



Marshall-Fulton U.S. 31 Corridor Project Materials

February 2026

U.S. 31 Corridor Information



US 31 Corridor projects
in Marshall & Fulton

1. Project Description & Timeline
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6. U.S. 31 at C.R. 700 Alternatives
7. U.S. 31 at S.R. 110 Alternatives
8. U.S. 31 at 19th Road Alternatives



Project Description, Timeline & Station Layout

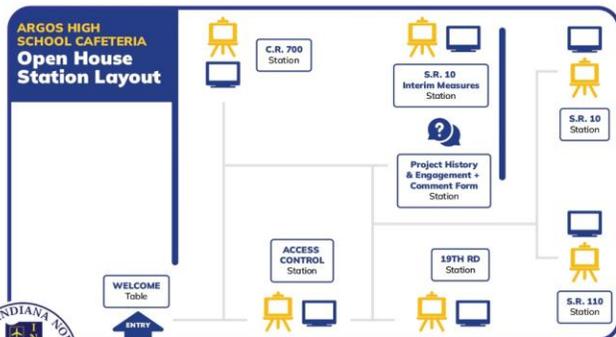


The Indiana Department of Transportation (INDOT) is proposing a major safety-driven road redesign of **9 crossings along a 6-mile stretch of U.S. 31 in Marshall and Fulton counties, between County Road 700 and 16th Road**. Proposed remedies include two interchanges, two new bridges, and Access Control. Alternatives under consideration reduce conflict points that include right-angle, left-turn, and rear-end crashes. Improvements also will address forecasted side-road vehicle congestion and traffic queuing that likely contributes to potentially unsafe driver behavior.

Construction of an interchange for **U.S. 31 at State Road 10** and a bridge for **U.S. 31 at C.R. 700** is scheduled for 2028. Construction of an interchange for **U.S. 31 at State Road 110**, a bridge for **U.S. 31 at 19th Road**, and overall corridor **Access Control**, is scheduled for 2030. Also learn about interim measures for **U.S. 31 at S.R. 10**.

ANTICIPATED TIMELINE

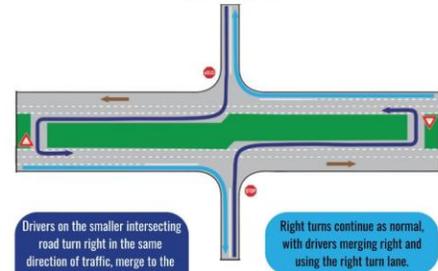
February 2026	Public Open House: U.S. 31 at S.R. 10, S.R. 110, C.R. 700, 19th Rd. and Access Control
Summer 2026	Construction: U.S. 31 at S.R. 10, Reduced Conflict Intersection (RCI)
Early 2027	Public Hearing: U.S. 31 at S.R. 10, S.R. 110, C.R. 700, 19th Rd. and Access Control
February 2028	Project Letting: U.S. 31 at S.R. 10; U.S. 31 at C.R. 700
Summer 2028	Construction: U.S. 31 at S.R. 10; U.S. 31 at C.R. 700
December 2029	Project Letting: U.S. 31 at S.R. 110; U.S. 31 at Access Control; U.S. 31 at 19th Rd.
Spring 2030	Construction: U.S. 31 at S.R. 110; U.S. 31 at Access Control; U.S. 31 at 19th Rd.



Marshall-Fulton U.S. 31 Corridor Interchanges & Bridges Project



REDUCED CONFLICT INTERSECTION (RCI) Navigating RCIs



Drivers on the smaller intersecting road turn right in the same direction of traffic, merge to the left, and then use the median U-turn to turn around. Drivers can then continue straight on the main road or merge right and turn right to continue traveling on the smaller intersecting road.

This alternative RCI design does not include median lefts. Drivers on the main road who want to turn left onto the smaller intersecting road will continue straight through the intersection and use the median U-turn to turn around (red paths) and then merge to the right to turn right (blue paths).

bit.ly/INDOTRCI

Interim measures for **U.S. 31 at S.R. 10** include a reduced speed limit, median pavement markings, and a Reduced Conflict Intersection (RCI), depicted above. The RCI for **U.S. 31 at S.R. 10** will be constructed in Summer 2026. Planned interchange construction there is scheduled for Summer 2028.



Project History & Engagement

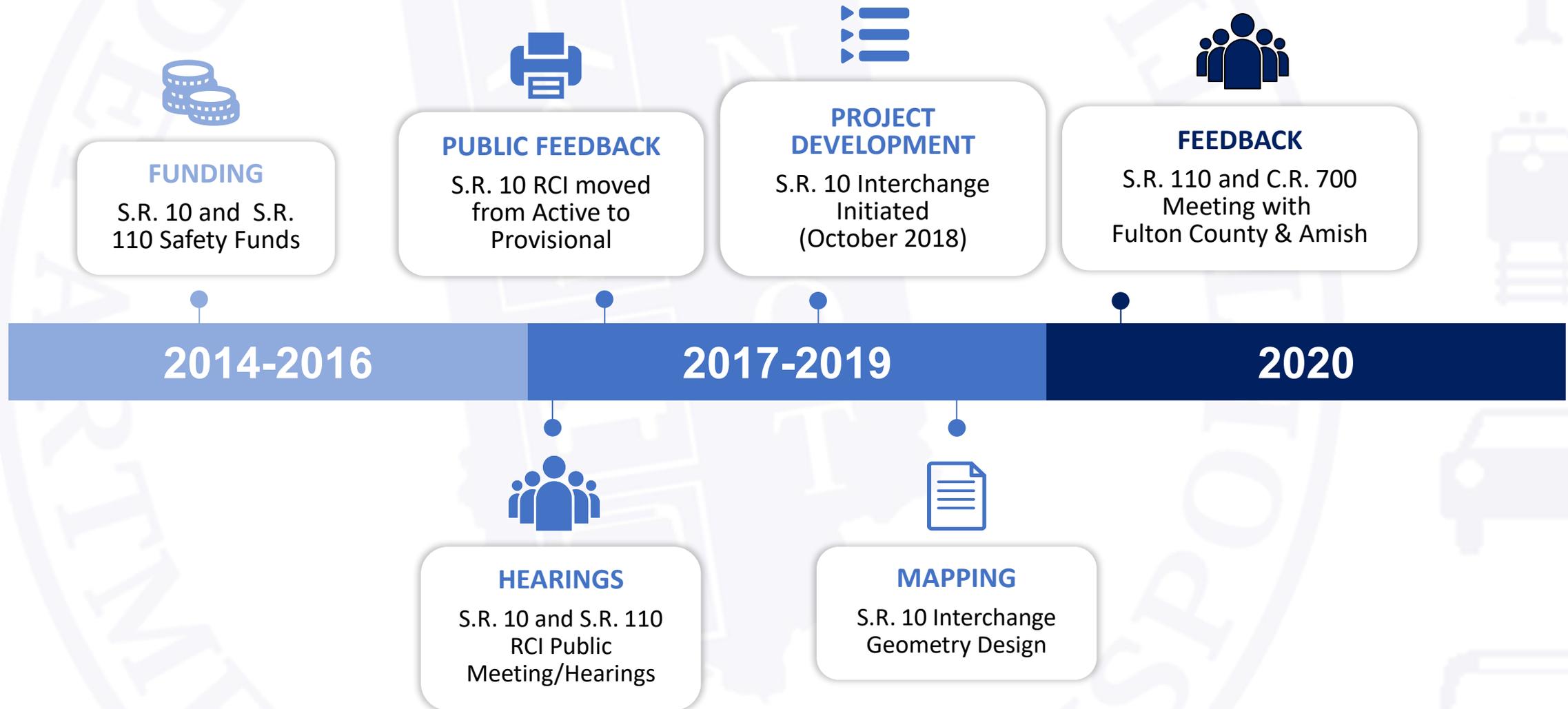


U.S. 31 Corridor Projects in Marshall & Fulton Counties

History & Engagement



U.S. 31 Corridor projects
in Marshall & Fulton



History & Engagement



U.S. 31 Corridor projects
in Marshall & Fulton



INDOT ANNOUNCES PEL

Study includes
Marshall-Fulton
project area



PEL STUDIES START

Vision/scoping
Public Information
Meeting 1 Launch of
propel U.S.30.com



PEL REPORTS & PUBLIC FEEDBACK

Above Ground Cultural Resource Memo, Purpose
and Need, Public Information Meeting 2, Draft
Environmental Constraints Report, Draft Universe
of Alternatives Screening, Level 1

2021

2022

2023

2024



HEARINGS

Study:
Draft Report
for S.R. 10



INDOT

Abbreviated
Corridor Report
(C.R. 700 to S.R. 10)



RFP

Request
for
Proposals
(all)



PROGRESS

Engineer
Report
Amendment
Memo for
S.R. 10



MEETING

Community
Advisory
Committee
for S.R. 10



MEETINGS

Community Advisory
Committee meetings for:
U.S. 31 at S.R. 110, C.R.
700 and Access Control;
and U.S. 31 at S.R. 10 &
U.S 31 at S.R 110 CACs



History & Engagement



U.S. 31 Corridor projects
in Marshall & Fulton



PROGRESS

Existing Transportation Conditions Report
Purpose & Need Report
Universe of Alternatives (Level 1) Screening Report



PROGRESS

Level 2 Screening Report

MEETINGS

Community Office Hours

PROGRESS

Draft Level 3 Screening Report

MEETINGS

PIM (two) and
Community Office Hours



2024



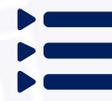
PROGRESS

Submit Draft Engineers Report S.R. 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 S.R. 110 & C.R. 700 for INDOT & FHWA Review



MEETINGS

Community Advisory Committee meetings for S.R. 10 & C.R. 700



History & Engagement



U.S. 31 Corridor projects
in Marshall & Fulton



PEL FINAL LEVEL 3

Screening
Report
(Winter)



PEL STUDY COMPLETE

Screening
Report
(Summer)



CONSTRUCTION

U.S. 31 at S.R. 10

Interim Measures: Reduced Speed ,
Median Pavement Markings, & Buzz Strips
(Summer 2026)

2025

2026

MEETING

U.S. 31 at S.R. 110
U.S. 31 Access Control
CAC3 – Preliminary
Preferred Alternative
(2/20/2025)



PUBLIC MEETING

U.S. 31 at S.R. 10
U.S. 31 at S.R. 110
U.S. 31 at C.R. 700
U.S. 31 at 19th Road
U.S. 31 Access Control
Public Open House
(3/13/2025)



OPEN HOUSE

U.S. 31 at S.R. 10
U.S. 31 at S.R. 110
U.S. 31 at C.R. 700
U.S. 31 at 19th Road
U.S. 31 Access Control
Public Open House
(2/19/2026)



CONSTRUCTION

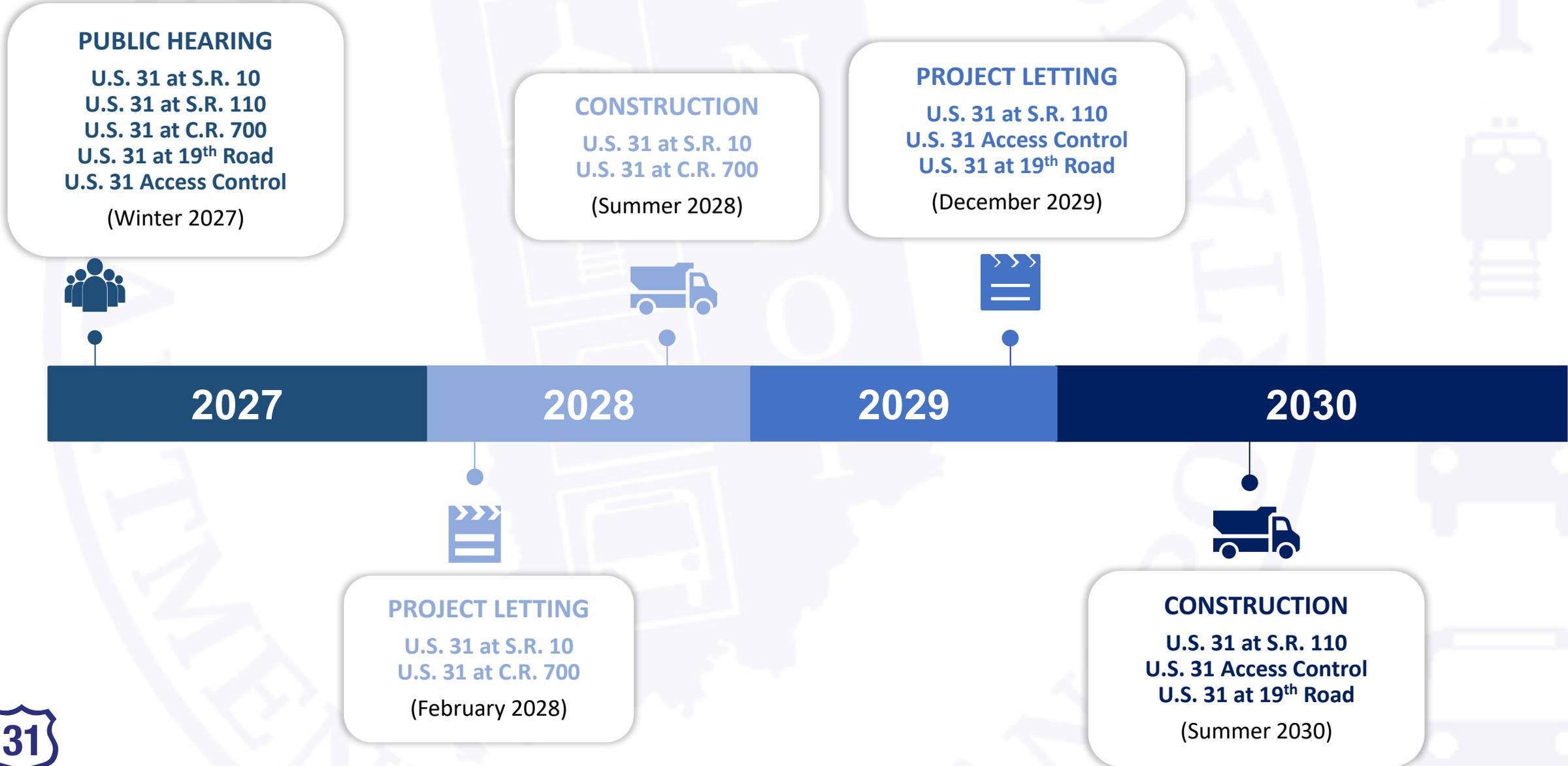
U.S. 31 at S.R. 10
Reduced Conflict
Intersection
(Summer 2026)



Projected Engagement



U.S. 31 Corridor projects
in Marshall & Fulton



U.S. 31 at S.R. 10 Interim Measures



U.S. 31 Corridor Projects in Marshall & Fulton Counties

U.S. 31 at S.R. 10



US 31 Corridor projects
in Marshall & Fulton

Interim Measures

- Speed Limit Reduced from 60 mph to 50 mph
- Median Pavement Markings
- Reduced Conflict Intersection (RCI)
 - Letting: April 2026
 - Construction: Summer 2026

Interchange & Bridge

- 7 Alternative Designs Under Consideration
 - Preliminary Preferred Alternative:
 - Partial Cloverleaf Interchange (PARCLO-AB) South
- Letting: Early 2028
- Construction: 2028

Learn more at
the U.S. 31 at
S.R. 10 Station!

