

Fulton County
Transportation Planning
Study
U.S. 31
Limited-Access Highway

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Fulton County U.S. 31 Transportation Committee

The Fulton County U.S. 31 Transportation Committee was created in 2005 to take an expansive review of the traffic patterns within Fulton County. The needs of emergency services, the school corporation's transportation accessibility routes, economic development, and residential traffic patterns were placed at the highest priority. After a year long study of road counts, traffic patterns, emergency service and school bus routes, existing infrastructure, residential, and commercial development, a plan was created and included in the Fulton County Comprehensive Plan in 2008.

In September of 2013, the U.S. 31 Transportation Committee was reconvened with a membership that comprised of the same entities and expertise as the 2005 Committee. The existing transportation plan was reviewed and opened to public comment once again. All of the aspects of the 2005 plan were reviewed and discussed in regard to Fulton County's current needs and future goals.

In an effort to create as little disruption as possible to existing housing and businesses along the U.S. 31 corridor, the preservation of these existing structures was an important consideration in the proposal of both interchanges and overpasses. In order to compensate for any potential disruption, service corridors were planned and proposed to keep reasonable traffic flows available and accessible to emergency services, school transportation, and private vehicular movements.

Both the 2005 and the 2013 U.S. 31 Transportation Committee was comprised of membership from the following entities and expertise:

Fulton County Sheriff's Department
Rochester Fire Department
Emergency Medical Services
Rochester Public School System
Fulton County Economic Development Organization
Fulton County Realtor
Fulton County Highway Superintendent
Fulton County Surveyor
Fulton County Plan Commission
Fulton County Commissioner
Fulton County Council person
Rochester City Council person
Rochester Lake Manitou Lake Association Member and Homeowner
Fulton County Agricultural Community
Fulton County Business Owner with Direct Access from U.S. 31

All of the personnel who sat on this committee were dedicated to the growth of our community and the preservation of Fulton County's current and future goals.

U.S. 31 Planning Study Synopsis

The Transportation Committee reviewed the traffic patterns of emergency services, the school corporation's transportation accessibility routes, economic development, and residential traffic patterns within Fulton County. The following synopsis are the findings of the 2005 Committee and the 2013 Committee combined to create an overall account of the needs of Fulton County.

Proposed Interchanges and Rational

- *State Road 110 and U.S. 31*
 - State Road 110 is the Fulton/Marshall County boundary. An interchange in this location will be an asset for both Fulton County and Marshall County
 - Creates a corridor connecting State Road 17 to State Road 331 and beyond
 - Necessary access point for the County Line Landfill, which generates a large amount of heavy truck traffic
- *Fulton County Road 200 North/Monticello Road and U.S. 31*
 - Creates a corridor connecting State Road 25, Old U.S. 31, and U.S. 31. A proposed northern corridor that will serve as an important thoroughfare for the City of Rochester's northern Industrial Parks.
 - Creates access for one of the highest volume areas of the county within a 2 mile length of U.S. 31
 - Creates an access point of Olson Road, a Secondary Arterial identified within the Fulton County Comprehensive Plan, to continue to move vital traffic flows from the western side of Fulton County to the City of Rochester and eastern Fulton County.
 - Creates an access point for the existing Indiana State Highway Garage located at Fulton County address, 8 East 50 North, Rochester, Indiana.
 - Grants needed access to the Rochester School Corporation for School Bus Routes
- *Fulton County Road 150 South/Wabash Avenue and U.S. 31*
 - Creates a connection between the western residential areas of Lake Manitou and U.S. 31
 - Creates an access point for an existing Commercial Entity and one of the parking areas for the Fulton County segment of the Nickel Plate Trail
 - Grants needed access to the Rochester School Corporation for School Bus Routes
 - Create an Access Point for an Existing General Commercial and Highway Commercial Zone District
- *Fulton County Road 650 South/Miami County Road 1350 North and U.S. 31*
 - U.S. 31 is the Fulton/Miami County boundary. An interchange in this location will be an asset for both Fulton County and Miami County
 - Creates an access point along an identified Secondary Arterial within the Fulton County Comprehensive Plan, as well as, the population of southern Fulton County
 - Allows the usage of Old U.S. 31, an identified Secondary Arterial within the Fulton County Comprehensive Plan, as a service corridor in both Fulton County and Miami County

Proposed Overpasses and Rational

- *Fulton County Road 700 North*
 - Allows safe passage of the Fulton County Mennonite community by funneling the buggy traffic away from the interchange at S.R. 110. There are three schools and two churches located on or directly adjacent to C.R. 700 North
 - Would grant Republic Services County Line Landfill a western truck route alternative to the Hauling Company in Burr Oak, Indiana and the Fulton County Landfill site.
 - Grants needed access to the Rochester School Corporation for School Bus Routes

- *Fulton County Road 450 North*
 - Grants access to four commercial entities located parallel to U.S. 31 on Old U.S. 31
 - Grants needed access to the Rochester School Corporation for School Bus Routes
 - Grants needed east to west access along an identified Minor Collector within the Fulton County Comprehensive Plan to the northern half of Fulton County
- *Fulton County Road 100 North*
 - Grants east to west access along an identified Minor Collector within the Fulton County Comprehensive Plan
 - Grants needed access to the Rochester School Corporation for School Bus Routes
 - Grants necessary access to western Fulton County for emergency response vehicles
- *Southway Old U.S. 31*
 - Gives the City of Rochester an additional southern access point into the incorporated limits
 - Existing identified Secondary Arterial within the Fulton County Comprehensive Plan that will be a vital service corridor for the Emergency Response Personnel and the Rochester School Corporation
 - Uninterrupted corridor connecting the interchange at Fulton County Road 650 South/Miami County Road 1350 North and U.S. 31 and the City of Rochester which includes access points to northern S.R. 25 and S.R. 14
- *Fulton County Road 400 South*
 - Grants a traverse point from the east and west to cross U.S. 31 for residents and commercial use and especially the agricultural community for production and harvesting needs.
 - Creates a connection between two proposed service corridors for both the east and the west population of Fulton County along an identified Minor Collector within the Fulton County Comprehensive Plan

Proposed Service Corridors and Inter-connectivity Rational

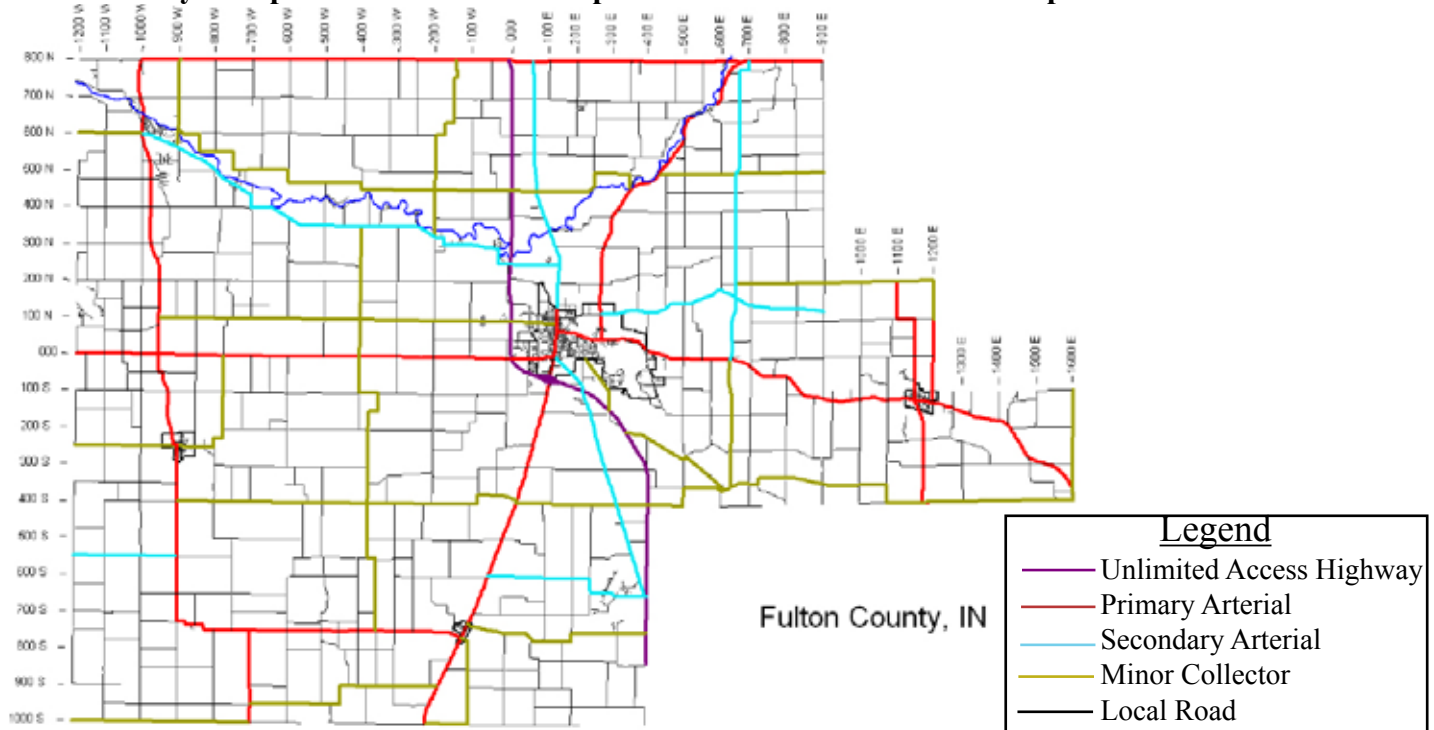
- *Meridian Road Service Corridor*
 - Will extend from Olson Road, a Secondary Arterial, to Fulton County Road 100 South, approximately 3.7 miles.
 - Built using existing county roads and approximately 1 mile of newly constructed roadway, all of which could be built on land INDOT currently owns.
 - Service corridor will connect the interchange at State Road 25 and U.S. 31, the interchange at C.R. 200 North/Monticello Road and U.S. 31, the Northern Corridor, State Road 14, State Road 25, one Minor Collector, as well as, a Secondary Collector.
 - Connectivity will be created between a number of entities located on the service corridor and the Interchanges, State Roads, Northern Corridor, Secondary Arterial, and Minor Collector including Rochester Ford New Holland Farm Implement dealer, the Paradise Truck Stop, the INDOT Highway Garage, Pbs, a Carpet Store, North Central L.P., Wendt Llp, Emergency Personnel, Rochester School Corporation, as well as, private vehicular traffic.
 - The Meridian Road Service Corridor has been zoned Highway Commercial preserving the usage of this corridor as a transportation thoroughfare by not allowing housing and eliminating the need for any further road cuts along U.S. 31.
- *Northern Corridor*
 - Will extend from the interchange at C.R. 200 North/Monticello Road and U.S. 31 to Old U.S. 31 and State Road 25, approximately 2.5 miles.
 - Built using existing county roads and approximately .66 mile of newly constructed roadway.
 - Service Corridor will connect State Road 25 and Old U.S. 31 to U.S. 31 at an interchange allowing the numerous points of accessibility with Rochester's northern and eastern Industrial Districts as well as multiple State Roads and all of the communities located along their routes.

- *Nickle Plate Service Corridor*
 - Will extend from Wabash Avenue to Fulton County Road 400 South, approximately 3.5 miles.
 - Service Corridor will be built within the existing Nickle Plate right-of-way, creating a joint service corridor and walking/biking trail. A commitment was placed on the Nickle Plate Trail Incorporated when this parcel was rezoned to allow a walking/biking trail to allow a service corridor to share the right-of-way of the Nickle Plate Rail line if and when the U.S. 31 project was completed.
 - Service Corridor will provide vital access to emergency response personnel and the Rochester School Corporation to the southern part of Lake Manitou and the southeast portion of Fulton County. Without this service corridor, the southern portion of Lake Manitou and the southeast portion of Fulton County will be extremely effected by extended response times by emergency personnel and school system bus routes.
 - Lake Manitou residents are a large portion of the City of Rochester’s tax base and have advocated for additional access to the Lake along U.S. 31. This service corridor would preserve the City’s assets by granting access to the Lake Manitou along a scenic route, while preserving the City’s tourism and residential tax base in this area.
- *Southway Old U.S. 31*
 - This service corridor is existing and will help interconnect southern Fulton County with the City of Rochester and the interchange located at Fulton County Road 650 South/Miami County Road 1350 North and U.S. 31, approximately 5.7 miles.
 - This corridor is essential for emergency personnel and the Rochester School Corporation to access southern Fulton County.

Proposed Solution for U.S. 31 Roadcuts

- *1980 South U.S. Hwy 31, Rochester, Indiana*
 - This is the only existing road cut on U.S. 31 within Fulton County.
 - This address currently utilizes a portion of INDOT’s U.S. 31 right-of-way as their driveway by virtue of a recorded easement between the homeowner and INDOT.
 - A simple solution is to extend the easement legal description to the north to intersect with Wabash Road, which would preclude the need to purchase any additional property.

Fulton County Comprehensive Plan - Transportation Road Classification Map



Basic Facts of the Following Study

Each of the proposed interchanges and overpasses are depicted in the following aerial maps, Soil Maps, and Topographical Maps. The outlined interchanges and overpasses were created using the following logical analysis of existing information:

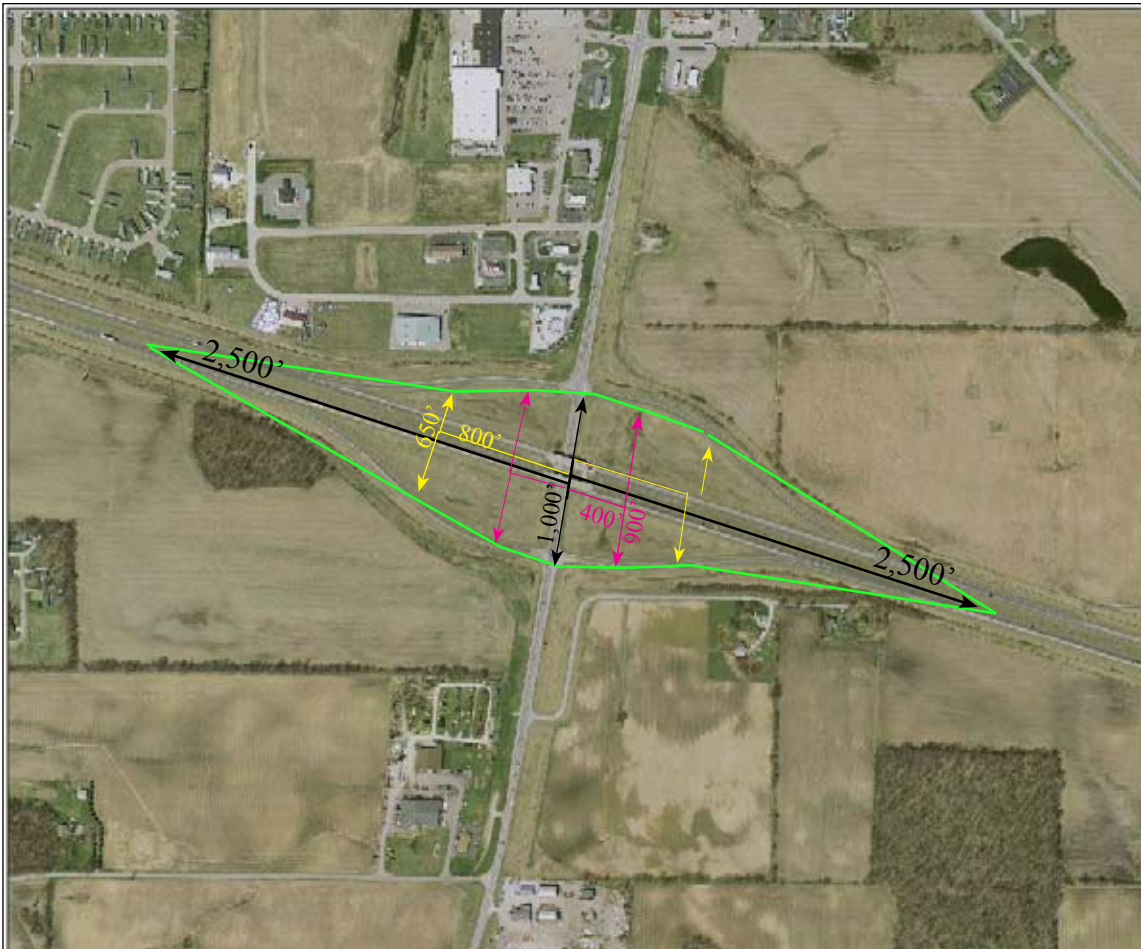
Explanation of Outlined Interchange (Green) or Overpass (Yellow)

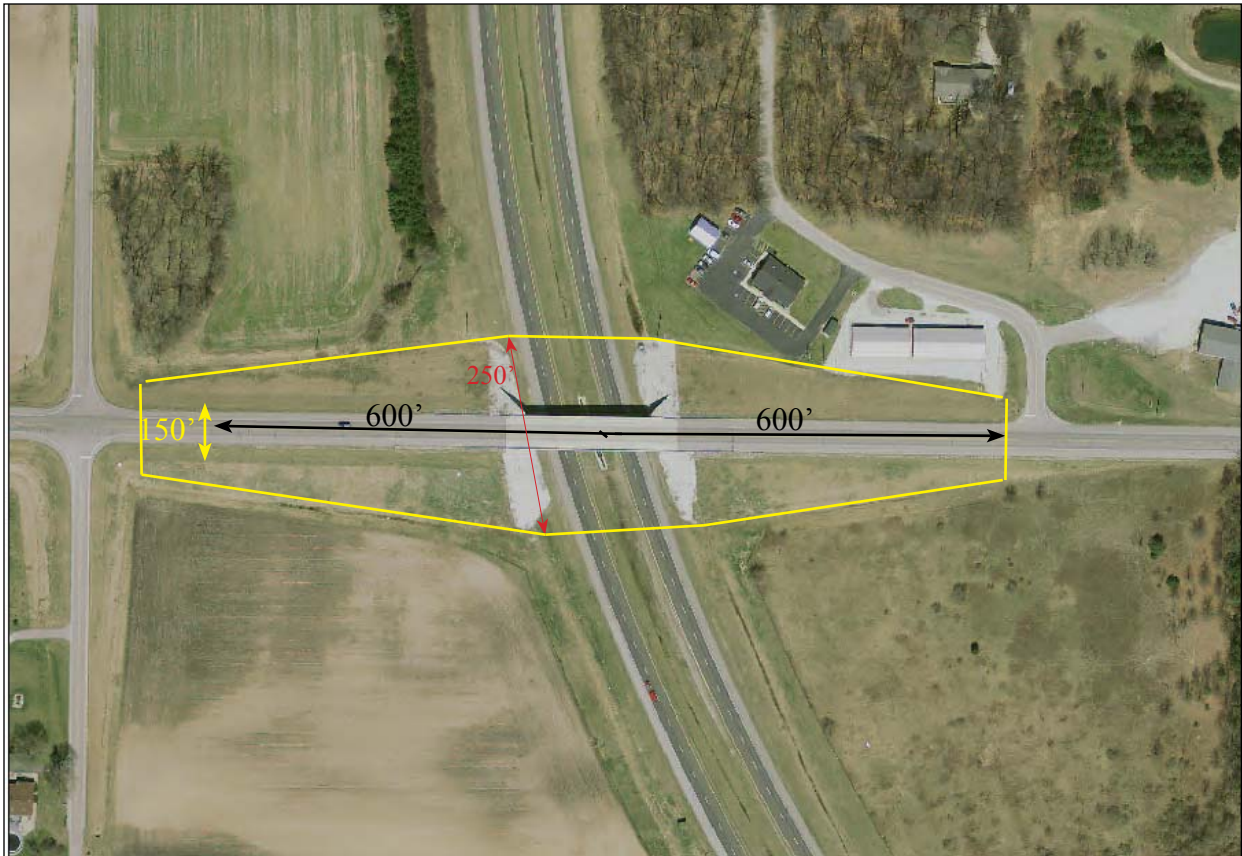
Proposed Interchanges:

Measurements were taken from the existing interchange located in Fulton County to get a baseline measurement to reconstruct an outline for a new proposed interchange.

The green outlines are to scale and have the following measurements: 1,000' in width east to west across the three proposed overpasses (the illustration below has a width from north to south), 2,500' from the center line of the proposed overpass to the north and south to incorporate the proposed on/off access ramps (the illustration below has a width from east to west), a width of 900' was drawn at a point 400' north and south of the center line (the illustration below is taken east and west of the center line) of the proposed overpass to compensate for the width of the ramps, and a width of 650' was drawn at a point 800' north and south of the center line (the illustration below is taken east and west of the center line) of the proposed overpass to compensate for the width of the ramps.

Example shows the existing interchange at U.S. 31 and State Road 25:





Proposed Overpasses:

Measurements were taken from the existing overpass located in Fulton County to get a baseline measurement to reconstruct an outline for a new proposed overpass.

The yellow outlines are to scale and are 600' in width west to east across the proposed overpass and 250' in width from north to south, which narrows down to 150' at the east and west ends.

In reference to the proposed Southway 31 Overpass, the yellow outlines are to scale and are 600' in width north to south across the proposed overpass and 250' in width from east to west, which narrows down to 150' at the north and south ends.

Example shows the existing overpass crossing U.S. 31 from the east to west at State Road 14:

