

The New US 31 Hamilton Co.



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MAJOR
MOVES

THE NEW US 31
HAMILTON COUNTY

Purpose & Need

■ Need

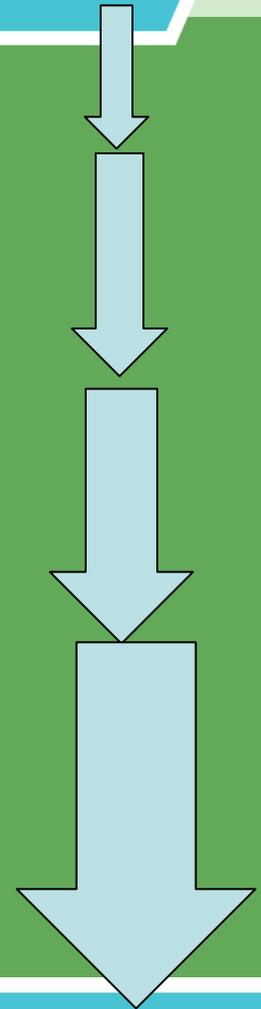
- ✓ Traffic congestion & capacity needs
 - **Level of Service (LOS) Scale A-F**
 - Base year (2007) 7 of 15 (47%) of intersections LOS E or F during AM &/or PM peak hours
 - Design year (2035) 15 of 15 (100%) of intersections at LOS E or F during AM &/or PM peak
- ✓ Safety
 - 6 of 10 roadway segments crash rates > than statewide average
 - 7 of 10 roadway segments injury crash rates > than statewide average

■ Purpose

- ✓ Reduce congestion by improving to at least LOS D
- ✓ Improve level of safety
- ✓ Provide for reliable & efficient movement of commerce & regional travel

Project tasks

- Review elements of the Preferred Alternative/Alignment
- Review existing thoroughfare plans & transportation studies
- Conduct Environmental Updates
- Update Traffic Numbers & Forecasts
- Facilitate Public Involvement
- Design Interchanges & Lanes Configurations
- Publish the Final Environmental Impact Statement & Get Federal “**Record of Decision**” (expected late fall 2008)
- Finish Design Details
- Continue Public Involvement
- Begin Construction (expected 2011)



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About the Project

The Indiana Department of Transportation (INDOT) is updating survey data to move forward with the corridor upgrade.

Surveying over the next few months includes contractors walking the area, recording traffic volume on hand-held devices, taking photographs of the corridor and the buildings along it, digging holes for soil samples and delineating wetlands.

The project will upgrade to freeway standards US 31 from I-465, at the Marion-Hamilton county line, through Carmel, to 216th St. in Westfield. Final decisions regarding interchanges along the corridor will be complete in 2009 and construction is expected to begin in 2010. This project is part of the larger Major Moves initiative to upgrade the route to freeway standards from Indianapolis to South Bend.



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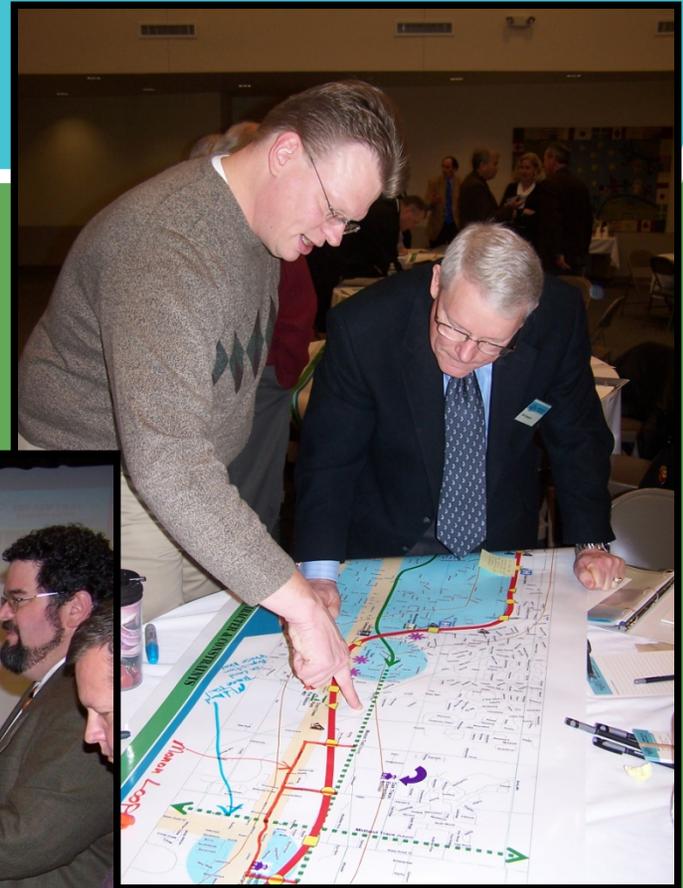
[INDOT](#) | [Federal Highway Administration](#) | [US Environmental Protection Agency](#) | [City of Carmel](#) | [Town of Westfield](#) | [Hamilton County](#)