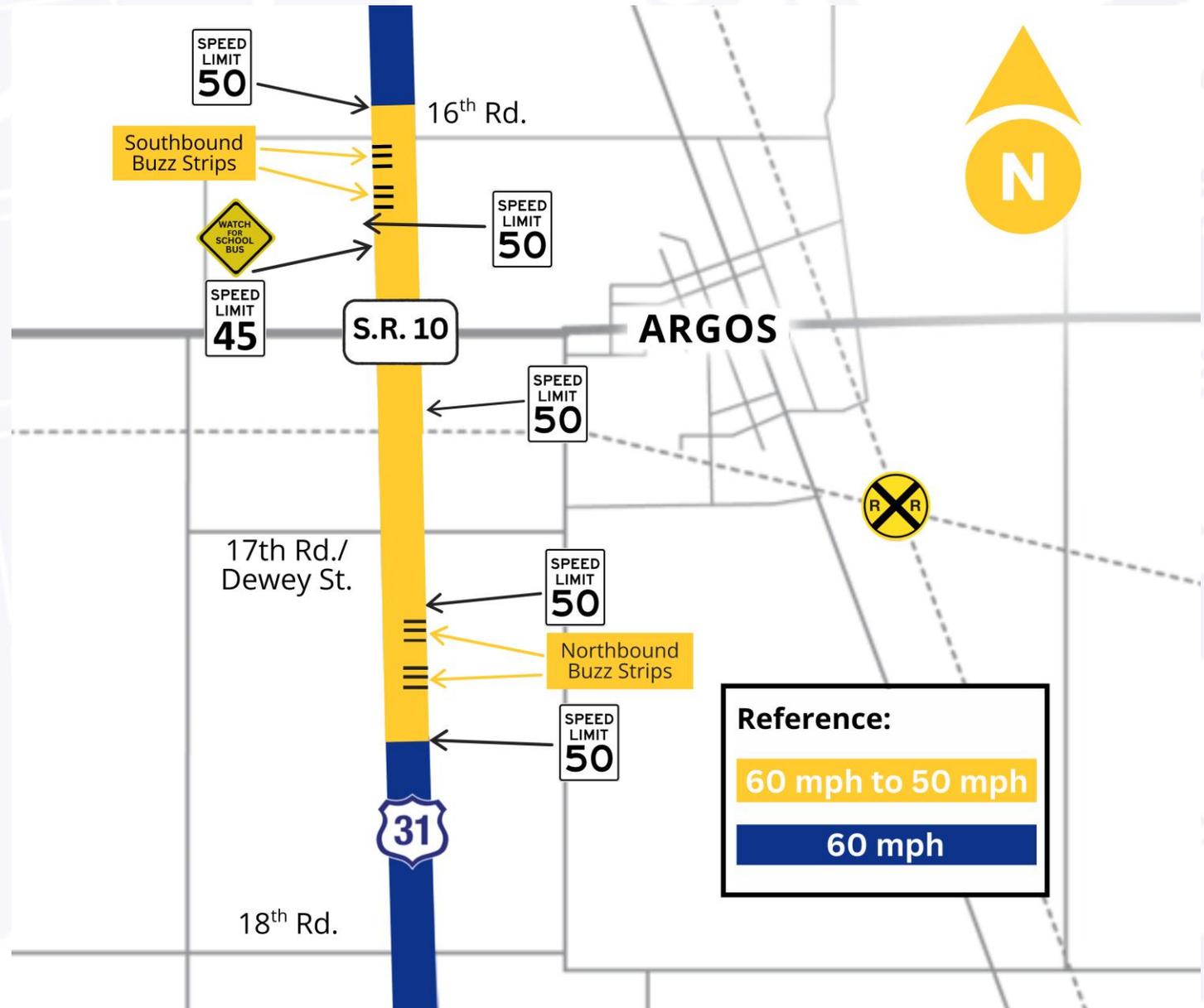


U.S. 31 at S.R. 10 Interim Measures



U.S. 31 Corridor projects
in Marshall & Fulton

Reduced Speed Limit
Updated Signage
Buzz Strips

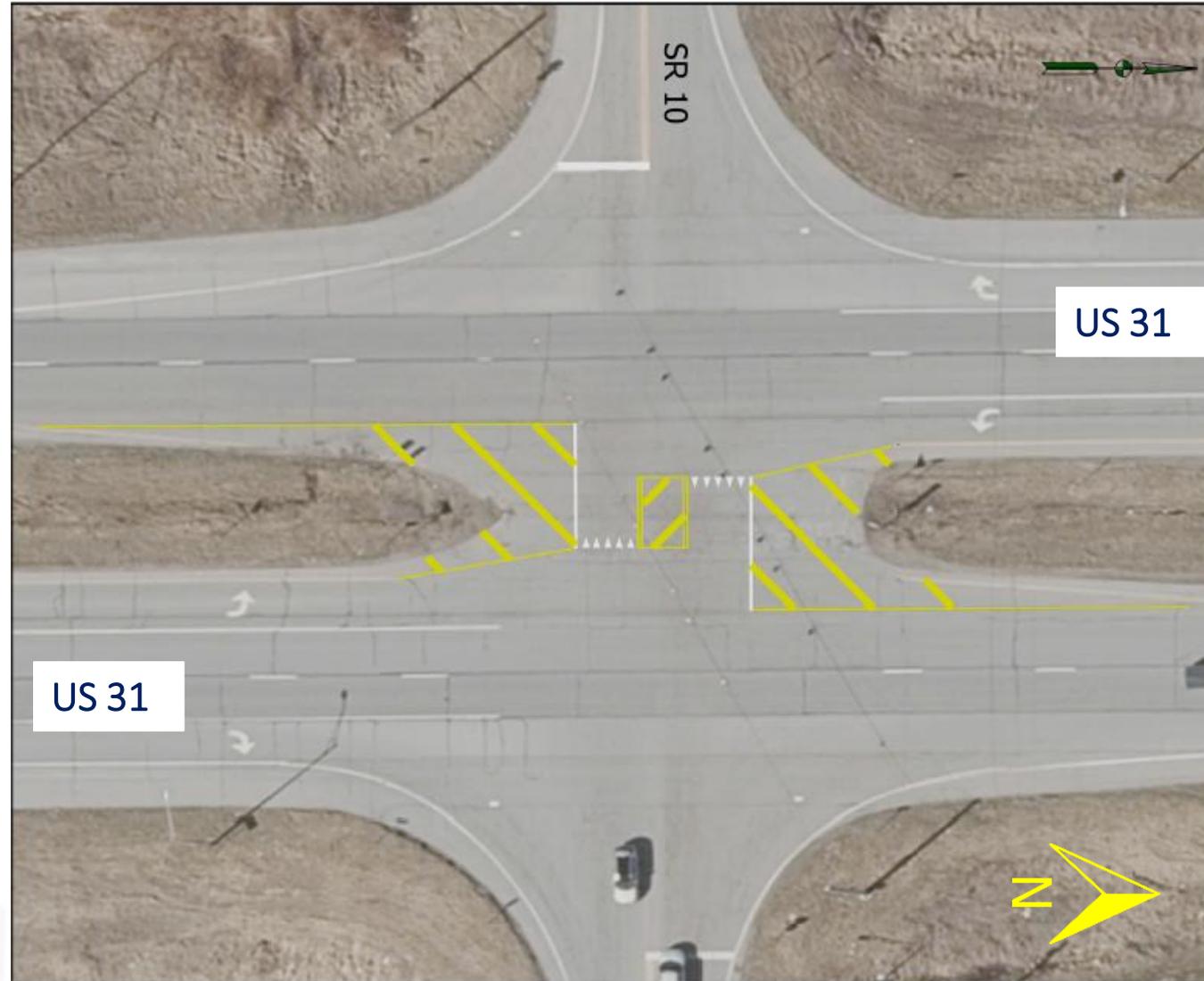


U.S. 31 at S.R. 10 Interim Measures



U.S. 31 Corridor projects
in Marshall & Fulton

Median Pavement Markings



U.S. 31 at S.R. 10 Interim Measures



U.S. 31 Corridor projects
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Reduced Conflict Intersection (RCI) Location



U.S. 31 at S.R. 10 Interim Measures



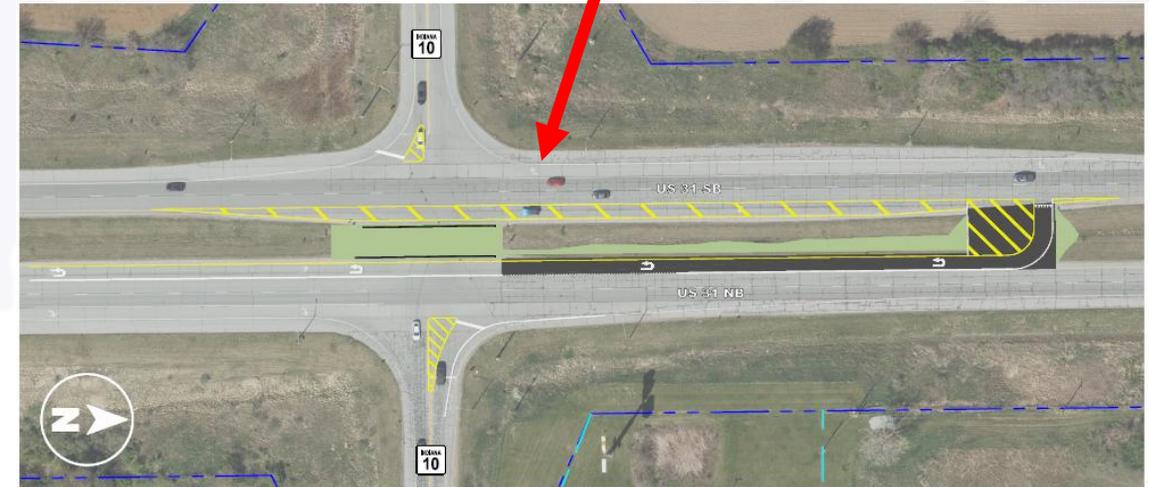
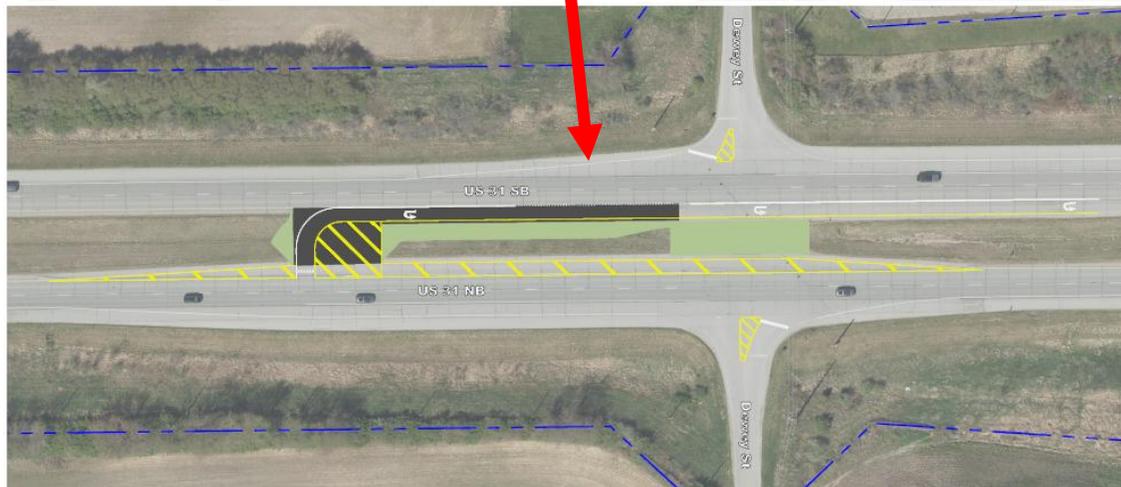
U.S. 31 Corridor projects
in Marshall & Fulton

Reduced Conflict Intersection (RCI)



South of U.S. 31 at Dewey St.

