



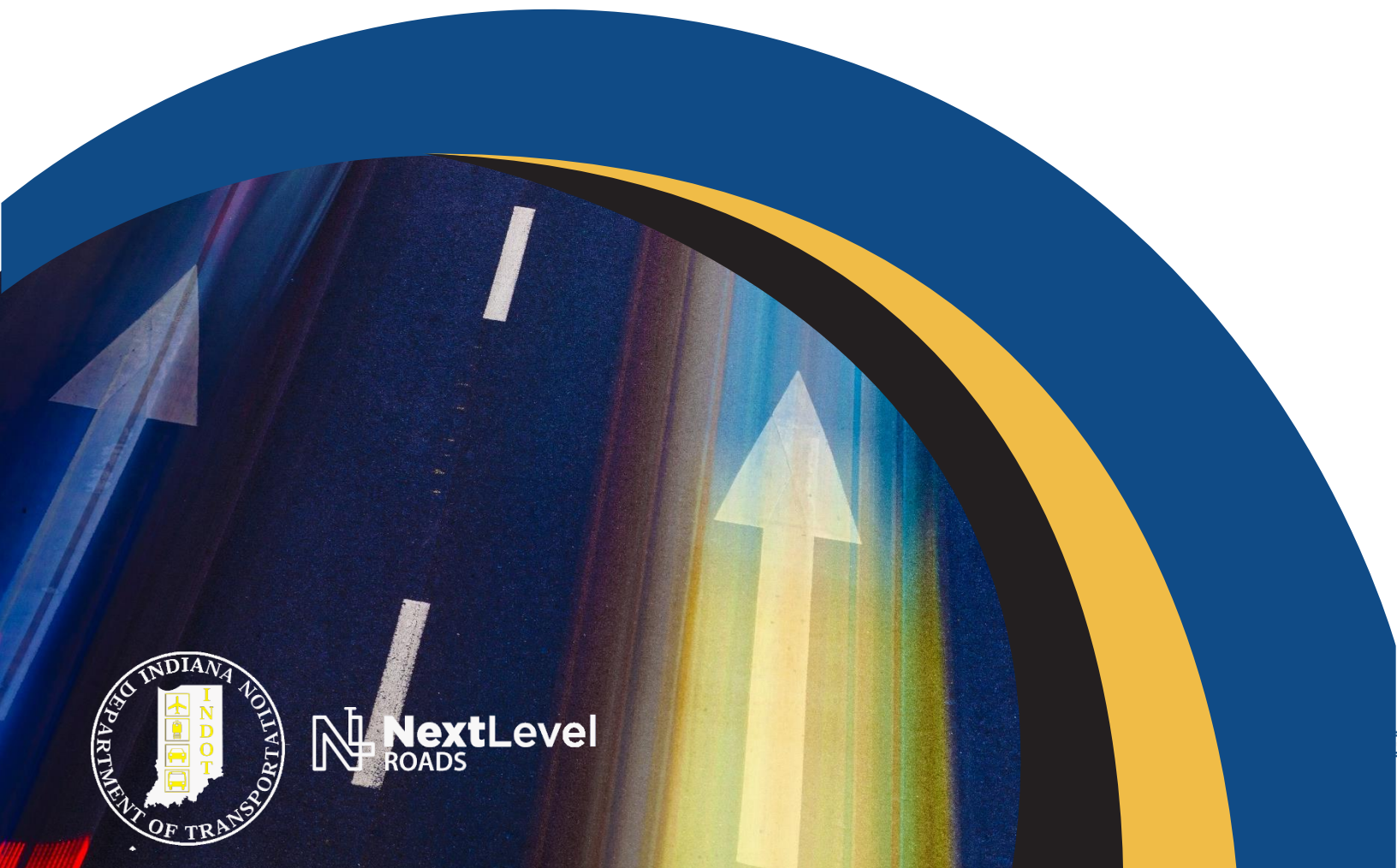
US 30 West

UNIVERSE OF ALTERNATIVES (LEVEL 1)

SCREENING REPORT

March 27, 2024

Prepared By



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EXECUTIVE SUMMARY

ProPEL is an Indiana Department of Transportation (INDOT) initiative for transportation planning that uses collaborative planning and environment linkages (PEL) studies to consider environmental, community, and economic goals. Within the overall ProPEL study limits, INDOT designated four smaller study areas for conducting individual PEL studies. This approach enables each of the study teams to more closely consider community needs and goals. Additionally, the limits of the four study areas were defined to optimize engagement by keeping communities that associate with each other in the same study area. The four PEL studies are being closely coordinated to make sure that potential solutions are integrated and work together across study area boundaries.

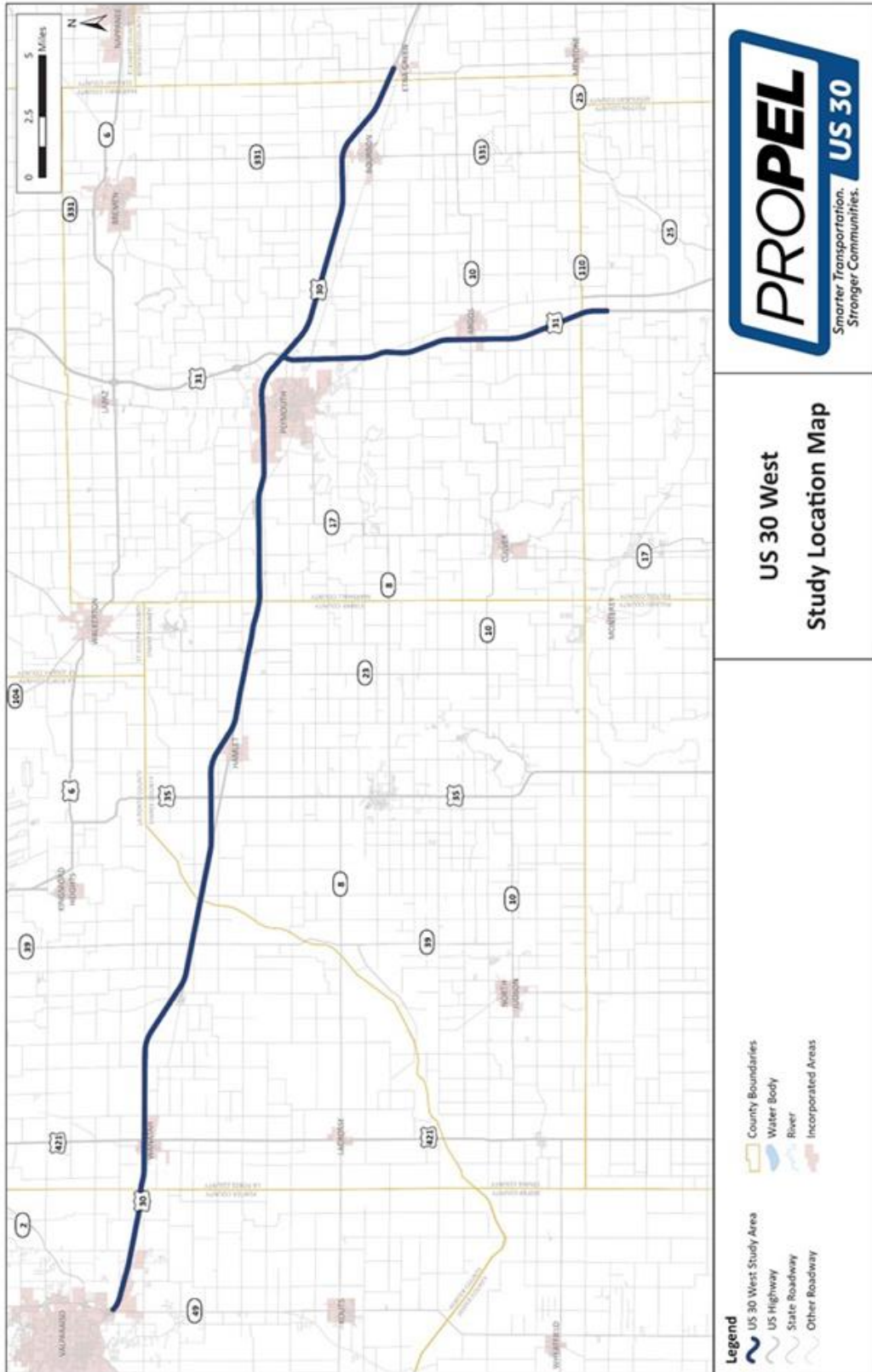
The ProPEL US 30 West study area includes US 30 from SR 49 in Valparaiso to South Beech Road in Marshall County (approximately 53.2 miles). The US 30 West study area also includes US 31 from the US 30 interchange in Marshall County south to west CR 700 North in Fulton County (approximately 13.9 miles). The study corridor is depicted in **Figure 1**.

The limits of the ProPEL US 30 West study have been defined based on the identified needs within the study corridor and the goal of maximizing public engagement across multiple communities for the four ongoing US 30 and US 31 PEL studies. One of the contributing factors in defining this study area boundary was a desire to better focus and organize the public involvement efforts in Marshall County, including the communities of Plymouth and Argos. Within the US 30 West study area, the roadway segments of US 31 and US 30 are consistent in character – including lane configurations, intersection spacing and treatment, and land use patterns. Further, the types of operational and safety concerns identified for these two roadway segments are similar within the ProPEL US 30 West study area. South of the ProPEL US 30 West study area’s southern termini, the US 31 corridor becomes more rural and transitions to generally free-flow conditions, with less traffic volume or associated congestion. Including this portion of US 31 within the ProPEL US 30 West study area will not limit or preclude INDOT from considering the most appropriate solution(s) to address the identified transportation needs.

This Universe of Alternatives (Level 1) Screening Report has been prepared for the ProPEL US 30 West Study in LaPorte, Porter, Starke, Fulton, and Marshall Counties and is based on scoping and data collection efforts that have been documented since the study began in August 2022, as well as from feedback received from the ongoing public and stakeholder involvement process to date.

The Universe of Alternatives (Level 1) Screening Report was updated in March 2024 to include public comments received during the Universe of Alternatives public comment period which extended from November 13, 2023 to December 22, 2023. Section 2 of the report includes a summary of the comments received and Appendix A includes the full comments, as well as a response from the ProPEL US 30 West study team.

Figure 1. ProPEL US 30 West Study Corridor



The Universe of Alternatives is a set of 55 possible solutions to transportation issues along US 30 and US 31 within the study limits. Overall, each improvement concept in the Universe of Alternatives was qualitatively evaluated to determine if it had the potential to meet the purpose and need that have been established for the study, as identified in the separate *Purpose and Need Report*, and was practical. Alternative concepts that did not satisfy the purpose and need and/or were not practical were eliminated from further consideration, while alternative concepts that satisfied the purpose and need and were practical will be advanced to the next level of screening for further refinement and application within the study corridor.

The purpose and need statement for the ProPEL US 30 West study applies to both US 30 and US 31; however for the purposes of alternatives screening, these two roadways were evaluated separately since the routes are unique and have different existing infrastructure and conditions.

Nine (9) concepts do not meet any of the study area needs but are considered practical. These concepts do provide benefit but will not be evaluated in the Level 2 screening process as they do not meet any of the study area needs. They have been designated as Design Elements and may be incorporated, where applicable, into alternatives advancing from this PEL study.