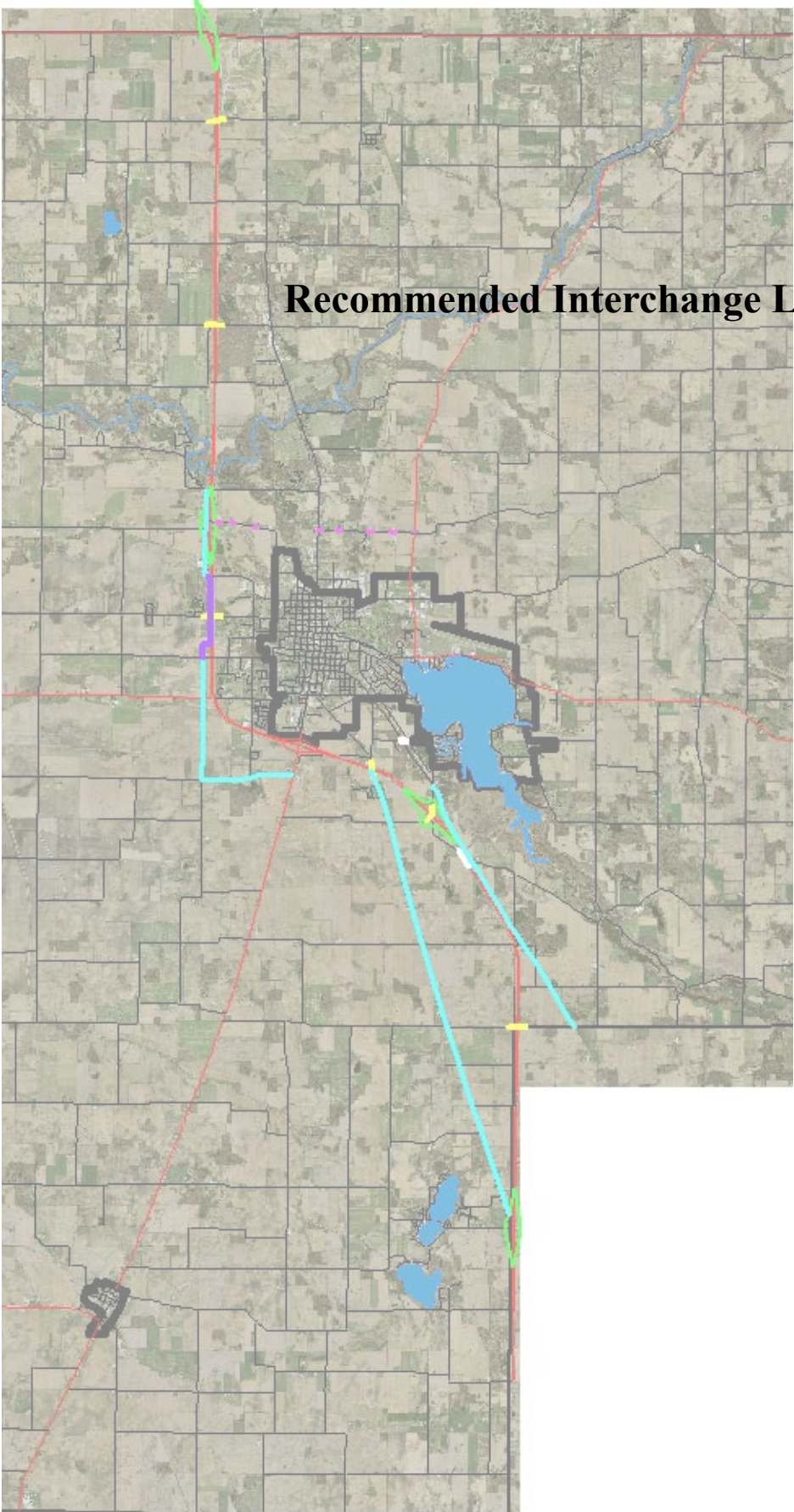
Existing Infrastructure

Existing U.S. 31 Infrastructure State Road 25 & U.S. 31 Interchange



Existing U.S. 31 Infrastructure State Road 14 & U.S. 31 Overpass





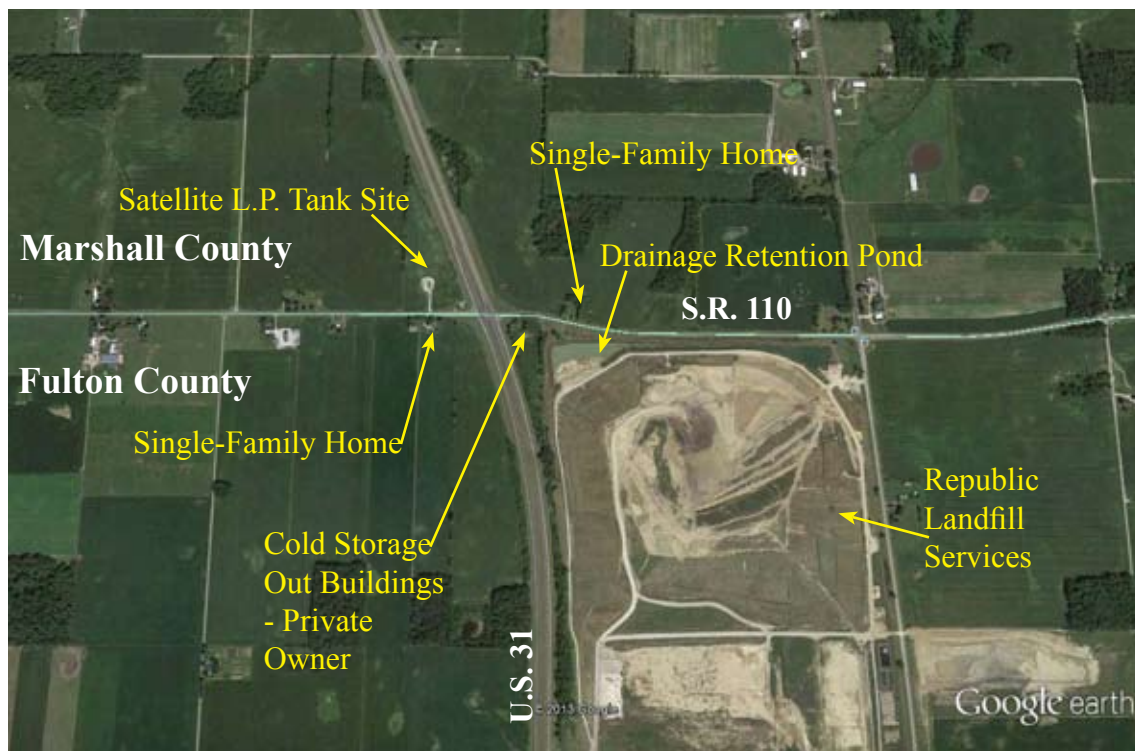
Recommended Interchange Locations

State Road 110 & U.S. 31

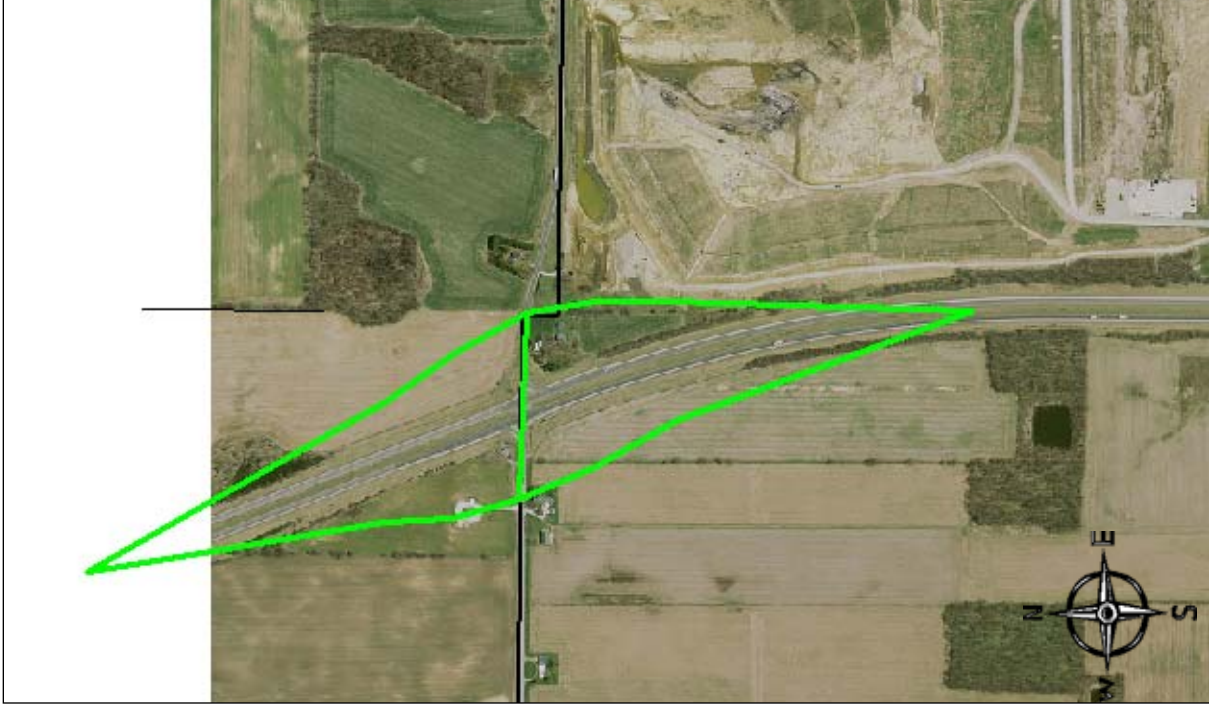
Surrounding Attributes:

- Fulton County & Marshall County Boundary - A new interchange would grant direct access to both counties and create a connection from State Road 17 to State Road 331 and beyond.
- Republic Services County Line Landfill is located in Fulton County on the southeast corner with over 360 acres being utilized by landfill for facility operations.
 - Points of Concern for Republic Landfill
 1. Interruption of landfill activities with any type of excavation will require careful attention due to the nature of the facility and the number of permits required through IDEM and the EPA for their daily operation.
 2. Interchange entrance/exit ramps will have to be of a narrow design adjacent to the the landfill facilities, due to an existing drainage detention pond located on the northwest corner of the landfill facility
 3. Republic Services operates the Republic Hauling Company out of Burr Oak, Indiana. Operations within Fulton County are dependent on a western truck route from the State Road 110 facility to the Burr Oak facility. A proposed overpass at C.R. 700 North would facilitate a western truck route for Republic Services through the use of C.R. 50 West, which is a paved roadway between 700 North and State Road 110.
- One single family home located in Fulton County to the west and within 550' of the center line of the existing U.S. 31 intersection.
- One single family home located in Marshall County to the east and within 775' of the center line of the existing U.S. 31 intersection.
- A set of cold storage outbuildings located within Fulton County. There is no dwelling located on this property to date.
- Satellite LP Business Location - Located in Marshall County, directly North of State Road 110

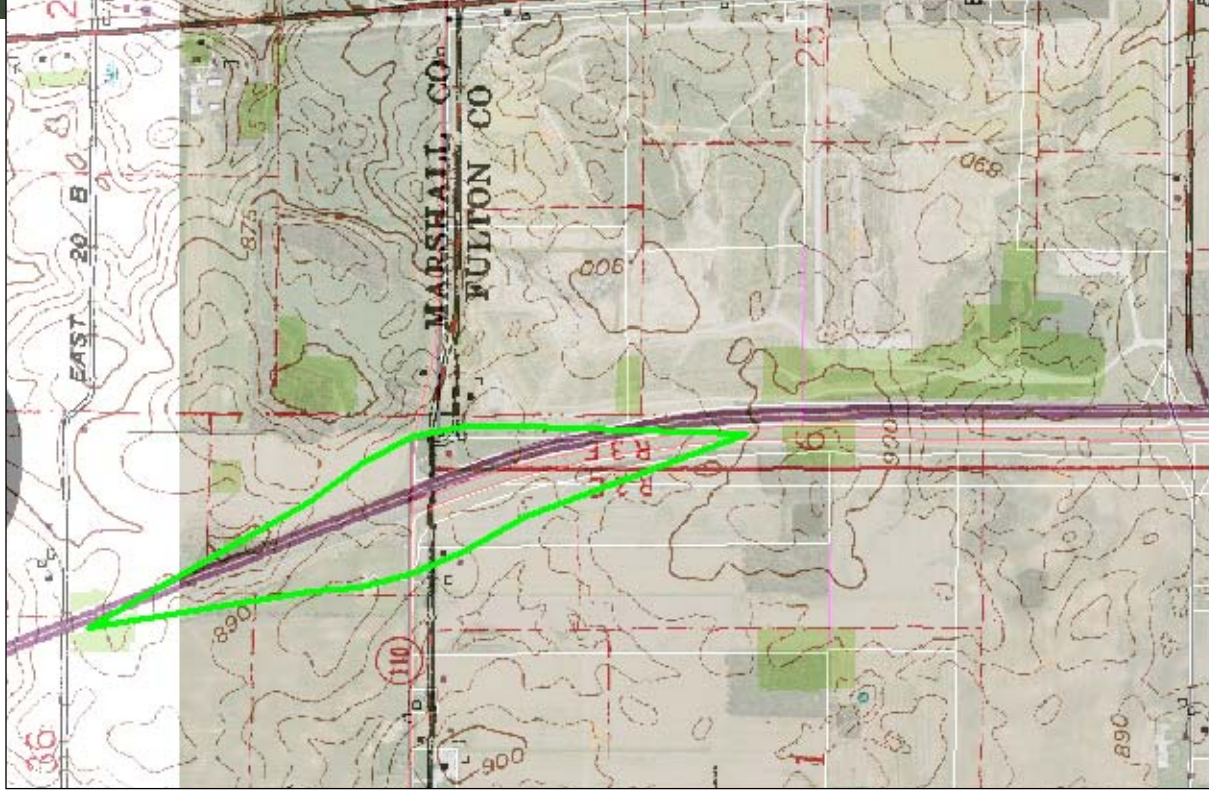
Map 1 - Aerial View of Fulton County and Marshall County at State Road 110



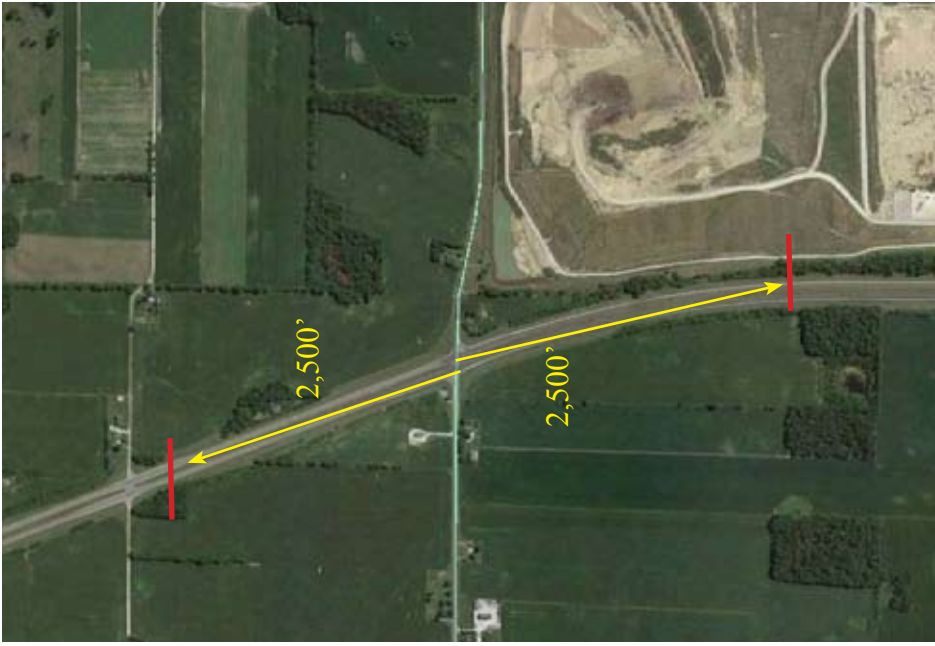
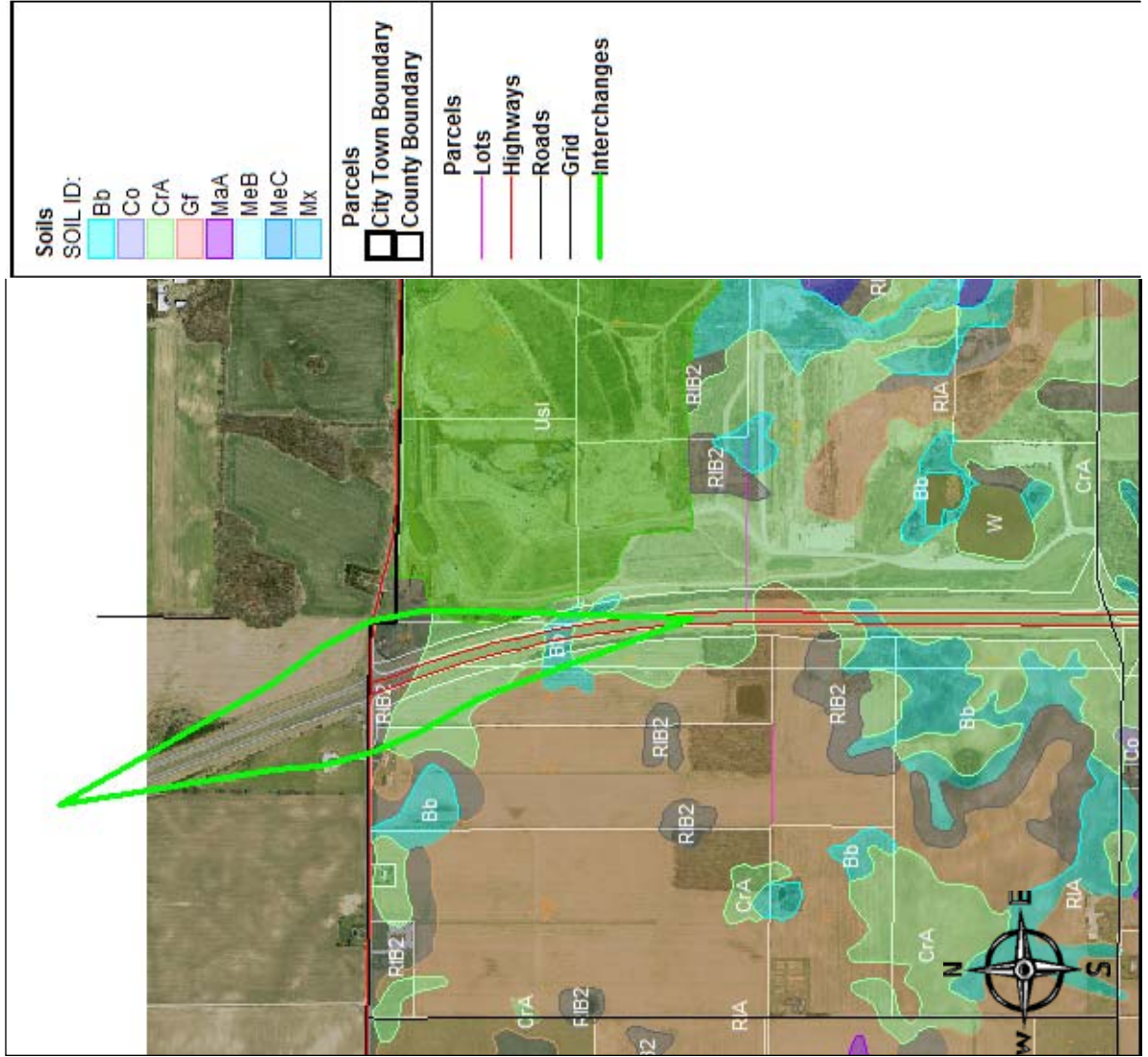
Map 2 - Proposed Interchange Location



Map 3 - Topographical Map



Map 4 - Soils Survey



C. R. 200 North/Monticello Road

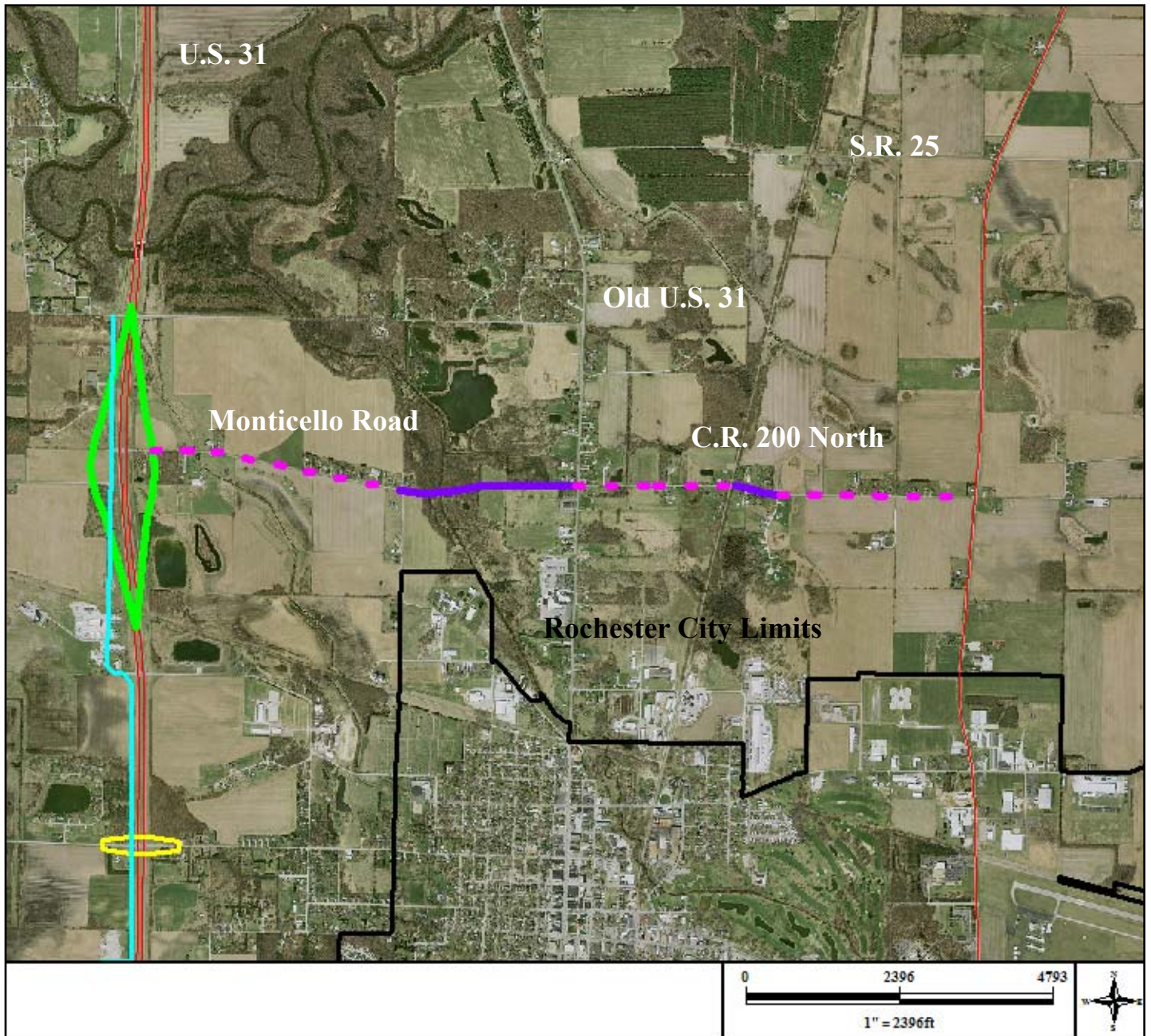
Surrounding Attributes:

- One single-family dwelling located within the interchange buildable area; one commercial entity which could remain off of Meridian Road (proposed service corridor) dependent on the ramp design.
- Proposed future Northern Corridor connecting U.S. 31 and S.R. 25
- High volume traffic area - four local roads all demonstrating higher than a 500 average traffic count intersecting U.S. 31 in this area.
- Difficult planning area due to the presence of the Tippecanoe River, existing structures, and a rail overpass:
 - Olson road is the logical choice for an interchange due to the volume of traffic that uses it as a corridor from the western part of Fulton County to the central portion of Fulton County. It is identified as a secondary arterial in the Fulton County Comprehensive Plan. Olson Road is, however, located directly south of the Tippecanoe River and floods on average of twice a year blocking traffic flow between U.S. 31 And Old U.S. 31. There is only approximately 950' between the Tippecanoe River and the center line of the Olson/U.S. 31 Intersection for the installation of entrance/exit ramps, most of which encompasses the bridge over the river and drainage waterways.
 - The Fulton County Fairgrounds and Prairie Edge County Park are located on 3rd Street (east side of U.S. 31), While on the west side of U.S. 31 along Meridian Road there are three business entities, including the North Central LP Facility, as well as, a number of apartment buildings. This intersection has an existing railroad overpass located at this intersection, as well as, an average road count of more than 500.
 - County Road 100 North would have at least four houses that would have to be demolished for an interchange construction, as well as, ten or more other parcels that would possibly be in jeopardy within Shorewood Estates Subdivision.

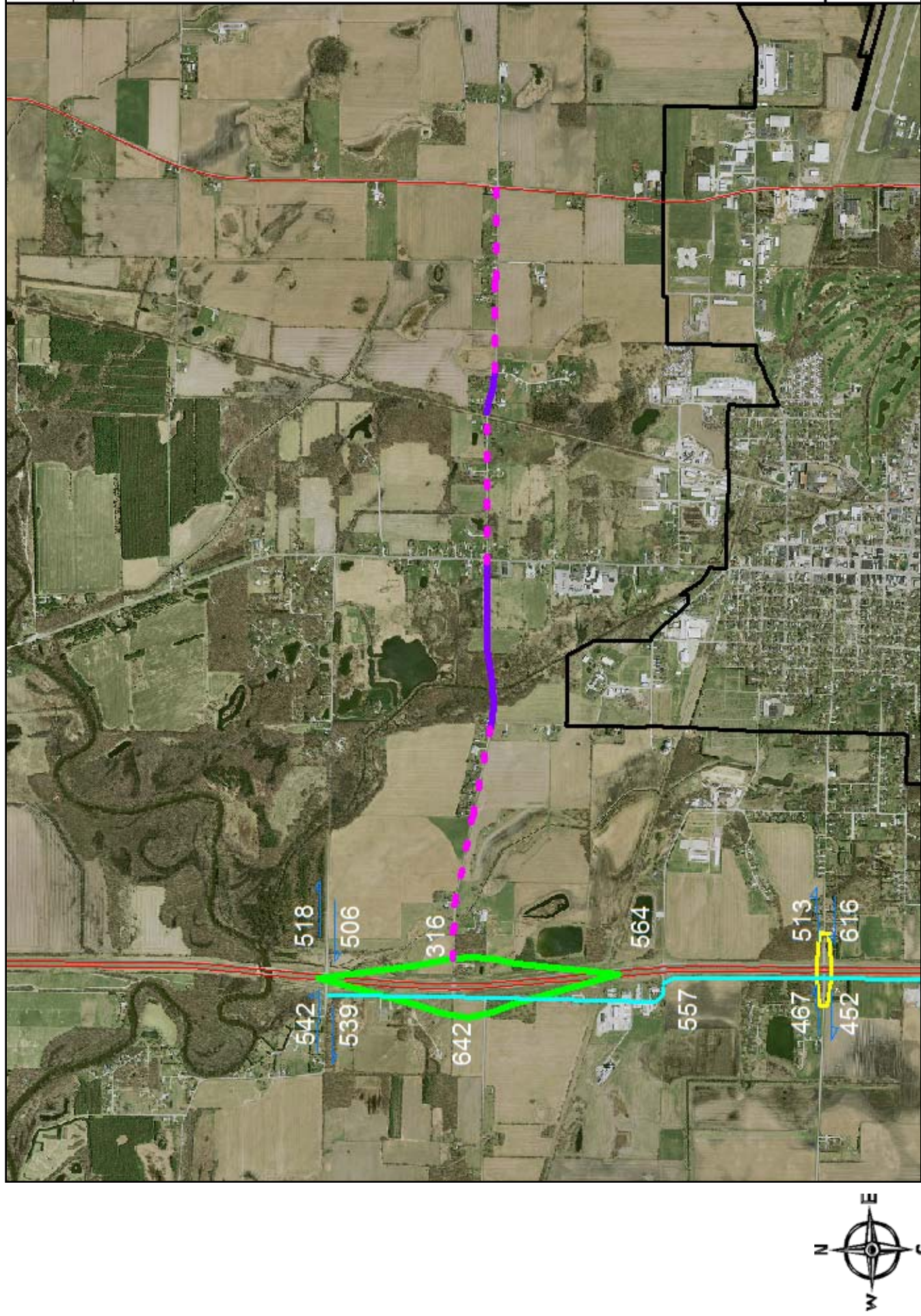


Example of Northern Corridor Connectivity Between U.S. 31, Old U.S. 31 Michigan Road, and State Road 25

