISTRATION CENTER
220 NORTH MAIN STREET, ROOM 338 (3RD FLOOR)
MONDAY, DECEMBER 2, 2024, AT 4:00 P.M.

- I. Pledge of Allegiance, Prayer
- II. Special Announcements / Recognitions
- III. Approval of Previous Meeting's Minutes
- IV. Departmental Business & Reports
 - A. *Kinsey Youth Center - Kathy Cullison*
 - i. Parking Lot and Drive Project
 - B. *Project Manager - Pam Isaac*
 - i. 2025 Committee/Board Appointment
 - C. *Health Department - James Vest*
 - i. Purchasing Pharmacy Refrigerators
- V. New Business
 - A. *Propel US 31*
- VI. Claims & Reports
 - A. Salary Claims
 - B. Payroll Expense
 - C. Operating Claims
 - D. Ratify Claims
 - E. Monthly Reports
 - i. County Treasurer's Monthly Report for October 2024
 - F. Grants
- VII. County Attorney Issues
- VIII. Commissioner Issues
- IX. Public Comments
- X. Adjourn

JACK W. DODD, PRESIDENT
R. BRAD BRAY, VICE PRESIDENT
JEFF S. LIPINSKI, MEMBER

APPENDIX J: RESOURCE AGENCY COORDINATION



Dear Resource Agency or Cultural Resources Stakeholder,

The Indiana Department of Transportation (INDOT) has completed the Draft Level 3 Screening Report for the [ProPEL US 31 South](#) study in Hamilton, Tipton, Howard, and Miami counties, Indiana. As a reminder, the ProPEL US 31 South study area is centered along US 31 from 276th 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 31 South Draft Level 3 Screening Report is available for your review and comment on the study website: <https://propelus31.com/31doctrinary/>. Interactive maps and videos of the study area are also available.

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, with a follow-up virtual meeting on September 15, 2023. Since that time, the agencies were provided the Draft Universe of Alternatives (Level 1) Screening Report for review and comment on November 20, 2023, and the Draft Level 2 Screening Report on March 27, 2024.

As a friendly reminder, the Draft Level 3 Screening Report is the third and final step in the three-level alternatives development and analysis process. The location-specific alternatives that advanced from the Level 2 screening were organized into planning segments, which are sections of the study area that work together to provide access and mobility, including primary and secondary intersections and the roadway segments connecting them.

The final Universe of Alternatives (Level 1) Screening Report and Level 2 Screening report are also available on the study website (<https://propelus31.com/31doctrinary/>).

INDOT is requesting comments on the Draft Level 3 Screening Report by December 13, 2024.

A virtual meeting will take place on Thursday, December 5, from 10 to 11 a.m. EST via Microsoft Teams to update all Resource Agency and Cultural Resources Stakeholders on the Draft Level 3 Screening Report and to answer any questions.

Please let me know if you have any questions.

Thanks,

Dan Miller

Environmental Planning Department Manager

Cell (812) 987-1578 Email danmiller@hntb.com

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 dhpa@dnr.IN.gov



December 18, 2023

Dan Miller
Environmental Planning Department Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Universe of Alternatives Screening Technical Memorandum (HNTB, November 2023) for ProPEL US
31 South Project (DHPA No. 31268), in Hamilton County, Tipton County, Howard County, and
Miami County; Indiana

Dear Mr. Miller:

The staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has received your November 22, 2023, submission, which enclosed the Universe of Alternatives Screening Technical Memorandum which was received by our office the same day for this project in Hamilton County, Tipton County, Howard County, and Miami County; Indiana.

From the information provided, it is the staff of the Indiana SHPO's understanding that the Indiana Department of Transportation ("INDOT") is conducting Planning and Environment Linkages (PEL) studies on the US 30 and US 31 corridors. The Universe of Alternatives Screening Technical Memorandum (HNTB, November 2023) was prepared specifically for the ProPEL US 31 South portion of the study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memorandum documents the initial screening of concepts that may address the transportation needs identified in the ProPEL US 31 South Purpose and Need Report. It is also our understanding, that as the study progresses, the screening and evaluation of the remaining alternatives in terms of feasibility and potential impacts will be performed in subsequently greater levels of detail – both qualitative and quantitative. Meeting the purpose, needs, and study goals will be confirmed in each subsequent screening, and public and stakeholder input will be sought at each level. The output of this process will be a prioritized set of reasonable alternatives. Our office will continue to review the alternatives as the process progresses; however, at this early stage we have no specific comments.

As stated previously in our September 27, 2023, response to the archaeological cultural resources identification memorandum (Gray and Pape Heritage Management, 04/05/2023), and above-ground cultural resources identification memorandum (Gray and Pape Heritage Management, 03/23/2023), the memorandum specifically states that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act ("NHPA") and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRHP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRHP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

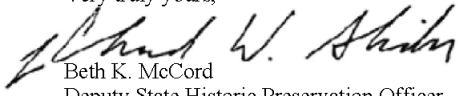
The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.IN.gov/DNR/
An Equal Opportunity Employer

Dan Miller
December 18, 2023
Page 2

In all future correspondence about the ProPEL US 31 South Project in Hamilton, Howard, Miami, and Tipton Counties, Indiana, please refer to DHPA No. 31268.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Dan Miller, HNTB Corporation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



April 17, 2024

Dan Miller
Environmental Planning Department Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Draft Level 2 Screening Report for ProPel US 31 South (DHPA No. 31268), in Hamilton County,
Tipton County, Howard County, and Miami County; Indiana

Dear Mr. Miller:

The staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has received your March 28, 2024, submission, which enclosed the Draft Level 2 Screening Report for ProPel US 31 South (HNTB, March 2024) which was received by our office the same day for this project in Hamilton County, Tipton County, Howard County, and Miami County; Indiana.

From the information provided, it is the staff of the Indiana SHPO’s understanding that the Indiana Department of Transportation (“INDOT”) is conducting Planning and Environment Linkages (PEL) studies on the US 30 and US 31 corridors. The Universe of Alternatives Screening Technical Memorandum (HNTB, November 2023) and Draft Level 2 Screening Report (HNTB, March 2024) was prepared specifically for the ProPEL US 31 South portion of the study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memorandum documents the initial screening of concepts that may address the transportation needs identified in the ProPEL US 31 South Purpose and Need Report. It is also our understanding, that as the study progresses, the screening and evaluation of the remaining alternatives in terms of feasibility and potential impacts will be performed in subsequently greater levels of detail – both qualitative and quantitative. Meeting the purpose, needs, and study goals will be confirmed in each subsequent screening, and public and stakeholder input will be sought at each level. The output of this process will be a prioritized set of reasonable alternatives. Our office will continue to review the alternatives as the process progresses; however, at this early stage we have no specific comments.

As stated previously in our September 27, 2023 and December 18, 2023, responses to the archaeological cultural resources identification memorandum (Gray and Pape Heritage Management, 04/05/2023), and above-ground cultural resources identification memorandum (Gray and Pape Heritage Management, 03/23/2023), the memorandum specifically states that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act (“NHPA”) and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRHP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRHP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office.

The Indiana SHPO staff’s archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. however, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

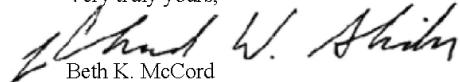
The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana’s citizens through professional leadership, management and education.

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Dan Miller
April 17, 2024
Page 2

In all future correspondence about the ProPEL US 31 South Project in Hamilton, Howard, Miami, and Tipton Counties, Indiana, please refer to DHPA No. 31268.

Very truly yours,



Beth K. McCord

Deputy State Historic Preservation Officer

BKM:TLG:tlg

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Dan Miller, HNTB Corporation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA



December 11, 2024

Dan Miller
Environmental Planning Department Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Draft Level 3 Screening Report for ProPel US 31 South (DHPA No. 31268), in Hamilton County,
Tipton County, Howard County, and Miami County; Indiana

Dear Mr. Miller:

The staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"/"Indiana DNR-DHPA") has received your March 28, 2024, submission, which enclosed the Draft Level 2 Screening Report for ProPel US 31 South (HNTB, March 2024), and which was received by our office March 28, 2024, for the above-indicated project, which is proposed for areas located in Hamilton County, Tipton County, Howard County, and Miami County; Indiana.

From the information provided, it is the staff of the Indiana SHPO's understanding that the Indiana Department of Transportation ("INDOT") is conducting Planning and Environment Linkages (PEL) studies on the US 30 and US 31 corridors. The Universe of Alternatives Screening Technical Memorandum (HNTB, November 2023) and Draft Level 3 Screening Report (HNTB, March 2024) was prepared specifically for the ProPEL US 31 South portion of the study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memorandum documents the initial screening of concepts that may address the transportation needs identified in the ProPEL US 31 South Purpose and Need Report. It is also our understanding, that as the study progresses, the screening and evaluation of the remaining alternatives in terms of feasibility and potential impacts will be performed in subsequently greater levels of detail – both qualitative and quantitative. Meeting the purpose, needs, and study goals will be confirmed in each subsequent screening, and public and stakeholder input will be sought at each level. The output of this process will be a prioritized set of reasonable alternatives. Our office will continue to review the alternatives as the process progresses; however, at this early stage we have no specific comments.

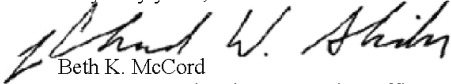
As stated previously in our September 27, 2023 and December 18, 2023, responses to the archaeological cultural resources identification memorandum (Gray and Pape Heritage Management, 04/05/2023), and to the above-ground cultural resources identification memorandum (Gray and Pape Heritage Management, 03/23/2023), the memorandum specifically states that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act ("NHPA") and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRHP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRHP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office.

Dan Miller
December 11, 2024
Page 2

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the ProPEL US 31 South Projectm which is proposed for areas located in Hamilton County, Howard County, Miami County, and Tipton County; Indiana, please refer to DHPA No. 31268.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Dan Miller, HNTB Corporation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA



United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

December 12, 2024

Mr. Dan Miller
HNTB
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
(sent via email)

Project: ProPel US 31 South
Location: Hamilton, Tipton, Howard, and Miami Counties, Indiana

Dear Mr. Miller:

The U.S. Fish and Wildlife Service (Service) has reviewed the ProPel US 31 South Draft Level 3 Screening Report (Report), dated November 12, 2024, and has the following comments.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The Report is the final step to identify a range of possible solutions to transportation issues along the US 31 South study corridor. It identifies seven planning segments, multiple improvement packages within each segment, and makes recommendations for the best packages and whether to eliminate or carry forward other packages. Considerations include cost, safety, environmental impacts (including natural, cultural and recreational, and community and socioeconomic resource impacts), and the ability of each package to meet project goals.

The ProPEL US 31 South study area stretches from 276th Street in Hamilton County north to the State Road (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. The US 31 Kokomo bypass is excluded from the ProPEL US 31 South study area. The Service is particularly interested in impacts to forested habitat and the Eel River.

2.

Information about natural resource impacts in the Report is very general. Below is a list of federally listed and proposed species that may occur within the study area. This information is available from the Service's Information for Planning and Consultation (IPaC) website and is valid for up to 90

days. The Service recommends that the list be verified via IPaC at regular intervals during project planning and implementation to get updates to species listings and information.

Federally endangered:

Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*).

Federally threatened:

Rabbitsfoot mussel (*Quadrula cylindrica cylindrica*).

Proposed federally endangered and threatened species:

Salamander mussel (*Simpsonaias ambigua*) and Monarch butterfly (*Danaus Plexippus*).

Federally endangered, Non-essential Experimental Population:

Whooping crane (*Grus americana*).

Bats

The Indiana bat and NLEB have ranges that overlap with parts or all the project area. Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Research has shown that they will also inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches depth at breast height). Males and non-reproductive females may also roost in cooler places, like caves and mines. NLEBs are opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. They have also been occasionally found roosting in structures like barns and sheds. NLEBs forage for insects in upland and lowland woodlots and tree lined corridors. During the winter they predominately hibernate in caves and abandoned mine portals.

Depending on the selected alignments, the project may qualify for the Federal Highway Administration, Federal Rail Administration, and Federal Transit Administration's Rangelwide Programmatic Consultation for the Indiana bat and NLEB. Upcoming updates to this process include allowing for projects that extend beyond 300 feet from the edge of pavement. Since this project is in a very preliminary stage, we anticipate the updated process to be available when the project gets closer to section 7 consultation.

Mussels

The salamander mussel (and critical habitat) was proposed for listing in the Federal Register on August 22, 2023. The final rule has not yet been published. There are records of the mussel both upstream and downstream of the US 31 bridge over the Eel River although no critical habitat is within the project area.

Rabbitsfoot mussels are known from various locations in the Eel River from North Manchester downstream to the confluence with the Wabash River at Logansport. Rabbitsfoot has been found in the vicinity of the US 31 bridge at the Eel River in two different surveys.

Monarch Butterfly

In December 2020, the Service determined that listing the monarch under the ESA was warranted but precluded by higher priority listing actions. Today, December 12, 2024, the Service announced a proposal to list the monarch butterfly as a threatened species with species-specific protections and flexibilities to encourage conservation under Section 4(d) of the ESA. The proposed 4(d) rule incentivizes proactive conservation efforts and allows actions that have beneficial or minimal impacts to monarchs and that do not threaten the species' overall population. If warranted, final rules are typically issued within a year of the proposed rule. The monarch butterfly does not have federal protections currently. The entire proposed rule package can be found on regulations.gov by searching docket number FWS-R3-ES-2024-0137.

Whooping Crane

The whooping crane occurs only in North America, specifically within Canada and the United States, and is North America's tallest bird. Whooping cranes are a long-lived species, with current estimates suggesting a maximum longevity of at least 30 years for individuals in the wild. Whooping cranes continue to face threats from alteration and destruction of habitat - including migratory habitat and winter habitat. Indiana is within the range of the eastern migratory non-essential population (NEP), an experimental population introduced in the early 2000s. When NEPs are located outside a National Wildlife Refuge or National Park, only two provisions of section 7 of the ESA apply: Section 7(a)(1) and section 7(a)(4). Federal agencies are not required to consult with the Service under section 7(a)(2).

Other resources

The tricolored bat is found in Indiana although the current known distribution does not include the project area. The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. As recommended above, please continue to periodically update and review the IPaC species list. The tricolored bat (*Perimyotis subflavus*) was proposed for listing as endangered on September 14, 2022. We do not know when or if this proposed listing will be finalized, but it could occur soon. No critical habitat has been proposed.

Bald eagle populations have continued to increase in recent years and are often found along large rivers and reservoirs. There are multiple bald eagle nesting records in Miami, Howard, and Hamilton Counties. Coordination under the Bald and Golden Eagle Protection Act may be necessary if any nests are found near the proposed alignment(s). Additional information on bald eagles and permitting requirements can be found at: <https://www.fws.gov/midwest/eagle/>.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any


unavoidable impacts should be compensated for in accordance with the U.S. Army Corps of Engineers mitigation guidelines.

Depending on the packages or alternatives selected, the proposed project may have impacts to some or all the above-listed species. We recommend the selection of packages with the least forest, wetland, and stream impacts where possible to reduce adverse effects to federally protected species. This information is provided for technical assistance purposes and does not constitute consultation under section 7 of the ESA.

We appreciate the opportunity to coordinate early in the process to help reduce impacts to natural resources and look forward to reviewing additional project details once those are available. If you have any questions or need more information, please feel free to contact Robin McWilliams Munson of my staff at Robin_McWilliams@fws.gov.

Sincerely yours,

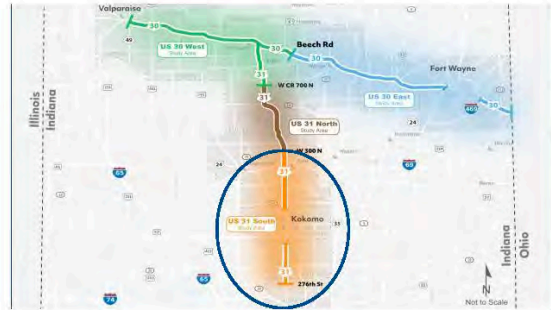
**ROBIN MCWILLIAMS-
MUNSON**

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MCWILLIAMS-MUNSON
Date: 2024.12.12 17:14:14 -05'00'

for Susan E. Cooper
Supervisor



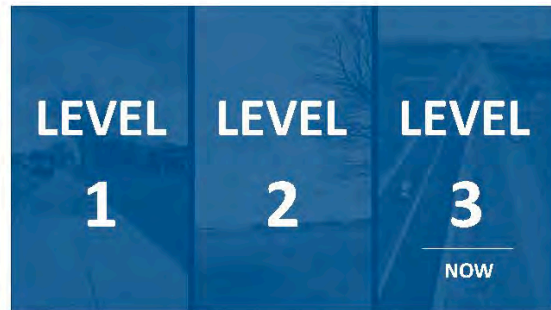
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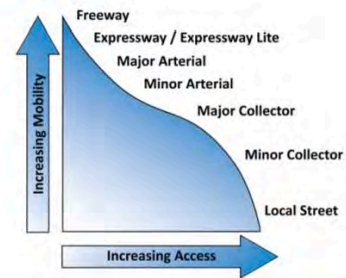
Planning Segment	Northern Limit	Southern Limit	Approximate Distance
Miami Central	E of US 24	S of US 24	2.6 miles
Peru	S of US 24	S of CR 400 S	4.6 miles
Orleans	S of SR 1040 S	S of CR 891 S	4.1 miles
Miami South	S of CR 900 S	US 31 & SR 931 N Jct	5.6 miles
Sharpville	US 31 & SR 931 S Jct	S of CR 200 N	4.1 miles
Tipton	S of CR 200 N	S of SR 28	4.1 miles
East Union	S of SR 28	279th St	5.6 miles

6

Defining Improvement Packages

- Influence on adjacent intersections
- Community context
- Access management guidelines
- Improvements at secondary intersections

7



8



9



10

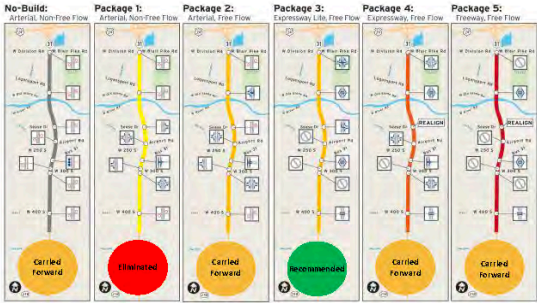
Environmental Resources

<p>Natural Resources</p> <ul style="list-style-type: none"> ➤ NWI Wetlands ➤ Rivers and Streams ➤ Floodplains ➤ Forested Areas 	<p>Community & Socioeconomic Resources</p> <ul style="list-style-type: none"> ➤ Residential & Business Relocations ➤ New Right-of-Way Acquisition ➤ Potential Risk of Disproportionate Impacts to Environmental Justice Communities ➤ Right-of-Way Acquisition ➤ Potential Relocations
<p>Cultural Resources</p> <ul style="list-style-type: none"> ➤ Aboveground Resources & Archaeological Sites ➤ Cemeteries 	<ul style="list-style-type: none"> ➤ Farmland ➤ Section 4(f) Resources ➤ Hazardous Material Sites ➤ Greenhouse Gas (GHG) Emissions

11



12



13

Peru Planning Segment Comparison Matrix

Measure/Performance	Metric	Package					
		1	2	3	4	5	6
Construction Year With Construction							
2020	2021	2022	2023	2024	2025	2026	2027
2028	2029	2030	2031	2032	2033	2034	2035
2036	2037	2038	2039	2040	2041	2042	2043
2044	2045	2046	2047	2048	2049	2050	2051
2052	2053	2054	2055	2056	2057	2058	2059
2060	2061	2062	2063	2064	2065	2066	2067
2068	2069	2070	2071	2072	2073	2074	2075
2076	2077	2078	2079	2080	2081	2082	2083
2084	2085	2086	2087	2088	2089	2090	2091
2092	2093	2094	2095	2096	2097	2098	2099
2100	2101	2102	2103	2104	2105	2106	2107
2108	2109	2110	2111	2112	2113	2114	2115
2116	2117	2118	2119	2120	2121	2122	2123
2124	2125	2126	2127	2128	2129	2130	2131
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2140	2141	2142	2143	2144	2145	2146	2147
2148	2149	2150	2151	2152	2153	2154	2155
2156	2157	2158	2159	2160	2161	2162	2163
2164	2165	2166	2167	2168	2169	2170	2171
2172	2173	2174	2175	2176	2177	2178	2179
2180	2181	2182	2183	2184	2185	2186	2187
2188	2189	2190	2191	2192	2193	2194	2195
2196	2197	2198	2199	2200	2201	2202	2203
2204	2205	2206	2207	2208	2209	2210	2211
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2220	2221	2222	2223	2224	2225	2226	2227
2228	2229	2230	2231	2232	2233	2234	2235
2236	2237	2238	2239	2240	2241	2242	2243
2244	2245	2246	2247	2248	2249	2250	2251
2252	2253	2254	2255	2256	2257	2258	2259
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2284	2285	2286	2287	2288	2289	2290	2291
2292	2293	2294	2295	2296	2297	2298	2299
2300	2301	2302	2303	2304	2305	2306	2307
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2316	2317	2318	2319	2320	2321	2322	2323
2324	2325	2326	2327	2328	2329	2330	2331
2332	2333	2334	2335	2336	2337	2338	2339
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2396	2397	2398	2399	2400	2401	2402	2403
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2996	2997	2998	2999	3000	3001	3002	3003
3004	3005	3006	3007	3008	3009	3010	3011
3012	3013	3014	3015	3016	3017	3018	3019
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3044	3045	3046	3047	3048	3049	3050	3051
3052	3053	3054	3055	3056	3057	3058	3059
3060	3061	3062	3063	3064	3065	3066	3067
3068	3069	3070	3071	3072	3073	3074	3075
3076	3077	3078	3079	3080	3081	3082	3083
3084	3085	3086	3087	3088	3089	3090	3091
3092	3093	3094	3095	3096	3097	3098	3099
3100	3101	3102	3103	3104	3105	3106	3107
3108	3109	3110	3111	3112	3113	3114	3115
3116	3117	3118	3119	3120			

**QUESTIONS?
COMMENTS?**

19



MEETING NOTES

Date: December 5, 2024

Re: Draft Level 3 Screening Report Overview

In Attendance:

<i>Dan 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>Ryan Huebschman</i>	<i>ProPEL US 31 South Traffic Engineer, HNTB</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 South Project Manager, INDOT</i>
<i>Laura Hilden</i>	<i>INDOT Environmental Services Director</i>
<i>Cindy Nunley</i>	<i>INDOT Environmental Services</i>
<i>Matthew Coon</i>	<i>INDOT Cultural Resources</i>
<i>Elizabeth Atkins</i>	<i>Department of Natural Resources, Fish & Wildlife</i>
<i>Alex Brooks</i>	<i>Indiana Landmarks</i>
<i>Anne Shaw</i>	<i>Howard County Historical Society</i>
<i>Kari Carmany-George</i>	<i>Federal Highway Administration</i>
<i>Gary Duncan</i>	<i>Hamilton County Surveyor's Office</i>
<i>Robin McWilliams</i>	<i>U.S. Fish & Wildlife Service</i>
<i>Steve Niblick</i>	<i>Tipton County Planning Department</i>
<i>Rachel Van Voorhis</i>	<i>Department of Natural Resources, Fish & Wildlife</i>
<i>Christian Walker</i>	<i>Department of Environmental Management</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft report was released on November 12, 2024.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the 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.
- As part of this collaborative process, our study team has been engaging the public and other study stakeholders for more than two years. Public feedback has been and continues to be vital to the success of the study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The PEL studies are not anticipated to identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call of projects, which is typically a five-year timeline. However, the studies are looking at transportation improvements through year 2045.
- This is our fifth Stakeholder Advisory Committee meeting. Our last meeting was in April 2024, during the Level 2 analysis.
- We anticipate publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- In Level 2, potential solutions were qualitatively evaluated at 18 primary intersections in the study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within the study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach helped the study team analyze the impacts that could happen upstream and downstream of a single intersection within the segment. Planning segments were defined based on several criteria, including:

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- Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change?
- The seven planning segments defined for the US 31 South study area include: East Union, Tipton, Sharpsville, Miami South, Grissom, Peru, and Miami Central.
 - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** As previously mentioned, it's important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study team recognize there are differences in the communities along the corridor and we have tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.
 - **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
 - **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
 - A major consideration in the creation of improvement packages was the level of access management. Facility types that allow full access can have lower levels of mobility due to potential stop conditions and traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, typically have a higher degree of access control to preserve greater mobility.
 - Within the study area, US 31 is currently classified as a Major Arterial roadway. A Major Arterial typically has more mobility and less access than other facility types. In the ProPEL US 31 South study, there are 125 driveways with direct access to US 31. Of those, 73% do not meet INDOT's access management guidelines. While these driveways are important for access, they can impact the safety and operations of the roadway.

- This Level 3 screening process identified a range of facility types that can be applied to the US 31 South study area. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide* and the *INDOT Driveway Permit Manual*.
- Step 3 was to conduct a comprehensive analysis of safety and mobility. This included examining conflict points to identify where the risk for crashes is highest and where conflict points could be reduced. A mobility analysis included looking at travel times, access and crossing points, changes in east-west mobility, and driveway impacts.
 - In Step 4, we refined the conceptual designs and estimated costs.
 - During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
 - In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the purpose and need milestone.
 - Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- Environmental resources within the study area were identified in the *ProPEL US 31 South Environmental Constraints Report*. The environmental resources within the study area include natural resources, cultural resources, and community/socioeconomic resources, the presence of which were determined through online database research, imagery analysis, desktop geographic information analysis (GIS), limited field reconnaissance, and through coordination with resource agencies.
 - The natural resources evaluated included National Wetland Inventory wetlands, rivers and streams, floodplains, and forested areas.

- The study team identified previously identified aboveground resources that are listed in or eligible for listing in the National Register of Historic Places or that may be potentially eligible for listing, as well as previously identified archaeological sites and cemeteries.
- In the assessment of community and socioeconomic resources, the study team looked at residential and business relocations, new right-of-way acquisition requirements, potential risks of disproportionate impacts to communities with environmental justice concerns, farmland, potential Section 4(f) resources, hazardous material sites, and greenhouse gas emissions.
- After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:
 - Some packages were eliminated - meaning the package meets the purpose and need established during this study; however, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related to this planning segment.
 - Some improvement packages were carried forward. This means that the improvement package meets the purpose and need established during this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
 - Some packages were recommended. Packages that were recommended meet the purpose and need established during this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.
- At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them.
 - Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.
- Attendees were shown the Peru planning segment improvement packages. The Peru planning segment spans 4.6 miles, from just south of Business 31 to just south of US 24.
- The study team explained the graphic and the varying levels of access control and mobility associated with each improvement package. The improvement packages range from full access with potential stop conditions like in Package 1 to limited access with free-flow conditions on US 31 like in Packages 3, 4, and 5.

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- An expressway lite facility type was developed in direct response to public comments we have received to date. Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited
- It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
- As part of the Level 3 screening, each package was analyzed against known environmental constraints to determine the potential impacts.
 - When possible, impacts were calculated via spatial analysis using ArcGIS software and quantified by acreage, linear feet, or count.
 - Otherwise, potential impacts were qualitatively assessed utilizing the refined conceptual designs. The estimated impacts for each package was calculated and provided as a part of the screening report in the table shown.
- Note: the tables in the screening report also analyzed ability to meet the Purpose & Need, cost estimates, and study goals in addition to environmental impacts.
- Two figures from the Draft Level 3 Screening Report were shown to meeting attendees that show a visual representation of impacts.
- The potential impacts within the Peru planning segment, specifically at the US 31 and Business 31 intersection, were shown to the attendees. The figures represent alternatives under Improvement Packages 2 and 3 at this location.
 - Package 2 proposes modification of the existing intersection to a T-shaped interchange with Right-in/Right-out only modifications to the County Roads to the south, while Package 3 proposes a Diamond Interchange at US 31 and Business 31 and would close off the County Roads' access.
 - Package 3 has a notably larger footprint than Package 2, which would result in higher right-of-way acquisition, higher stream impacts, and would potentially include impacts to hazardous material sites to the east.
- The study team played the fly-through video for Package 3: Expressway Lite, Free Flow for attendees to illustrate what to expect for the other videos that serve as a visual resource for stakeholders and build on the videos that were created at the Level 2 screening step.
- The updated interactive map on the study website includes explanatory videos for the improvement packages that are carried forward or recommended.

3. NEXT STEPS

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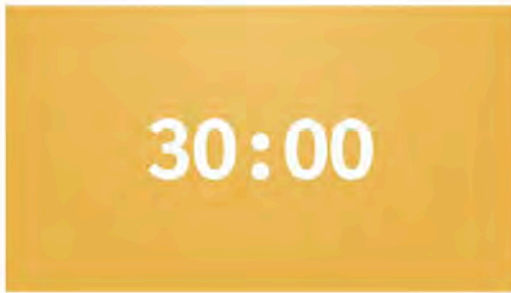
- The US 31 South Draft Level 3 Screening Report was released on November 12. It is published on our study website at www.propelus31.com and hard copies are available at several locations throughout the study area.
- INDOT is requesting public feedback on the draft Level 3 reports by December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports.
- The study team will host two public information meetings: one in Tipton on November 14 and another in Peru on November 19. We notified the public of those meetings via public notice, press release, an email to study stakeholders, direct mail postcards, social media and the website.
- In addition to those in-person meetings, we will have a virtual meeting experience available on November 15 on the study website, where you can watch the recorded presentation and participate in the same feedback activities.
- During the open comment period, the study team will be doing extensive outreach and visiting locations in the study area by hosting community office hours. Upcoming dates, times, and locations can also be found on the study website, as well as on our social media pages.
- We will also be presenting to the local elected officials within our study area at various County Council/Commissioners briefings this month and next month.

4. QUESTIONS/COMMENTS

- There were no comments or questions from the meeting attendees.