Five (5) concepts, which are outside the control of INDOT, cannot be fully assessed for practicality. These concepts will not be advanced to the Level 2 screening. Improvements considered as part of this study will not preclude others from pursuing or implementing these concepts within the study area. Although these concepts will no longer be considered as a stand-alone solution to the identified transportation needs in the study area, INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.

For US30, 27 concepts were found to meet one or more of the study area needs and are considered practical. Ten (10) of these concepts met a majority of the transportation needs. These concepts are designated as Primary Concepts and will be evaluated as stand-alone alternatives in the Level 2 screening process. Seventeen (17) of these concepts addressed some of the transportation needs but cannot function as a stand-alone alternative. These concepts are designated as Complementary Concepts and will be evaluated in the Level 2 screening process as location-specific application(s) as part of a Primary Concept.

For US31, 20 concepts were found to meet one or more of the study area needs and are considered practical. Eight (8) of these concepts met a majority of the transportation needs. These concepts are designated as Primary Concepts and will be evaluated as stand-alone alternatives in the Level 2 screening process. Twelve (12) of these concepts addressed some of the transportation needs but cannot function as a stand-alone alternative. These concepts are designated as Complementary Concepts and will be evaluated in the Level 2 screening process as location-specific application(s) as part of a Primary Concept.

The results of the Universe of Alternatives screening process are summarized for US 30 and US 31 in Figure 2 and Figure 3 respectively.

Figure 2. Summary of Universe of Alternatives (Level 1) Screening (US 30)













US 30 - UNIVERSE OF ALTERNATIVES	
<ul style="list-style-type: none"> • 55 high level alternative concepts • Qualitative screening against practicality and the purpose and need 	
	<p>19 alternative concepts were eliminated from further study. The eliminated alternatives generally include capacity improvements and were eliminated for a variety of reasons including lack of applicability or potential benefits to the study corridor.</p>
	<p>26 alternative concepts are recommended to be carried forward for further study as Primary or Complementary Concepts that have the potential to adequately address the purpose and need of the study. An additional 9 concepts are considered Design Elements which do not meet the purpose and need of the study but may provide benefit when incorporated into another concept. The No-Build Alternative does not meet the identified transportation needs in the study area but will be advanced throughout the study for comparison purposes.</p>
<ul style="list-style-type: none"> • Primary Concepts <ul style="list-style-type: none"> - Access Management  - Freeway (Limited Access) - Median Safety Improvements - Add or Lengthen Turn Lanes - Add/Extend Acceleration/Deceleration Lanes - Cross Road Overpass/Underpass - Convert to Interchange - Signalized Intersection Improvements - Unsignalized Intersection Improvements • Complementary Concepts <ul style="list-style-type: none"> - Realign Skewed Intersections - Intersection Sight Distance Improvements - Auxiliary Lanes - Bypass - Signal Timing Updates / Coordination - Add Capacity to Movements - Ramp Terminal Intersection Improvements - Wildlife Crossings - Railroad Crossing Improvement - Spot Roadway Lighting - Warning Systems - Traveler Information Systems - Roadside Assistance Services - Incident Management - Freight Priority System - Bike/Pedestrian Facilities - Non-Motorized User Accommodations 	<ul style="list-style-type: none"> • Design Elements  <ul style="list-style-type: none"> - Collector Distributor - Adjacent Intersection Improvements - Traffic Control Visibility Upgrades - Pavement Marking Improvements - Roadway Signage Improvements - Roadway Drainage Improvements - Gateway/Corridor Treatments - Speed Management - Alternative Fuel/Electric Vehicle Considerations

Figure 3. Summary of Universe of Alternatives (Level 1) Screening (US 31)

US 31 - UNIVERSE OF ALTERNATIVES			
<ul style="list-style-type: none"> • 55 high level alternative concepts • Qualitative screening against practicality and the purpose and need 			
	<p>26 alternative concepts were eliminated from further study. The eliminated alternatives generally include capacity improvements and were eliminated for a variety of reasons including lack of applicability or potential benefits to the study corridor.</p>		
	<p>19 alternative concepts are recommended to be carried forward for further study as Primary or Complementary Concepts that have the potential to adequately address the purpose and need of the study. An additional 9 concepts are considered design elements which do not meet the purpose and need of the study but may provide benefit when incorporated into another concept. The No-Build Alternative does not meet the identified transportation needs in the study area but will be evaluated throughout the study for comparison purposes.</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> • Primary Concepts  <ul style="list-style-type: none"> - Access Management - Freeway (Limited Access) - Add or Lengthen Turn Lanes - Add/Extend Acceleration/Deceleration Lanes - Cross Road Overpass/Underpass - Convert to Interchange - Unsignalized Intersection Improvements • Complementary Concepts <ul style="list-style-type: none"> - Realign Skewed Intersections - Intersection Sight Distance Improvements - Auxiliary Lanes - Median Safety Improvements - Wildlife Crossings - Spot Roadway Lighting - Warning Systems - Traveler Information Systems - Roadside Assistance Services - Incident Management - Bike/Pedestrian Facilities - Non-Motorized User Accommodations </td> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> • Design Elements  <ul style="list-style-type: none"> - Collector Distributor System - Adjacent Intersection Improvements - Traffic Control Visibility Upgrades - Pavement Marking Improvements - Roadway Signage Improvements - Roadway Drainage Improvements - Gateway/Corridor Treatments - Speed Management - Alternative Fuel/Vehicle Considerations </td> </tr> </table>	<ul style="list-style-type: none"> • Primary Concepts  <ul style="list-style-type: none"> - Access Management - Freeway (Limited Access) - Add or Lengthen Turn Lanes - Add/Extend Acceleration/Deceleration Lanes - Cross Road Overpass/Underpass - Convert to Interchange - Unsignalized Intersection Improvements • Complementary Concepts <ul style="list-style-type: none"> - Realign Skewed Intersections - Intersection Sight Distance Improvements - Auxiliary Lanes - Median Safety Improvements - Wildlife Crossings - Spot Roadway Lighting - Warning Systems - Traveler Information Systems - Roadside Assistance Services - Incident Management - Bike/Pedestrian Facilities - Non-Motorized User Accommodations 	<ul style="list-style-type: none"> • Design Elements  <ul style="list-style-type: none"> - Collector Distributor System - Adjacent Intersection Improvements - Traffic Control Visibility Upgrades - Pavement Marking Improvements - Roadway Signage Improvements - Roadway Drainage Improvements - Gateway/Corridor Treatments - Speed Management - Alternative Fuel/Vehicle Considerations
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1. INTRODUCTION

1.1. BACKGROUND AND PURPOSE OF THIS REPORT

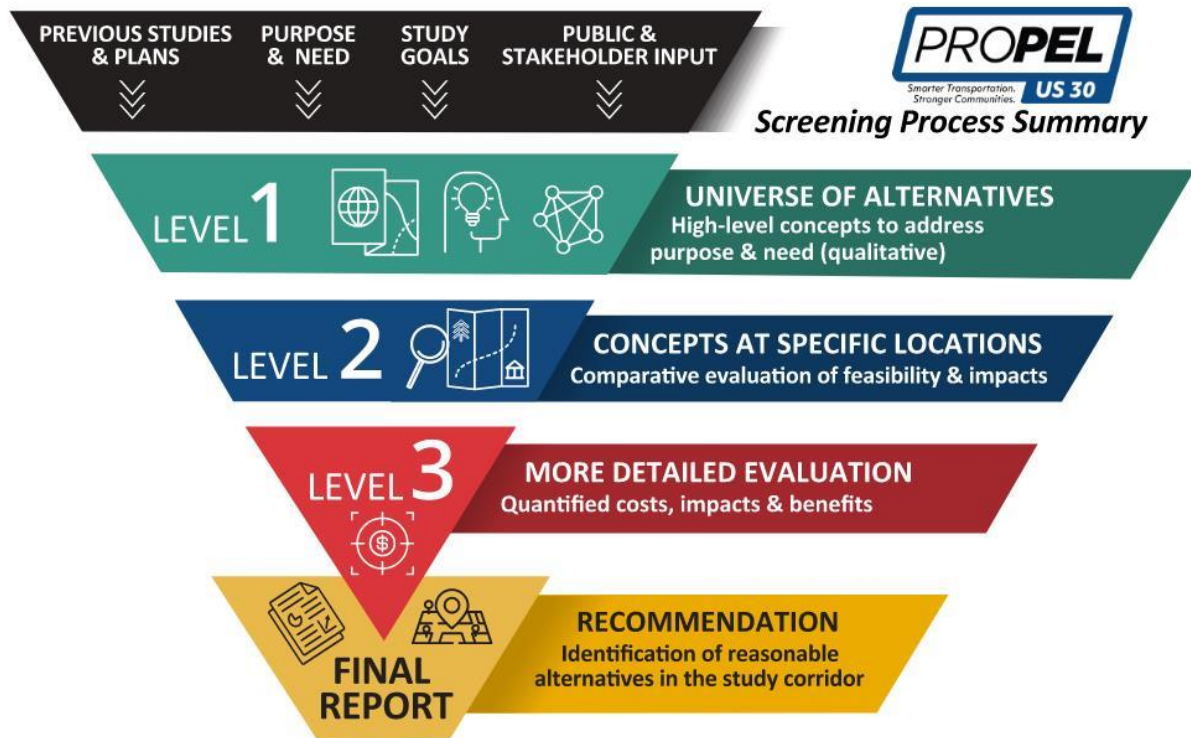
This memorandum documents the process and results of the Universe of Alternatives (Level 1) screening for the ProPEL US 30 West study. Contained within this document are the initial range of solutions for consideration, a Universe of Alternatives.

The Universe of Alternatives is the first of three levels of screening planned in this study, as shown in Figure 3. The purpose of the Universe of Alternatives (Level 1) screening is to qualitatively identify alternative concepts with a high probability of meeting the purpose and need so that they may be carried forward and evaluated at specific locations within the US 30 West study corridor. As the study progresses, the screening and evaluation of the remaining alternatives in terms of feasibility and potential impacts will be performed in subsequently greater levels of quantitative detail. Meeting the purpose and need will be confirmed in each subsequent screening and public and stakeholder input will be sought at each level. The output of this process will be a prioritized set of reasonable alternatives.

The alternative concepts that comprise the Universe of Alternatives were identified from previous studies, current analysis of existing and projected conditions, and public and stakeholder input as well as typical industry guidelines and solutions for safety and operations for highways like US 30 and US 31. Inputs to this memorandum include:

- ProPEL US 30 West Purpose and Need Report;
- ProPEL US 30 West Existing Transportation Conditions Report; and
- ProPEL US 30 West Public and Stakeholder Involvement to date, including the first two Public Information Meetings (PIM) and comments received

Figure 4. Summary of ProPEL US 30 West Alternatives Development and Screening Process



1.2. SUMMARY OF PURPOSE & NEED

In the ProPEL US 30 Purpose and Need Report, the purpose and need statement was developed in coordination with FHWA and INDOT and refined with input from the general public, state and federal resource agencies, and regional transportation agencies. The specific needs summarized below are based on the analysis and findings documented in the US 30 West Existing Transportation Conditions Report under separate cover.