North of U.S. 31 at S.R. 10



U.S. 31 Access Control



U.S. 31 Corridor Projects in Marshall & Fulton Counties

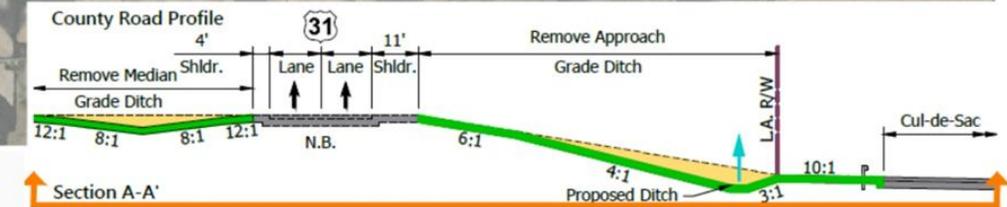
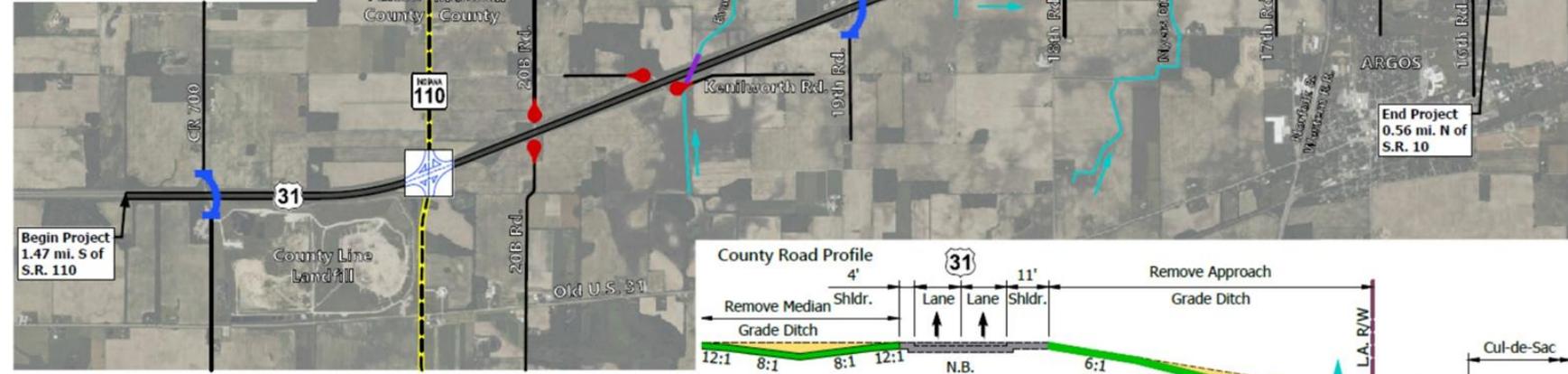
Access Control Overview



U.S. 31 Corridor projects
in Marshall & Fulton

Additional crossings being evaluated:

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



Improvement Package No Build

Arterial/Free Flow

- 16th Rd. – No Impact
- S.R. 10 – No Impact
- 17th Rd./Dewey St. – No Impact
- 18th Rd. – No Impact
- 19th Rd. – No Impact
- Kenilworth Rd. – No Impact
- 20 B Rd. – No Impact
- S.R. 110 – No Impact
- C.R. 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/Reduced Conflict Intersection (RCI) & Right In Right Out (RIRO)

- 16th Rd. – Intersection Closed
- S.R. 10 – Interchange
- 17th Rd./Dewey St.– Intersection Closed
- 18th Rd. – RIRO
- 19th Rd. – Reduced Conflict Intersection (Unsignalized)
- Kenilworth Rd. – RIRO
- 20 B Rd. – Intersection Closed
- S.R. 110 – Interchange
- C.R. 700 – Overpass Bridge

INTERSECTION TYPES:



Intersection Closed



Interchange



Reduced Conflict Intersection (Unsignalized)



RIRO

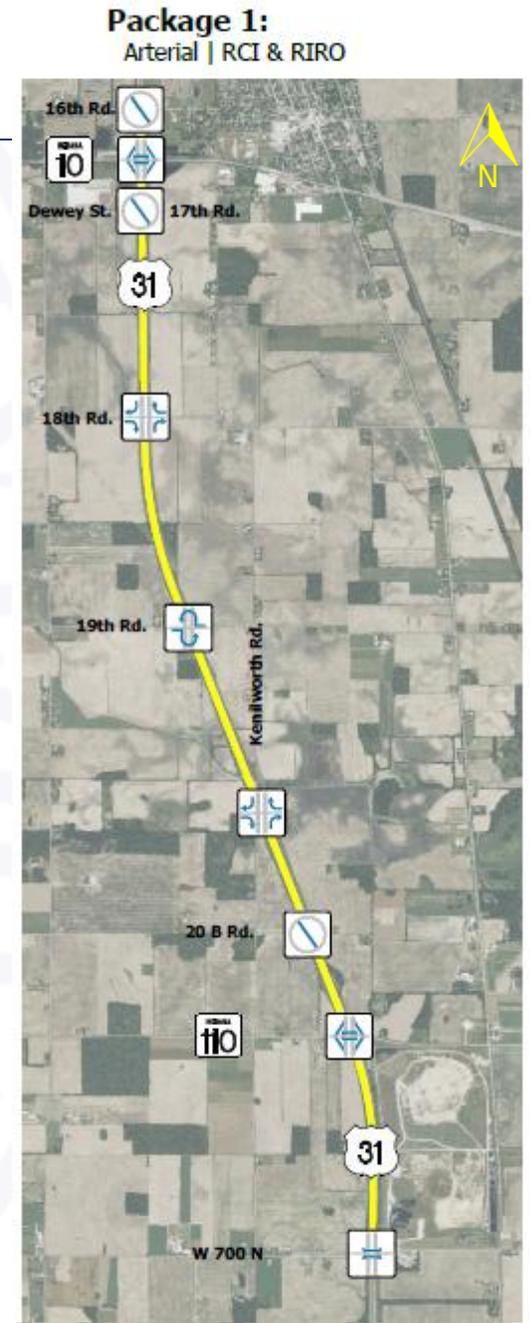


Overpass

ACCESS CONTROL METHODS:



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



Improvement Package #2

Expressway/RCI & Closures

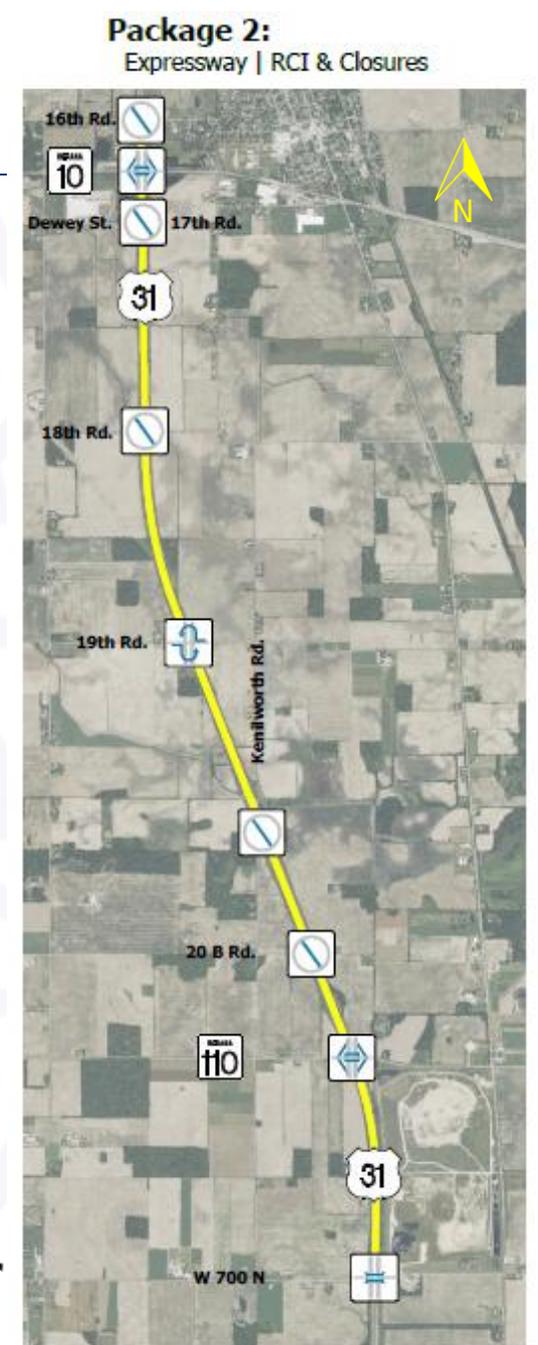
- 16th Rd – Intersection Closed
- S.R. 10 – Interchange
- 17th Rd./Dewey St – Intersection Closed
- 18th Rd. – Intersection Closed
- 19th Rd. – Reduced Conflict Intersection (Unsignalized)
- Kenilworth Rd. – Intersection Closed
- 20 B Rd. – Intersection Closed
- S.R. 110 – Interchange
- C.R. 700 – Overpass Bridge

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

Preliminary Preferred Alternative: Freeway/Free Flow

- 16th Rd. – Intersection Closed
- S.R. 10 – Interchange
- 17th Road/Dewey St. – Intersection Closed
- 18th Rd. – Intersection Closed
- 19th Rd. – Overpass Bridge
- Kenilworth Rd. – Intersection Closed
- 20 B Rd. – Intersection Closed
- S.R. 110 – Interchange
- C.R. 700 – Overpass Bridge

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

Package 3: Freeway | Free-Flow



U.S. 31 Overall Corridor Access Control

PRELIMINARY PREFERRED ALTERNATIVE: Freeway/Free Flow

Access Control is a set of techniques that increases capacity of major roads, manages congestion and reduces crashes.

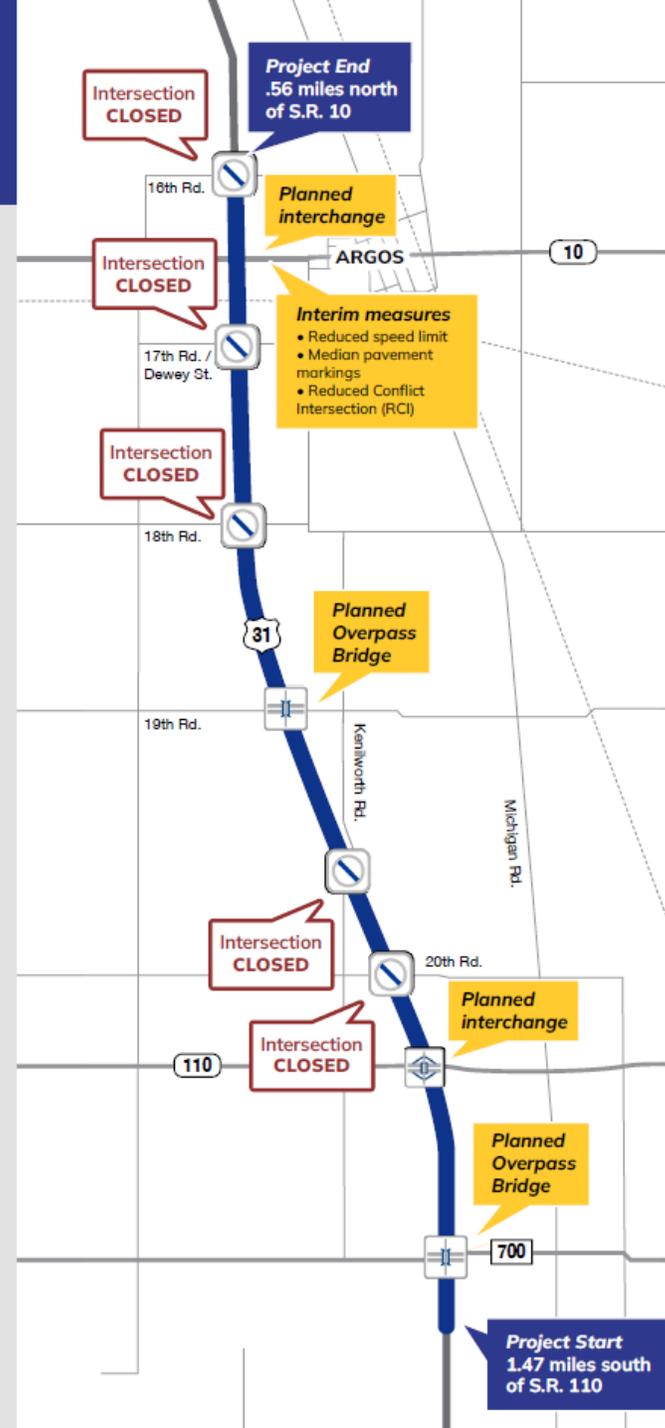
This includes:

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



INTERSECTION TYPES

-  Intersection Closed
-  Overpass Bridge
-  Interchange



U.S. 31 at S.R. 10



U.S. 31 Corridor Projects in Marshall & Fulton Counties

U.S. 31 at S.R. 10



US 31 Corridor projects
in Marshall & Fulton

No Build



U.S. 31 at S.R. 10



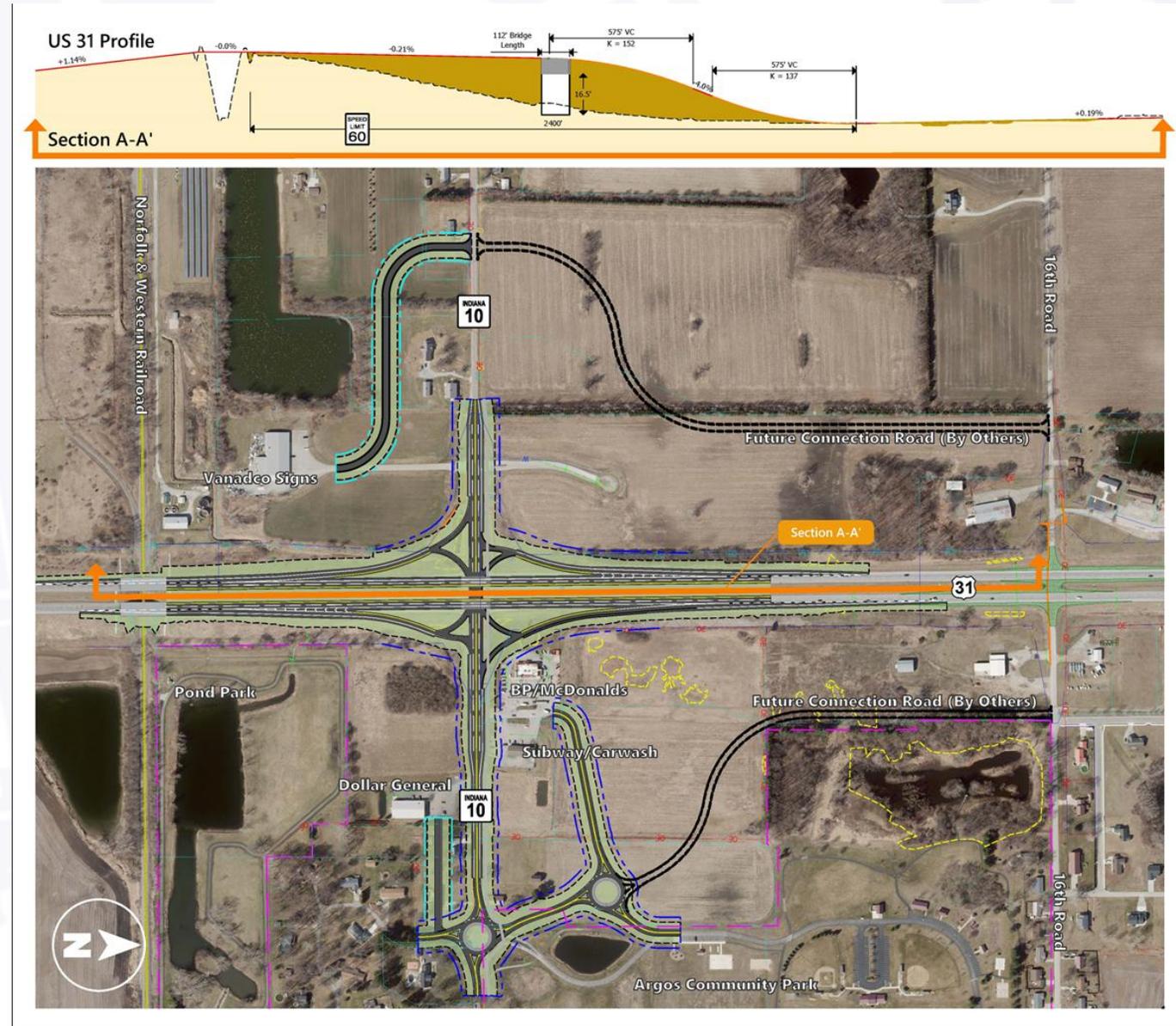
US 31 Corridor projects
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Improvement Alternative #1