APPENDIX K: PUBLIC MEETING PRESENTATION

2/7/2025



1



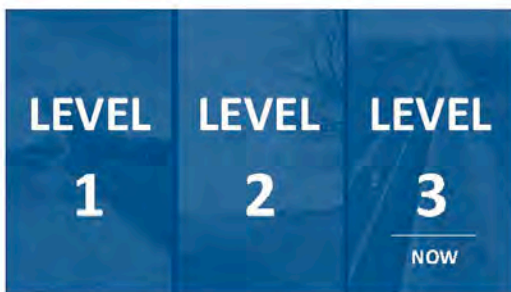
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3



4

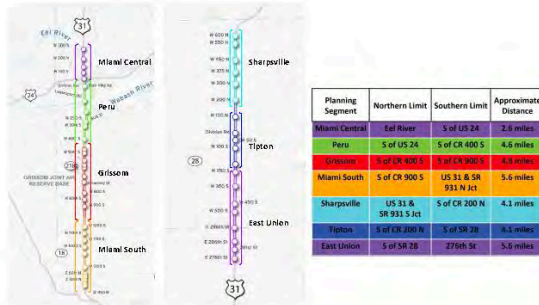


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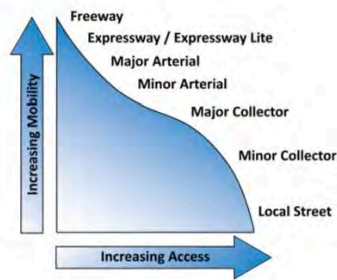


7

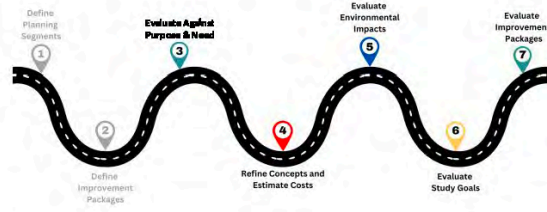
Defining Improvement Packages

- Influence on adjacent intersections
- Community context
- Access management guidelines
- Improvements at secondary intersections

8



9



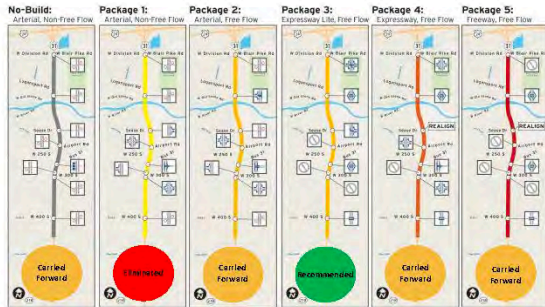
10

<p>SAFETY</p>	<p>MOBILITY</p>
<p>IMPACTS</p>	<p>COST</p>

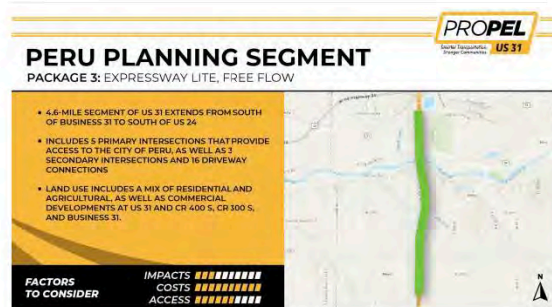
11

Eliminated
Carried Forward
Recommended

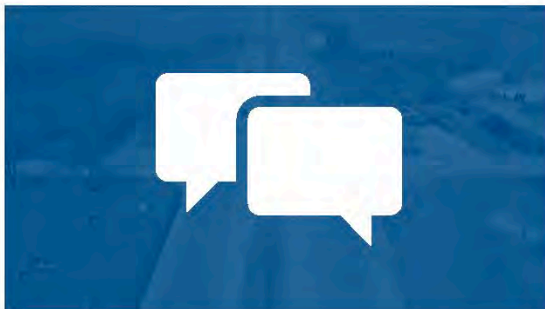
12



13



14



15

Upcoming Outreach

November 14: 5 p.m. Public Information Meeting (Tipton) ★	December 2: 9 a.m. Miami County Commissioners 9 a.m. Tipton County Commissioners 4 p.m. Howard County Commissioners 6 p.m. Peru City Council
November 15: Virtual Public Information Meeting Available	December 4: 10 a.m. Miami County Council 5 p.m. Hamilton County Council
November 19: 5 p.m. Public Information Meeting (Peru) ★	December 10: 11 a.m.-1 p.m. Pipe Creek Masonette 2-4 p.m. Tipton County Public Library
November 25: 12 p.m. Hamilton County Commissioners 5:30 p.m. Tipton County Council	
November 26: 9:30 a.m. Dutch Cafe 12-2 p.m. Kokomo Howard County Public Library 4 p.m. Howard County Council	

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Scan to leave your public comment.

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17

APPENDIX L: PUBLIC MEETING BOARDS

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



PLANNING SEGMENTS US 31 SOUTH

Level 3 Alternatives Analysis



US 31 SOUTH

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.

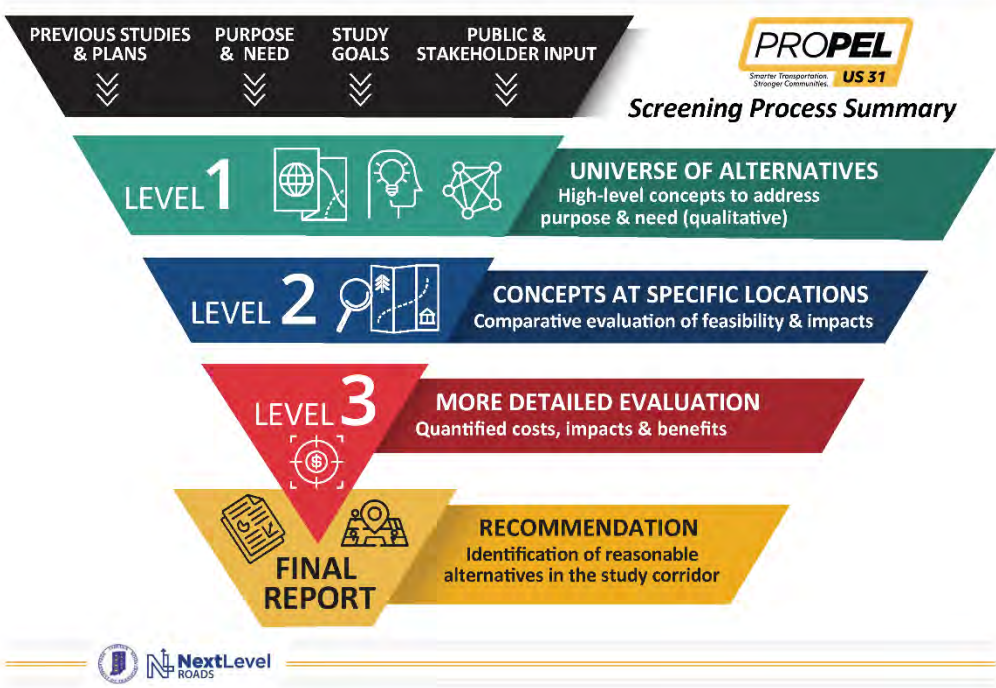


Emerging Technologies
Support emerging technologies and related infrastructure, including alternative fuel, and autonomous or connected vehicles.



Fiscal & Environmental Practicality
Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.





MIAMI CENTRAL PLANNING SEGMENT



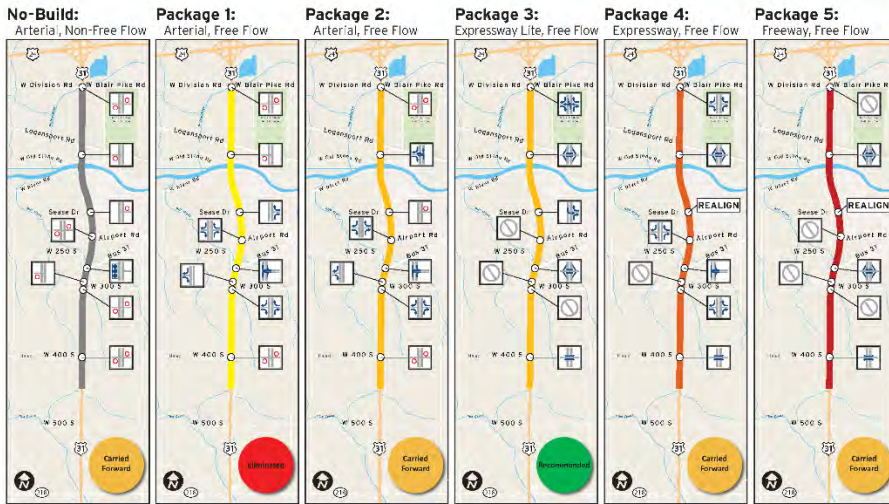
Miami Central Planning Segment Improvement Packages Level 3 Screening



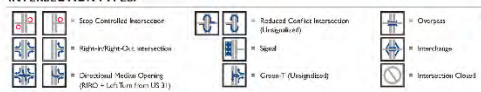
PERU PLANNING SEGMENT



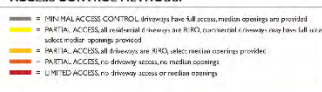
Peru Planning Segment Improvement Packages Level 3 Screening



INTERSECTION TYPES:



ACCESS CONTROL METHODS:



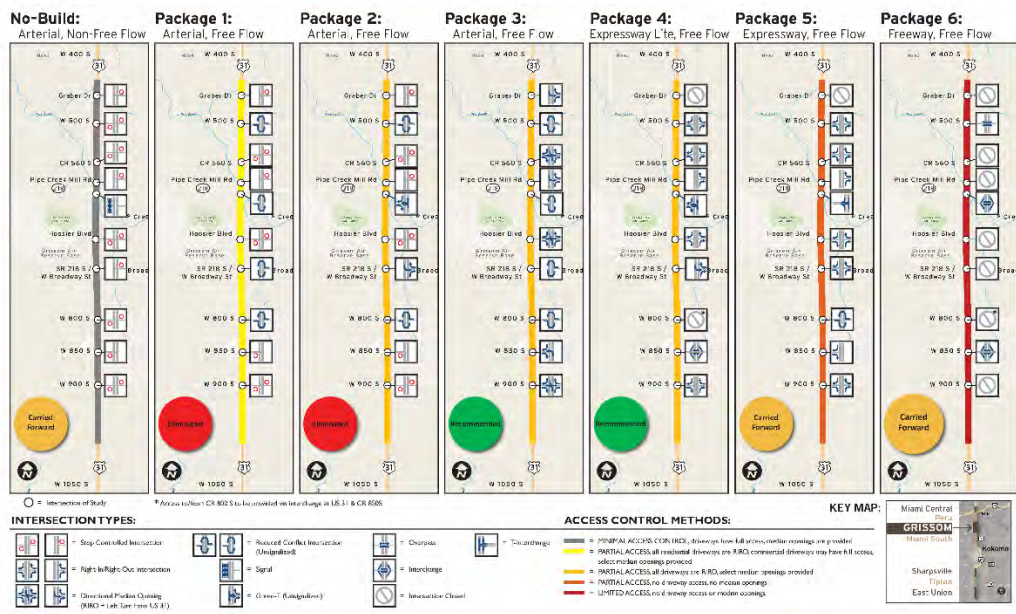
KEY MAP:



GRISSOM PLANNING SEGMENT



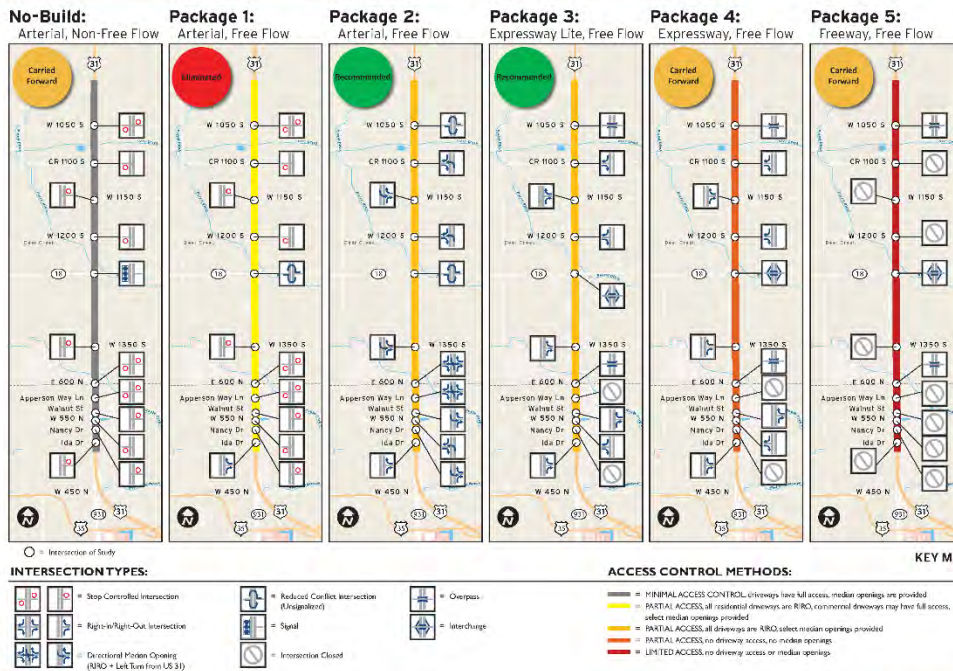
Grissom Planning Segment Improvement Packages Level 3 Screening



MIAMI SOUTH PLANNING SEGMENT



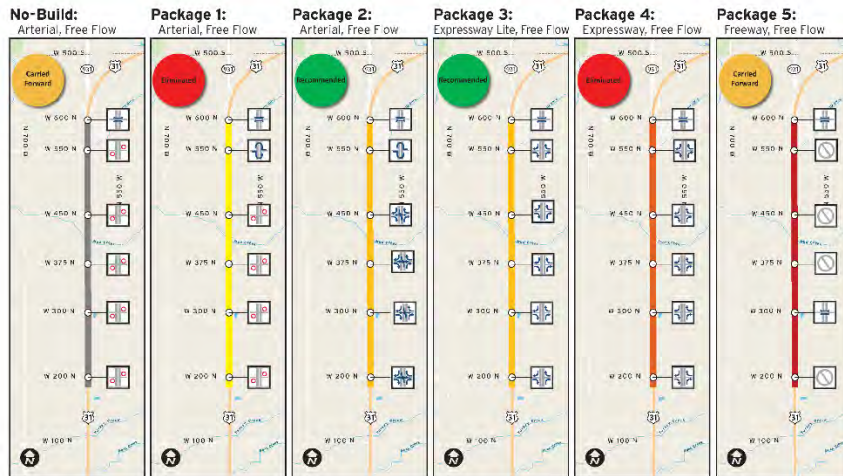
Miami South Planning Segment Improvement Packages Level 3 Screening



SHARPSVILLE PLANNING SEGMENT



Sharpsville Planning Segment Improvement Packages Level 3 Screening



INTERSECTION TYPES:

- Two-Way Stop-Controlled Intersection
- Right-in/Right-out Intersection
- Signal
- Directional Median Crossing (RMO - Left-Turn from US 31)
- Partial Conflict Intersection (Kugaplaned)
- Cross-T (Designated)
- Overpass
- Interchange
- Intersection Closed

ACCESS CONTROL METHODS:

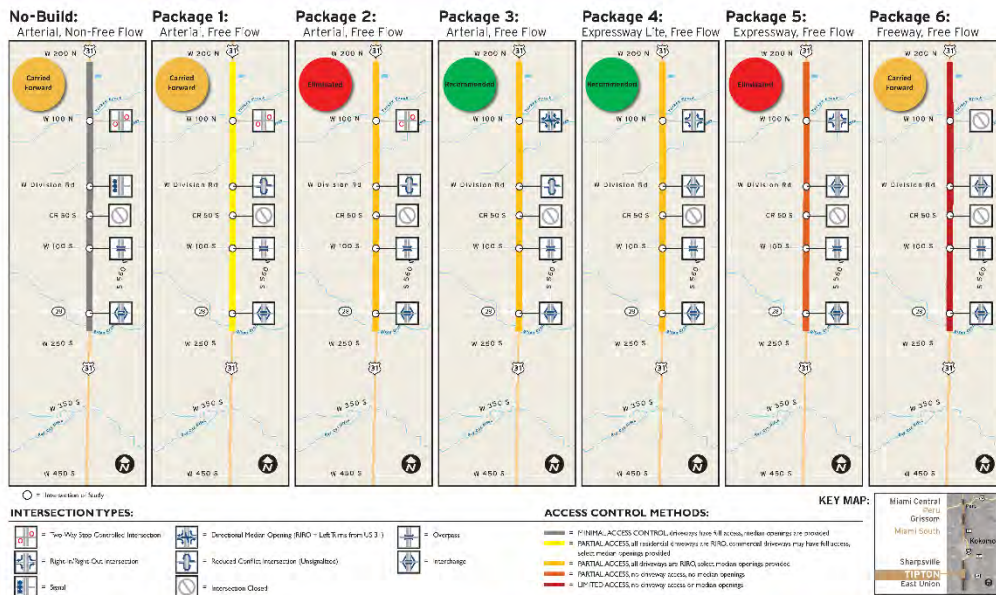
- MINIMAL ACCESS CONTROL: driveway lane full access; median coverage, if possible
- PARTIAL ACCESS: full access; median coverage; if RMO, commercial driveway may have full access, which may have opening; access to
- PARTIAL ACCESS: full access; no SRG; urban street crossings; unimproved
- PARTIAL ACCESS: no driveway access; no median coverage; SRG
- LIMITED ACCESS: no driveway access; no median coverage



TIPTON PLANNING SEGMENT



Tipton Planning Segment Improvement Packages Level 3 Screening



EAST UNION PLANNING SEGMENT



East Union Planning Segment Improvement Packages Level 3 Screening




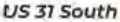
INTERSECTION TYPES:		ACCESS CONTROL METHODS:		KEY MAP:
	Step Controlled Intersection		Reduced Conflict Intersection (Unsignalized)	
	Right-in/Right-Out Intersection		Signal	
	Directional Median Opening (RHO = Left Turn from US 31)		Overpass	
	Directional Median Opening (RHO = Left Turn from US 31)		Interchange	
	Directional Median Opening (RHO = Left Turn from US 31)		Intersection Closed	
	Green T (Unsignalized)		MINIMAL ACCESS CONTROL, all driveways have full access, median openings are provided	
			PARTIAL ACCESS, all residential driveways are RHO, commercial driveways may have full access, select median openings provided	
			LIMITED ACCESS, no driveway access, no median openings	



PUBLIC COMMENTS



APPENDIX M: PUBLIC MEETING FEEDBACK OPPORTUNITIES


MIAMI CENTRAL PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?



PERU PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?

GRISSOM PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?

MIAMI SOUTH PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?

SHARPSVILLE PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?

TIPTON PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?

EAST UNION PLANNING SEGMENT

Provide your comments on the improvement packages.

1) Of the packages that were recommended...
What I like most is/What I like least is

2) Of the packages that were carried forward...
What I like most is/What I like least is

3) Do you have other comments to share with the study team regarding the packages?

APPENDIX N: PUBLIC COMMENTS

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

Topic	Source	Message	Event Name
Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor	Online	18 and 31 needs a on and off ramp. Also, one by the base and Maconaquah school corp. No j turns	
Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor	Online	Need a on and off ramp for 18 & us 31with no light. Division road needs to lose light and have a on and off ramp. I have seen many dangerous accidents at that location which would be solved with on and off ramp.	
Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor	Online	Is Airport Road going to have an exit and entrance in Miami county? Yes or no	
Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor, Draft Level 3 Report	Online	The decision to remove an interchange option at US 31 and 296th street was a mistake. 296th street does provide access to the town of Atlanta like you described, but also to further towns such as Tipton, Frankton, Lapel, Arcadia and more. Take a look at how many big cities or towns are in close proximity to 296 street all the way to the east side of Indiana. Based on INDOTS own study numbers 296 th street and US 31 intersection has a higher AADT (1604) than 276 th currently does (1320) WITH an interchange. According to INDOT own numbers from May of 2023 to May of 2024 there was an 18% increase in traffic at 296. It's not uncommon at all to see 10 or more cars lined up on 296 street on the East and west side to try to enter or cross US 31 north or south. Couple that with the lack of breaks due to the stop lights being removed its makes for a very dangerous situation. Farm equipment is almost impossible to cross 31 and 296. No traffic breaks and the amount of extra crossing time due to long equipment lengths make for dangerous situations. RCI dont solve any problems I mentioned above specifically for farm equipment. RCI are in my opinion a waste of	

taxpayer money. Given the rapid growth from the south and the increased traffic from the east on 296, the RCI will soon also be operating at failing rate. So why not does it right the first time by putting an interchange in? Construction and land values only continue to increase so doing it right today will be much cheaper than correcting it in the future. Lastly one of the signs that were displayed at your Tipton meeting showed a walking path along 296 and crossing 31. How is that safe and would a RCI allow for this? Thank You

Bike and Pedestrian,
Economic
Development,
Overall US 31
Corridor
Bike and Pedestrian,
Economic
Development,
Safety
Bike and Pedestrian,
Economic
Development,
Safety, Overall US
31 Corridor, Level 2
Screening Report

Online

Online

Online

Include full service and limited-service hotels off highway entrances and connect bike paths to the small towns such as Tipton, Arcadia, Atlanta and Wilson Farm market. Bring in businesses that fill the hotels. Tie in hotels with multi-use development project which can be enjoyed by residents and out-of-town guests. I am with a firm completing a comprehensive plan for Tipton County. We would like the documents to be coordinated.

Interested in the proposed trail along 296th st, what is the purpose, has right of way been purchased? How much will it need? Is there development planned west of 31 in the Ekin area?

Change sucks. But especially when it seems there will be no more highways left that have little traffic on them. I remember before the bypass was put in at Kokomo, 31 was a pleasant drive between South Bend and Indy. Now, it is getting more like other highways. And I miss being able to turn left off the highway instead of using the exit rounds. I don't care what studies say. I LIKED IT!

Bike and Pedestrian,
Environmental,
Overall US 31
Corridor

Online

Bike and Pedestrian,
Environmental,
Safety

Online

There is no mention of a mitigation plan for protecting the Howard County homes on the west side of US31 between 550N and 600N (Miami county line). At the time these homes were built they were purposely placed far away from the road. However, as the road was improved land was confiscated resulting in the majority of people left living extremely close to this very busy highway. A simple wire fence installed between the access road and the southbound lanes during the dual lane improvements has been breached multiple times over the years by serious crashes. This meger fence continues is rarely repaired and continued to deteriorate for decades leaving us vulnerable to serious personal injury and property damage. Homeowners are at even higher risk of injury now while maintaining or repairing their property due to the dramatically increased traffic, overall higher speeds and greater numbers of semi-trucks. Recreating in our front yard is impossible due to safety concerns, as well as noise and air quality issues that permeate throughout the property. Please consider adding to this plan improved safety, noise and air quality mitigation measures for the protection of these homeowners and their quality of life.

My name is Alex Lebrija. I live at 1202 N Eel River Cemetery Rd. I have several concerns with the upcoming changes to US 31 circa CR 100 and Eel River Cemetery Road. The traffic from US 31 to CR100 on Eel River Cemetery Road is dangerous at its current state. People use this as a shortcut to bypass the light at US 31 and CR 100. These people "speed" through as there is no posted speed limit. These people have killed my dog, nearly hit my 14-year-old daughter as she checked the mail and lost control and destroyed a portion of my fence in front of my house. Any increase in traffic down Eel River Cemetery Road is un-necessary as there are only 5 houses on this road. I do not understand the Quadrant Roadway plan. I do not see how that will improve access and safety. I am vehemently against the Relocated Intersection shown in Fig 4.5. This goes through my property which would destroy my fruit orchard, my pond, my new cattle structure and my cattle pasture. My property does not lie next to US 31 and there is no direct access to my property from US 31. I do not understand why destroying my retirement home property was even an idea. You state yourself in 4.2.3, that INDOT says the

Bike and Pedestrian,
Environmental,
Safety, Level 2
Screening Report

Online

intersection at US 31 and CR100 is too close to the US31/US 24 interchange. I do not understand how moving the intersection a mere 1/4 mile north solves the problem of being too close to the US 31/US 24 interchange. I also have a concern that these meetings are on the property of certain "stakeholders". To me this shows a conflict of interest. I am also concerned that I received the flyer by mail 3 days after the first meeting at this particular "stakeholder" 's place of business. As a property owner and a physician that serves this community, I would like to be an equal "stakeholder" in these discussions. In conclusion, I will support anything that does not violate my property or increase traffic on Eel River Cemetery Road between US 31 and CR 100.

Bike and Pedestrian, Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report

Online

I believe a green t interchange or traditional intersection would be the best choice for this location. These would eliminate the need for traffic to stop on U.S. 31, increasing flow during peak times. A traditional intersection would possibly allow for a pedestrian path under U.S. 31. I drive through this intersection daily and often see pedestrians and bike riders trying to cross U.S. 31 to access Business 31.

Bike and Pedestrian, Safety, Overall US 31 Corridor

Online

combine Grissom 218 east and 218 west into one interchange instead of dealing with them separately Interchange at Division Road for 28 bypasses

Bike and Pedestrian, Safety, Overall US 31 Corridor, Level 2 Screening Report

Online

I'm curious about the proposed trail along 296th st. What is the purpose? Does it intend to connect 2 or more areas? If so, what is the 2nd area? Has the municipality purchased right of way to accommodate? If not, how much will it need? Start date?

The state INDOT website has a 3-minute video in regard to 296th street. One option is an interchange. Is that still an option?

November 2024 Tipton Public Information Meeting

Draft Level 3 Report

Collected at Meeting

Draft Level 3 Report

Online

Have you considered moving 218 to 500? This would eliminate the intersections North and South of Grissom saving a significant amount of money. Except for a small intersection in Onward, 500 is a straight shot connecting IN-19 with US-35. 218 currently goes through many tight turns in Bunker Hill and Santa Fe. My sister and I are the owners of JJ's Convenience stores at the 100 N & 850 S intersections in Miami county. We are not a large company. We are a small family business with only 8 stores. Affecting 2 out of 8 stores is an immense portion of our livelihood. In the Grissom section, with an interchange being installed at 850 S would completely take out our business. It is listed in the study as a "relocation". Even if compensated for the property, which doesn't make up for the lost future profits. We and the prior owners (Family friends of ours) spent many decades building up Goodwill and a loyal customer base that would just be lost. This business could not be "relocated". It is completely dependent on the location on the highway and convenient access for customers. Our business at this location would just be eliminated. Between us and the Subway franchise, we employ 20+ people at the 850 S location that would all lose their jobs. If the option with directional median openings or right in, right out only traffic is implemented, our business would be affected too. At JJ's the first thing we sell is convenience. If traffic can't conveniently access our store, they will not stop. At this location, another family business, Estep & Co, operates a Subway Franchise in space leased from us. Estep & Co is another family-owned business and would be affected by changes or elimination of this store location. In the Miami Central section, our Truck Stop is located at the 100 N intersection. The options provided for right in, right out only, or directional median openings would affect our business and all other associated businesses. In addition to our convenience store/truck stop, DiMichel Enterprises operates the McDonald's Franchise, Estep & Co operates the Subway Franchise, S&S Truck Repair operates the truck repair facility, CAT Scale operates a truck scale. All of these businesses are family-owned small businesses. Restricting CONVENIENT access would create a significant downturn for all of the businesses. The option of completely closing the 100 N intersection would completely close down our business and put close to 100 people

Draft Level 3 Report

Online

out of jobs across all entities. Just like above, this business could not be "relocated". It is completely dependent on the location on the highway and convenient access for customers. All of the businesses at this location would just be eliminated. We strongly encourage the consultant(s) and the State of Indiana to take into consideration the effect on several small family businesses based on their decisions to restrict, eliminate access, or completely take over business property.

Draft Level 3 Report	Online	<p>Looks totally unsafe. I drive that area weekly, and I believe it will have catastrophic results ending with fatal results.</p> <p>Closing or right-in-right out exit would be detrimental to our business at County Road 100. We have invested a substantial amount of money into our property. There has to be another option to help keep our business open.</p>
Draft Level 3 Report	Online	<p>If you do not have the money to put in full interchanges or over passes, then just leave 31 north and south alone. the speeds are fast enough now without taking out stop lights and home and business entrances. J turns will not work well with farm equipment, semis, and buses. Speeds on 31 are too fast to cross traffic to use a j turn.</p>
Draft Level 3 Report	Online	<p>Package 4 appears to be the best alternative for the Tipton Planning Segment compared to the other Packages for this segment. Though it would have been preferred to have on and off ramps as part of this Interchange overpass option as was done at SR28, I suspect that the cost of this was substantially more than the Interchange option shown in Package 4. I feel Package 4 will receive the most support from the Tipton County community as a whole.</p>
Draft Level 3 Report	Online	

Thank you for the opportunity to submit comments in response to the Planning and Environmental Linkage Study Level 3 Screening for the US 31 corridor. The members of the US 31 Coalition appreciate the work that you have put into this process. As you are aware, the members and communities comprising the US 31 Coalition have long advocated for a freeway improvement on the corridor. We appreciate the study team "carrying forward" a freeway option in the study. However, the imagined freeway layout that is included in the Level 3 report is insufficient to meet the needs that have been conveyed to the study team. We understand that freeways by definition direct traffic to specific access points in order to improve safety, however, we would request that some additional access or crossroad connection be considered in particular locations. As the individual projects move into environmental analysis and project development, we would want to be included in further conversations to define the actual layout. In addition, as none of the options presented seem to be a perfect solution for the corridor, we ask that the Level 3 screening and the final report not include differentiators such as "recommended" or "carried forward". The study team has done great work to narrow the 55 options down to five, and we do not believe it is prudent to weight those choices to make purely cost-driven decisions until INDOT's future funding is known. We ask that all choices move forward in an equal manner, unless specifically eliminated in the Level 3 analysis. To that end, the members of the Coalition, along with the counties, cities and towns that are represented, have repeatedly made known their opposition to the use of r-cuts on the US 31 corridor. To have this improvement type considered once again is very disappointing. We understand the cost favorability of an r-cut, however, we hope that INDOT will look at all the factors impacting this decision. Related to this concern, we disagree with the ranking of study goals for each section. The study states that a freeway is neutral or even negative for economic development, while an expressway or expressway light enhances economic development. When industries and economic development associations all along the corridor have specifically asked for a freeway for this very reason, we request that the study team reconsider the assumptions made in this

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Development

Collected at Meeting

section. While we understand that the packages included in the report represent a continuum of cost, mobility and access, there is no consideration of the benefits (economic or otherwise) in this analysis. If this cannot be included in the final report of the PEL, we strongly recommend that it be included in the NEPA analysis for individual segments. Each county in the US 31 corridor has specific locations that need to be addressed for development projects, safety, or other concerns. We have included the intersections below and hope that INDOT will prioritize them as the projects move forward. These are not listed in any particular order, but all represent a need to be addressed sooner rather than later. Each have specific issues and may require a combination of improvements not included in any of the Level 3 options, which we would like to discuss further. Fulton County: Olson/Monticello Road interchange Old US 31/Southway 31 overpass Court Road 650 South (Speck's Corner) interchange Marshall County US 31 and Lincoln Highway US 31 and 18th Road (this location is in the SR10-CR700N project underway; however, it is included in these comments for consideration in the PEL). Miami: US 31 and CR100N US 31 and Business 31 US 31 and SR 218 North US 31 and SR 18 US 31 and CR800S Tipton County: US 31 and CR450N US 31 and Division Road US 31 and CR500S Thank you for the opportunity to comment, and we look forward to continuing the conversation.