The purpose of transportation improvements along the US 30 West corridor is to improve regional mobility and safety along US 30 and US 31 and preserve both as vital statewide transportation corridors for moving people and goods. The US 30 West ProPEL study purpose of improving regional mobility and safety are expected to benefit regional economic development and is therefore consistent with the established economic development goals of the communities within the study area. Transportation solutions throughout the study area should address the following needs identified through public feedback and data collected:

Regional and Statewide Mobility: Improve operations to provide safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area. Almost half of all trips, and more than half of truck trips, travel all the way through, enter from, or exit out of the study area corridor.

Safety Along US 30 and US 31: Reduce crash frequency and severity, particularly of right-angle and rear-end crashed, at median openings and intersections within the corridor.

Corridor Access: Reduce non-compliant access points within the corridor. The presence of 150 access driveways, 30 farm field approaches, and numerous median breaks, along with the lack of adherence to INDOT's Access Management Guidelines, results in an inconsistent and concentrated distribution of access points along the US 30 and US 31 study area. This configuration poses safety concerns and hampers the smooth flow of through traffic.

Roadway Deficiencies: Improve interchanges with substandard ramps and improve substandard median widths. In certain areas the existing medians, bridges, and interchange ramps throughout the corridor are substandard.

Given the size of the study area, as well as the needs identified, the purpose and need statement has been developed to support a range of potential improvement solutions. Given the need identified in the study area, this could include improvements at a single intersection; it could also include improvements at multiple intersections and/or the roadway sections in between them. Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways to address the identified transportation needs and support the goals of the study area.

2. SUMMARY OF PUBLIC INVOLVEMENT AND AGENCY COORDINATION

2.1. PUBLIC COMMENT PERIOD

The Universe of Alternatives (Level 1) report was published and made available for public review and comment on the project website and at library locations across the study area. The comment period was open from November 13, 2023, through December 22, 2023. Comments were submitted either through an online form, a form available at Community Office Hours, or through the project hotline.

2.2. SUMMARY OF COMMENTS RECEIVED

- 62 Comments
 - 37 submitted online
 - 21 submitted at Community Office Hours
 - 1 submitted by phone
 - 3 tribal comments submitted by email
- Six Community Office Hours
 - 11/18 Starke County Library, Knox Branch
 - 11/18 Hanna Public Library
 - 12/02 Porter County Public Library
 - 12/02 Argos Public Library
 - 12/16 Wanatah Public Library
 - 12/16 Plymouth Public Library
- Five Stakeholder and Municipal Meetings
 - 11/15: Plymouth Chamber of Commerce Annual Meeting
 - 11/16: Study Advisory Committee Briefing
 - 11/22: Valparaiso Kiwanis Club Meeting
 - 12/4: Valparaiso University presentation
 - 12/14: US31-SR10 Community Advisory Committee Meeting

A total of 59 individual comments were received during the Level 1 comment period. Many comments addressed multiple alternative improvement topics. Figure 1 below summarizes the Level 1 categories mentioned in the comments received. Please note that the total is more than 59, due to comments that addressed multiple categories.

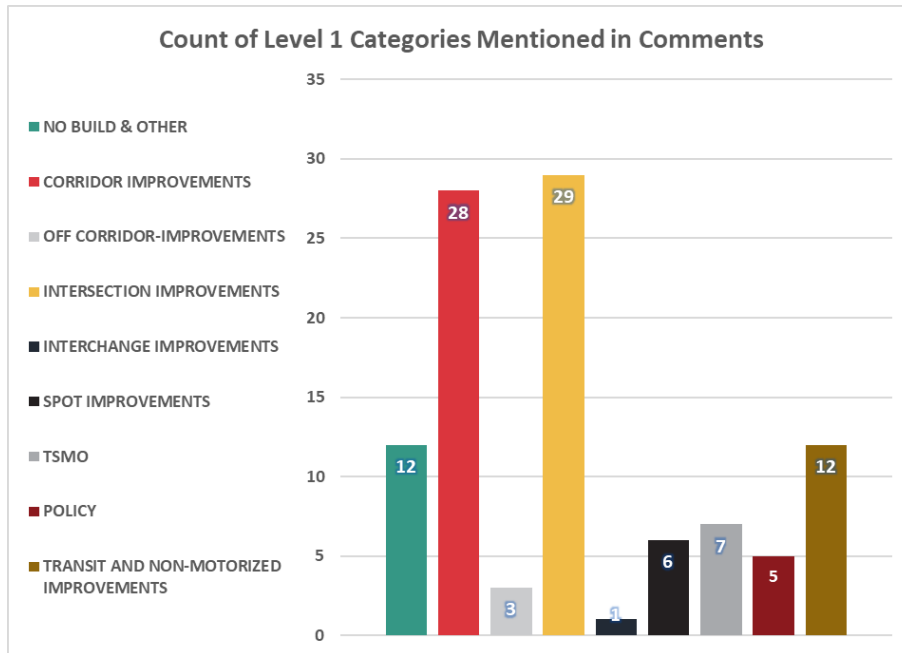


Figure 5: Count of Universe of Alternatives Categories Mentioned in Comments

Figure 2 tallies the number of comments received on each alternative that received at least one comment. As with the summary, the total is greater than 59 due to comments that addressed multiple categories.

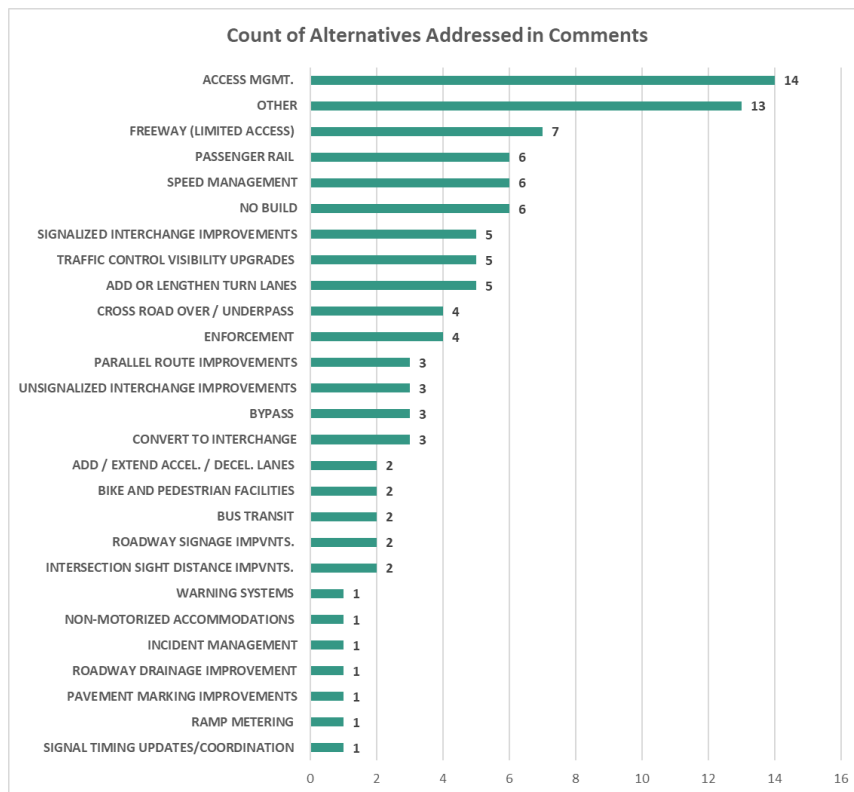


Figure 6: Count of Alternatives Addressed in Comments

Based on the comments received, there were no substantive changes to the Draft Universe of Alternatives (Level 1) Screening Report, including the screening results and the concepts carried to be carried forward for further analysis in the Level 2 screening. Along with formatting and other miscellaneous minor revisions for clarity, the following key updates have been made to the US 30 West Universe of Alternatives Memorandum Screening Report per public and agency coordination:

- Inserted new Section 2: Summary of Public Involvement and Agency Coordination
- Section 4.2.3 Access Management: Added Table 4– Access Management Control Types to clarify the range of access control types and the level of access provided by each. Noted when access management will be considered during this study.
- Section 4.2.5 Freeway: Revised definition of ‘Freeway’ including clarification that a freeway is a type of free-flow facility with full control of access.
- Section 4.8.1 Tolling: Added further information and clarification regarding practicality.
- Added Appendix A – Universe of Alternatives Comments Received and Responses

3. SCREENING METHODOLOGY

This section describes the screening approach that was used to evaluate the Universe of Alternatives for the ProPEL US 30 West study corridor. The purpose of this screening was to identify those alternatives with a high probability of meeting the purpose and need for the study. Throughout the study, alternatives must meet the purpose and need to be carried forward.

The screening approach is summarized in Table 1 and is focused on general transportation performance measures directly related to the defined purpose and need for the study. Each of the alternative concepts was examined against the performance measures to differentiate between those with a high probability of meeting the purpose and need or not, by assigning a rating of YES, NO, or NEUTRAL. To advance to the next level of screening, each alternative concept must have at least one YES rating.

Table 1. Summary of ProPEL US 30 West Alternatives Development and Screening Process

Study Need	Performance Measures <i>Will the alternative concept:</i>	Rating*	To Advance:
Regional and Statewide Mobility	<ul style="list-style-type: none"> • Improve operations on US 30 or US 31 and not introduce delay? 	YES, NO, or NEUTRAL	<ul style="list-style-type: none"> • As a Primary Concept: Three or more YES ratings • As a Complementary Concept: One or two YES ratings • As a Design Element: No YES ratings, but some benefit and practical
Safety Along US 30 and US 31	<ul style="list-style-type: none"> • Reduce conflict points? -or- • Apply crash reduction measures to improve safety? 	YES, NO, or NEUTRAL	
Corridor Access	<ul style="list-style-type: none"> • Maintain or improve local access? -or- • Meet INDOT Access Management guidelines? -or- • Reduce non-compliant access points? 	YES, NO, or NEUTRAL	
Roadway Deficiencies	<ul style="list-style-type: none"> • Improve substandard elements of the corridor? -or- • Improve interchanges with substandard ramps? -or- • Improve substandard median widths? 	YES, NO, or NEUTRAL	
Practicality	<ul style="list-style-type: none"> • See practicality discussion below this table. 	YES, NO, or NEUTRAL	
<p>*Rating Criteria Yes: Actively supports the defined purpose and need No: Contrary, unrelated, or unnecessary to the defined purpose and need and/or does not fully satisfy performance measures.</p>			

Neutral: Not enough information known to qualitatively determine and/or there are both positive and negative aspects. Those concepts which are anticipated to maintain but not improve Corridor Access are considered to be partially satisfying the performance measures and will thus receive a Neutral rating. Neutral ratings are treated as Yes in this screening process.

The screening also took practicality into account. In this study, practical (i.e., reasonable) means the alternative concept could be accomplished under the following criteria¹:

1. Does not include extraordinarily high costs
 - a. Is the concept capable of being implemented after taking costs into consideration?
2. Is feasible from the standpoint of technology and logistics
 - a. Is the concept available and capable of being implemented after taking existing technology and logistics into consideration?
3. Is appropriate in scope and scale for the transportation problems identified
 - a. Is the concept considered to be rational and not excessive (i.e. achievable) given the needs and context of the corridor?
4. Is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.
 - a. Is the concept unlikely to result in severe socioeconomic and environmental impacts, or create operational or safety problems?

