

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 public hearing on the matter on July 6, 2017 which was finally approved on August 3, 2017, and

WHEREAS, the Plan Commission did certify to the Board of Commissioners on August 9, 2017 the attached amendments with a favorable recommendation,

NOW THEREFORE, BE IT ORDAINED by the Board of Commissioners of Tipton County, Indiana, that:

Section One: The Tipton County Comprehensive Plan adopted July 12, 2013 is amended as follows:

Attachment A of this Ordinance makes deletions and additions to the text of the Tipton County Comprehensive Plan. Parts to be deleted are struck through while parts to be added are in ‘red’.

Attachment B of this Ordinance replaces the Transportation and Mobility Plan Map found on page 5.3.

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 September, 2017 by the Tipton County Board of Commissioners of Tipton County, Indiana.

BOARD OF COMMISSIONERS OF
TIPTON COUNTY, INDIANA

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

Gerald Shuck – Vice President

Mark Manier – Member

ATTEST:

Gregg A. Townsend – Tipton County Auditor

Attachment A

Page 5.4

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 should continue to carefully plan and monitor new development where future interchanges are desired and/or may be located.

US 31 Interchanges

~~The Transportation and Mobility Plan indicates two proposed interchanges on US 31 at SR 28 and Division Road.~~

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.

SR 28 Interchange

~~The Chrysler plant at US 31 and SR 28 may accelerate the construction of an interchange at that intersection. It is important that the County work with the State and ensure the proper amount of right-of-way is maintained to facilitate construction of interchanges at a later date.~~

~~The County currently has an Overlay District set up for the area surrounding US 31 and SR 28 to ensure special attention is given to planning efforts as future growth and development occurs. The Overlay District extends 1000 feet on either side of the US 31 right-of-way the entire length of the County and along SR 28 for one mile and has an access management component that requires frontage roads for new development.~~

Division Road Interchange

In addition to the SR 28 interchange planned by INDOT, a second interchange is desired at Division Road. This interchange would facilitate efficient truck access for the Chrysler plant and anticipated future industrial development to the north along CR 550/560 W as well as development along the Norfolk Southern Railroad. 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 neighborhood 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 the Sharpsville, it is important 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.

CR 600 S Interchange

The County should work closely with Hamilton County when considering access to US 31 in the southern portion of the County. It is unlikely that interchanges would be built on US 31 in both the northern area of Hamilton County and the southern area of Tipton County. However, an interchange serving the southern portion of Tipton County would provide the social, public safety and agricultural link necessary for future growth of the area of this predominately rural area.

Secondary Interchange

~~If the request for a Division Road interchange is refused by INDOT due to the planned SR 28 interchange, the County should advocate for a second interchange in the northern section of the County. This interchange would help ensure long term viability of commercial and industrial development within the northern portion of the US 31 corridor.~~

If the request for a Division Road interchange is refused by INDOT due to the new SR 28 interchange, the County should advocate for a second interchange in the northern section of the County at CR 450 N. This interchange would help ensure long term viability of commercial and industrial development within the northern portion of the US 31 corridor as discussed above.

Remainder of Page 5.4 from 'Right-of-Way Requirements' would continue as written.

Page 5.5

US 31 Overpasses

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

Primary Overpasses

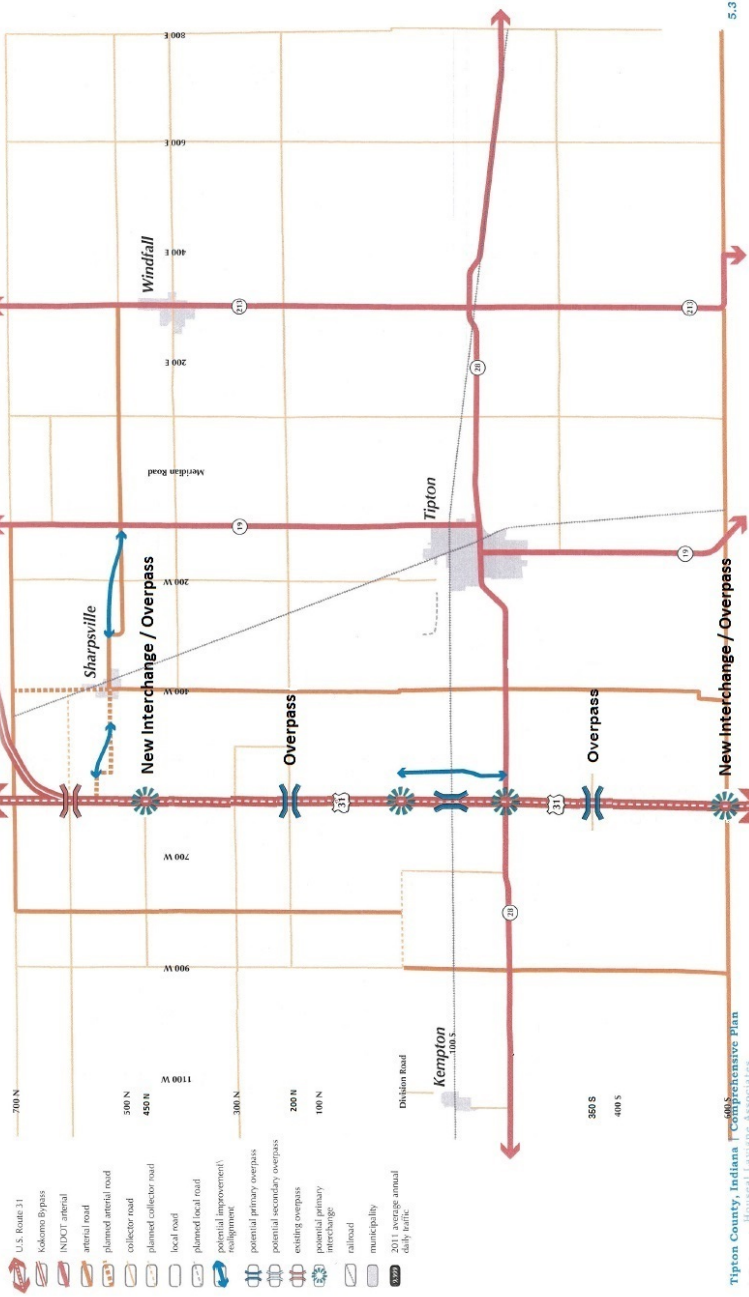
~~Primary overpasses represent connections that are critical to the functioning of the County as a social and economic entity. In addition to the two desired interchanges, at the very minimum, overpass connections are needed at CR 600 N, CR 300 N, and CR 600S.~~

Primary overpasses represent connections that are critical to the functioning of the County as a social and economic entity. In addition to the three desired interchanges, at the very minimum, an overpass connection is needed at CR 200 N.

If the request for interchanges are refused by INDOT at CR 450 N and / or CR 600 S, the County should advocate for those intersections to be served by primary overpasses.

Remainder of Page 5.5 from 'Secondary Overpasses' would continue as written.

Transportation & Mobility Plan



Prepared by: Steve Niblick
 Executive Director
 Tipton County Planning Commission
 101 East Jefferson Street
 Tipton, Indiana 46072