

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF TIPTON  
COUNTY, INDIANA AMENDING THE  
TIPTON COUNTY COMPREHENSIVE PLAN**

**WHEREAS**, Indiana Code (“IC”) Section 36-7-4-501 through IC 36-7-4-512, and as amended from time to time, provides for the creations and amendment of a Comprehensive Plan (“Comprehensive Plan”); and

**WHEREAS**, the Plan Commission did initiate a process to consider amendments to the Comprehensive Plan as it pertains to the Transportation and Mobility Section of the Plan, and

**WHEREAS**, the Plan Commission did, in considering the proposal to amend, pay reasonable regard to the existing Comprehensive Plan, current conditions, and character of structures and uses in each district, the most desirable use for which the land in each district is adapted, the conservation of property values throughout the jurisdiction, and responsible development and growth, and

**WHEREAS**, the Plan Commission did hold a legally noticed public hearing on the matter on December 6, 2018, and

**WHEREAS**, the Plan Commission did give a favorable recommendation by a 7-0 vote on the matter on December 6, 2018, and

**WHEREAS**, the Plan Commission did certify to the Board of Commissioners on December 7, 2018 the attached amendments.

**NOW THEREFORE, BE IT ORDAINED** by the Board of Commissioners of Tipton County, Indiana, that the Tipton County Comprehensive Plan adopted July 12, 2013, as amended, is further amended as follows:

**SECTION ONE:** Attachment A of this Ordinance replaces in whole the Section entitled US 31 Corridor Improvements located on page 5.2, and

**SECTION TWO:** Attachment B of this Ordinance replaces in whole the Section entitled Planning for Future Improvements located on pages 5.4 and 5.5, and

**SECTION THREE:** Remove the photograph on page 5.4 entitled ‘U.S. Routh 31 - SR 28 Interchange Right-of-Way Requirements’.

**BE IT FURTHER RESOLVED** that the Tipton County Plan Commission administrator is authorized and directed to make those changes approved herein to the Tipton County Comprehensive Plan.

**DULY ADOPTED** on this \_\_\_\_\_ day of December, 2018 by the Tipton County Board of Commissioners of Tipton County, Indiana.

BOARD OF COMMISSIONERS OF  
TIPTON COUNTY, INDIANA

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Dr. James N. Mullins, P.H.D. – President

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Gerald Shuck – Vice President

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Mark Manier – Member

ATTEST:

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Gregg A. Townsend – Tipton County Auditor

# Attachment A

Pages 5.2

## US 31 Corridor Improvements

Improvements are currently underway to make the US 31 corridor in Hamilton County function as a limited access highway and provide a by-pass of Kokomo just to the north of Tipton. The intent of the improvements is to enhance north-south mobility through areas which are more highly congested.

### Right-of-Way Requirements

Prior to design and construction of a new interchange, INDOT typically has an Interchange Justification Study completed. This study evaluates the existing conditions and details the various design alternatives and associated impacts the proposed interchange may have on the area (e.g. costs of construction, amount of right-of-way required, property acquisitions, traffic operations, etc.). The Interchange Justification Study will provide a recommendation on whether a new interchange is a feasible option and identify the preferred interchange type. The type of interchange and actual design characteristics (e.g. use of MSE walls on ramps, survey date, etc.) will impact the amount of right-of-way required to accommodate the footprint of the interchange.

### US 31/SR 28 Interchange

While INDOT has not initiated an Environmental Impact Study for the Tipton section of US 31, the efforts of the US 31 Coalition, of which Tipton County is a member, continues to promote the completion of a limited access highway from Indianapolis to South Bend. The Hamilton County segment to the south and Howard County segment to the north are advance in terms of funding and construction, placing the Tipton County segment in a strong position. INDOT's completed interchange at the intersection of US 31 and SR 28 significantly increases the likelihood that the Tipton County portion of US 31 will be improved as a limited access highway.