At the end of the Universe of Alternatives (Level 1) screening process, the alternative concepts were grouped into four categories:

- **Primary Concepts** are alternative concepts that addressed the majority (three or more YES ratings) of the identified transportation needs in the study area and/or that could be advanced as a stand-alone alternative.
- **Complementary Concepts** are alternative concepts that addressed some (one or two YES ratings) of the identified transportation needs in the study. They may provide some benefit at specific locations and may be added to a Primary Concept, which could enhance its ability to address the identified needs. Complementary Concepts will not be advanced as stand-alone alternatives in the screening process but may be considered for location-specific application(s) as part of a Primary Concept.
- **Design Elements** are alternative concepts that did not address (zero YES ratings) the identified transportation needs in the study area but may provide benefit when incorporated into an improvement concept.
- Concepts **Not Carried Forward** are those alternative concepts that did not address (zero YES ratings) the identified transportation needs in the study area, have no other perceived benefit, and are not determined to be practical, are not recommended to be carried forward, and are eliminated from further study.

Primary Concepts will be the basis of the Level 2 Screening as they provide substantial improvements to the study area. Complementary Concepts will be evaluated for benefits at primary concept locations where the complementary concepts are likely to improve the study area. Design Elements will provide benefits within

¹ The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor's purpose and need. Reasonable Alternatives includes those that "are practical or feasible from a technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (Council on Environmental Quality, 1981).

the study area but are not sufficient to be considered as standalone alternatives. Design Elements and Complementary Solutions will be incorporated as appropriate into Primary Solutions.

Some concepts, even if eliminated from further consideration in this screening, may appear as part of the alternatives considered in future screenings. For example, an adjacent intersection or parallel route improvement may be implemented as part of the Convert to Interchange concept. This is because converting an intersection to an interchange could require improvements or modifications in other locations to address the potential adverse impacts caused by those improvements. Other concepts, which are outside the control of INDOT, could not be fully assessed for practicality and are therefore removed from further consideration in the alternatives development and screening process. Although these concepts will no longer be considered as a stand-alone solution to the identified transportation needs in the study area, INDOT will continue to coordinate with the appropriate agency/entity to share information such as public input received during the study.

4. UNIVERSE OF ALTERNATIVES

This section provides a brief description of the 55 Universe of Alternative concepts, which include:

- The no-build alternative;
- Ten corridor improvement concepts;
- Two off-corridor improvement concepts;
- Nine intersection improvement concepts;
- Four interchange improvement concepts;
- Ten spot improvement concepts;
- Five traffic systems operation and maintenance (TSMO) improvement concepts;
- Eight policy consideration concepts;
- Six transit and non-motorized improvement concepts.

Included with the description of each alternative concept is the basis for whether the alternative was recommended for elimination or to be carried forward. The screening results are summarized in Table 2 in Section 4 of this report.

4.1. NO-BUILD ALTERNATIVE

4.1.1. NO-BUILD ALTERNATIVE

The No-Build Alternative represents the conditions expected if no improvements are made to the study area beyond routine maintenance activities and projects programmed in INDOT's Next Level Roads Construction Program and/or the Statewide Transportation Improvement Program. The No-Build Alternative is considered as the baseline condition that various build alternatives are compared against to evaluate their effectiveness in addressing the identified study area needs, as well as their impacts to the human and natural environments.

US 30 NO-BUILD ALTERNATIVE



This alternative must be considered in the PEL process and the National Environmental Policy Act (NEPA) analyses which may occur in the future. Therefore, this alternative will be carried forward for further consideration as a baseline for comparison.

US 30 No-Build Alternative Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve corridor access and would likely worsen as traffic increases. Would not improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve roadway substandard elements.
Practical	Yes	The “do-nothing” alternative is a practical option as it would meet all criteria identified in Section 2.

Result: The No-Build Alternative does not address any of the identified needs; however, it is required to be considered in the PEL study, as well as any subsequent environmental reviews conducted in accordance with the NEPA. Therefore, this alternative will be carried forward for further consideration in the PEL study and will serve as a baseline for comparison to build alternatives.

US 31 NO-BUILD ALTERNATIVE



This alternative must be considered in the PEL process and the National Environmental Policy Act (NEPA) analyses which may occur in the future. Therefore, this alternative will be carried forward for further consideration as a baseline for comparison.

US 31 No-Build Alternative Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve corridor access and would likely worsen as traffic increases. Would not improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The “do-nothing” alternative is a practical option as it would meet all criteria identified in Section 2.

Result: The No-Build Alternative does not address any of the identified needs; however, it is required to be considered in the PEL study, as well as any subsequent environmental reviews conducted in accordance with the NEPA. Therefore, this alternative will be carried forward for further consideration in the PEL study and will serve as a baseline for comparison to build alternatives.

4.2. CORRIDOR IMPROVEMENTS

4.2.1. ADDED TRAVEL LANES

Additional travel lanes may be provided along the entire corridor or in select segments to address existing and/or future capacity needs. Additional lanes could be added to the inside, occupying the area currently used for a grass median. If additional lanes are added to the outside, acquisition of additional right-of-way (ROW) may be required.

US 30 ADDED TRAVEL LANES



The Added Travel Lanes concept would add capacity to US 30. However, the existing and future capacity of the study corridor is projected to be sufficient for the anticipated demand. Increasing the number of travel lanes increases the number of lanes to cross resulting in a higher number of conflict points and more potential crashes. Therefore, the Added Travel Lanes concept would potentially decrease safety for traffic crossing or turning at existing at-grade intersections. This is particularly the case for non-motorized users or slower-moving vehicles that would require longer times to traverse a higher number of travel lanes.

US 30 Added Travel Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by adding capacity, reducing queues at intersections, and potentially reducing travel time and this would not introduce delay.
Safety along US 30	No	Would increase conflict points and also reduce safety by introducing a continuous barrier within the clear zone if the added lanes are located inside the existing travel lanes. It would also not address documented safety issues.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not address substandard elements.
Practical	No	The added travel lanes concept would not meet Criteria 3 and 4 identified in Section 2 as it is considered to not be rational and/or excessive and would potentially result in severe unacceptable impacts.

Result: The Added Travel Lanes concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 ADDED TRAVEL LANES



The Added Travel Lanes concept would add capacity to US 31. However, the existing and future capacity of the study corridor is projected to be sufficient for the anticipated demand. Increasing the number of travel lanes increases the number of lanes to cross resulting in a higher number of conflict points and more potential crashes. Therefore, the Added Travel Lanes concept would potentially decrease safety for traffic crossing or turning at existing at-grade intersections. This is particularly the case for non-motorized users or slower-moving vehicles that would require longer times to traverse a higher number of travel lanes.

US 31 Added Travel Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by adding capacity, reducing queues at intersections, and potentially reducing travel time while not introducing delay.
Safety along US 31	No	Would increase conflict points and reduce safety by introducing a continuous barrier within the clear zone if the added lanes are located inside the existing travel lanes. It would also not address documented safety issues.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.

Improve Roadway Deficiencies	No	Would not address substandard elements.
Practical	No	The added travel lanes concept would not meet Criteria 3 and 4 identified in Section 2 as it is considered to not be rational and/or excessive and would potentially result in severe unacceptable impacts.

Result: The Added Travel Lanes concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

4.2.2. ELEVATED LANES

Elevated lanes are additional travel lanes that are built above ground level on structures. The primary purpose of elevated lanes is to separate highway traffic from local traffic, bikes/pedestrians, or obstacles/constraints at ground level. Access to/from the elevated lanes are provided only at select public roadways via interchanges. This condition is referred to as full control of access.

US 30 ELEVATED LANES



The Elevated Lanes concept would increase the capacity of US 30 and decrease the exposure of traffic crossing or turning across US 30 to through traffic. This concept would also improve free-flow traffic along US 30 for regional/statewide mobility. However, the existing and future capacity of US 30 is projected to be sufficient for the anticipated demand along the study corridor, so there would be minimal benefit to adding travel lanes. Additionally, the new access points to and from the elevated lanes would increase the number of conflict points (i.e., points for potential crashes) along the study corridor and the use of elevated lanes would not mitigate the existing conflict points at the at-grade intersections with local traffic on US 30.

US 30 Elevated Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by separating traffic at crossings, and potentially reducing travel time. It would also increase capacity promoting free-flow traffic and this would not introduce delay.
Safety along US 30	No	Would not reduce conflict points at intersections although there would be less exposure due to there being fewer vehicles at the conflict points. It would also reduce safety by requiring continuous barriers which would not provide recovery area beyond the shoulders. Also, additional conflict points would be introduced at the access points.
Improve Corridor Access	No	Would not improve compliance with INDOT Access Management guidelines and would likely reduce local access.
Improve Roadway Deficiencies	No	Would not address substandard elements.
Practical	No	The Elevated lanes concept would not meet Criteria 1, 3, or 4 identified in Section 2 because it would be excessive both in cost and potential to result in severe unacceptable impacts.

Result: The Elevated Lanes concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 ELEVATED LANES



The Elevated Lanes concept would increase the capacity of US 31 and decrease the exposure of traffic crossing or turning across US 31 to through traffic. This concept would also improve free-flow traffic along US 31 for regional/statewide mobility. However, the existing and future capacity of US 31 is projected to be sufficient for the anticipated demand along the study corridor, so there would be minimal benefit to adding travel lanes. Additionally, the new access points to and from the elevated lanes would increase the number of conflict points (i.e., points for potential crashes) along the study corridor and the use of elevated lanes would not mitigate the existing conflict points at the at-grade intersections with local traffic on US 31.

US 31 Elevated Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by separating traffic at crossings, and potentially reducing travel time. It would also increase capacity promoting free-flow traffic and this would not introduce delay.
Safety along US 31	No	Would not reduce conflict points at intersections although there would be less exposure due to there being fewer vehicles at the conflict points. It would reduce safety by requiring continuous barriers which would not provide recovery area beyond the shoulders. Also, additional conflict points would be introduced at the access points.
Improve Corridor Access	No	Would not improve compliance with INDOT Access Management guidelines and would likely reduce local access
Improve Roadway Deficiencies	No	Would not address substandard elements.
Practical	No	The Elevated lanes concept would not meet Criteria 1, 3, or 4 identified in Section 2 because it would be excessive both in cost and potential to result in severe unacceptable impacts.

Result: The Elevated Lanes concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

4.2.3. ACCESS MANAGEMENT

Access management improvements refer to strategies that control and optimize the way vehicles and pedestrians enter, exit, and interact with the highway, which is typically accomplished by eliminating conflict points. As shown in the table below, there are three access management control types:

Access Management Control Type	Definition
Full control of access	Connections are provided only with select public roads through interchanges. Driveway connections (residential and commercial) are not permitted. Freeways have full control of access. The US 31 bypass around Kokomo is a freeway with full control of access.
Partial control of access	Connections are provided with public roads via interchanges and/or at-grade intersections. The number of roadway connections and/or driveway connections (residential and commercial) may be reduced in number

	<p>and/or limited to right-in/right-out movements. The number of median openings may also be reduced.</p> <p>US 31 within the study area has partial control of access; however, several areas do not meet INDOT's access management guidelines.</p>
No control of access	<p>No degree of access control exists; however, the number and location of roadway and driveway connections are typically limited by the minimum standards defined by INDOT and/or local access management guidelines.</p> <p>Most of the US 30 corridor within the study area has no control of access.</p>

Access management improvements may include, but are not limited to, the following:

- Converting a driveway to a right-in / right-out configuration;
- Partial control of access, which allows connections with select public roads and driveways to serve abutting properties;
- Construct or modify local access roads;
- Closure and/or consolidation of driveways;
- Cul-de-Sac a minor road to eliminate an existing connection to US 30; and
- Closure of median openings along the study corridor.
- Full control of access, which allows connections with select public roads via interchanges.