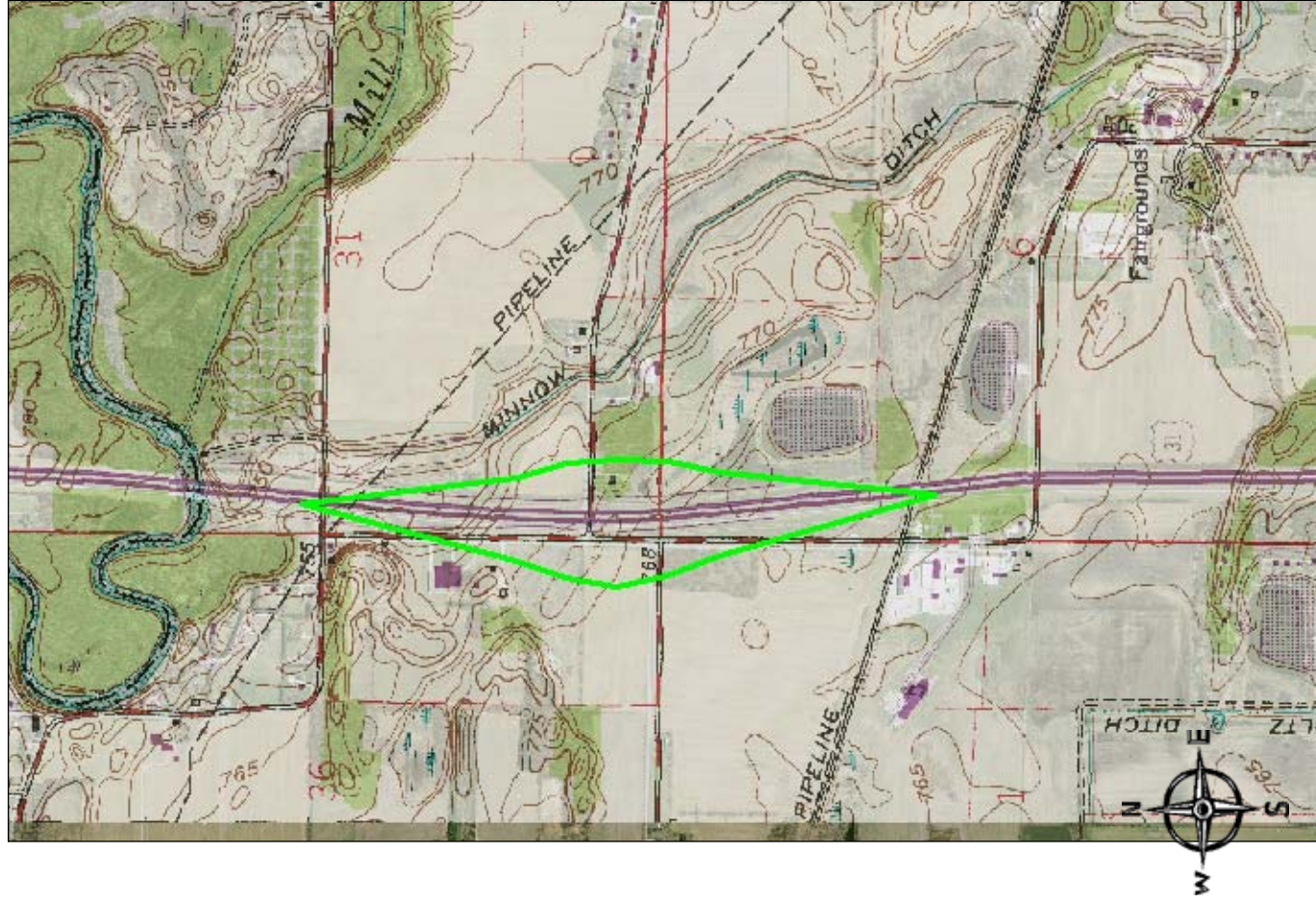
Red Lines=U.S. 31 & State Road 25; Green Lines=Proposed Interchange; Yellow Lines=Proposed Overpass; Blue Line=Proposed Meridian Service Corridor; Pink Dashed Line=Existing Roadways; Purple Line=New Roadways Necessary to Complete Corridor (Approximately .66 Miles of New Roadway)



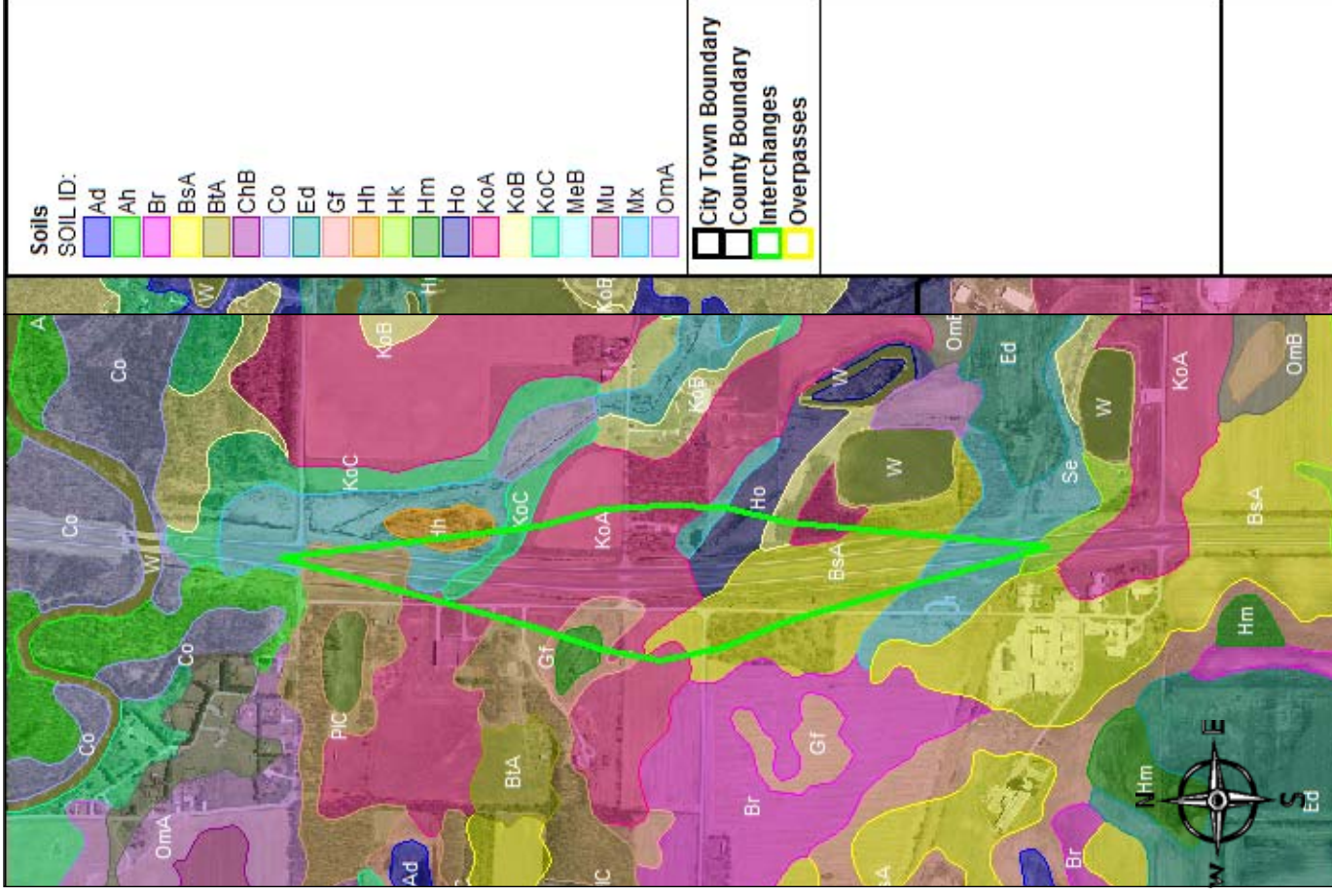
Map 2 - Proposed Interchange Location and Road Counts



Map 3 - Topographical Map



Map 4 - Soils Survey



Fulton County Road 150 South/Wabash Avenue

Surrounding Attributes

- There are Seven Residential Dwellings, Two Commercial Entities, Entrance to the South End of Lake Manitou Residential Subdivisions, and one of the Parking Lots for the Fulton County section of the Nickel Plate Trail Located at this Interchange Site.
- Existing School Bus At Grade Crossing
- Potential U.S. 31 Access Point for an Existing General Commercial and Highway Commercial Zone District
- Four Single Family Dwellings and One Commercial Entity will have to be demolished to Construct an Interchange at this Location.
- There are currently Nine Property Owners within the Interchange Site, excluding the State of Indiana.

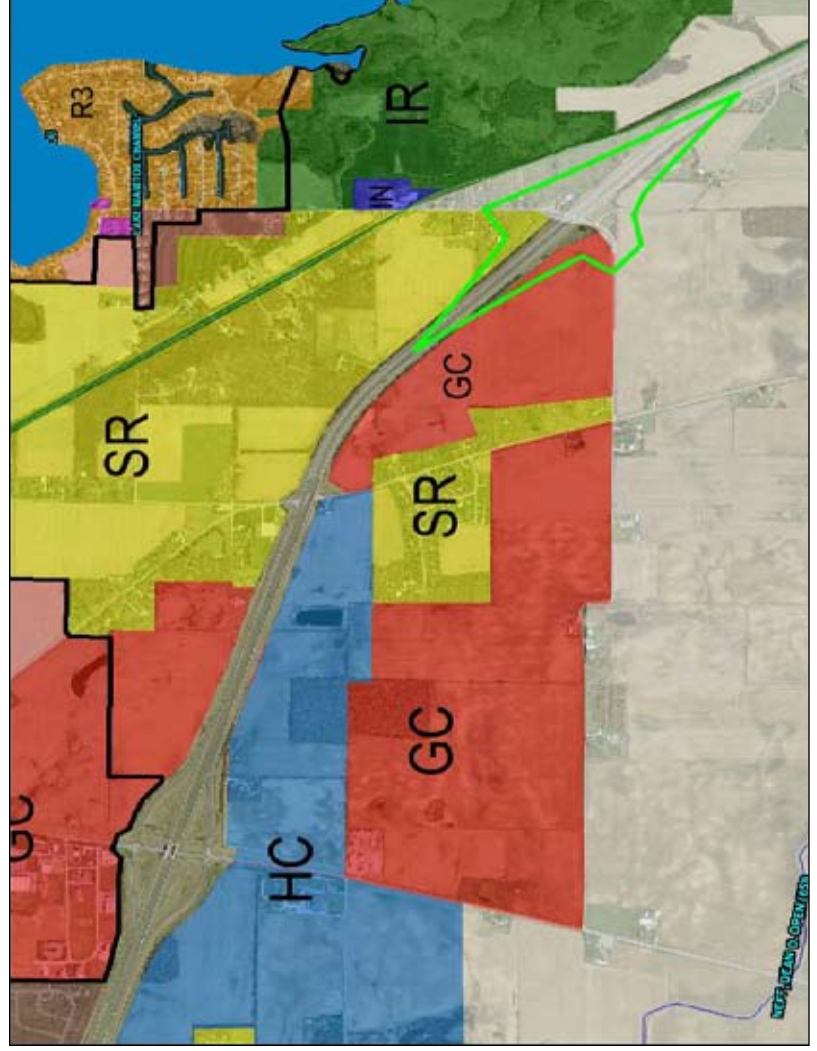
Map 1 - Aerial View of Wabash Avenue/Fulton County Road 150 South



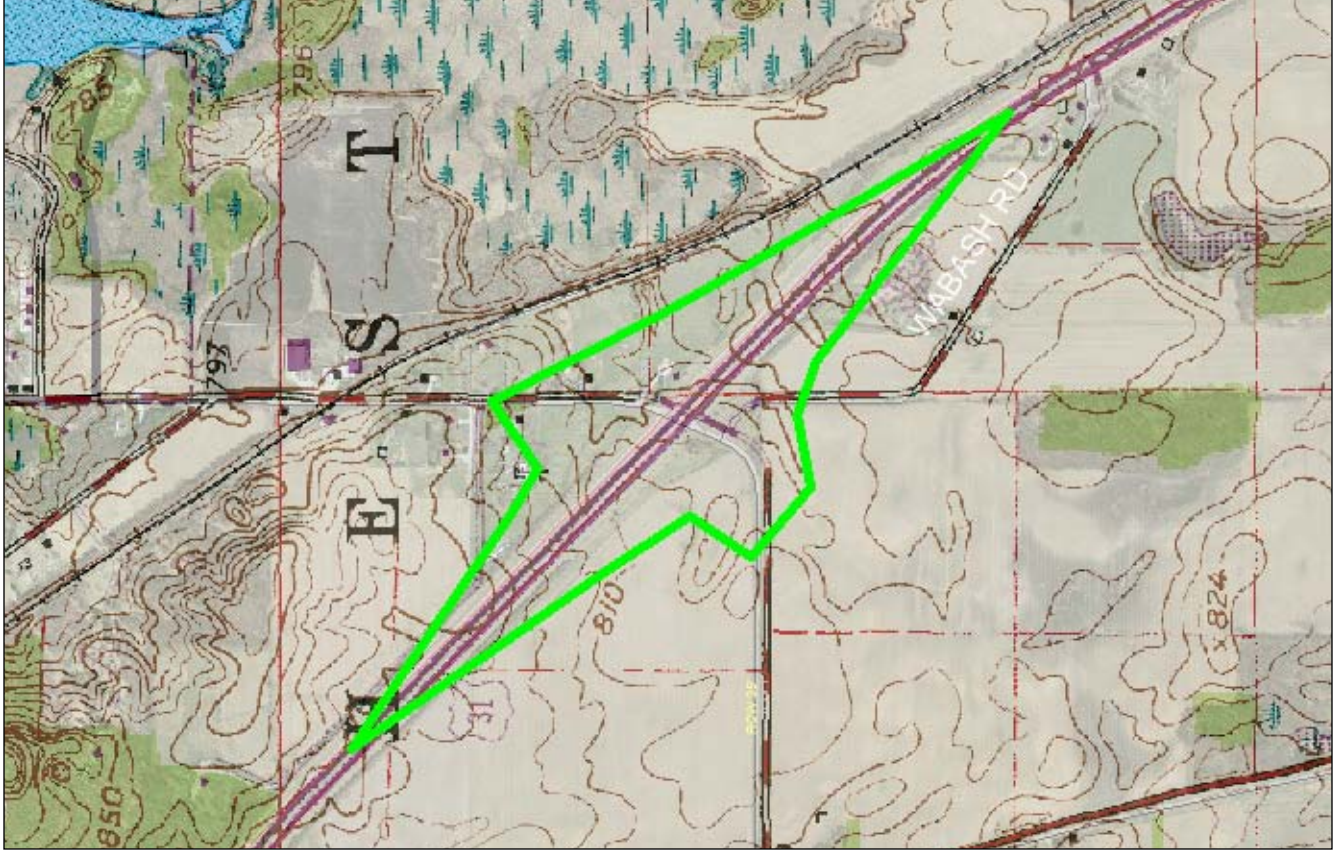
Map 2 - Proposed Interchange Location, Road Counts, and Zone Map



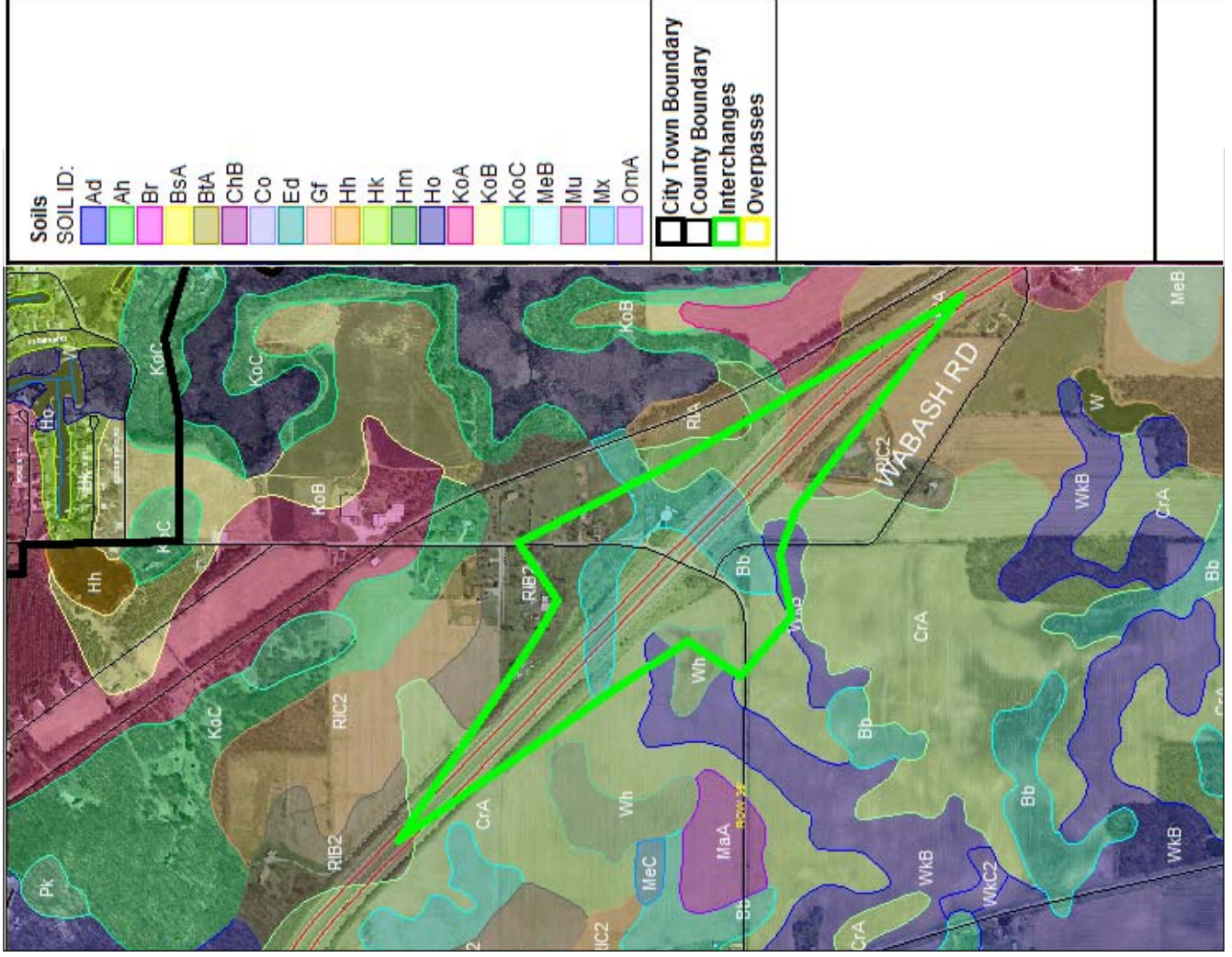
Fulton County Zone Map



Map 3 - Topographical Survey



Map 4 - Soils Survey



Fulton C. R. 650 South /Miami C. R. 1350 North & U.S. 31

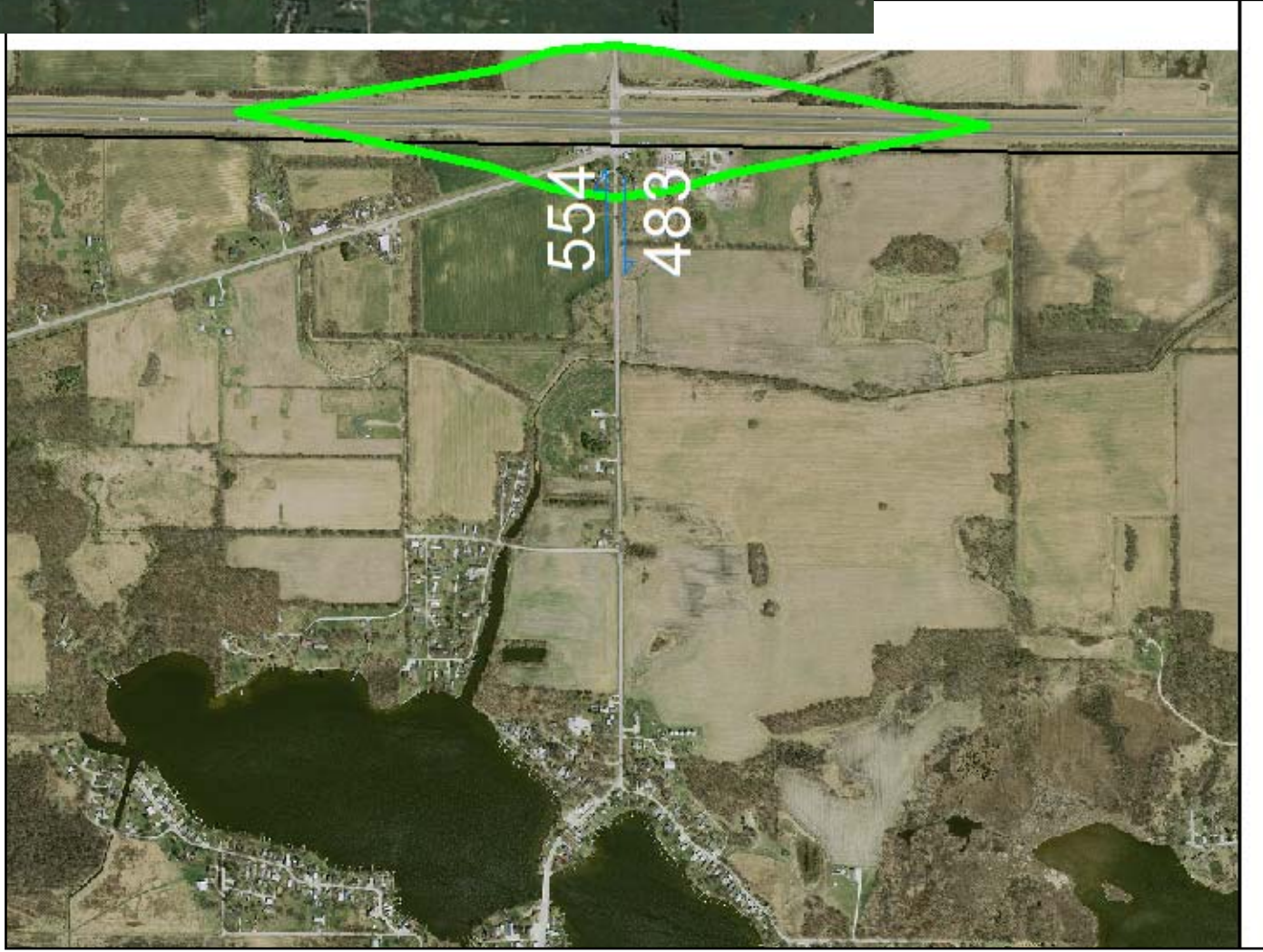
Surrounding Attributes:

- Fulton County & Marshall County Boundary - A new interchange would grant direct access to both counties
- Grants access to the Nyona and South Mud Lake Conservancy District, as well as, the southern half of Fulton County
- Has Existing Service Road Channels Via Old U.S. 31 to the North in Fulton County, as well as, to the South in Miami County
- Four business entities will have to be demolished and one single family dwelling to construct an interchange at this location.