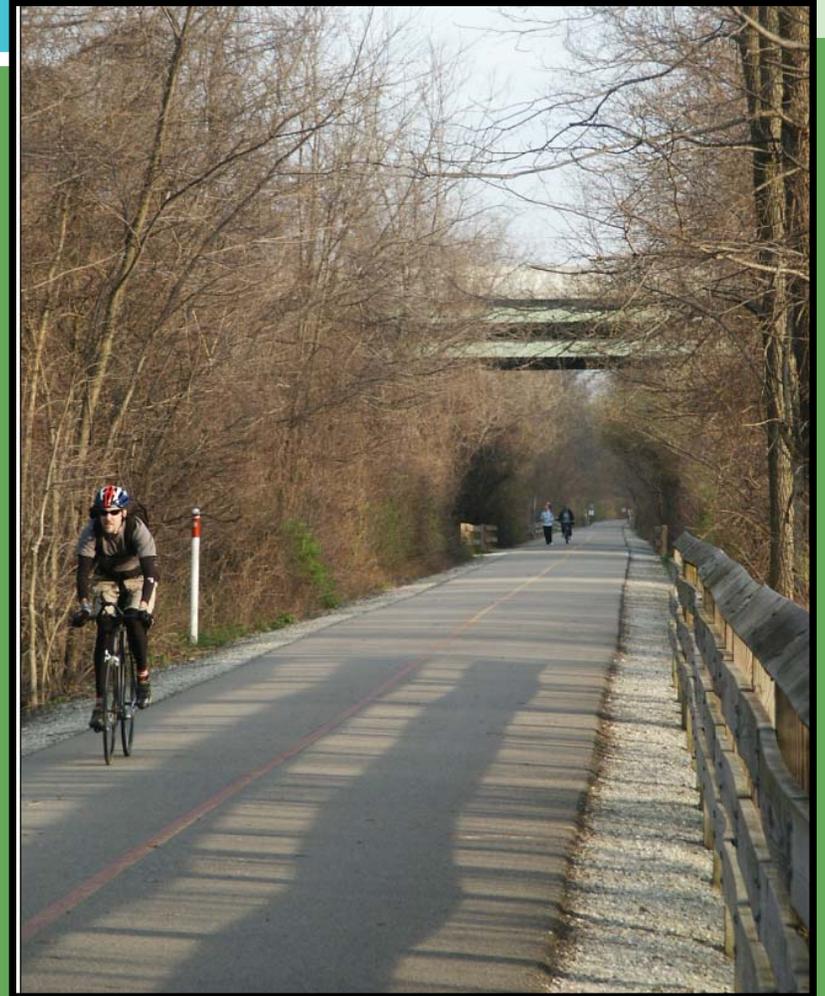
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Planning for Trails & Pedestrian Access – “multiuse facilities”



Interchange Type & Selection Criteria

- Level of service (freeway/ramps)
- Operations (weaving, signage)
- Road User Impacts (safety, time)
- Driver Expectancy (right side exits)
- Roadway Configuration
- Construction/Maintenance Costs
- Ease of Construction
- Right-of-way impacts/availability
- Environmental impacts
- Growth of surrounding area



DIAMOND
Keystone Avenue at Interstate 465



FOLDED DIAMOND
State Road 67 at Interstate 465



FULL CLOVERLEAF
US 31 at US 30



PARTIAL CLOVERLEAF
US 31 at Interstate 465

161st Matrix

Alternative 1: Tight Diamond	Alternative 2: Roundabouts	Consideration
NO	NO	161st St. can go under US 31
YES	YES	161st St. can go over US 31. (lower construction cost and easier construction staging)
NO	NO	Can avoid relocation of Farr Hills Drive
--	--	Is preferred intersection and stopping sight distance available for interchange type
--	--	Can accommodate Right turn in / Right Turn Out drive at Pinetree Development (NE Quadrant)
--	--	LOS - Capacity analysis
--	--	Is access to Farr Hills Drive hindered by through traffic on 161st via roundabout or signalized ramp
--	--	Potential for 161st St. Left-Turn queues to block ramp intersection traffic
YES	--	Transition from 2-lane to 6-lane section requires significant shift tapers over short distances
YES	--	Easily adaptable to future widening of 161st St
YES	YES	Provides continuity with thoroughfare plan
NO	NO	High speed unprotected pedestrian crossing
NO	YES	Low speed unprotected pedestrian crossing
14,600 (yd ²)	13,500 (yd ²)	161st St. Reconstructed/New Pavement Area
--	--	161st St. Volume Fill Volume
19,400 (ft ²)	15,400 (ft ²)	Overpass Bridge Cost