US 30 ACCESS MANAGEMENT



Every at-grade intersection with US 30 in the study corridor, including with public roads and driveways, has the potential for collisions between motorized vehicles. The Access Management concept would decrease the number of conflict points along US 30 in the study corridor and in doing so, increase safety and traffic flow along US 30. Connectivity to and across US 30 would be considered and consolidated and/or maintained using access management techniques or in combination with other concepts. Access management techniques are one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 30 Access Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by reducing the number of locations where mainline traffic could be hindered by entering/exiting vehicles and this would not introduce delay.
Safety along US 30	Yes	Would reduce the number of conflict points and apply crash reduction measures to improve safety.
Improve Corridor Access	Neutral	Would eliminate some local access or crossing locations, but would improve access by providing fewer but safer access locations and would improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would address substandard elements at access points.
Practical	Yes	The Access Management concept would meet Criteria 1-4 identified in Section 2. This would be cost-effective, rational, and appropriate for the corridor.

Result: The Access Management concept addresses most of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 ACCESS MANAGEMENT



Every at-grade intersection with US 31 in the study corridor, including with public roads and driveways, has the potential for collisions with motorized vehicles. The Access Management concept would decrease the number of conflict points along US 31 in the study corridor and in doing so, increase safety and traffic flow along US 31. Connectivity to and across US 31 would be considered and consolidated and/or maintained using access management techniques or in combination with other concepts. Access management techniques are one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 31 Access Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by reducing the number of locations where mainline traffic could be hindered by entering/exiting vehicles and this would not introduce delay.
Safety along US 31	Yes	Would reduce the number of conflict points and apply crash reduction measures to improve safety.
Improve Corridor Access	Neutral	Would eliminate some local access or crossing locations, but would improve access by providing fewer but safer access locations and would improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would address substandard elements at access points.
Practical	Yes	The Access Management concept would meet Criteria 1-4 identified in Section 2. This would be cost-effective, rational, and appropriate for the corridor.

Result: The Access Management concept addresses most of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

Note: Decisions regarding access management will be made during project development and will be analyzed and documented as part of the NEPA environmental review process. These activities would occur after the PEL study is completed. For the purposes of this PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.

4.2.4. AUXILIARY LANES

Auxiliary lanes are additional, continuous lanes on a highway that connect between two intersections or interchanges to accommodate higher volumes of traffic entering and exiting between those two points. They are intended to provide additional capacity on the mainline between two access points to improve traffic flow for merging, exiting, and through-traffic movements. These lanes can help reduce congestion and the likelihood of accidents caused by abrupt lane changes between these locations. Auxiliary lanes are not intended to serve as continuous right turn lanes or provide access to multiple driveways.

US 30 AUXILIARY LANES



The Auxiliary Lanes concept is most effective at densely spaced access points by providing an alternate lane to turning vehicles that may be moving slower than the main traffic stream. This could apply at closely spaced driveways along the corridor.

US 30 Auxiliary Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by separating slower moving vehicles from the through-lane traffic and this would not introduce delay.
Safety along US 30	Yes	Would reduce rear end accident crash risk by segregating slower moving vehicles making turns from through-lane traffic.
Improve Corridor Access	No	Auxiliary lanes concept alone would require additional improvements, including removal of direct access driveways, in order to reduce non-compliant access points and improve compliance with INDOT Access Management guidelines. Auxiliary lanes would not maintain or improve access for those residences where driveway access points are removed.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Auxiliary Lanes concept would meet Criteria 1-4 identified in Section 2. This would be appropriate for the corridor and would be implemented with limited environmental impact at a reasonable cost.

Result: The Auxiliary Lanes concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 AUXILIARY LANES



The Auxiliary Lanes concept is most effective at densely spaced access points by providing an alternate lane to turning vehicles that may be moving slower than the main traffic stream. This could apply at closely spaced driveways along the corridor.

US 31 Auxiliary Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by separating slower moving vehicles from the through-lane traffic and this would not introduce delay.

Safety along US 31	Yes	Would reduce rear end accident crash risk by segregating slower moving vehicles making turns from through-lane traffic.
Improve Corridor Access	No	Auxiliary lanes concept alone would require additional improvements, including removal of direct access driveways, in order to reduce non-compliant access points and improve compliance with INDOT Access Management guidelines. Auxiliary lanes would not maintain or improve access for those residences where driveway access points are removed.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Auxiliary Lanes concept would meet Criteria 1-4 identified in Section 2. This would be appropriate for the corridor and would be implemented with limited environmental impact at a reasonable cost.

Result: The Auxiliary Lanes concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.2.5. FREEWAY (FREE-FLOW FACILITY WITH FULL CONTROL OF ACCESS)

A freeway would provide for free flow¹ of traffic along the mainline travel lanes by eliminating all at-grade intersections within the study corridor. Access to adjacent areas would be provided via interchanges with select public roads (i.e., full control of access). A freeway may be designated an interstate if certain conditions are met; however, not all freeways are interstates. INDOT is not including or considering applying interstate design standards along the US 30 West study corridor.

US 30 FREEWAY (FREE-FLOW FACILITY WITH FULL CONTROL OF ACCESS)



Conversion of US 30 to a limited access freeway would establish a permanent free-flow condition on US 30 along the study corridor. The Freeway (Limited Access) concept would improve mobility on US 30 and improve safety for all users of the study corridor by removing crossing and turning traffic from the facility. Supplemental improvements associated with an upgrade to freeway standards – such as those noted in the Access Management, Overpasses/Underpasses, and Convert to Interchange concepts – would be required to maintain mobility to and across US 30.

¹ A free-flow facility is a road that has no traffic signals, stop signs, or yield signs. These traffic control devices introduce periodic delay that interrupts travel. A freeway is one example of a free-flow facility. Another example is a road with no traffic signals, stop signs, or yield signs that has no or partial control of access.

US 30 Freeway (Free-Flow with Full Control of Access) Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by removing traffic signals and the need for traffic to stop and this would not introduce delay.
Safety along US 30	Yes	Reduces conflict points associated with at-grade intersections and would apply crash reduction measures to improve safety.
Improve Corridor Access	Neutral	Would reduce number of access locations but would benefit access by improving access locations and would improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	This concept is likely to require upgrades to the existing facilities in order to meet current design standards, thus would address substandard elements including interchange ramps and median widths.
Practical	Neutral	As noted in the description, a freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Although this concept could require extraordinarily high costs for implementation and may create severe socioeconomic and/or environmental impacts, additional information is required to fully assess its practicality. Furthermore, there is a high level of public and stakeholder interest in this concept and further information is needed to understand potential benefits, impacts, and costs relative to other potential facility types (e.g., free flow, expressway, etc.). This information will be available in the Level 3 screening analysis.

Result: The Freeway concept addresses all the identified needs and additional information is needed to assess practicality. This information will be available in the Level 3 screening analysis. Therefore, the Freeway concept will be carried forward for further consideration as a primary concept.

Note: A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections] could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management (see Section 3.2.3 for further details).

A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with control of access) is important and should be considered as part of the PEL study.

As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.

Because it is possible to have varying facility types in the study area, the ProPEL US 30 West study area may be divided into smaller pieces or focus areas as part of future alternatives development and screening activities. This approach will enable maximum flexibility to combine improvements in different ways to meet the transportation needs, support study area goals, as well as to reflect community-specific context regarding fit and function.



US 31 FREEWAY (Free-Flow with Full Control of Access)

Conversion of US 31 to a limited access freeway would establish a permanent free-flow condition on US 31 along the study corridor. The Freeway (Limited Access) concept would improve mobility on US 31 and improve safety for all users of the study corridor by removing crossing and turning traffic from the facility. Supplemental improvements associated with an upgrade to freeway standards – such as those noted in the Access Management, Overpasses/Underpasses, and Convert to Interchange concepts – would be required to maintain mobility to and across US 31.

US 31 Freeway (Free-Flow with Full Control of Access) Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by limiting access points along the corridor and this would not introduce delay.
Safety along US 31	Yes	Reduces conflict points associated with at-grade intersections and would apply crash reduction measures to improve safety.
Improve Corridor Access	Neutral	Would reduce number of access locations but would benefit access by improving access locations and would improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	This concept is likely to require upgrades to the existing facilities in order to meet current design standards, thus would address substandard elements including interchange ramps and median widths.
Practical	Neutral	As noted in the description, a freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Although this concept could require extraordinarily high costs for implementation and may create severe socioeconomic and/or environmental impacts, additional information is required to fully assess its practicality. Furthermore, there is a high level of public and stakeholder interest in this concept and further information is needed to understand potential benefits, impacts, and costs relative to other potential facility types (e.g., free flow, expressway, etc.). This information will be available in the Level 3 screening analysis.

Result: The Freeway concept addresses all the identified needs and additional information is needed to assess practicality. This information will be available in the Level 3 screening analysis. Therefore, the Freeway concept will be carried forward for further consideration as a primary concept.

Note: A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control, expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management (see Section 3.2.3 for further details).

A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that local access to/from US 31 (i.e., alternatives with less control of access) is important and should be considered as part of the PEL study.

As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.

Because it is possible to have varying facility types in the study area, the ProPEL US 30 West study area may be divided into smaller pieces or focus areas as part of future alternatives development and screening activities. This approach will enable maximum flexibility to combine improvements in different ways to meet the transportation needs, support study area goals, as well as to reflect community-specific context regarding fit and function.

4.2.6. ROADWAY SHOULDER IMPROVEMENTS

Adequate shoulders provide space for emergency stops and emergency vehicle access, provide the driver with a sense of comfort in congested areas, accommodate oversized vehicles and vehicle breakdowns, and improve the capacity of the mainline travel lanes. This alternative would increase the width of shoulders in the corridor, where needed, to current design standards.

US 30 ROADWAY SHOULDER IMPROVEMENTS



The existing outside shoulder width on US 30 in the study corridor is typically 10 foot paved (11 foot usable), which meets current standards for an arterial roadway and does not require upgrades. Additionally, the existing and future capacity of US 30 is projected to be sufficient for the anticipated demand along the study corridor, and there are no existing or projected congestion concerns, so there would be minimal benefit.

US 30 Roadway Shoulder Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures that address documented safety issues.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Roadway Shoulder Improvements would not meet Criteria 3 identified in Section 2 because the shoulders already appear to meet criteria and are therefore not an identified need for the corridor.

Result: The Roadway Shoulder Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 ROADWAY SHOULDER IMPROVEMENTS



The existing outside shoulder width on US 31 in the study corridor is typically 10 foot paved (11 foot usable), which meets current standards for an arterial roadway and does not require upgrades. Additionally, the existing and future capacity of US 31 is projected to be sufficient for the anticipated demand along the study corridor, and there are no existing or projected congestion concerns, so there would be minimal benefit.