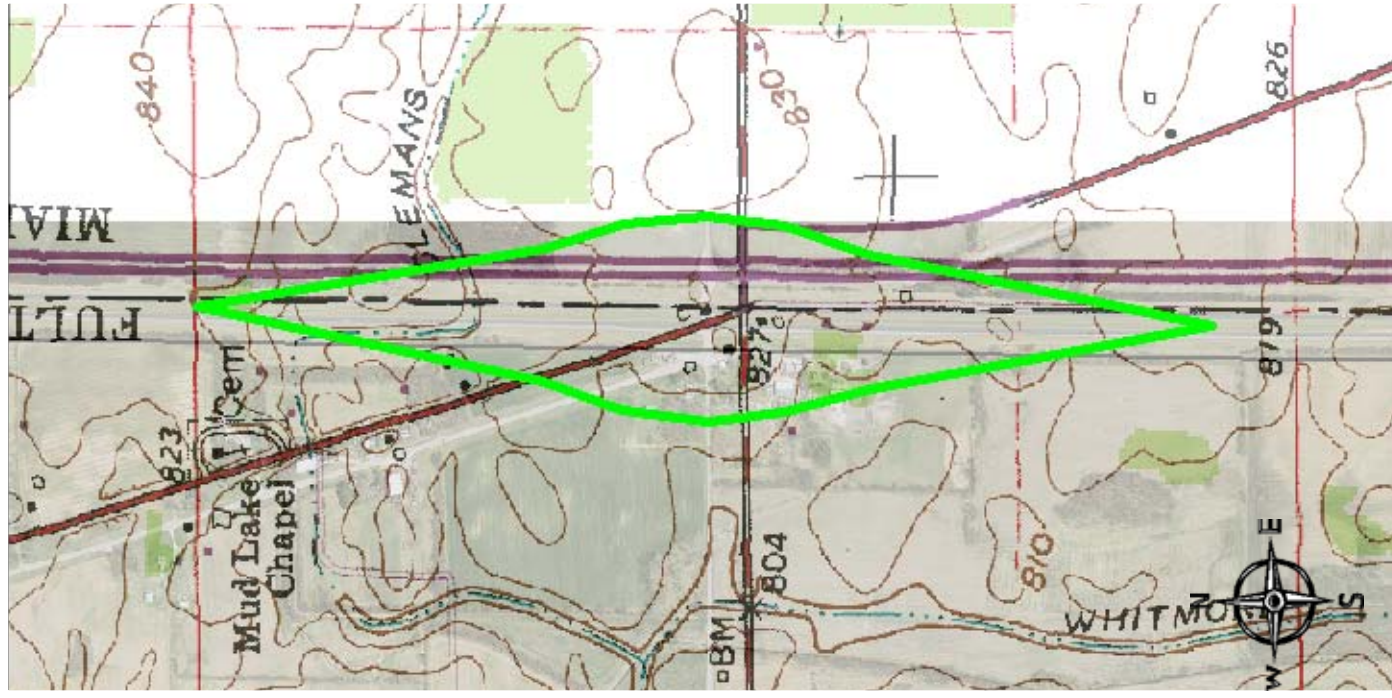
Map 1 - Aerial View of Fulton County and Miami County at Fulton County Road 650 South and Miami County Road 1350 North



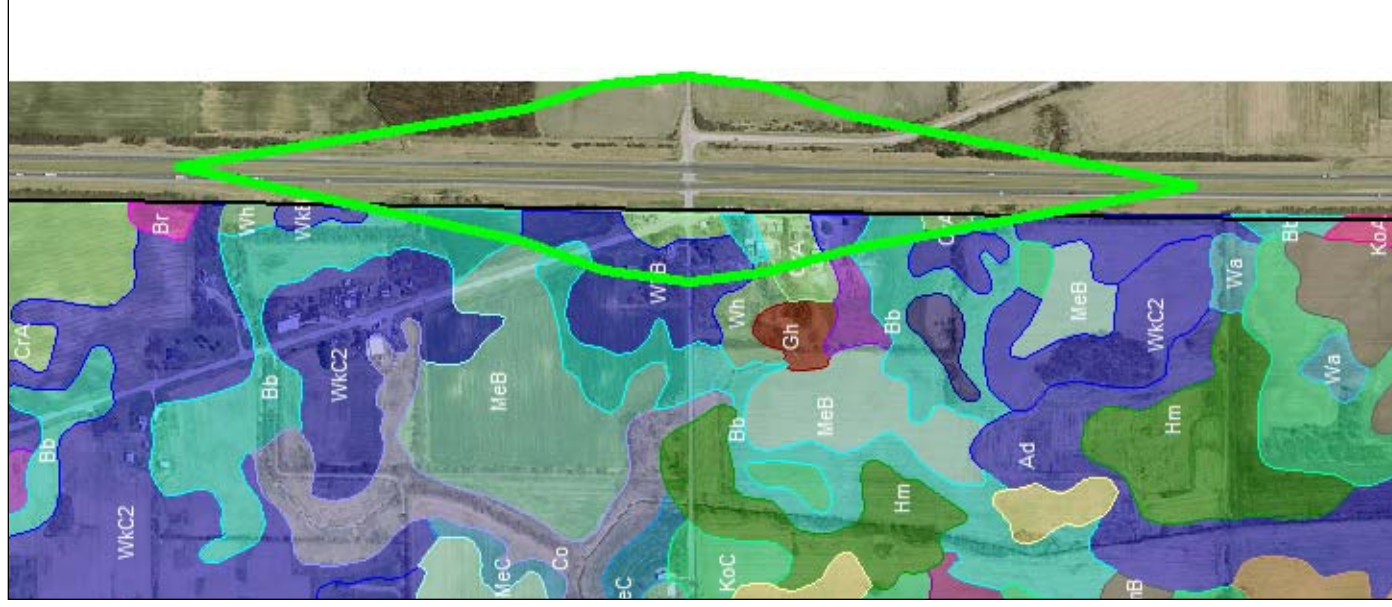
Map 2 - Proposed Interchange Location and Road Counts

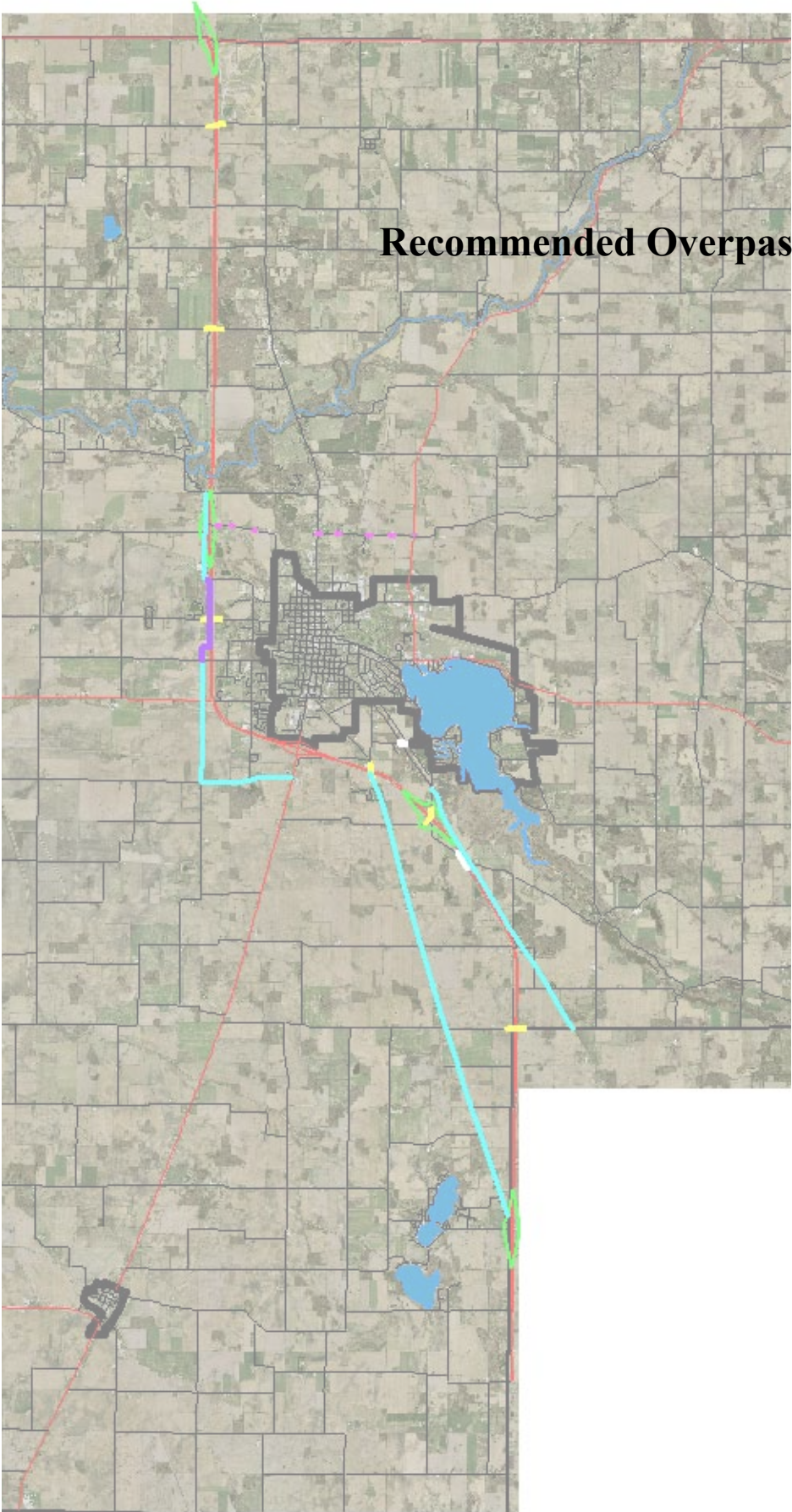


Map 3 - Topographical Map



Map 4 - Soils Survey

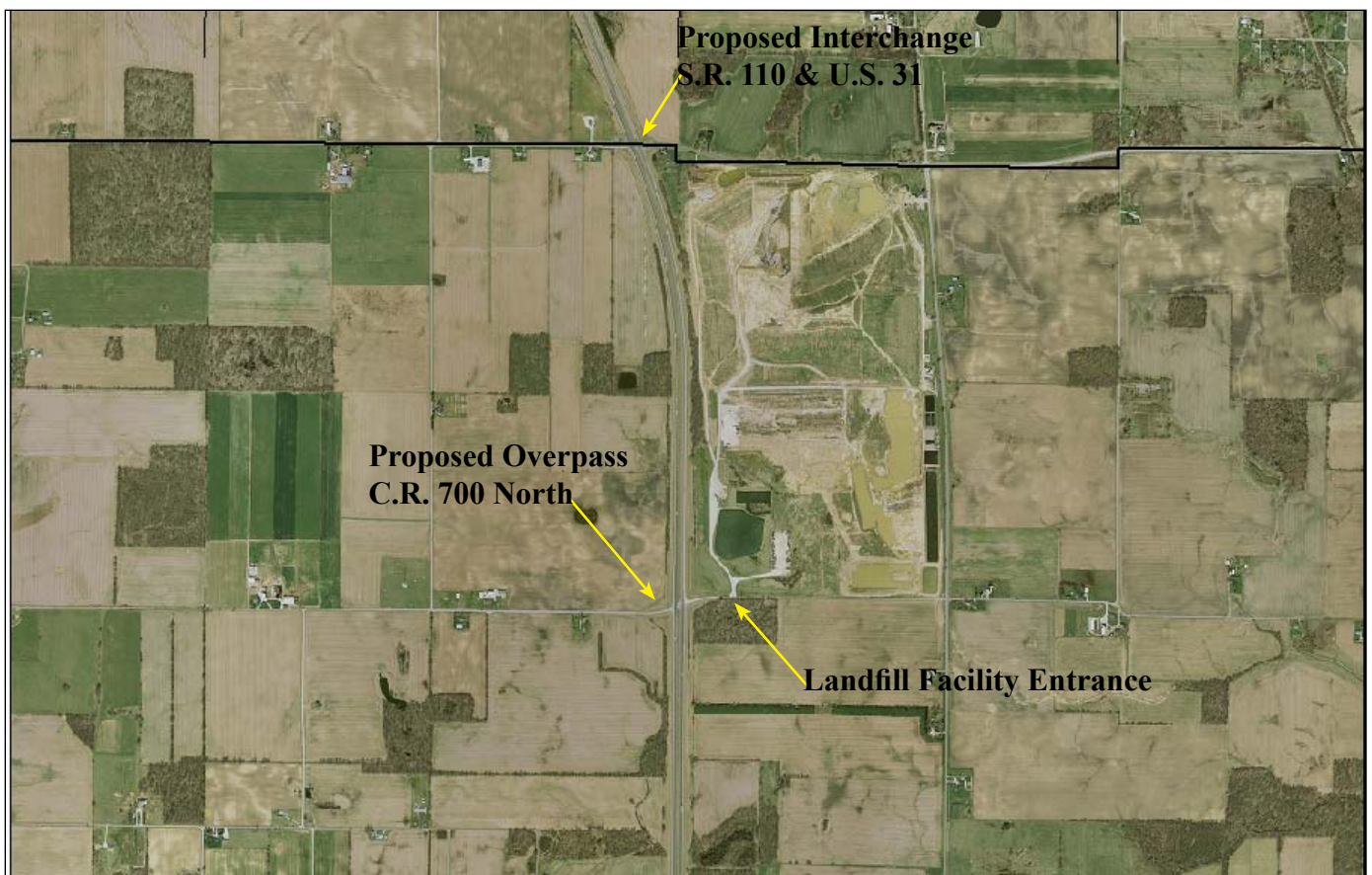




Recommended Overpasses

County Road 700 North

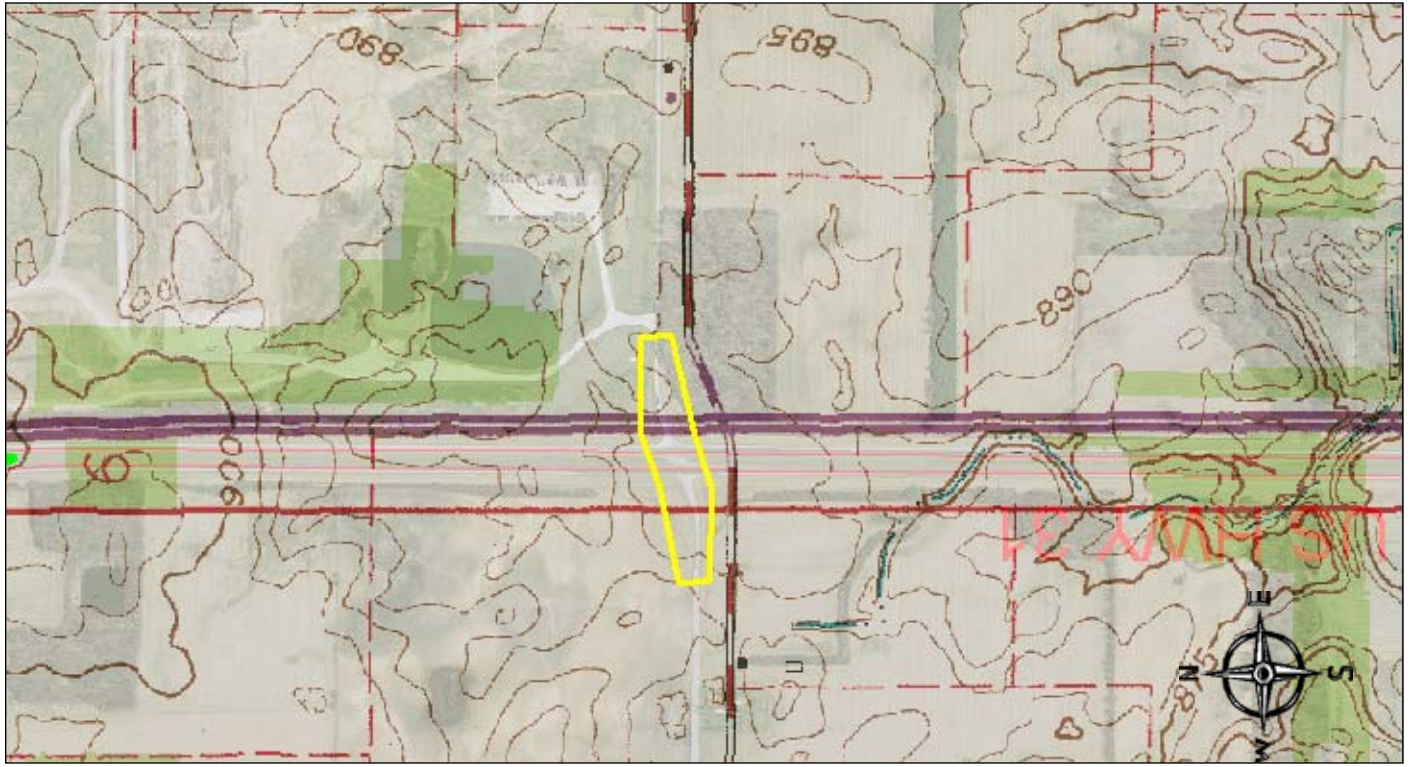
- This overpass will help facilitate Republic Services County Line Landfill traffic flow to their facility located in Burr Oak, Indiana. Republic has expressed concern for their facility's main entrance, which is located approximately 630' from the center line of the existing U.S. 31. An overpass measuring 600' from the center line of the existing U.S. 31 could be constructed without interfering with the existing entrance.
- There are three Mennonite schoolhouses and two Mennonite churches located along or adjacent to C.R. 700 North. This overpass would help direct the buggy traffic away from an interchange at S.R. 110 and U.S. 31 and onto C.R. 700 North, which would provide safer travels for vehicles and buggies.
- This overpass will grant Rochester School System the ability to continued existing school bus routes.
- There are no residential or commercial structures within the outlined proposed overpass.



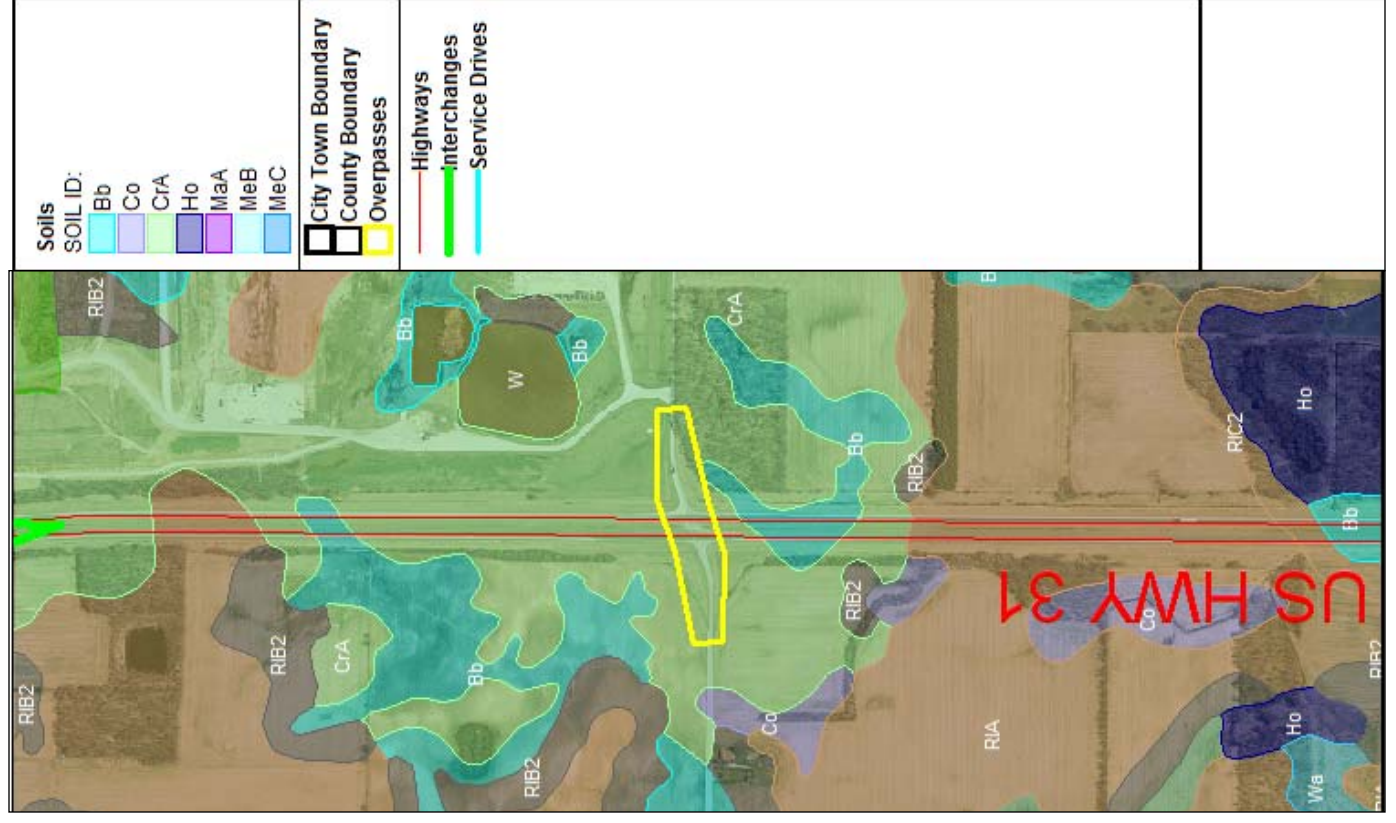
Map 2 - Proposed Interchange Location and Road Counts



Map 3 - Topographical Map



Map 4 - Soils Survey



County Road 450 North

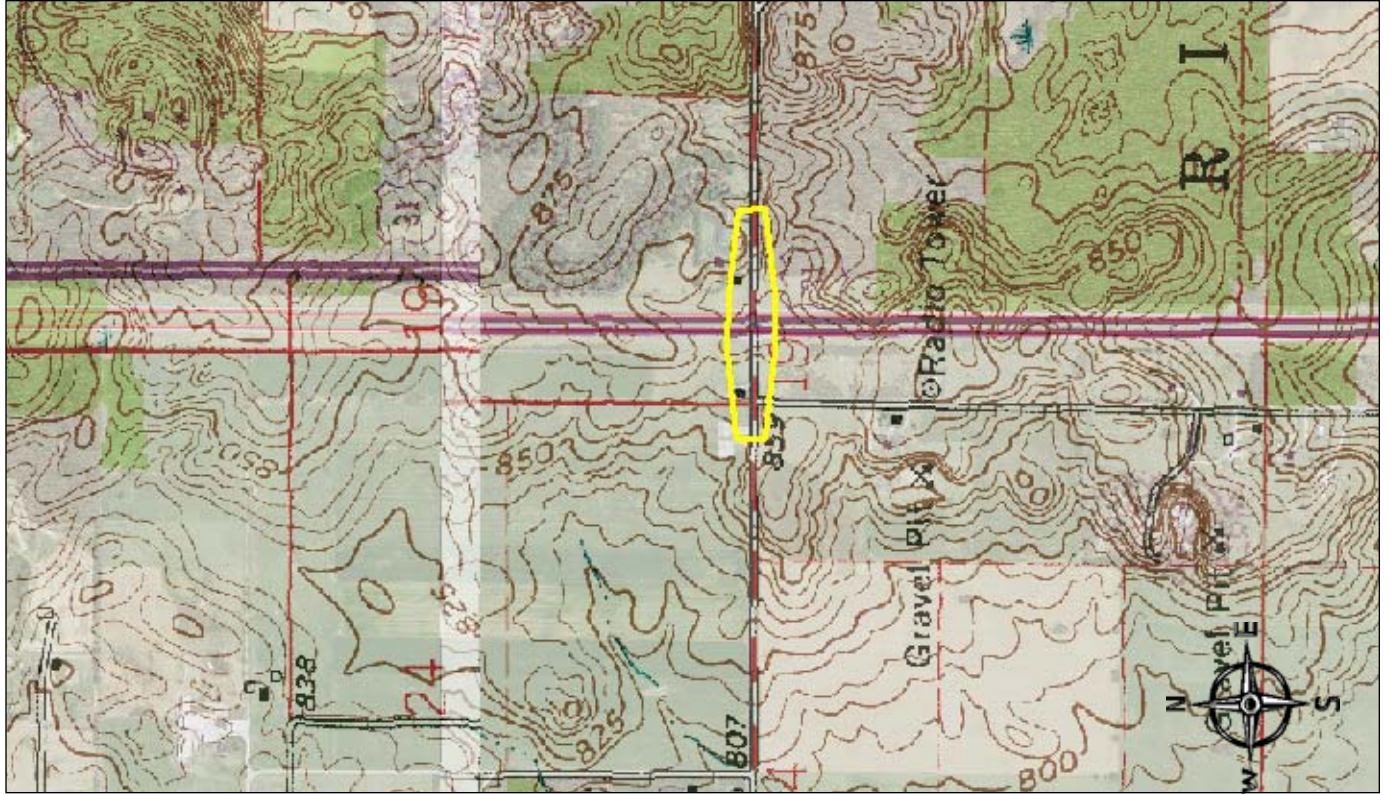
- This overpass is an important access point for employees of four commercial entities located parallel to U.S. 31 on Old U.S. 31, as well as, the Fulton County Residents that commute to counties west of Fulton County for work and school.
- This overpass is an essential east/west corridor on the north side of the Tippecanoe River for emergency personnel and Rochester School Corporation for School Bus Routes
- Fulton County 450 North is an identified Minor Collector within the Fulton County Comprehensive Plan and is a heavily traveled east/west corridor in northern half of Fulton County



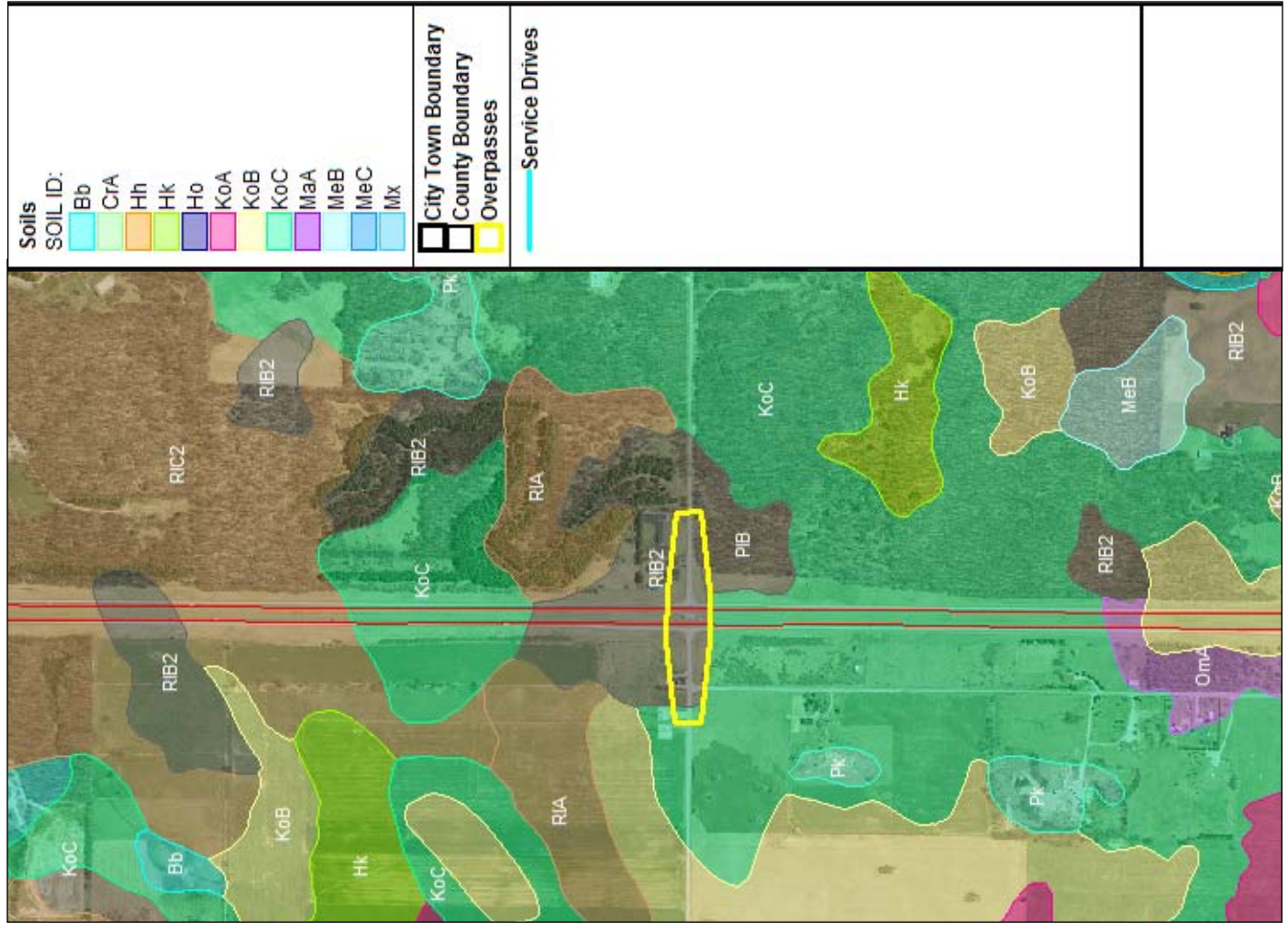
Map 2 - Proposed Interchange Location and Road Counts