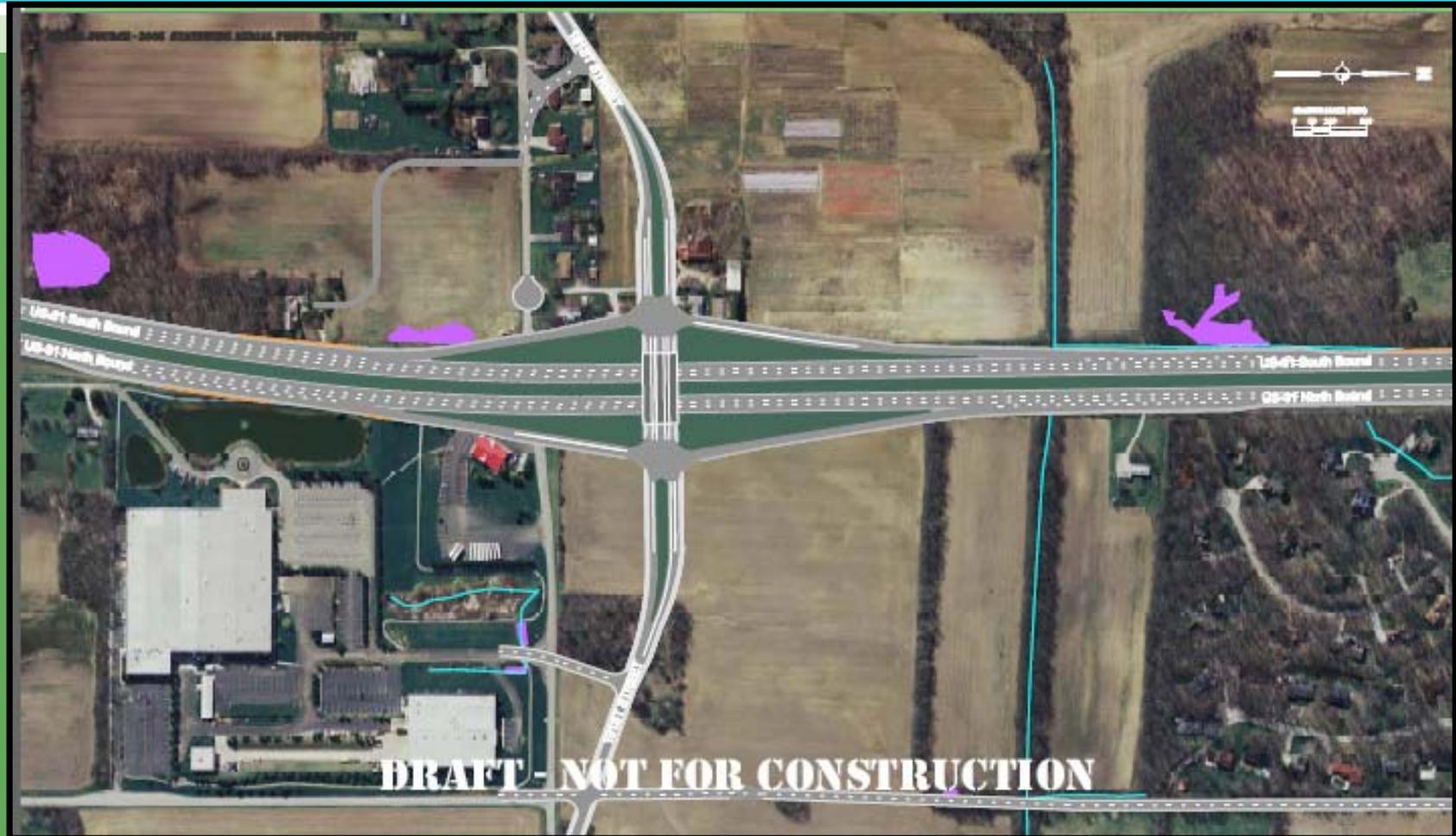
161st alternative #1



161st alternative #2



191st alternative #1

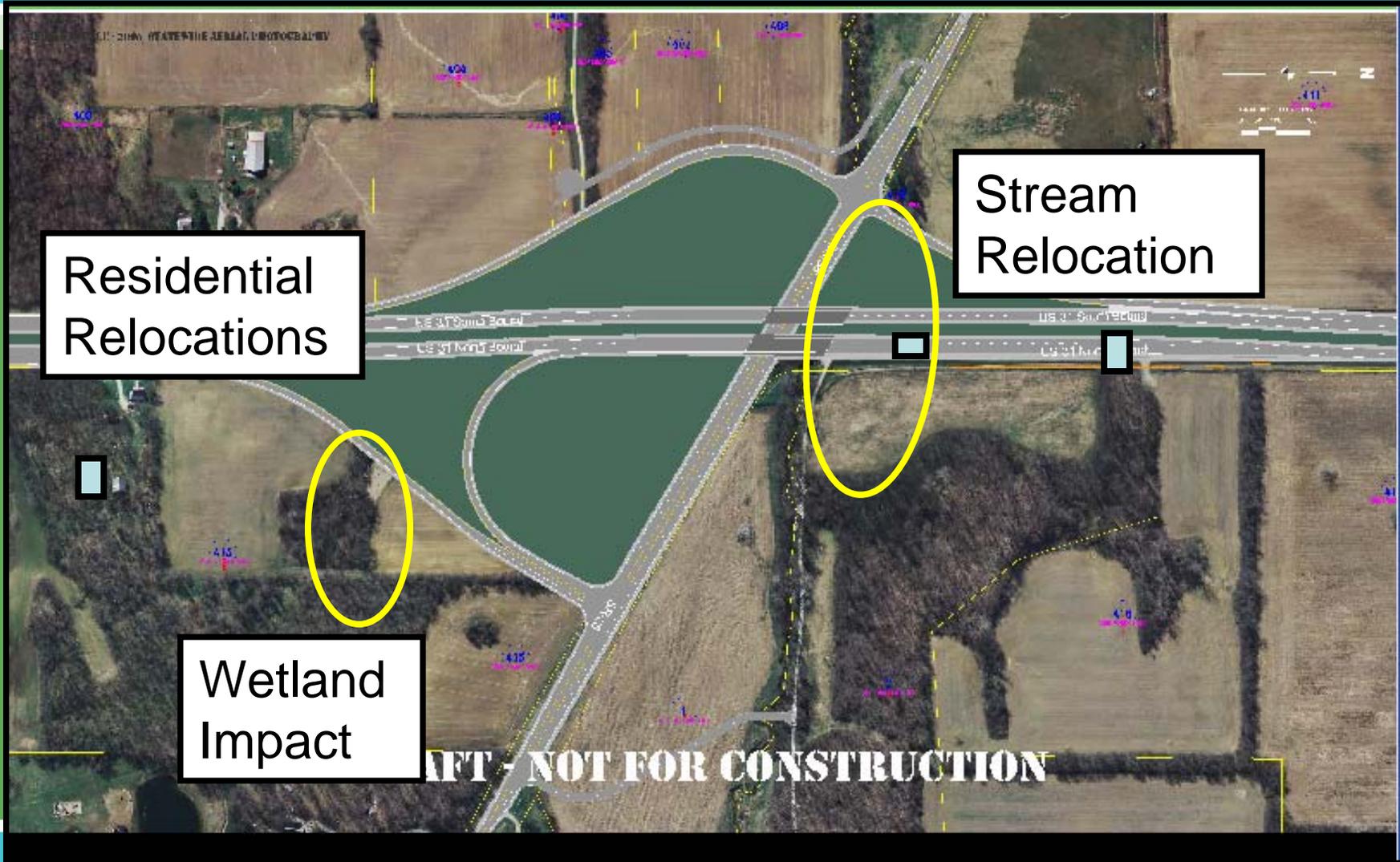


191st alternative #2

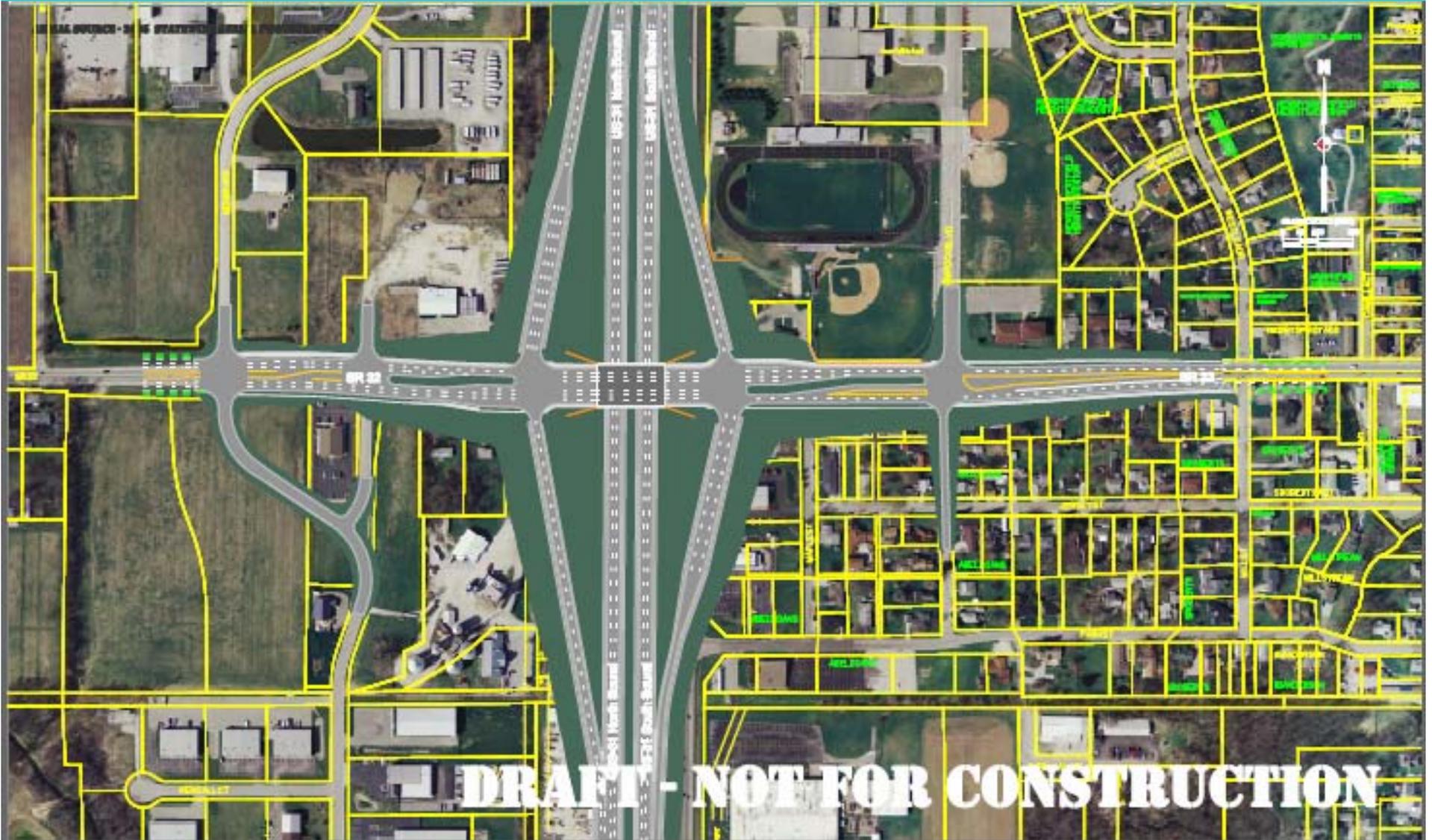


SR 38 alternative

