

Public Open House Presentation

Christopher L. Waidner, P.E.

Thursday, March 13, 2025



US 31 Corridor Projects in Marshall & Fulton Counties

Project Team



US 31 Corridor projects
in Marshall & Fulton

INDOT Laporte District

- Adam Parkhouse
- Michael Grylewicz
- Alan Holderread

VS Engineering

- Chris Waidner
- Tim Hollandsworth
- Ginny Munroe

Invited Special Guests

- ProPEL Team



Agenda



US 31 Corridor projects
in Marshall & Fulton

US 31 Corridor Overview

- ProPEL #US30West and #US31North Transportation Study Areas
- History

US 31 @ SR10, SR 110, CR 700, & Access Control

- Overview
- Environmental Document
- Decision Criteria Updates
- US 31 @ SR 10 – Preliminary Preferred Alternative
- US 31 @ SR 110 – Preliminary Preferred Alternative
- CR 700
- Access Control

Next Steps

- Public Involvement Fuels Plan Improvement
- Feedback



Project Alignment



US 31 Corridor projects
in Marshall & Fulton

Updated Modification Schedule

All three intersections and access control are listed in construction of sequence:

2028

- US 31 @ SR 10
- US 31 @ CR 700

2030

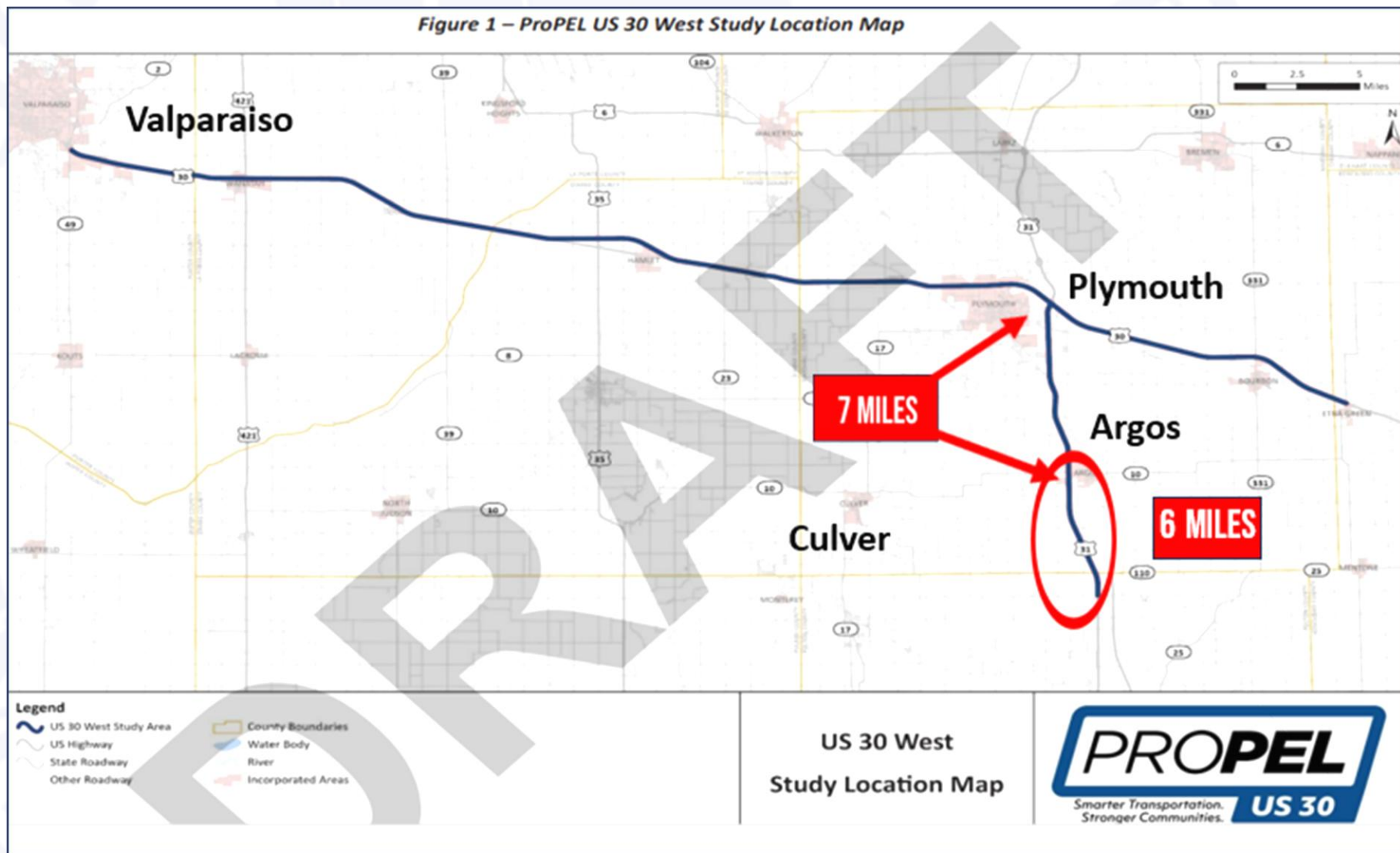
- US 31 @ SR 110
- Access Control



Corridor Overview



US 31 Corridor projects
in Marshall & Fulton



Coordination With ProPEL



US 31 Corridor projects
in Marshall & Fulton

Residents and business owners in Marshall and Fulton counties reinforced the need for interchange improvements by **providing feedback** at INDOT-driven Public Information Meetings and twice-a-month Community Office Hours.



History



US 31 Corridor projects
in Marshall & Fulton



2014-2016



Funding:
SR 10
and SR 110
Safety Funds



2017-2019



Hearings:
SR 10 and SR 110
J-Turn Public
Meeting/Hearings



**Public
Feedback:**
SR 10
interchange
initiated



Mapping:
SR 10
Interchange
Geometry
Design

2020

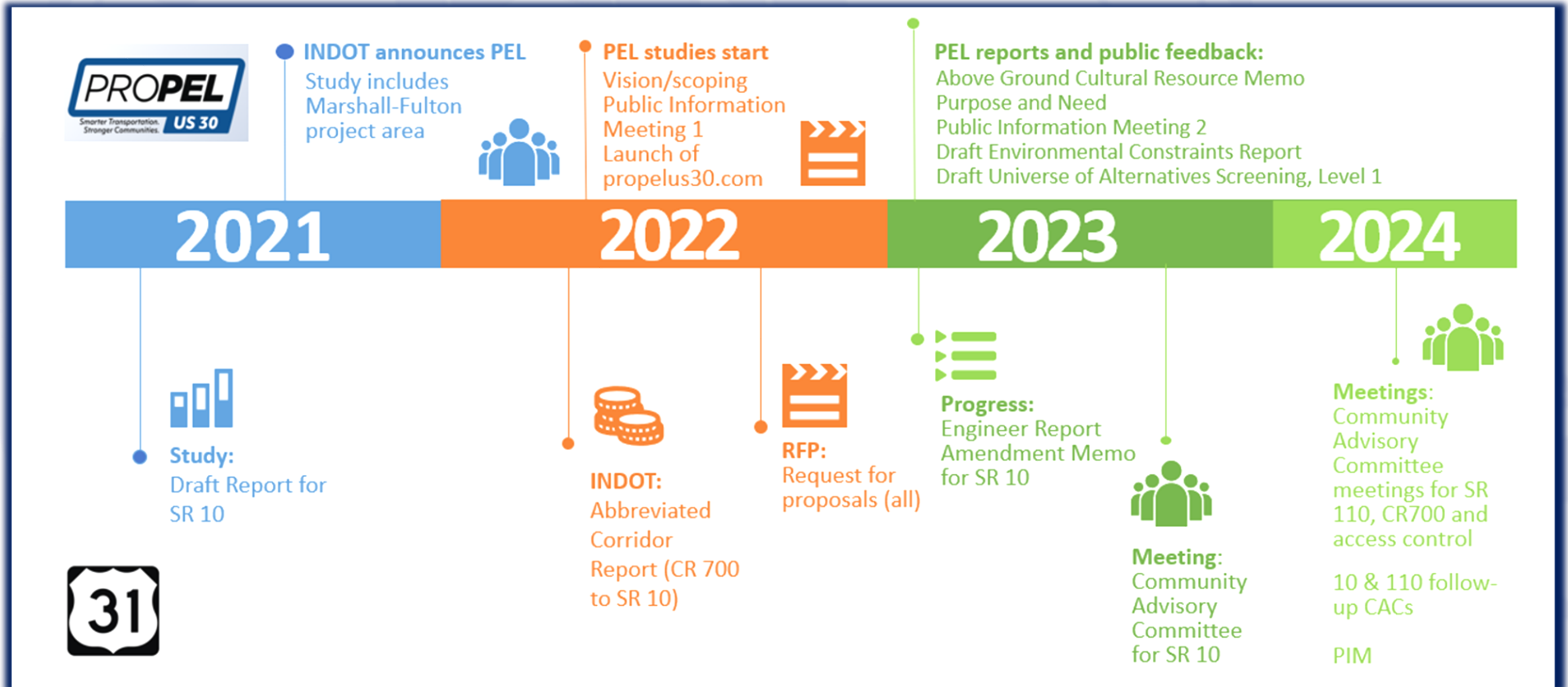


Feedback:
SR 110
and CR 700
Meeting with
Fulton County &
Amish

History



US 31 Corridor projects in Marshall & Fulton



History



US 31 Corridor projects
in Marshall & Fulton



Progress:
Environmental Constraints Report FINAL
Existing Transportation Conditions Report
Purpose & Need Report FINAL
Universe of Alternatives (Level 1) Screening Report FINAL

Progress:
Level 2 Screening Report FINAL

Meetings:
Community Office Hours

Progress: Draft Level 3
Screening Report

Meetings: PIM (two) and
Community Office Hours

2024



Progress: Submit
Draft Engineers
Report SR 10 for
INDOT & FHWA
Review



Progress: Revise
Public Involvement Plan



Progress: Draft
Purpose and Need
Report – INDOT
Approved
(Currently in FHWA
Review)



Progress: Submit
Draft Engineers
Report SR 110 &
CR 700 for
INDOT& FHWA
Review



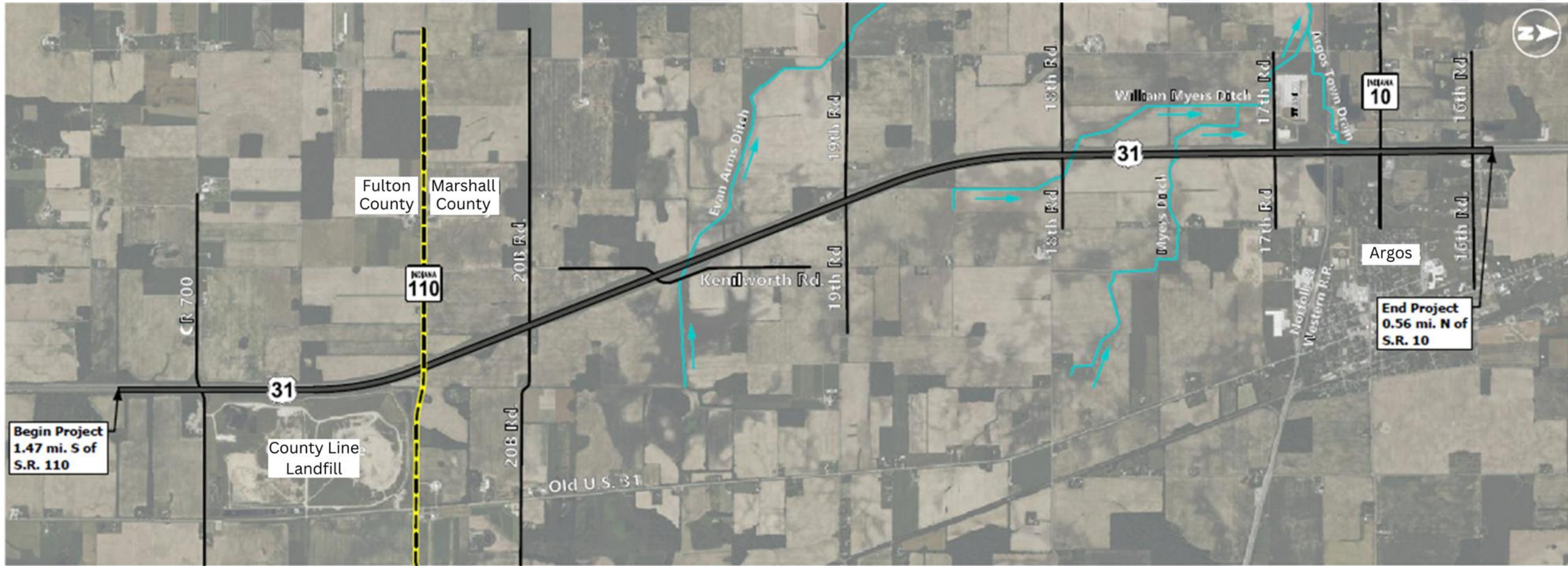
Meetings:
Community
Advisory
Committee
meetings for
SR 10 & CR700



Corridor Overview



US 31 Corridor projects
in Marshall & Fulton



County Line:



Project Alignment



US 31 Corridor projects
in Marshall & Fulton

What is Access Control?