Single Point Urban Interchange (SPUI)



US 31 @ West Main Street
(Westfield, IN)



U.S. 31 at S.R. 10



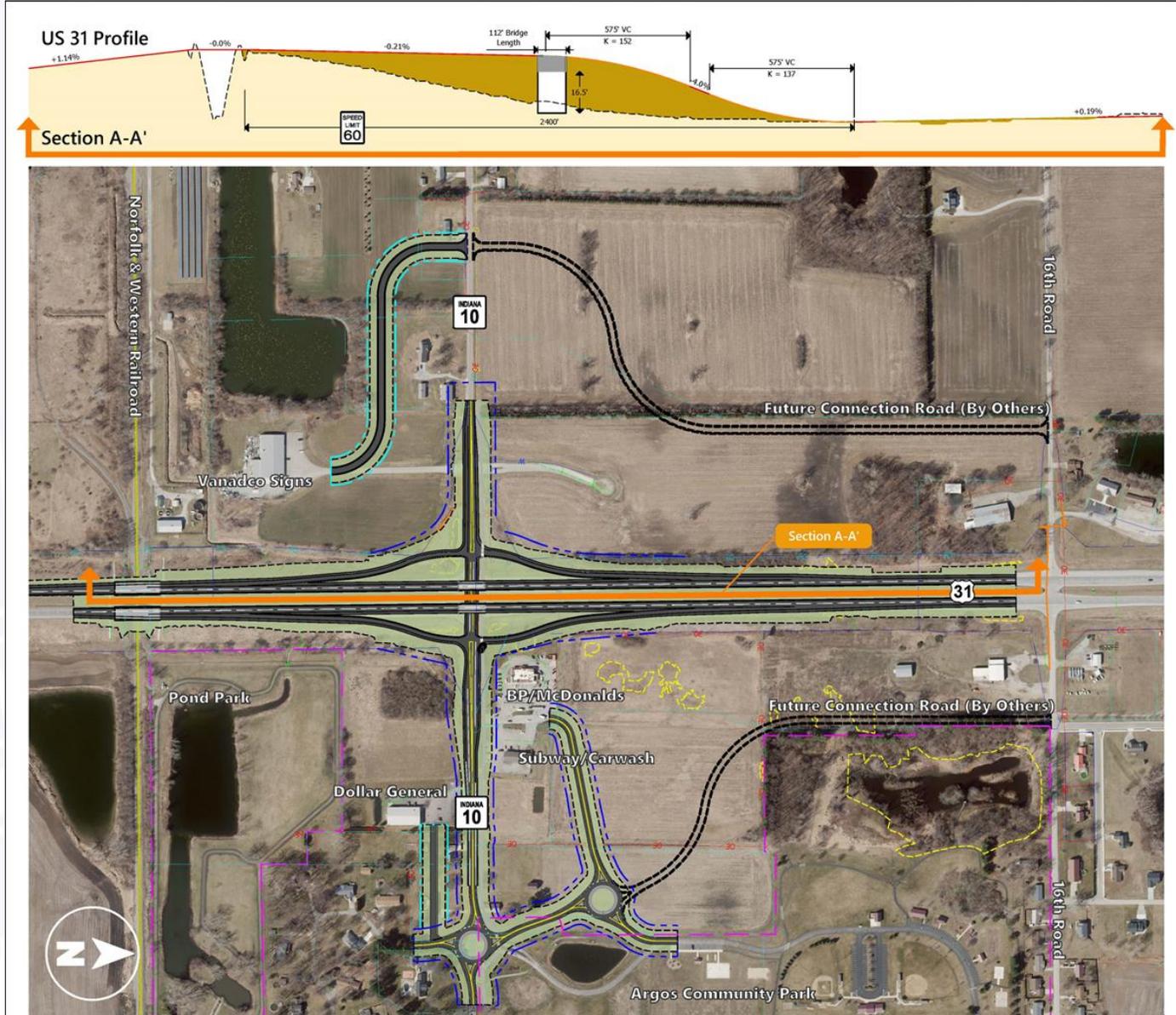
US 31 Corridor projects
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Improvement Alternative #1A

*Stop Controlled
Tight Diamond
Interchange*



US 31 @ SR 4
(Lakeville, IN)



U.S. 31 at S.R. 10



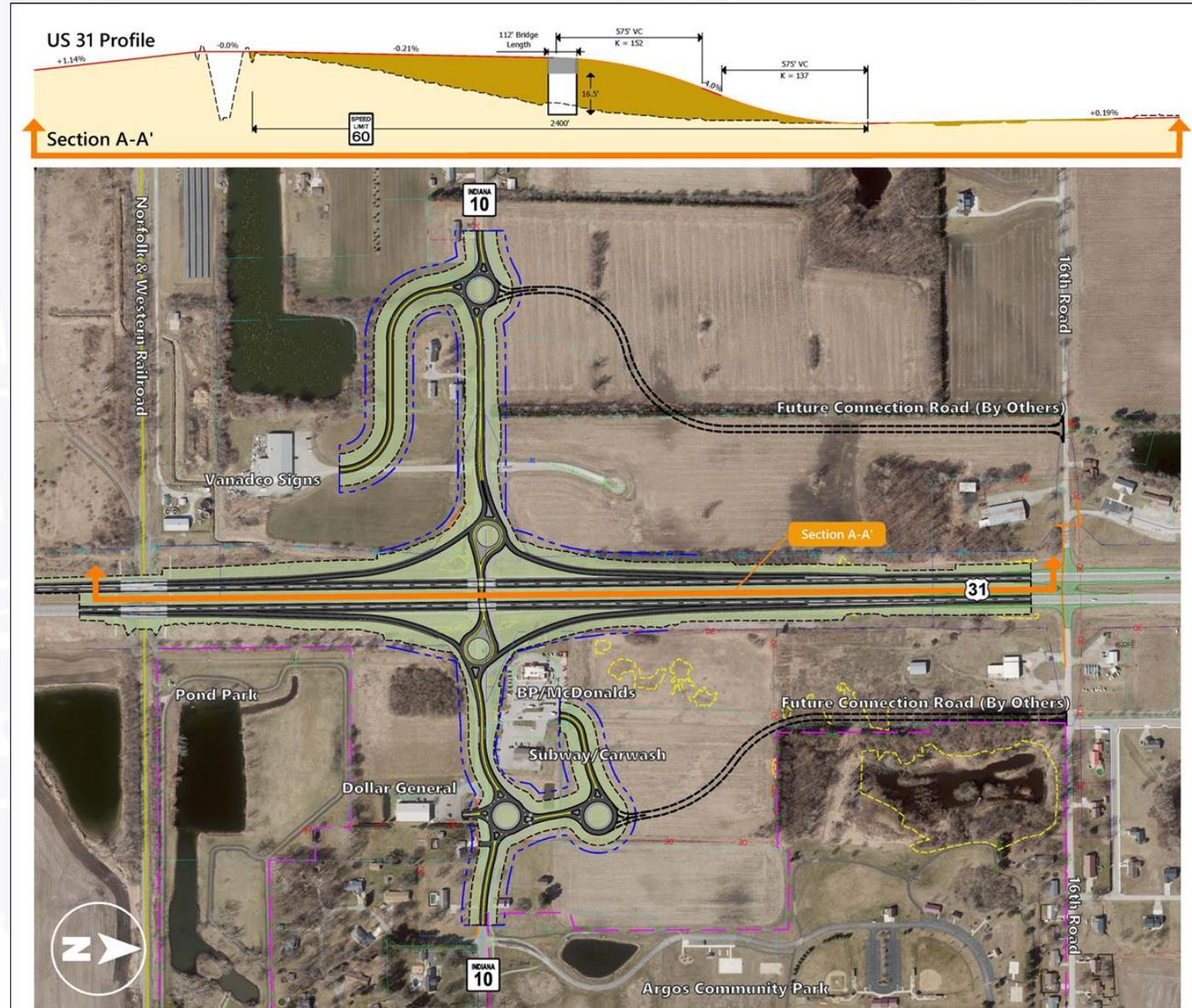
US 31 Corridor projects
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Improvement Alternative #1B

*Tear Drop
Tight Diamond
Interchange*



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



U.S. 31 at S.R. 10



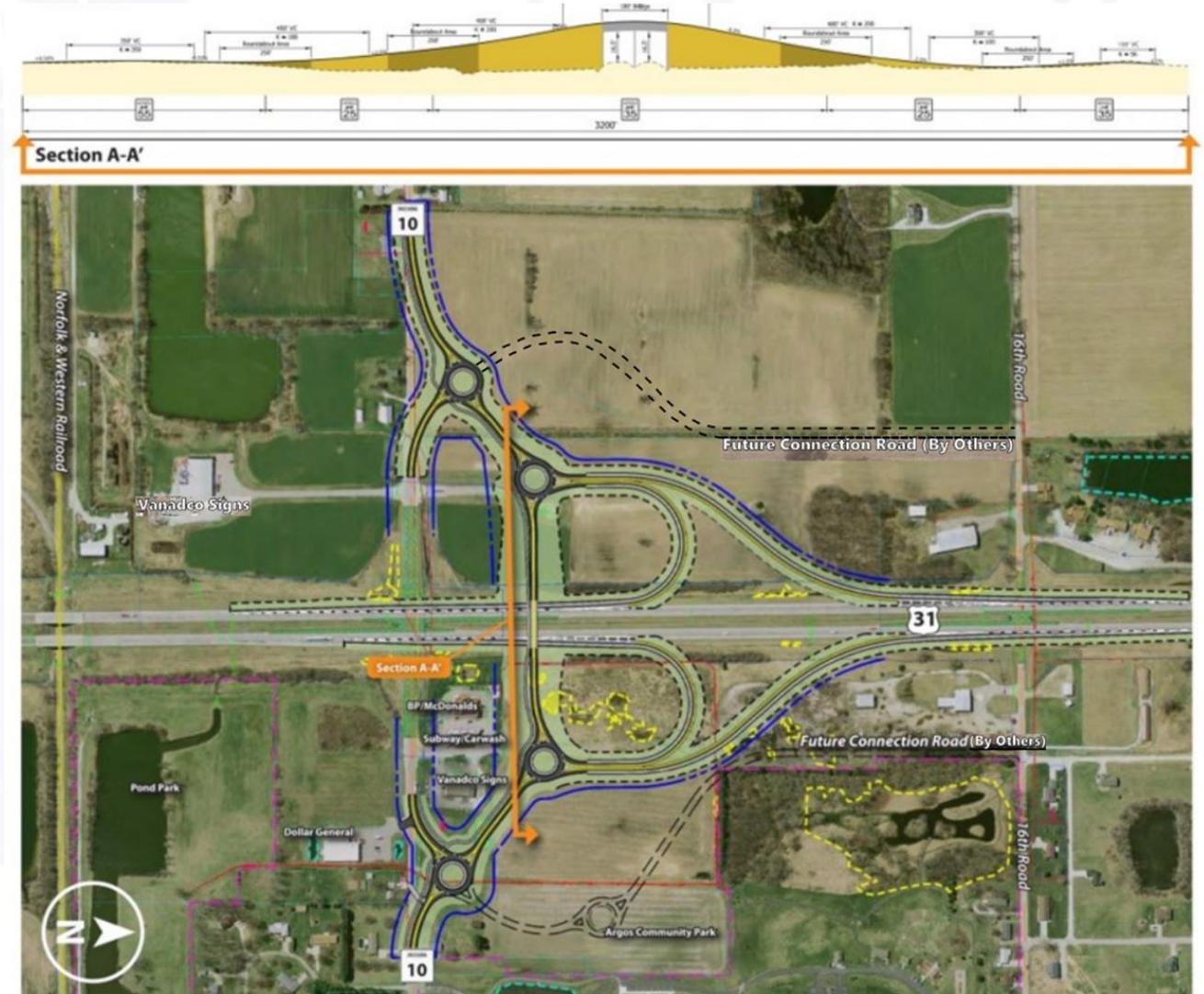
US 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #2

*Partial Cloverleaf
Interchange
(PARCLO-AB) North*



US 31 at Brick Road
(South Bend, IN)