Environmental

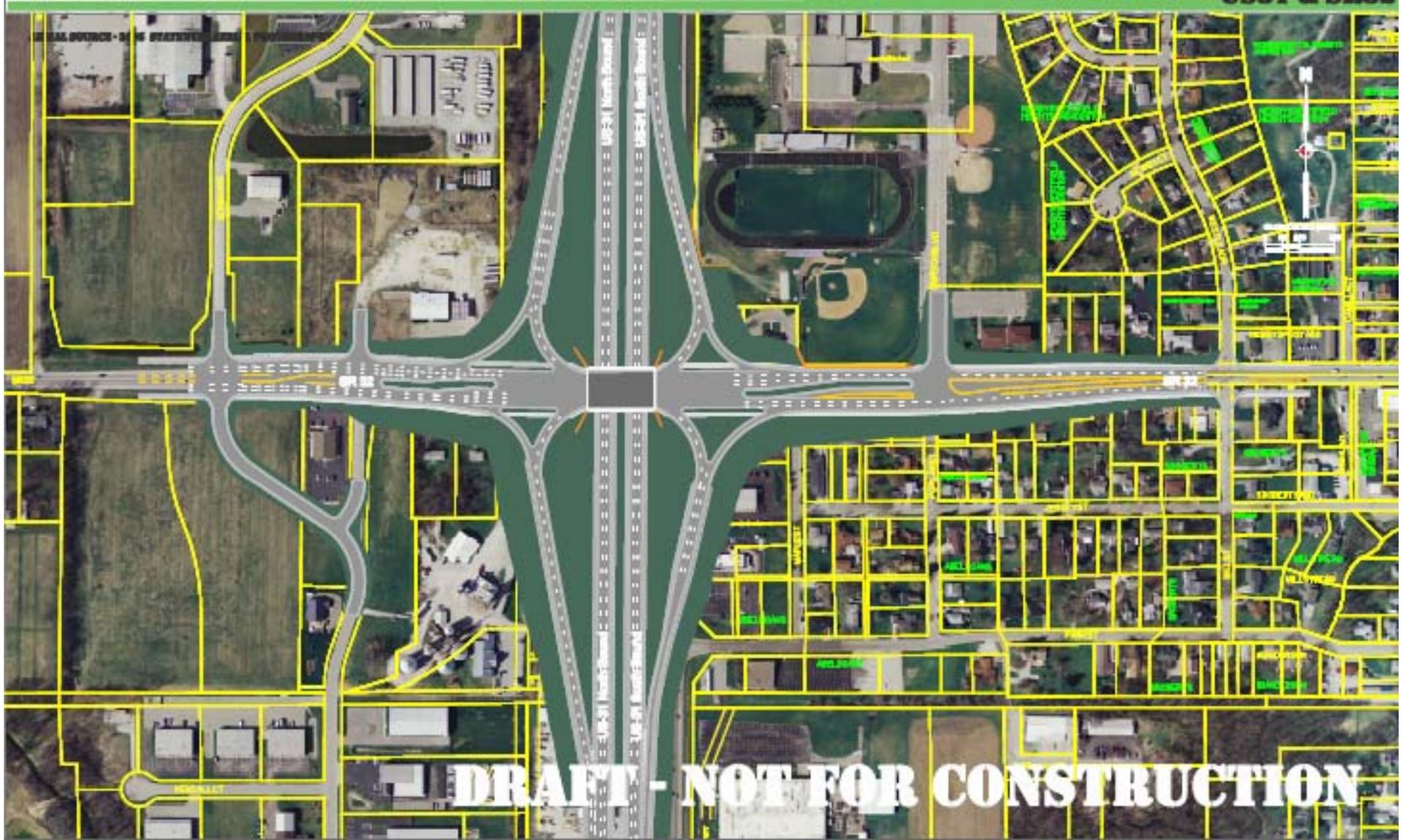


SR 32 alternative #1



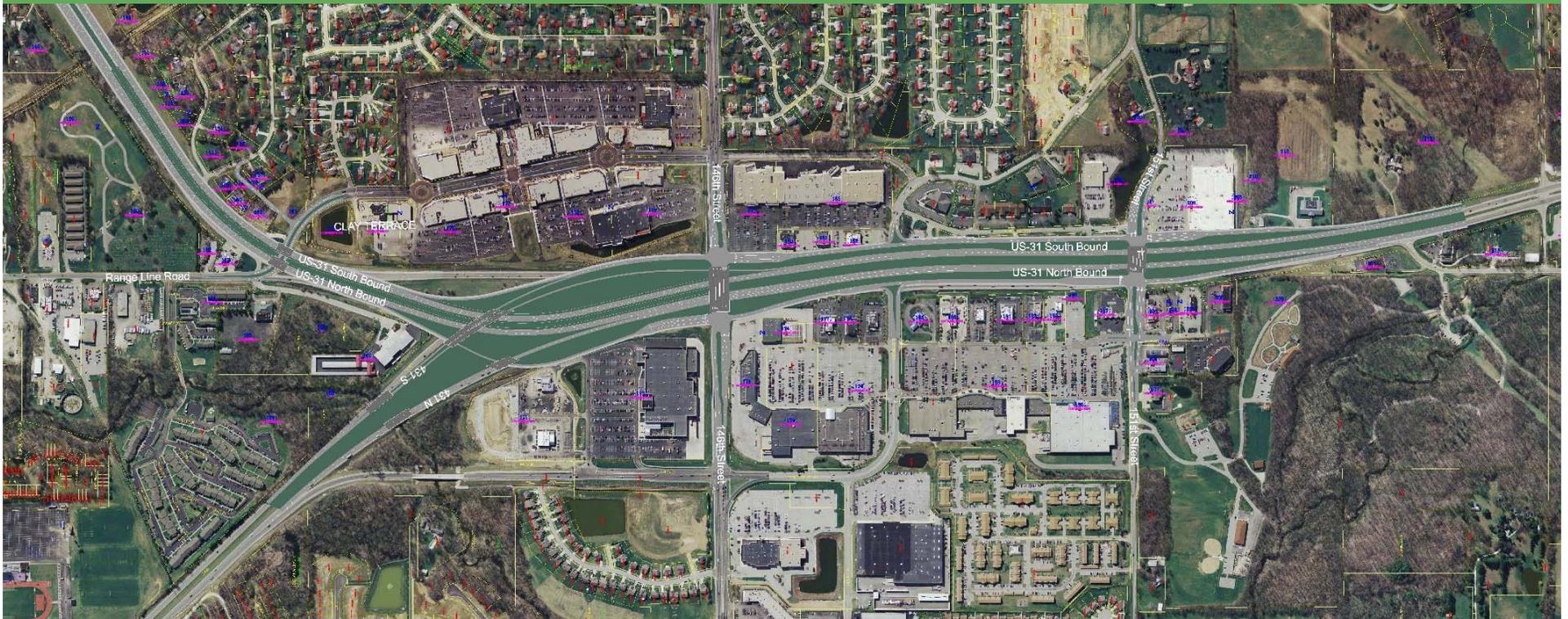
DRAFT - NOT FOR CONSTRUCTION

SR 32 alternative #2

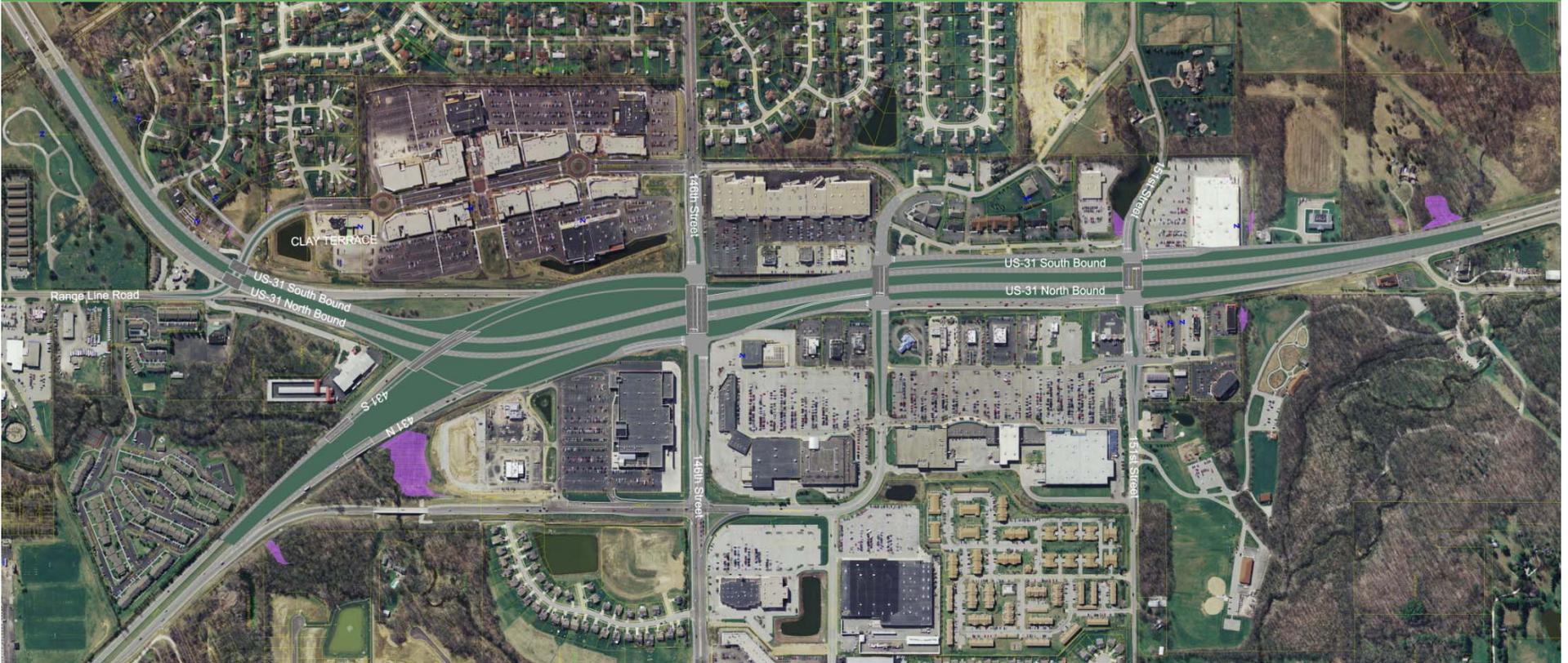


DRAFT - NOT FOR CONSTRUCTION