A set of techniques that increases capacity of major roads, manages congestion and reduces crashes. This includes:

- Increasing spacing between signals and interchanges
- Road approach location, spacing, and design
- Land use policies that limit right-of-way access to highways



Project Alignment



US 31 Corridor projects
in Marshall & Fulton

Project Scope

Current

- **9** crossing points

Proposed

- **2** interchanges
- **1** bridge over US 31
- Evaluating other **6** crossings



Environmental Document



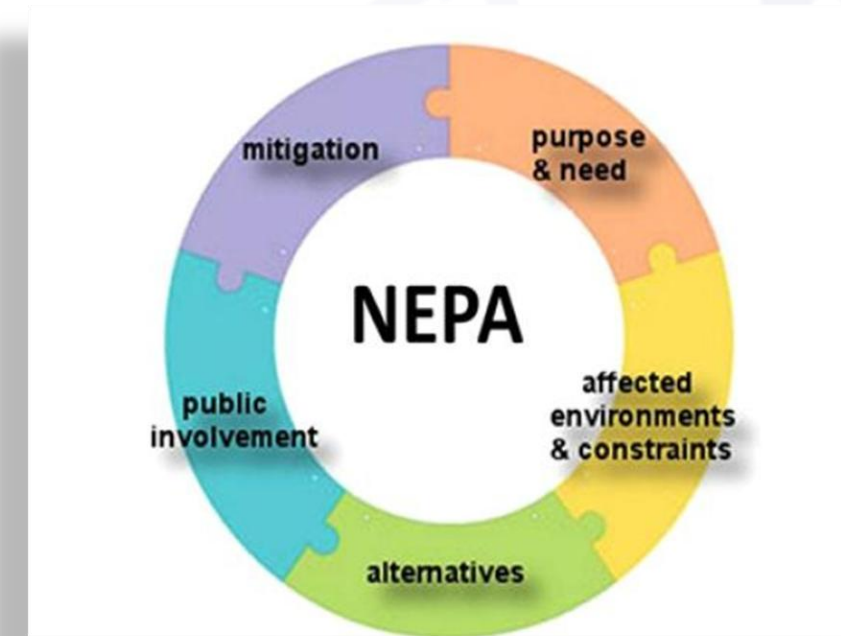
US 31 Corridor projects
in Marshall & Fulton

National Environmental Policy Act (NEPA)

Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments

NEPA is a decision-making process

- Purpose and Need
- Alternatives Screening
- Preferred Alternative



Environmental Document



US 31 Corridor projects
in Marshall & Fulton

Impacts are analyzed, evaluated and described in an environmental document

What are the impacts this project might have on the community?

- How can impacts be avoided?
- Mitigation for impacts?
- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments

Draft environmental document will be released for Public Comment

Purpose and Need



US 31 Corridor projects
in Marshall & Fulton

Purpose

The purpose of the project is to maintain reasonable access to the local highway system while reducing conflict points on US 31

Need

Projects are needed at these locations because of safety concerns with the at-grade intersections



Overview



US 31 Corridor projects
in Marshall & Fulton

SR 10

7 designs under consideration

SR 110

4 designs under consideration

CR 700

3 designs under consideration

Access Control

4 packages under consideration



Stakeholder Coordination



US 31 Corridor projects
in Marshall & Fulton

US 31 at SR 10

First Community Advisory Committee (CAC) in Marshall County was held at Argos High School December 14, 2023

24 CAC attendees participated and submitted feedback forms



Stakeholder Coordination



US 31 Corridor projects
in Marshall & Fulton

US 31 at SR 110, US 31 at CR 700 and Access Control

Second Community Advisory Committee
(CAC) in Marshall County was held at
Argos High School June 27, 2024

20 CAC attendees participated and
submitted feedback forms



Stakeholder Coordination



US 31 Corridor projects
in Marshall & Fulton

US 31 at SR 110, US 31 at CR 700 and Access Control

Third Community Advisory Committee
(CAC) in Fulton County was held at Fulton
County Public Library December 12, 2024

15 CAC attendees participated and
submitted feedback forms



Stakeholder Coordination



US 31 Corridor projects
in Marshall & Fulton

US 31 at SR 110, US 31 at CR 700 and Access Control

Fourth Community Advisory Committee (CAC) in Fulton County was held at Fulton County Public Library February 20, 2025

9 CAC attendees participated and submitted feedback forms




Ranking By Criteria



US 31 Corridor projects
in Marshall & Fulton

- Construction Cost
- Maintenance Cost – Bridge, Pavement
- Land Impacts – Parcel Impacted, Total Costs, Total Takes, Parks Impacted, Commercial Impacts
- Environmental Impacts – Wetland Impacts
- RR Impacts
- Safety – Crossing Conflict Points, Merging/Diverging Conflict Points, Pedestrian Multi-Use Path/Vehicle Conflict Points, Overturning*, Pedestrian Sidewalk/Vehicle Conflict Points*
- Stakeholder Score


US 31 CORRIDOR PROJECTS IN MARSHALL & FULTON

Name: _____ Address: _____
Email: _____
Phone: _____

Please rank the following criteria from highest priority (1) to lowest priority (13):

Commercial Impacted		Pedestrian/Vehicle Conflict Points	
Construction Costs		Railroad Bridges Impacted	
Crossing Conflict Points		Right of Way Parcels Impacted	
Life-Cycle Cost (Bridge)		Right of Way Total Costs	
Life Cycle Cost (Pavement)		Right of Way Total Takes	
Merging/Diverging Conflict Points		Wetland Impacts	
Park Impacted			

Provide your comment here:

Would you like a response to your comment (please choose one)?
 No Response Required
 Email Response

*Please email the completed form to tspalding@c2strategic.com or mail to: Tom Spalding, Project Team, c/o C2 Strategic Communications, 9000 Keystone Crossing, Suite 502, Indianapolis, IN, 46240

Safety Comments



US 31 Corridor projects
in Marshall & Fulton

55% of Comments are about Safety

Paraphrased Comments:

- Minimizing conflict points is of utmost concern.
- Very concerned to provide safety for students, buses and staff.
- I have rated the above criteria prioritizing the enhancement of public safety.
- As this is primarily a safety project, addressing the conflict points seems the most important to me.
- Safety of our children, Amish, and farmers is top priority.



Right of Way Impact Comments



US 31 Corridor projects
in Marshall & Fulton

27% of Comments about Right of Way Impacts

Paraphrased Comments:

- Which ever is best for keeping the commercial property. Park conflict is also another issue.
- With access to South Bend, commercial growth is expected and should minimize commercial impacts.
- The Parks cannot be impacted.



US 31 at SR 10



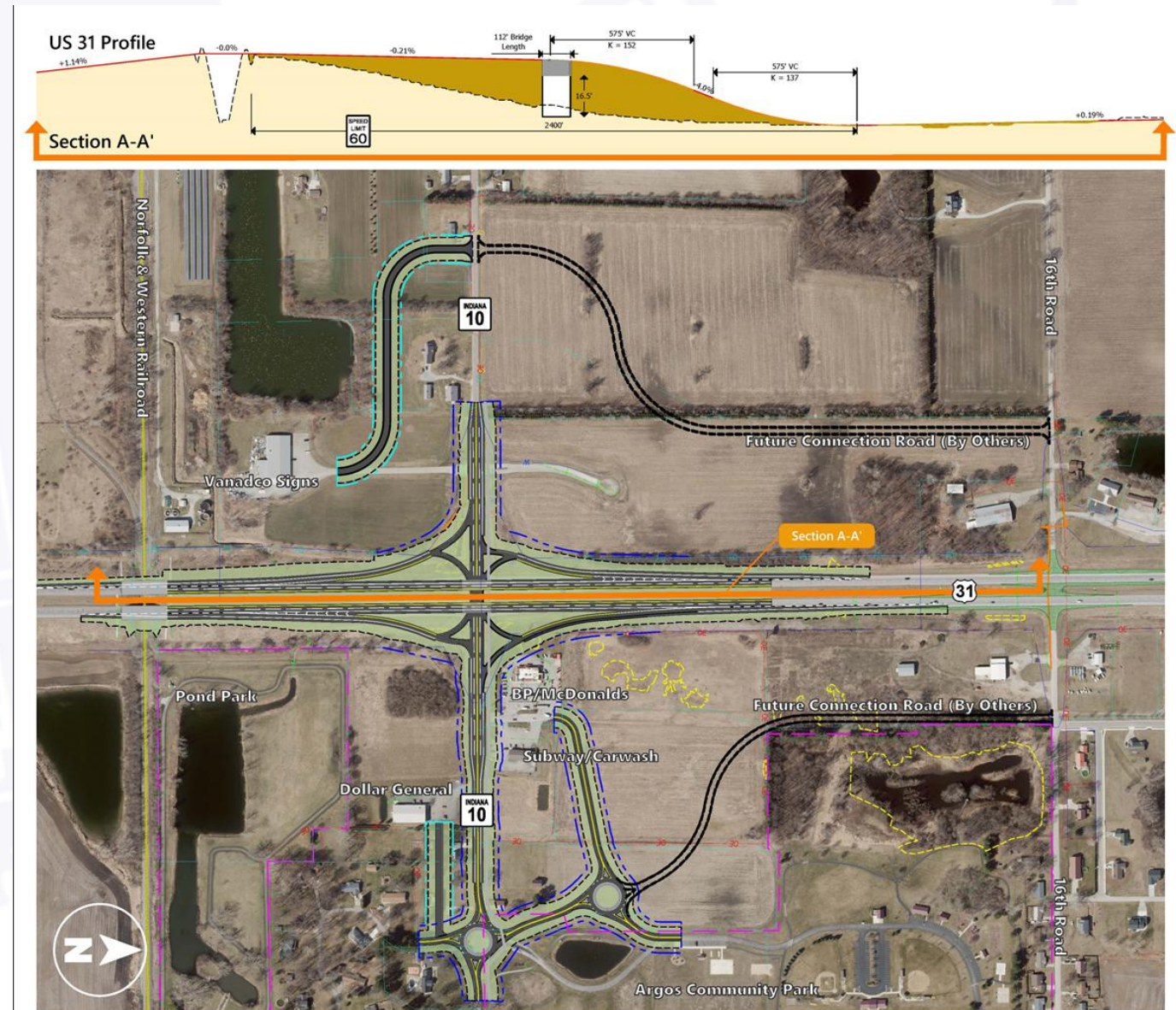
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in Marshall & Fulton

Improvement Alternative #1

Single Point Urban Interchange (SPUI)



US 31 @ West Main Street
(Westfield, IN)