U.S. 31 at S.R. 10



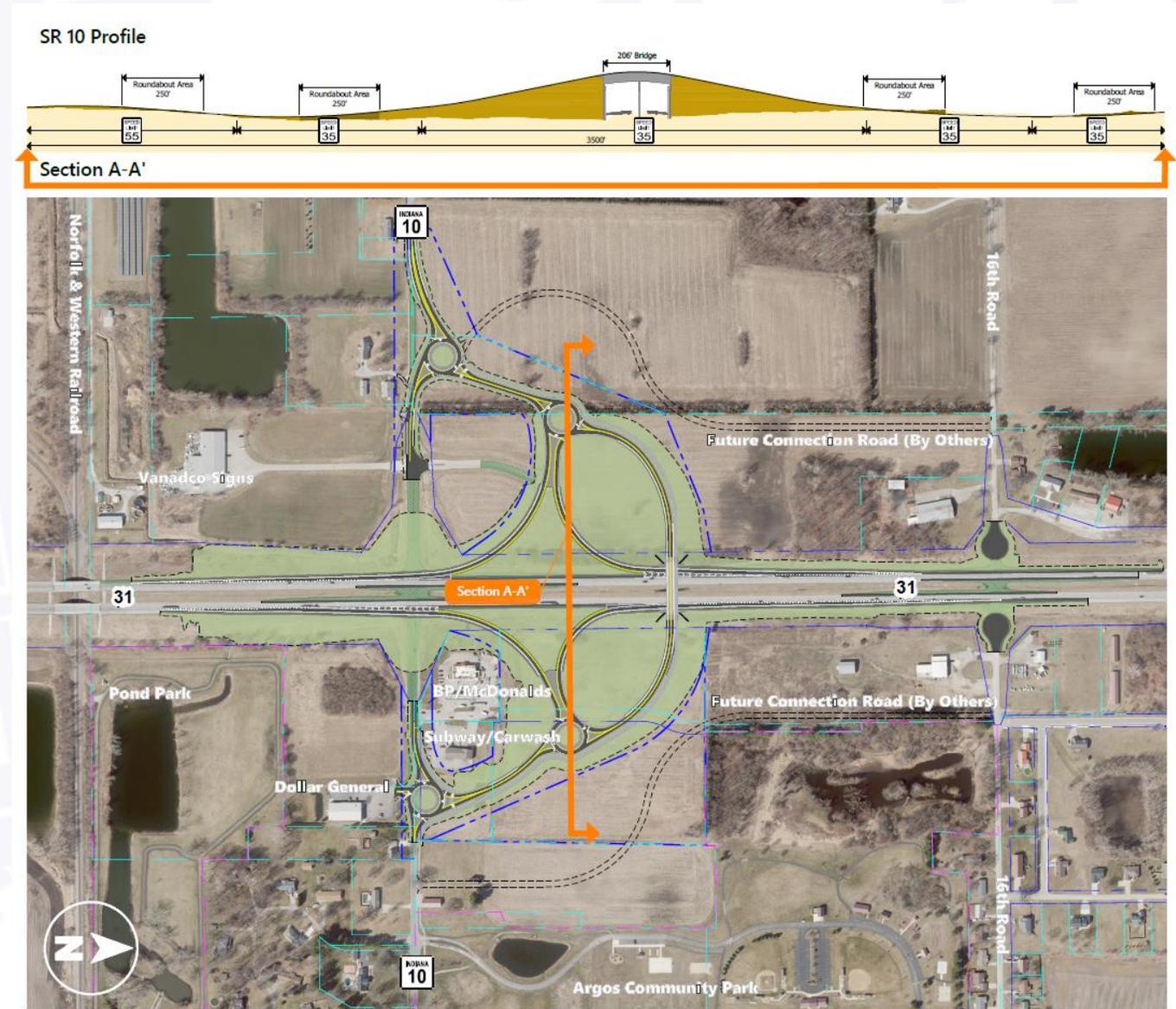
US 31 Corridor projects
in Marshall & Fulton

Preliminary Preferred Alternative #3

*Partial Cloverleaf
Interchange
(PARCLO-AB) South*



US 31 at Brick Road
(South Bend, IN)

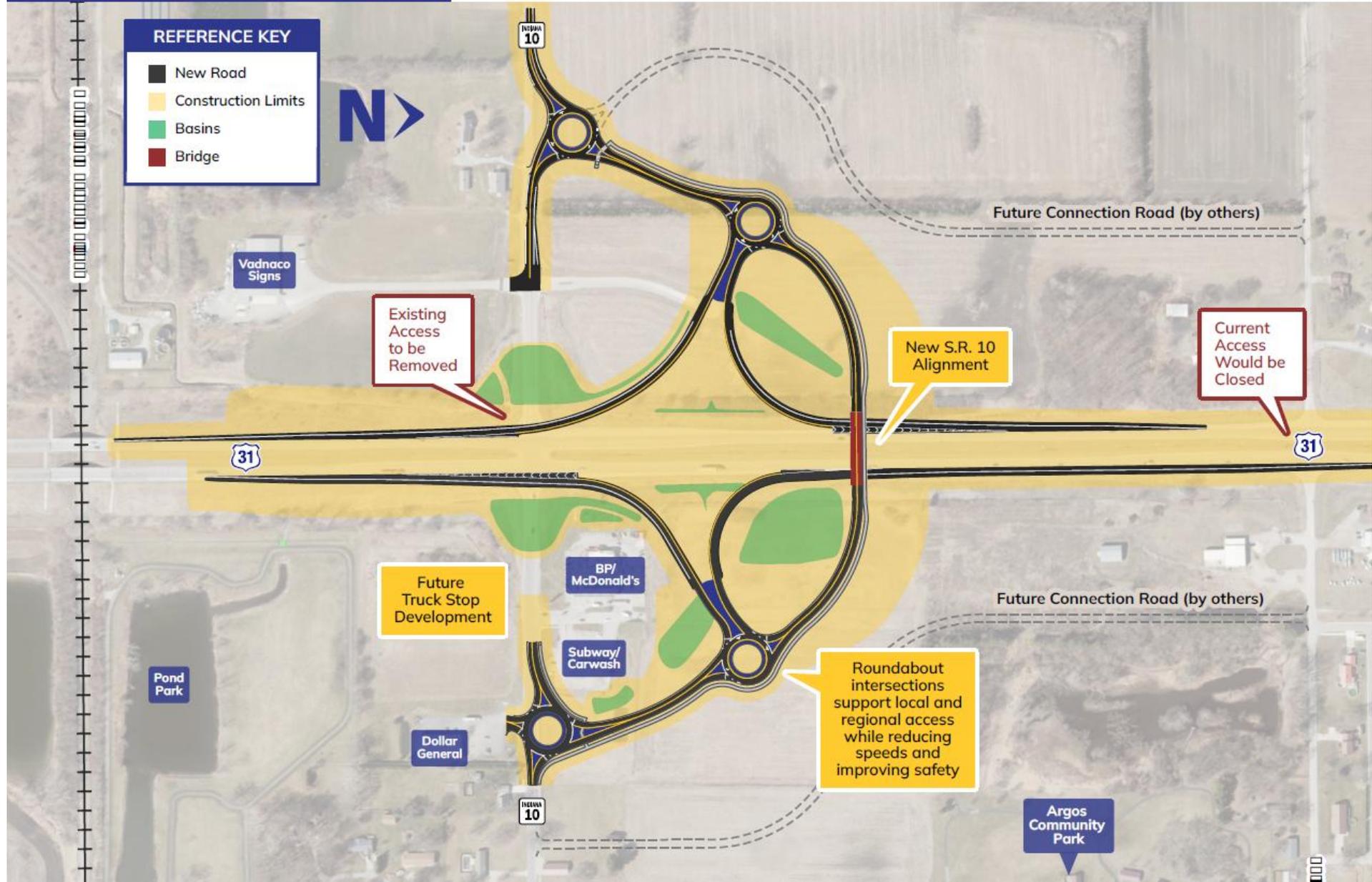


U.S. 31 at S.R. 10

Preliminary Preferred Alternative #3

Preliminary Preferred Alternative Details

The INDOT preliminary preferred alternative is a partial cloverleaf interchange (known as a PARCLO-AB) that establishes a more modern and safer path for U.S. 31 at S.R. 10. Shifted to the north, a rerouted S.R. 10 goes over U.S. 31, with entrance and exit ramps to/from roundabouts. This design is known as **Alternative #3**.



U.S. 31 at S.R. 10



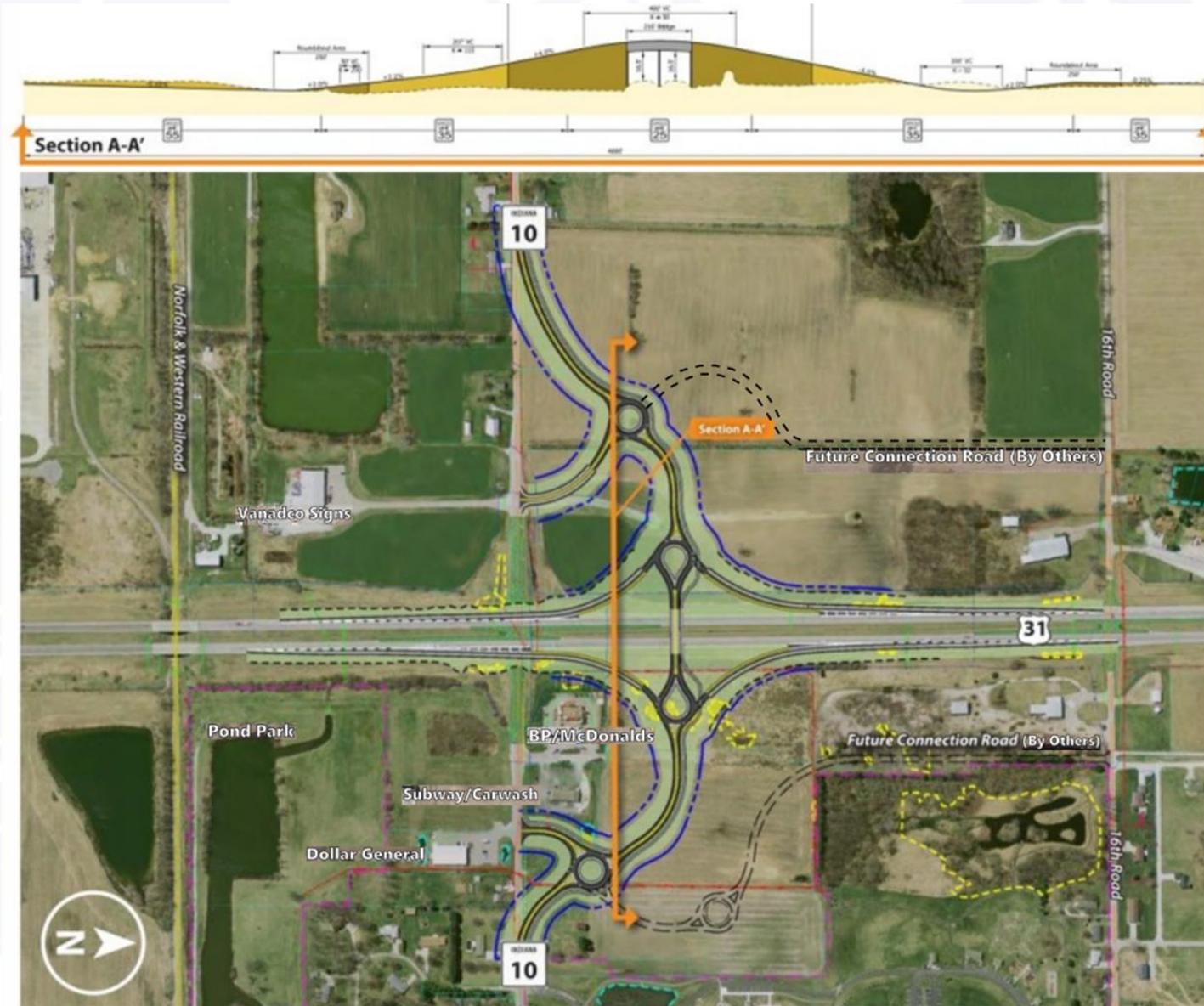
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Improvement Alternative #4