Economic Development Online

I suggest you install an interchange at 450 N in Tipton County to feed Sharpsville and businesses in the area.

Economic Development Online

I suggest you install and intersection at 525 N in Tipton County to feed Sharpsville and surrounding businesses.

Economic Development Online

I would like to schedule a virtual meeting to learn about the proposed project at division road

Economic Development Online

Spend the appropriate \$\$\$ to provide for FUTURE growth enhancements to Grissom. The continued lengthy delays of action only complicate and increase costs. Any improvements with be too little too late as its current pace. Grissom is an ideal location to develop large scale businesses. Ensure to spend the appropriate funds to allow for such large-scale developments. Learn from the past. Previous large-scale development has rejected

Grissom due to lack of transportation infrastructure.

Economic Development, Environmental, Mobility, Safety

Online

I am concerned about access to our 2 farms located on both sides of 31 just between Business 31 and Pipe Creek school. Will the state provide an access route into our acreages?

Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor

Online

SR 18 provides a route for livestock trucks to deliver livestock (swine) to the processing facility at Delphi, IN. The intersection improvements should take into consideration the need for these trucks to minimize sharp turning movements that can shift the loads and cause overturning. An accident of an overturned truck loaded with 180 hogs will result in the shutdown of southbound US 31 for an extended period of time.

I am writing to express my strong support for the establishment of a full interchange at the intersection of Division and US 31. The current infrastructure poses significant safety challenges for drivers and limits access to essential services in the area. Safety Concerns: The lack of a full interchange increases the risk of accidents and complicates traffic flow, especially during peak hours. A full interchange would facilitate safer merging and turning movements, significantly reducing the potential for collisions. Economic Growth: For businesses located on the west side of US 31, safe and direct access is crucial for their success. A full interchange would enhance accessibility, encouraging more traffic to local businesses and fostering economic growth. In turn, this would lead to job creation and increased revenue for the community. Emergency Vehicle Access: Another critical consideration is emergency response. The existing limitation of access solely via State Road 28 can delay emergency vehicles in critical situations. A full interchange would ensure that first responders can swiftly reach the western part of Tipton County, potentially saving lives and ensuring public safety during emergencies. In conclusion, the implementation of a full interchange at Division and US 31 is imperative for both driver safety and the economic vitality of our community. The current access points do not sufficiently meet the needs of residents,

Economic Development, Environmental, Mobility, Safety, Overall US 31 Corridor

Online

businesses, and emergency services. I urge you to prioritize this project for the benefit of all stakeholders involved. Thank you for considering this vital development.

I own business and property along US31 between 550N and 600N. The business employees close to 200. Additional property in the area will be developed into commercial use adding more employees to the Tipton tax base. Access to US31 at 550N with a Reduced Conflict Intersection would be very beneficial to the economic development of Tipton County as it is associated with my business and property. A better solution might be an Interchange located at 525N. It would serve the economic benefits I have described above as well as create an artery that would serve my needs and feed more directly to Sharpsville. Such an interchange would provide for greater economic growth for Sharpsville as well as solving other problems outlined in your study.

My concern is in regard to access to farm acreage on both sides of 31 north of Pipecreek School and south of 300 N.

It is important for Tipton County residents to be able to access 31 going both north and south bound easily and safely as many of us work outside of our county. I travel to Indianapolis every day and it's crucial that division have off and on ramps. The area will grow as Westfield is exploding and already while division was closed the intersection at 28 was becoming congested during my morning commute. It will only become worse over time.

Economic Development, Level 2 Screening Report Online

Economic Development, Mobility Online

Economic Development, Mobility, Level 2 Screening Report Online

As the VP, Hospital Administrator for the Community Howard and Westfield Regions for Community Health Network, I appreciate the opportunity to comment on the Level 2 Screening document for the Propel 31 study. Given the length and the complexity of the corridor, I appreciate the time and attention given to the determining the best type of improvement for it.

I have two specific comments to submit for the record.

The first is to emphasize the importance of a corridor wide freeway. Important work has been completed to turn US 31 into a freeway in several counties, and completing those connections is critical to the future of Indiana's industries. Having reliable road infrastructure to connect to the Indianapolis International Airport, the interstate system in Indiana, and the ports located in Northern Indiana is met only with a US 31 corridor that is not subject to unforeseen delays. The stoplight on Division Road at US 31 is an impediment to the free flow of traffic. With semis and larger vehicles traveling on US 31, this stop light is out of place and a barrier. This intersection needs to be addressed to improve the traffic flow and not cause disruptions. I am stopped at that light frequently only to have no cars pass through the intersection, so the volume does not seem to warrant a stop light, and alternatives should be considered.

Second, a steady workforce is key to the success of my hospitals and health care facilities. Many physicians and staff live in Hamilton County and work in Howard County. We also have many staff that live north of Howard County that work in my health care locations. Some providers and staff have call requirements where they must be back to the hospital for obstetrics or cardiac emergencies within 30 minutes. The unexpected delays and safety issues they could face on the unimproved US 31 make recruiting difficult because population centers like northern Hamilton County are just outside of this 30-minute required response time. Given the population growth that will extend north from Westfield, we will see more people that will be able to commute to Howard County and expand the pool of staff bolstering our workforce.

I understand that INDOT is concerned about the costs of various solutions, and as a business leader, I appreciate that. However, the benefit

accruing from completion of this corridor as a freeway is substantial enough to justify those costs. We don't want to lose the progress we've made with the first three segments of a US 31 freeway, and instead continue to build on the success we have seen in the corridor since the first segment opened.

Thank you for the opportunity to comment on the Level 2 screening document. Don't hesitate to let me know if you have any questions about any of the data presented here.

Economic
Development,
Mobility, Overall US
31 Corridor

Online

Economic
Development,
Mobility, Overall US
31 Corridor

Online

Access on and off of US 31 to Division Road (Now new SR 28) is critical to traffic flow, and emergency services in our county. I work near 28/31 currently and see firsthand how traffic can come to a standstill with only one road going East /West around the 28/Division area. Package 3 looks to be the best one for the Peru segment.

As Executive Director of the US 31 Coalition, I appreciate the opportunity to comment on the Universe of Alternatives document for the Propel 31 study. Given the length and the complexity of the corridor, we appreciate the time and attention given to the determining the best type of improvement for it.

However, there are some general observations about the Level 2 Screening documents (for both 31 North and 31 South, and the section of US 31 in Marshall County) that I would like to submit.

1. We were disappointed that stoplights remain a possibility in the study for the southern segment. I understand that the PEL study provides an opportunity for a fresh look at the corridors, however, the commitment to remove all stoplights on US 31 and railroad crossings has been long standing and seems contradictory to the purpose and need, as well as the stated goals, of the study. We respectfully submit that the removal of stoplights is a "need" and not just a "desire" based on the feedback we have received from economic development experts and prospective companies all along the corridor. Freight tonnage and miles have more than doubled in the corridor between 2011-2021 and the Indiana Multimodal Freight Plan Update projects another increase of at least 50% in freight tonnage by 2045. In addition, the US 31 corridor is identified as a critical mobility corridor in at least three INDOT reports. Thirty-three stoplights and 2 railroad crossings were/are being removed from the 125-mile corridor in recognition of these facts; reversing course on building a free flow facility is moving in the wrong direction.

2. We certainly understand the need to look at the cost of a project when determining how to proceed, however, we are disappointed that no measure is given for the cost benefit of any of the projects. As stated in the beginning of the PEL process, the consumers of the US 31 highway were asked to be forward thinking and examine what would serve their community and their commute best for the next thirty years. We were asked to be creative and envision what the roadway could be for several generations. However, any ideas that provide that sort of visionary thinking will be constrained by merely evaluating the initial cost and not the overall benefit for the community and the state. For instance, the cost of building a freeway is higher than smaller improvements, we would all agree.

Economic
Development,
Mobility, Overall US
31 Corridor, Level 2
Screening Report

E-mail

However, economic studies have shown the Grissom Aeroplex area would find increased interest from developers from being located on a freeway. A freeway will encourage full build out of Aeroplex, leading to an additional 3700 jobs, \$585M in gross regional product and \$390M in personal income. This is just ONE location on the US 31 corridor. With development like this along the corridor, the construction of a freeway only make sense. But this type of information is critical to make a fully informed decision. Research has shown a 4.83 cost benefit ratio from the construction of a US 31 freeway, data that should be considered in the development of the plan.

3. The recent announcement of an \$11b Amazon investment in New Carlisle, coming on the heels of the \$9b in EV battery investments, shows the rate of new investment occurring along the US 31 corridor. These investments alone are scheduled to bring 2500 new jobs to the corridor, plus countless more from secondary and supportive investments occurring in Tipton, Miami, Marshall and Fulton Counties. These numbers, and other forecasted growth factors, should be included in the data used for the PEL.

4. We remain concerned about the 3–5-mile planning segments that will ultimately be considered for improvement. US 31 from Indianapolis to South Bend functions as a corridor and should be evaluated as such. For instance, an economic forecast found that if US 31 is improved to a freeway, there will be 1,193 fewer accidents per year, with 119 fewer in Fulton County, 225 fewer in Miami County, and 116 fewer in Tipton County. This type of information cannot be gleaned by evaluating individual locations or 3–5-mile segments but can be when the project is viewed as a functioning corridor.

5. There is much discussion in the PEL study of the need for access from, onto, and across US 31. The PEL study has identified 12 different areas of elevated crash rates in the three non-freeway counties, occurring both at intersections and along the mainline road. In the northern segment of US 31 (CR300N in Miami County to CR700N in Fulton County), these elevated rates comprise 1/3 of the total miles. The current access structure obviously needs to be improved to increase safety. We ask that access be given more strategically and planned well, providing multiple benefits. Safety is always the top goal of any project, but the health of a community is just as important. The reality is that population and employment are a challenge in some un-improved US 31 corridor counties, but a study has shown that the construction of a freeway road is consequential for rural and rural transitional counties by reversing the negative or stagnant growth rates. We ask that consideration be given to provide a more holistic solution that will provide multiple benefits. This will allow US 31 communities to thrive.

6. We are concerned about the inclusion of reduced conflict intersections as a standard improvement option. These intersections do not solve the problem of vehicles entering onto US 31 from a complete stop, then interacting with vehicles traveling over 60 mph. There are 105 intersections remaining on US 31, and a majority of accidents occur within 1000 feet of an intersection. In addition, there are 135 private driveways opening onto US 31 of which 74% do not meet safety standards. We do not feel that reduced conflict intersections will meet the needs of a freight corridor as fully as a more comprehensive solution. As mentioned earlier, rapid growth is occurring in this corridor. The heavy vehicle traffic from these new facilities will be interacting with the existing traffic by 2027 and having a safer entrance and exit onto the corridor than currently exists is critical. Thank you for the opportunity to comment on the Level 2 Screening document. Don't hesitate to let me know if you have any questions about any of the data presented here.

Economic Development, Mobility, Safety	Online	<p>First: I would like to see an Exit Ramp at the intersection of US 31 and Division Road in Tipton County. I believe it is needed for overall East/West movement across the county, Safety for all EMS needs, and Economic movement into Tipton County. The Truck Route Jog east of the US31/SR 28 exit is somewhat confusing and difficult to navigate. Second, I am not in favor of the Michigan Left turnarounds if that is still on the table. I travel in Michigan quit frequently and hate them. I find them very unsafe in some cases and very challenging to navigate the U turn particularly if the turn loop is not deep enough (especially for Semis and large trucks). Also, it is very tough in inclement weather to use. Making a U-turn in front of 65 mph traffic is very dangerous. Third: I also travel Highway 24 from Fort Wayne to Toledo almost once a month. It has several stretches where the speed limit is 65 and there are normal crossroad intersections with large center turning areas. This seems like a nice alternative to a Michigan Left or blocking all crossroads and only having 1 crossing opportunity for all of Tipton County. Fourth: I guess I am concerned of the limited crossing opportunities for Tipton County, and the limited access to US31. I realize Exits are very expensive; however, only having one at SR28 is very restricting.</p>
Economic Development, Mobility, Safety, Draft Level 3 Report	Online	<p>The rci proposal in option 3 will create extremely dangerous conditions when attempting to cross 31 on division with semis and farm equipment. They are too slow and wide to cross 2 lanes of moving traffic then turn 180 degrees and cross 2 more lanes of traffic. Please remove this option from the final report.</p>
Economic Development, Mobility, Safety, Level 2 Screening Report	Online	<p>Regarding Tipton County: If there are only going to be 2 interchanges in the whole county several overpasses will be needed to allow local traffic, including farm implements, school busses, fire trucks and ambulances, to travel from one side of 31 to the other. It's a safety issue if there are only 2 access points.</p>

Economic
Development,
Mobility, Safety,
Level 2 Screening
Report

Online

Concerning the "Sharpsville" area (Tipton CR 450 N to CR 550N), I very much desire an interchange so that the local community can both cross and enter / exit US 31 via the extension of CR 525 N. For east - west traffic in this area, I would prefer that traffic can continue on to CR 450 N from 525 N, as this road historically carries east - west traffic between Sharpsville and points west of US 31. The current option to connect the interchange back to CR 550 N is helpful, especially to access BECK's and the historical Kelly Museum. However, 550 N and even CR 600 N (that has an overpass over US 31) are both poor quality, narrow county roads as compared to CR 450 N, west of US 31. As a farmer, I don't move any large farm equipment across US 31 on CR 600 N west if US 31 because the road is too narrow to meet oncoming traffic. My preference is to avail the west side access as a parallel frontage road for drivers to reach both 450 N and 550N. A full interchange for Sharpsville will promote economic growth, housing growth community integrity, and access for local farms, the school, and emergency response units (which are all located in Sharpsville). I serve on several committees and Tipton County has a proposed Ag Center that may be placed at this Sharpsville interchange. Preliminary discussions are favorable to procure property for this structure that will serve as a regional center.

Re: US 31 @ CR 500 South in Miami County (section 4.9 in report) The draft briefly mentions that this intersection provides access to Miami State Recreation Area whose main entrance is directly on CR 500 South and Mississinewa Lake. Located within the recreation area is Mississinewa Lake Campground and a boat launch. For this reason, there is a high volume of pickup trucks towing boat trailers/campers as well as large motor homes that utilize this intersection and travel east on CR 500 South.

Economic
Development,
Mobility, Safety,
Level 2 Screening
Report

Online

These vehicles are large and not as easily maneuvered as the typical passenger vehicle. Special care should be taken, while keeping this in mind, when considering the ways that vehicles will proceed through this intersection. The simpler the intersection the better. An overpass on an intersection is worth the expense for safety and simplicity. No roundabouts and no mega number of

Economic
Development,
Mobility, Safety,
Overall US 31
Corridor

Online

entrances/exits for each exit. The suggestions you offer for the truck stop intersection look like a mess/complicated.

Apr 2024 Peru
Community
Office Hours
(Dutch Cafe)

Economic Development, Mobility, Safety, Overall US 31 Corridor Online

Freeway status is the only concept that will address public safety and work towards zero fatalities. Our surrounding state have many miles of non-interstate freeways. How is this. Any comprise is not in the best interests of the citizens.

Economic Development, Mobility, Safety, Overall US 31 Corridor Online

I think that an interchange at US31 and Division Road in Tipton County is essential for the safety, mobility, and vibrance of the community in this area, particularly West of US 31. Division Road in Tipton County is a mainstay of agricultural traffic (both tractor and semi-truck). Part of this stems from making Division Road THE Truck Route to bypass the City of Tipton. Why not continue this effort by allowing truck traffic to cross US31 unimpeded and allow access to this major North/South corridor from a major East/West corridor in the county?

Economic Development, Mobility, Safety, Overall US 31 Corridor, Draft Level 3 Report Online

This nonsense will close businesses and inconvenience the people of Miami County more than help. You need to take into consideration the people and families who live and work here. This is not about helping us, it's about your agenda. You cannot maintain the current roadways, but you want to build more. There are holes in the ramps at 31 and 24, 24 is extremely rough since the chip and seal fiasco that it will cause the cruise control to turn off. We are speaking as someone whose home is on 31 (591 N US Highway 31, Tipton, IN) Concerning our driveway: our first choice would be to leave the driveway and the crossover remaining as is. Second choice: A driveway with right in and right out and a deceleration lane on the south of the drive and an acceleration lane up to 100 north. Third choice: If the driveway must be closed then we would ask for a lane to county road. Concerning Division Road: First and only choice is a full interchange. The reasoning is that as farmers with ground on both sides of 31, we need a safe way to cross the highway. The reduced conflict intersection is too dangerous for large pieces of equipment to navigate into the path of high-speed traffic Concerning 100 N: Leave it as it is. This is the location of a summertime sweet corn business and there needs to be direct access from the north and south to the business on the northeast corner.

Economic
Development,
Mobility, Safety,
Overall US 31
Corridor, Draft Level
3 Report

Online

This study is a farce. No questions were answered at any public meeting and even this form has eaten my responses, forcing me to start over repeatedly and claiming that there are "errors" in filling out the form. INDOT needs to know that the company doing this study has failed miserably. The feedback local people offered over a year ago did not make it into the study. The proposed "right turn only" intersections will cut off ambulance access to Indianapolis at its fastest route (Blair Pike). The gentleman in charge of this project couldn't even tell me where the hospital in our county was. He supposedly studied access and safety for the last two years and doesn't know where the hospital is? The proposed J turns at the air base will force moving traffic to come to a complete stop before joining 60 mile per hour traffic. "Mobility" is code for "drive through the county without stopping" in this study. The gentleman in charge told us at a public meeting that there were local businesses to want this increased "mobility" but when questioned, he couldn't name any local businesses. He also mentioned there were "statewide objectives" at a local meeting, but he wouldn't tell us what they were, apart from "mobility." Nothing about this proposal is helpful to the local residents or local businesses... instead it impedes local traffic and causes unnecessary harm. This "study" needs to go back to school, because to date, it deserves nothing short of a failing grade. First thank you for your work to-date on this project. Of the 4 options presented for the Division Road intersection, the reduced conflict option appears to create a lot of confusion for drivers unfamiliar with this type of intersection and with the amount of large farm equipment and semi traffic that will utilize this intersection, crossing multiple lanes of traffic at a slow speed will create very hazardous conditions, therefore I do not feel this is a viable solution. Option 2 adds an additional stop signal for US 31 and therefore does not meet the objective of limited access highway, and it also creates more opportunity for rearend collisions. Option 3 and Option 4 are the only options that achieve all the objectives for this intersection. I think you should consider utilizing stop signs for the traffic coming off of the highway onto division road instead of the roundabouts that are currently drawn. I have witnessed countless problems with large equipment and semis navigating the roundabouts at the SR 28/ US 31

Economic
Development,
Mobility, Safety,
Overall US 31
Corridor, Level 2
Screening Report

Online

intersection. The signs and grass near these roundabouts are destroyed nearly every week. Given the traffic volume exiting onto Division Road and the traffic count crossing US31 on division, I feel stop signs for the traffic turning onto division road would be the most cost effective and safest option and could be converted to Roundabouts in the future if traffic volume dictates the need.

Economic Development, Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report

Online

According to your report for the South project, there are 2 large companies not listed in 4.7 overview. Under 4.7.2 there should also be Kokomo Gravel Inc and Shoshone Trucking LLC listed. Both companies are located next to Maximum Power Sports on South side. We share the same main entrance off of US 31 (CR 300 S). The 2 companies' employee approx. 130 people and have over 70 tri-axle dump truck units exiting/entering on a daily basis. Our companies have been at several meetings and expressed our concerns, so not sure why this has been overlooked.

Economic Development, Mobility, Safety, Overall US 31 Corridor, Universe of Alternatives

Online

I own a workwear and work boot retail store on US 31 across from Grissom Air Reserve Base in Miami County. My concerns regarding US 31 are the speed limits being proposed through "our" stretch of US 31. Entering US 31 from our retail store currently has a flashing light to warn motorists to slow down. I understand that it is being proposed to eliminate this light and increase the speed limit. I am concerned that this will increase accidents. I am asking that the speed limit remain as it is through this stretch and the flashing light be left as is. Thank you for your consideration.

Economic Development, Mobility, Safety, Overall US 31 Corridor, Universe of Alternatives	Online	<p>For Tipton County, my suggestion is to leave County Line Road (shared with Hamilton County) and Division Road open to at least cross under or over US31, if not set up as intersections, to allow access across US31. I'm not sure either local warrants a full interchange, but a stoplight based on the amount of cross-traffic waiting to cross on County Line or Division might work, too. Regardless, Tipton County will need more than just IN28 as a means to cross US31 east/west, as that would create a severe bottleneck for traffic, especially in the event of an emergency. As for economic development, I'm fine with it happening close to the US31 corridor but would prefer it be constrained to within a half mile of 31. That's probably not going to happen given the penchant for suburban sprawl along 31 I've seen around Westfield and now Cicero, but I figured I'd state it for the record.</p>
Economic Development, Overall US 31 Corridor	Online	<p>I was wondering about the 300 s and us 31 intersections. What's going to happen to it. I live on the 300 s the dead-end part behind maximum power sports, and we've been wondering about our road since it's so close to business 31.</p>
Economic Development, Overall US 31 Corridor, Draft Level 3 Report	Online	<p>What are you thinking? This is helping who? Schools, medical vehicles, businesses! Plus, state road has so much truck traffic. So north and south 31 I say NO THANK YOU!! Crazy thinking.</p>
Economic Development, Safety	Online	<p>Dutch cafe. Interchange to enter into Dutch cafe and the other businesses on the east side of 31. To keep our customers and employees safe.</p>
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Economic Development, Safety	Online	<p>Dutch cafe. Interchange to enter into Dutch cafe and the other businesses on the east side of 31. To keep our customers and employees safe.</p>

My comments are for the intersection of 296th Street and US 31. After reviewing the three options for this intersection, the option that removes the east/west roadway from the center median of the intersection is not a viable option. This option does not allow for emergency access and cuts east/west access which causes concerns for the local farm community. The second option (RCI) will improve safety of the intersection, but I have great concern about large vehicles and vehicles with large trailers using the turn within the US 31 median. This option also causes an issue with not giving the vehicles in the median of US31 enough time to get up to speed before entering traffic on US 31. I have concerns about how these left turn lanes can be kept clean during major snow events. Another concern is the increased time it will take emergency vehicles to use this option to go east/west. The third option the traditional interchange is my vote for this intersection. This option allows for continued east/west traffic flow for the farm community and emergency access. This option also allows more time for vehicles merging onto US 31 to gain speed before merging into traffic. If the goal of this study is to find the safest options along the corridor, the traditional interchange option meets these goals.

Economic Development, Safety

Online

I own 20 acres of Light Industrial and Business zoned property along US31 that is adjacent to the US31 and 550N intersection in Tipton County. I have turned in comments in the past concerning that intersection and your proposed solutions. I live out of state but will be in town this coming Wednesday and Thursday (8/7/24 and 8/8/24) and would like to meet in person to discuss my concerns and suggestions. Would a meeting Wednesday evening or Thursday before 4:00pm be possible?

Economic Development, Safety

Online

The Tipton County primary intersection options (550 North, Division Rd., and 600 South) appear reasonable but because of safety concerns, I highly recommend a full intersection treatment for each. Right-in, right-out only options should not be considered further because it does not provide a full range of access that is necessary for education transportation, commerce, and safety.

Economic Development, Safety, Level 2 Screening Report

Online

Economic Development, Safety, Level 2 Screening Report	Online	<p>This a follow up from community meeting at Dutch Cafe on Wed, Apr 17th. Wanted to make sure concerns were documented. My husband and myself own Kokomo Gravel Inc and Shoshone Trucking LLC, which are next to Maximum Powersports. We have approx. 100 heavy dump trucks that exit/enter our premises on a daily basis. We use CR 300 S as the entryway, which is also entry for Maximum Powersports. After looking at the proposed drafts for the US 31/Business 31 intersection, it is felt that a full interchange would best suit the traffic needs of our businesses. We look forward to the level 3 process and are available any time for future discussions. Thanks for your time and efforts!</p>	November 2024 Virtual Public Information Meeting
Economic Development, Safety, Overall US 31 Corridor	Collected at Meeting	<p>As a weekly user I recommend for Miami Central-Package 3, Peru-Package 3, Grissom-Package 4, and Miami South-Package 3.</p>	
Economic Development, Safety, Overall US 31 Corridor	Online	<p>I drive from South Bend to Kokomo on US 31 on a nearly weekly basis. I recommend that all private driveways be closed, and all cross streets be closed or replaced by overpasses, so 31 will be the controlled access freeway that north central Indiana was promised when the 75-year lease of the Toll Road occurred. The section north of Kokomo (to Peru) resembles the first Kokomo bypass, which should never happen again.</p>	
Economic Development, Safety, Overall US 31 Corridor	Online	<p>Please use division rd as an exit. Due to that's the road for truck drivers is to use instead of old 28 that goes through town of Tipton In. You could use as exit ramps like what is on the east side is 38 at 31 in Westfield. Better for our growing businesses and emergency vehicles.</p>	
Economic Development, Safety, Overall US 31 Corridor	Online	<p>Thank you 600 South of Tipton County or 296th Street of Hamilton County needs to have an interchange. Why? It is the only Tipton County Road south of IN28 that is the best road for county residents. Tipton County, over the years, has made major improvements to it. It has a lot of traffic for a county road. On the other hand, County Road 500 South would need a lot of work to handle the traffic that an interchange would create. Another problem with 500 South is it easily floods on the east side of US31. 400 and 300 South T one mile from US31 in both directions.</p>	

Economic
Development,
Safety, Overall US
31 Corridor

Online

As you know traffic counts continue to increase throughout the catchment area of the US 31 region from South Bend to Indianapolis. Therefore, this integral highway facility as part of the Indiana's core through highway infrastructure becomes even more important as a conduit to move traffic throughout this multi county region. Plymouth to Rochester to Peru to Kokomo to Westfield must be provided the same safe traffic flow as South Bend and Indianapolis! And allllll points in between! Terrible and horrific accidents due to AT-GRADE intersections must be eliminated ENTIRELY! Only grade-separated INTerCHaNges for higher traffic cross movement. Only grade separated bridges for all other important city or county roads! Absolutely NO NO NO driveways or field access or private access points of any sort on our US 31. US 31 to be rebuilt and resigned as FREEWAY Interstate #67.

Wow, public comment that won't do a bit of good from your assholes planning on how to fuck the communities of Indiana all based on the needs of a politician from up north wanting to get to Indianapolis faster. Well, hey, that cocksucker saves maybe 15 fucking minutes. Those assholes don't drive less than 15 over the speed limit for any fucking reason. So, you, make 31 a 70 or 75 mph zone and watch the damn wrecks happen at 90mph vs 75.... As far as Tipton County is concerned, last I heard you fuckers wanted to shut off access except for st rd 28.... Now who's dick for brains came up with that bullshit idea. What politician woke up and said, hey let's fuck all these tax paying people of tipton county. But let's throw in all kinda overpasses and on and off ramps in hamilton county. Dont worry, emergency personell dont need to go to the west side of 31 in a timely fashion. Fuck human life, right? isn't that what your dumbasses believe? Let's not forget those hard-working farmers that will have to travel MILES out of their way at 20 mph just to cross to the other side of 31 and work their feilds. So, if you want to have an honest to God discussion about what to do, leave the side road access available and put turn lanes in where the EMERGENCY LANE IS..... put an on and off ramp on 600 South with an overpass. Put an on and off ramp with overpass at Division Road. Fix the overpass at 600 North, widen the side road and put on and off ramps there. That isnt the best solution but it's a damn sight better than just having 28 as a cross over. Blocking offside road

Economic
Development,
Safety, Overall US
31 Corridor

Online

access would be suicidal for the county as a whole. On a side note, heres a suggestion that would make sense. Chrysler and the UAW fucked Tipton County. They have a building that is gona set empty. So, I propose the state buys it, they can make a meeting spot for the politicians of Indiana to go and have their gay orgies away from the capital. Im sure theres plenty of folks from this community that would love to see the "Progress" they are trying to shove down the throats of this county.

I am curious why in no scenario is there a substantial improvement to US 31 and Hoosier Blvd. There is significant traffic at thsi intersection from both sides of U.S. 31, but primarily from the West side. The traffic numbers at this intersection may rival those at 218 intersections. This seems odd in that Grissom Aeroplex is home to a community of probably 3,000 which exceeds Bunker Hill, many businesses and the US Air Force Reserves. Also, I don't see a good scenario addressing truck traffic from the South Industrial Park in any scenario with one totally eliminating the 800S intersection. There are more people likely employed in the industrial park than the State IDOC facility. I see the proximity discussion to 218 but why isn't the traffic at Hoosier and 800 a higher priority than proximity to intersections that see less traffic?

In experiencing some of the J type turns on roadways recently installed on US 24 near Peru and Wabash areas - it would be beneficial in my opinion to provide some information signage indicating what is available at the J turn. Something like you see on main highways at exits. This may help to allow drivers knowledge of what is available if the J turn is taken. Thinking of intersection information, city access, small business access that will be driven by before realization of what was passed. Signage and information are important.

Economic
Development,
Safety, Overall US
31 Corridor

Online

Economic
Development,
Safety, Overall US
31 Corridor,
Universe of
Alternatives

Online

Economic Development, Universe of Alternatives

Online

1. The US 31 corridor needs to be improved to full interstate standards for its full length. It will provide economic development benefits. Local government leaders have heard too often from state economic development folk that nobody wants to locate their new factory in towns not within 50 miles of an interstate. As is the case for US 31 communities North of Kokomo. 2. There should not be an interchange in the Sharpsville area. It will encourage sprawl type growth which will weaken Kokomo and lead to demands for further US 31 improvements to accommodate the sprawl. 3. Consider as an alternative to a Division Rd. interchange, making intersection and directional signage improvements at Co. Rd. 550W/560W intersections with Division Rd and Co Rd 200 S (old SR 28). Co. Rd. 550W/560W is the road East of the Stellantis Transmission Plant. It was built to serve the trucks serving the plant. It would make a good connection for truck traffic that Tipton would prefer use Division Rd to access their industries on their North side. How will access work, would there be a frontage road to connect their house to the nearest road? How many recommendations there are and when the final report and recommendations will be out? We don't particularly mind if access is cut off, we just need a drive to connect to a nearby road. We have animals that graze there, and it would be hard to find similar land elsewhere.