US 31 Roadway Shoulder Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures that address documented safety issues.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Roadway Shoulder Improvements would not meet Criteria 3 identified in Section 2 because the shoulders already appear to meet criteria and are therefore not an identified need for the corridor.

Result: The Roadway Shoulder Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.2.7. BYPASS

A roadway bypass is a new road or highway constructed to route through-traffic around a specific area, helping to reduce traffic congestion and provide a more efficient route for longer distance trips. This alternative would construct a bypass route on new alignment with full control of access (i.e., connections provided with select public roads via interchanges).

US 30 BYPASS



The Bypass concept would construct a new roadway around identified towns within the existing study corridor and remove through traffic from existing US 30. US 30 in the study corridor is not

currently, nor is it projected to, experience capacity deficiencies so this benefit would be minimal. However, a new bypass would potentially increase safety and mobility by reducing conflict points with local roadways and driveways. There would still be some additional conflict points at the tie-in points, even if the bypass were created as a freeway and the new bypass would still cross some of the same roads. A bypass would not improve and would likely reduce local access and would not improve the existing US 30 roadway's compliance with INDOT Access Management Guidelines. However, there would be less expected approach traffic away from the town and the crossings could be designed as an overpass/underpass to eliminate those conflicts altogether. The bypass would be advantageous to non-motorized users and slower-moving vehicles within the town being bypassed since there will be less high-speed traffic passing through.

US 30 Bypass Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Neutral	Would improve operations by reducing the interaction of local traffic with through traffic but may increase travel time.
Safety along US 30	Yes	Would reduce conflict points between local traffic and through traffic and reduce the possibility of crashes by moving through traffic to a facility where crash reduction measures are applied to improve safety.
Improve Corridor Access	No	Would not maintain or improve local access on existing roadway, would maintain but not improve existing roadway's compliance with the INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve roadway deficiencies.
Practical	Yes	The Bypass concept would meet Criteria 1-4 identified in Section 2. This would be rational where roadway improvements could negatively impact local communities such as Wanatah especially when considering a freeway configuration.

Result: The Bypass concept addresses one of the identified needs, is neutral on one, and is practical. Therefore, this will be carried forward for further consideration as a complementary concept because of its expected application as a bypass of Wanatah as part of the Freeway (Limited Access) primary concept.

US 31 BYPASS



The Bypass concept would construct a new roadway around identified towns in the existing study corridor and remove through traffic from existing US 31. US 31 is not currently, nor is it projected to, experience capacity deficiencies so this benefit would be minimal. Also, Argos is the only town with its corporate limits spanning across US 31 in the study corridor with development east of US 31. This concept does not apply to this corridor since there are not any municipalities to bypass.

US 31 Bypass Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations since there are not any communities to bypass.
Safety along US 31	No	Would not reduce conflict points or crashes since there are not any communities to bypass.
Improve Corridor Access	No	Would not improve and would likely reduce local access and would not improve compliance with INDOT Access Management guidelines, but there are no communities to bypass
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Bypass concept would not meet Criteria 1, 3, or 4 identified in Section 2 because it would be excessive both in cost and potential to result in severe unacceptable impacts.

Result: The Roadway Shoulder Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.2.8. CONTINUOUS ROADWAY LIGHTING

Continuous Roadway Lighting would provide consistent lighting conditions along the entire study corridor. Lighting the entire corridor would generally give drivers more time to react to obstructions, such as deer, in the roadway at night.

US 30 CONTINUOUS ROADWAY LIGHTING



No continuous roadway lighting is present along US 30 in the study corridor. Roadway lighting is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. Adequate lighting can also provide benefits in terms of personal security for non-motorized users as they travel along and across roadways. However, considering the length of the study corridor (> 60 miles), spot improvements related to roadway lighting (another concept) are deemed more practical in application rather than continuous lighting along the US 30 corridor.

US 30 Continuous Roadway Lighting Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	Yes	Would possibly reduce the likelihood of crashes by improving visibility at night.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Continuous Roadway Lighting concept would not meet Criteria 3 identified in Section 2 because there is not a nighttime crash pattern to address and therefore this is not an identified need for the corridor.

Result: The Continuous Roadway Lighting concept addresses only one of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 CONTINUOUS ROADWAY LIGHTING



No continuous roadway lighting is present along US 31 in the study corridor. However, there is roadway lighting at specific intersections. Roadway lighting is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. Adequate lighting can also provide benefits in terms of personal security for non-motorized users as they travel along and across roadways. However, considering the length for the study corridor (> 13 miles), spot improvements related to roadway lighting (another concept) are deemed to be more practical in application rather than continuous lighting along the US 31 corridor.

US 31 Continuous Roadway Lighting Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	Yes	Would possibly reduce the likelihood of crashes by improving visibility at night.
Improve Corridor Access	Neutral	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Continuous Roadway Lighting concept would not meet Criteria 3 identified in Section 2 because there is not a nighttime crash pattern to address and therefore this is not an identified need for the corridor.

Result: The Continuous Roadway Lighting concept addresses only one of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.2.9. MEDIAN SAFETY IMPROVEMENTS

This alternative would identify one or more areas on US 30 in the study corridor where medians would be widened or otherwise improved (e.g., adding barriers where justified). Closure of median openings are covered under the Access Management Concept in Section 3.2.3.

US 30 MEDIAN SAFETY IMPROVEMENTS



Median barriers are not present in the 50- to 60-foot grassy median on US 30 in the study corridor. There are sections where the medians are narrower in more urban sections of US 30 where there are more drives and local road approaches/crossings. The Median Safety Improvements concept would reduce the number and severity of opposite-direction crashes. Having additional median width would also provide more storage area within the median for trucks. Median improvements are one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 30 Median Safety Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	Yes	Would reduce the likelihood of crashes increasing the separation of traffic moving in opposing directions.
Improve Corridor Access	Yes	Would improve local access where the median is too narrow for a well-designed turn lane or crossing.
Improve Roadway Deficiencies	Yes	Would improve substandard elements in the median.
Practical	Yes	The Median Safety Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate to the context of the corridor. The environmental impacts and cost would also be low.

Result: The Median Safety Improvements concept addresses most of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 MEDIAN SAFETY IMPROVEMENTS



The Median Safety Improvements concept would reduce the number and severity of opposite-direction crashes. Having additional median width would also provide more storage area within the median for trucks. Median improvements are one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. Median barriers are not present in the mainly 60-foot grassy median on US 31 in the study corridor.

US 31 Median Safety Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	Yes	Would reduce the likelihood of crashes increasing the separation of traffic moving in opposing directions.
Improve Corridor Access	No	Would not improve local access as medians are already of sufficient width.
Improve Roadway Deficiencies	Yes	Would improve substandard elements in the median.
Practical	Yes	The Median Safety Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate to the context of the corridor. The environmental impacts and cost would also be low.

Result: The Median Safety Improvements concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.2.10. SIGNAL TIMING UPDATES / COORDINATION

Signal timing is a collection of logic and criteria that directs movements for users at a signalized intersection. This alternative would improve traffic signal timing and coordination between signals, which can improve traffic flow and safety.

US 30 SIGNAL TIMING UPDATES / COORDINATION



Signal Timing Updates/ Coordination concept would adjust the signal timings and phases according to projected traffic volumes in the future. At locations with closely spaced intersections along US 30, the signal timing updates may also include coordination. These signal timing changes would help minimize the control delays experienced at signalized locations, as well as improve safety by prioritizing an efficient platoon movement thereby reducing rear-end crashes.

US 30 Signal Timing Updates / Coordination Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations at the existing signalized intersections and reduce delay by reducing the number of stops.
Safety along US 30	Yes	Would reduce the likelihood of rear end crashes at the existing signals.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines. Lack of closely spaced signals within study area.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Signal Timing Updates/Coordination concept would meet Criteria 1-4 identified in Section 2. This would be rational and would be appropriate to the context of the corridor since signal timing would improve the overall efficiency of the study corridor. This would have negligible environmental impacts and a low cost.

Result: The Signal Timing Updates / Coordination concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 SIGNAL TIMING UPDATES / COORDINATION



There are no traffic signals present along US 31 within the study corridor so timing/coordinating signals would not meet the purpose and need of the study (see the Signalized Improvements concept).

US 31 Signal Timing Updates / Coordination Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations at the intersections since there are not any existing signals.
Safety along US 31	No	Would not reduce conflict points or likelihood of rear end crashes since there are not any existing signals.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Signal Timing Updates/Coordination concept would not meet Criteria 1-4 identified in Section 2 because there are not any existing signals in the corridor to update or coordinate.

Result: The Signal Timing Updates / Coordination concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.3. OFF-CORRIDOR IMPROVEMENTS

4.3.1. ADJACENT INTERSECTION IMPROVEMENTS

Existing intersections near to US 30/US 31 may cause operational issues at mainline intersections due to long queues, limited sight distance, limited stopping distance, and/or other issues. This alternative would reconfigure or reconstruct adjacent intersections further away from the study corridor, which can positively influence operations and safety at intersections with US 30/US 31. These improvements may also require additional local access road modifications.

US 30 ADJACENT INTERSECTION IMPROVEMENTS



The Adjacent Intersection Improvements concept would not improve mobility or access but would maintain both. However, this concept would reconstruct, modify, or otherwise improve the immediately adjacent intersections, which would benefit the safety for all users and overall access between US 31 and the local transportation network. No known issues regarding adjacent intersections have been documented.

US 30 Adjacent Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points in the corridor or apply crash reduction measures.
Improve Corridor Access	Neutral	Would maintain but not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Adjacent Intersection Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. It would also have a low environmental impact and cost.

Result: The Adjacent Intersection Improvements concept is neutral for one identified need and is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept, but may be used as a design element in the alternatives.

US 31 ADJACENT INTERSECTION IMPROVEMENTS



The Adjacent Intersection Improvements concept would not improve mobility or access but would maintain both. However, this concept would reconstruct, modify, or otherwise improve the immediately adjacent intersections, which would benefit the safety for all users and overall access between US 31 and the local transportation network. No known issues regarding adjacent intersections have been documented.

US 31 Adjacent Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points in the corridor or apply crash reduction measures.
Improve Corridor Access	Neutral	Would maintain but not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Adjacent Intersection Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. It would also have a low environmental impact and cost.

Result: The Adjacent Intersection Improvements concept is neutral for one identified need and is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept, but may be used as a design element in the alternatives.

4.3.3. PARALLEL ROUTE IMPROVEMENTS

Existing roadways parallel to US 30/US 31 would be improved to provide better local travel options and reduce the demand on US 30/US 31. Such improvements may include, but may not be limited to, shoulder improvements, widening of existing travel lanes, intersection improvements or realignment of existing local roads to provide a facility that is functional for users.

US 30 PARALLEL ROUTE IMPROVEMENTS



The purpose of improving a parallel route is to decrease the demand on one roadway by encouraging users to travel via another roadway. This is often done to mitigate capacity concerns that increase travel time or congestion that can lead to increased crash rates. However, since capacity and congestion are not existing or projected concerns on US 30 in the study corridor, the Parallel Route Improvement concept would provide minimal benefit within the study corridor. Additionally, increasing traffic on parallel routes would not change the number of conflict points at existing at-grade intersections along US 30 nor would it be anticipated to benefit mobility within or through the study area or region.