US 31 at SR 10



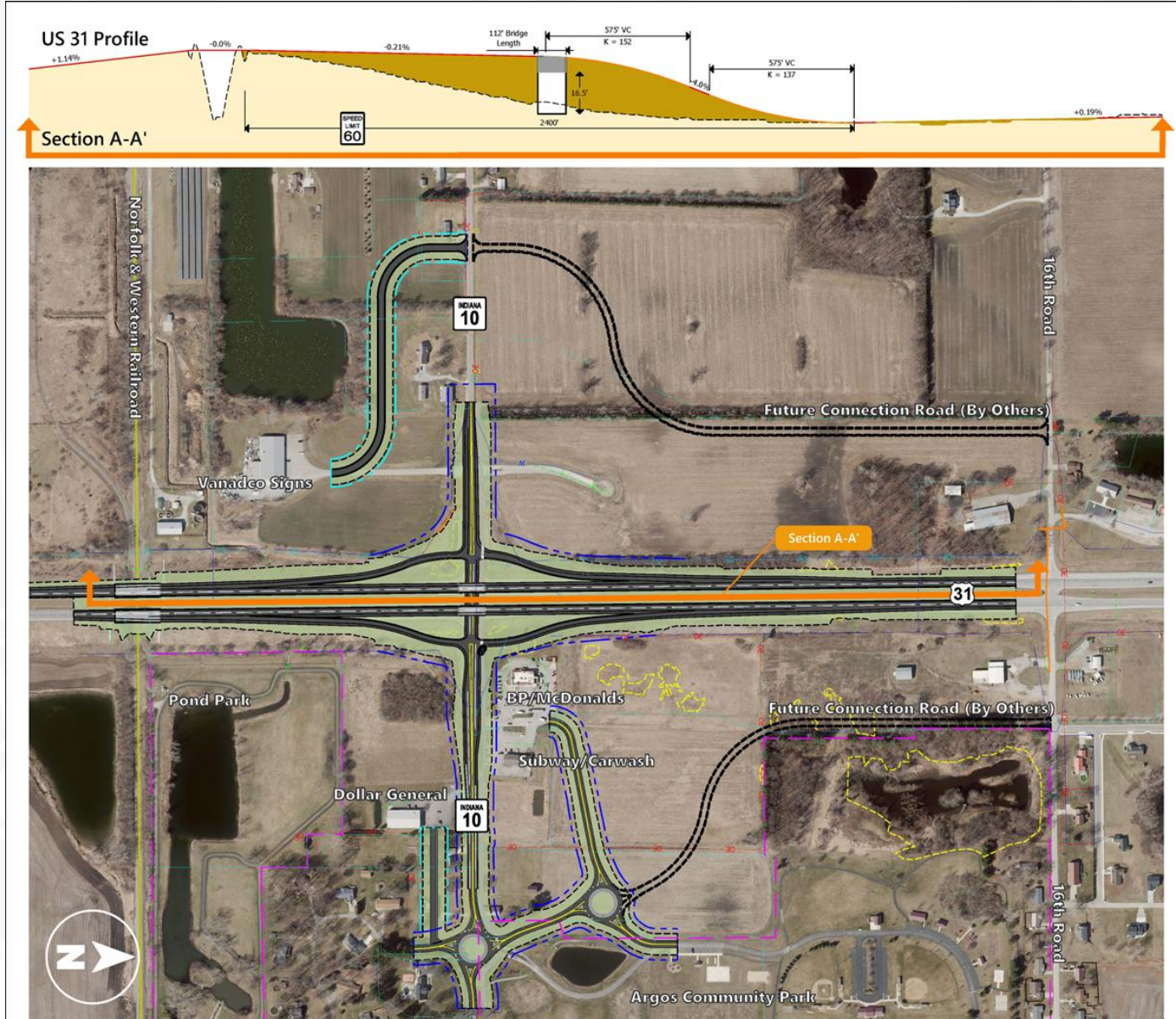
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in Marshall & Fulton

Improvement Alternative #1A

*Stop Controlled
Tight Diamond
Interchange*



US 31 @ SR 4
(Lakeville, IN)



US 31 at SR 10



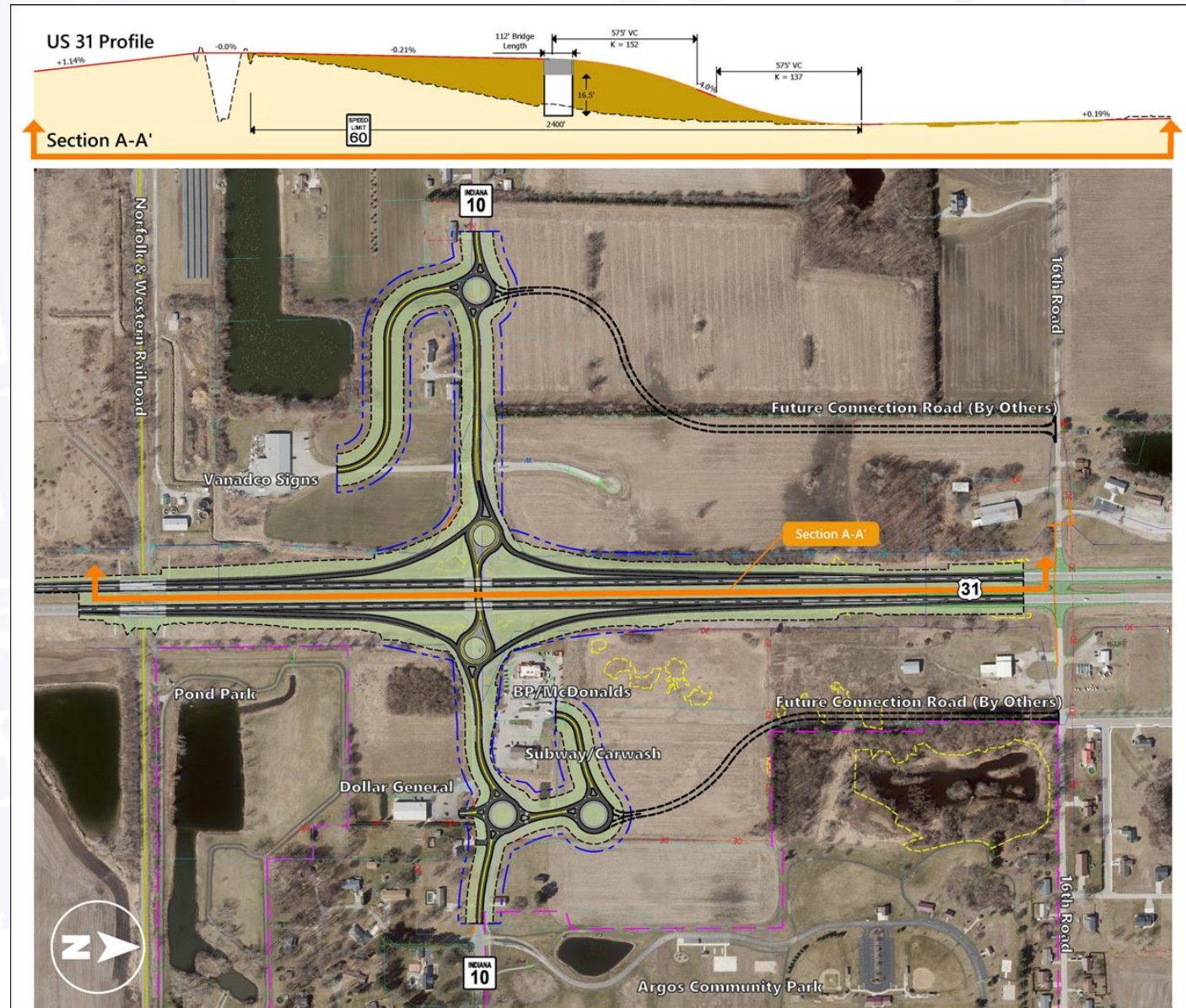
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #1B

*Tear Drop
Tight Diamond
Interchange*



US 20 @ SR 2
(La Porte County, IN)



US 31 at SR 10



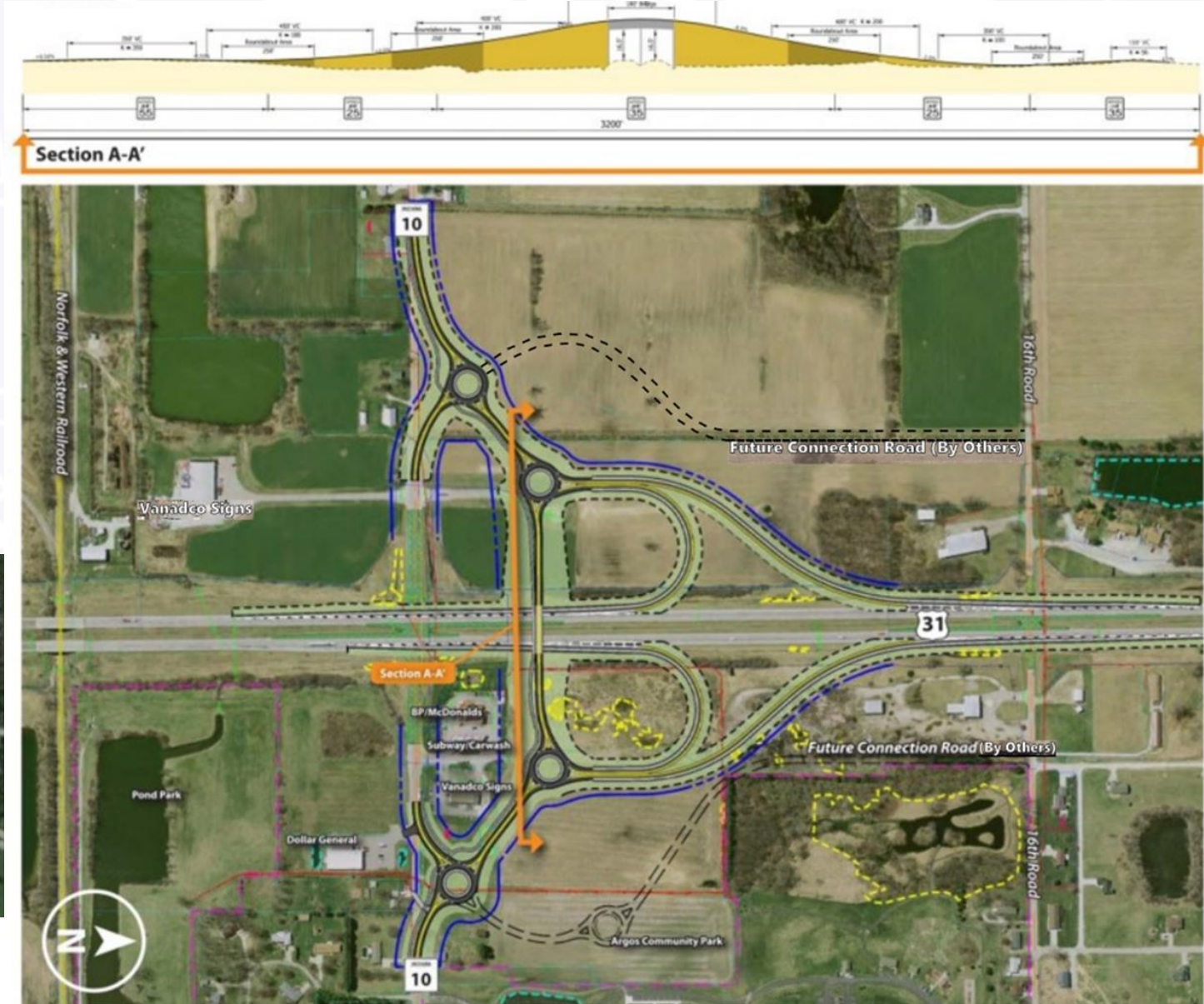
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #2

*Partial Cloverleaf
Interchange
(PARCLO-AB) North*



US 31 at Brick Road
(South Bend, IN)