Tear Drop Interchange



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



U.S. 31 at S.R. 10



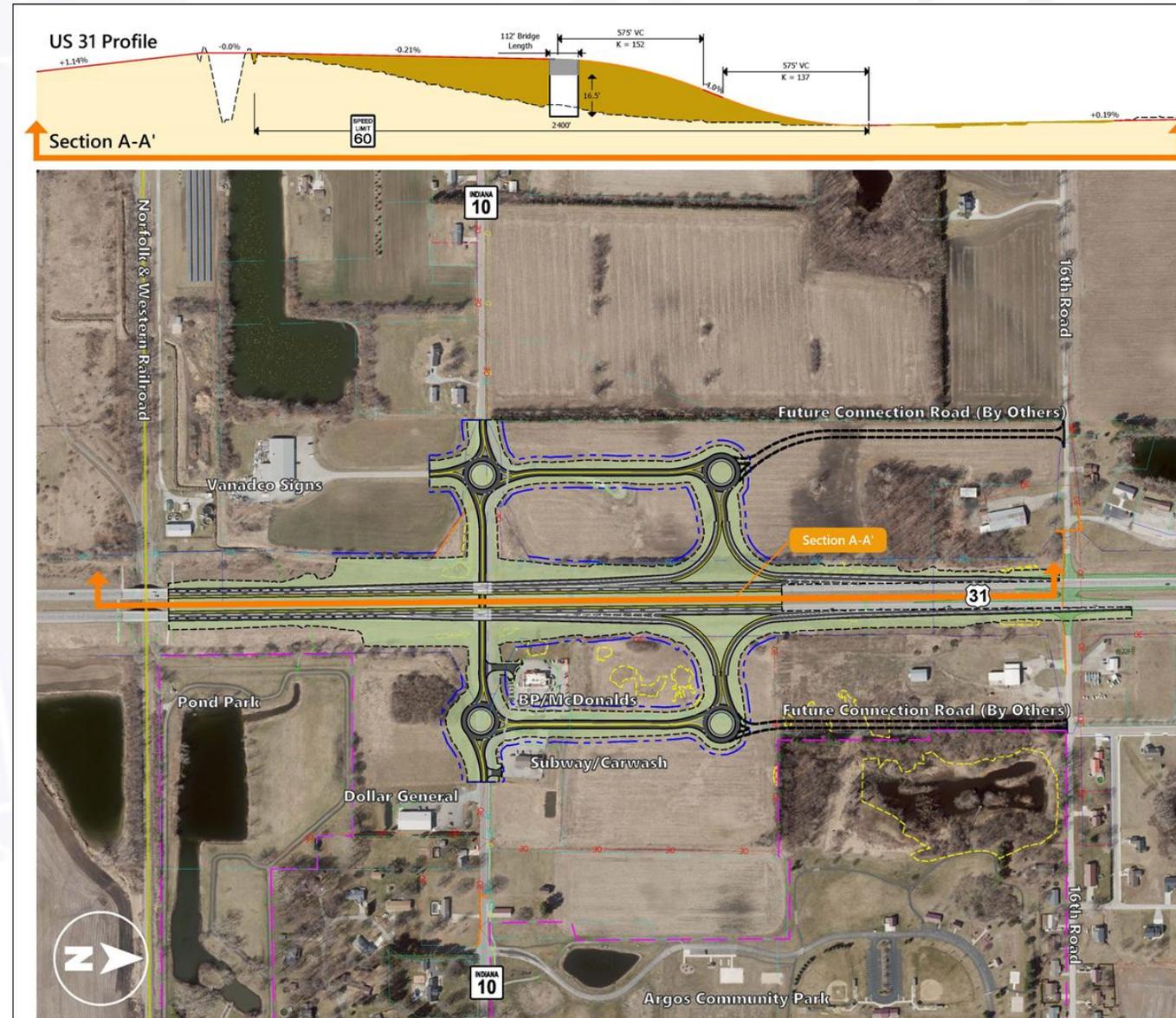
US 31 Corridor projects
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Improvement Alternative #5

*Tight Diamond Interchange
with Access Roads*



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



U.S. 31 at C.R. 700



U.S. 31 Corridor Projects in Marshall & Fulton Counties

US 31 at CR 700



US 31 Corridor projects
in Marshall & Fulton

No Build



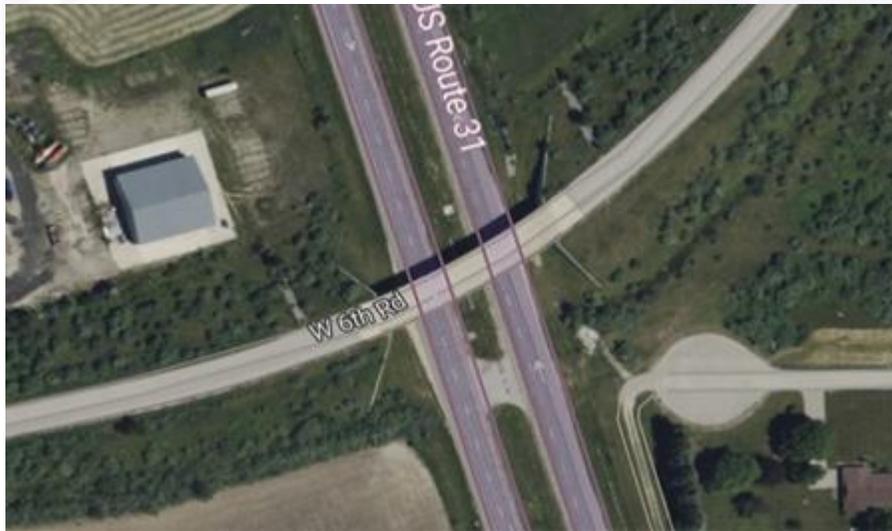
U.S. 31 at C.R. 700



U.S. 31 Corridor projects
in Marshall & Fulton

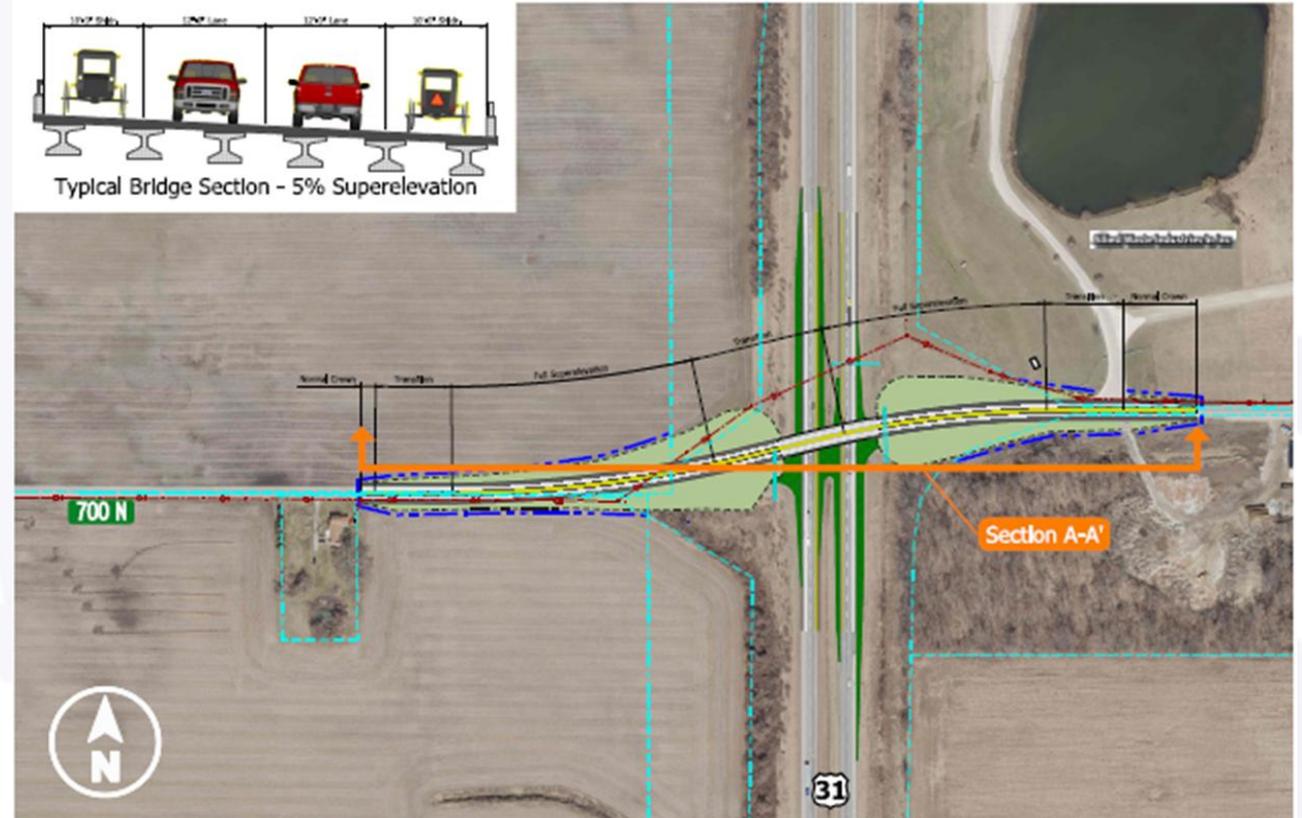
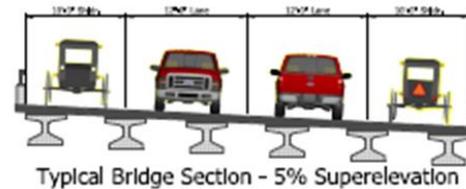
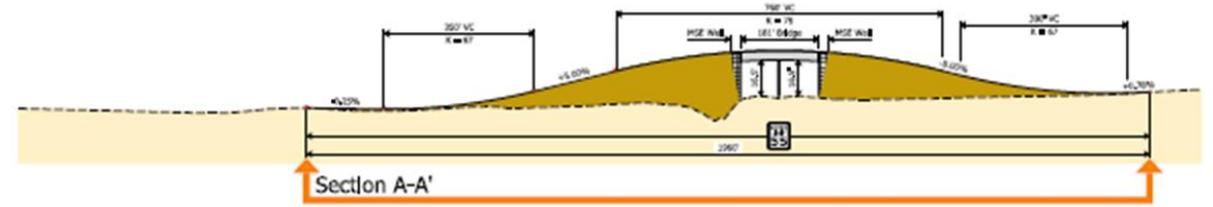
Improvement Alternative #1

*Skewed 5% Super Elevated
Bridge Overpass*



Example: U.S. 31 at 6th Road
(Marshall County, IN)

CR 700 Profile



U.S. 31 at C.R. 700



U.S. 31 Corridor projects
in Marshall & Fulton

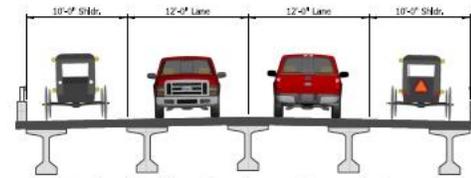
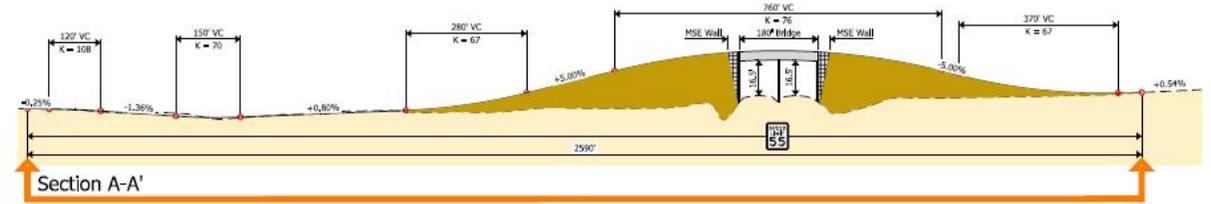
Preliminary Preferred Alternative #2

*Perpendicular Normal
Crown*

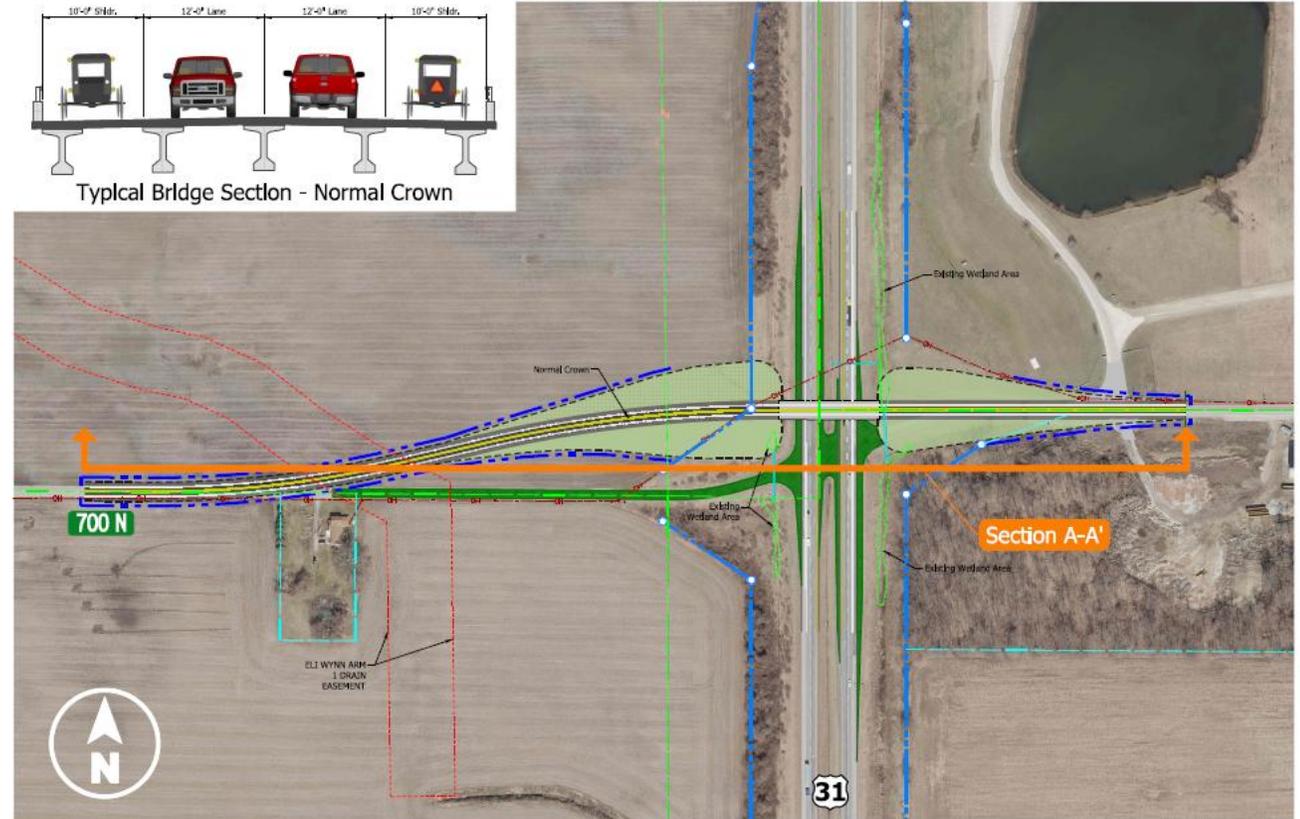


Example: U.S. 31 at Plymouth-Goshen Tr.
(Marshall County, IN)

CR 700 Profile



Typical Bridge Section - Normal Crown



U.S. 31 at C.R. 700

Preliminary Preferred Alternative #2

Preliminary Preferred Alternative Details

The INDOT preliminary preferred alternative for U.S. 31 at C.R. 700 is a Perpendicular Normal Crown, that establishes a more modern and safer path for C.R. 700 to cross over U.S. 31, with highway access removed. The C.R. 700 bridge has shoulders to accommodate horse and buggy traffic. The design is known as **Alternative #2**.