US 30 Parallel Route Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by providing an alternate route for slower moving and local traffic and not introduce delay.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	Neutral	Would maintain but not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Parallel Route Improvements concept would not meet Criteria 3 identified in Section 2 because it would not address any documented needs in the corridor. This would not be rational since it would not significantly address any of the documented needs and would be a high cost.

Result: The Parallel Route concept does not address any of the identified needs except for improving Regional and Statewide Mobility and is neutral for improving corridor access. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 PARALLEL ROUTE IMPROVEMENTS



The purpose of improving a parallel route is to decrease the demand on one roadway by encouraging users to travel via another roadway. This is often done to mitigate capacity concerns that increase travel time or congestion that can lead to increased crash rates. However, since capacity and congestion issues do not exist and there are not any projected concerns on US 31 in the study corridor, the Parallel Route Improvement concept would provide minimal benefit within the study corridor. Additionally, increasing traffic on parallel routes would not change the number of conflict points at existing at-grade intersections along US 31 nor would it be anticipated to benefit mobility within or through the study area or region.

US 31 Parallel Route Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by providing an alternate route for slower moving and local traffic and not introduce delay.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	Neutral	Would maintain but not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Parallel Route Improvements concept would not meet Criteria 3 identified in Section 2 because it would not address any documented needs in the corridor. This would not be rational since it would not significantly address any of the documented needs and would be a high cost.

Result: The Parallel Route concept does not address any of the identified needs except for improving Regional and Statewide Mobility and is neutral for corridor access. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

4.4. INTERSECTION IMPROVEMENTS

4.4.1. ADD OR LENGTHEN TURN LANES (LEFT OR RIGHT)

Left and/or right turn lanes would be added to existing intersections in the study corridor, as needed, to separate turning vehicles from through traffic. In locations where they currently exist, turn lanes would be evaluated to determine if adequate deceleration and storage lengths are provided. Depending on the volume of traffic served, dual turn lanes may be appropriate for some intersections.

US 30 ADD OR LENGTHEN TURN LANES (LEFT OR RIGHT)



Several at-grade intersections in the study corridor do not provide dedicated left- and/or right-turn lanes on US 30 at intersections with local roadways. The Add or Lengthen Turn Lanes concept would provide turn lanes where they do not exist or increase deceleration lengths where the lanes are present – which would reduce the speed differential between US 30 through traffic and turning vehicles. Adding turn lane(s) at unsignalized intersections is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. This alternative concept for increasing safety also improves access from US 30 and reduces delay to through traffic.

US 30 Add or Lengthen Turn Lanes (Left or Right) Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations and reduce delays at the intersections by providing deceleration length in the turn lanes so vehicles do not decelerate in the travel lanes.
Safety along US 30	Yes	Would reduce the risk or rear end crashes by providing or improving storage and deceleration in a lane independent from through traffic.
Improve Corridor Access	Yes	Would improve local access and improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the intersections.
Practical	Yes	The Add or Lengthen Turn Lanes concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. It would also have a low environmental impact and cost.

Result: The Add or Lengthen Turn Lanes (Left or Right) concept addresses all the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 ADD OR LENGTHEN TURN LANES (LEFT OR RIGHT)



Several at-grade intersections in the study corridor do not provide dedicated left- and/or right-turn lanes on US 31 at intersections with local roadways and have elevated crash indices for crash frequency and/or severity. The Add or Lengthen Turn Lanes concept would provide turn lanes where they do not exist or increase deceleration lengths where the lanes are present – which would reduce the speed differential between US 31 through traffic and turning vehicles. Adding turn lane(s) at unsignalized intersections is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. This alternative concept for increasing safety also improves access from US 31 and reduces delay to through traffic.

US 31 Add or Lengthen Turn Lanes (Left or Right) Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations and reduce delays at the intersections by providing deceleration length in the turn lanes.
Safety along US 31	Yes	Would reduce the risk or rear end crashes by providing or improving storage and deceleration in a lane independent from through traffic.
Improve Corridor Access	Yes	Would improve local access and improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the intersections.
Practical	Yes	The Add or Lengthen Turn Lanes concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. It would also have a low environmental impact and cost.

Result: The Add or Lengthen Turn Lanes concept addresses all the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

4.4.3. REALIGN SKEWED INTERSECTIONS

Skewed intersections occur when local roadways intersect US 30/US 31 at angles other than 90 degrees. At these locations, the angle of the intersection of the crossing road (skew) would be reduced and the intersection would be made more perpendicular to US 30/US 31. This alternative would involve reconstruction of a limited length of the approach roadway and may require acquisition of additional ROW.

US 30 REALIGN SKEWED INTERSECTIONS



Skewed intersections can create additional challenges by increasing sight angles which can particularly be an issue for some drivers with head and neck mobility. It is also an issue for non-motorized users or slower-moving vehicles, particularly those with larger turning radii, within the study corridor. There are many skewed intersections within the US 30 study corridor, but none are outside the acceptable skew in the design standards. The Realign Skewed Intersections concept would reconstruct, modify, or otherwise improve the skewed intersections, which would benefit the safety for all users and overall access to and from US 30.

US 30 Realign Skewed Intersections Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues, but may generally improve safety.
Improve Corridor Access	Neutral	Would maintain but not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Realign Skewed Intersections concept would meet Criteria 1-4 identified in Section 2 This would be rational and appropriate for the context of the corridor. Since most of the intersections already have a minimal skew, realigning closer to 90° would have a low environmental impact and cost.

Result: The Realign Skewed Intersections concept is neutral for one need and is practical. Therefore, this concept be carried forward for further consideration as a complementary concept.

US 31 REALIGN SKEWED INTERSECTIONS



Skewed intersections can create additional challenges by increasing sight angles which can particularly be an issue for older drivers with a decline in head and neck mobility. It is also an issue for non-motorized users or slower-moving vehicles, particularly those with larger turning radii, within the study corridor. There are some skewed intersections within the US 31 study corridor, but none are outside the acceptable skew in the design standards. The Realign Skewed Intersections would reconstruct, modify, or otherwise improve the skewed intersections, which would benefit the safety for all users and overall access to and from US 31.

US 31 Realign Skewed Intersections Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues, but may generally improve safety.
Improve Corridor Access	Neutral	Would maintain but not improve corridor access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Realign Skewed Intersections concept would meet Criteria 1-4 identified in Section 2 This would be rational and appropriate for the context of the corridor. Since most of the intersections already have a minimal skew, realigning closer to 90° would have a low environmental impact and cost.

Result: The Realign Skewed Intersections concept is neutral for one need and is practical. Therefore, this concept will be carried forward for further consideration as a complementary concept.

4.4.4. ADD / EXTEND ACCELERATION/DECELERATION LANES

Acceleration and deceleration lanes are components of highways and roads that allow motorist to enter and exit mainline travel lanes at or near the same speed of through traffic. An acceleration lane is an additional lane on a roadway, typically found at on-ramps or entrances to highways or freeways. Its purpose is to allow vehicles entering the main road to accelerate and match the speed of the traffic already on the road before merging. An acceleration lane can also be applied at an at-grade intersection. By having this separate lane, drivers can safely and smoothly merge into the flow of traffic minimizing disruptions or hazards to other vehicles. A deceleration lane is a designated lane that allows vehicles to pull out of the mainline lanes before slowing to exit the facility. This alternative would add or extend acceleration or deceleration lanes for vehicles entering or exiting US 30/US 31. Depending on the site specifics, this alternative may require acquisition of additional ROW.

US 30 ADD/EXTEND ACCELERATION/DECELERATION LANES



Within the study corridor, none of the intersections have acceleration lanes currently. The Add/Extend Acceleration Lanes concept would reduce the speed differential between the US 30 through traffic and the entering vehicles, resulting in an expected crash reduction. This means of increasing safety would also improve access to US 30 and reduce delay to through traffic. In addition, several acceleration and deceleration lengths of ramps along US 30 do not meet the current INDOT standards at three out of the five interchanges in the study area. This concept would extend the existing lanes, thereby reducing speed differentials along US 30 for vehicles entering and existing ramp areas and improving safety. These improvements would also improve access to and from US 30 and would promote free flow along US 30 for local/regional/statewide mobility. This concept may make cross corridor access more difficult.

US 30 Add/Extend Acceleration Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by providing a length for merging traffic to accelerate prior to merging with through traffic and would not introduce delay.
Safety along US 30	Yes	Would reduce the likelihood of rear end crashes by providing a length for merging traffic to accelerate prior to merging with through traffic.
Improve Corridor Access	Neutral	Would improve local access by making it easier to enter or leave mainline traffic. May have negative impact on cross corridor access.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at intersections.
Practical	Yes	The Add/Extend Acceleration/Deceleration Lanes concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Add/Extend Acceleration Lanes concept addresses three of the identified needs and is neutral for corridor access, and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 ADD / EXTEND ACCELERATION/DECELERATION LANES



Within the study corridor, none of the intersections have acceleration lanes currently. The Add/Extend Acceleration Lanes concept would reduce the speed differential between the US 31 through traffic and the entering vehicles, resulting in an expected crash reduction. This means of increasing safety would also improve access to US 31 and reduce delay to through traffic. In addition, the acceleration and deceleration lanes at the US 30 interchange – which is the only interchange within the US 31 section of the study corridor – are substandard in length of the design speed. This concept would extend the existing lanes, thereby reducing speed differentials along US 31 for vehicles entering and existing ramp areas and improving safety. These improvements would also improve access to and from US 31 and would promote free flow along US 31 for local/regional/statewide mobility. This concept may make cross corridor access more difficult.

US 31 Add/Extend Acceleration Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by providing a length for merging traffic to accelerate prior to merging with through traffic and would not introduce delay.
Safety along US 31	Yes	Would reduce the likelihood of rear end crashes by providing a length for merging traffic to accelerate prior to merging with through traffic.
Improve Corridor Access	Neutral	Would improve local access by making it easier to enter or leave mainline traffic. May have negative impact on cross corridor access.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at intersections.
Practical	Yes	The Add/Extend Acceleration/Deceleration Lanes concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Add/Extend Acceleration Lanes concept addresses three identified needs, is neutral for corridor access, and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

4.4.5. INTERSECTION SIGHT DISTANCE IMPROVEMENTS

Intersection sight distance refers to the distance needed for a driver approaching an intersection to have a clear and unobstructed view of any potential conflicting traffic. This ensures that drivers have enough time to react to unexpected situations. Intersection sight distance is influenced by factors such as the location and height of obstructions, road curvature, and the design of the intersection itself. This alternative would involve realignment of the approach roadway or driveway to provide adequate sight distance along US 30 or US 31.

US 30 INTERSECTION SIGHT DISTANCE IMPROVEMENTS



There may be limited sight distance from the local cross-street at one or more intersections with US 30 in the study corridor, but none has been documented. The Intersection Sight Distance Improvements concept would eliminate sight line obstructions and/or reconstruct, modify, or otherwise improve the intersection to increase the visibility at these locations. This concept would maintain but not improve access, operations or mobility. Intersection sight distance is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 30 Intersection Sight Distance Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures as no sight distance issues have been documented.
Improve Corridor Access	Neutral	Would maintain but not improve local access as no sight distance issues have been documented or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Intersection Sight Distance Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Intersection Sight Distance Improvements concept does not address any of the identified needs but is neutral for access and is practical. Therefore, this concept will be carried forward for further consideration as a complementary concept.