US 31 at SR 10



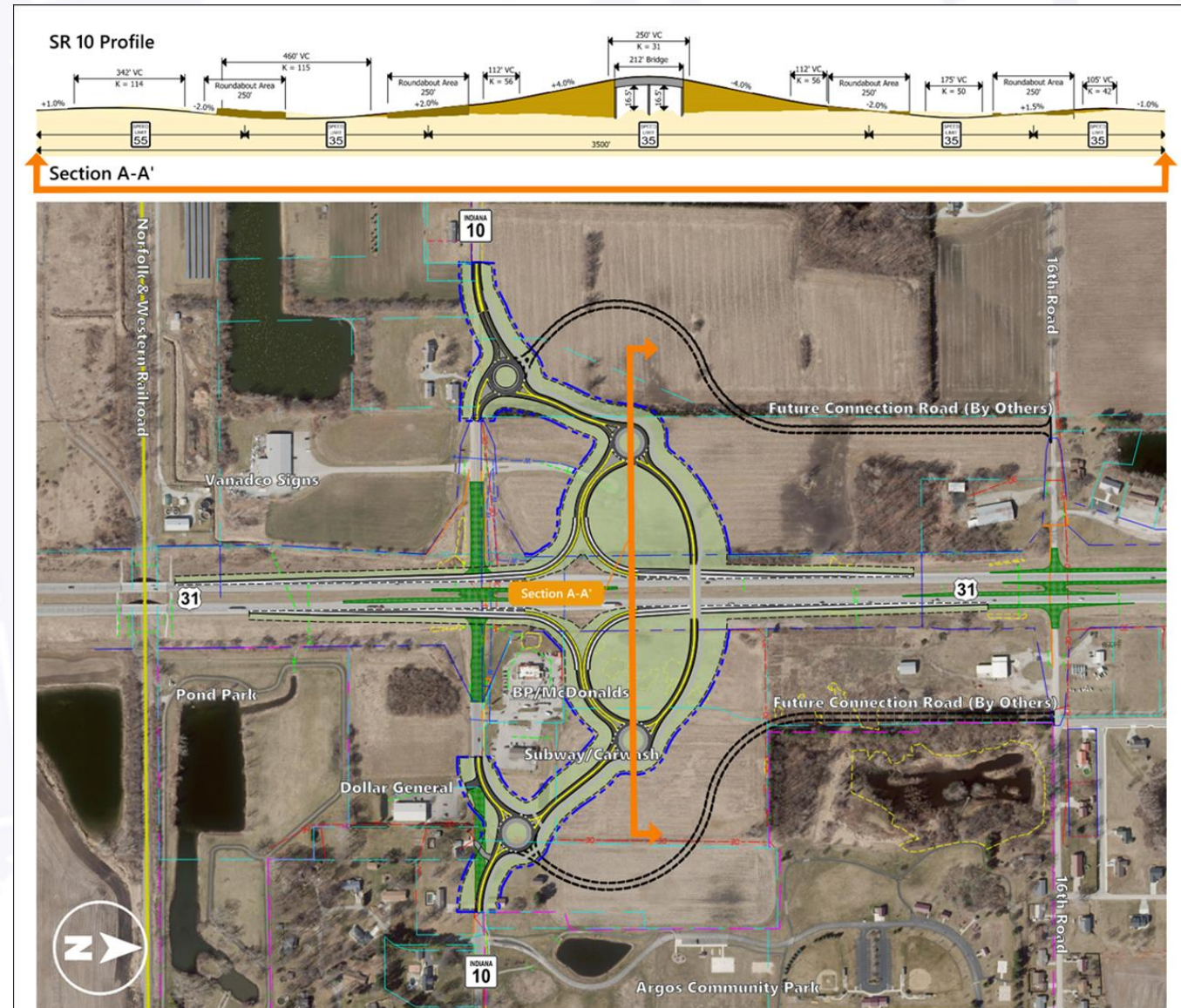
US 31 Corridor projects
in Marshall & Fulton

Preliminary Preferred: Alternative #3

*Partial Cloverleaf
Interchange
(PARCLO-AB) South*



US 31 at Brick Road
(South Bend, IN)



US 31 at SR 10



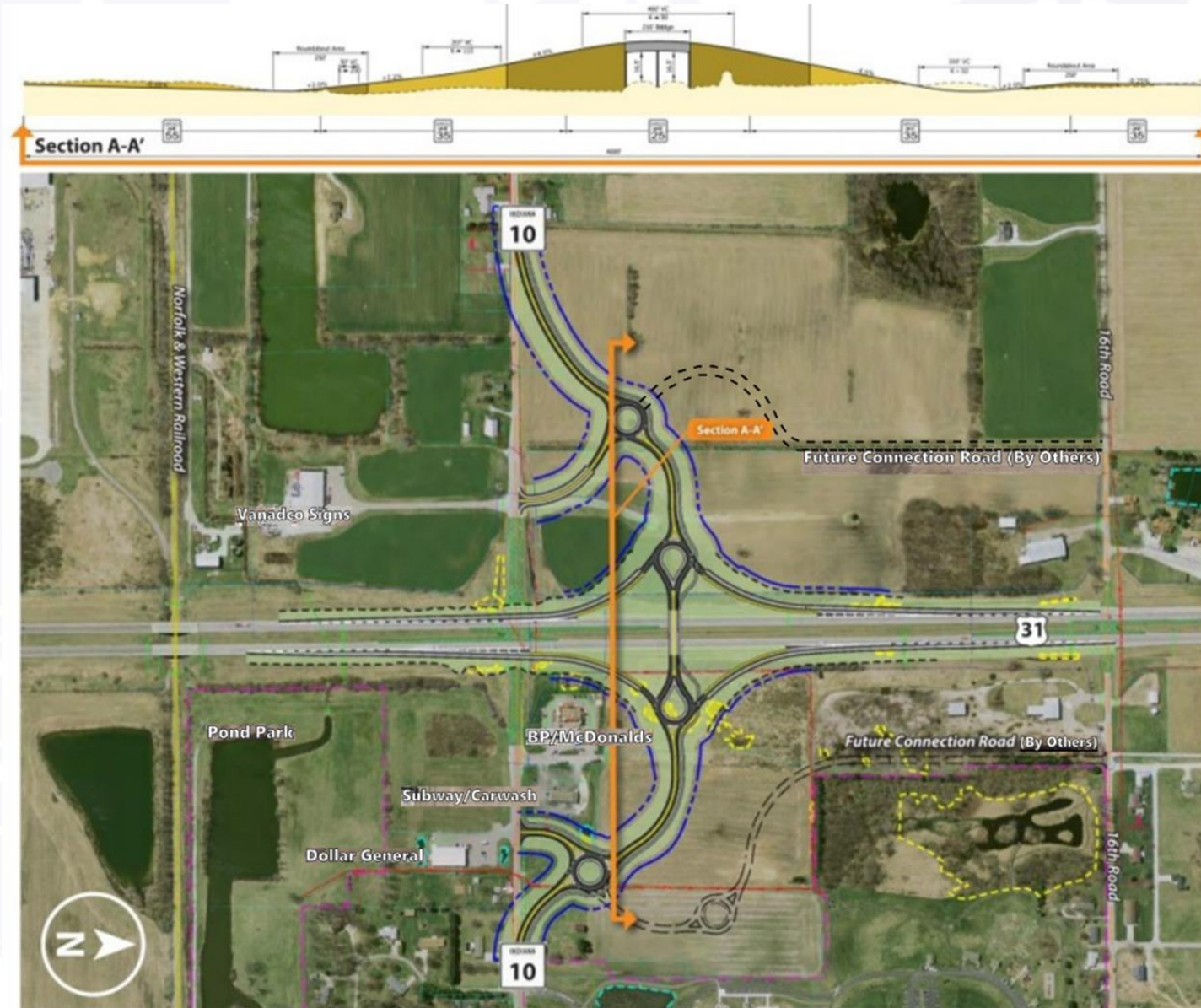
US 31 Corridor projects
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Improvement Alternative #4

Tear Drop Interchange



US 20 @ SR 2
(La Porte County, IN)



US 31 at SR 10



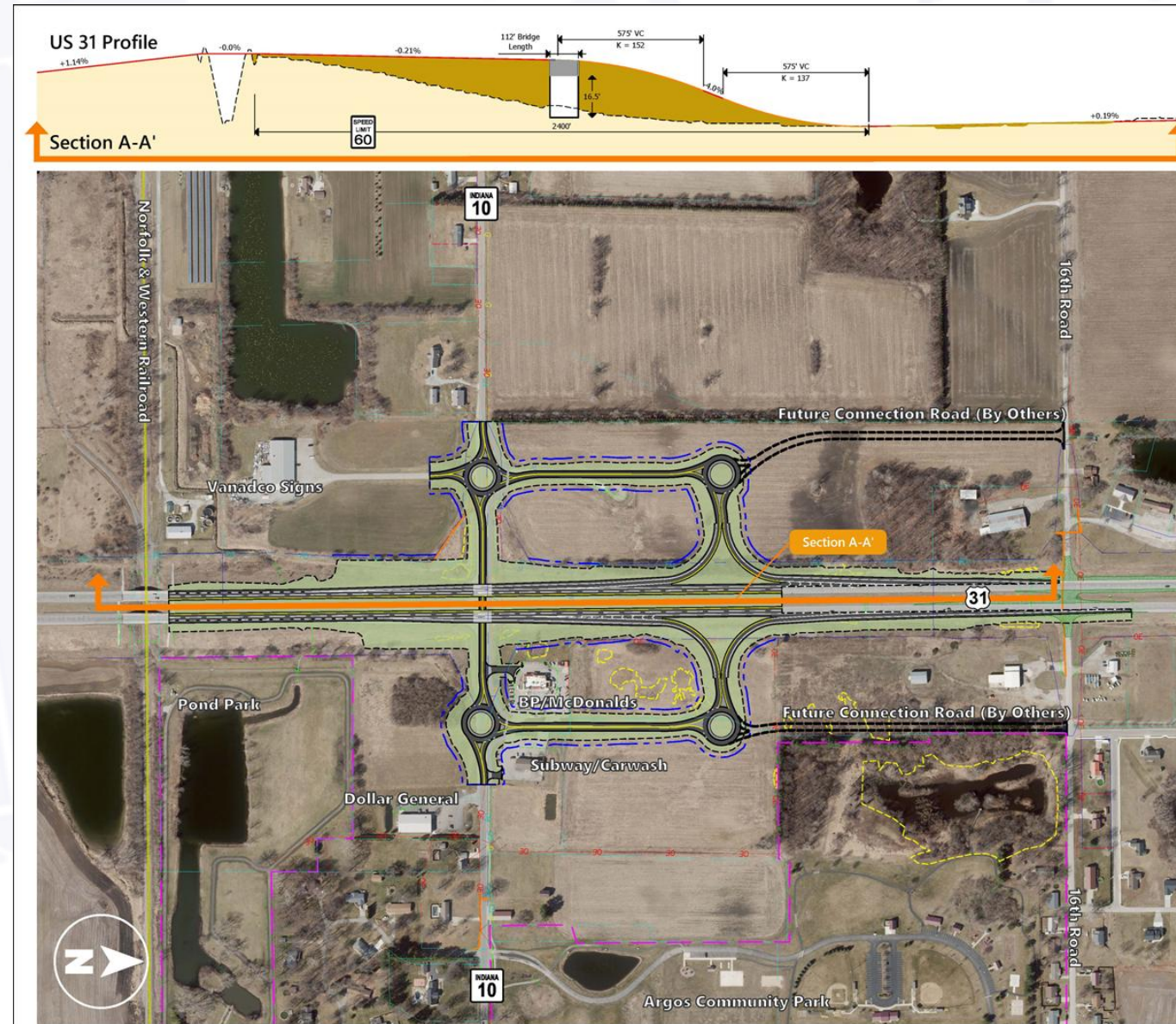
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #5

*Tight Diamond Interchange
with Access Roads*



I-30 at Brick Street
(Fort Worth, TX)



Evaluation Matrix Distribution

Criteria	Distribution
Construction Cost	35%
Maintenance Cost	6%
Land Impacts	20%
Environmental Impacts	2%
RR Impacts	2%
Safety	25%
Stakeholder	10%

US 31 @ SR 10 Evaluation Matrix



US 31 Corridor projects
in Marshall & Fulton

CAC criteria used to score/rank alternatives

Criteria	Weight	Weight	Alternative																					
			1			1A			1B			2			3			4			5			
			SPUI Tight Diamond			Stop-Controlled Tight Diamond			Teardrop Tight Diamond			Parclo AB - North			Parclo AB - South			Teardrop			Tight Diamond to Access Roads			
Construction Cost	Construction Cost	35	35	\$31,252,633	0.0	0	\$31,252,633	0.0	0	\$31,252,633	0.0	0	\$22,898,699	24.8	25	\$19,450,899	35.0	35	\$23,383,355	23.3	23	\$25,268,194	17.7	18
R/W Parcels Impacted	Land Impacts	2	20	16	0.2	8	16	0.2	8	16	0.2	8	17	0.0	7	15	0.4	14	14	0.6	15	7	2.0	19
R/W Total Takes		3		3	0.0		3	0.0		3	0.0		1	2.0		0	3.0		0	3.0				
R/W Total Cost		5		\$1,459,070	2.6		\$1,459,070	2.6		\$1,459,070	2.6		\$2,183,510	0.0		\$1,199,690	3.5		\$1,191,560	3.5				
Commercial Impacted (ac)		5		5.81	5.0		5.81	5.0		5.81	5.0		29.83	0.0		17.88	2.5		15.21	3.0				
Park Impacted (ac)		5		2.27	0.0		2.27	0.0		2.27	0.0		0	5.0		0	5.0		0	5.0				
Wetland Impacts (ac)		Environmental Impacts		2	2		0.25	0.3		0	0.25		0.3	0		0.28	0.0		0	0.09		1.9	2	
Railroad Bridges Impacted	RR Impacts	2	2	2	0.0	0	2	0.0	0	2	0.0	0	0	2.0	2	0	2.0	2	0	2.0	2	0	2.0	2
Crossing Conflict Points	Safety	5	25	4	1.7	15	6	0.0	15	0	5.0	22	0	5.0	10	0	5.0	15	0	5.0	15	0	5.0	20
Merging/Diverging Conflict		5		18	3.1		16	3.8		12	5.0		28	0.0		28	0.0		24	1.3				
Ped Multi-Use Path/Vehicle		5		6	0.0		4	1.7		4	1.7		6	0.0		0	5.0		2	3.3				
Pedestrian		5		0	5.0		0	5.0		0	5.0		0	5.0		2	0.0		2	0.0				
Overturning		5		1.00	5.0		1.00	5.0		1.00	5.0		0.85	0.0		1.00	5.0		1.00	5.0				
Life-Cycle Cost (Pavement)	Maintenance Cost	3	6	\$11,147,593	0.0	0	\$11,147,593	0.0	0	\$11,147,593	0.0	0	\$8,000,025	1.6	4	\$7,246,951	1.9	3	\$9,846,149	0.6	2	\$5,083,377	3.0	6
Life-Cycle Cost (Bridge)		3		\$3,592,075	0.0	\$3,592,075	0.0	\$3,592,075	0.0	\$2,694,263	2.8	\$3,125,237	1.5	\$3,179,109	1.3									
Stakeholder Score	Stakeholder	10	10	37.4	0.0	0	37.6	0.0	0	55.8	4.3	4	50.6	3.1	3	64.4	6.4	6	62.8	6.0	6	79.7	10.0	10
Total		100	100	22.8			23.5			33.8			53.2			78.1			64.9			75.9		