146th/151st St. alternative #1



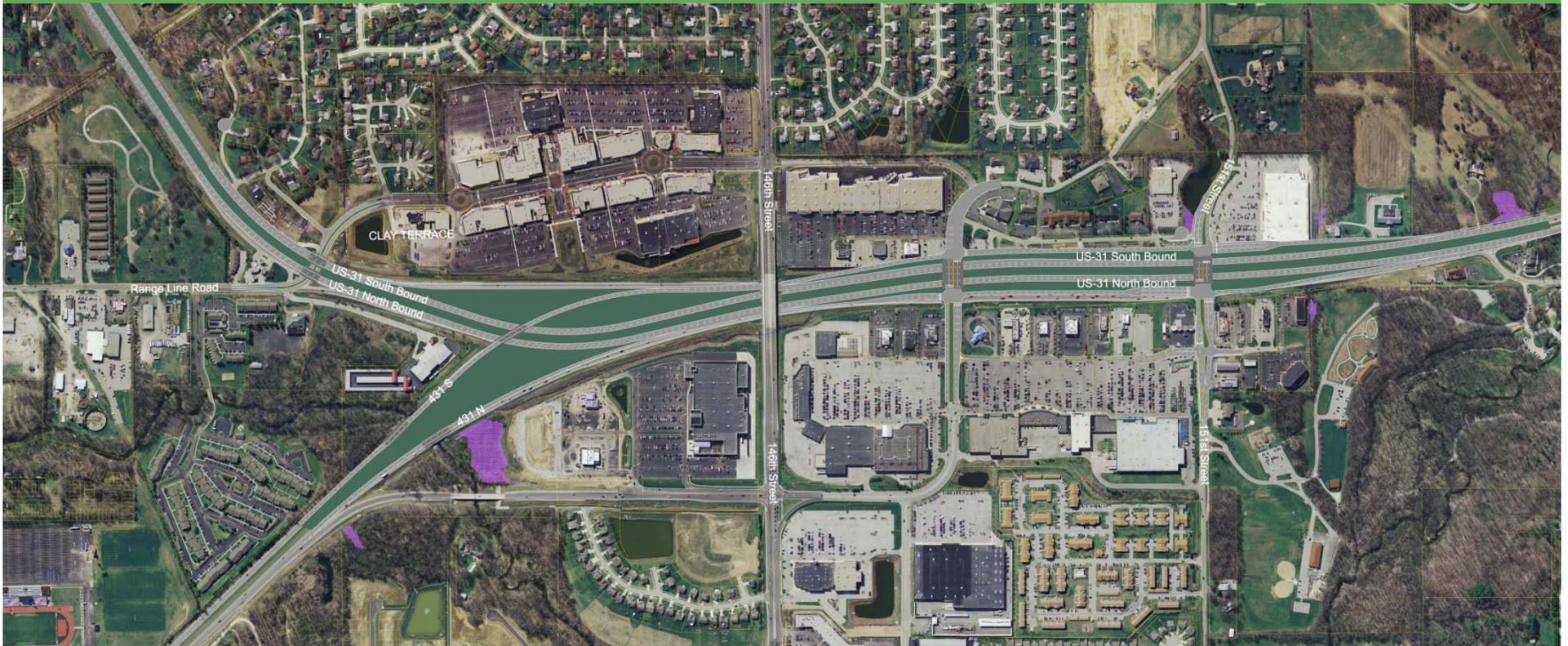
146th/151st St. alternative #2



146th/151st St. alternative #3



146th/151st St. alternative #4



Relocations

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Land acquisition

Final decisions on land acquisition will be made during the final design period. Surveyors are currently out assessing land now; and appraisers will analyze property after surveying is complete. Offers might be extended as early as 2008. Right of way requirements will be further revised during the design phase, when more detailed engineering decisions are made.

Click for more information on [land acquisition](#) and [relocation](#).