Sep 2024
Peru
Community
Office Hours

Environmental, Mobility, Level 2 Screening Report

Collected at Meeting

The proposed project at Division Rd and 31 in Tipton County needs to be a full interchange or better yet an overpass. This other nonsense that is being proposed is ridiculous and shouldn't even be considered. You folks that are making these plans and decisions don't live or drive this area frequently obviously. The intersection currently as is, is NOT an issue except for people who RUN the RED lights, causing problems. I've NEVER had a problem with this intersection, and I drive it frequently going to Noblesville. An overpass would be the best solution for all involved. We are a FARMING community which means a LOT of farm equipment travels on these county roads to provide FOOD for YOUR families. They need to be able to have non obstructed access to cross the highway, which the overpass would provide without interrupting highway traffic which averages a speed of 70 mph.

Environmental, Safety, Overall US 31 Corridor

Online

Environmental,
Safety, Overall US
31 Corridor,
Universe of
Alternatives

Online

I am writing to express my growing concern about the increasing light pollution in Hamilton County, particularly due to the expansion and development projects, such as the recent additions to the US31 corridor. As our county continues to expand further north, the excessive amount of lighting at intersections is significantly contributing to the degradation of our once-pristine night sky. The current expansion, particularly along US31, has already altered the natural beauty of the night, with the glow from stadium-style lighting visible from several miles away. In light of these developments, I strongly urge the consideration of a comprehensive light pollution study before implementing any further additions of lighting to intersections. Preserving our night sky is not only an aesthetic concern but also crucial for the well-being of our environment and the diverse ecosystems that depend on natural light cycles. By conducting a thorough study, we can identify sustainable lighting solutions that balance the need for safety and visibility at intersections with the imperative to minimize the impact on our night environment. Collaborative efforts in this regard will ensure that future expansions maintain a delicate balance between progress and preservation.

The interchange Alternative with the southern location would be the best solution for this intersection in my opinion. I don't know if it's been noted but there is a lot of heavy traffic vehicles that go through this intersection. Both Semi and agriculture vehicles are a constant on highway 18. I read the notes, and it does talk about the tractors, but I would be interested to see how you plan on doing a roundabout that allows a tractor with a disk behind to make the circle or a Combine with its head being towed behind. Also, just wanted to say this website and how you're reaching out to the community has been great so far. I work in IT and have been to a few of the meetings, so I know the planning and research you have done to implement all this. Great Job.

Level 2 Screening
Report

Online

Would like to see a traditional interchange at Division Rd. It would make the most sense for drivers in this area.

Level 2 Screening
Report

Online

I own the property on the northwest side of the us 31 200 north intersections. How do the three proposed alterations effect my property

Level 2 Screening
Report

Online

Level 2 Screening Report	Online	<p>1) The non-interchange alternatives (RCI and quadrant roadway) would not be good for farm equipment. It's extremely difficult to cross US 31. Both the width of the equipment and the speeds of the oncoming traffic. 2) With the RCI alternative, it would be very difficult for vehicles turning N off of Division Road to have enough time to cross both lanes before getting into the turnoff for the median u-turn. 3) We are concerned about 100N. That is the summertime income for our son's family (sweetcorn stand). Our greatest desire is to leave it as is (it seems to work very well right now). 4) Our house (driveway) is located directly on US 31 between Division and 100 N. We are concerned with the driveway being impacted and losing access to our house and fields. We own the property north of us and a # of other building on the property. 5) We prefer the quadrant interchange. It would be easiest to get farm equipment across Division Rd. Our concern would still be maintaining access to our property.</p> <p>Hello, I hope you are doing well, my name is Kishan Patel. I am with the ownership of the Best Western and Knights Inn in Peru, Indiana. I plan to attend the meeting at the Dutch Cafe on April 17th. I would like to see if there is time to have a 1:1 conversation with an INDOT/Propel representative at that time regarding the three interchange options.</p>	<p>Aug 2024 Tipton Community Office Hours</p>
Level 2 Screening Report	Online	<p>At US 31 and 500 S, we would prefer the overpass over the RCI and access modification options. We are concerned because of getting farm instruments across, which are very big and slow moving. It is a safety hazard for us if the 2 other options are chosen due to the fact that, to get the equipment across both lanes would be a hazard and a high likelihood for an accident. The overpass would need to have enough clearance (15 ft at least) for farm equipment to get through.</p>	
Level 2 Screening Report	Online	<p>This comment concerns US 31 And division road! I vote NO TO TRAFFIC LIGHTS. That is what we have now. The 3rd or 4th seems best.</p>	
Level 2 Screening Report	Online	<p>No traffic lights Concerned about whether 500 S will keep access to US 31 or not. If construction occurs, I will prefer an overpass.</p>	
Mobility	Collected at Meeting		

Mobility	Collected at Meeting	<p>Looked at the recommendations for Division Rd again and want to know which is most likely? My workers and myself cross at 100 N to access our farms. Farming equipment and semitrucks need space to cross US 31. Will the unmarked intersections become no-access in the future? We have come to multiple public meetings and office hour sessions and have been frustrated with the lack of information about if we will lose access or not. There are five houses that utilize the same drive. INDOT has recently purchased 5238 US 31. Other people within this cluster have been purchased as well. We want to know, does that mean we are going to lose access? I am the owner of Morris Trucking, and I just bought the three lots that are directly south of the existing property. I want to know if I will maintain access to CR 300 North.</p>	<p>Aug 2024 Tipton Community Office Hours</p>
Mobility	Collected at Meeting	<p>I live at 591 North US 31 (North of Division Road directly on US 31 with driveway access on US 31). I did not sell to INDOT and has no intention of moving. I have concerns for access to my driveway. My house has been remodeled and I want to do additional improvements but not if I will have to put a new driveway in. Provided the idea that there could be a driveway extension to County Road 100 North.</p>	<p>Feb 2024 Peru Community Office Hours</p>
Mobility	Collected at Meeting	<p>296 Intersection concerns as to what design will be implemented and if it will be closed off. I'm looking to purchase property along the US 31 and 296 interchange area, and I feel like the 296 interchanges will be a right-in right-out interchange realistically. 276 Interchange is an underpass actively now their changes that are still to happen to this interchange?</p>	<p>Feb 2024 Tipton Community Office Hours</p>
Mobility	Collected at Meeting	<p>I am a farmer that will be directly impacted by the improvements specifically on the Sharpsville section of the project. Literally the only option that won't affect me adversely is package 5. Without a direct overpass access, I would be forced to drive 6 miles out of my way to access pieces of property that otherwise would be just barely across 31 from each other. There is zero way I could or should try and turn right onto 31 & look for a u turn while in a tractor pulling a piece of equipment or a combine. It would even be a questionable decision in a loaded semi. I know from experience behind both wheels that cars going highway speed don't like to slow down to let equipment move about doing their things. Esp when the road is being billed as limited access. If I'm in a car I have no problem only being able to access 31 at sr 28 to the</p>	<p>Feb 2024 Tipton Community Office Hours</p>
Mobility	Collected at Meeting	<p>Without a direct overpass access, I would be forced to drive 6 miles out of my way to access pieces of property that otherwise would be just barely across 31 from each other. There is zero way I could or should try and turn right onto 31 & look for a u turn while in a tractor pulling a piece of equipment or a combine. It would even be a questionable decision in a loaded semi. I know from experience behind both wheels that cars going highway speed don't like to slow down to let equipment move about doing their things. Esp when the road is being billed as limited access. If I'm in a car I have no problem only being able to access 31 at sr 28 to the</p>	<p>November 2024 Tipton Public Information Meeting</p>

south or sr 26 to the north. I'm pro-growth and definitely pro safety of travel. So, I have no problems with limiting access to an interstate style highway and actually prefer it. My issue is the problem it directly causes me to not be able to get across it. I'm almost exactly between the overpass at 600 N & whatever ends up happening at Division Road.

Mobility

Online

CR 200 S should be open to go all the way across Tipton County.

Although there are access requirements, it is crucial for access on the US 31 south project for an intersection at Us 31 and Division Road in Tipton County from an economic and public safety standpoint. Also, as the state has obtained right of way in Tipton County, it would be great if the houses on the purchased land are demolished and cleaned up appropriately.

Mobility

Online

Thanks for taking the time to talk to Ryan Elson from Maximum Power Sports (Maximum) and myself at the Propel US 31 meeting at Pipe Creek School a few weeks ago. 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 vice 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 atv's, motorcycle, jet skis, side by side 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. 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

Mobility, Level 2
Screening Report

Collected at Meeting

Apr 2024 Peru
Community
Office Hours
(Dutch Cafe)

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.

We have the following comments/concerns with the Level 2 Draft report: First of all, on your maps and the report only JJ's Travel Plaza is listed as a business at the northeast corner of US 31 and CR 100 N. The additional business at this corner is McDonald's, Subway, Peru Truck & Tire, Miami-Cass REMC (not their office, but the EV chargers they operate), and CAT Scale. All of this business, except the REMC, are family owned and operated. Additionally, there, is the potential for another business to rent the available office space as well. Our comments on the proposed changes to the intersection: Our first preferred option would be No Build, with no changes to the intersection and allowing all traffic to continue to flow in and out of the businesses freely without major changes. In our business, any friction causes customers to make other choices. Convenience is extremely important to customers in the food and fuel business. Access Modifications/Closing the intersection - this would put all of the businesses at our corner out of business. Customers would not be able to access our businesses in any practical manner. All of our businesses rely on convenient access for them to exist. Truck and car drivers will not come to our businesses if they have to exit on US 24 and come back up the road. The report says this option is reasonable, but it is not from our viewpoint. Relocated intersection alternative - this is the best option other than no changes for our businesses. As long as direct access is provided on the new roadway built on the north

Apr 2024 Peru
Community
Office Hours
(Peru Lib)

side of our property, this allows easy in and out access for both semis and auto traffic. The downside is that cars would have to travel through the entire truck parking lot to access our fuel, food, and store. The inconvenience or fright of traveling through the semi traffic would still reduce the number of customers at our businesses. Reduced conflict intersection alternative - This is also an option that could be workable, if necessary, but drivers get very confused by these types of intersections, and some drivers avoid them altogether so it would result in a significant decrease in traffic to our business. Quadrant roadway alternative - This option is very confusing to me, and I'm sure it would be to drivers as well. This alternative would also likely put all the businesses on the northeast corner of the intersection out of business due to the friction required to access them.

Mobility, Level 2
Screening Report

Collected at Meeting

When will the level 3 analysis be released and will it have the recommendations derived from public engagement? I am interested as a local and an engineer. Attended an office hour last year to ask about the project. Interested in funding and how projects will be funded: together or individually? I hope to see an interchange at 296th - lots of traffic in the evening.

Sep 2024
Tipton
Community
Office Hours

Mobility, Level 2
Screening Report

Online

Begging for a traditional interchange at 525 N. This will help Sharpsville to grow, aid our Tri-Central Community Schools, and ease the Sharpsville based emergency services responses.

Mobility, Level 2
Screening Report

Online

It is important that northern Tipton County have access to go north and especially southbound on 31. Many of us work in Marion and Hamilton counties and we need to be able to safely access 31 southbound. The intersection at 28 is already becoming congested in the mornings. As Hamilton County continues to grow it will push more and more people into Tipton County so we must prepare.

Mobility, Level 2
Screening Report

Online

Division Road & us 31 in Tipton County. We just need a bridge over 31, We do not need an ingress or egress. Farm equipment could safely cross. Any intersection will put farm equipment crossing subject to wrecks.

Mobility, Overall US 31 Corridor	Online	<p>I would like to see 100N in Tipton County maintain the ability to cross US31 and turn north or south. There is significant traffic on this road which leads to 800W and many homes along the route. It is also heavily used by the farming community.</p> <p>The package that is the expressway with only access for on/off ramps should be completed.</p>	
Mobility, Overall US 31 Corridor, Draft Level 3 Report	Online	<p>This will complete the expressway from SB to Indy that was initially proposed. This will allow a consistent speed all the way.</p> <p>Absolute not!!! I have lived here my entire life. The problem is the light and truck stop at 100. The light is too close to the off ramp, the truck stop parking lot is terrible. you can get on to the side road for all the people waiting to turn in and the trucks block the parking lot. JJ parking lot is a traffic concern. Relocating the light would be a better solution and change the way the truckers and customer enter the truck stop would be a big help. But this relocating to go around Chinook is STUPID!! Why do you not just use the existing Eel River modify it and relocate the light and entrance from JJ/ Contronic where the problem as the accidents. And leave the other side alone. the entire issue with this area comes from the truck stop, light and off ramp. Why bug everyone else on the other side. You really need to think about this and use the existing to fix instead of changing the entire thing.</p>	
Mobility, Overall US 31 Corridor, Level 2 Screening Report	Online	<p>I think a traditional interchange should be put in at Division Road so that semis can get on and off of 31. You also need to consider all of the farm equipment that needs to move around in Tipton County.</p>	
Mobility, Overall US 31 Corridor, Level 2 Screening Report	Online	<p>Hope recommendations will be fair to Tipton and residents, especially because construction will be a major inconvenience. I own a farm adjacent to 31 (by the railroad/100 S where an overpass was just built for US 31 to go over the rail). I own properties both east and west of US 31, so I'm concerned for how frequently farmers have to cross the highway. They need safe, reliable, and accessible crossings. Also concerned about the width of some of the local roads that cross US 31 narrow roads with curbs are tight for larger vehicles with farm equipment and grain carts.</p>	
Mobility, Safety	Collected at Meeting		<p>Aug 2024 Tipton Community Office Hours</p>

Mobility, Safety	Collected at Meeting	<p>I'm a Tipton resident. Hoping INDOT takes into consideration the needs of Tipton residents. I can't remember the address of the old property - thinks it is 326 North - access was along US 31. It's been about 2-3 years since they sold the property, just north of Division Road. Citizen still has farm property on 300 North. Overpass on northern portion. The access road on the west has a drainage ditch that limits people getting off the road or onto the shoulder. To get to the fields that he works, from the east side of 31, had to go all the way down to 28 and then to 550 to get across. Using a tractor with a grain cart on the country roads and then having a hard time keeping the wheels on the green carts right by the curbs and not running over the curbs.</p> <p>o Interchange at 28 and 31 - Entrance to Chrysler should not have happened</p> <p>o Roundabout at Love's is off-center and is also a failure</p> <p>o You can't fix one problem that then creates other problems for the local roads</p> <p>o If there are only access points at Division Road and SR 28 then that will bisect the county</p> <p>o Don't believe the accident numbers they are inflated with minor "accidents" like deer collisions or running over a sign</p>	<p>Aug 2024 Tipton Community Office Hours</p>
Mobility, Safety	Collected at Meeting	<p>Main area of concern is Tipton County line road. There was a major car accident and multiple fire department jurisdictions were able to respond to it because of that access point. Roundabouts are not safety vehicle accessible, submitted three intersection proposals to INDOT and TSWDG to pass along. See attached plans. Farm equipment must be able to pass through US 31 at a few of the interchanges. Do not create a wall in Tipton County for farmers and farming equipment. County road maintenance and width concerns if the intersection above is removed. Lisa's Pie Shop is not active anymore.</p>	<p>Feb 2024 Tipton Community Office Hours</p>
Mobility, Safety	Collected at Meeting	<p>500S: surprised the the volume of RV vehicles towing boats is not reflected in the data headed to this intersection. Also, there is significant traffic that use this route to get to/from Logansport to the pork processing facility on SR 19.</p>	<p>Feb 2024 Tipton Community Office Hours</p>
Mobility, Safety	Collected at Meeting	<p>I do not want an interstate. I am handicapped and not able to walk. It would be a very big impact on me with emergency services coming to my house. I wouldn't be able to get the help I needed. I like things the way they are.</p>	<p>Mar 2024 Peru Office Hours</p>
Mobility, Safety	Collected at Meeting		<p>Oct 2023 Kokomo Community Office Hours</p>

Mobility, Safety	Collected at Meeting	<p>When will the recommendations be final or when can more input can be given because we own the farmland on both sides of 31 at that intersection (south side especially of concern due to the graphic showing the interchange impact on the 31-south website). When an interchange is built, access is limited and cut off from other nearby roads. Division Road has too much traffic there and it needs to change traditional interchanges are most popular. 296th traffic has decreased because other roads nearby (276th) have reopened.</p> <p>Very important for continued use of division road. Emergency services need use of this road to get to people on the west side of the county. Also, buses need use of this road for the students that live on the west side of the county.</p>	Sep 2024 Tipton Community Office Hours
Mobility, Safety	Online	<p>Looking at the proposals for 296th Street, completely cutting it off seems impractical, especially with the church & cemetery right there. The "Reduced Conflict Interchange" would only serve to *create* weaving traffic on US 31 as people enter the road into the right lane (in theory), then have to cross to the left lane and immediately slow down. I believe that many people wouldn't accelerate to match the traffic speed, causing people in the left lane to slow down and/or squeeze into the right-hand lane as traffic tries to exit left; then it would force people to enter US31 into the left-hand, high-speed lane. Entering the high-speed lane already happens with the standard 90-degree crossing and I cannot see how this would bring any additional safety or increased traffic flow. The only reasonable option seems to be to make this an interchange. This feels self-serving, as I've been driving 296th to US31 for 30 years, since I'd already resigned myself to only being able to access 31 at 276th St for south-bound or SR28 for north-bound travel. However, given the possible options that are currently being considered, this seems to be the only reasonable one.</p> <p>Access modifications would be best since it is on a hill with all traffic traveling 75 mph. No left turns.</p> <p>Reduced conflict is not good for Farmers due to speed on 31 75 mph. An overpass would be the best for farmers to cross.</p>	
Mobility, Safety	Online		
Mobility, Safety	Online		
Mobility, Safety	Online		

Mobility, Safety Online

Thank you for such a robust website and information on the study. My comment today is directed at the US 31 and St Rd 18 intersection. I would like to see that intersection NOT include a reduced conflict interchange. There is a lot of thru traffic, mainly semi's transporting livestock that operate on St Rd 18 that move thru our county. To require all east-west traffic to operate thru an RCI would reduce transit times, as well as create a safety hazard as thru traffic mainly from east to west has to find a break in traffic long enough to slowly cross the entire two lanes of north bound traffic and then get out of the roadway to make the turn, only to have to do that again to cross southbound lanes. This would be the least desired outcome for this intersection, and I strongly urge INDOT to not consider an RCI at this intersection.

Mobility, Safety Online

CR550 N.: I dislike the Reduced Conflict Intersection at this location because there are many school buses and school traffic that use this intersection currently. In my opinion this is not a safe alternative for this situation. I do like the Traditional Interchange for the type and volume of traffic at this location. I do believe this option best serves the local area and the town of Sharpsville. I do not like the Access Modification option because it limits the crossing US31 from one side to the other. Therefore, limiting emergency services the ability to enter US31 to the south.

Mobility, Safety Online

On behalf of Keystone Cooperative, Inc. and its 20,000 farmer owners, we are expressing concern about the planned intersection options on US 31 South and Division Road near Tipton, Indiana. The current roundabout at US 31 and SR 28 is very difficult for large agricultural equipment to safely navigate. The current Division Road stop light intersection is currently where Keystone and local area farmers take their large sprayers and spreaders to cross over US 31. The four intersections options presented: Reduced Conflict, Quadrant, Traditional Interchange and Quadrant Interchange will not be conducive for large agricultural equipment. If this proposal proceeds as presented, the project will essentially create a 13-mile physical barrier for large farm equipment to safely get across US 31. Therefore, Keystone is requesting a straight overpass be the choice for the US 31 and Division Road Intersection. Also, it has been presented that the consultants for this project have discussed and received Indiana Farm

Bureau's approval for their proposed intersection options. Keystone has reached out to INFB's President, and he shared this is not the case as their organization opposes round-a-bout's due to the difficulty they cause for agricultural equipment to navigate. Keystone will make our large agricultural equipment available for modeling purposes or demonstrations of the difficulties of navigating these types of intersections.

Mobility, Safety Online

Mobility, Safety Online

Reduced conflict at State Road 18 in my opinion will not work due to the amount of traffic on US 31. With the decrease in the number of stop lights on US 31, there are fewer breaks in the traffic. Attempting to get across US 31 is difficult now in areas that stoplights have been removed. Just seeing the issues from Kokomo to Westfield, traffic trying to cross 31 is very difficult and dangerous. Trying to do U-turns, especially semi-trucks and farm equipment, there is just not enough break in the traffic. I think an interchange will work best for this intersection, to give access to State Road 18 traffic and the best traffic flow for US 31. I am specifically addressing the Sharpsville section of 4.1 miles. Our farm is equally split on the east and west side of US 31, with multiple crossings a day being made for business, as well as personal purposes. We would be greatly and negatively impacted by safety with Package #2. Crossing 31 to make a Uturn with the DMO model would be dangerous, if possible, with large farm equipment and loaded semis of grain. We use multiple trucks and diverse drivers, putting the risk for us and US 31 travelers at increased risk. We would be greatly and negatively impacted with mobility with Package #3, requiring us drive multiple miles with every trip to cross US 31. The safety issue would increase the response time of First Responders to our family and community emergencies on the west side of 31. It would also greatly channel at least half of the East/West crossings of 31 to County Rd 600, which is dangerously narrow in two lengthy stretches. The current circumstances make is challenging. This package would make it harrowing and inescapably dangerous, with inevitable accidents and

Mobility, Safety Online

increased risk of fatalities. It would put our family and community at unacceptably higher risk. Option #5 is acceptable in light of safety and mobility. The overpass on 300 N would reduce the crossing traffic on 600 N by more than half, as 300 N would become a passage of choice. It would reduce the congestion at choke points on 600 N. It would provide increased access for First Responders to the West side in Prairie Township. It would save us multiple miles a day with the overpass at 300 N. Multiply that by the number of users and it is a huge number for total miles saved per day/year.

Mobility, Safety

Online

Package 3 in the East Union segment will be a hardship on local residents as well as travelers on US 31 who need to make a left turn to reach local locations. This package would mean that to cross 31 drivers would be required to take county roads all the way to 276 th street or up to SR 28 to cross 31. This would include large slow farm traffic which would cause congestion on the round-a-bouts at US 31 and SR 28 which are already very busy with semi traffic from the Love's truck stop. The u turns required in package 2 will create an unsafe situation with slow farm traffic turning in front of high-speed US 31 traffic just to get across US 31. For the East Union portion, all roads should have cul-de-sacs and be closed off from 31. It is too dangerous to cross and scary to even turn right onto the highway at this point. You should carry out with package 5 as my best advice for someone that grew up on 600 S and lives on 500 S. Package 2 should be eliminated completely, as the reduced conflict intersection on 600 S would create traffic jams and increase risk of anyone trying to cross the two lanes of 31. Package 3 is the second-best option, but many of these roads can access 28 or 276 to cross or reach either side of the highway just as easy. The most ideal situation would be an overpass on 600 S to mitigate anyone between 276 and 28 to cross over.

Mobility, Safety

Online

Mobility, Safety	Online	A lot of traffic comes north to Grissom ARB. If the left-hand (west) turn is closed off onto Hoosier Boulevard, it will have to continue on up to 218 to go west. This could be a major inconvenience to those who work at Grissom ARB. The Tee intersection at 218 will deconflict all traffic with and underpass or overpass. Needs to be an overpass over division. Too many accidents. But needs to be access because there are many semis that use this road.	
Mobility, Safety	Online	For the East Union planning segment: Package #2 seems to be the best option for us. I also liked #3 but it seemed too restrictive on east/west access for, what appeared to me, minimal safety benefits. I'd love to see 286th Street closed entirely but the only package that includes that is far too restrictive on access. The other packages don't seem to provide enough access east and west, so my suggestion is #2. Viewing the proposed plans throughout the Tipton county's segment it is concerning that there aren't enough overpasses for east-west traffic in the northern or southern areas. I believe funneling all the east- west traffic in the northern area to 600N and funneling all the southern traffic to Division Road will cause local safety problem.	
Mobility, Safety, Draft Level 3 Report	Online	See image.	Apr 2024 Peru Community Office Hours (Dutch Cafe)
Mobility, Safety, Draft Level 3 Report	Online		
Mobility, Safety, Level 2 Screening Report	Collected at Meeting	We have several comments about the Level 2 alternatives: SR18 - The Quadrant Roadway intersection unnecessarily adds extra steps, lights will cause more traffic issues. This intersection is highly trafficked by farm equipment and semi-trucks, the RCI is too tight for trailers and farm equipment. The RCI needs acceleration/deceleration lanes if it is constructed. The McClures gas station is also a local grocery store for the neighbors do not demolish. Traditional interchange is preferred here if there can be no demolition of surrounding buildings SR218 North intersection - Favor the second Green T intersection as seen in the online video believed this option would save the most lives. There is a small hill/crest north of Grissom when driving southbound it blocks the view of the intersection and traffic lights. If a new light is put in for the Green T intersection, it would be helpful for drivers to see from farther away. 218 South intersection - Against the access modifications intersection it would cut the main access point to US 31 from	
Mobility, Safety, Level 2 Screening Report	Collected at Meeting		Aug 2024 Peru Community Office Hours

Bunker Hill. That could create many traffic issues on the local, narrow country roads. The RCI recommendation here is too small, the turns are too tight for large vehicles, and it needs acceleration/deceleration lanes to assist with merging and exiting US 31. The Green T intersection recommendation could work change the light to a flashing yellow for US 31 and a flashing red for 218 (drivers on US 31 should have the yellow caution light. Drivers on 218 should stop to yield to US 31 before crossing or turning). 800 S - Connects to Maconaquah Schools. RCI - busses need wide turning radius and acceleration/deceleration lanes. Busses and high school kids, who are bad drivers, also need to cross over US 31. Safety improvements needed. Traditional interchange is preferred here so new drivers do not have to be thrust into something they don't understand 400 S - The light at Business 31 slows traffic and gives drivers plenty of time to turn off of/onto 400 S. 400 S does not need much change, maybe some acceleration/deceleration lanes to simplify merging. 1350 and Cassville Area - If all secondary roads are cut off from US 31, the people living in this area will crowd the narrow, local country roads. Local roads will need to be widened, and lanes painted if each of these are cut off or become overpasses. These people need at least some form of access to US 31 and the farm roads cannot currently handle that increased traffic.

There would be too much traffic to fight when making U-turns in the RCI/J-turn intersection. If this is what is constructed, there needs to be an acceleration lane that merges into US 31 from the left. Trucks and farming equipment will struggle with the j-turns The Quadrant Roadway intersection is confusing, additional lights will cause additional traffic issues.

As someone who utilizes Division Rd. weekly if not daily, I appreciate the level of detail provided, visual format, and thoughtfulness that has gone into creating a plan for this important intersection in Tipton County. This site is excellent and has been the best explanation I have been able to receive as to what is and what might happen here. Thank-you! After reviewing the interactive maps for a few specific intersections, I feel that the Reduced Conflict Intersection would be the best option for W 800 S, SR 18, and SR 218 S. While I feel that the Green T Interchange will be the best option for SR 218 N. These should mitigate

Aug 2024
Tipton
Community
Office Hours

Mobility, Safety,
Level 2 Screening
Report

Collected at Meeting

Mobility, Safety,
Level 2 Screening
Report

Online

Mobility, Safety,
Level 2 Screening
Report

Online

traffic accidents at those intersections while also not interfering too much with established structures within those areas.

As an owner of a 10-acre estate on the south side of 296th, I would like to make comments on the revision of 31 and 296th Street. We would like to submit our recommendation for the access modifications for the following reasons. - 296th street is not safe for traffic in its current state. It is narrow, there are no road lines for passing and hilly which makes blind spots. Large vehicles currently speed down 296th street which is not patrolled by police often (80 plus). It is not even safe for kids to board a bus on 296th street today. - We are a rural community and want to remain as such - Removing access will not hurt the city of Atlanta as traffic can exit at 276 or 28 to travel to 19. These roads are equipped to handle heavy traffic. I urge propel to drive from the 31 exits to 19 to review the road as well as existing high traveling traffic which use the road to bypass police so they can travel at dangerous speeds. Regards, Logan & Laura Bowers 29570 N Anthony Road Atlanta, IN 46031

Mobility, Safety,
Level 2 Screening
Report

Online

I like the traditional interchange for 296th Street intersection because it eliminates all traffic conflicts for all types of vehicles including farm equipment. I do not like the reduced conflict intersection nor the access modification for the simple fact it puts farm equipment in very fast-moving traffic trying to get from one side of US31 to the other. I see this as a major safety concern.

Mobility, Safety,
Level 2 Screening
Report

Online

As CEO of AZ Isotopes located with the South Industrial Park, Grissom Aeroplex in Miami County. Each of our companies has made substantial investments and has created significant employment at this location which benefits the local community, the region, and the State of Indiana. As you may or may not know, the main entry into the Industrial Park is the intersection of US 31 and CR 800S.

The current volume and speeds of traffic moving through this intersection continues to increase. This increase is good for our business and can be attributed to past and present improvements on US 31 between Indianapolis north to Hamilton County and from South Bend south to Plymouth. However, while the increase is good, it also creates safety and efficient access that impact our business.

Subsequently, we respectfully request INDOT work with the local government to construct a full interchange at this intersection as soon as possible. We believe the only option for this intersection, for both safety and efficiency, is an interchange to accommodate traffic from our current and future expansions plus the existing volume from the 434th Air Reserve Wing, Maconaquah School Corporation and the State Correctional Facility.

US 31 has become a major thoroughfare for the movement of goods and services between Indianapolis and South Bend as well as commuting employees. Speed to markets and accessibility to labor are some of the primary reasons for our investment in Miami County and the region.

Therefore, in addition to the Interchange at US 31 and CR 800S, we encourage INDOT to work with the local communities along the US 31 Corridor to complete freeway type improvements, which have long term benefit rather than short term improvements such as J-Turns or Conflict Resolution Intersections.

Mobility, Safety,
Level 2 Screening
Report

E-mail

As CEO of Spectron RX located with the South Industrial Park, Grissom Aeroplex in Miami County. Each of our companies has made substantial investments and has created significant employment at this location which benefits the local community, the region, and the State of Indiana. As you may or may not know, the main entry into the Industrial Park is the intersection of US 31 and CR 800S.

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Mobility, Safety,
Level 2 Screening
Report

E-mail

As CEO of NexPlus Corp Indiana located with the South Industrial Park, Grissom Aeroplex in Miami County. Each of our companies has made substantial investments and has created significant employment at this location which benefits the local community, the region, and the State of Indiana. As you may or may not know, the main entry into the Industrial Park is the intersection of US 31 and CR 800S.