US 31 at SR 110



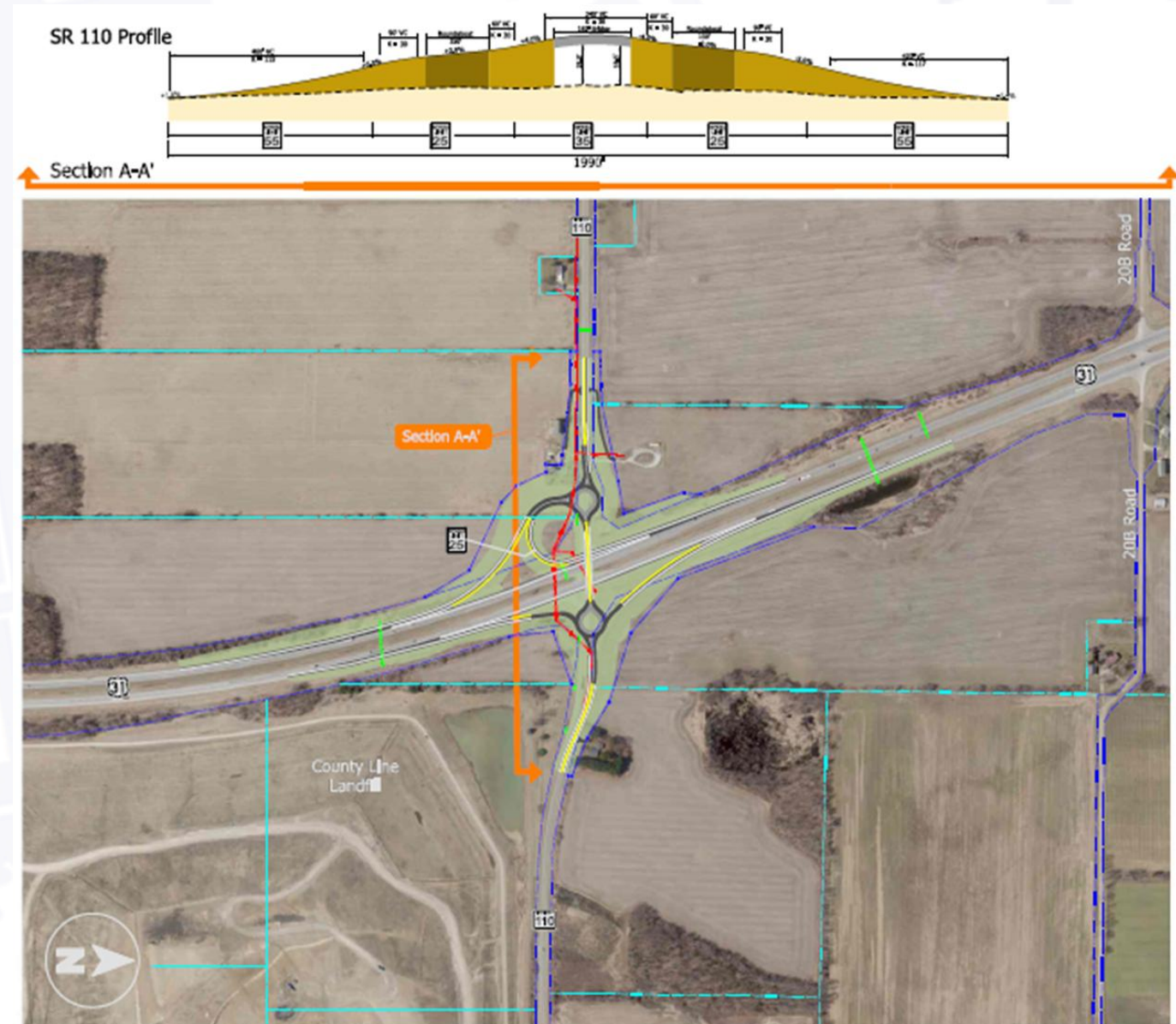
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #1

*Partial Cloverleaf
Interchange SW
[Parclo]*



US 31 @ SR 28
(Tipton, IN)



US 31 at SR 110



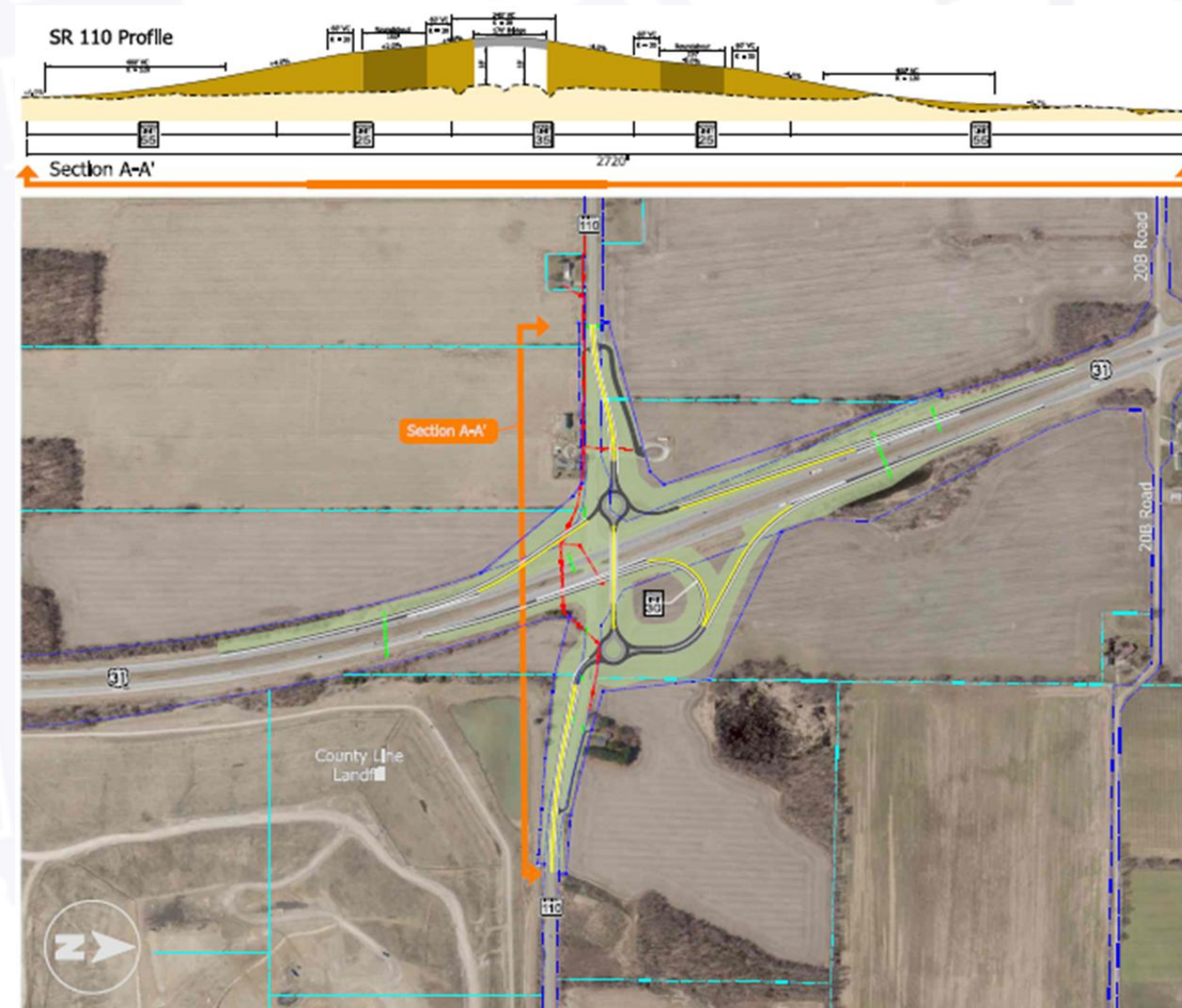
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #2

*Partial Cloverleaf
Interchange NE
[Parclo]*



US 31 @ SR 28
(Tipton, IN)



US 31 at SR 110



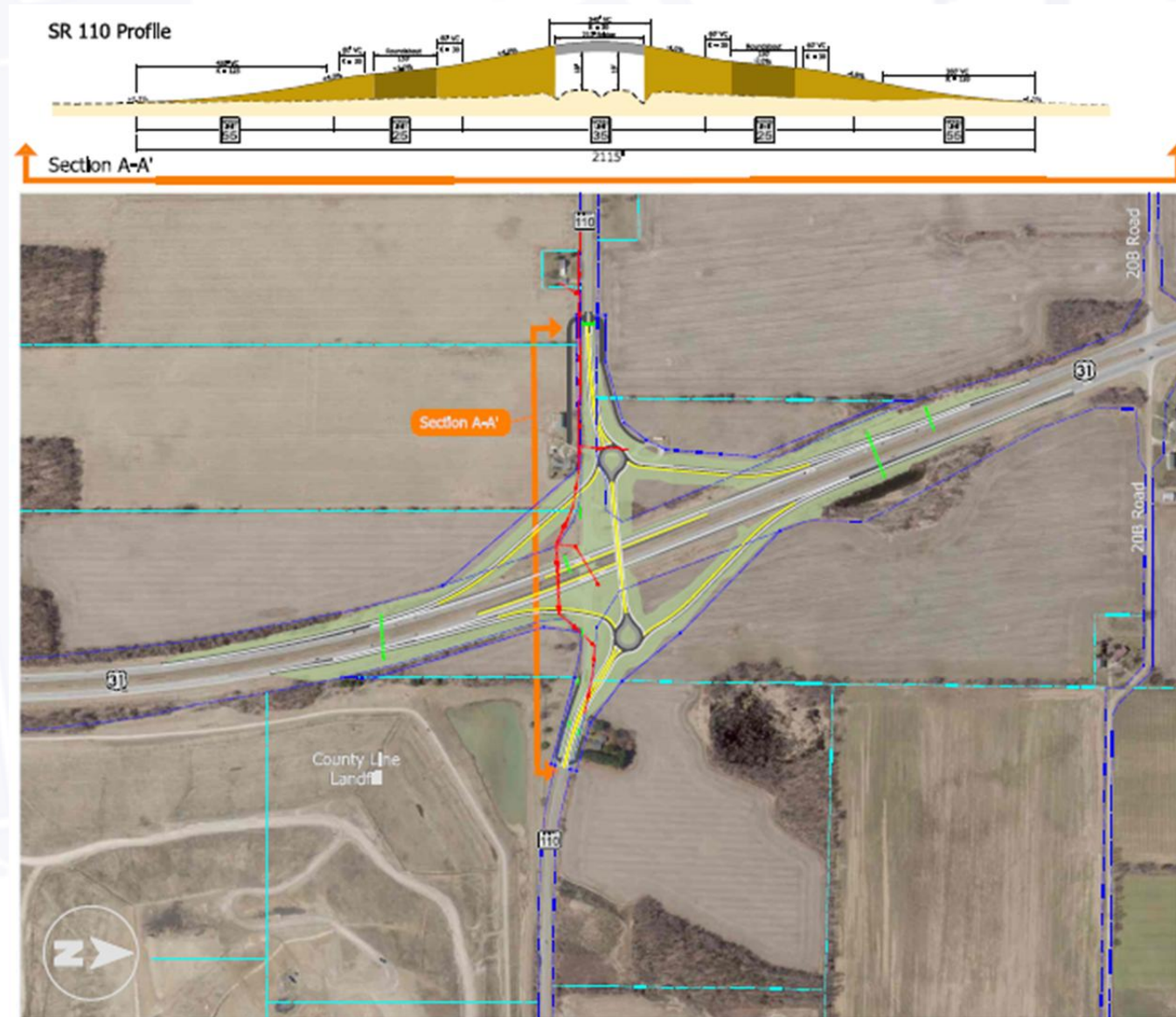
US 31 Corridor projects
in Marshall & Fulton