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Mainline profile

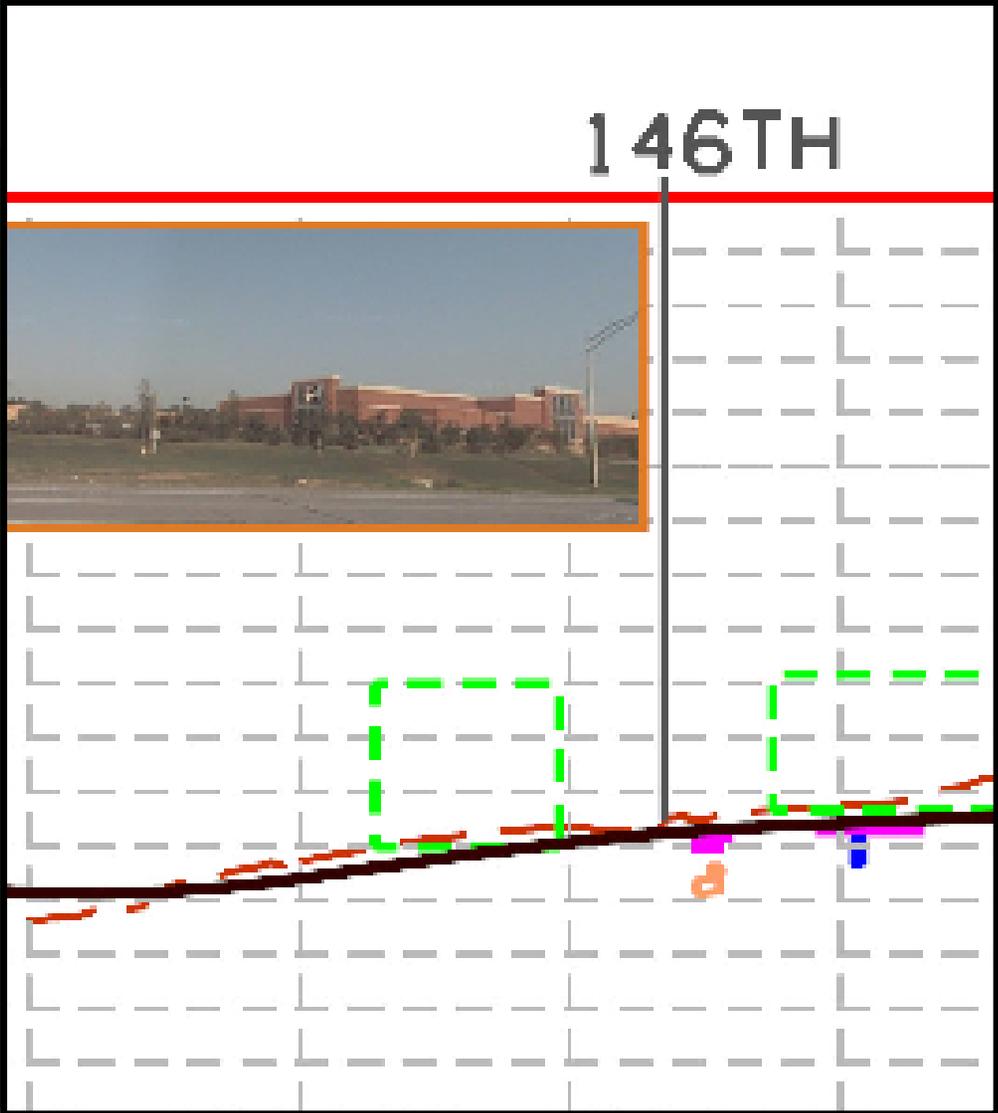
example



Legend

- Proposed US 31 Elevation
- Existing US 31 Elevation
- Regulated Drainage Constraint
- Drainage Constraint
- Underpass
- Buildings
- Control Elevation Point
- Gas Line

Profile Constraints



Legend

- Proposed US 31 Elevation
- Existing US 31 Elevation
- Regulated Drainage Constraint
- Drainage Constraint
- Underpass
- Buildings
- Control Elevation Point
- Gas Line



Noise

What Is a Noise Impact?

Affected Receiver	Noise Measure
Residential	67 dBA
Change from Current to Predicted	15 dBA

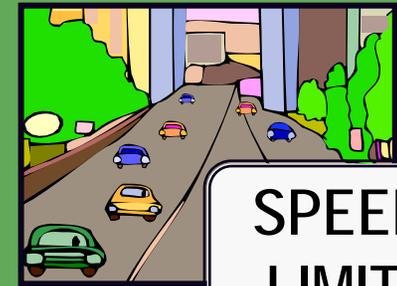
Source: Federal Highway Administration & INDOT Noise Policy

Noise

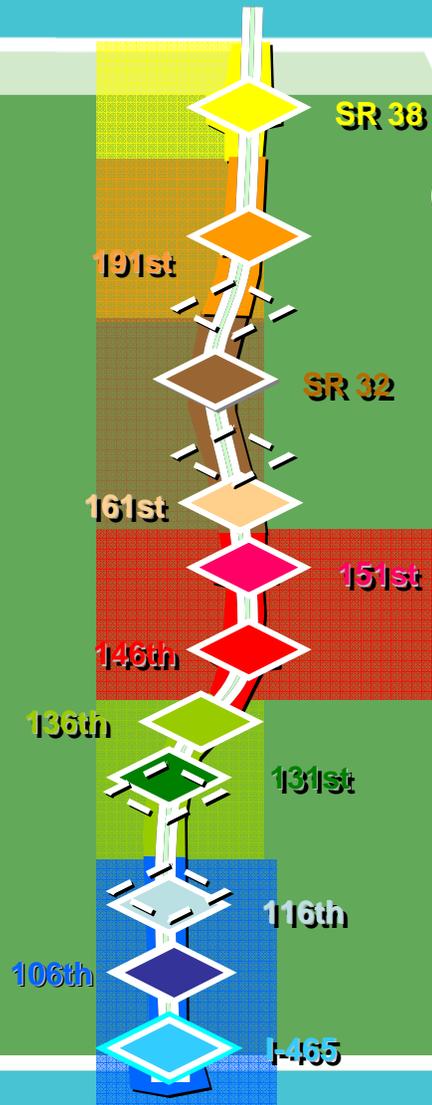
Level of Highway Noise Depends on Three Things:

- Volume of Traffic
- Speed of Traffic
- Number of Trucks

- ✓ 232 receptors modeled in 2003
- ✓ Noise barriers analyzed at 8 locations
- ✓ **“Feasible and Reasonable” evaluations**
- ✓ No barriers considered cost-effective



2011 2012 2013 2014 2015 2016 2017



Constructing **Interchanges** First Allows
Continuous Crossroad Access

Traffic Is Routed Over Ramps During
Mainline Construction

181st

169th

126th

111th

Public Hearing

Late June/early July

Only formal comment period