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Mobility, Safety,
Level 2 Screening
Report

E-mail

Mobility, Safety,
Overall US 31
Corridor

Online

Writing to please encourage you to put a full interchange at Division Road & 31 in Tipton County. Eliminating accessibility there would be detrimental for several reasons. Total Seed Production has over 5,000 semis a year travel to their company who use Division Road. If that is taken away, those semis would be redirected to smaller county roads and towns, like Goldsmith that will eventually damage those roads and would be a safety concern for families with children who live on those roads. Buses, ambulances, firetrucks, police etc. need an interchange there to access the entire county easily and safely. Tipton has 2 main travel arteries: state road 28 and Division Road. Eliminating one of those would be detrimental to our county. There is a large fertilizer hub and elevator located in Circleville, Indiana that services the entire county, plus other counties east of US 31. They rely heavily on Division Road to transport products East and West of 31. There are millions of bushels of corn, soybeans and wheat transported north and south on US 31 that turn East to Cargill or West that use Division Road. If a full interchange is not added, I believe businesses, the safety of our residents and the county's overall transportation infrastructure would be negatively impacted by that decision. Thank you for reading my concerns.

Mobility, Safety,
Overall US 31
Corridor

Online

The proposed US 31 corridor upgrades directly affect 10 intersections in my daily commute from Peru to Kokomo. This isn't just about me though, as it does the same for hundreds of other area residents who commute this section of US 31 on a daily basis for our jobs. Ultimately, the safest options would be the most desirable. Of the intersections I viewed, the ones that appear to achieve the highest levels of safety are the ones that do not interrupt traffic flow such as Green T Interchange, folded diamond, and traditional interchange. Of most concern would be intersections at US 31 and Business 31, US 31 and 218, and US 31 and SR 18. Options that include an overpass or underpass at these intersections would appear to achieve the highest levels of safety.

Mobility, Safety,
Overall US 31
Corridor

Online

A Reduced Conflict Intersection at US 31 and Division Road in Tipton County is not a viable solution for our county's rural residents trying to move farm equipment, grain/semi-trucks, or livestock trailers across US 31. This is already a very dangerous intersection, and this type of approach will do nothing to help that. With

Mobility, Safety,
Overall US 31
Corridor, Draft Level
3 Report

Online

commercial truck traffic now being routed to Division Road as well (truck traffic is no longer allowed on State Road 28 through the city of Tipton), an overpass at US 31 and Division makes much more sense. Additionally, as county roads are shut down to make US 31 limited access, our county needs more than one overpass to ensure the western side of our county has ample access to emergency services in town.

Please reconsider hogtying local residents and their school buses, ambulances, and other emergency vehicles. Don't cheerfully add to our daily drive-times. We LIVE here; we are not just passing through. We need safe and efficient access.

I would like to leave comments about the segments. I think there are three segments in Tipton County. I am a farmer, and we do farm ground on both sides of Tipton County like most farmers that are in Tipton County that are on the west side. My concern is that the capacity of farm equipment during the busy time of the year, spring and fall, to get equipment across 31. I know there is at least one if not two RCIs, reduced conflict intersections that are being proposed on these segments and I am concerned with the capacity of multiple farmers crossing two sets of lanes into the J-turn, and then crossing two more sets of lanes. We do that today it takes sometimes 10, 15 minutes to cross those lanes just because of the traffic volume. I think we will be causing traffic issues on, for example, Davison Road trying to cross there if other cars are waiting on us to cross those lanes. I think we will be causing traffic congestion. Those could be school buses, those could be cars, those could be semis that are waiting on us. And there could be multiple agricultural equipment waiting to cross that intersection during busy times of the year. Our ag equipment is easily 20 feet wide, if not wider in some instances. So, I am concerned that even if we start to get into the RCI, in the middle or what it turns around, that we'll still be hanging out into oncoming traffic or coming traffic behind us, and causing a potential traffic hazard on US 31 using these RCIs

It is my opinion that we need to have at least overpasses to get our farm equipment across the road because if we start to close crossings across the road at these different intersections like 200, 300 you're going to be forcing farm equipment down to these places you can cross

Mobility, Safety,
Overall US 31
Corridor, Draft Level
3 Report

Phone

and it's just going to become a traffic congestion by doing that. So, that is my concern. My concern is getting farm equipment from one side of US 31 to the other side of US 31. We are not wanting to get the farm equipment on the road on US 31 and I'm afraid these RCIs will cause us to do that and potentially causing traffic issues on US 31 and traffic issues on other roads like Division for traffic waiting on us.

Mobility, Safety,
Overall US 31
Corridor, Level 2
Screening Report

Online

The Quadrant Roadway Option shown defeats the purpose of a free-flowing roadway (Freeway) along US31 and should be rejected. Introducing a second stop light along US31 is a bad idea.

Mobility, Safety,
Overall US 31
Corridor, Level 2
Screening Report

Online

Options 3 and 4 appear to be the best two as they both accomplish free flowing north / south traffic. Option 2 appears to periodically stop southbound traffic, which would still have potential for rear end accidents.

Mobility, Safety,
Overall US 31
Corridor, Level 2
Screening Report

Online

For at least some of the "Green T" intersections or interchanges, could a roundabout diamond interchange be considered even though this would be a T intersection. Not sure of the exact terminology, but an example would be the interchange of I-69 and Indiana 445 in Monroe County. This would allow US 31 to be free flowing and eliminate any need for a stoplight. I thought the goal was to make US31 between Indianapolis and South Bend an interstate grade highway. Things like RCI's would indicate that plan has been eliminated. I like the idea of an interstate grade highway and think it will help. I suggest eliminating things like the RCI for that reason. Also, RCI's might sound good, but you are asking farm equipment to turn right, cross two lanes of traffic and then make a turn into the high-speed lane. I semi full of grain is going to have a challenge doing that when US31 is busy. As for County 550N in Tipton, moving to 525N with a full interchange makes the most sense. It provides easier access to Sharpsville.

Mobility, Safety,
Overall US 31
Corridor, Level 2
Screening Report

Online

Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report	Online	I would like to see interchanges at St Rd 18 and 550 N
Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report	Online	The us31 and 500s intersection needs to be an overpass with access to both roads. Without access to both roads your changes will be worthless. It is my opinion that there is too much semi-truck traffic for a "J" turn interchange to be effective there would be too many trying to merge on and off of U.S. 31 increasing congestion during peak hours. Adding another stop light to support a quadrant intersection would potentially increase travel times and create more of an opportunity for accidents to occur. The traditional intersection would drastically reduce the chances of accidents and provide the best flow rate for traffic and also is the best option for future expansion of U.S. 31 as a stopless freeway.
Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report	Online	I am all for the new interchange idea. I live on state road 18 and think this is the safest most feasible way to correct this issue.
Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report	Online	Reduced conflict and Quadrant are not good for farmers and could still cause accidents with tractors pulling their equipment. Traditional interchange would be the best without lights which has caused the accidents. If the interchange is put south of present interchange. 218 n would be best for traditional interchange to connect 600 S and maybe 218 S. Then you could have limited access on 218 s, no left turns and that would be a big plus on safety.
Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report	Online	Traditional interchange would be good for the farmers and all the traffic that travels. If you put the intersection south of the original. No stop lights which have caused problems. It would great for everyone. Reduced conflict modifications would cause problems with the merging traffic from the overhead going south bound. High speed of traffic could cause accidents. The access modifications right turn only could be a better alternative. But if you look at the intersection there is no turn lane going south bound which caused accidents. The bridge is a problem at the intersection for a turning lane on to Blair pike eastbound. You could limit going across 31 but extend a turn lane going south to turn left onto Blair pike. And still have right turns on Blair pike and Division RD.
Mobility, Safety, Overall US 31 Corridor, Level 2 Screening Report	Online	

Mobility, Safety, Overall US 31 Corridor, Universe of Alternatives	Online	I believe that the freeway alternative should be considered strongly for the corridor. While, yes, it may be expensive, the taxpayers will save money on gas, save time, and safety will be majorly increased. This freeway may also have an economic impact on Indianapolis, South Bend, and the other cities along the way, as those wishing to travel may not be as daunted by a 1.5hr drive to see something in one of those cities, rather than the 2-2.5 hr drive it currently is. Concerned about 500 South in Miami County. The road has heavy Camper, motorhome and boat traffic going to Mississenewa reservoir. The current situation is not safe because of lengthy units sticking out into traffic. Something to help cross over would be ideal. Sease drive and airport road should be closed to US 31 access.	November 2024 Peru Public Information Meeting November 2024 Peru Public Information Meeting
Overall US 31 Corridor	Collected at Meeting	Potentially interested in the sale of Valley Mobile Home trailer park, 3015 and 3017 West City Road 500S Peru Indiana 46970	November 2024 Tipton Public Information Meeting
Overall US 31 Corridor	Collected at Meeting	Has INDOT indicated any intention for State Representative Ethan Manning to formally (though reactively) address this effort with his constituents?	November 2024 Tipton Public Information Meeting
Overall US 31 Corridor	Collected at Meeting	We live in Deming, IN. The newly replaced sign on 31N points to Demming. Our town is spelled Deming. We would like this corrected please. Thank you.	
Overall US 31 Corridor	Online	I live at 276th street. INDOT did not follow what the majority of current landowners wanted within the 31 corridors south of 276th street, why would we think that the "wants and needs" of the super majority of landowners will be any different north of 276th street? IU Kelly School of Business demographic study forecasts that every county US31 passes through north of Hamilton County will decline in population over the next 30 years. And history shows that little to no growth has occurred over the last 50 years. For example, Howard County has only grown by just under 500 residents (urban to rural shift but no growth). Young people do not wish to move here nor stay here. First it is the weather. You cannot change this fact. Second it is jobs. Companies are not relocating and growing here. Third, the Indiana GOP	
Overall US 31 Corridor	Online		

is chasing our young, educated folks away. The GOP's anti-diversity, anti-choice, white nationalist, Christian nationalist policies will only exacerbate and complete that exodus preference. Stop spending our money hoping you can change what will be. Largely, just leave things alone except for a very few specific urban locations. Even those should be minimalist revisions rather than largesse.

Overall US 31
Corridor

Online

The state has rerouted ST RD 28 to go around Tipton. This takes semi traffic heading east down division road in Tipton County. It only makes sense to put an interchange at division road. Trucks driving south on 31 that need to go east on 28 will have to do a 2-mile drive back north to go around Tipton. Will there be an interchange at division road in Tipton County? (I grew up in Indiana and often visit family there). 1) I believe US 31 should be limited-access, or at least traffic-signal free, between South Bend and Indianapolis. We need interchanges at various intersections particularly where there are currently three-color traffic signals. This is consistent with much of US 31 in Michigan. 2) Do any of the current interchanges need upgrading? 3) Where would new interchanges be located? 4) (Kokomo) Should we have an interchange at SR 931 at US 35? 5) (Kokomo) Would any improvements be made to make travel easier and safer along nearby US 35 at its junction with SR 931 and at the north junction of US 31? 6) (Bunker Hill) What is the plan for the area around Grissom Air Force Base/ SR 218? 7) Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 8) How will access to local communities be addressed? What are your plans for the Business 31 intersection with US 31 in Miami County? 18 & 31 needs an interchange or something to remove the slow stoplight, eliminate cross traffic and keep US 31 traffic going. I live nearby and have waited several years for this to get something done. This is a very dangerous intersection with many semis using 18 to travel on.

Overall US 31
Corridor
Overall US 31
Corridor

Online

Online

Overall US 31
Corridor

Online

Overall US 31 Corridor	Online	<p>Has anyone thought about the idea of just routing a "New" US 31 to either the west or east of the current highway? I know from my days at Grissom ARB, working for Civil Engineering, that a new corridor to the west of Grissom was once considered because they delayed plans renovate the main gate until they were confident a western route was off the table. But still, it would make more sense to just build a new highway just like what was done around Kokomo rather than destroy the ability of people to use the current highway and thereby cut off access to their homes and businesses.</p>
Overall US 31 Corridor	Online	<p>What about the southern half of US31 in Tipton County! Are there any over passes to be built in the southern section south of SR.28?</p>
Overall US 31 Corridor	Online	<p>The stop light at 31 and division road needs to be removed. This is dangerous with cars running the light. Until it's removed, it needs a longer pause on yellow and then red before changing to green to allow cars who are running a chance to get though before other cars enter intersection</p>
Overall US 31 Corridor	Online	<p>Too many accidents are happening here. Please help fix the problem.</p>
Overall US 31 Corridor	Online	<p>For the agriculture community to maintain some continuity with both sides of US 31 there has to be an overpass at 300 North and 600 North, which already exist. It is not feasible for the agriculture community to incur such a great cost increase with only crossover at 600 North and Division Road.</p>
Overall US 31 Corridor	Online	<p>Having no access onto 31 off of another highway is ridiculous. At least put a j turn in. How do you expect us to get to work. That is our only outlet. I work in Kokomo, and you are going to make me go clear out of the way the opposite direction to turn back around and back track to get to work.</p>
Overall US 31 Corridor	Online	<p>286th should be closed. No access. It will not cause a problem for anyone living on that street. 276 is not that far away.</p>
Overall US 31 Corridor	Online	<p>The "J" turn, Michigan left idea at 31 & division road is a BAD idea. I use division road to 31 every day for work. Leave the light or make an interchange with on and off ramps.</p>

Dear INDOT, I am writing to express significant concerns regarding the proposed closure of the intersection near the truck stop and semi-truck repair shop. While I understand the intention behind this plan to enhance safety and reduce congestion at the stop light there are several critical issues that must be considered:

1. **Loss of Parking for Truckers**: Truck drivers rely heavily on designated parking areas to comply with Hours of Service regulations, ensuring they can rest safely before continuing their journeys. Eliminating parking facilities at this location could force drivers to park in unsafe, unauthorized areas, potentially increasing the risk of accidents and exacerbating the problem of truck parking scarcity.
2. **Impact on Vehicle Maintenance**: The repair shop at this intersection plays a vital role in the logistics chain by providing essential maintenance and repair services. Closing off access could lead to increased instances of breakdowns on highways, creating hazardous conditions for both truck drivers and other motorists. This not only jeopardizes safety but also could lead to significant economic losses due to delayed freight deliveries.
3. **Stranded Vehicles**: Without nearby facilities for parking, rest, and repairs, the risk of trucks being stranded increases. This scenario presents several safety hazards, including:
 - Increased likelihood of trucks stopping in emergency lanes or shoulders, which are not designed for parking or maintenance.
 - Potential for drivers to exceed their driving hours in search of alternative facilities, leading to driver fatigue, a known factor in many road accidents.
4. **Economic Impact**: The truck stop and repair shop contribute to local and regional economies by providing jobs and supporting the trucking industry, which is crucial for goods transportation. The closure could lead to job losses and economic downturn in the area, which might not be offset by the perceived safety gains.
5. **Alternative Solutions**: Rather than closing the intersection, have you considered other traffic management solutions? Options like:
 - Installing traffic calming devices or an Intelligent Transportation System (ITS) to better manage traffic flow.
 - Exploring the expansion of the intersection or rerouting to accommodate both safety improvements and the operational needs of the truck stop and repair shop.
6. **Community and Stakeholder Engagement**: It's crucial that the voices of

Overall US 31
Corridor

Online

truck drivers, local business owners, and community members are heard in the planning process. Their insights could provide valuable perspectives on how to balance safety, efficiency, and economic considerations. While the goal of improving road safety is commendable, it's essential that all potential consequences of such changes are thoroughly evaluated. The interconnected effects on safety, the economy, and the trucking industry cannot be overlooked. I urge INDOT to reassess this plan in collaboration with stakeholders to find a solution that addresses both safety concerns and the practical needs of the trucking community. Thank you for considering these points.

I don't understand why INDOT, and the state government officials refuse to listen to the people who live and work in Tipton County. We NEED the intersection of US 31 and Division Rd to be accessible to ALL vehicles, including semi-trucks and farm equipment. My husband and I have lived in Tipton County for over 30 years, and we commute an hour to Indianapolis for work and use this intersection every day on our commute. Changing this intersection into a Michigan U-turn will cause many more accidents. Anyone having to turn onto 31 will have to turn right and then make a U-turn?? And at the same time, cross two lanes of traffic going 60-70 MPH without getting hit?? How is this a good idea?? Why would anyone think this is smart? What we need is an overpass. A normal overpass without roundabouts so semi-trucks and combines and tractors pulling farm equipment can navigate the overpass easily. An overpass with on and off ramps so those of us who live here can access Division Rd easily, without having to drive miles out of our way and go around Robin Hood's barn to get home. And why is it so important to

Overall US 31
Corridor

Online

close off most of the county roads?? How are emergency vehicles supposed to cross US31 to get to western Tipton County? What if a person's house is on fire?? Or someone is having a heart attack, and they live in the western part of Tipton County and emergency vehicles can't get there in a timely manner? Sorry about your luck?? PLEASE stop the bureaucracy and the madness and LISTEN to those of us that actually live here.

Overall US 31 Corridor Online

We need a full interchange at 31 & Division. I've lived here 53 years and what is proposed is going to increase the death toll. Overpass with exits.

Overall US 31 Corridor Online

I would like to see a full interchange at 31 and Division in Tipton County.

Overall US 31 Corridor Online

There needs to be an interchange at Division and 31 for travel safety for farmers and all of Tipton Co as a safe off and on to 31 north and south

Overall US 31 Corridor Online

When will the last section of U S 31 in Howard County start. How will it be routed

Overall US 31 Corridor, Level 2 Screening Report Online

Wondering what the painting on our driveway means. Maggarts sold out but our drive goes through the front yard. We have a legal easement for the drive.

My youth and to date for my parents, US31 has been a part and only access to their home for more than 40yrs! As well as 5 additional homes down a private lane. It has been part of my daily life for most of 43 yrs. I could go on and on concerning the potential inconvenience for them and 2 high traffic business that utilize the same access. I am analytical by nature. Efficient practical solutions are frequently part of my daily life and Res Reno Contractor Biz. I am by no means an expert though. I'll spare you my usual detailed explanations. In short: the practical, common sense, logical, economical solution is right "Between the Lines"... Literally!! From Indy to Elkhart, there is Easily 2 additional lanes of really available real estate, already owned by the state.... Right up the Middle [MEDIAN]!! It can save the state... uh...

Overall US 31 Corridor, Universe of Alternatives Online

taxpayers at least 8-digit Mil \$ in voluntary & Eminent/ extorted property acquisitions alone! Locally: Buis 31 is the primary and only feasible

route into Peru South of the Wabash River for my parents + 5 homes (10+ vehicles), large trucking Co (50+ dump trucks ~ at least 60 employees!), Max Powersports using 300S access q, Woodland Hills (mobile community), as you know. Without knowing the parameters or contradictions. The existing 31N ramp to Biz31 already stages most of space for a reasonably proportioned Exit. Plenty of empty lot is potentially available for a ramp onto 31N from Biz 31W. Access to/from Biz 31/US31 for my parents etc. can be reasonably resolved via a basic overpass to the existing road parallel with US31S.

Safety	Collected at Meeting	Suggest increased signage warning of upcoming lights and safer access for car turning off US 31 onto secondary roads.	May 2024 Peru Community Office Hours
Safety	Online	Concerning the overpass being constructed on US 31 in Tipton County around 100S, additional guardrails should be added to the overpass. There are long sections as you profess onto the overpass that are quite high and the risks of someone running off could occur. My main concern is J-turns. They have no place on US 31. There is too much traffic, most driving 70 mph+. School busses, semi-trucks, other large delivery vehicles and especially farm equipment that have a very slow take-off ability struggle to cross 2 lanes of traffic while doing a U-turn. There have always been "No U-turn" signs on 31, and now you want to promote it? Makes no sense. Yes, J-turns will reduce T-bone accidents, but creates other problems. Either leave the intersections alone or invest the money to do it right with overpasses. My comments hold true for all of 31, from Indy to South Bend.	
Safety	Online	Overhead lighting at all interchanges. Better reflective markers at cement road dividers.	
Safety	Online	Adding lights doesn't seem to be a viable solution. J turns are not effective with agricultural equipment that will need crossings since 31 will be limited access. Having a J turn will not be allowing farm equipment to safely cross 31. Limited access also will not allow farm equipment to cross 31 either	
Safety	Online	Get rid of stoplight at us 31 and division road in Tipton County	

Safety

Online

I feel like the folded interchange would serve the public best. I can watch the traffic on US31 from my home and it has increased dramatically over the past years. When most of the current intersections are upgraded or closed, that traffic will get a lot heavier. I do not know the statistics but when that intersection at Logansport Road was built, there was a stoplight. It was removed but I am not sure exactly when or why. Reduced conflict turns are dangerous for the traffic that turns South on US31 and then crosses two lanes of traffic to get to the turn lane to go to the North, Regarding US 31 N and Business 31 intersection, I think the traditional interchange would be best because the largest makeup of the traffic in this area are the semi-trucks doesn't matter if they are heading N or S; it's constant and regular. In my opinion, people, especially semis, can't stop fast enough for a light, even if it's just N or S bound traffic. Eliminating the light is the best thing to do. I like this plan the best for this reason. On that note, having a roundabout will take some getting used to but it'll grow on people.

Safety

Online

Let me address a problem with the Reduced Conflict Intersection, which I have experienced with the merging of US 31 and 931 near Cassville. If I am coming north on 931, and expect to then turn left at 550 North, even though that gives me a half mile to get into the left turn lane at 550 North, that is often difficult to do. At the proposed RCI, with a vehicle (especially a semi) going west on 18, and wanting to the turn south on 31, it would be nearly impossible for a slow-moving semi to merge onto 31 using the right lane, then somehow get in the left turn lane in order to make a U-turn. There is just not enough length to do that.

Safety

Online

While the Reduced Conflict Intersection and the Quadrant Road Intersection options for US 31 at Division Road in Tipton County might be more cost effective than an Interchange, they greatly overestimate the ability of Tipton County residents to adapt to anything different than ordinary. For example, countless people still avoid the intersection at US 31 and SR 28 because they cannot figure out how to drive a roundabout. Then there is the issue with people's inability to navigate 4-way stops within the city of Tipton (which constantly leaves me dumbfounded.) If a Reduced Conflict Intersection or a Quadrant Road Intersection were to be utilized, Tipton County residents would curl up in their homes terrified to even leave their driveways to go to work or tend to their fields. For this reason, we are going to have to pay for an interchange and cross our fingers that it isn't a roundabout for the sake of the meek.

Safety Online

traveling this highway numerous times, the stoplight at division road is very dangerous and must be removed. do not add more stoplights like proposal number 2. Proposals 3 and 4 appear to be the best.

Safety Online

Safety Online

Please eliminate the dangerous stoplight on us31 North of Ind 28 known as division road. Ideally, W350S would be closed off to US 31. We would like the blind curb at 28 and S725W to be made safer.

Safety Online

In my opinion, the one that shuts off the majority of the access roads like 300 s is the best. I live right but business 31 and 300s and that is a nasty intersection. And it will slow the traffic down on 300s they drive like idiots.

Safety Online

Tipton Planning Segment Improvement Packages: Please Consider Package 6 as there are deadly collisions at 100N. In my opinion either package 4 or 6 are far more beneficial to any other package.

Safety Online

Safety Online

Please remove the dangerous stoplight on US 31 North of IN 28 known as division road 31 and division road Tipton County is an accident waiting to happen and it does often. I understand it is 100% driver fault for their errors in judgment or in inattention.

Safety Online

Safety Online

This is a farming community. They have to have safe crossings across 31

Safety Online

I live on 300 north in Miami county. My address is not addressed in this plan. My question is, if I have a heart attack, will Peru's ambulance go into Cass County to get to me; or will I get Cass

County emergency services? This needs to be addressed!!! Other people live in this area too

Safety

Online

Why would you consider a Michigan left at division in Tipton County, how many people will have to die before it is changed? You really need to put in right turn lanes at the county roads then leave it alone

I am concerned about the Division Road plan in Tipton County for a reduced conflict intersection. I travel US 31 N to Division Road, turning west every day to work. It is almost impossible to cross the southbound lanes without the green arrow due to the heavy flow of traffic. The same, returning home and turning right off of Division Road. I cannot see how making a reduced conflict intersection would be safe. Many semis' turn east and west on Division from US 31 daily. To have them cross into the left-hand lanes and make a U turn across an existing narrow median into a flow of traffic, seems extremely dangerous. Division Road need a full interchange.

Safety

Online

Safety, Draft Level 3 Report

Online

No Michigan Lefts, Traffic to HEAVY How will semis handle them INTERCHANGES PLEASE 296 STREET

Thank you for your work on this important project. I would ask that we continue to look at the intersection of US 31 and 500 S in Miami County. That intersection is the primary way that user's access Mississinewa State Park. Especially from Spring to Fall there is a large amount of traffic that is both coming to the park and leaving the park and traveling both north and south bound on US 31. Most of that traffic is also pulling trailers with campers and boats. If we do not allow the traffic to travel West on 500 S and then turn onto Southbound 31, then Miami County will need to work with the state on finding an alternative for all of that traffic. I don't have any official stats, but I am sure DNR can provide some information regarding the number of reservations and visitors who travel to the state park from counties south of Miami. Miami County Plan Commission is looking to update its comprehensive plan and that 500 South corridors will be a focus of the transportation plan moving forward.

Safety, Draft Level 3 Report

Online

Safety, Draft Level 3 Report	Online	<p>Package 3 for the Tipton Planning Segment from my perspective, is not a good alternative for Division Road. The Reduced Conflict Intersection at this location does not provide enough consideration for slower moving Farm equipment and semi-trucks that must enter US31 from Division Road. I feel this alternative will still cause many accidents at Division Road and thus will not address the safety concerns that are trying to be eliminate or greatly reduced at Division Road.</p> <p>For the Sharpsville Planning Segment, I feel an alternative utilizing individual parts of Packages 2, 3 and 5 should be considered. Most of Package 2 would work with the following changes. W 550 N should be changed from a Reduced Conflict Intersection to a Directional Median Opening as shown for County Roads 200, 375 and 450. County Road 300 N should be an Overpass as shown in Package 5. This would allow Emergency vehicle, School Buses and Farm Equipment to have an additional route to travel East and West without negatively affecting traffic flow along US31. It would be best if this Overpass could also include ramps to and from CR300N.</p>
Safety, Draft Level 3 Report	Online	<p>I am concerned about the safety at US 31/airport road, there is no turn lane for me to get home. I am concerned about the US 31/business 31 intersection to go into Peru. There are accidents at this intersection too often. I have a difficult time crossing 31 to get from my house on the west side of 31, to the business 31 intersection and into town on the east side of 31. An overpass or improved interchange of some sort should be considered here to improve safety and mobility. My 3rd concern involves whether or not my property/home will be involved in the restructuring of the highway behind my home.</p>
Safety, Level 2 Screening Report	Online	<p>I live on Airport Rd right by 31. It's my side yard! I think that closing it and putting a place for the school bus to turn around. Both options are great, but I believe closing it will be safer. It will be a pain to go all the way around for us who live here but worth it, I think. I have seen so many accidents here and on Business 31. I am so glad that something is going to happen for safety! Thank you for all you are doing!</p>

I work at the corner of US 31 & SR 18 and have for 30+ years. Seeing traffic flow, semi-trucks trying to make U-turns just south of us, seeing and hearing accidents at the corner, emergency vehicles traveling to an accident in various places, living through road construction, pipeline construction, the list goes on. Here are my comments: 1. Reduced Conflict Intersection: Coming from the West (left of diagram) would be MORE dangerous to cross both lanes of southbound traffic traveling at 70 mph to be able to turn INTO the northbound traffic traveling 70 mph to be able to go north on 31. The U-turn isn't easily done for a semi-truck with trailer when you have such a tight turn - this will cause a backup situation. The semi would need both US lanes to make the turn safely and it would need to be done when both 70mph lanes were clear, which would cause the back up. Or the US 31 traffic would have to stop to allow the semi to turn. This looks too confusing for new or elderly drivers so they would drive TOO slow for the safety of everyone! 2. Quadrant Roadway: This is defeating the purpose of safety. We are concerned about 1 light being the issue, adding another light to the equation doesn't solve the safety issue. It will just add to the "road rage" which causes more issues. I don't see this as an option at all. This would possibly cause confusion for elderly trying to go north to SR 18 west. 3. Traditional Interchange: This looks like the safest approach. Although I don't like the idea of SR18 being closed off at the current intersection, this seems to be the safest. It takes the stop light out which I thought was the issue. It makes the animal hauling semi-trucks traveling on SR18 to slow down at this crucial interchange. It also looks like the LEAST confusing solution for elderly drivers. This might be the best option for the emergency vehicles to travel any direction they need from Galveston (west on SR18) **regardless of what the results are from community comments, I am trusting that you have a study on how long it takes a semi-truck to turn when using a U-turn, as well as the safety of everyone around. Also, an elderly or new driver and the slowness of their driving in a new roadway.

Safety, Level 2
Screening Report

Online

Safety, Overall US
31 Corridor

Online

I live Tipton County. I am concerned that some of the proposals I have heard would essentially cut Tipton County in two. That there would be limited crossing points going East to West. Also, I am concerned about access to US31. My family accesses US31 for work, school, shopping, and recreation. Reducing too many access points will add time and miles to any trip. Reduced access to US31 could increase traffic on certain county roads - will those roads be improved to safely handle the increase? The current changes to US31 in Northern Tipton County have caused a couple business to close/relocate. This impacts tax revenue for area (townships and school).

US 31 will be a barrier in Tipton County between US 26 and US 28 and south when it is turned into a limited access road. The 600N Overpass provides limited cross traffic but is a problem for farm equipment access due to the sight lines and the narrowness of 600N. There is a very strong need for more overpasses and at least one if not more additional access points between the two State Roads. School Buses, Farm Equipment and Emergency Vehicles being the most important reasons for the overpasses and access points. With School busses, they will be asked to cross into and out of neighboring school districts to gain access to their school which increases the time kids are on the school buses. With farm equipment, an undue burden and greater safety risk will be placed on farmers with fields on both sides of US 31 as they try to navigate a way across the road. The biggest issue is response time of emergency vehicles to the community and US 31. With no overpasses and access to US 31, Emergency vehicles will have to travel longer routes adding to their response times which could be the difference between life and death. I am sure these are not new issues, but they are important issues to the community that must be addressed moving forward. Thank you.

Safety, Overall US
31 Corridor

Online

First off, you mention the intent is to reduce accidents on 31. How many of the accidents that occur on 31 are due to someone being on their cell phone? My guess is quite a few have cell phone use involved at the time of the accident. So, a solution to that would be stiffer penalties for people who are involved in accidents while on their cell phone. Second, don't reconfigure the highway with cut-in bottlenecks. If you are going to widen the road widen it all the way from point A to point B. And

Safety, Overall US
31 Corridor

Online

third, we the taxpayers would like to know whose back pocket is being filled with the kickbacks that occur with these government induced projects(?). We are tired of being used up by representatives who are supposed to be working for us.