### Communicate US 31 Vision

It is incumbent upon all stakeholders in Tipton County to plan for the eventuality of a limited access highway and, as such, utilize planning documents including the Thoroughfare Plan, Comprehensive Plan and Zoning Ordinance to communicate a community vision to INDOT and elected officials including legitimate needs relative to transportation planning.

Over the near term, the new Kokomo by pass could have significant impacts on the viability and potential of nearby existing and future commercial land use. A more detailed discussion of the land use around this portion of the U.S. 31 corridor can be found in ***Section 4: Land Use and Development Plan.***

# Attachment B

Pages 5.4 and 5.5

## Planning for Future Improvements

Although INDOT has not commenced an Environmental Impact Study for a limited access highway in Tipton County at this time, the County has carefully planned, monitored, and will continue to monitor new developments to ensure proper placements of future interchanges and overpasses. These appropriately placed interchanges/overpasses strengthen the viability of future economic development opportunities for the entire County.

### US 31 Interchanges

The Transportation and Mobility Plan indicates four interchanges on US 31. The interchange on US 31 was completed in 2016 leaving three proposed and needed interchanges at Division Road, CR 450 N and CR 600 S.

#### Division Road Interchange

In addition to the SR 28 interchange planned by INDOT, a second interchange is imperative at Division Road. This interchange would facilitate efficient truck access for the Chrysler plant, Total Seed Production, six confined feeding facilities that generate over 1,400 semi-truck loads per year as well as anticipated future industrial development to the north along CR 550/560 W and future development along the Norfolk Southern Railroad. The importance of this interchange can be established by the fact that a recent traffic study (performed by the Tipton Highway Department) verified that this one of the most heavily traveled county roads in Tipton County. This study was conducted from 9/25/2018 to 10/5/2018. In this study, average daily traffic east of US 31 on Division Road was 2562. Total volume of vehicles for the study was 20,820 (16,772 cars, 4,048 trucks) (Per-Vehicle Summary Report: Division Rd. east of 31, 2018). The interchange would also enhance access to the existing Northgate Industrial Park in the City of Tipton which would serve to keep truck traffic on Division Road instead of winding through residential neighborhoods to and from SR 28 (Jefferson Street) in the City of Tipton.

#### CR 450 N Interchange

In order to provide public safety access to US 31 from Sharpsville, it is imperative to provide an interchange between Division Road and the Howard County line. This access would not only provide an overpass that would ensure the economic and social link between the northwest portion of the county with Sharpsville but more importantly provide an emergency access point for the Sharpsville Fire/Rescue to any calls that may occur on US 31. This interchange is vitally important because it maintains avenues

of travel for farm traffic, Tri Central School Corporation bus, students, and parents. The Tipton Highway Department implemented a traffic study on 450 N east of 31 from 9/25/2018 to 10/5/2018. Average Daily Traffic for this station was 256. Total volume of traffic over the duration of the study was 2,293 (1,803 cars, 490 trucks). 79% of the Average Daily Traffic was cars (Per-Vehicle Summary Report: 450 N east of 31, 2018).

#### CR 600 S Interchange

CR 600 S is one of three main east-to-west county thoroughfares; therefore, it is essential for access to US 31. An interchange on this road serving the southern portion of Tipton County is crucial for the public safety and agricultural logistics. The Tipton Highway Department also had a traffic study conducted on County 600 S east of State Road 19 from 9/25/2018 to 10/5/2018. Results from this study yielded that Average Daily Traffic was 1,573. The total traffic volume for the study was 12,521 vehicles (6,833 cars, 5,688 trucks) (Per-Vehicle Summary Report: 600 S east of 19, 2018).

#### US 31 Overpasses

The Transportation & Mobility Plan identifies primary overpass locations to facilitate east-west connection across US 31.

#### CR 200 N & CR 350 S Overpasses

An overpass represents connections that are critical to the functioning of the County as a social and economic entity. In addition to the three pertinent interchanges, overpasses are absolutely required at CR 200 N and CR 350 S to enhance public safety (police, fire, ambulance access) and agricultural logistics (farm machinery access east and west of US 31).

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