U.S. 31 at C.R. 700



U.S. 31 Corridor projects
in Marshall & Fulton

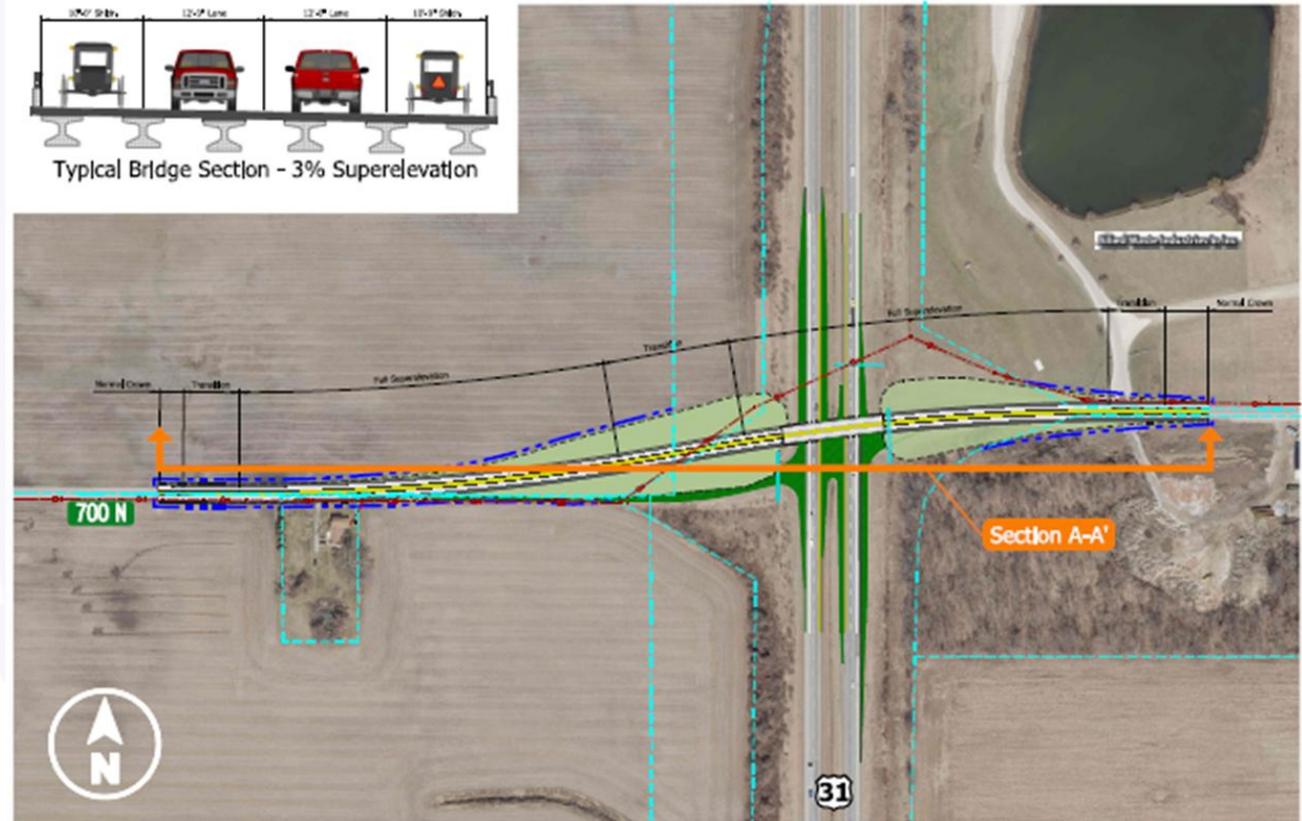
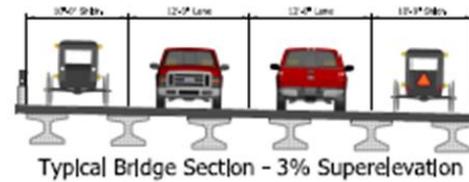
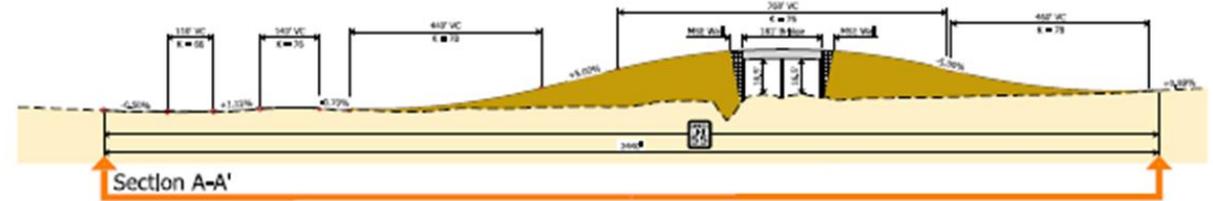
Improvement Alternative #3

*Skewed 3% super elevated
bridge overpass*



Example: U.S. 31 at 6th Rd
(Marshall County, IN)

CR 700 Profile



U.S. 31 at S.R. 110



U.S. 31 Corridor Projects in Marshall & Fulton Counties

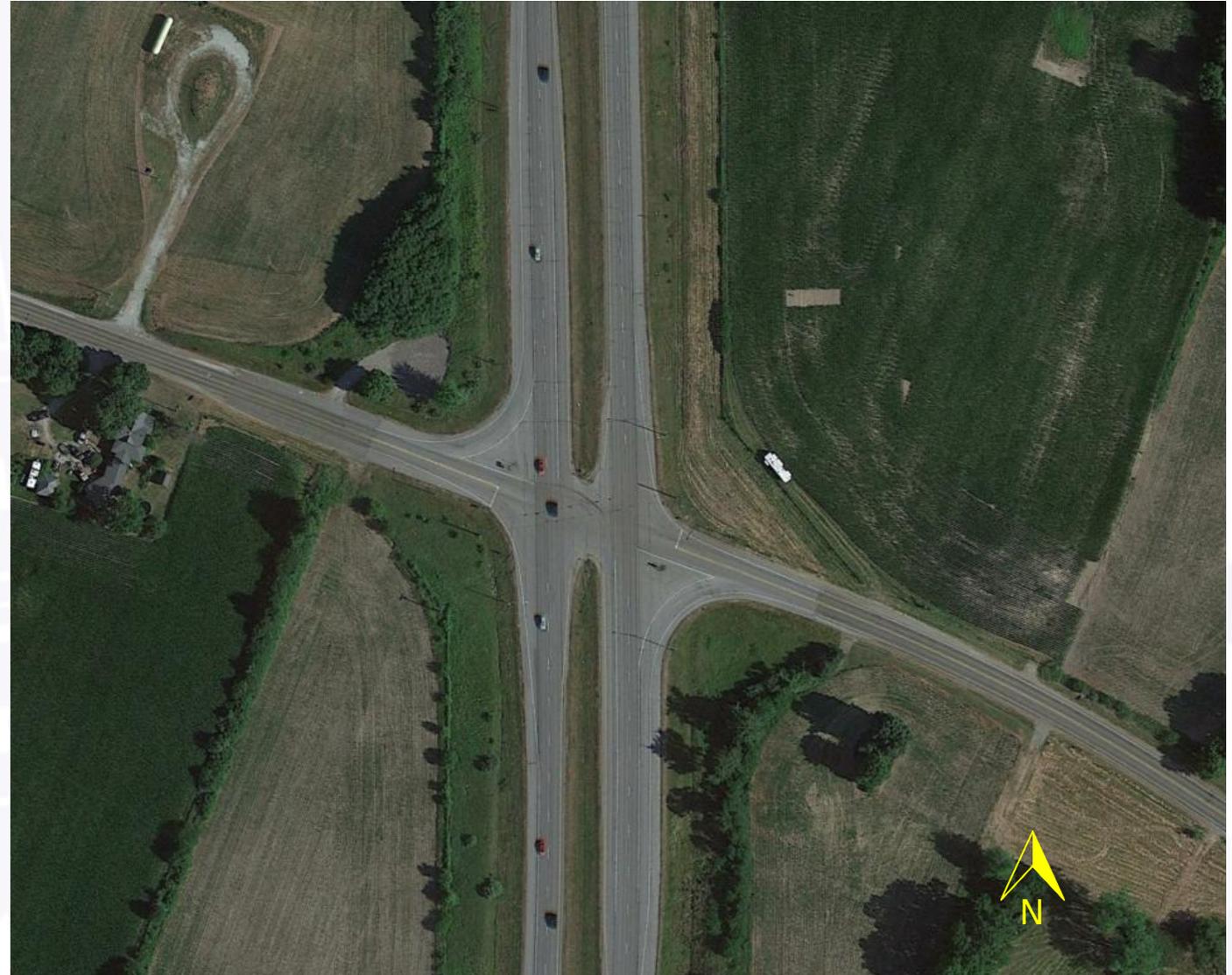
U.S. 31 at S.R. 110



U.S. 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #1

No Build



U.S. 31 at S.R. 110



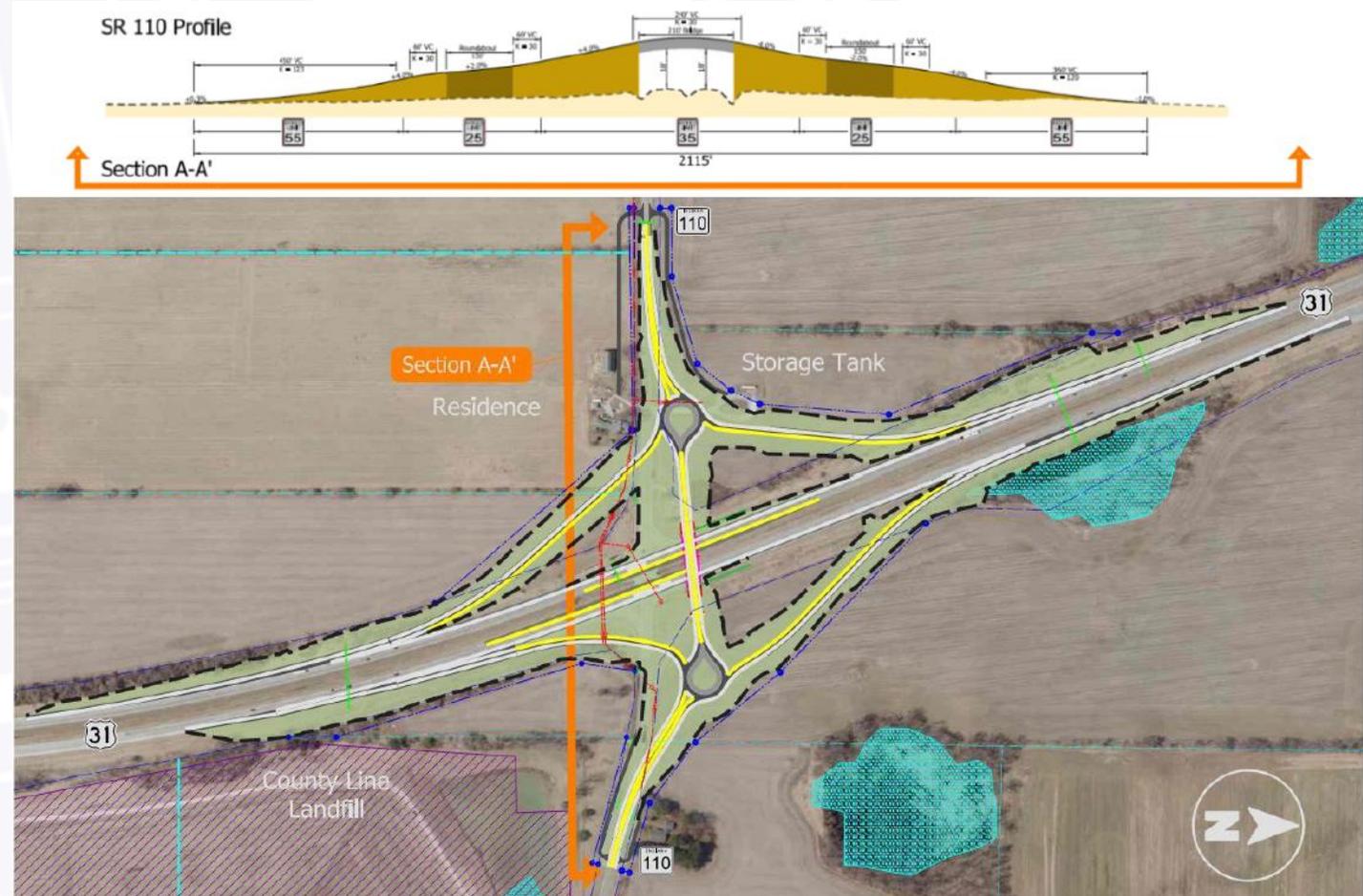
U.S. 31 Corridor projects
in Marshall & Fulton

Improvement: Alternative #2

*Standard Diamond
Interchange (Dogbone)*



S.R. 49 at Vale Road
(Valparaiso, IN)