Preliminary Preferred: Alternative #3

*Standard Diamond
Interchange (Dogbone)*



SR 49 at Vale Road
(Valparaiso, IN)



US 31 at SR 110



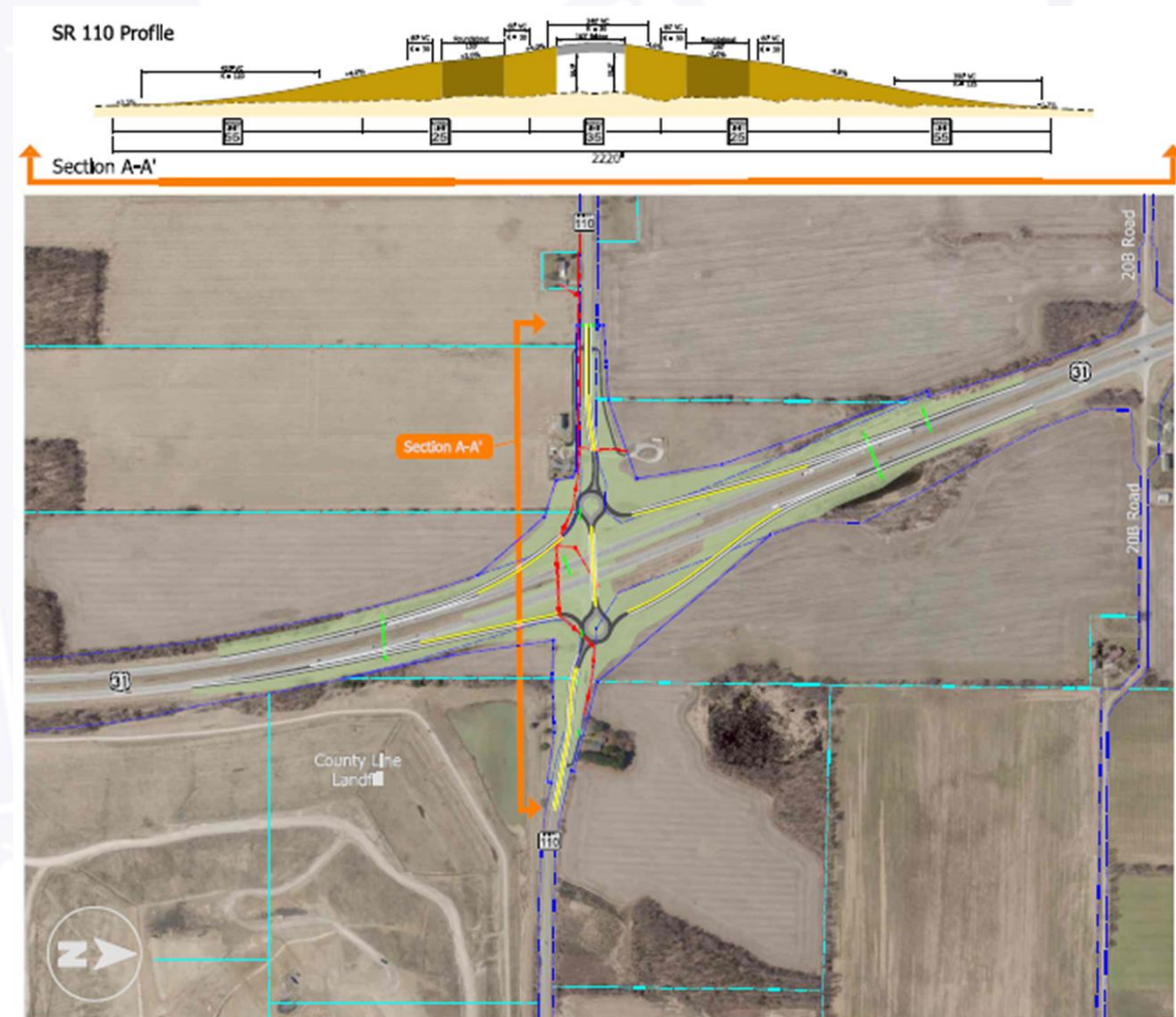
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #4

*Tight Diamond
Interchange (Dogbone)*



US 20 @ SR 2
(La Porte County, IN)



US 31 @ SR 110



US 31 Corridor projects
in Marshall & Fulton

Evaluation Matrix Distribution

Criteria	Distribution
Land Impacts	37%
Construction Cost	35%
Safety	18%
Maintenance Cost	8%
Environmental Impacts	2%

US 31 @ SR 110 Evaluation Matrix



US 31 Corridor projects
in Marshall & Fulton

CAC criteria used to score/rank alternatives

Criteria	Weight	Alternative							
		2		3		4		5	
		Standard Diamond Interchange		Tight Diamond Interchange		Parclo Interchange (NE)		Parclo Interchange (SW)*	
Construction Cost***	35	\$15,790,000	33.7	\$16,770,000	26.6	\$20,430,000	0	\$15,610,000	35
R/W Parcels Impacted	2	9	0	9	0	9	0	8	0.7
R/W Relocation	10	0	10	0	10	0	10	1	0
Total R/W Acres	15	14.55	5.3	12.10	9.8	17.41	0	9.29	15
R/W Total Cost**	5	\$161,000	3.9	\$134,000	4.6	\$192,000	3	\$303,000	0
Landfill Impacted	5	0.14 Acres	4.5	0.63 Acres	2.7	1.36 Acres	0	0.00 Acres	5
Wetland Impacts	2	0.23 Acres	1	0.45 Acres	0	0.45 Acres	0	0.00 Acres	2
Conflict Analysis	10	12	10	12	10	16	0	16	0
Overturning Analysis	8	1.0	8	1.0	8	0.925	0	0.925	0
Life-Cycle Cost (Pavement)***	4	\$11,070,000	3.4	\$11,870,000	2.6	\$14,680,000	0	\$10,390,000	4
Life-Cycle Cost (Bridge)***	4	\$3,630,000	4	\$3,660,000	3.8	\$4,160,000	0.9	\$4,310,000	0
Total	100		83.8		78.1		13.9		61.7

US 31 at CR 700



US 31 Corridor projects
in Marshall & Fulton

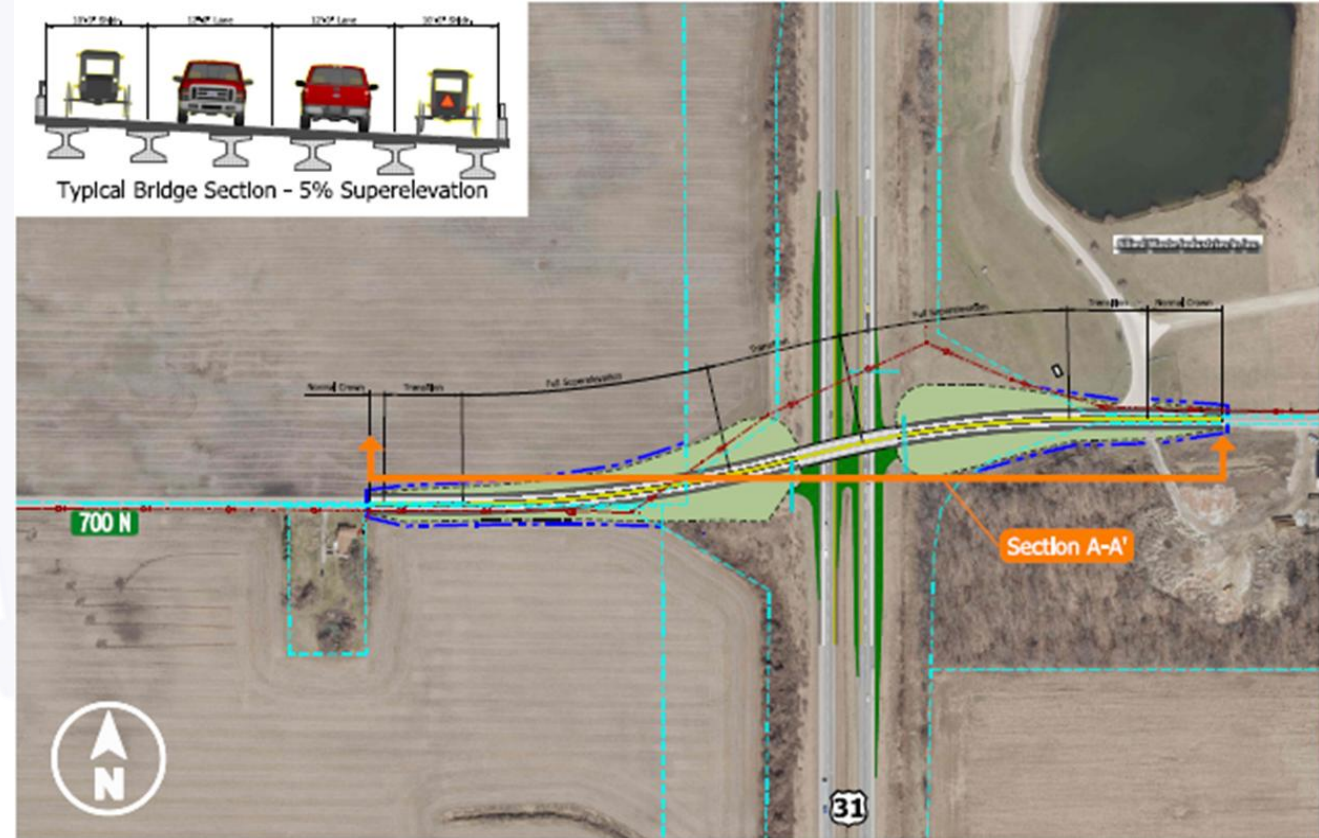
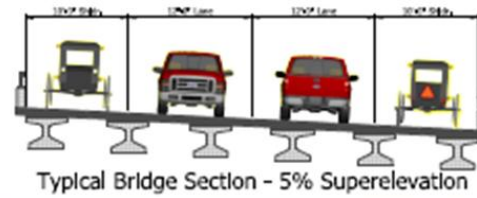
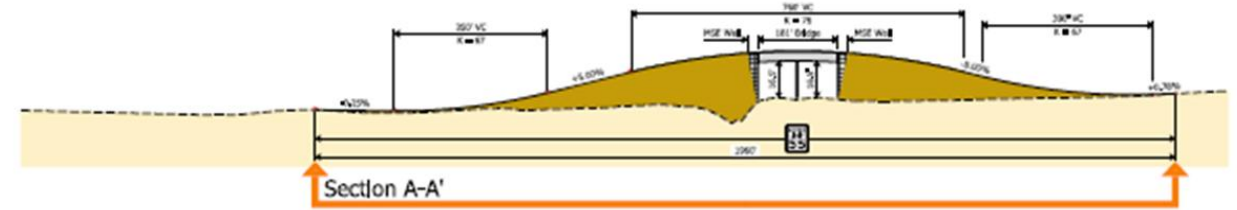
Preliminary Preferred Alternative #1

*Skewed 5% super elevated
bridge overpass*



Example: US 31 at 6th Road
(Marshall County, IN)