Map 3 - Topographical Map

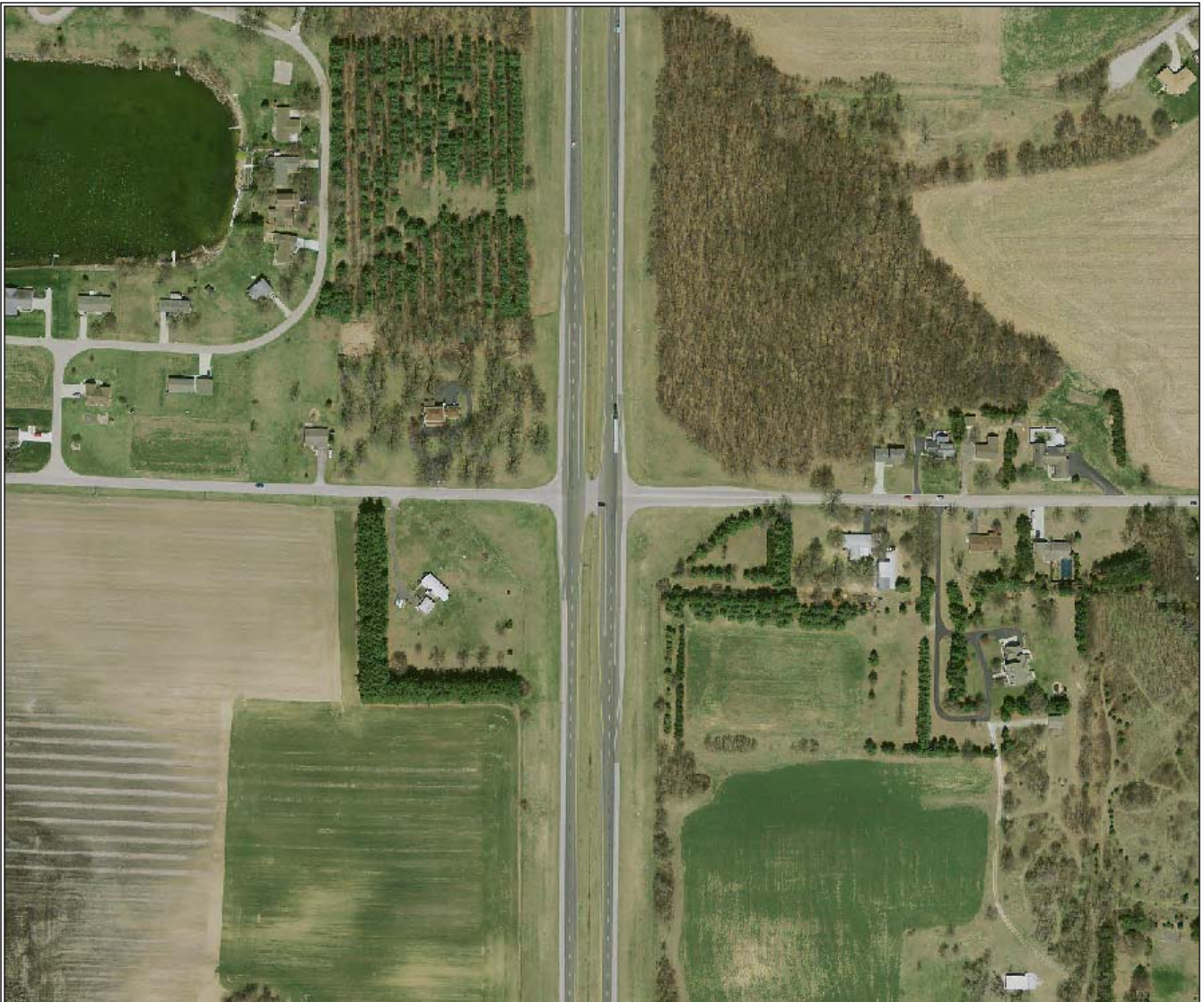


Map 4 - Soils Survey



Fulton County Road 100 North

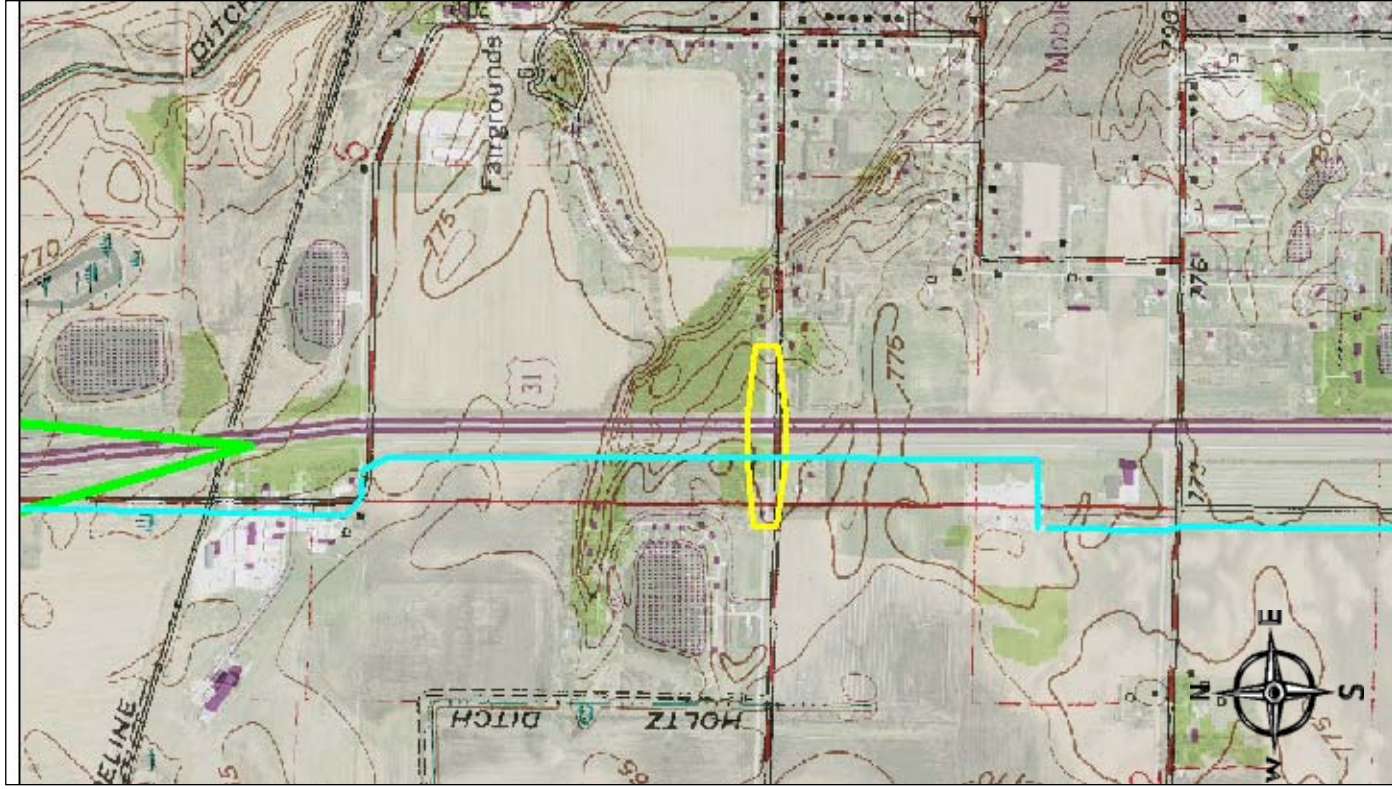
- Fulton County 100 North is an identified Minor Collector within the Fulton County Comprehensive Plan and is a heavily traveled east/west corridor in west central Fulton County
- This overpass is an essential east/west corridor for emergency personnel and Rochester School Corporation for School Bus Routes to access west central Fulton County.
- This intersection had an average of over 500 vehicles per day during a two day traffic count study. It is a heavily used corridor that leads from State Road 17 to the heart of the City of Rochester.



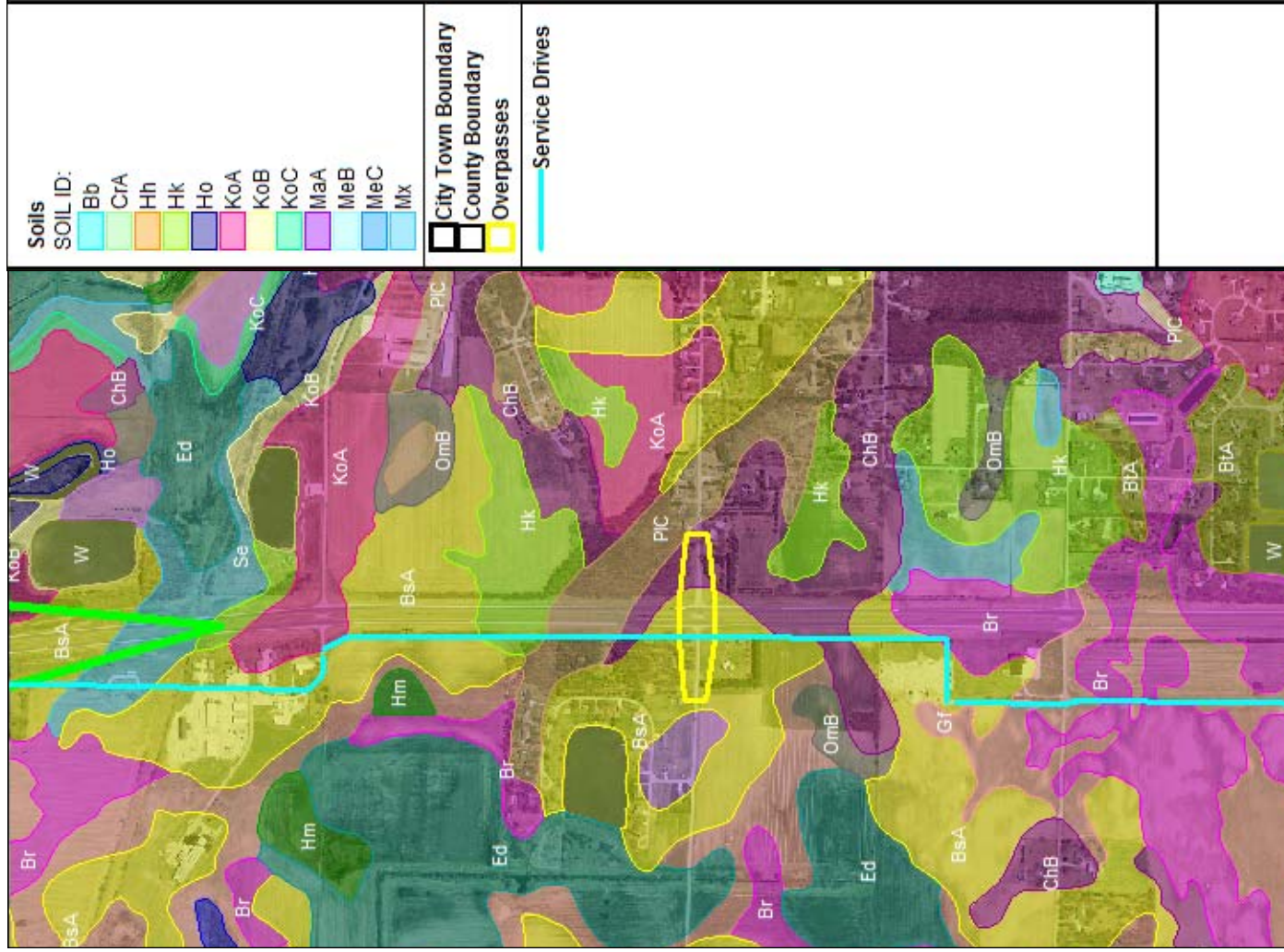
Map 2 - Proposed Interchange Location and Road Counts



Map 3 - Topographical Map

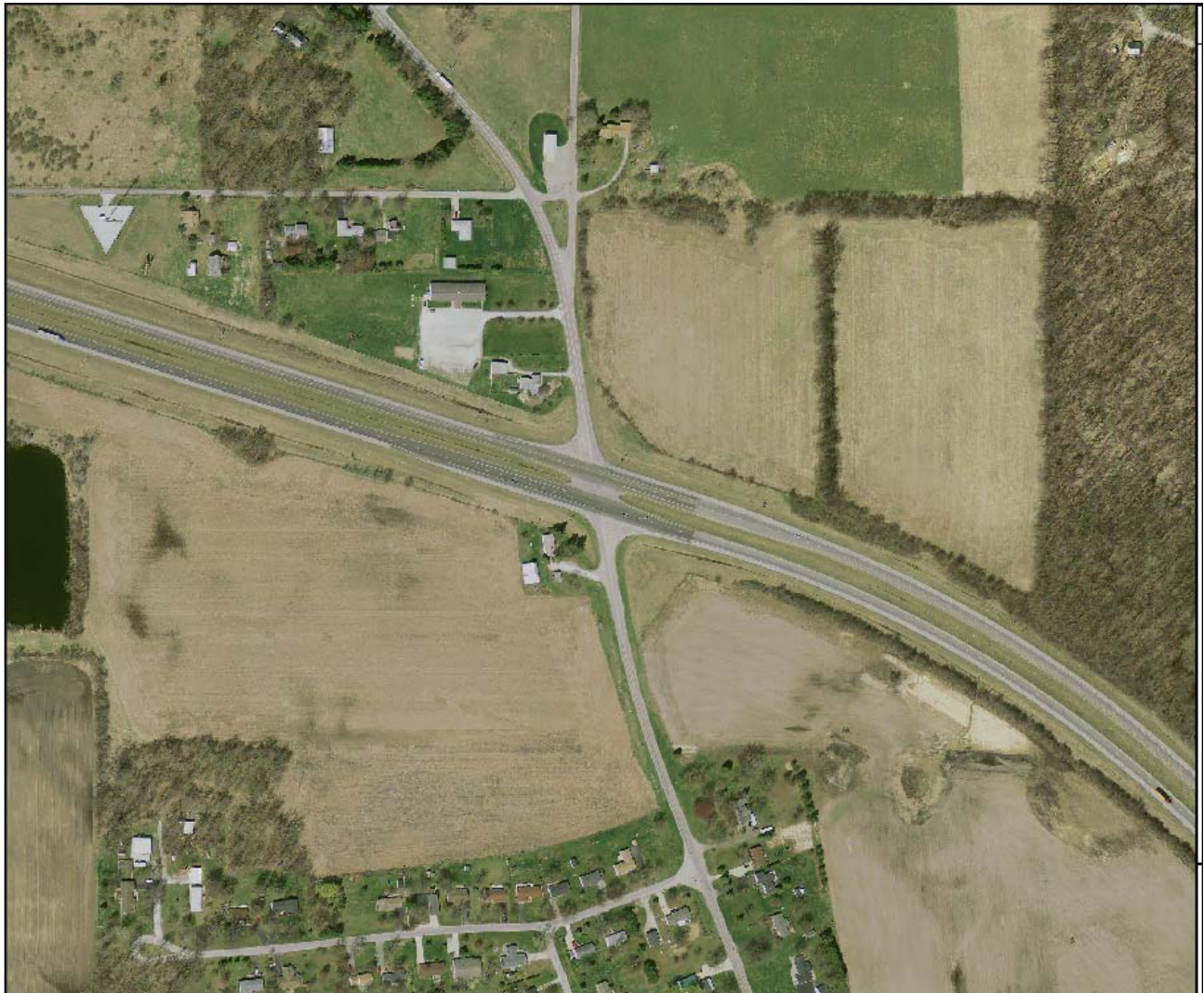


Map 4 - Soils Survey



Southway Old U.S. 31

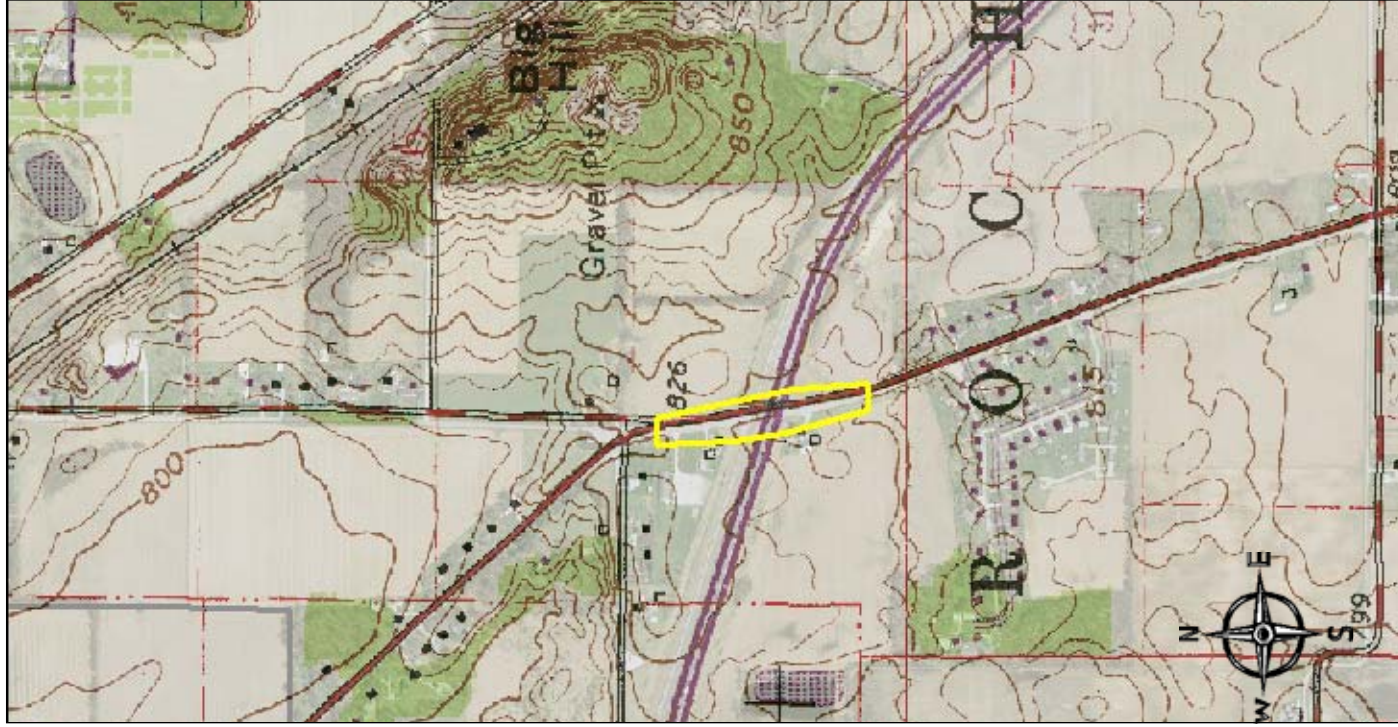
- The City of Rochester currently utilizes Old U.S. 31 as one of its main southern access points into the incorporated limits. This access point is heavily used by residential, emergency personnel, and the Rochester School Corporation.
- Southway Old U.S. 31 is an identified Secondary Arterial within the Fulton County Comprehensive Plan that will be a vital service corridor for the Emergency Response Personnel and the Rochester School Corporation
- This corridor is an uninterrupted service corridor connecting the interchange at Fulton County Road 650 South/Miami County Road 1350 North and U.S. 31 and the City of Rochester which includes access points to northern S.R. 25 and S.R. 14



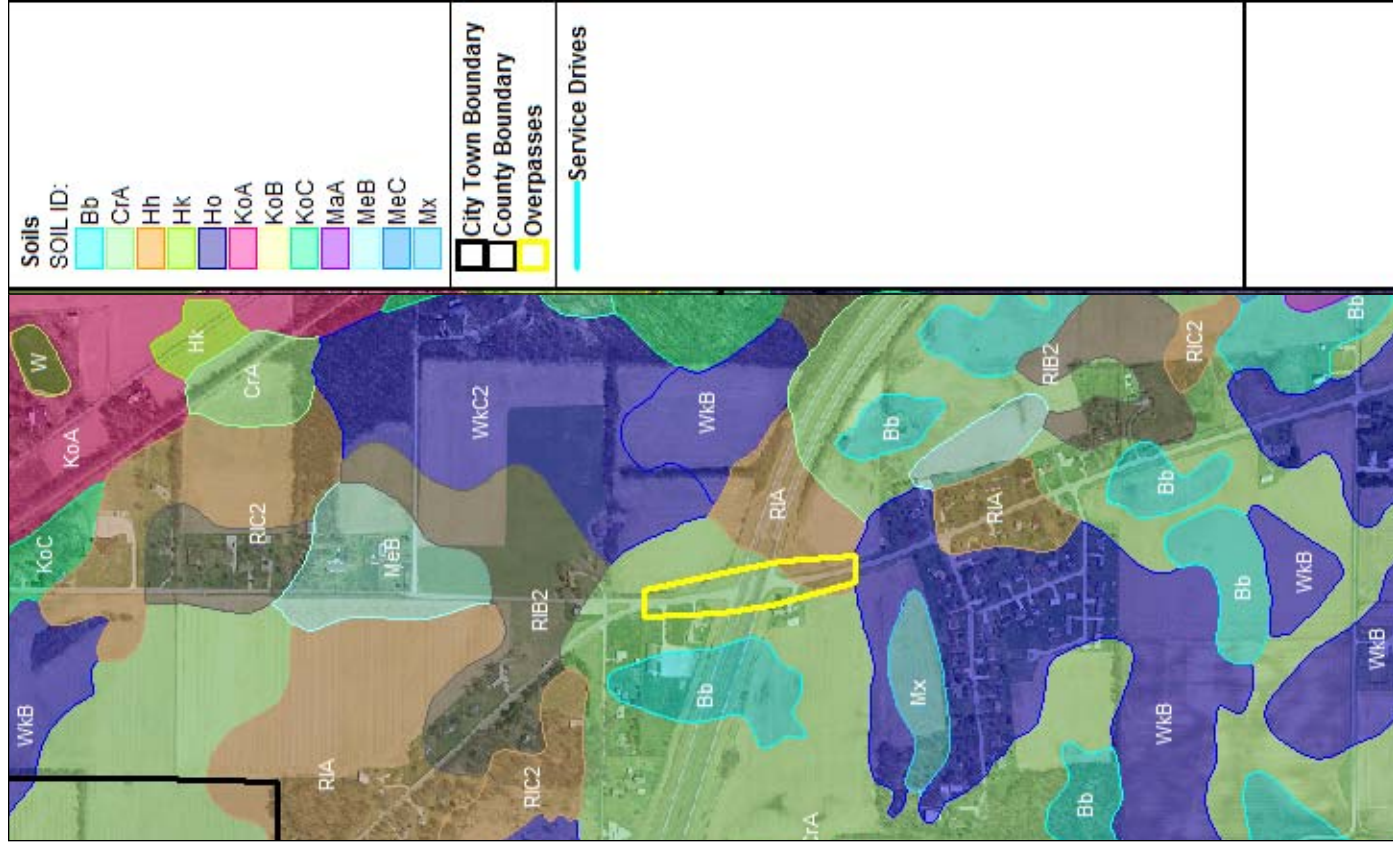
Map 2 - Proposed Interchange Location and Road Counts



Map 3 - Topographical Map



Map 4 - Soils Survey



Fulton County Road 400 South

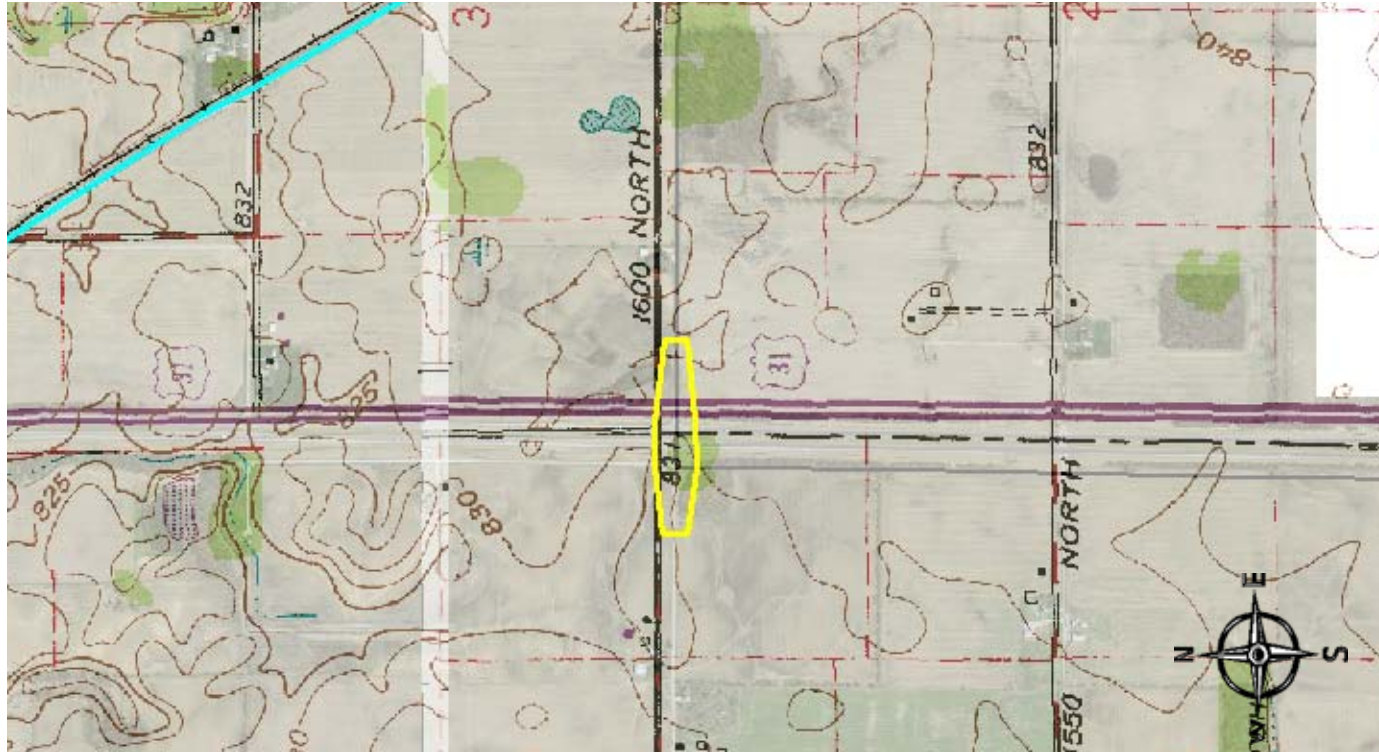
- This overpass will be used as a traverse point from the east and west to cross U.S. 31 for residents and commercial use, in particular the Fulton County Agricultural Community
- The overpass will connect the use of two proposed service corridors for both the east and the west population of Fulton County