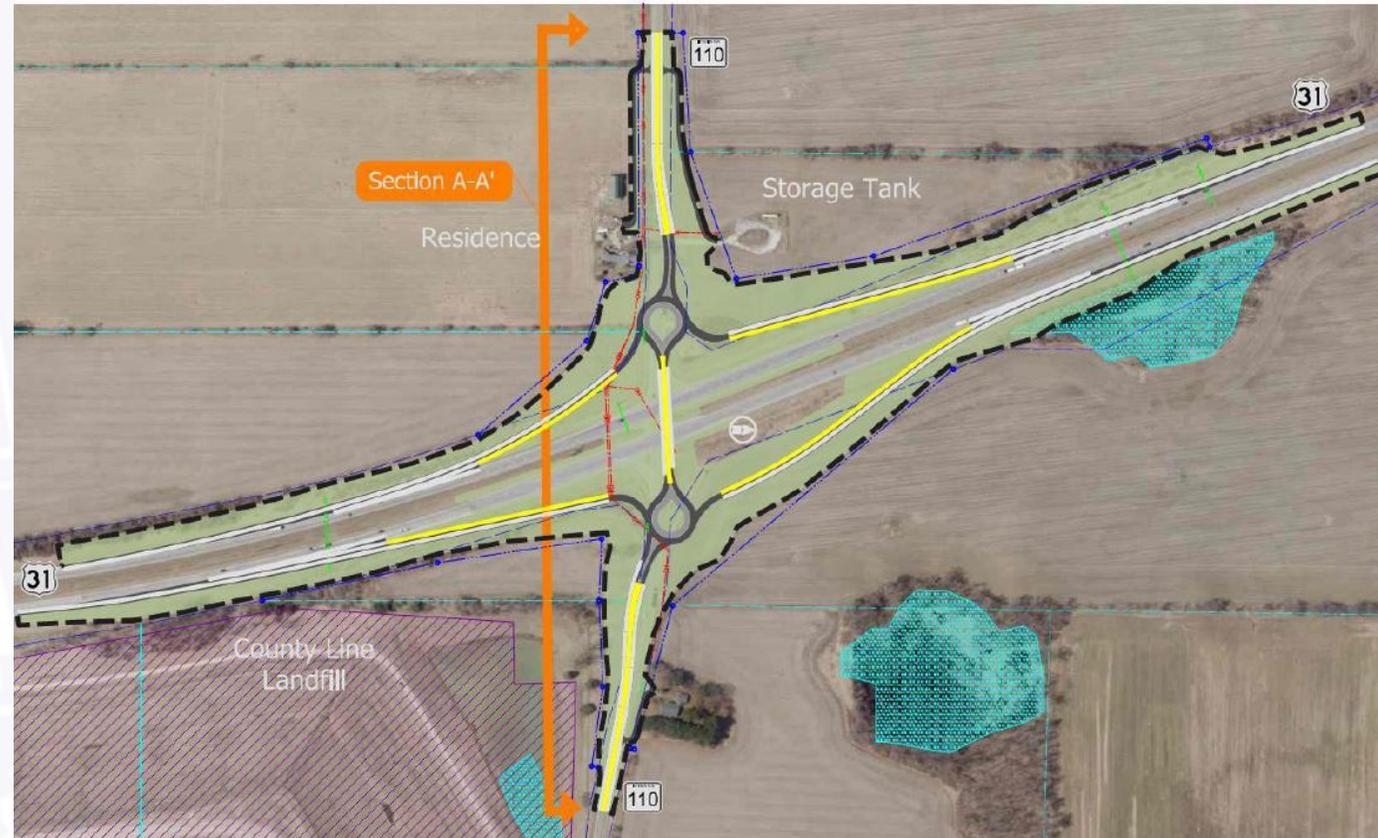
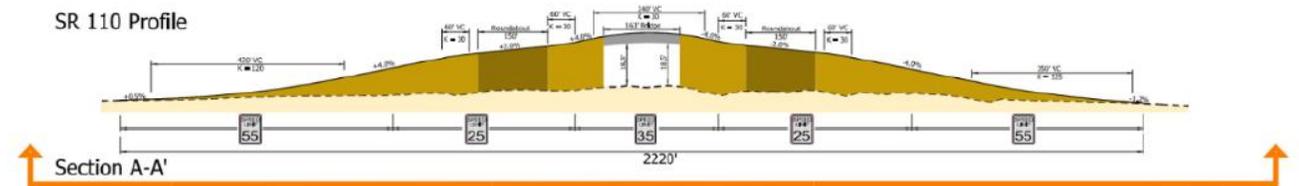
U.S. 31 at S.R. 110



U.S. 31 Corridor projects
in Marshall & Fulton

Preliminary Preferred Alternative #3

*Tight Diamond
Interchange (Dogbone)*



U.S. 20 @ S.R. 2
(La Porte County, IN)

U.S. 31 at S.R. 110

Preliminary Preferred Alternative #3

Preliminary Preferred Alternative Details

The INDOT preliminary preferred alternative is a Tight Diamond Interchange, also known as a Dogbone, that establishes a more modern and safer path for S.R. 110 to cross over U.S. 31. A Dogbone is a variation of the traditional diamond interchange where the two ramp terminals are replaced with roundabouts, creating a shape that resembles a dog bone. The design is known as Alternative #3.



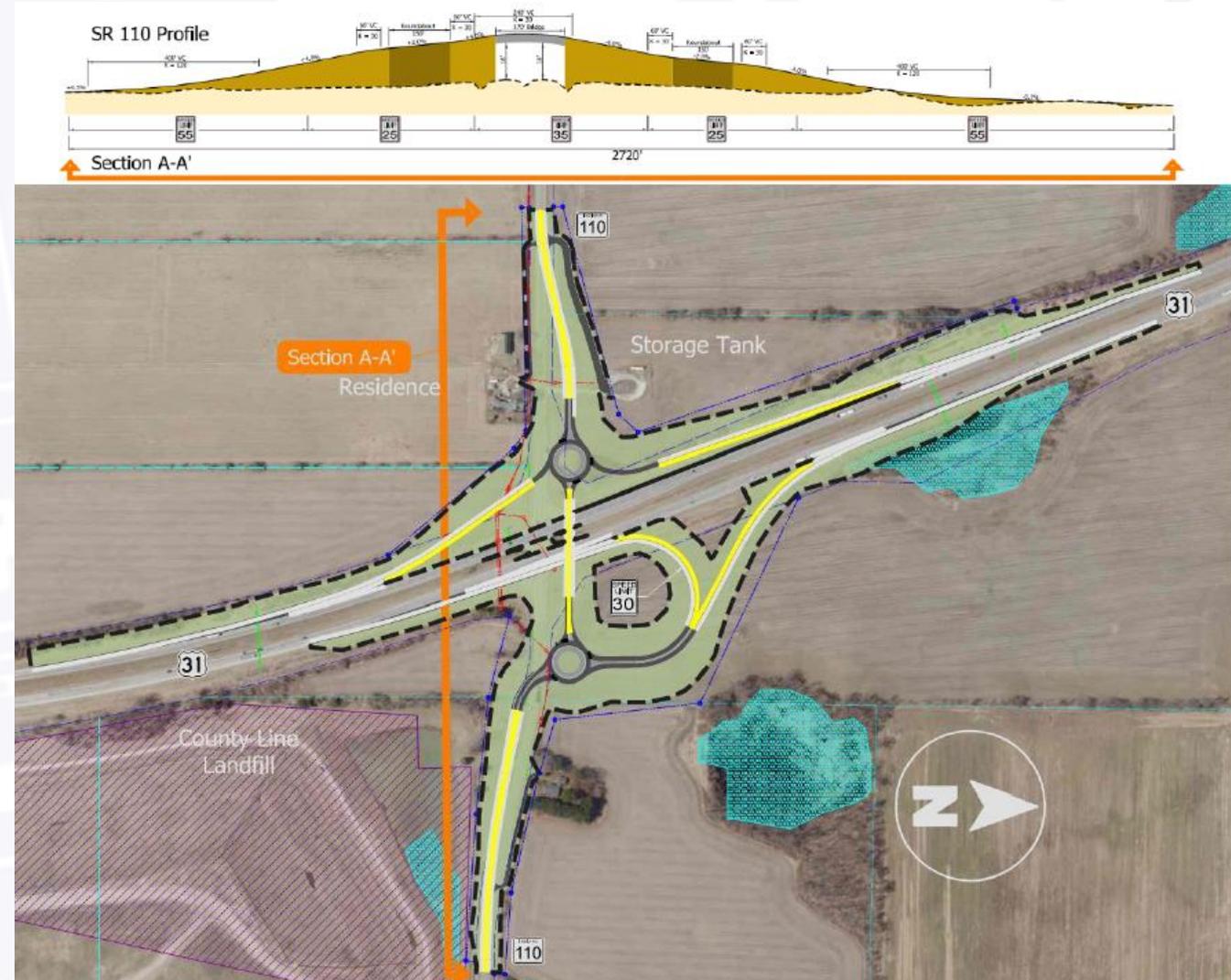
U.S. 31 at S.R. 110



U.S. 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #4

*Partial Cloverleaf Interchange
NE [Parclo]*



U.S. 31 @ S.R. 28
(Tipton, IN)

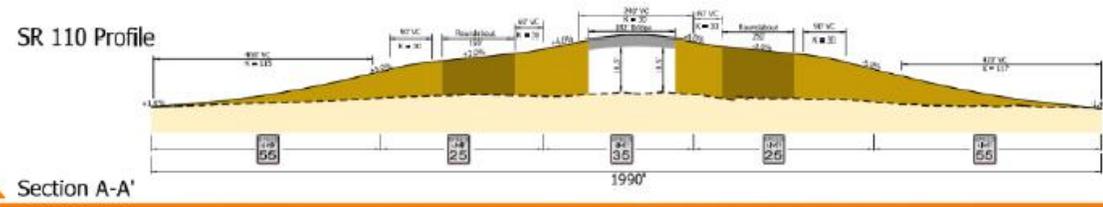
U.S. 31 at S.R. 110



U.S. 31 Corridor projects
in Marshall & Fulton

Improvement Alternative #5

*Partial Cloverleaf Interchange
SW [Parclo]*



U.S. 31 @ S.R. 28
(Tipton, IN)

U.S. 31 at 19th Road



U.S. 31 Corridor Projects in Marshall & Fulton Counties

U.S. 31 at 19th Road



US 31 Corridor projects
in Marshall & Fulton

No Build



U.S. 31 at 19th Road



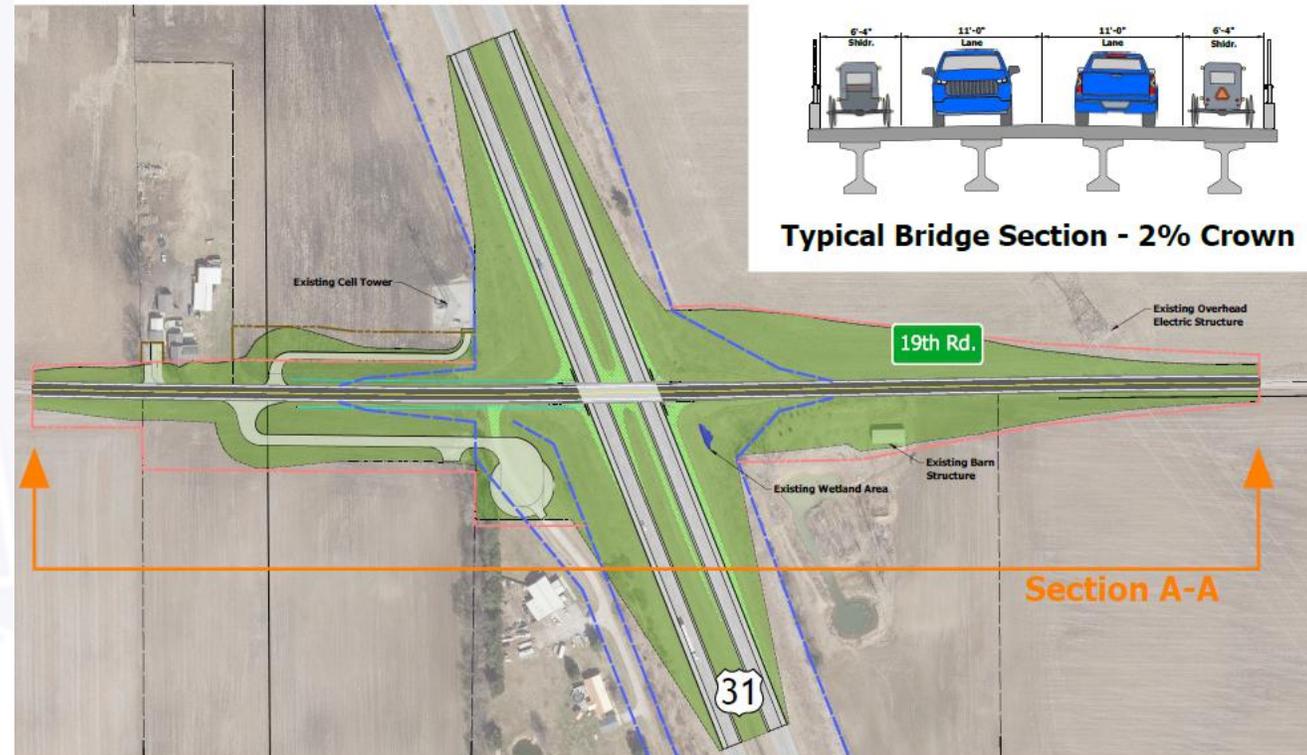
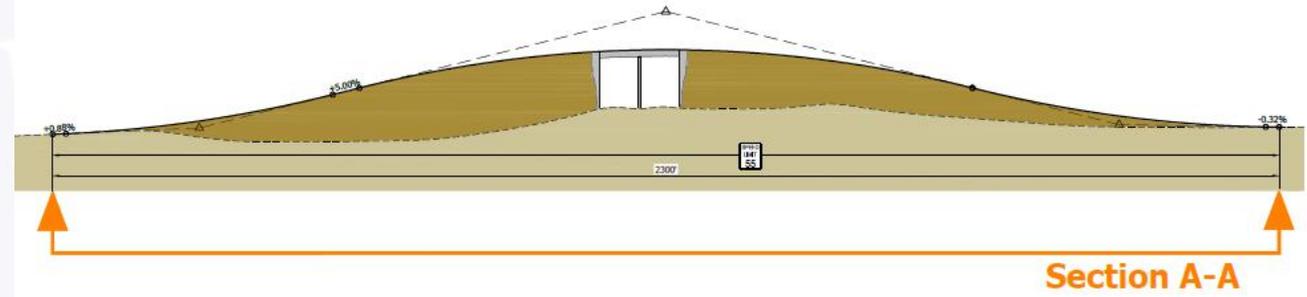
US 31 Corridor projects
in Marshall & Fulton

Preliminary Preferred Alternative

*Straight with Existing
Alignment*



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



U.S. 31 at 19th Rd.

Preliminary Preferred Alternative

Preliminary Preferred Alternative Details

The INDOT preliminary preferred alternative for U.S. 31 at 19th Road is a bridge with a 2% slope that establishes a more modern and safer path for 19th Road to cross over U.S. 31, with highway access removed. The 19th Road bridge has shoulders to accommodate horse and buggy traffic. The design is known as **Straight with Existing Alignment**.