CR 700 Profile



US 31 at CR 700



US 31 Corridor projects
in Marshall & Fulton

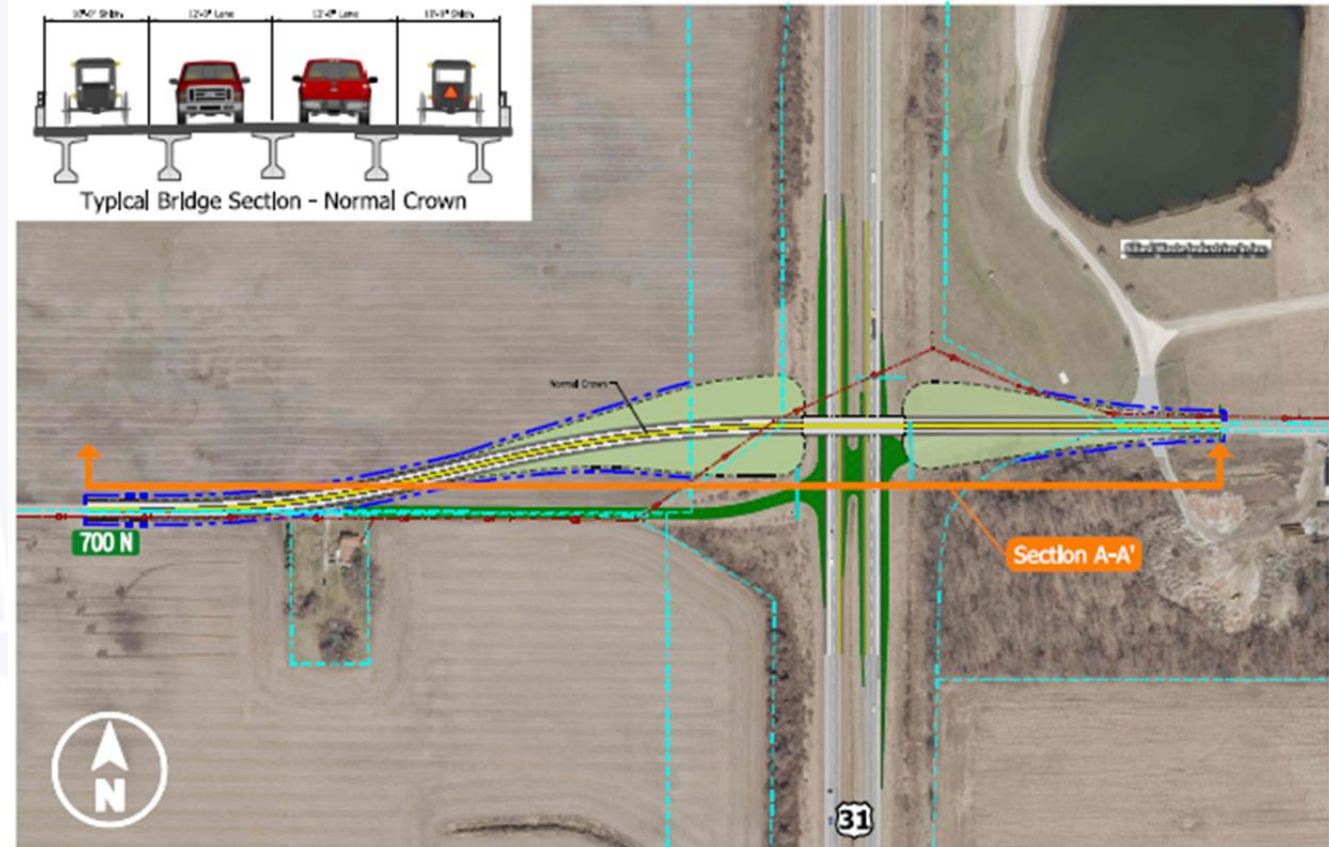
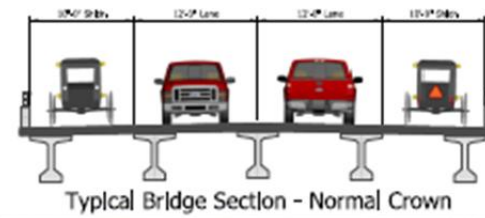
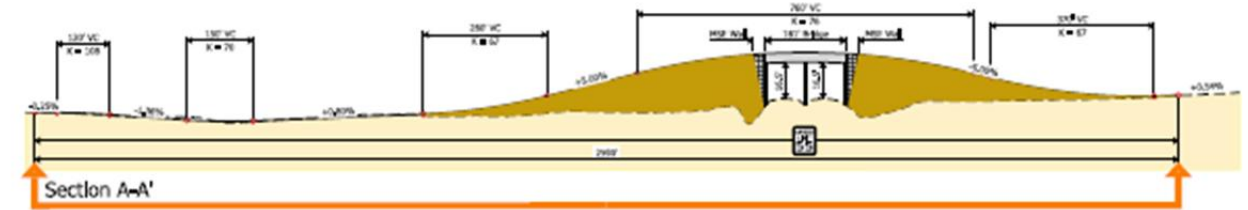
Improvement Alternative #2

*Skewed 5% super elevated
bridge overpass*



Example: US 31 at Plymouth-Goshen Tr.
(Marshall County, IN)

CR 700 Profile



US 31 at CR 700



US 31 Corridor projects
in Marshall & Fulton

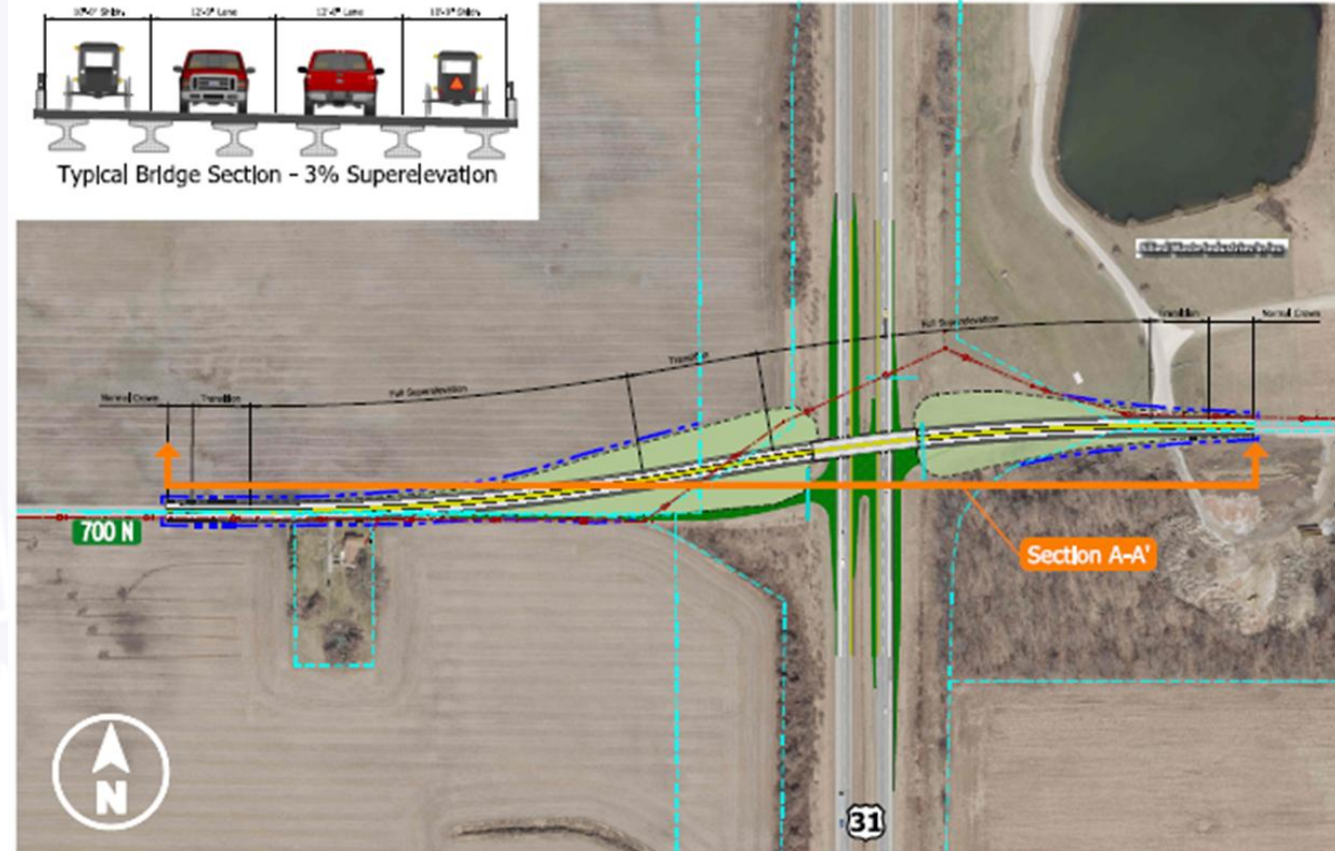
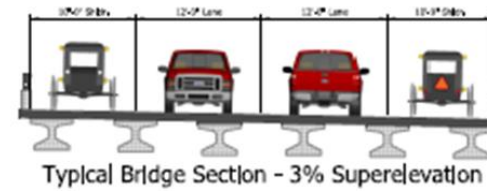
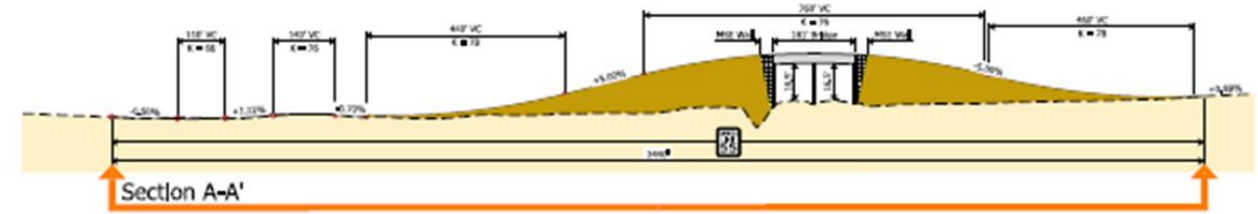
Improvement Alternative #3

*Skewed 5% super elevated
bridge overpass*



Example: US 31 at 6th Rd
(Marshall County, IN)

CR 700 Profile



Access Control Overview



US 31 Corridor projects
in Marshall & Fulton

Six additional crossings being evaluated:

- 16th Rd
- 17th Rd
- 18th Rd
- 19th Rd
- Kenilworth Rd
- 20th Rd



Improvement Package No Build

Arterial/Free Flow

- 16th Rd – No Impact
- SR 10 – No Impact
- Dewey St – No Impact
- 18th Rd – No Impact
- 19th Rd – No Impact
- Kenilworth Rd – No Impact
- 20 B Rd – No Impact
- SR 110 – No Impact
- CR 700 – No Impact

INTERSECTION TYPES:



Intersection Closed



Interchange



Reduced Conflict Intersection (Unsignalized)



RIRO



Overpass

ACCESS CONTROL METHODS:



MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided

No-Build: Arterial | Free-Flow



Improvement Package #1

Arterial/RCI & RIRO

- 16th Rd – Intersection Closed
- SR 10 – Interchange
- Dewey St – Intersection Closed
- 17th Rd – Intersection Closed
- 18th Rd – RIRO
- 19th Rd – Reduced Conflict Intersection (Unsignalized)
- Kenilworth Rd – RIRO
- 20 B Rd – Intersection Closed
- SR 110 – Interchange
- CR 700 – Overpass

INTERSECTION TYPES:



Intersection Closed



Interchange



Reduced Conflict Intersection (Unsignalized)

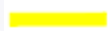


RIRO



Overpass

ACCESS CONTROL METHODS:



PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed

Package 1: Arterial | RCI & RIRO




Improvement Package #2


Expressway/RCI & Closures

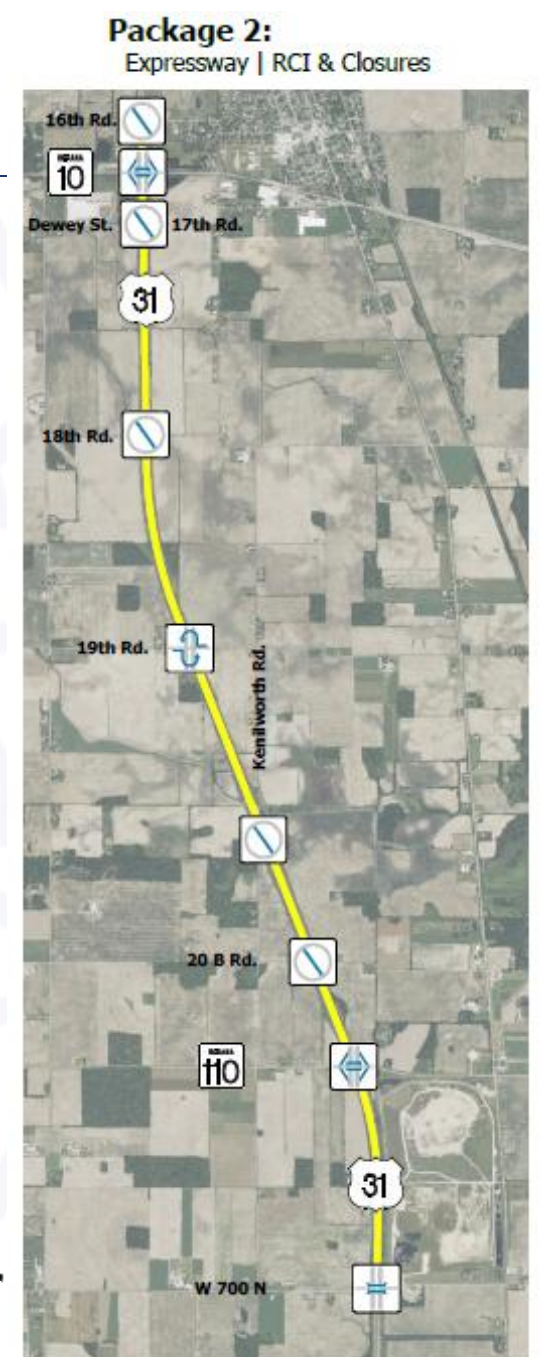
- 16th Rd – Intersection Closed
- SR 10 – Interchange
- Dewey St – Intersection Closed
- 17th Rd – Intersection Closed
- 18th Rd – Intersection Closed
- 19th Rd – Reduced Conflict Intersection (Unsignalized)
- Kenilworth Rd – Intersection Closed
- 20 B Rd – Intersection Closed
- SR 110 – Interchange
- CR 700 – Overpass