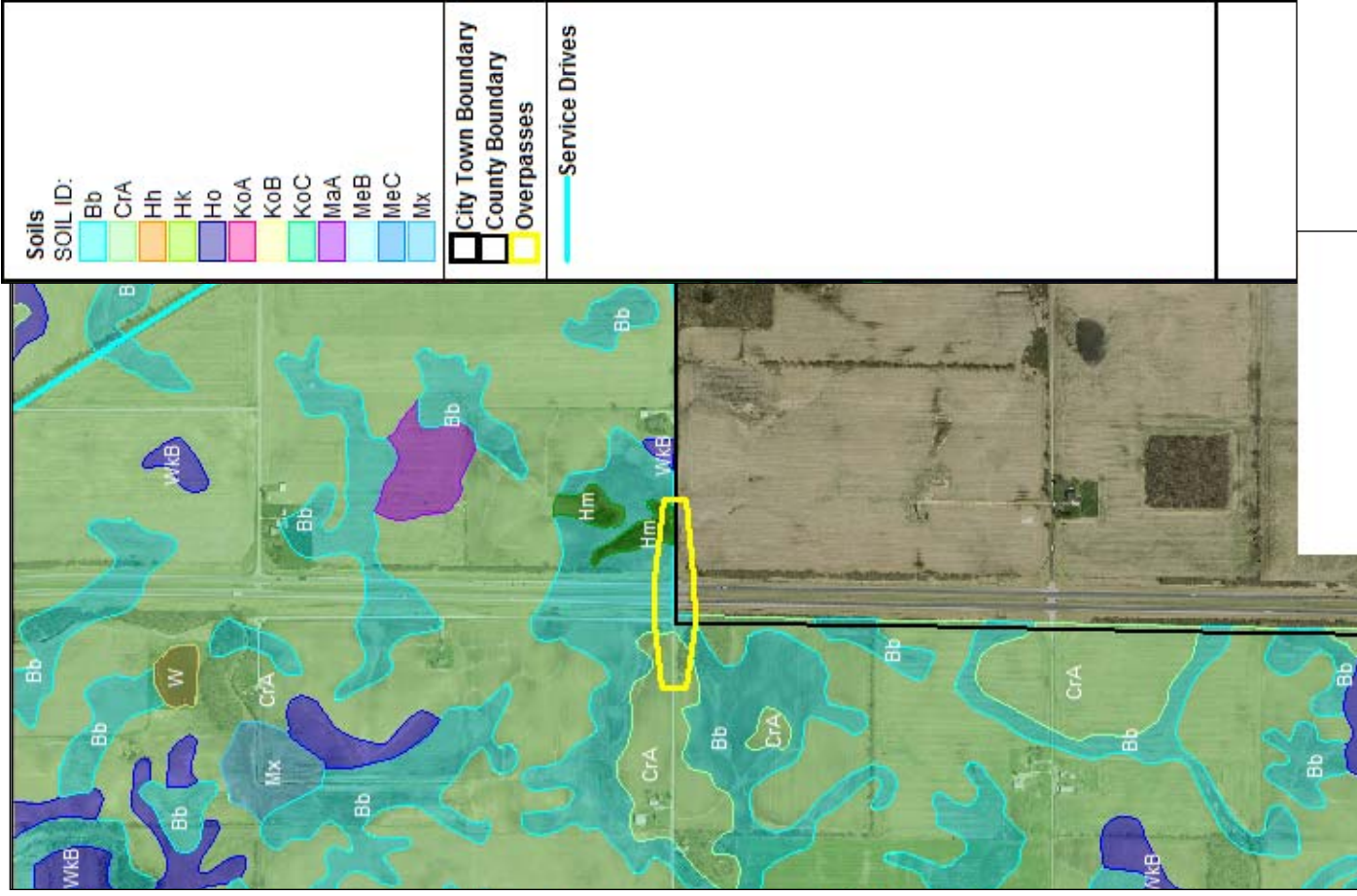
Map 2 - Proposed Interchange Location and Road Counts

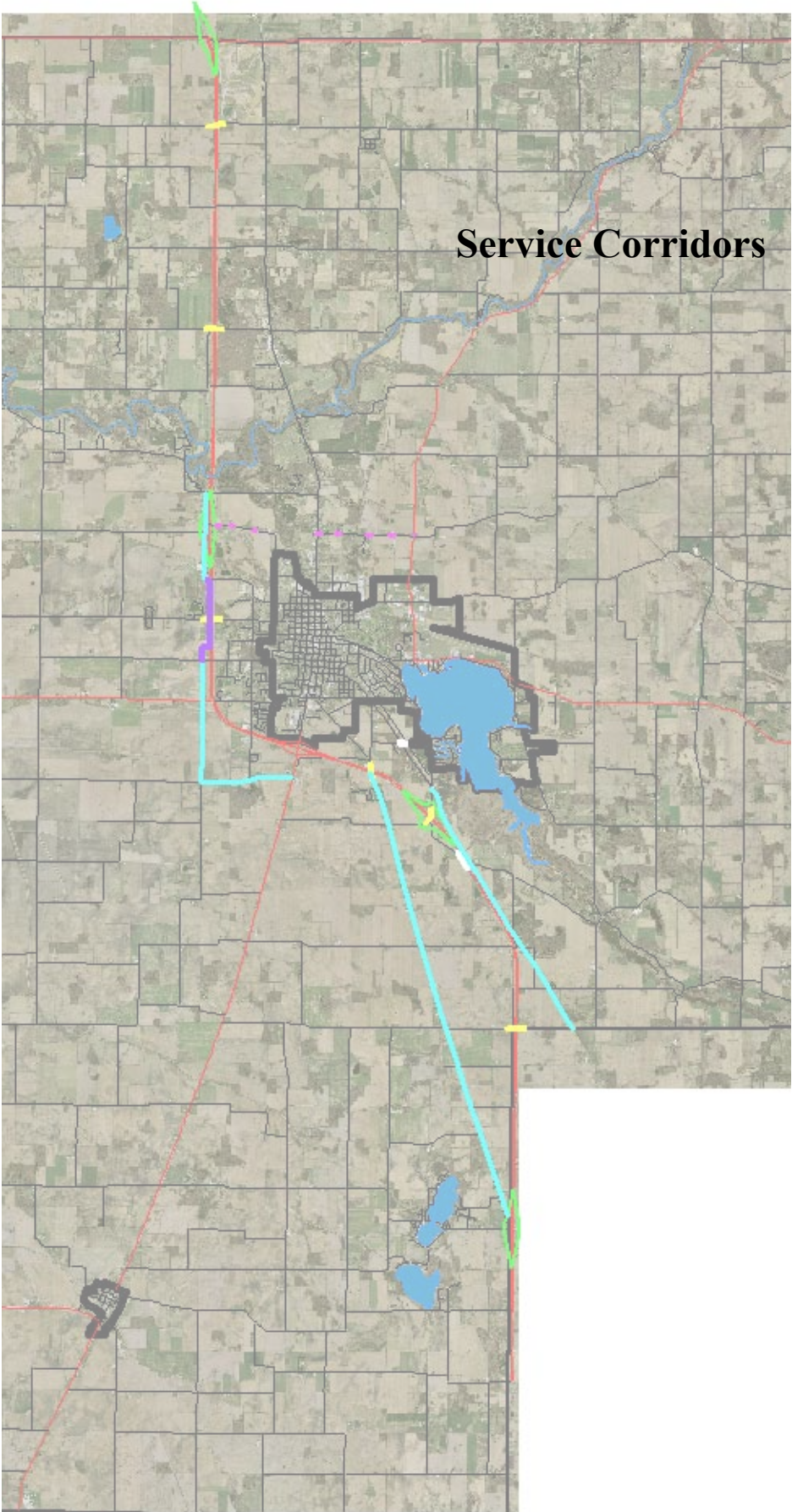


Map 3 - Topographical Map



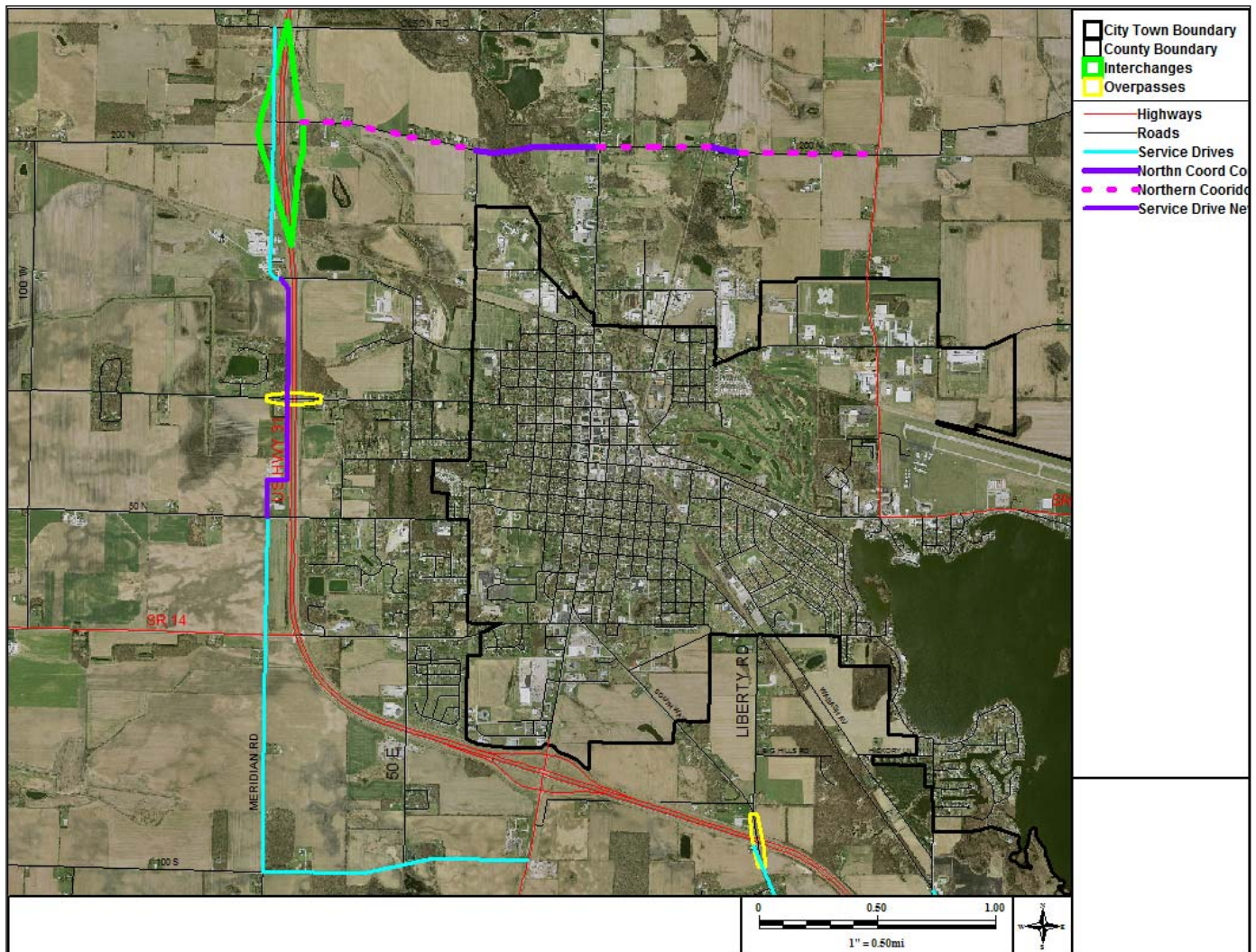
Map 4 - Soils Survey



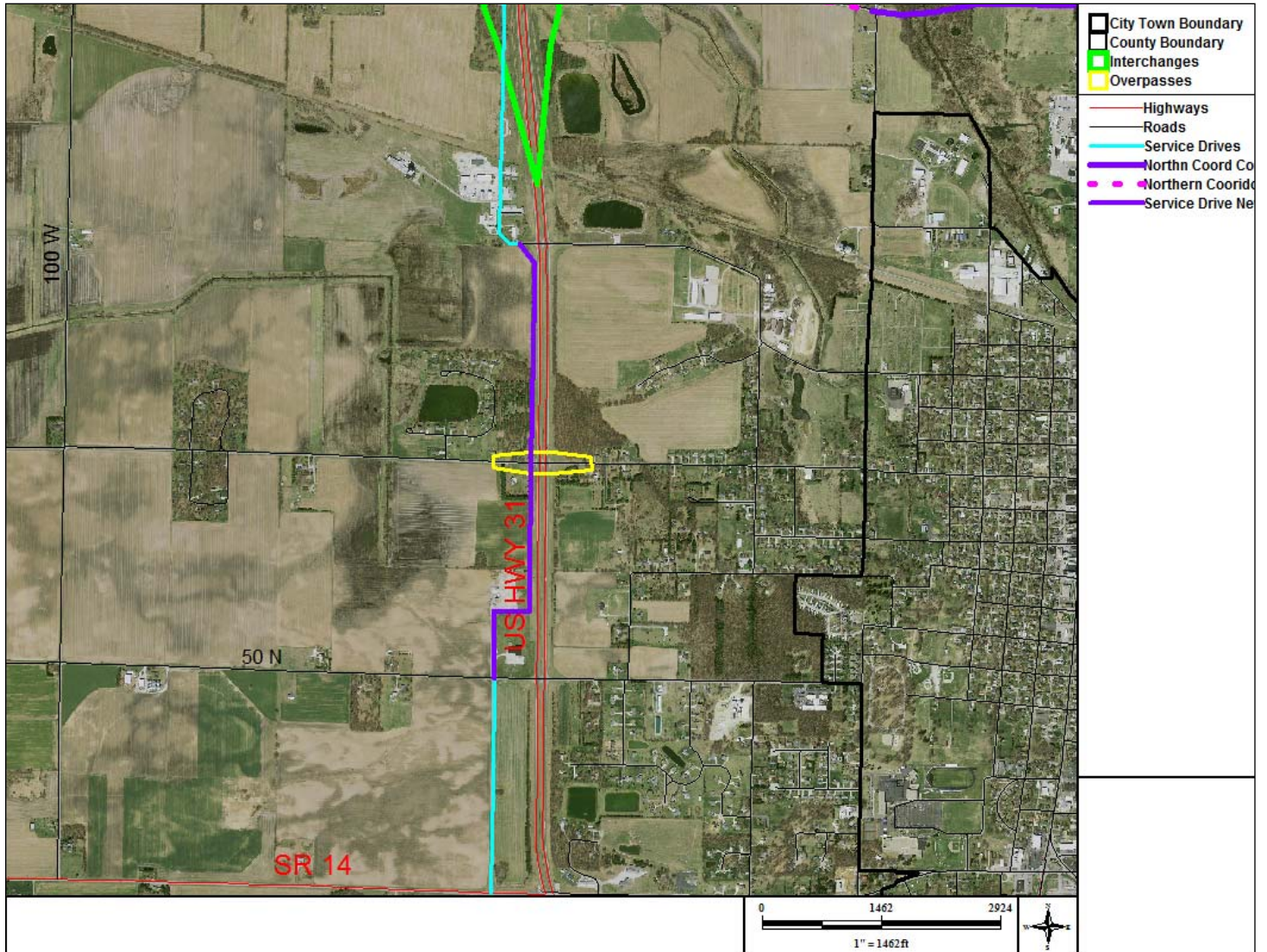


Meridian Road Service Corridor

- The Meridian Road Service Corridor will extend from Olson Road, a Secondary Arterial, to Fulton County Road 100 South, approximately 3.7 miles.
- This corridor will be built using existing county roads and approximately one mile of newly constructed roadway, all of which could be built on land INDOT currently owns.
- The service corridor will connect the interchange at State Road 25 and U.S. 31, the interchange at C.R. 200 North/Monticello Road and U.S. 31, the Northern Corridor, State Road 14, State Road 25, one Minor Collector, as well as, a Secondary Collector.
- Connectivity will be created between a number of entities located on the service corridor and the Interchanges, State Roads, Northern Corridor, Secondary Arterial, and Minor Collector including Rochester Ford New Holland Farm Implement dealer, the Paradise Truck Stop, the INDOT Highway Garage, North Central L.P., Wendt Llp, Emergency Personnel, Rochester School Corporation, as well as, private vehicular traffic.
- The Meridian Road Service Corridor has been zoned Highway Commercial preserving the usage of this corridor as a transportation thoroughfare by not allowing housing and eliminating the need for any further road cuts along U.S. 31.

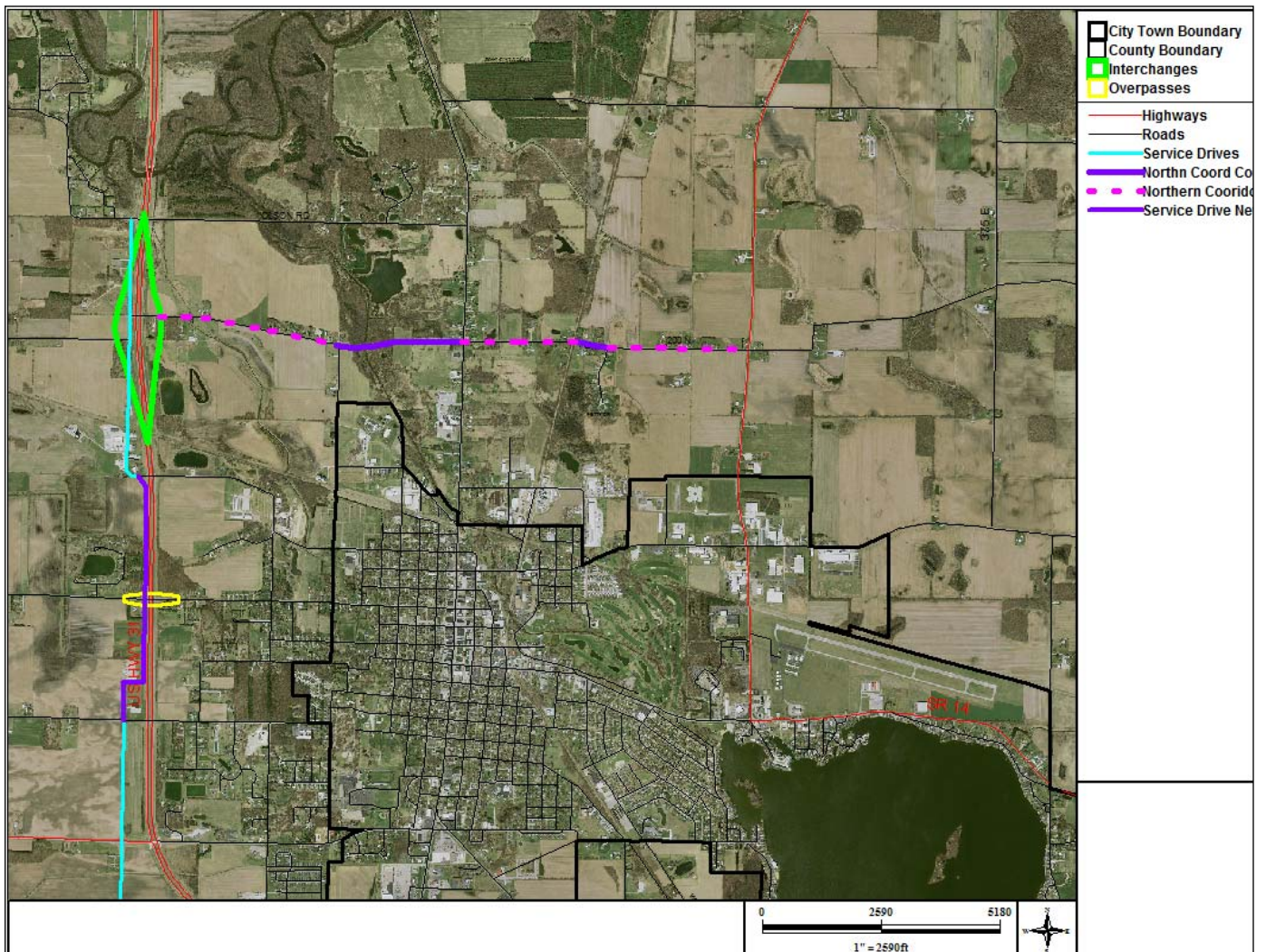


New Road Construction - Enlargement

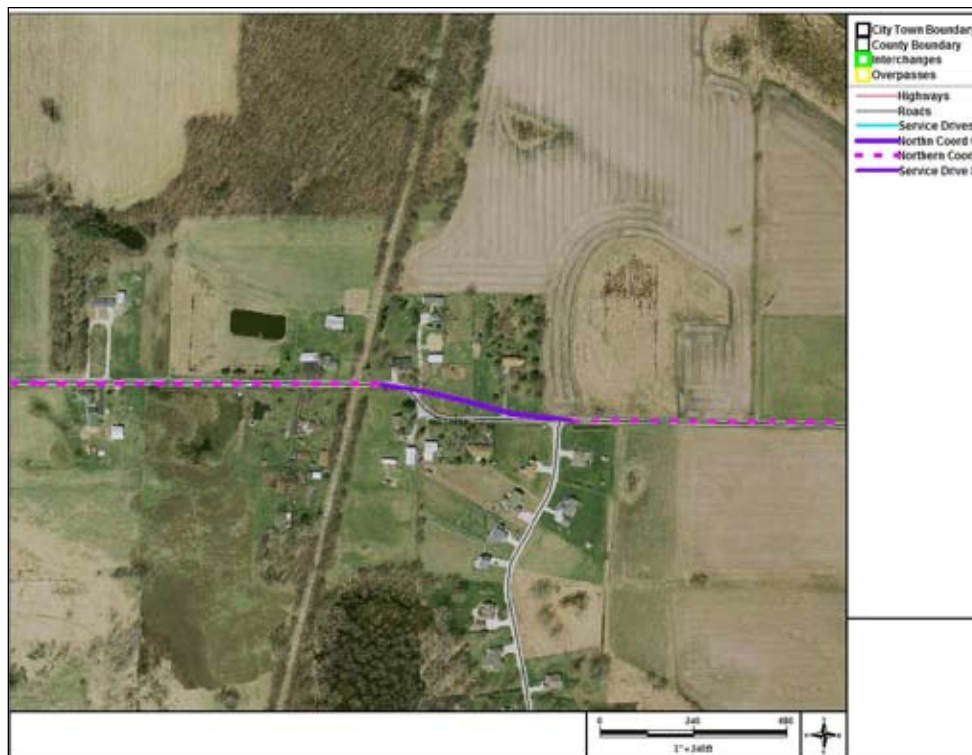
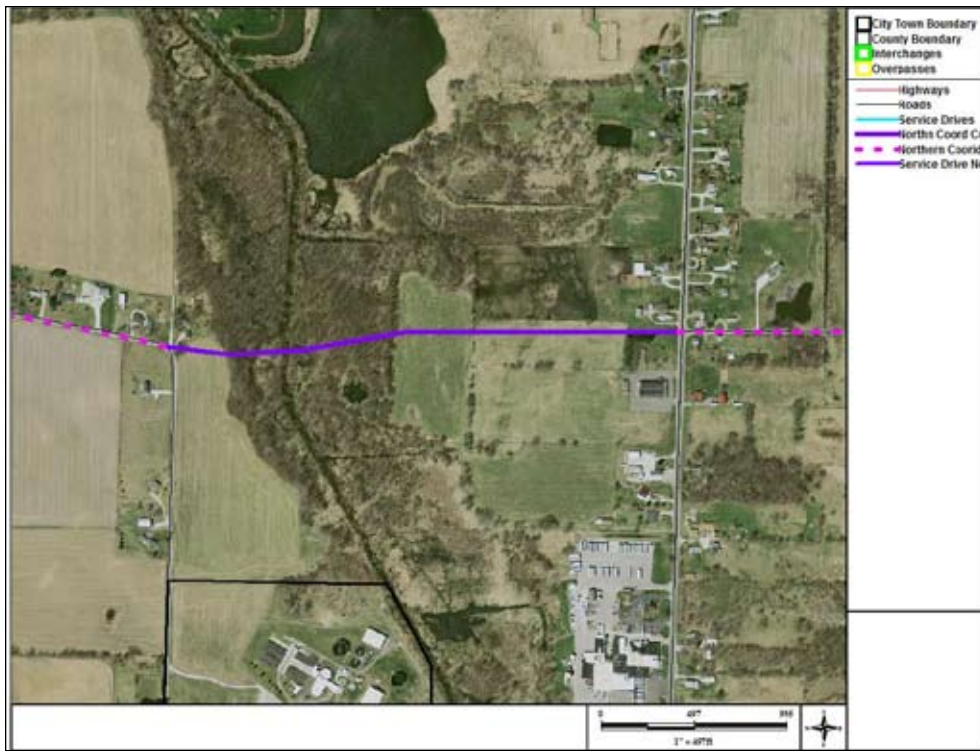


Northern Corridor

- The Northern Corridor will extend from the interchange at C.R. 200 North/Monticello Road and U.S. 31 to Old U.S. 31 and State Road 25, approximately 2.5 miles.
- This corridor would be built using existing county roads and approximately .66 mile of newly constructed roadway.
- It will connect State Road 25 and Old U.S. 31 to U.S. 31 at an interchange allowing the numerous points of accessibility with Rochester's northern and eastern Industrial Districts as well as multiple State Roads and all of the communities located along their routes.