Safety, Overall US
31 Corridor

Online

So many red lights are run at Peru Business 31 and 31 intersections, and the 31 and 281 intersections.

This is regarding the 218N and US 31 intersection. Instead of throwing money at this intersection terminate 218N at county road 400W. Turn the remaining part of 218N from 400W to US 31 into county road 600S with a dead end cul de sac. Then improve county road 400W to county 500S intersection which then you can improve 500S back east to US 31. You already are planning to improve the 500S intersection. You then could use this same concept at 400S and US 31 intersection by terminating 400S at US 31 and directing its traffic back to 500S making it a primary interchange like for example at US 31 236th St in Hamilton County. Bridges are the most expensive part of this construction project and would save millions in cost that could be better spent in building other areas of this project. It would have a less of an impact on the area in my eyes. I've been in the International Union of Operating Engineers for 22 years and spent 9 of those years building the Indiana Heartland Highway. This is what I believe would work best for our community. Thank you.

Safety, Overall US
31 Corridor

Online

This is about 2 areas on US 931 and Howard Co. Rd. 400 N/US 35. First is the need for a RIGHT TURN lane Northbound at the US 931/US 35 light. If the light is green and someone needs to turn right, there is the potential for traffic behind them NOT to slow down, causing an accident. Second involves the Overpass on 400 N/US 35 Westbound. It needs the curb moved back East at least 15 or 20 feet on the North side to allow WESTbound traffic to go around anyone turning South onto 50 East. Otherwise, you have the potential for traffic to back up coming from US 31 North onto the Ramp/Overpass and Westbound traffic on 400 N. With the potential increase in traffic due to the new battery plant and possible other factories, this will only increase the problem.

Safety, Overall US
31 Corridor

Online

Safety, Overall US 31 Corridor	Online	<p>I believe a reduced conflict intersection will cause more issues at Division Rd and US 31 in Tipton County. Being a local resident, I believe the safest intersection would be a. Overpass with roundabouts like the US 31 / SR 28 interchange. While more expensive, it will be safer for the long term.</p> <p>I am strongly against a reduced conflict intersection at Division Road and US 31. I am an owner of Total Seed Production located 2 miles west of 31 and 1 1/4 mile north of Division Road. We have over 5,000 semis coming off of 31 during the normal work hours a year Circleville Co-op and Nutrien Ag Services also have many semis using Division Road. To have that many semis trying to make a turn across oncoming traffic is an accident waiting to happen. We also farm on both sides of US 31. Our equipment is very large and would pose a safety hazard as well. Division Road needs a full intersection...no question about it!</p>
Safety, Overall US 31 Corridor	Online	<p>For the Division Rd. intersection in Tipton Co., we would prefer the Package 4 from the draft level 3 report. However, we would also prefer it to be a little north of the current intersection so that it wouldn't affect our house, which is the first house south of Division Rd. When will the final decision be made for this intersection, and will we homeowners be notified, either by mail or email?</p>
Safety, Overall US 31 Corridor, Draft Level 3 Report	Online	<p>I found the Draft Level 3 Report to be a comprehensive analysis of the US 31 corridor. The study helps demonstrate there is no single solution optimizing US 31 design. Thank you to team representatives for the live in person overview of study and understanding of the packages. I found the overview informative, non-contentious and absence of local politics. Once the study is completed and released, I am hopeful the critical safety improvements can be implemented before the study is deemed obsolete.</p>
Safety, Overall US 31 Corridor, Draft Level 3 Report	Online	<p>w 300 N on package 4 to close is a very good choice for safety. People come down the hill from the south, and people pulling out from 300n would cause an accident. By experience, I have seen this because people entering 31 come out slowly.</p>
Safety, Overall US 31 Corridor, Draft Level 3 Report	Online	<p>Proposal 5 for the east union portion of the US 31 project removing access to 296th is the safest and most logical. With the traffic patterns of US 31, it is too dangerous to cross, enter 31 or exit off from 296th/600 S. With exits close by at 276th and SR 28, it is very little inconvenience</p>

to use one of the already established exits that are not far out of the way from either direction

Safety, Overall US
31 Corridor, Level 2
Screening Report

Online

No J turns! It will cause more issues. Also, the water tower mentioned is not the Bunker Hill water tower. The blue Bunker Hill water tower is in town on West Broadway or State Rd 218.

Safety, Overall US
31 Corridor,
Universe of
Alternatives

Online

this is a well thought through document. Since this is the longest county in the state, it does present problems ,such as, Grissom reserve base and the prison with some type of interchange to service this area and functions, city of Peru and the businesses along us 31,us24 and the gas and McDonalds just north of us24 and the state police post. J turns do not seem to be a practical alternative because of the acceleration time required by large semis. Grissom base access is a concern. Thinks this should be an exit or interchange, something more formal that will reduce the safety concerns

A j-turn will work if it has an extended footprint. It would be fine if it is not cramped together and is large and extended lanes. From a J-turn perspective are their different options for one? Discussion was given to the different options. Participant wants J-turns included in Level 2

Pipe Creek Elementary intersection needs to remain for the school as well as the community access

Universe of
Alternatives

Collected at Meeting

Railroad bridge crossing was recently hit how does this go into the project? Coordination with the railroad was described as well. He saw the railroad bridge get struck and wants to make sure that it was looked at for a safety concern. He used to be a delivery person, and the clearance of the bridge was a concern. This was for the construction trusses and grazed the bottom of the bridge clearance.

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Pipe Creek Elementary school access point needs to be specially looked at. There are a lot of crashes, semi-trucks can't stop quick enough, people also don't look in the cars. You can't see the stop light at the intersection until you are right up on it, you can only see the flashing yellow lights. This intersection could be a small access point that doesn't need a large turn off so other locations can have the larger treatments.

It doesn't take long to get Kokomo to Indy, the traffic patterns and lights in this stretch are easy to maneuver with the free flow and limited access.

Intersection at SR 18 has been improved but still has some issues, but 218 needs drastic improvement.

The road that takes you to Mississinewa campground has people trying to get their RVs out, being able to see both directions as well as fitting in the lanes is a safety concern. Comment doc attached.

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Universe of Alternatives

Collected at Meeting

Universe of Alternatives

Collected at Meeting

Universe of Alternatives

Online

Move 218 to 500 South. Larger and straighter road that still connects to 19. It would avoid the 90 degree turns through Bunker Hill.

As Executive Director of the US 31 Coalition, I appreciate the opportunity to comment on the Universe of Alternatives document for the Propel 31 study. Given the length and the complexity of the corridor, we appreciate the time and attention given to the determining the best type of improvement for it.

However, there are some general observations about the Alternatives documents (for both 31 North and 31 South) that I would like to submit. When considering the practicality of the improvement type, there are several perspectives I would like to offer:

1. It is stated that (regarding a freeway improvement), Although this concept could require extraordinarily high costs for implementation and may create severe socioeconomic and/or environmental impacts, additional information is required to fully assess its practicality. There are two issues with this statement first is the "extraordinarily" high costs for a freeway. The descriptor is subjective and doesn't consider the cost-benefit ratio that can be achieved with a freeway. Studies have shown that the most realistic CBI for a freeway US 31 is 4.83 (discounted at 3%). While it is true that the components of an interchange cost more than other solutions, it is not "extraordinarily" high considering the growth that is taking place in the corridor.

Second, the "severe socioeconomic and/or environmental impact" comment does not consider the impacts that exist today with an unreliable road that has tremendous safety challenges. The reality is that population and employment are a challenge in some unimproved US 31 corridor counties, but a study has shown that the construction of a freeway road is consequential for rural and rural transitional counties by reversing the negative or stagnant growth rates. The "severe" socioeconomic impacts are already occurring, in part, because of lack of confidence in the current transportation network. But we've already seen the impacts of a freeway attracting tremendous economic development with the new electric vehicle battery plants locating in Howard and St. Joseph Counties and the supplier plants locating nearby. With a US 31 freeway, the growth is assured throughout the corridor. Furthermore, the counties along the US 31 corridor have spent years working on their comprehensive plans to ensure that a freeway will improve safety and reliability and

blend seamlessly into their communities, making sure that any negative impacts are minimized. The Universe of Alternatives document, and in particular, this portion of it, should fully incorporate the local plans to assess the viability of a freeway.

2. The comment on practicality, 'Considered to be rational and not excessive given the needs of the corridor is not the best measure to use in this circumstance. While the Department certainly want to determine if a project choice is "overbuilt", I would argue that an "under build" is just as problematic. Freight tonnage and miles have more than doubled in the corridor between 2011-2021 and the Indiana Multimodal Freight Plan Update projects another increase of at least 50% in freight tonnage by 2045. In addition, the US 31 corridor is identified as a critical mobility corridor in at least three INDOT reports. Simplifying the solution to wait for another day will not serve this corridor well.

3. I would like to point out that INDOT has already found that US 31 in Tipton County should be a limited access roadway according to the 2020 study performed by the Department. In addition, several other locations on US 31 have been designated as interchange locations in recent years (SR18 and Business 31 in Miami County, for example). These studies have already shown that the benefit of the limited access/underpass/overpass improvement is the correct solution, with the benefit outweighing any concerns. I hope that these will be updated accordingly moving into the 2nd screening. As freeway improvements have been made in four of the counties in the seven-county corridor, the Coalition is very concerned about maintained driver consistency and expectations. Having a mixture of solutions in different areas will lead to driver confusion and serve as an impediment to the commercial vehicle intensive industries that are locating or looking for opportunities to locate in the corridor. In just the last two years, there has been an investment of over \$9b in Howard and St. Joseph Counties for electric vehicle battery plants, with numerous suppliers locating nearby. Leadership in the state has predicting that this investment will triple over the next several years, in addition to the other types of facilities that have located here in the last several years. The heavy vehicle traffic from these facilities will be interacting with the existing traffic by 2027 and having a reliable and

predictable freeway is imperative for the safety of the drivers.

Thank you for the opportunity to comment on the Universe of Alternatives document. Don't hesitate to let me know if you have any questions about any of the data presented here.

Collected at Meeting	Very concerned about the plan for US 31 and Indiana 18. He liked the interchange option, not the RCI. Was okay with the quadrant but wasn't preferred. He will add additional comment online with more detail. Traditional interchanges are preferred because they protect the surrounding properties and simplify access to his business. His clientele may be confused by a complex interchange and get stuck away from the business.	Apr 2024 Peru Community Office Hours (Dutch Cafe)
Unknown	31 getting across 500S. The traffic light slows down traffic. Is this the only way RVs will be able to get across if you take the light but at Bus 31 and 218, the interstate	Apr 2024 Peru Community Office Hours (Dutch Cafe)
Collected at Meeting	If you do a reduced conflict intersection, where are you going to buy the property for the mortuary? RCIs do not make sense on 31. There is too much traffic on 31 for that to work successfully.	Apr 2024 Peru Community Office Hours (Dutch Cafe)
Collected at Meeting	Submitted comments online but wanted to share more thoughts in person. Dan lives near 500S and said the intersection of US 31 and 500S needs improvement. There is high traffic from trucks at the quarry to the west and campers from Mississinewa. These vehicles take a long time to turn left onto 31 and stack up on 500S. The RCI could work but it still sends traffic into cross traffic because of the left side U turns. The hill to the north affects visibility for the traffic both on 31 (going straight) and 500S (turning left). An overpass is ideal but access to 31 is necessary. People need to turn from 500S. if no access, traffic will grow on surrounding streets as drivers go to next intersection.	Apr 2024 Peru Community Office Hours (Dutch Cafe)

Collected at Meeting

Main interest is N218, S218, 800S
RCI alignments are okay as long as there are long enough acceleration and deceleration lanes to accommodate emergency vehicles, fire trucks
Green T intersection/interchange are ideal in providing access for fire trucks and semi-trucks.
800S

The full interchange is preferred over the RCI. It keeps access simple for trucks and emergency vehicles while having no impact on 31 traffic. RCI left turns over 31 would be difficult due to high traffic.

Please tell INDOT to cease and desist. More than a decade ago, someone from INDOT spoke at the Peru Rotary Club. He said something about interstate truckdrivers being able to drive north to south all the way through Indiana without ever using their brakes... or something equally as stupid.

At the time, I really did not think it through. But, since then, I have seen INDOT destroy Baker's Corner, the corner on 28 leading to Frankfort.

Thank goodness INDOT is not going to demolish Wilson's Farm Market... at least at this time
What about the historical society property in Fulton County where two events which bring in thousands are held each year? Just leave stuff alone!

Leave Miami County alone! I reiterate, just upgrade U.S. 31 with quality materials instead of rewarding political friends by purchasing their rubbish. The weather, and huge trucks INDOT are so prone to love rip up the surface each year.

The huge interstate trucks should pay a surcharge for destroying Hoosier roads. I have been on the interstates in Illinois. They are not only a nightmare but are plagued with accidents that can delay traffic for hours. They are concrete chutes of death.

If, and I say if, INDOT really wants to do something to U.S. 31, If could surface the road with quality materials, not whatever kind of rubbish they are low bidding presently. INDOT could also repair the I 465 North and I 465 West exits. I 465. North has been down for maybe two years.

Every year, when it is February, the orange barrels go up between Peru and Kokomo. I can only presume some corporation has a sweetheart deal to obfuscate traffic patterns.

INDOT is spending hundreds of millions of dollars removing citizens from their homes and

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Import

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destroying Hoosier businesses when the money could have been used to build and maintain dependable roads. The Romans built roads that could last two thousand years, but U.S. 31 cannot make it through even one punk Indiana winter without potholing up.

Please leave Miami County and Fulton County!

Couple that lives near the intersection of division road: Said it's hard to turn out onto 31, even with the current light that makes it easier. RCI is difficult because agricultural vehicles need to cross US 31 at Division. It's possible for them to cross but the process of going through a lane change and a U-turn will make it so difficult, that they will just cross straight over anyway.

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Collected at Meeting

One person concerned primarily about the intersection at 296th St.
Initially very opposed to access modifications because 296th needs to connect to US 31. However, he misunderstood the graphic as cutting off access altogether. (Graphic shows no access even though it is a right-in/right-out). His wife is a first responder in Tipton, emergency services need to cross US 31 to connect residents on the west side to Tipton Hospital. Access modifications will cut them off and make emergency trips more difficult. A traditional interchange is ideally provided it does not impact the properties adjacent to the intersection. The pie shop, pumpkin patch, and church are important community staples. RCI is the best alternative for emergency vehicles but not for agricultural vehicles. He drives a cattle trailer, and the U-turns/j-turns could be difficult for agricultural vehicles.

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Collected at Meeting

	<p>A couple that lives near the corner of US 31 and 500 S</p> <p>They asked if 500 S would become an overpass or if there would be no way to cross 31.</p> <p>One major concern was getting to church at the corner of US 31 and 296th. They use 31 to travel from 500 S to 296th (one corner to another) for church. The design of both intersections would change their trip. If access to 31, northbound and southbound, is cut off, then they have to go far out of the way to get to church.</p> <p>The couple was also concerned about Division Road. Said the RCI is bad for agricultural vehicles as it could be difficult to lane change into a U-turn. This could make it dangerous for cross traffic as the agricultural vehicles make those maneuvers.</p>	<p>Apr 2024 Tipton Community Office Hours</p>
<p>Collected at Meeting</p>	<p>400 S is an extremely busy intersection, not only for customers of Pipe Creek Mercantile but also for residents on the road. Shutting off access to the road would be a nightmare. We have farmers driving semis with full loads and difficult to stop, so a J-turn would create more accidents than what you are trying to prevent. A ramp seems like a solution with plenty of roadway to access it, coming off 31. Making this road a superhighway with high-speed will cause more fatalities.</p>	<p>Dec 2023 Peru Community Office Hours</p>
<p>Collected at Meeting</p>	<p>US 31 and CR 400 S is an extremely busy intersection, not only for the customers of Pipe Creek Mercantile but also for residents on the road. Shutting off access to this road would be a nightmare. We have farmers driving semis with full loads that are difficult to stop, so a J-turn would create more accidents than what are you trying to prevent. A ramp seems like a solution with plenty of roadway to access it coming off of US 31. Making this road a "superhighway" with higher speeds would cause more fatalities.</p>	<p>Dec 2023 Peru Community Office Hours</p>
<p>Collected at Meeting</p>	<p>We own a business at 2598 Business US 31 South. We are supportive of the project for easier access to Indianapolis through the US 31 corridor. We support the idea for an interchange alternative at the corner of US 31 and South Business 31 because there is ample room for development at this intersection without affecting adjacent development. It supports growth and progress for Miami County.</p>	<p>Feb 2024 Peru Community Office Hours</p>
<p>Collected at Meeting</p>	<p>The J-turns are not safe, highway is way too busy for a J-turn. J-turn may be cheaper however it is NOT safer for how busy the</p>	<p>Jun 2024 Kokomo Strawberry Festival</p>

highway become with campers and semi-trailers on the increase.

Collected at Meeting	Although I know that 31 is a highway, I would love to see changes in transportation. We need buses, most of us who've moved near the areas, have been struggling transportation wise. It's either we get our own car or get charged the minimum of \$20 for a one-way ride to Walmart, Kroger, or Peru Utilities and so on. I think it would be a great investment for the city and better accommodation for us residents. Miami South: Of the packages that were carried forward, what I like most/what I like least is: First choice	Jun 2024 Peru Community Office Hours November 2024 Peru Public Information Meeting
Import	Miami South: Of the packages that were recommended, what I like most/what I like least is: J turns will not be good. Too many semis and farm equipment Of the packages that were carried forward, what I like most/what I like least is: This would work the best for everyone and the safest Do you have other comments to share with the study team regarding the packages? There needs to be no J turns on 18 and 31	November 2024 Peru Public Information Meeting
Import	Miami South: Of the packages that were carried forward, what I like most/what I like least is: 1st choice	November 2024 Peru Public Information Meeting
Import	Grissom: Of the packages that were recommended, what I like most/what I like least is: 4 Do you have other comments to share with the study team regarding the packages? The old railroad bridge needs raised. A truck hit it a few weeks ago. Or lower US 31 roadway	November 2024 Peru Public Information Meeting
Import	Miami South: Of the packages that were recommended, what I like most/what I like least is: State RT 18 expressway lite is the best way to go for safety. Do not use the reduced conflict. It is a death trap in this location Of the packages that were carried forward, what I like most/what I like least is: Freeway, free flow	November 2024 Peru Public Information Meeting
Import	Miami South: Of the packages that were recommended, what I like most/what I like least is: PKG 2 Of the packages that were carried forward, what I like most/what I like least is: We drive	November 2024 Peru Public Information Meeting

south to work every day (Kokomo)

Import	<p>Miami South: Of the packages that were recommended, what I like most/what I like least is: #3 package easiest to cross 31 on 18 and to get on 31 N & S Do you have other comments to share with the study team regarding the packages? There is an 18-inch diameter gas line west of 31 along highway 18 and south of highway 18 on the west side of 31</p>	November 2024 Peru Public Information Meeting
Import	<p>Miami South: Of the packages that were recommended, what I like most/what I like least is: Highway 18 overpass, easy on and off the highway and easy over to the west side of 31. We are an older farming community and 18 is essential to most roads Of the packages that were carried forward , what I like most/what I like least is: Having to speed up to cross oncoming traffic then get in slow lane, very dangerous Do you have other comments to share with the study team regarding the packages? 18 has a lot of semis and when crossroads are closed for farmers large tractors and equipment would need room. 31 18 overpasses would be the best for them. Probably would be the best to go north of 18 with overpass.</p>	November 2024 Peru Public Information Meeting
Import	<p>Peru: Of the packages that were recommended, what I like most/what I like least is: 3</p>	November 2024 Peru Public Information Meeting
Import	<p>Peru: Do you have other comments to share with the study team regarding the packages? We want Airport Road closed. We know now it is a speeding shortcut for north bound bus. It is horrible</p>	November 2024 Peru Public Information Meeting
Import	<p>Peru: Do you have other comments to share with the study team regarding the packages? Pinson Rd/Blair Pike needs lighting</p>	November 2024 Peru Public Information Meeting
Import	<p>Miami Central Of the packages that were recommended , what I like most/what I like least is: No build Of the packages that were carried forward , what I like most/what I like least is: Do you have other comments to share with the study team regarding the packages?</p>	November 2024 Peru Public Information Meeting

Import	<p>Tipton: Of the packages that were recommended what I like most/what I like least is: Division Road (least) Package 2-3 with reduced conflict intersections J turns.</p> <p>Miami South: Of the packages that were recommended what I like most/what I like least is: Package 3 is highly recommended. It is the safest option on the board for schools, farmers, truck drivers, and regular traffic. Package two will absolutely not work and poses huge safety concerns for school bus drivers, farmers and truck drivers. This option is impossible to work for farmers and truckers due to equipment size at speeds. Of the packages that were carried forward what I like most/what I like least is: Pack 3 because it works (common sense)</p> <p>Do you have other comments to share with the study team regarding the packages? I own ZZ Diesel on state road 18. Contact me with any questions or help I can provide with what I see/witness on a daily basis. Jacob@Zzdiesel.com 765-863-0791</p>	November 2024 Peru Public Information Meeting
Import	<p>Grissom: Of the packages that were recommended what I like most/what I like least is: Package 3 because it has least impact on our property. Least like packages 5 and 6 due to that it would take an extreme, large part of our property</p> <p>Of the packages that were carried forward, what I like most/what I like least is: Package 3 is most desirable</p>	November 2024 Peru Public Information Meeting
Import	<p>Peru: Do you have other comments to share with the study team regarding the packages? I want Airport Road access closed. We live on the road and do not want the traffic using the road as a shortcut</p> <p>I own property between 286 and 296th. Looking at economic dev I would like to keep the property to start a business. I'm not interested in selling it. I really don't want to lose my home.</p>	November 2024 Peru Public Information Meeting November 2024 Tipton Public Information Meeting
Collected at Meeting	<p>East Union: Of the packages that were recommended , what I like most/what I like least is: #5, get rid of cross traffic BUT put an intersection at Union Street</p> <p>Of the packages that were carried forward , what I like most/what I like least is: Package 3, no RCI</p> <p>Do you have other comments to share with the study team regarding the packages? Do not use</p>	November 2024 Tipton Public Information Meeting

reduced conflict intersections. Farm equipment cannot do the turns with the traffic on 31

Import	East Union: Of the packages that were recommended, what I like most/what I like least is: Package #2, like	November 2024 Tipton Public Information Meeting
Import	Tipton: Of the packages that were recommended , what I like most/what I like least is: Package 4, full interchange at Division Road Of the packages that were carried forward , what I like most/what I like least is: Package 1 Do you have other comments to share with the study team regarding the packages? Be sure to consider emergency vehicles and large farm equipment crossing US 31	November 2024 Tipton Public Information Meeting
Import	Tipton: Do you have other comments to share with the study team regarding the packages? I think there needs to be an immediate, temporary fix. There are way too many accidents currently. At minimum the turning signals need to be addressed. The turning signal only turns red and yellow, never green	November 2024 Tipton Public Information Meeting
Import	Tipton: Of the packages that were recommended , what I like most/what I like least is: 4, NOW Of the packages that were carried forward , what I like most/what I like least is: Time frame Do you have other comments to share with the study team regarding the packages? Prioritize 31 and Division first	November 2024 Tipton Public Information Meeting
Import	East Union: Do you have other comments to share with the study team regarding the packages? I would like to retain my property on US 31, South 296th. 29021 N US 31. Thank you, Tracey Rockwell, 317-847-7625	November 2024 Tipton Public Information Meeting
Import	East Union: Do you have other comments to share with the study team regarding the packages? Would like overpass between 276th and SR 28 interchanges	November 2024 Tipton Public Information Meeting

Import	<p>Tipton: Of the packages that were recommended , what I like most/what I like least is: Package 4 Of the packages that were carried forward , what I like most/what I like least is: J turns Do you have other comments to share with the study team regarding the packages? Keep Division open for ambulance/fire service</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: I like package 4 for Division Road but want Directional for 100N</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended what I like most/what I like least is: Package 4 Do you have other comments to share with the study team regarding the packages? Change constant yield sign at Division</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: #4 like most. Safer and access keeping driveways. #1 like least. Very dangerous! How many more accidents do we need? Do you have other comments to share with the study team regarding the packages? Something needs to be done immediately and yesterday about the yellow turn arrow that does not turn green! ASAP</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: 4 needs prioritized, Division Road Do you have other comments to share with the study team regarding the packages? Division Road is dangerous. Save lives and prioritize it!</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: Package 4 for Division Road is great and desperately needed Do you have other comments to share with the study team regarding the packages? Package four gives better access to emergency vehicles if needed</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: #4 keeps access to Division Road and the right on, right off at 100N Do you have other comments to share with the study team regarding the packages? Something needs to change. People run the red light all of the time. Accidents and deaths are going to continue to happen. But access to Division</p>	<p>November 2024 Tipton Public Information Meeting</p>

needs to keep access. There needs to be more than one intersection in Tipton. Plus, emergency vehicles could access 31 and Division Road

Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: Concerns about farm machinery in RCI solution. Length and width as well as mixing of speed is a concern</p> <p>Sharpsville: Of the packages that were recommended , what I like most/what I like least is: #3 no RCIs Of the packages that were carried forward , what I like most/what I like least is: #5, but put intersection at 525N. Bring the road to it from Sharpsville</p>	November 2024 Tipton Public Information Meeting
Import	<p>Do you have other comments to share with the study team regarding the packages? Do not use RCIs. They are not big enough for farm equipment. Farm equipment can not clear the intersection with 31 traffic</p>	November 2024 Tipton Public Information Meeting
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: #4 needs to happen</p>	November 2024 Tipton Public Information Meeting
Import	<p>Sharpsville: Of the packages that were recommended, what I like most/what I like least is: Won't work for farmers and business needing to cross 31. Of the packages that were carried forward , what I like most/what I like least is: Package 5 is the only proposed option that will work for the machinery and loaded, heavy trucks Do you have other comments to share with the study team regarding the packages? We must have direct access for large machinery crossing 31. I would have to go 6 or more miles out of my way to reach fields right across from each other E/W of 31</p>	November 2024 Tipton Public Information Meeting
Import	<p>Sharpsville: Of the packages that were recommended, what I like most/what I like least is: I like package 2</p>	November 2024 Tipton Public Information Meeting
Import	<p>Sharpsville: Of the packages that were recommended, what I like most/what I like least is: I like package 3</p>	November 2024 Tipton Public Information Meeting

Import	<p>Sharpsville: Of the packages that were recommended, what I like most/what I like least is: I like package 2!!! We need fire and medical access Of the packages that were carried forward, what I like most/what I like least is: I don't want package 5!</p>	November 2024 Tipton Public Information Meeting
Import	<p>Miami South: Of the packages that were recommended, what I like most/what I like least is: Package 5/Package 3 Do you have other comments to share with the study team regarding the packages? Connect Apperson way NE to Cassville Rd. Connect 1350S to 600N. Concert Macy Dr to Cassville Rd</p>	November 2024 Tipton Public Information Meeting
Import	<p>Grissom: Of the packages that were carried forward, what I like most/what I like least is: No interchange at 600S, move to 500S. Move interchange from 850S to 800S</p>	November 2024 Tipton Public Information Meeting
Import	<p>Grissom: Of the packages that were recommended, what I like most/what I like least is: Package 4 Do you have other comments to share with the study team regarding the packages? Bunker hill Dragway needs access for truck and trailers</p>	November 2024 Tipton Public Information Meeting
Import	<p>Grissom: Of the packages that were recommended, what I like most/what I like least is: No full interchange at 600S</p>	November 2024 Tipton Public Information Meeting
Import	<p>Tipton Of the packages that were recommended, what I like most/what I like least is: Package 4! As my best friend almost died, I want something to be done now. Quit bullshitting and prioritize what needs fixed first of the packages that were carried forward, what I like most/what I like least is: No response Do you have other comments to share with the study team regarding the packages? Referring to first comment about bull shitting with an arrow, "seriously."</p>	November 2024 Tipton Public Information Meeting
Import	<p>Tipton Of the packages that were recommended , what I like most/what I like least is: We want package 4, ESP Division Of the packages that were carried forward , what I like most/what I like least is: No response Do you have other comments to share with the study team regarding the packages? There are wrecks at Division weekly</p>	November 2024 Tipton Public Information Meeting

	<p>Sharpsville: Of the packages that were recommended, what I like most/what I like least is: Too much emphasis and money on 1/2-mile stretch. Gives no more access east-west Of the packages that were carried forward , what I like most/what I like least is: Gives access east west no problem going N/S to find 31 access</p>	
Import	<p>Do you have other comments to share with the study team regarding the packages? We need access east west for semis and farm equipment 600 too narrow and dangerous</p> <p>Tipton: Of the packages that were recommended, what I like most/what I like least is: 4, keeps access to Division Do you have other comments to share with the study team regarding the packages? How many more accidents/deaths have to happen before something is done? No one stops even when the light is red, and semis blow through the light all the time. Also please ask out loud "how many of you have almost been hit at Division and 31?" How many have accidents? How many accidents have you seen there? How many times have you seen an accident there?"</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Tipton: Of the packages that were recommended, what I like most/what I like least is: The Division interchange is best for trucks on this one--If ramps, not trucks. Tipton city needs to keep trucks off of 28. reduce speeding and heavy trucks through the city Of the packages that were carried forward , what I like most/what I like least is: Note, cannot do a Michigan left when speed is 60-70 mph. Per the video, right hand turns don't work for the semis Do you have other comments to share with the study team regarding the packages? Currently, signal directing trucks coming from North on 31 is poor. Truck info sign is behind speed limit sign. Ramp for Tipton is VERY FAST and has no runway for exit. All the new ramps are very long. Tipton needs a bypass from Division + 19 to meet up with east 28 bound past the city allowing truck traffic a through way.</p>	<p>November 2024 Tipton Public Information Meeting</p>
Import	<p>Concerning south of SR 28; 500S is where we would like to see an overpass, if possible, for farm equipment and emergency vehicles. The reason 500S is because it's a longer and unobstructed road compared to the others. It's inconvenient to go up to SR 28 because it's out</p>	<p>November 2024 Tipton Public Information Meeting</p>
Collected at Meeting		

of the way; not to mention using the roundabouts for farm equipment is difficult.