INTERSECTION TYPES:

	Intersection Closed		RIRO
	Interchange		Overpass
	Reduced Conflict Intersection (Unsignalized)		

ACCESS CONTROL METHODS:

 PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed



Improvement Package #3

Freeway/Free Flow

- 16th Rd – Intersection Closed
- SR 10 – Interchange
- Dewey St – Intersection Closed
- 17th Rd – Intersection Closed
- 18th Rd – Intersection Closed
- 19th Rd – Intersection Closed
- Kenilworth Rd – Intersection Closed
- 20 B Rd – Intersection Closed
- SR 110 – Interchange
- CR 700 – Overpass

Strategically placed and coordinated emergency vehicle-only median cuts.

INTERSECTION TYPES:



Intersection Closed



Interchange



Reduced Conflict Intersection (Unsignalized)



RIRO

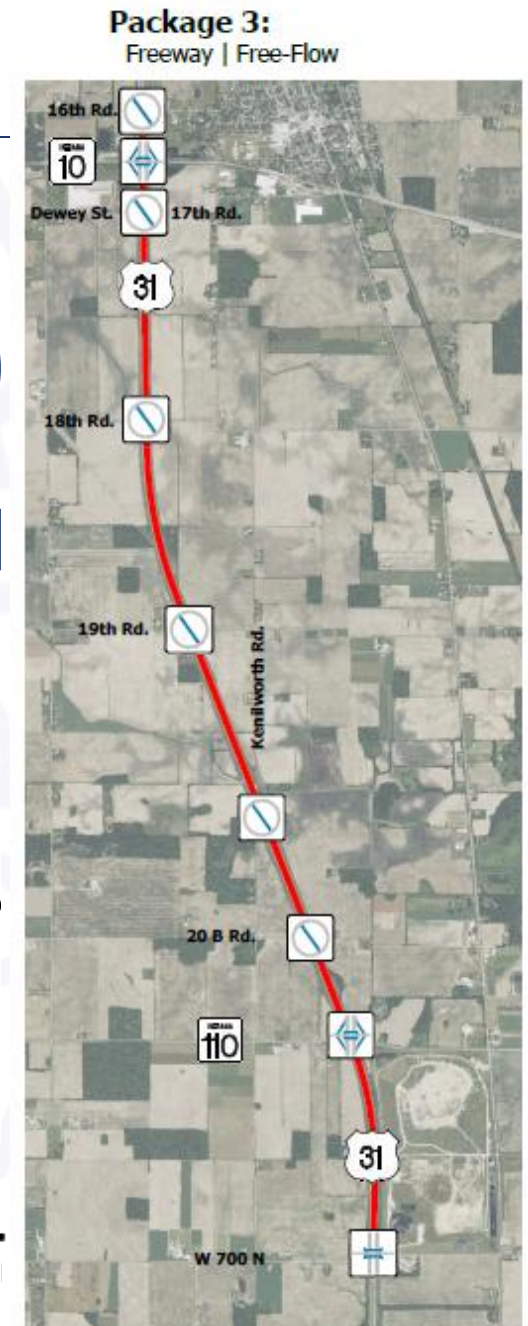


Overpass

ACCESS CONTROL METHODS:



LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed



Summary Matrix



US 31 Corridor projects in Marshall & Fulton

		US 31 Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control (60 mph)	Arterial RCI @ 19th Closure at 17th & 20B RIRO All Others (60 mph)	Expressway Lite RCI @ 19th Close All Others (60 mph)	Freeway 60 mph
Purpose and Need	Safety	Total Conflict Points (number)	288	86	78	60
		Crossing Conflict Points (number)	144	22	22	20
		% Reduction in Crossing Conflict Points to No-Build	N/A	84.7	84.7	86.1
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	152	152	155
	Mobility	Avg Travel Time along US 31 (min) during AM/PM Peak	6.20	6.20	6.20	6.20
		Average Distance between US 31 Access Points (miles)	0.68	1.24	2.06	3.10
		Average Distance between US 31 Crossing Points (miles)	0.68	1.55	1.55	2.06
		Change in Crossing Time (Across US 31)	N/A	Increase	Increase	Greatly Increase
		Res Driveways, (RIRO/Full) [close]	0	0	0	0
		Comm Driveways (RIRO, Full) [close]	0	0	0	0
	Field Access Driveways (RIRO, Full) [close]	0	0	0	0	
Costs	Estimated Construction Cost (2024 Dollars)	N/A	\$42.0M	\$43.8M	\$42.7M	
	Estimated Right of Way Costs (2024 Dollars)	N/A	\$1.7M	\$1.9M	\$2.0M	
	Estimated Total Package Costs (2024 Dollars)	N/A	\$43.7M	\$44.7M	\$44.7M	
Study Goals	Economic Development	N/A	Neutral	Neutral	Neutral	
	Equity in Transportation	N/A	Neutral	Neutral	Neutral	
	Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	
	Emerging Technologies	N/A	Neutral	Neutral	Neutral	
	Fiscal & Environmental Practicality	N/A	Neutral	Neutral	Neutral	
	Corridor Character	N/A	Neutral	Diminish	Diminish	
	Local Access	N/A	Slightly Diminish	Diminish	Greatly Diminish	
Level 3 Screening Result		Carry Forward	Carry Forward	Carry Forward	Recommended	

Note: Soft Costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

Summary Matrix



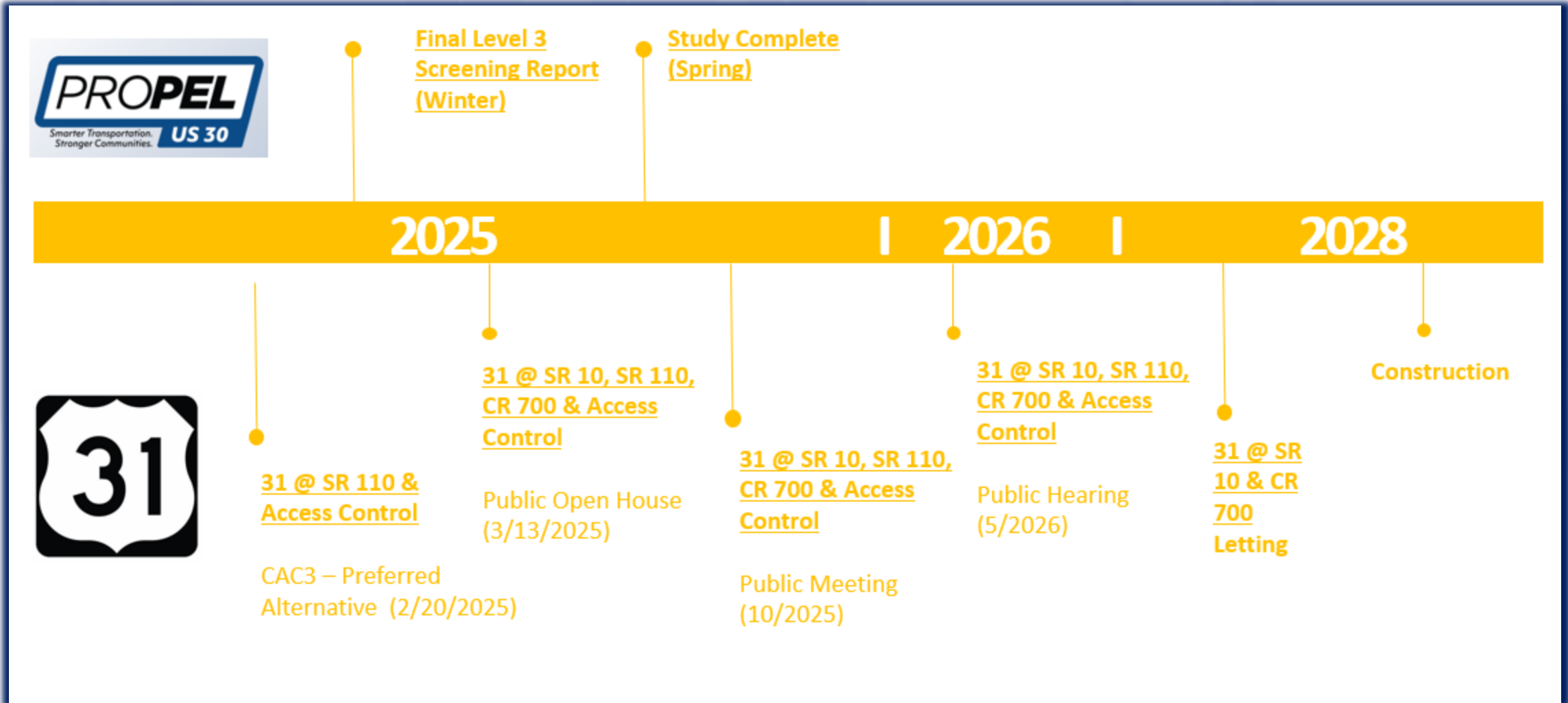
US 31 Corridor projects
in Marshall & Fulton

Measurement of Effectiveness		No-Build	Package 1	Package 2	Package 3	
US 31 Facility Type, Traffic Conditions, and Access Control		Arterial Free Flow Minimal Access Control (60 mph)	Arterial RCI @ 19th Closure at 17th & 20B RIRO All Others (60 mph)	Expressway Lite RCI @ 19th Close All Others (60 mph)	Freeway 60 mph	
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0.68	0.68	0.68
		Streams Impacted (Lft impacted)	N/A	0	0	0
		Floodplain (acres impacted)	N/A	0	0	0
		Forested Areas (acres impacted)	N/A	<1	<1	<1
	Cultural	Potential Impact to Above Ground Resources (yes/no)	N/A	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No
		Cemeteries (number)	N/A	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0
		Business Relocations (number)	N/A	0	0	0
		Total New Right of Way Acquisition (acres)	N/A	33.2	33.71	33.78
		EJ Populations (acres)	N/A	0	0	0
		EJ Populations (Potential Relocations)	N/A	0	0	0
		Potential Risk of Disproportionate Impact to EJ	N/A	No	No	No
		Farmland (acres impacted)	N/A	31.9	32.13	32.17
		Farmland Access (impacts, Yes/No)	N/A	Yes	Yes	Yes
		Potential Impacts to Other Section 4(f) Resources (yes/no)	N/A	No	No	No
Potential Hazardous Material Sites (number)		N/A	1	1	1	
Change in GHG Emissions Compared to No-Build		N/A	No Change	Increased	Increased	
Railroad Impacts (score)		N/A	0	0	0	

Projected Engagement



US 31 Corridor projects
in Marshall & Fulton



Engagement with All



US 31 Corridor projects
in Marshall & Fulton

For the future **Public Open House, Public Information Meeting** and **Public Hearing**, inclusion-focused outreach includes postcards mailed to addresses in the US 31 Marshall-Fulton corridor; outreach to Amish and underserved communities; and project documents made publicly available.

Fueled By Feedback



US 31 Corridor projects
in Marshall & Fulton

- Q&A
- Handout & Comments
 - Provide written comments
 - Respond/return by Monday, March 31, 2025
 - E-mail Tom at tspalding@c2strategic.com





Thank You!

For your insights and input