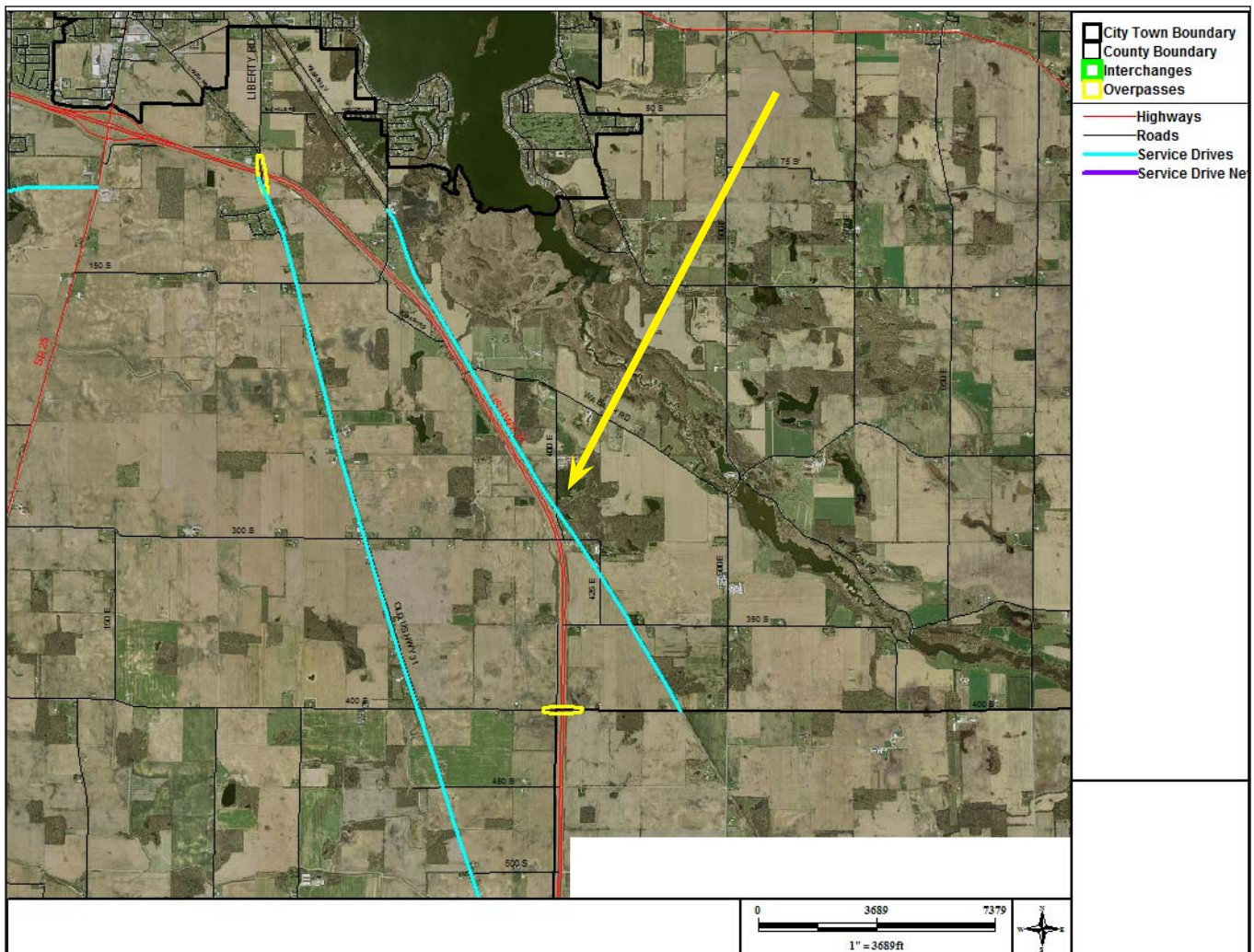


New Road Construction - Enlargement



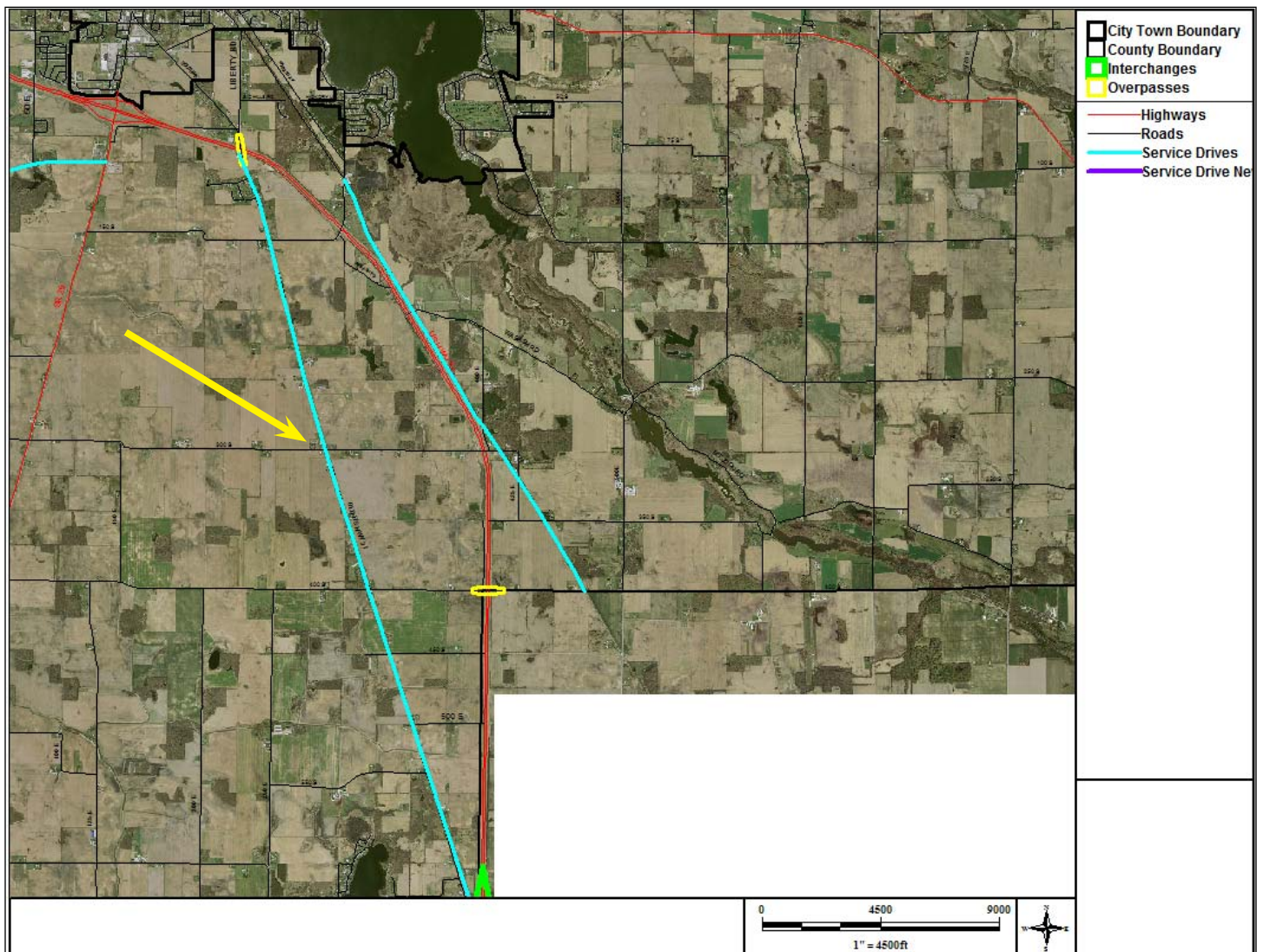
Nickle Plate Service Corridor

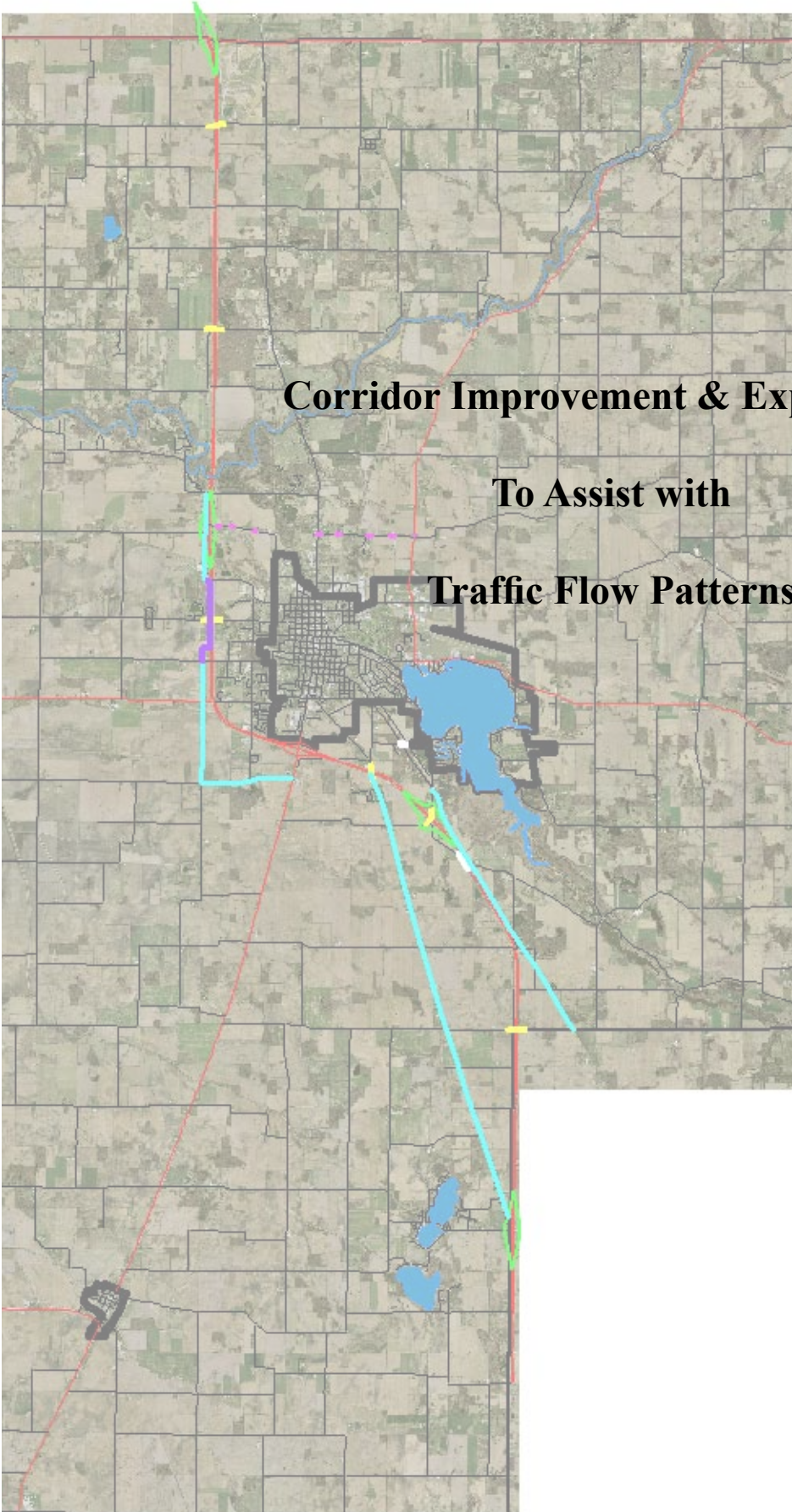
- This service corridor will extend from Wabash Avenue to Fulton County Road 400 South, approximately 3.5 miles.
- The corridor will be built within the existing Nickle Plate right-of-way, creating a joint service corridor and walking/biking trail. A commitment was placed on the Nickle Plate Trail Incorporated when this parcel was rezoned to allow a walking/biking trail to allow a service corridor to share the right-of-way of the Nickle Plate Rail line if and when the U.S. 31 project was completed.
- The service corridor will provide vital access to emergency response personnel and the Rochester School Corporation to the southern part of Lake Manitou and the southeast portion of Fulton County. Without this service corridor, the southern portion of Lake Manitou and the southeast portion of Fulton County will be extremely effected by extended response times by emergency personnel and school system bus routes.
- Lake Manitou residents are a large portion of the City of Rochester's tax base and have advocated for additional access to the Lake along U.S. 31. This service corridor would preserve the City's assets by granting access to the Lake Manitou along a scenic route, while preserving the City's tourism and residential tax base in this area.



Southway Old U.S. 31

- This service corridor is existing and will help interconnect southern Fulton County with the City of Rochester and the interchange located at Fulton County Road 650 South/Miami County Road 1350 North and U.S. 31, approximately 5.7 miles.
- This corridor is essential for emergency personnel and the Rochester School Corporation to access southern Fulton County.





Corridor Improvement & Expansions

To Assist with

Traffic Flow Patterns

Corridor Improvement Attributes

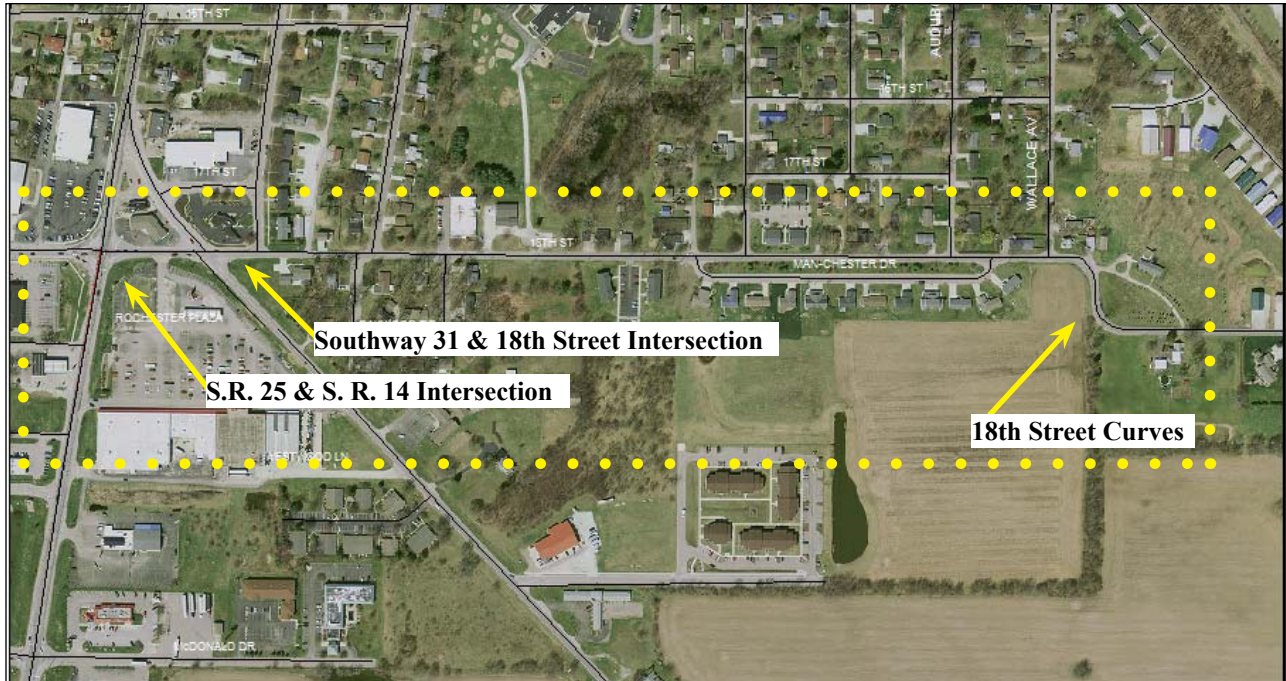


- Commercial Entity
- Church
- ▭ Established Walking Trail
- ⬡ Residential Facility
- Corridor

Southern Access Points to U.S. 31 - Inner-City Corridor Reconstruction

- Current points of concern include the following corridors and intersections:
 - * State Road 25 & State Road 14 Intersection
 - * Southway 31 & 18th Street Intersection
 - * Curves located on 18th Street
 - * No Connection Point between Lake Manitou and the 18th Street Access Points to U.S. 31

Current Corridor:



Proposed Corridor:



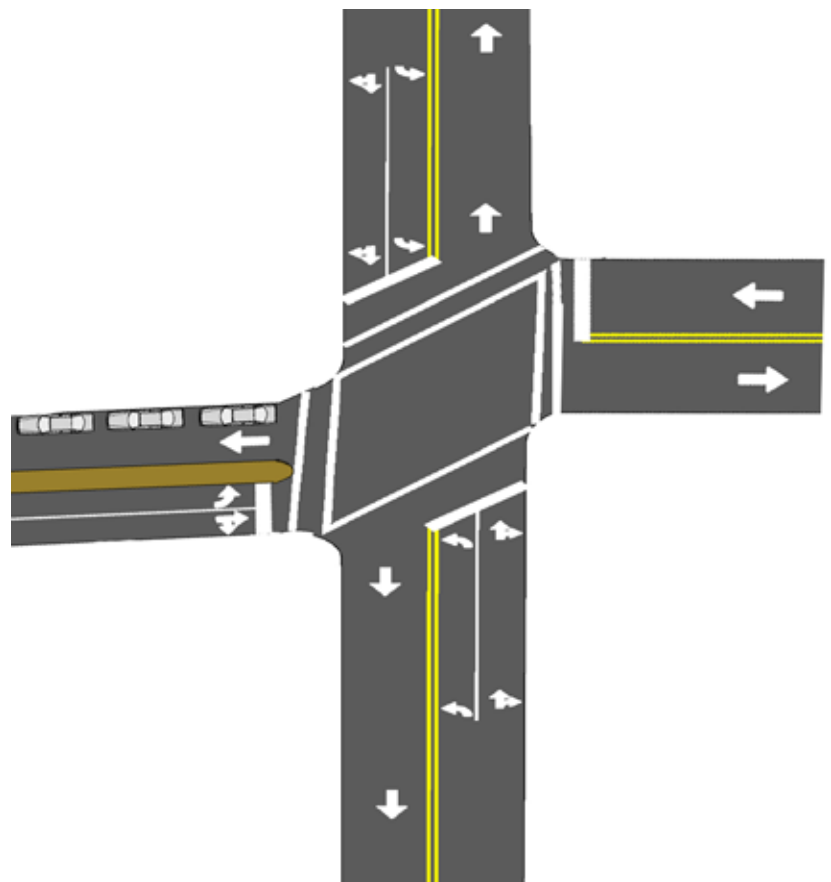
Intersection Redesign - State Road 14 & State Road 25

- Current traffic flow is hampered by a red light at the intersection of State Road 14 and State Road 25, which does not contain a left turn signal and no striped left turn lanes.
- Traffic commonly veers around vehicles turning left causing multiple accidents at this intersection.
- This intersection will be one of only two routes connecting the City U.S. 31 on the Southside and will have increased traffic flow moving in all directions: State Road 14 to the West, City of Rochester to the North, accessing U.S. 31 to the South, and accessing Lake Manitou and existing businesses to the east.
- Left turn lanes and timed left turn arrow signals will greatly increase the flow of traffic and reduce the number of accidents caused by veering traffic and mis-timed left turns.

Current Intersection:



Proposed Intersection Design:



Southway 31 Roundabout

- Current traffic flow is also hampered by a two-way stop at the intersection of Southway 31 and 18th Street.
- 18th Street between State Road 25 and Southway 31 is only approximately 250 feet long and only supports an estimate 8-10 cars/trucks at one time, which creates a bottleneck and hampers smooth traffic flow.
- This area has historically had a high volume of accidents due to both visual impediments that are emphasized by the spacial orientation of the intersection and the two-way stop design.
- A roundabout located at the intersection of Southway 31 and 18th Street will not only create a continuous flow of traffic from State Road 25 and State Road 14, as well as Southway 31, it will also create a safer traffic pattern along a local commercial delivery route.

Current Intersection



Roundabout Design and Attributes

According to INDOT, there are compact designs that would appear to meet the City’s need and be able to utilize the existing right-of-way. One design is labeled a “Mini Roundabout”, which is only approximately 45-110 feet Inscribed-Circle Diameter (ICD), which is the outside diameter of the inscribed circle measured from face of curb to face of curb. The Mini Roundabout has posted speeds of 30 mph or less, have a very high capacity for their size, and are inexpensive. There is also an “Urban Compact Roundabout”, which has an ICD of only 80-110 feet, is used in low speed situations of 35 mph or less and can be single or multilane.

In a single-lane roundabout design the exit capacity has been show to produce in normal urban conditions 1,200 to 1,300 vehicles per hour. In addition to the higher volume of exit capacity, the increased safety factor has been modeled and proven. In Valparaiso, a safety study of a roundabout produced a 65% change in the number of personal injury crashes at one intersection

Revised Intersection with a Roundabout



18th Street Road Improvement

- With an improved intersection at S.R. 25 and S.R. 14, a roundabout at Southway 31 and 18th Street, and the increase traffic flow to and from Lake Manitou and a number of businesses, the 18th Street Corridor will be utilized as a main collector of the southern part of Rochester.
- The existing curves are approximately 90 degrees and create difficult traffic flow patterns for vehicular traffic, as well as, large trucks, semis, and truck and trailer combinations.
- Changing the angle of the curves will create a more conducive traffic flow and enable large vehicles to easily manipulate the corridor in order to supply the commercial and residential attributes in this area.

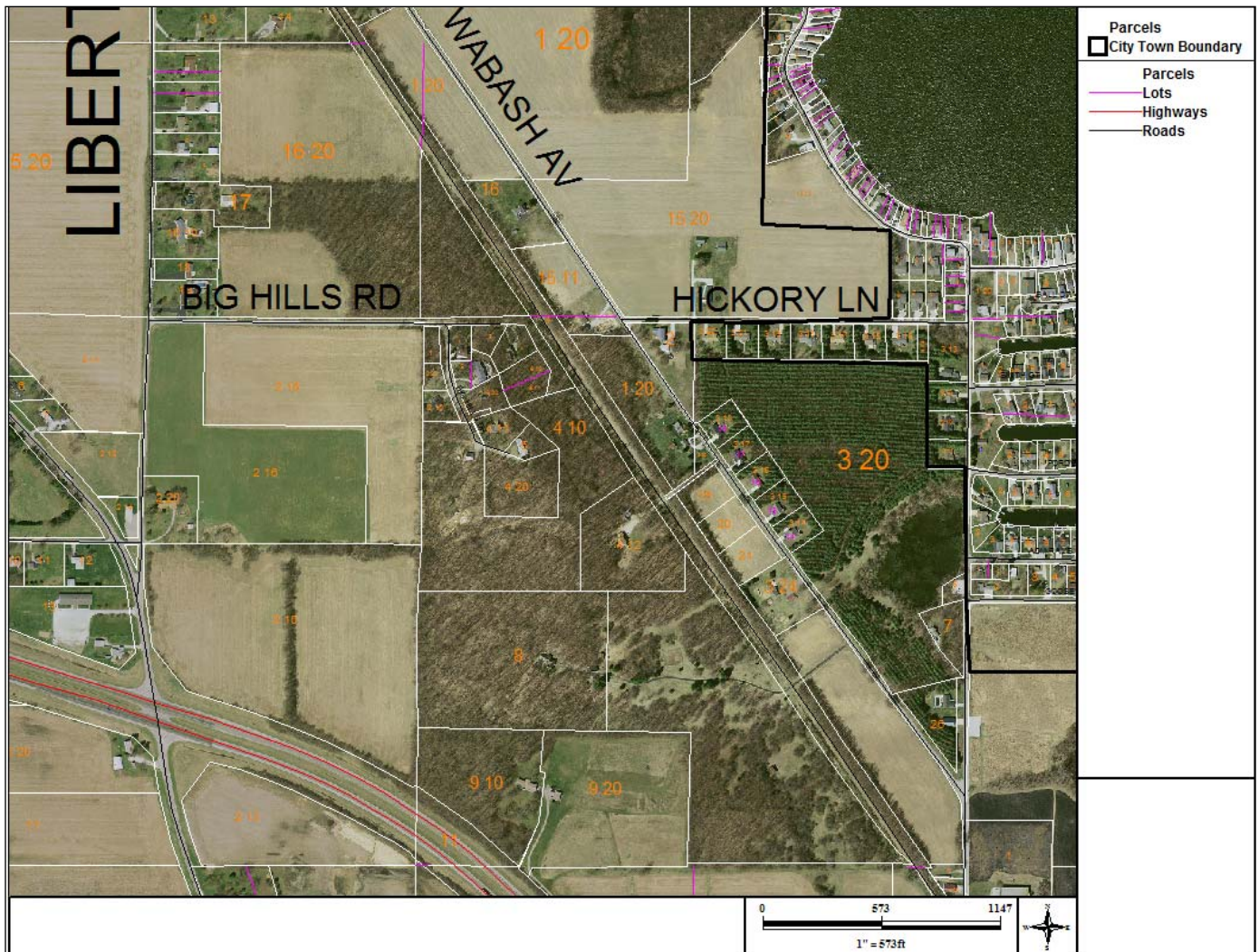


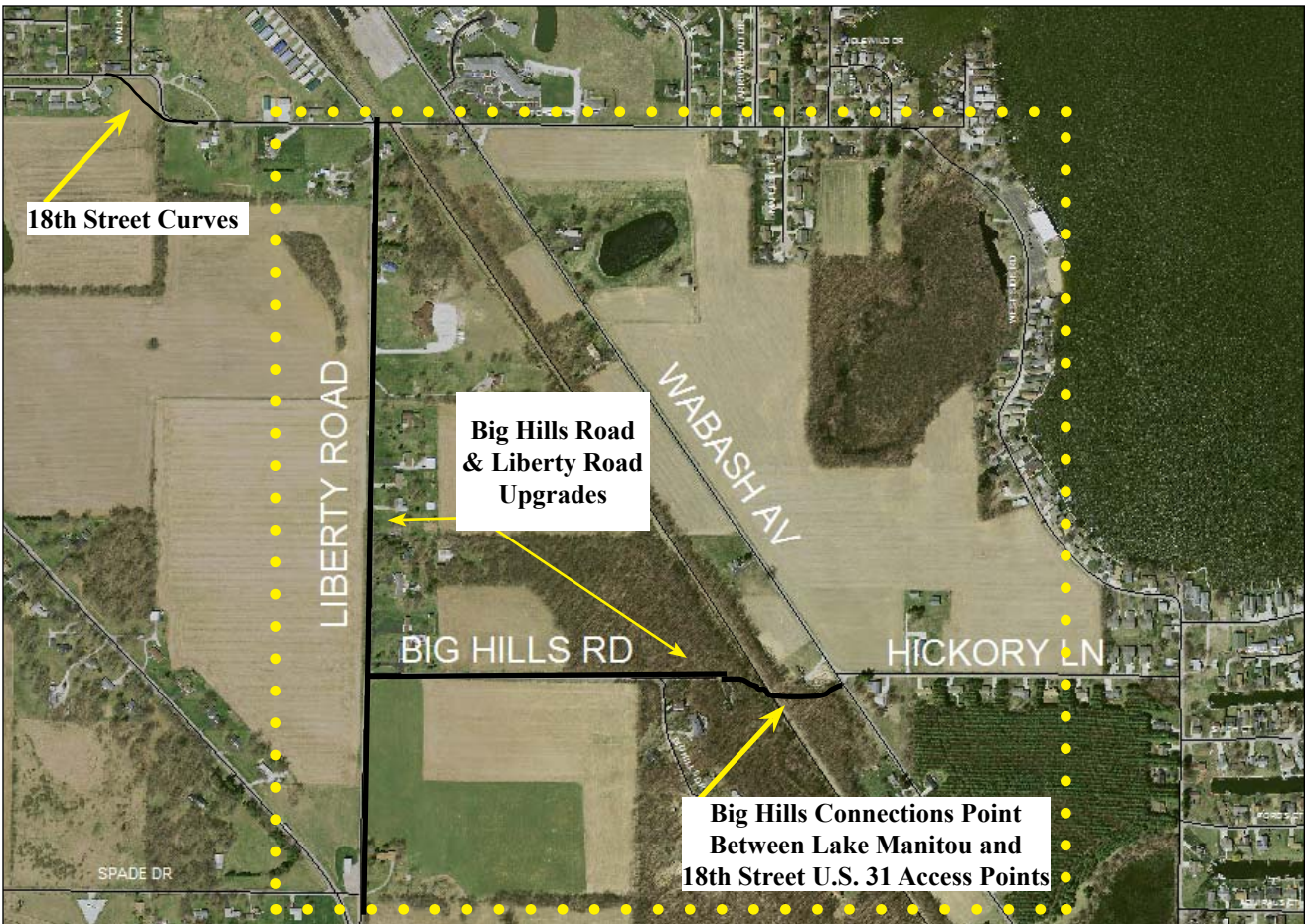
Big Hills Road Extension

- Connection of Wabash Avenue to Liberty Road, leading to Southway 31
- 50' Right-of-Way
- Approximately 500' Long
- Two Property Acquisitions

The extension of Big Hills Road to Wabash Avenue would supply a more direct route to both residents, trail users, and the commercial entities in the area to the existing U.S. 31 and S.R. 25 Interchange and the proposed overpass at Old U.S. 31 and U.S. 31. The area between Southway 31 and Liberty Road is zoned Residential Cluster and Suburban Residential enabling it to be subdivided for residential growth. The area directly west of Southway 31 is zoned General Commercial and is currently for sale for subdivided commercial growth.