Collected at Meeting	<p>On the East Union section. The fact there are no overpasses on the east union section make it difficult to get farm machinery across US 31 and 500S or 600S. The same thing would apply to the other section north of 100 N.</p> <p>Tipton: Of the packages that were carried forward... What I like most is package 6 with regard to 100N. This is a quiet county road with a lot of wildlife from 31 heading east on 100N. This road does not go thru to SR19 so there isn't a ton of traffic because this road doesn't get you anywhere. We've had a fatality accident at the 31/100N intersection within the last few years. I walk my dogs on our road & go for jogs down our road. We have kids who ride their bicycles & dirt bikes down this road. I would love to see the access to 100N eliminated/the intersection closed for the safety of the residents who live down this stretch of county road.</p>	November 2024 Tipton Public Information Meeting
Import	<p>Peru: Of the packages that were recommended... What I like most is package #3. It seems to address the major safety, improves mobility and keeps accessibility to certain key businesses and areas. Another good one is package #5, I think it would also be helpful in improving safety while also keeping access to all areas.</p> <p>Do you have other comments to share with the study team regarding the packages? My family and I travel this area frequently as one of our farm locations is just west of US 31 on 400 S. Moving farm equipment across and down US 31 in recent years has become a major safety concern of ours. To us US 31 is getting dangerous getting on and off and traveling along it as the volume of traffic and speed seems to be always increasing. I for one prefer to avoid it whenever I can.</p>	November 2024 Virtual Public Information Meeting
Import	<p>Grissom: Of the packages that were carried forward... What I like most is package #5 because it would make mobility and safety a lot better. However, what I don't like is how many homes and businesses it would wipe out. I would maybe wonder about a mix of this design and one that would provide right in/right out access at Hoosier Blvd., Pipe Creek Mill Rd., CR 560S., and</p>	November 2024 Virtual Public Information Meeting

Graber Dr. Traffic going and coming out of these areas would mostly be residential and lighter

Import	<p>Miami South: Of the packages that were recommended... What I like most is limiting of access points Of the packages that were carried forward... What I like most is #3 What I like least is #5</p>	<p>November 2024 Virtual Public Information Meeting</p>
Import	<p>Grissom: Of the packages that were recommended... What I like most is limiting of conflict points What I like least is limiting access to Grissom Air Museum Of the packages that were carried forward... What I like most is #3 What I like least is #4</p>	<p>November 2024 Virtual Public Information Meeting</p>
Import	<p>Miami Central: Of the packages that were carried forward... What I like most is it will eliminate some potentially dangerous intersections and eliminate a stop light in the corridor. What I like least is the elimination of the entrance at 100 N. which is where the truck stop is currently. That would eliminate the only fuel source between St. Rd 18 and Rochester, making it difficult for those local to get fuel other than going into Peru or Logansport. It would also eliminate the only truck rest stop in the area.</p>	<p>November 2024 Virtual Public Information Meeting</p>
Import	<p>Sharpsville: Of the packages that were recommended... What I like most is Expressway Light would allow access across 31 as long as U-turns were placed. What I like least is Limited access for the northern part of our county Of the packages that were carried forward... What I like most is Nothing What I like least is Cuts off the east and west travel Do you have other comments to share with the study team regarding the packages? The citizens of Tipton County deserve access across 31, one in the north, one in the center and one in the south</p>	<p>November 2024 Virtual Public Information Meeting</p>
Import	<p>Peru: Of the packages that were recommended... What I like most is the no build option. What I like least is Package 2, 3, 4, and 5. Of the packages that were carried forward... What I like most is the no build option. What I like least is the Package 2, 3, 4, and 5.</p>	<p>November 2024 Virtual Public Information Meeting</p>

Tipton:

Of the packages that were recommended...
What I like most is package 4, without a doubt.
Too many times in the last 40 years driving from Hamilton Co to Miami Co to go to work have I witnessed accidents and vehicles (including Semi tractors) blow right through the light at Division Rd. That light has to be eliminated.
Package 4 makes the most sense. What I like least is the concept in package 3. I'm not sure the concept is safer at the Division Rd or W100N intersections. I still see risks of accidents at both intersections with this concept. Also, during harvest season this will be an issue.
Of the packages that were carried forward...
What I like most is not really much. Both concepts don't take much danger out of the Division Rd and W100N intersections. What I like least is the concepts at both intersections as describe above.

Do you have other comments to share with the study team regarding the packages? Having driven US 31 for 40 years from Hamilton Co to Miami Co, basically every day for work, I've seen plenty of changes and this is a long overdue change based on my experience and witnessing several accidents at these intersections and others up and down US31. For this section of the PROPEL project needs to be package 4. All of the changes that have happened from 276 Street south have been fabulous. I would hate to see it not continue for this entire project.

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Import

Grissom:

Of the packages that were recommended...
What I like most is Package 3. It provides the open intersections and lowers the impact to farming, businesses and citizens living and working in this section of the project. What I like least is Package 4. But not by much.
Generally speaking, I'm in favor of the Expressway light, free flow concept. I just don't see this being as helpful for this area then Package 3.

Of the packages that were carried forward...
What I like most is really only Package 5. The other two close too many intersections that won't be helpful for farming or citizen living and working in and around these intersections.
What I like least is doing nothing. Package 5 is the only one that does something. Albeit not much.

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Import

Do you have other comments to share with the study team regarding the packages? The 31 & 218 intersection might be the most dangerous

one in the state. I have no data to support that, but I have witnessed plenty of truck, cars, motorcycles and RV's blow through there and accidents of all kinds happen there.

Grissom:

Of the packages that were recommended...
What I like most is that the stop lights have been eliminated as they are not safe, and there are accidents there almost daily. What I like least is the restriction of access to and from Grissom ARB in in either direction at Hoosier Blvd.

Of the packages that were carried forward...
What I like most is the free flow of traffic. What I like least is doing nothing, or completely restricting access to Hoosier Blvd. Grissom Air Force Base must have multiple access points to the highway.

Do you have other comments to share with the study team regarding the packages? I think package 4 is the best option but would be better if you use the Hoosier Blvd access from package 3 in Package 4. This will allow for better access to and from Grissom AFB as it is the largest employer in the County and also allows access to the multiple businesses by the Air Force base.
Miami Central:

Do you have other comments to share with the study team regarding the packages? All of these packages would be detrimental to our business at the CR 100 intersection where we have a substantial amount of money invested.

Import

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Import

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Grissom:

Of the packages that were recommended...
What I like most is Package 4 and the Right in Right out access only at Hoosier Blvd which helps to eliminate traffic back up trying to turn left and crossing US 31. This is essential to help protect the final approach course to the Grissom Runway but to also eliminate any potential hazards or accidents that could carry into the Clear Zone for the Runway. Also, the US31 and 850 South Interchange helps to reduce the amount of traffic at 800 South which is prone to accidents, causing MedEvac Helicopter assistance and interfering with Air Traffic. What I like least is that Eastbound 218 and 31 has not been eliminated in either recommended package. I also am concerned that US 31 and County Road 850 South intersection interchange, may be giving people the false impression that this would be the way they are to access Grissom ARB as the video states the Grissom Aeroplex. It needs to be made clear that access to Grissom ARB cannot be made from this interchange.

Of the packages that were carried forward...
What I like most is everything about package 6. It eliminates access at 800 South, 218 East and at Hoosier Blvd. This keeps traffic flowing past the approach end of the runway at Grissom and eliminates potential back-ups and hazards to air traffic. However, again, it needs to be made clear that Grissom ARB access at 850 South Interchange is not possible and that access would have to be made via 218 West. What I like least is that there is still access to 31 from 218 East but at least it is only right in right out.

Import

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Tipton:

Of the packages that were recommended...
What I like most is package 3 What I like least is packed 4. I didn't see a way to turn south on 31 when heading west on division rd

Do you have other comments to share with the study team regarding the packages? I need to be able to access all directions at division Rd intersection with a 50' vehicle safely

Import

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	<p>Grissom: Of the packages that were recommended... What I like most is Package 3 Arterial Free flow What I like least is Package 4 Of the packages that were carried forward... What I like most is Package 5 What I like least is Package 6 Do you have other comments to share with the study team regarding the packages? Package 3 is my preference. The packages with an interchange at 850S imply that the interchange provides more efficient access to Grissom Aeroplex. This is only true for the areas south of the Grissom runway. The road marked as S Innovative Way crosses the Grissom ARB runway clear zone and is closed to non - Air Force service vehicles. This cannot be used as an entry to Grissom Aeroplex areas north of the runway. Therefore, these options reduce entry into the main Grissom Aeroplex to the 218 N route. This will cause many issues especially on training weekends.</p>	<p>November 2024 Virtual Public Information Meeting</p>
<p>Import</p>	<p>Peru: Of the packages that were recommended... What I like most is Package 3 Do you have other comments to share with the study team regarding the packages? I prefer package 3. It provides the best alternatives for 400S and an interchange for Bus 31</p>	<p>November 2024 Virtual Public Information Meeting</p>
<p>Import</p>	<p>I wish you had just not paved 31 and left it alone. We do not need any more "65" or "69" roads to travel within Indiana. Those of us who work, shop, and go to school within the counties around 31 are being forgotten for the "businesses" that travel through Indiana. Your "improvements" so far have only made local travel in counties harder, more stressful, and often times longer. Overpass at "28" and "38" make sense except for ridiculous "roundabouts". But other overpasses just make travel more difficult for local residents. And not everyone wants to go places on a racetrack. Lived here 60 years and "31" was just fine the way it was. Thank you. Please don't screw with Wilson Market intersection. It doesn't affect 31 traffic flows that much. We personally take back roads to most places in order to avoid 31, 65, 69 - not because of construction but because too crazy. Overpass for railroad was a waste. Not that many trains and screwed residents of Goldsmith.</p>	<p>Oct 2023 Peru Community Office Hours</p>
<p>Collected at Meeting</p>		

Collected at Meeting	<p>Currently has direct access onto 31 - private drive with 9 homes just east of 31. The road has a direct access point that isn't maintained. Will there be an access road be built? If so, it seems like there will need to be a home or two removed. Interested to know what will happen to their access as well as their home if a frontage road is needed or built.</p>	<p>Sep 2023 Peru Community Office Hours</p>
Online	<p>IF YOU WANTED MY INPUT, WHY DIDN'T YOU SUPPLY COPIES OF THE STUDY AT THE LIBRARY? YOU LEFT ONE COPY FOR US TO READ FROM. SOUNDS LIKE YOU REALLY DID NOT WANT A REPLY TO YOUR STUDY. WHY SHOULD I HAVE TO MAKE A COPY AND PAY FOR IT?</p> <p>My concern is persons living west of US31 in Tipton Co. We have only 1volunteer fire department with both public schools located East of31and no other essential services located to west. Currently there are only two ways to cross 31. The simple fact is there needs to be at least one more crossing and I would think Division Road with interchange would reunite Tipton County</p>	
Online	<p>Please find attached a PDF that shows three concept plans for the intersection of US 31 and 296th street. I would be interested in having these plans submitted to INDOT for consideration as the Propel study continues. I am also happy to discuss each plan in detail at the next public meeting for the 31 Propel study. Could you please submit these plans to INDOT on my behalf. If there is another person that I should send these concepts to at INDOT, would you please either send me an email address to send them or forward them please. Also, if there is a way to submit these plans online to INDOT, I would appreciate it if you could pass along that information on how I could upload. If you could also, please send me a quick reply email so that I can verify that the drawings have reached you. Thank you and have a great weekend.</p>	
E-mail		
Online	<p>I would like to see service roads for people's homes.</p>	
Online	<p>J turns or limiting access will not allow movement of agricultural equipment East and West. J turns would be very dangerous for equipment. 276th street to SR 28 is too long to travel to cross if the rest of 31 is limited access.</p>	
Online	<p>People travel at 65+mph. A j turn will not work!</p>	

Online	<p>I want to comment specifically about the CR-100 exit. Our scale is located at JJ's Travel Plaza. Eliminating that exit would be financially devastating to our scale business along with JJ's Travel Plaza. I think the do-nothing alternative is the only alternative that would not have a negative impact on our business.</p>
Online	<p>For the Division Road Intersection: I do not like the idea of a Reduced Conflict Intersection in this situation because of the amount of truck traffic and farm equipment that will be required to enter high speed traffic and expected to maneuver from right to left in a slow vehicle. I don't feel like a Quadrant Roadway is the answer because it adds traffic signals to an already dangerous intersection. I am in favor of either Traditional Interchange or Quadrant Interchange either one. I feel either of these is best suited for the type of traffic that uses this current intersection the most. Keep in mind that this is a designated truck for SR28.route.</p>
Online	<p>We are supportive of a full interchange at Hwy 31 and Division road. This will accommodate our fleet of trucks and farm equipment, especially since this is the designated truck route.</p>
Online	<p>I live at 3030 w 200 n, my 8-acre horse farm borders 31 south bound lane. The traditional clover leaf option would eliminate my property. Therefore, I implore INDOT eliminate this as an option. I have lived here for 8 1/2 years and am not aware of any vehicle accidents in that time. This property and the property across 200 are retired couples and displacement would be traumatic to say the least.</p>
Online	<p>No j turns. No added traffic lights.</p>
Phone	<p>I'm calling because I have a couple of questions about section 3.6, Tipton planning. I live at essentially Division and Meridian, and Meridian hits Division. I have definably been impacted by the giant roundabout by Toyota. The diverted traffic that has been on 28, the new segment between 31 and 19. Many of the trucks do not take 19 south. They skip it to skip the stoplights, and they take my road down to then catch up on 28. I really want to make sure I understand these package options and I'm not sure if I will be able to make the meeting, but I definitely want my voice to be heard. Thank you.</p>
Online	<p>We need access to 31 from Division Road. I live in the area & work in Carmel. I also drive to Kokomo frequently for grocery needs. More importantly I want emergency vehicles to have access to our side of the county.</p>

Online	I'd like to learn the decision-making process that went into the overpass, etc. for the Reynold equipment access?
Online	I understand the need for a quicker travel down 31, however you're forgetting the farmers and people that live in rural Tipton County that still need to cross the highway.
Online	Division Rd should be removed from the US 31 Propels study. A Reduced Conflict Intersection at 31/Division Rd will create a high risk of an accident, especially when crossing with large farm equipment. This will only be compounded when county road intersections will be closed from crossing of US 31. It will force all farmers to use this type of crossing.
Online	This is way more dangerous than what we have now. Cars having to turn right (northbound) to jump 2 lanes of traffic to get to a turn around all without the northbound traffic having to stop. Same way southbound. This solves NOTHING! It will need to be an overpass just like Baker's corner. SR 28 & also 276th street is too involved. Simple on and off ramps.
Online	New road paths must include the function of the intersection. The proposed intersection does not include the high value function of the immediate agriculture community to cross these roads. Therefore, the proposed intersection should be changed to include ALL major functions of the intersection.
Online	We need an exit ramp or overpass at Division Road and 31
Online	Tipton county: division road and 31 not having lights or a roundabout is a safety hazard. With traffic, farm equipment, semis and buses wrecks with be a tremendous hazard.
Online	The plans say nothing about my intersection 1000south
Online	As a resident on the west side of US31, living on Division Road. I feel that the safest option and best traffic flow is to have an interchange at Division and 31, no less than an overpass. The option now being proposed is dangerous for the amount of traffic that would be coming on and off along with the traffic that is extremely heavy on 31! Thank you.
Online	Please build an overpass it would be so much easier to cross & far less dangerous. You've done it on almost every single crossroad on 31, one more isn't going to hurt ;) makes driving 31 a little more bearable

Online	The Michigan left proposed at US31 and division road in Tipton County is unsafe and will put the livelihood of farmers who need to safely cross the road at risk.
Online	This design is unsafe and inadequate for a farming community.
Online	The proposed intersection is not safe for a large farming community.
Online	The traffic on 31 has become so heavy lately and very fast speeds. I can't imagine a large piece of machinery or semi's trying to cross all of the traffic. Sometimes I have to wait quite a while to cross over in my SUV. This proposal seems very dangerous.
Online	I believe the current proposition to US31 and division rd is a terrible oversight and decision. An alternative to the proposed Reduced Conflict Intersection is a full interchange or overpass at US 31 and Division Road in Tipton. We believe these options would be more effective in addressing the needs of our farming community and citizens.
Phone	I have been to several of your meetings here in Tipton and the last one was looking at the interchange at Division Road and 31. That interchange with the pass over, I think it is number four segment or whatever, expressway lite, foreflow. For farm equipment, which is a workable interchange, but the one picture I'd seen where they, you kind of go north then go up a way and make a J hook and come back, with our large farm equipment and long things, that's an absolute disaster. Like I say, with farms we got semi-trucks making a turn like that to go back the other way is accidents waiting to happen. My opinion, that's a dangerous alternative. So, I hope that if you do anything there and change it from the light, you at least go with the one that looks like a D or something to the north. That's my comment. Thank you. A reduced conflict intersection is an absolute waste of resources for the state. The current traffic flow already makes it a dangerous task just to enter and exit the highway. Much less the exponential increases in traffic flow that will come when this project is finally completed. The actual speeds traveled on 31 (typically 70+mph), and the lack of options for crossing put those at risk trying to merge or cross the highway. There should be no consideration of anything other than an overpass with on ramps for this intersection. The large part of those effected are typically those surrounding agriculture. Machines with implements and
Online	

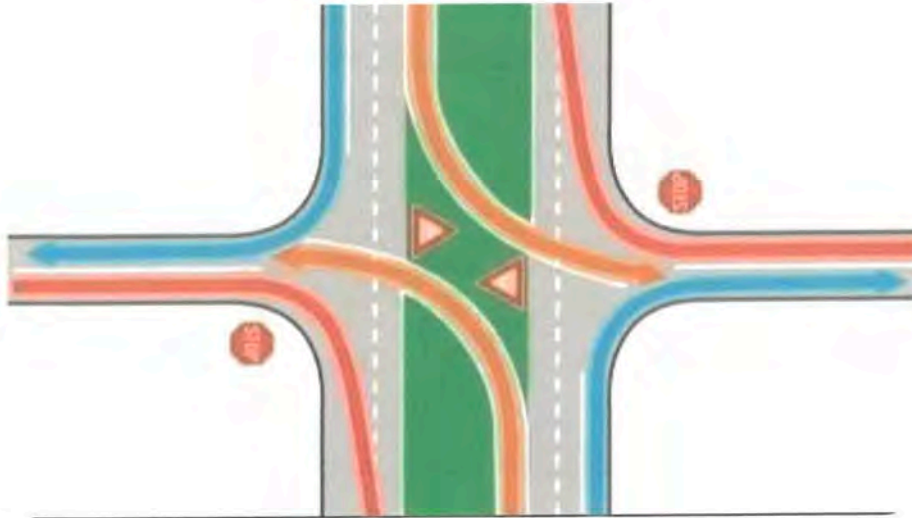
commercial vehicles cannot safely utilize the proposed reduced conflict intersection. Very simply put, build it right or don't build it at all

Online

This will increase response time of all fire and Ems services in Miami county due to all the county fire departments being on the east side of 31. Seconds count in an emergency and adding distance and time to a response is a bad idea when trying to get to someone to save their house that is on fire or loved one that could be having a life-threatening issue. Think about it. Would you want yourself or any of your loved ones have to wait any longer for fire or Ems to show up?

Need more dedicated acceleration lanes when turning onto US31. Where traffic is not feasible to put in on ramps. For example, US 31 at 800 S in Miami county. Turning Northbound onto US 31 has a great acceleration lane (but could use some better permanent dividers so people realize it exists). These acceleration lanes make accessing 31 so easy and would be cheap to implement vs other costly solutions.

Online



**OPPOSE THE PROPOSED
INTERCHANGE AT US 31
AND DIVISION RD.
ENHANCE ROAD SAFETY**



change.org

The Issue

I am a local farmer whose livelihood depends on the safety of Division Rd for crossing US 31 with large agricultural equipment. The US 31 Propel Study has released its two recommendations for the intersection of Division Rd and US 31 in Tipton County. One of the proposals is for a Reduced Conflict Interchange at US 31 and Division Rd. This type of interchange may bring unforeseen consequences for residents that cross this interaction.

Reduced Conflict Intersections, while designed to minimize high-speed collisions, could meanwhile result in traffic bottlenecks on Division Rd. Such backups may cause considerable inconvenience for regular commuters and lead to potential safety issues, especially considering the wide-scale farming equipment that often uses this route.

The farming community has relied on the current intersection for years. Many farmers in our community farm on both sides of US 31. Additional traffic and potential inability to safely cross US 31 due to the proposed interchange threatens our farming operations, livelihood, and the prolific agriculture sector of our community.

It is our belief that the proposed Reduced Conflict Interchange, intended to improve safety, may inadvertently increase traffic accidents due its inability to handle large farm equipment

We urge the US 31 Propel group to consider the potential risks of this type of intersection in an agriculture community and remove it from proposed interchange recommendations. We require safe and efficient roads to continue thriving as a farming community, and thus, we oppose the proposed Reduced Confit Interchange at US 31 and Division Rd. Sign this petition to support our cause and ensure road safety for all users.

Name	City	State	Postal Code	Country	Signed On
Luke Lightfoot	Tipton	IN	46071	United States	12/3/2024
Kelli Lightfoot	Tipton	IN	46072	United States	12/3/2024
Theresa Garhart	Sharpsville	IN	46068	United States	12/3/2024
Bales Jason	Tipton	IN	46072	United States	12/3/2024
Kristine Smith	Atlanta	IN	46031	United States	12/3/2024
Christina Flint	Tipton	IN	46072	United States	12/3/2024
Aly Baker	Westfield	IN	46074	United States	12/3/2024
Mary McAllister	Atlanta	IN	46031	United States	12/3/2024
Nancy Cline	Kirklin	IN	46050	United States	12/3/2024
Wendy Comer	Indianapolis	IN	46220	United States	12/3/2024
Tina Winn	Kempton	IN	46049	United States	12/3/2024
Larry Whitesell	Petersburg	IN	47567	United States	12/3/2024
Sam Hoback	Sharpsville	IN	46068	United States	12/3/2024
Kurtis Jameson	Kempton	IN	46049	United States	12/3/2024
Connie Lightfoot	Fishers	IN	46037	United States	12/3/2024
Joshua Pratt	Westfield	IN	46074	United States	12/3/2024
Todd Cunningham	Kempton	IN	46049	United States	12/3/2024
Alyson Peters	Tipton	IN	46072	United States	12/3/2024
Malisha Sharp	Indianapolis	IN	46224	United States	12/3/2024
Leslie Howe	Atlanta	IN	46031	United States	12/3/2024
Ashley Sampson	Tipton	IN	46072	United States	12/3/2024
Tessa Letzinger	Tipton	IN	46072	United States	12/3/2024
Cowen Moulder	Kempton	IN	46049	United States	12/3/2024
Nancy Murphy	Indianapolis	IN	46222	United States	12/3/2024
Janice Ley	Tipron	IN	46072	United States	12/3/2024
Adam Crouch	Indianapolis	IN	46226	United States	12/3/2024
Tim Jackson	Greenwood	IN	46143	United States	12/3/2024
Jessica Caldwell	Sharpsville	IN	46068	United States	12/3/2024
Vickie Nelson	Whitestown	IN	46075	United States	12/3/2024
Jeff Letzinger	Tipton	IN	46072	United States	12/3/2024
Amy Phillips	Tipton	IN	46072	United States	12/3/2024
Deanna Chowning	Fishers	IN	46038	United States	12/3/2024
Carrie Capshaw	Chicago	IL	60602	United States	12/3/2024
Tracy Johnson	Noblesville	IN	46060	United States	12/3/2024
Amy Vandergriff	Tipton	IN	46072	United States	12/3/2024
Cathy Simms	Fishers	IN	46038	United States	12/3/2024
Maybeth Lightfoot	Tipton	IN	46072	United States	12/3/2024
Gary Trimble	Noblesville	IN	46060	United States	12/3/2024
Carolyn Pickering	Tipton	IN	46072	United States	12/3/2024
Mark Hendrix	Indianapolis	IN	46260	United States	12/3/2024
Annette Michel	Tipton	IN	46072	United States	12/3/2024
Valorie Cole	Peru	IN	48205	United States	12/3/2024
Amy Leggett	Tipton	IN	46072	United States	12/3/2024

Jennifer Lee	Tipton	IN	46072 United States	12/3/2024
Linda Crail	Indianapolis	IN	46202 United States	12/3/2024
Joni Alexander	Kempton	IN	46049 United States	12/3/2024
Susie Hussong	Tipton	IN	46072 United States	12/3/2024
William Naden	Windfall	IN	46076 United States	12/3/2024
Keith Sutherlin	Frankfort	IN	46041 United States	12/3/2024
Brady Peters	Kokomo	IN	46902 United States	12/3/2024
Corby Hawn	Kempton	IN	46049 United States	12/3/2024
Donald Manlove	Atlanta	IN	46031 United States	12/3/2024
Patrick Henderson	Tipton	IN	46072 United States	12/3/2024
Lori Hoback	Indianapolis	IN	46202 United States	12/3/2024
Kelly Pall	Indianapolis	IN	46220 United States	12/3/2024
Kayla Fogg	Indianapolis	IN	46237 United States	12/3/2024
Angie Bitner	Indianapolis	IN	46224 United States	12/3/2024
Amy Hartley	Indianapolis	IN	46202 United States	12/3/2024
Brittany McCorkle	Indianapolis	IN	46224 United States	12/3/2024
Lauren Tolle	Tipton	IN	46072 United States	12/3/2024
Emily Cheek	Tipton	IN	46072 United States	12/3/2024
Kirk Ryan	Indianapolis	IN	46224 United States	12/3/2024
Ethan Harper	Atlanta	IN	46031 United States	12/3/2024
Janice Overdorf	Tipton	IN	46072 United States	12/3/2024
Jannett Jackson	Kokomo	IN	46901 United States	12/3/2024
Ann Rounds	Indianapolis	IN	46222 United States	12/3/2024
Lacy Shuck	Tipton	IN	46072 United States	12/3/2024
Naunie Reeves	Indianapolis	IN	46240 United States	12/3/2024
Pepper Cline	Indianapolis	IN	46218 United States	12/3/2024
Carly Lodge	Chicago	IN	46072 United States	12/3/2024
Whitney Huff	Tipton	IN	46072 United States	12/3/2024
Zachary Condon	Russiaville	IN	46979 United States	12/3/2024
Samantha Bauer	Tipton	IN	46072 United States	12/3/2024
Betsy Wallis	Indianapolis	IN	46224 United States	12/3/2024
Allen Baird	Indianapolis	IN	46260 United States	12/3/2024
LANCE ANDERSON	Indianapolis	IN	46201 United States	12/3/2024
Mitchell Tinder	Tipton	IN	46072 United States	12/3/2024
Andrea Buchko	Windfall	IN	46076 United States	12/3/2024
Becky Schultenburg	Indianapolis	IN	46219 United States	12/3/2024
Amanda Kinney	Indianapolis	IN	46216 United States	12/3/2024
John Steiner	Sharpsville	IN	46068 United States	12/3/2024
Jessica Walker	Michigantown	IN	46057 United States	12/3/2024
Kevin Walker	Forest	IN	46039 United States	12/3/2024
Christina Lasniewski	Kempton	IN	46049 United States	12/3/2024
Whitney Grinstead	Tipton	IN	46072 United States	12/3/2024
Ashley Argabright	Tipton	IN	46072 United States	12/3/2024
Jeffrey Coons	Noblesville	IN	46060 United States	12/3/2024

Luke Eisman	Indianapolis	IN	46260 United States	12/3/2024
Marcia Jones	Tipton	IN	46072 United States	12/3/2024
Aaron Hill	Tipton	IN	46072 United States	12/3/2024
Amber Rodibaugh	Tipton	IN	46072 United States	12/3/2024
DENNIS CARDWELL	Kokomo	IN	46902 United States	12/3/2024
Celeste Dixon	Tipton	IN	46072 United States	12/3/2024
Jenny Mundell	Kokomo	IN	46902 United States	12/3/2024
Darcy Ward	Indianapolis	IN	46226 United States	12/3/2024
Erin Shockley	Tipton	IN	46072 United States	12/3/2024
Jim Thomas	Kokomo	IN	46901 United States	12/3/2024
Rhonda Prince	Indianapolis	IN	46224 United States	12/3/2024
TYLER BOWERS	Kokomo	IN	46901 United States	12/3/2024
William Sherrill	Kempton	IN	46049 United States	12/3/2024
Elizabeth Wyrick	Indianapolis	IN	46201 United States	12/3/2024
Colleen McWhirt	Frankfort	IN	46041 United States	12/3/2024
Katheryn Myers	Tipton	IN	46072 United States	12/3/2024
Bill Henderson	Indianapolis	IN	46219 United States	12/3/2024
Lucky Capshaw	Indianapolis	IN	46237 United States	12/3/2024
Phil Ward	Indianapolis	IN	46226 United States	12/3/2024
Tamera Ross	Indianapolis	IN	46203 United States	12/3/2024
Kathi Heard	Tipton	IN	46031 United States	12/3/2024
Lindsey Herron	Indianapolis	IN	46202 United States	12/3/2024
Donna Michel	Indianapolis	IN	46260 United States	12/3/2024
Michelle Owens	Noblesville	IN	46060 United States	12/3/2024
Charles Rose	Tipton	IN	46072 United States	12/3/2024
Donald Bitner	Fishers	IN	46038 United States	12/3/2024
Brian Miller	Kokomo	IN	46902 United States	12/3/2024
Kala Nicholson-cline	Kempton	IN	46049 United States	12/3/2024
Sadie Lundy	Tipton	IN	46072 United States	12/3/2024
Jaime freeman	Indianapolis	IN	46216 United States	12/3/2024
Ashley Wright	Tipton	IN	46072 United States	12/3/2024
Robert Cochrane II	Anderson	IN	46017 United States	12/3/2024
Eric Marley	Atlanta	IN	46031 United States	12/3/2024
William Salsbery	Sharpsville	IN	46068 United States	12/3/2024
Aaron Claxton	Frankfort	IN	46041 United States	12/3/2024
Steven Mason	Tipton	IN	46049 United States	12/3/2024
Jean Gibbs	Noblesville	IN	46060 United States	12/3/2024
Karen Steiner	Kokomo	IN	46901 United States	12/3/2024
Aubrey Adams	Kempton	IN	46049 United States	12/3/2024
Taylor Robinson	Anderson	IN	46016 United States	12/3/2024
Ryan Cage	Kempton	IN	46049 United States	12/3/2024
Will Harlow	Sharpsville	IN	46068 United States	12/3/2024
Tricia Harlow	Kokomo	IN	46902 United States	12/3/2024
Mitchell Lovell	Tipton	IN	46072 United States	12/3/2024

Jerry Markins	Tipton	IN	46072	United States	12/3/2024
Richard Weddell	Indianapolis	IN	46218	United States	12/3/2024
Traci Williams	Tipton	IN	46072	United States	12/3/2024
Stacie Kramer Kramer	Chicago	IL	60616	United States	12/3/2024
Seth Mendenhall	Indianapolis	IN	46226	United States	12/3/2024
Davin Nichols	Tipton	IN	46072	United States	12/3/2024
Teresa Harrell	Indianapolis	IN	46218	United States	12/3/2024
Misty Smith	Indianapolis	IN	46226	United States	12/3/2024
Leann Hill	Arcadia	IN	46030	United States	12/3/2024
Lesa Hawkins	Tipton	IN	46072	United States	12/3/2024
Jasmine Sheridan	Tipton	IN	46072	United States	12/3/2024
Sami Holmgren	Tipton	IN	46072	United States	12/3/2024
Alice Cummins	Whitestown	IN	46075	United States	12/3/2024
Mary Chittum	Tipton	IN	46072	United States	12/3/2024
Jeff Ripley	Indianapolis	IN	46219	United States	12/3/2024
Dustin Keifer	Indianapolis	IN	46224	United States	12/3/2024
SONJA BURTON	Detroit	MI	48235	United States	12/3/2024
Nicole Lauer	Windfall	IN	46076	United States	12/3/2024
Bobbi Drury	Columbia City	IN	46725	United States	12/3/2024
Betsy VanBibber	Sharpsville	IN	46068	United States	12/3/2024
Jessica Thompson	Kempton	IN	46049	United States	12/3/2024
Marijane Jay	Indianapolis	IN	46224	United States	12/3/2024
Pamela Enright	Tipton	IN	46072	United States	12/3/2024
James Ferguson	Indianapolis	IN	46208	United States	12/3/2024
Christy Harvey Christy Harvey	Kokomo	IN	46901	United States	12/3/2024
Zach Phifer	Indianapolis	IN	46224	United States	12/3/2024
Linda Kelley	Sharpsville	IN	46068	United States	12/3/2024
Clint Fettig	Indianapolis	IN	46234	United States	12/3/2024
Justin hagerty	Tipton	IN	46072	United States	12/3/2024
christy talbot	Kempton	IN	46049	United States	12/3/2024
Adam Wiggington	Tipton	IN	46072	United States	12/3/2024
Eric Opsal	Arcadia	IN	46030	United States	12/3/2024
Aaron Scott	Sharpsville	IN	46068	United States	12/3/2024
Laura Bowers	Atlanta	IN	46031	United States	12/3/2024
Amy Porter	Indianapolis	IN	46201	United States	12/3/2024
Leann Roberts	Tipton	IN	46072	United States	12/3/2024
Sophia Walker	Forest	IN	46039	United States	12/3/2024
Douglas Michel	Indianapolis	IN	46216	United States	12/3/2024
Heather Snyder	Forest	IN	46039	United States	12/3/2024
Donna Laughner	Kokomo	IN	46901	United States	12/3/2024
Lucy Roe	Indianapolis	IN	46203	United States	12/3/2024
Dan Brock	Sharpsville	IN	46068	United States	12/3/2024
Tony Erb	Indianapolis	IN	46250	United States	12/3/2024
Millie Smith	Plainfield	IN	46168	United States	12/3/2024

Evie Barber	Tipton	IN	46072 United States	12/3/2024
Chad Miller	Vero Beach	FL	32962 United States	12/3/2024
Rena McCalment	Sharpsville	IN	46068 United States	12/3/2024
Grace Simmons	Tipton	IN	46072 United States	12/3/2024
James McCalment	Sharpsville	IN	46068 United States	12/3/2024
Jason Phillips	Elwood	IN	46036 United States	12/3/2024
Jo Hussey	Indianapolis	IN	46218 United States	12/3/2024
Jamie Overdorf	Tipton	IN	46072 United States	12/3/2024
Chloe Reecer	Kokomo	IN	46901 United States	12/3/2024
Monica Wilson	Tipton	IN	46072 United States	12/3/2024
William Shelburne	Frankfort	IN	46041 United States	12/3/2024
cynthia moran	WINDFALL	IN	46076 United States	12/3/2024
ANGEL Ferguson	Fishers	IN	46038 United States	12/3/2024
Janelle Holt	Tipton	IN	46072 United States	12/3/2024
Cynthia Gillam	Tipton	IN	46072 United States	12/3/2024
Randall Hudson	Indianapolis	IN	46255 United States	12/3/2024
Erica Smith	Tipton	IN	46072 United States	12/3/2024
Tina Roe	Tipton	IN	46072 United States	12/3/2024
Rick Powell	Tipton	IN	46072 United States	12/3/2024
Duval Andrea	Atlanta	IN	46031 United States	12/3/2024
Rachel Baird	Whitestown	IN	46075 United States	12/3/2024
Leroy Tubbs	tipton	IN	46072 United States	12/3/2024
Jeff Franklin	Indianapolis	IN	46219 United States	12/3/2024
Jay Wolf	Tipton	IN	46072 United States	12/3/2024
James Grant	Tipton	IN	46072 United States	12/3/2024
Peter Cline	Carmel	IN	46032 United States	12/3/2024
Dawn Fields	Sharpsville	IN	46068 United States	12/4/2024
Tara Louks	Tipton	IN	46072 United States	12/4/2024
Liz Harper	Indianapolis	IN	46224 United States	12/4/2024
Quentin Boughton	Tipton	IN	46072 United States	12/4/2024
Nicole Rose	Evansville	MN	56326 United States	12/4/2024
Carol Ballard	Louisville	KY	40211 United States	12/4/2024
Christina Wyrick	Windfall	IN	46076 United States	12/4/2024
Janet Davis	Tipton	IN	46072 United States	12/4/2024
Terry Rayls	Kokomo	IN	46902 United States	12/4/2024
Paul Hurst	Indianapolis	IN	46205 United States	12/4/2024
Crystal Wall	Indianapolis	IN	46224 United States	12/4/2024
Brittney Musick	Sharpsville	IN	46068 United States	12/4/2024
Emily Singleton	Windfall	IN	46076 United States	12/4/2024
Brandon LeMay	Tipton	IN	46072 United States	12/4/2024
Samantha Samantha	Frankfort	IN	46041 United States	12/4/2024
Tyler Snodgrass	Frankfort	IN	46041 United States	12/4/2024
Charlotte Snodgrass	Kempton	IN	46049 United States	12/4/2024
Michele Baxter	Kokomo	IN	46902 United States	12/4/2024

Joseph Stoller	Bremen	IN	46506 United States	12/4/2024
Robin Goff	Fishers	IN	46037 United States	12/4/2024
Joe Bleck	Sharpsville	IN	46068 United States	12/4/2024
Kenzie Thyen	Indianapolis	IN	46201 United States	12/4/2024
Norma Wolfe	Bainbridge	IN	46105 United States	12/4/2024
Jennifer Lewis	Kokomo	IN	46902 United States	12/4/2024
Gabrielle Ward	Tipton	IN	46072 United States	12/4/2024
Melissa Grindstaff	Tipton	IN	46072 United States	12/4/2024
Don Hovey	NORMANDA	IN	46072 United States	12/4/2024
Elizabeth DeFoe	Tipton	IN	46072 United States	12/4/2024
Brian Mahaney	Tipton	IN	46072 United States	12/4/2024
Carol McElfresh	Bainbridge	IN	46105 United States	12/4/2024
George Tebbe	Tipton	IN	46072 United States	12/4/2024
Damon Conner	Chicago	IL	60605 United States	12/4/2024
Jim McNally	Kokomo	IN	46902 United States	12/4/2024
Ronald Callaway	Indianapolis	IN	46201 United States	12/4/2024
Helen Weeks	Elwood	IN	46036 United States	12/4/2024
Jen Dillman	Kokomo	IN	46902 United States	12/4/2024
David Funke	Roachdale	IN	46172 United States	12/4/2024
Matt Tames	Tipton	IN	46072 United States	12/4/2024
Jack Rowland	Tipton	IN	46072 United States	12/4/2024
Nicole Stewart	Atlanta	IN	46031 United States	12/4/2024
Gordon Tocco	Indianapolis	IN	46234 United States	12/4/2024
Danielle R Ridenour	Tipton	IN	46072 United States	12/4/2024
SCOTT GREEN	Elwood	IN	46036 United States	12/4/2024
Cassie Stephenson	Tipton	IN	46072 United States	12/4/2024
Samantha Jones	Tipton	IN	46072 United States	12/4/2024
Shelby Zimmerman	Tipton	IN	46072 United States	12/4/2024
Mark Gotschall	Tipton	IN	46072 United States	12/4/2024
Shawna Parish	Indianapolis	IN	46222 United States	12/4/2024
Shannon Weis	Union Mills	NC	28167 United States	12/4/2024
Terri Sloan	Tipton	IN	46072 United States	12/4/2024
Rebecca Middleton	Clayton	IN	46118 United States	12/4/2024
Elizabeth Quinn	New Palestine	IN	46163 United States	12/4/2024
Kara Myers	Tipton	IN	46072 United States	12/4/2024
Merha Buck	Indianapolis	IN	46202 United States	12/4/2024
Jean Fink	Chicago	IL	60602 United States	12/4/2024
Tiffani White	Sharpsville	IN	46068 United States	12/4/2024
Todd Hufhand	Tipton	IN	46072 United States	12/4/2024
Roger Williams	Tipton	IN	46076 United States	12/4/2024
Lisa Fettig	Elwood	IN	46036 United States	12/4/2024
Chris Zimmerman	Tipton	IN	46072 United States	12/4/2024
Melissa Clouser	Windfall	IN	46076 United States	12/4/2024
Glenn Simms	Fishers	IN	46038 United States	12/4/2024

Ashley Campbell	Indianapolis	IN	46222 United States	12/4/2024
Beverly Sanquonetti	ELWOOD	IN	46036 United States	12/4/2024
Devan Spaulding	Elwood	IN	46036 United States	12/4/2024
Melissa Orr	Sharpsville	IN	46068 United States	12/4/2024
Melissa Flora	Westfield	IN	46074 United States	12/4/2024
LaciAnn Pierce	Elwood	IN	46036 United States	12/4/2024
JERRY HETZNER	Kempton	IN	46049-9339 United States	12/4/2024
Barry Clouser	Windfall	IN	46076 United States	12/4/2024
Brian Whitcomb	Tipton	IN	46072 United States	12/4/2024
Austin Laster	Curtisville	IN	46036 United States	12/4/2024
Amy Altherr	Tipton	IN	46072 United States	12/4/2024
Robert Mullins	Elwood	IN	46036 United States	12/4/2024
Ryan Widmer	Tipton	IN	46072 United States	12/4/2024
Angela Rush	Louisville	KY	40212 United States	12/4/2024
Dustin Wright	Tipton	IN	46072 United States	12/4/2024
JULIE Hetzner	Indianapolis	IN	46224 United States	12/4/2024
Donita Rippy	Tipton	IN	46072 United States	12/4/2024
Caison Kellermeier	Indianapolis	IN	46221 United States	12/4/2024
Tyler Fox	Tipton	IN	46072 United States	12/4/2024
jarrell makayla	Indianapolis	IN	46221 United States	12/4/2024
Jamie Laster	Tipton	IN	46072 United States	12/4/2024
Jamie Hendrich	Russiaville	IN	46979 United States	12/4/2024
Julia Saulmon	Tipton	IN	46072 United States	12/4/2024
Kiersten Baugher	Tipton	IN	46049 United States	12/4/2024
Laurinda Horton	Indianapolis	IN	40223 United States	12/4/2024
Debra Thomas Barker	Indianapolis	IN	46218 United States	12/4/2024
Dawn Myers	Fishers	IN	46038 United States	12/4/2024
Melissa Huffer	Indianapolis	IN	46202 United States	12/4/2024
Mary Garmon	Noblesville	IN	46062 United States	12/4/2024
Jo Goodrich	Tipton	IN	46072 United States	12/4/2024
John Fink	Chicago	IL	60602 United States	12/4/2024
kaylin scott	Indianapolis	IN	46226 United States	12/4/2024
Debbie Hinkle	Kempton	IN	46049 United States	12/4/2024
Cynthia Hogwood	Fortville	IN	46040 United States	12/4/2024
Jasmine Shelby	Lebanon	IN	46052 United States	12/4/2024
Laura Sottong	Tipton	IN	46072 United States	12/4/2024
Chris Hawkins	Tipton	IN	46072 United States	12/4/2024
Denise Bloodgood	Windfall	IN	46076 United States	12/4/2024
Gregory J Altherr	Kempton	IN	46049 United States	12/4/2024
Robin Rhoades	Windfall	IN	46076 United States	12/5/2024
Shannon Rinehart	Tipton	IN	46072 United States	12/5/2024
Heather Matchette	Windfall	IN	46076 United States	12/5/2024
Jacob Shelby	Tipton	IN	46072 United States	12/5/2024
Lillian Cline	West Lafayette	IN	47906 United States	12/5/2024

Loretta Winn	Lafayette	IN	47901 United States	12/5/2024
SYDNEY LEGGETT	Tipton	IN	46072 United States	12/5/2024
Karen Leininger	Noblesville	IN	46060 United States	12/5/2024
Jeffrey Gegner	Tipton	IN	46072 United States	12/5/2024
Dennis Johnson	Tipton	IN	46072 United States	12/5/2024
Jenna Clark	Tipton	IN	46072 United States	12/5/2024
Jared Clark	Tipton	IN	46072 United States	12/5/2024
Annette Jones	Tipton	IN	46072 United States	12/5/2024
Tammy Railsback	Indianapolis	IN	46224 United States	12/5/2024
Emily Dirbas	Indianapolis	IN	46222 United States	12/5/2024
Paul J. Couch	Nashville	IN	47448 United States	12/5/2024
Sydney Railsback	Sharpsville	IN	46068 United States	12/5/2024
Robert Railsback	Tipton	IN	46072 United States	12/5/2024
Chris Stinson	Tipton	IN	46072 United States	12/5/2024
Waneta Key	Tipton	IN	46072 United States	12/5/2024
Anna Beck	Tipton	IN	46072 United States	12/5/2024
Jennifer Cast	Kempton	IN	46049 United States	12/5/2024
Shawnda Fish	Greenfield	IN	46140 United States	12/5/2024
Kenneth Shock	Tipton	IN	46072 United States	12/5/2024
Nathaniel Hackett	Knoxville	TN	37995 United States	12/5/2024
Lisa Merida	Tipton	IN	46075 United States	12/5/2024
Anne McNew Poindexter	Noblesville	IN	46060 United States	12/5/2024
Mary Delph	Indianapolis	IN	46236 United States	12/5/2024
Jocelyn Erwin	Tipton	IN	46072 United States	12/5/2024
Diana Garmon	Indianapolis	IN	46220 United States	12/5/2024
Brenda Cardenas	Tipton	IN	46072 United States	12/5/2024
Mike Dollens	Tipton	IN	46072 United States	12/5/2024
Cody Miller	Sharpsville	IN	46068 United States	12/5/2024
Cheryl Bagley	Indianapolis	IN	46217 United States	12/5/2024
Clara Alford	Indianapolis	IN	46105 United States	12/5/2024
Lloyd Hinkle	Kokomo	IN	46902 United States	12/5/2024
Isaac Hooper	Carmel	IN	46032 United States	12/5/2024
Taylor Martin	Tipton	IN	46072 United States	12/5/2024
Stacy Nichols	Indianapolis	IN	46241 United States	12/5/2024
Erin Dailey	Tipton	IN	46072 United States	12/5/2024
Michele Brown	Indianapolis	IN	46222 United States	12/5/2024
Cole Jackson	Tipton	IN	46072 United States	12/5/2024
Stephon Hagman	Tipton	IN	46072 United States	12/5/2024
Ann Pinkerton	Tipton	IN	46072 United States	12/5/2024
Abigail Diebolt	Tipton	IN	46072 United States	12/5/2024
Barbara Muller	Carmel	IN	46033 United States	12/5/2024
Sidney Williams	Frankfort	IN	46041 United States	12/5/2024
Kayla Burke	Kempton	IN	46049 United States	12/5/2024
Lefa Decker	Tipton	IN	46072 United States	12/5/2024

Rebecca Holbrook	Tipton	IN	46072 United States	12/5/2024
Brittany Kirschner	Tipton	IN	46072 United States	12/5/2024
Jon Broad	Tipton	IN	46072 United States	12/5/2024
Callie Langley	Tipton	IN	46072 United States	12/5/2024
Jeffrey Miller	Tipton	IN	46072 United States	12/5/2024
Cheryl Logan	TIPTON	IN	46072 United States	12/5/2024
Robin Vandiver	Atlanta	IN	46031 United States	12/5/2024
Kaitlin Boruff	Tipton	IN	46072 United States	12/5/2024
Gary Herrell	Tipton	IN	46072 United States	12/5/2024
Michelle Hartley	Tipton	IN	46072 United States	12/5/2024
Chris Morris	Tipton	IN	46072 United States	12/5/2024
Jeff Leap	Tipton	IN	46072 United States	12/5/2024
Kalie Dautrich	Tipton	IN	46072 United States	12/5/2024
Matt Cline	Indianapolis	IN	46240 United States	12/5/2024
Jason Ballard	Windfall	IN	46076 United States	12/5/2024
Charlie and Dayna Ferguson	Tipton	IN	46072 United States	12/5/2024
Amy Smith	Tipton	IN	46072 United States	12/5/2024
Katina Cherry	Westfield	IN	46074 United States	12/5/2024
Lacey Cole	2799 N 900 W	IN	46072 United States	12/5/2024
Daphne Shirk	Tipton	IN	46072 United States	12/5/2024
Denise Rockwell	Atlanta	IN	46031 United States	12/5/2024
Naomi Ferrel	Frankfort	IN	46041 United States	12/5/2024
Mary Heffelmire	Tipton	IN	46072 United States	12/5/2024
Dylan Powell	Tipton	IN	46072 United States	12/5/2024
Adam Johnson	Tipton	IN	46072 United States	12/5/2024
Taylor Fettig	Tipton	IN	46072 United States	12/5/2024
Beverly J Brock	Tipton	IN	46072 United States	12/5/2024
Vanessa Hamm	Tipton	IN	46072 United States	12/5/2024
Travis Stone	Indianapolis	IN	46256 United States	12/5/2024
Daniela Staley	Indianapolis	IN	46254 United States	12/5/2024
Marlis Leone	Tipton	IN	46072 United States	12/5/2024
Laney Tolley	Westfield	IN	46074 United States	12/5/2024
Kelsey Stahl	Tipton	IN	46072 United States	12/5/2024
Shelly Walsh	Tipton	IN	46072 United States	12/5/2024
Donna Bowman	Tipton	IN	46072 United States	12/5/2024
Joan Campbell	Tipton	IN	46072 United States	12/5/2024
Michael Smith	Tipton	IN	46072 United States	12/5/2024
Meg Whitehead	Tipton	IN	46072 United States	12/5/2024
Andrea Campbell	Tipton	IN	46072 United States	12/5/2024
James Lovell	Sharpsville	IN	46068 United States	12/5/2024
James Davis	Tipton	IN	46072 United States	12/5/2024
Stephanie Sarpong	Tipton	IN	46072 United States	12/5/2024
Sam Billings	Tipton	IN	46011 United States	12/5/2024
shannon mcgehee	Tipton	IN	46072 United States	12/5/2024

Jamie Atkisson	Zionsville	IN	46077 United States	12/5/2024
Raline Hendrix	Tipton	IN	46072 United States	12/5/2024
Lindsay TIMM	Indianapolis	IN	46202 United States	12/5/2024
Christa Willis	Indianapolis	IN	46202 United States	12/5/2024
Brent Auler	Tipton	IN	46072 United States	12/5/2024
Brian Middleton	Tipton	IN	46062 United States	12/5/2024
Gary Rogers	Indianapolis	IN	46229 United States	12/5/2024
Tylor Smith	Tipton	IN	46072 United States	12/5/2024
Beth E. Stewart	Indianapolis	IN	46226 United States	12/5/2024
Joan Scott	Tipton	IN	46072 United States	12/5/2024
William E Tidler Jr.	Tipton	IN	46072 United States	12/5/2024
Ryan Webster	Sharpsville	IN	46068 United States	12/5/2024
Andrew Funke	Tipton	IN	46072 United States	12/5/2024
Dawn Reynolds	Carmel	IN	46033 United States	12/5/2024
Nathaniel George	Tipton	IN	46072 United States	12/5/2024
James Reynolds	Kokomo	IN	46901 United States	12/5/2024
Shannon Netherton	Sharpsville	IN	46068 United States	12/5/2024
Peyton Jansik	Tipton	IN	46072 United States	12/5/2024
Bryce Silvey	Indianapolis	IN	46268 United States	12/5/2024
Brenda Day	Tipton	IN	46072 United States	12/5/2024
Terri Schmidt	Tipton	IN	46072 United States	12/5/2024
Tony Shirley	Tipton	IN	46072 United States	12/5/2024
Guillermo Perez	Sharpsville	IN	46068 United States	12/5/2024
Tina Hunter	Frankfort	IN	46041 United States	12/5/2024
Nikki Perez	Indianapolis	IN	46224 United States	12/5/2024
Connie Ripberger	Sharpsville	IN	46068 United States	12/5/2024
Bob Huff	Noblesville	IN	46060 United States	12/5/2024
Arika Gates	Tipton	IN	46072 United States	12/5/2024
James Brown	Indianapolis	IN	46224 United States	12/5/2024
Quintin Smith	Sharpsville	IN	46068 United States	12/5/2024
Joe Landrum	Tipton	IN	46072 United States	12/5/2024
adriana perez	St Louis	MO	63101 United States	12/5/2024
Jon Stiner	Indianapolis	IN	46241 United States	12/5/2024
Jessica Kindlesparker	TIPTON	IN	46072 United States	12/5/2024
Chelsie Balensiefer	Tipton	IN	46072 United States	12/5/2024
Tiffany Head	Tipton	IN	46072 United States	12/5/2024
Gerald Hunter	Indianapolis	IN	46224 United States	12/5/2024
Keith Poindexter	Tipton	IN	46072 United States	12/5/2024
Gregory Winn	Tipton	IN	46072 United States	12/5/2024
Carrie Zook	Detroit	MI	48206 United States	12/5/2024
Anita Burke	Sharpsville	IN	46068 United States	12/5/2024
Adin Bogard	Noblesville	IN	46062 United States	12/5/2024
Nathan Nelson	Tipton	IN	46072 United States	12/5/2024
Brenda Recobs	Tipton	IN	46072 United States	12/5/2024

Mark Pyle	Tipton	IN	46072 United States	12/5/2024
Caitlin Driscoll	Kokomo	IN	46902 United States	12/5/2024
Aaron Kappesser	Anderson	IN	46011 United States	12/5/2024
Susan Kirby	Tipton	IN	46072 United States	12/5/2024
Tami Wright	Zionsville	IN	46077 United States	12/5/2024
Kyle Conaway	Tipton	IN	6072 United States	12/5/2024
Ross Deardorff	Indianapolis	IN	46224 United States	12/5/2024
Thomas Collins	Kokomo	IN	46901 United States	12/5/2024
Jay Holbrook	Tipton	IN	46072 United States	12/5/2024
Jenna Schnarr	Indianapolis	IN	46240 United States	12/5/2024
Terri Stout	Indianapolis	IN	46226 United States	12/5/2024
Mike Nafziger	Tipton	IN	46072 United States	12/5/2024
Aaron Moats	Tipton	IN	46072 United States	12/5/2024
Amber Tidler	Tipton	IN	46072 United States	12/5/2024
Kyle Jones	Tipton	IN	46072 United States	12/5/2024
Linda Sottong	Kempton	IN	46049 United States	12/5/2024
Chris Mohler	Tipton	IN	46072 United States	12/5/2024
Robert Kuntz	Sharpsville	IN	46068 United States	12/5/2024
Tracy Stiner	Tipton	IN	46072 United States	12/5/2024
Jennifer Hill	Tipton	IN	46072 United States	12/5/2024
Cottin Hines	Tipton	IN	46072 United States	12/5/2024
Barb Leach	Chicago	IL	60602 United States	12/5/2024
Dan Phifer	Sharpsville	IN	46068 United States	12/5/2024
Michelle Griesel	Tipton	IN	46072 United States	12/6/2024
Cat Gotschall	Pittsboro	IN	46167 United States	12/6/2024
Cathy Todd	Anderson	IN	46011 United States	12/6/2024
Adam Long	Indianapolis	IN	46234 United States	12/6/2024
Garrett Shields Shields	Tipton	IN	46072 United States	12/6/2024
Suzanne McCormack	Tipton	IN	46072 United States	12/6/2024
Hoover Paulette	Tipton	IN	46072 United States	12/6/2024
Helen Henderson	Sharpsville	IN	46068 United States	12/6/2024
James King	Kempton	IN	46049 United States	12/6/2024
Kimberly Reecer	Tipton	IN	46072 United States	12/6/2024
Steve Cherry	Tipton	IN	46072 United States	12/6/2024
Kristina Nelson	Tipton	IN	46072 United States	12/6/2024
Elizabeth Mula	Tipton	IN	46072 United States	12/6/2024
Sandra London	Anderson	IN	46012 United States	12/6/2024
Beth Woelfert	Tipton	IN	46031 United States	12/6/2024
Diane Piel	Indianapolis	IN	46219 United States	12/6/2024
Staci Bell	Tipton	IN	46072 United States	12/6/2024
Danielle Laughry	Tipton	IN	46072 United States	12/6/2024
Pam Silvey	Indianapolis	IN	46241 United States	12/6/2024
Kennedy Davis	sharpsville	IN	46068 United States	12/6/2024
Chad Comer	Tipton	IN	46072 United States	12/6/2024

Ronda Isenhower	Tipton	IN	46072 United States	12/6/2024
Laura Crawford	Tipton	IN	46072 United States	12/6/2024
MattHew Beck	Kokomo	IN	46901 United States	12/6/2024
Phillip Morgan	Tipton	IN	46072 United States	12/6/2024
Kim Hale	Tipton	IN	46072 United States	12/6/2024
Cassandra DeWitt	Michigantown	IN	46057 United States	12/6/2024
Jennifer Phillips	Elwood	IN	46036 United States	12/6/2024
Mandy Tosh	Carmel	IN	46033 United States	12/6/2024
Emily Null	Sharpsville	IN	46076 United States	12/6/2024
Jeffrey Portell	Tipton	IN	46072 United States	12/6/2024
Gabrielle Parish	Tipton	IN	46072 United States	12/6/2024
Samantha Bond	Kempton	IN	46049 United States	12/6/2024
Carol White	Tipton	IN	46072 United States	12/6/2024
Allison Wilkerson	Kokomo	IN	46901 United States	12/6/2024
Brenda Baugher	Elwood	IN	46036 United States	12/6/2024
Ryan Long	Tipton	IN	46072 United States	12/6/2024
Noah Freeman	Frankfort	IN	46041 United States	12/6/2024
lisa holaday	Kokomo	IN	46901 United States	12/6/2024
Amy Gray	Indianapolis	IN	46202 United States	12/6/2024
Julie Hensley	Indianapolis	IN	46219 United States	12/6/2024
JaneAnn Kirtley	Kokomo	IN	46901 United States	12/6/2024
Deborah Bowlby	Tipton	IN	46072 United States	12/6/2024
Judi Culy	Noblesville	IN	46062 United States	12/6/2024
Tyler Swanson	Kokomo	IN	46901 United States	12/6/2024
Ryan Glaze	Tipton	IN	46072 United States	12/6/2024
Vonda Peters	Carmel	IN	46033 United States	12/6/2024
Rob Jay	Indianapolis	IN	46222 United States	12/6/2024
Beth Roach	Indianapolis	IN	46218 United States	12/6/2024
Zach Hetzner	Kempton	IN	46049 United States	12/6/2024
Meghan Durfor	Tipton	IN	46072 United States	12/6/2024
Roger Butner	Indianapolis	IN	46205 United States	12/6/2024
Hunter Dobbs	Chicago	IL	60602 United States	12/6/2024
Lucas Licon	Windfall	IN	46076 United States	12/6/2024
Chase Starnes	Tipton	IN	46072 United States	12/6/2024
Jamie Davis	Tipton	IN	46072 United States	12/6/2024
Ryan Campbell	Tipton	IN	46072 United States	12/7/2024
Christy Conaway	Zionsville	IN	46077 United States	12/7/2024
Aaron Conaway	Tipton	IN	46077 United States	12/7/2024
Patrick Schlegel	Daleville	IN	47334 United States	12/7/2024
Jennifer Scott	Greenwood	IN	46143 United States	12/7/2024
Marla Tilley	Tipton	IN	46072 United States	12/7/2024
Randy Gutierrez	Indianapolis	IN	46226 United States	12/7/2024
Rhonda Salsbery	Sharpsville	IN	46068 United States	12/7/2024
Linda Sue Fowler Lloyd	Cutler Bay	FL	33189 United States	12/7/2024

Jeffrey R Smith	Kokomo	IN	46902 United States	12/7/2024
Robert Lee Tigner	Kokomo	IN	46902 United States	12/7/2024
Jeff Rodibaugh	Indianapolis	IN	46256 United States	12/7/2024
Jacob Welker	Kokomo	IN	46901 United States	12/7/2024
Jill Rice	Carmel	IN	46033 United States	12/7/2024
Charles Scott Campbell	Bonita Springs	FL	34135 United States	12/7/2024
Sherry King	Greentown	IN	46936 United States	12/7/2024
Connie Cates	Sharpsville	IN	46068 United States	12/7/2024
Lori Matthews	Peru	IN	46970 United States	12/7/2024
Becky Salsbery	Sharpsville	IN	46068 United States	12/7/2024
Kyna Weaver	West Lafayette	IN	47906 United States	12/8/2024
Christy Moreland	Kempton	IN	46049 United States	12/8/2024
Gabrielle Medina	Logansport	IN	46947 United States	12/8/2024
Adrienne Jenkins	Anderson	IN	46012 United States	12/8/2024
Albert Stouder	Anderson	IN	46013 United States	12/8/2024
Amy Moats	Tipton	IN	46072 United States	12/8/2024
Angie Tolle	Tipton	IN	46072 United States	12/8/2024
Paige Williams	Tipton	IN	46072 United States	12/8/2024
Angie Gutierrez	Noblesville	IN	46060 United States	12/9/2024
Mark Tolle	Tipton	IN	46072 United States	12/9/2024
Tom Chase	Grand Blanc	MI	48439 United States	12/9/2024
Elijah Stout	Kokomo	IN	46902 United States	12/9/2024
Delora Sullivan Rich	Tipton	IN	46072 United States	12/9/2024
Barbara Cardwell	Tipton	IN	46072 United States	12/9/2024
Elias Maucieri	Pawling	NY	12564 United States	12/9/2024
Susan Mckinsey	Frankfort	IN	46041 United States	12/9/2024
Douglas Elkins	Indianapolis	IN	46203 United States	12/10/2024
amanda stiner	Elwood	IN	46036 United States	12/10/2024
Julie Hewitt	Kokomo	IN	46902 United States	12/10/2024