Current Aerial and Subdivision Plats

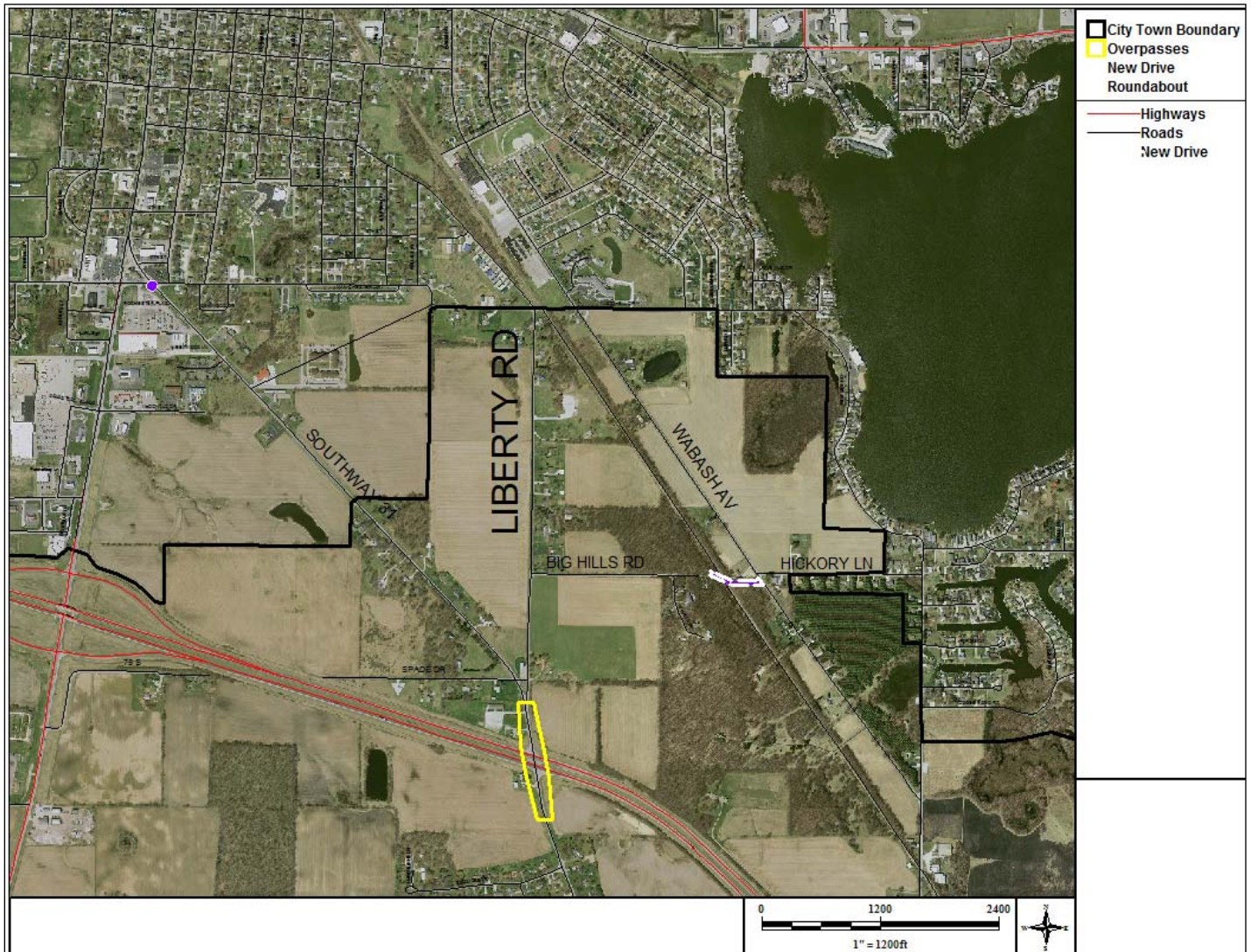




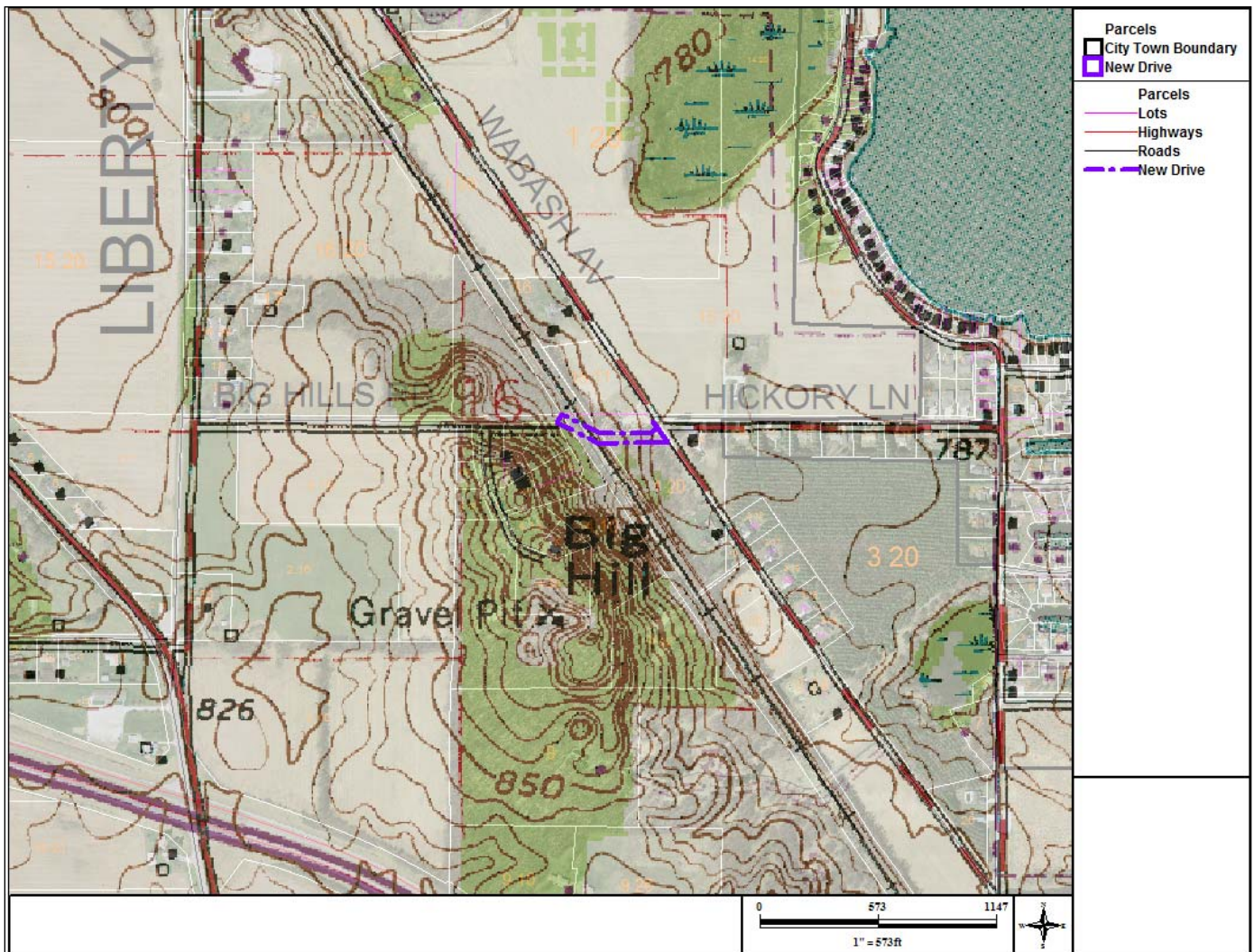
Enlarged Area



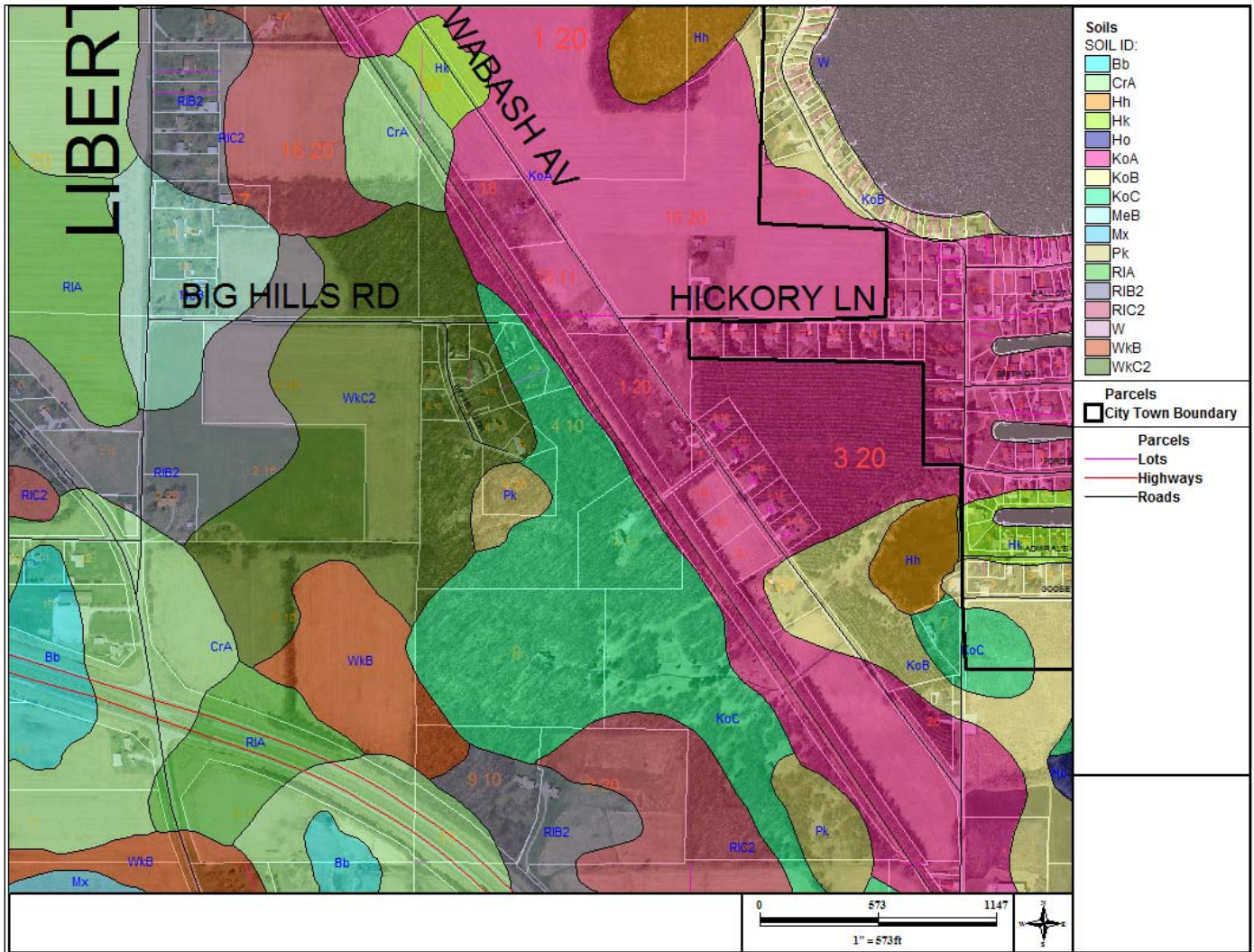
Overall Area Attributes

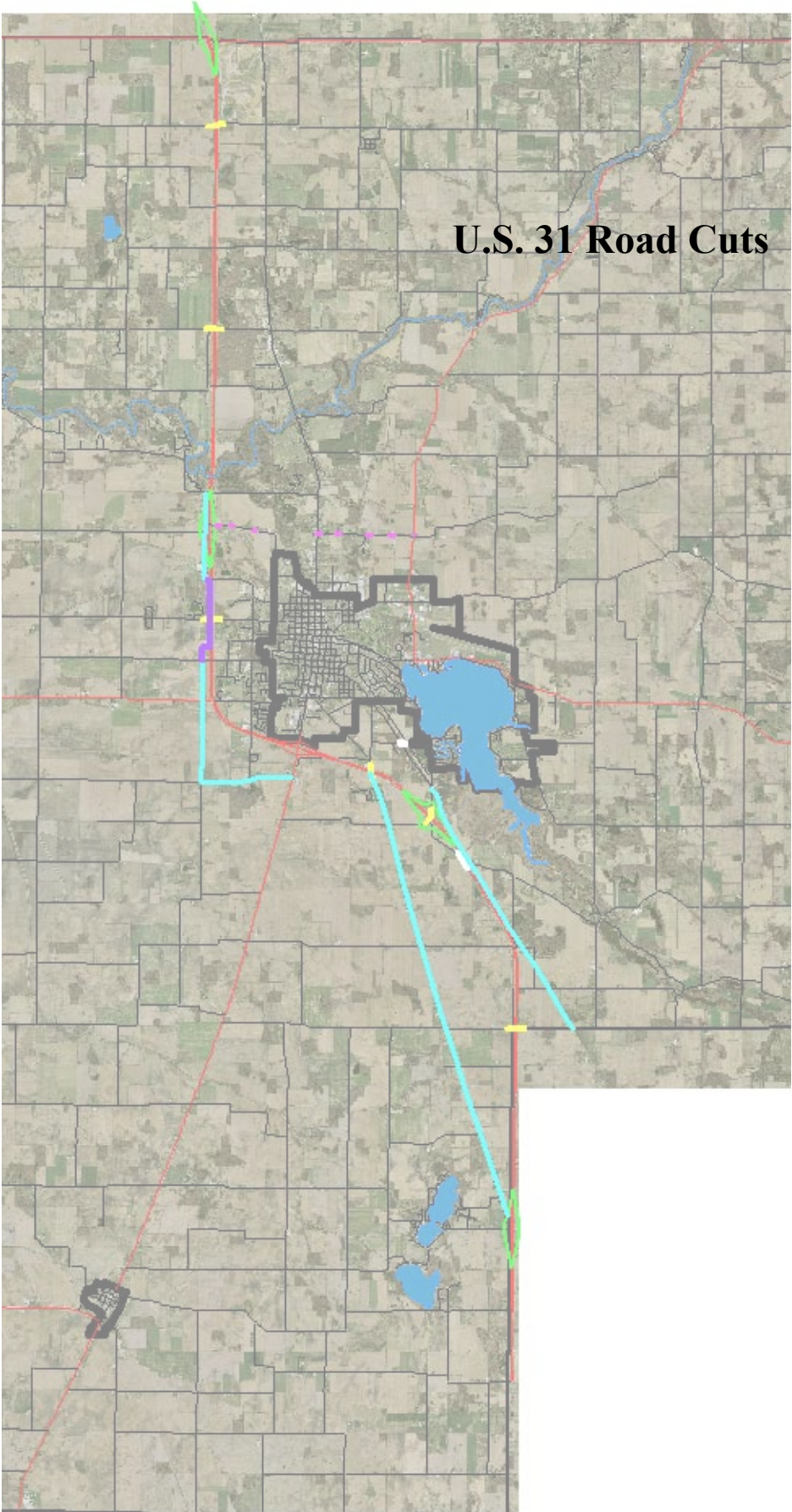


Topographical Map



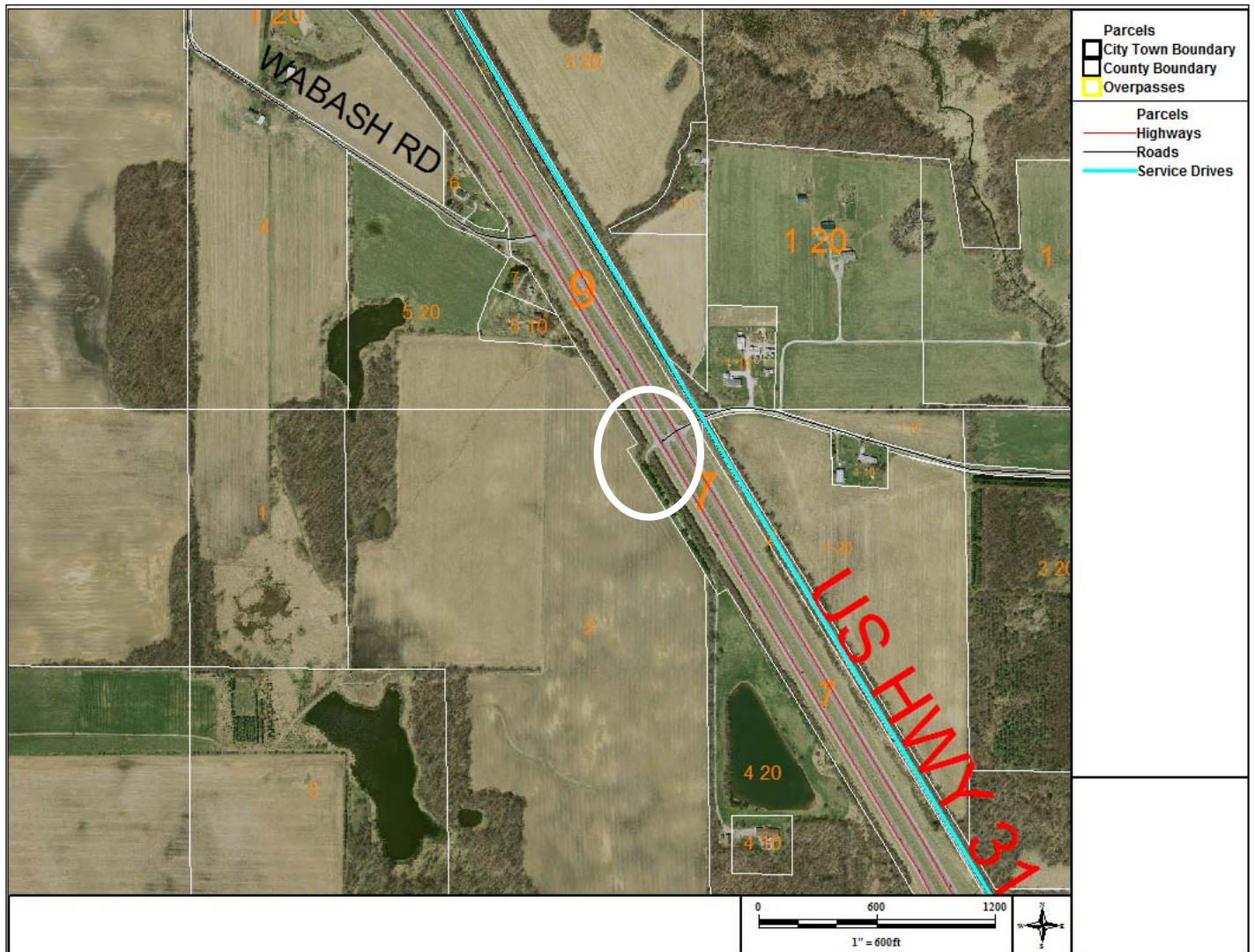
Soil Map - Predominately Kosciusko Soils with 0-6% slope





Proposed Solution for U.S. 31 Roadcuts

- *1980 South U.S. Hwy 31, Rochester, Indiana*
 - This is the only existing road cut on U.S. 31 within Fulton County.
 - This address currently utilizes a portion of INDOT's U.S. 31 right-of-way as their driveway by virtue of a recorded easement between a previous homeowner and INDOT.
 - A simple solution is to extend the easement legal description to the north to intersect with South Wabash Road, which would preclude the need to purchase any additional property, approximately .23 mile.



Duly entered for taxation this 2nd day of April, 1987
Auditor's fee \$

Received for record this 2 day of April, 1987 at 10:50 o'clock A.M. and recorded in Book No. 158 Page 461

Warranty Deed

Lola F. Reddle

Auditor Fulton County

THIS INDENTURE WITNESSETH:

Recorder Luther County

That ~~_____~~

of Kosciusko County, in the State of Indiana

Convey and Warrant to ~~_____~~ husband and wife,

of ~~_____~~ Fulton Co., Indiana, for and in
(Street or R.R.) (City) (County) (State)

Consideration of Valuable Consideration and One Dollar

the receipt whereof is hereby acknowledged, the following described Real Estate in Fulton County, in the State of Indiana, to-wit:

Part of the Northeast Quarter of Section 27 in Township 30 North, Range 3 East, in Fulton County, Indiana, more particularly described as follows:

Commencing at the Southwest Corner of the Northeast quarter of Section 27; thence due North (assumed bearing) along the West line of the Northeast quarter of Section 27 a distance of 575.00 feet; thence due East a distance of 110.37 feet to the point of beginning; thence continuing due East a distance of 300.00 feet; thence due South a distance of 290.40 feet; thence due West a distance of 300.00 feet; thence due North a distance of 290.40 feet to the point of beginning, containing 2.00 acres, more or less.

Together with a non-exclusive easement 50 feet in width lying East of and adjacent to the West line of the Northeast quarter of Section 27 and beginning at the end of the existing access road from U.S. 31, said end of access road being 1905 feet North of the Southwest corner of the Northeast quarter of Section 27, and proceeding South to a line 575 feet North of said corner; thence continuing, fifty feet in width and North of said line, due East to the East line of the 2 acre tract which is 410.37 feet East of the West line of the Northeast quarter of Section 27.

Signed and Sealed this 1st day of April, 1987
~~_____~~ (SEAL) ~~_____~~ (SEAL)
~~_____~~ (SEAL) ~~_____~~ (SEAL)
~~_____~~ (SEAL) ~~_____~~ (SEAL)

STATE OF INDIANA, FULTON COUNTY, SS:

Before me, the undersigned, a Notary Public in and for said State and County, this 1st day of April, A.D., 1987, personally appeared the within named Catherine M. Reddle and Hugh F. Reddle, her husband

Grantor.s. in the above conveyance, and acknowledged the execution of the same to be their voluntary act and deed for the use and purpose herein mentioned.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal.
My Commission expires April 22, 1989
Robert E. Peterson
Robert E. Peterson NOTARY PUBLIC

of Fulton County, Indiana

This instrument was prepared by Lawrence M. Brown, Attorney at Law.

New Easement Extension - Enlargement