US 31 INTERSECTION SIGHT DISTANCE IMPROVEMENTS



There may be limited sight distance from the local cross-street at one or more intersections with US 31 in the study corridor, but none has been documented. The Intersection Sight Distance Improvements concept would eliminate sight line obstructions and/or reconstruct, modify, or otherwise improve the intersection to increase the visibility at these locations. This concept would maintain but not improve access, operations or mobility. Intersection sight distance is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 31 Intersection Sight Distance Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures as no sight distance issues have been documented.
Improve Corridor Access	Neutral	Would maintain but not improve local access as no sight distance issues have been documented or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Intersection Sight Distance Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Intersection Sight Distance Improvements concept does not address any of the identified needs but is neutral for access and is practical. Therefore, this concept will be carried forward for further consideration as a complementary concept.

4.4.6. TRAFFIC CONTROL VISIBILITY UPGRADES

Traffic control directs the movement of people and vehicles by using a mixture of devices such as signs, pavement markings, and signals. This alternative would upgrade the visibility of these devices by providing more conspicuous direction or warning to the user at all times, including during inclement weather or in unlit conditions.

US 30 TRAFFIC CONTROL VISIBILITY UPGRADES



The Traffic Control Visibility Upgrades concept would reconstruct, modify, or otherwise improve traffic control devices to increase driver awareness and recognition of the intersections in the study corridor and potential conflicts. Improvements to the intersection location and condition information would improve safety to motorists on US 30 and those crossing or turning. No visibility issues have been documented. Intersection traffic control and roadway delineation are two of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 30 Traffic Control Visibility Upgrades Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures. Traffic control visibility upgrades would not be expected to address the crash types occurring in the corridor but may generally improve safety.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Traffic Control Visibility Upgrades concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Traffic Control Visibility Upgrades concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or a complementary concept, but may be used as a design element in the alternatives.

US 31 TRAFFIC CONTROL VISIBILITY UPGRADES



The Traffic Control Visibility Upgrades concept would reconstruct, modify, or otherwise improve traffic control devices to increase driver awareness and recognition of the intersections in the study corridor and potential conflicts. Improvements to the intersection location and condition information would improve safety to motorists on US 31 and those crossing or turning. No visibility issues have been documented. Intersection traffic control and roadway delineation are two of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 31 Traffic Control Visibility Upgrades Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures. Traffic control visibility upgrades would not be expected to address the crash types occurring in the corridor but may generally improve safety.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Traffic Control Visibility Upgrades concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Traffic Control Visibility Upgrades concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives.

4.4.7. CROSS ROAD OVERPASS / UNDERPASS

This alternative would convert an existing at-grade intersection to a crossroad overpass or underpass, which would separate the local crossroad from US 30 via a bridge. It would remove the existing at-grade intersection with US 30/US 31 and provide unimpeded access across US 30 or US 31 with no connection between the two roadways.

US 30 CROSS ROAD OVERPASS / UNDERPASS



Access to and from US 30 from the cross-street would be eliminated at the specific location, although the aim would be to provide similar or improved access via alternate routes. Safety would be improved by reducing conflict points along the study corridor. The overpass/underpass would also improve east-west mobility in some locations along the corridor by eliminating intersection delays. However, this concept would restrict the access of cross traffic onto study corridors which currently have direct access.

US 30 Cross Road Overpass Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by removing intersections and would not introduce delay.
Safety along US 30	Yes	Would reduce conflict points by removing intersections.
Improve Corridor Access	Neutral	Would degrade local access since intersections are removed but would improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Cross Road Overpass/Underpass concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have reasonable environmental impact and cost.

Result: The Cross Road Overpass concept addresses two of the identified needs, is neutral on a third, and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 CROSS ROAD OVERPASS / UNDERPASS



Access to and from US 31 from the cross-street would be eliminated at the specific location, although the aim would be to provide similar or improved access via alternate routes. Safety would be improved by reducing conflict points along the study corridor. The overpass/underpass would also improve north-south mobility in some locations along the corridor by eliminating intersection delays. However, this concept would restrict the access of cross traffic onto study corridors which currently have direct access.

US 31 Cross Road Overpass Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations by removing intersections and would not introduce delay.
Safety along US 31	Yes	Would reduce conflict points by removing intersections.
Improve Corridor Access	Neutral	Would degrade local access since intersections are removed but would improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Cross Road Overpass/Underpass concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have reasonable environmental impact and cost.

Result: The Cross Road Overpass concept addresses two of the identified needs, is neutral on a third, and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

4.4.8. CONVERT TO INTERCHANGE

Improvements to an at-grade intersection may not be practical due to the volume of traffic the intersection must accommodate in existing or projected conditions. Interchanges may be used in these situations to physically separate traffic flows, reduce delay, and improve safety by reducing conflict points. Examples of interchange types that are applicable to at-grade intersections in the study corridor may include, but may not be limited to, the following and variations thereof:

- A Diamond Interchange;
- A Cloverleaf Interchange;
- A Single Point Urban Interchange (SPUI); and
- A Diverging Diamond Interchange (DDI).

In some cases, additional interchange configurations are possible to accomplish the primary objective of access, while also avoiding and/or minimizing impacts to community and environmental resources.

US 30 CONVERT TO INTERCHANGE



At one or more locations in the study corridor, the Convert to Interchange concept would replace an existing at-grade intersection with a grade-separated interchange along the US 30 corridor. This would improve safety by reducing conflict points along the study corridor and improve mobility in the study corridor by reducing intersection delay for crossing and turning movements. This alternative concept would also support and improve continued free-flow traffic along US 30 for regional/statewide mobility. The concept may result in traffic being routed to other local roads.

US 30 Convert to Interchange Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations and not introduce delay.
Safety along US 30	Yes	Would reduce conflict points.
Improve Corridor Access	Neutral	Would improve local access by providing better access to the corridor. May result in re-routed traffic on other local roads.
Improve Roadway Deficiencies	Yes	Would improve substandard elements.
Practical	Neutral	The Convert to Interchange concept would meet Criteria 2 identified in Section 2. Location specific screening is needed to determine the ability of this concept to be accomplished at a reasonable cost, if it is appropriate in scope and scale for the identified transportation problems, and if it creates unacceptable impacts.

Result: The Convert to Interchange concept addresses two identified needs and is neutral for access and practicality. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 CONVERT TO INTERCHANGE



At one or more locations in the study corridor, the Convert to Interchange concept would replace an existing at-grade intersection with a grade-separated interchange at US 31, This would improve safety by reducing conflict points along the study corridor and, improve east-west mobility in the study corridor by reducing intersection delay for crossing and turning movements. This alternative concept would also support and improve continued free-flow traffic along US 31 for regional/statewide mobility. The concept may result in traffic being routed to other local roads.

US 31 Convert to Interchange Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations and not introduce delay.
Safety along US 31	Yes	Would reduce conflict points.
Improve Corridor Access	Neutral	Would improve local access by providing better access to the corridor. May result in re-routed traffic on other local roads.
Improve Roadway Deficiencies	Yes	Would improve substandard elements.
Practical	Neutral	The Convert to Interchange concept would meet Criteria 2 identified in Section 2. Location specific screening is needed to determine the ability of this concept to be accomplished at a reasonable cost, if it is appropriate in scope and scale for the identified transportation problems, and if it creates unacceptable impacts.

Result: The Convert to Interchange concept addresses three identified needs and is neutral for access and practicality. Therefore, this will be carried forward for further consideration as a primary concept.

4.4.9. SIGNALIZED INTERSECTION IMPROVEMENTS

A signalized intersection improvement would include improvements to an existing signalized intersection. Varying configurations of traffic signals are possible under this alternative. Potential configurations may include, but may not be limited to, the following:

- Continuous Flow Intersection;
- Boulevard Left Turn Intersection;
- Restricted Crossing U-Turn Intersections (RCUT);
- Green Tee Intersection; and
- Signal Modernization.

There are eight existing signalized intersections along US 30 in the study area.

There are no existing signalized intersections along US 31 in the study area.

US 30 SIGNALIZED INTERSECTION IMPROVEMENTS



The reconfiguration of traditional signalized intersections could eliminate the exposure of conflicting turning movements with higher volumes, which improves the intersection’s operations and safety, particularly reducing the cross-street delay and conflict points. These intersection improvements would also upgrade any existing substandard roadway elements to current INDOT roadway standards.

US 30 Signalized Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations at certain intersections by eliminating the exposure of conflicting movements with higher volumes.
Safety along US 30	Yes	Would reduce conflict points at certain intersections that are already signalized.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the intersections addressed.
Practical	Yes	The Signalized Intersection Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Signalized Improvements concept addresses three of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 SIGNALIZED INTERSECTION IMPROVEMENTS



There are no existing signalized intersections along US 31.

US 31 Signalized Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would introduce delay on the corridor.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Signalized Intersection Improvements concept would not meet Criteria 1-4 identified in Section 2 because there are not any existing signal in the corridor to improve.

Result: The Signalized Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.4.10. UNSIGNALIZED INTERSECTION IMPROVEMENTS

Existing unsignalized intersections would be reconfigured to improve safety and efficiency. Unsignalized intersection improvement configurations may include, but may not be limited to, the following:

- Convert to Reduced Conflict Intersections (RCI)
- Convert to roundabout
- Convert to signalized intersection.

There are 54 unsignalized intersections along US 30 in the study area, including two with flashing yellow/red beacons.

There are 18 unsignalized intersections along US 31 in the study area, including four with flashing yellow/red beacons.

US 30 UNSIGNALIZED INTERSECTION IMPROVEMENTS



The Unsignalized Intersection Improvements concept would reconfigure one or more existing at-grade intersections along US 30 in the study corridor, many of which are currently stop-controlled on the local cross street. Configurations, including those listed above, would improve safety by targeting crash reduction measures, particularly reducing conflict points, and may or may not improve access to and across US 30. Configurations that would not introduce delay along the study corridor would support its regional and statewide mobility role.

US 30 Unsignalized Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations at the intersections and not introduce delay.
Safety along US 30	Yes	Would reduce conflict points.
Improve Corridor Access	Neutral	May or may not improve local access depending on the intersection type chosen and may improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the intersections.
Practical	Yes	The Unsignalized Intersection Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Unsignalized Improvements concept addresses most of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

US 31 UNSIGNALIZED INTERSECTION IMPROVEMENTS



The Unsignalized Intersection Improvements concept would reconfigure one or more existing at-grade intersections along US 31 in the study corridor, many of which are currently stop-controlled on the local cross street. Configurations, including those listed above, would improve safety by targeting crash reduction measures, particularly reducing conflict points, and may or may not improve access to and across US 31. Configurations that would not introduce delay along the existing free flow condition the study corridor would support its regional and statewide mobility role.

US 31 Unsignalized Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations at the intersections and not introduce delay.
Safety along US 31	Yes	Would reduce conflict points.
Improve Corridor Access	Neutral	May or may not improve local access depending on the intersection type chosen and may improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the intersections.
Practical	Yes	The Unsignalized Intersection Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a low environmental impact and cost.

Result: The Unsignalized Improvements concept addresses most identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.

4.5. INTERCHANGE IMPROVEMENTS

4.5.1. ADD CAPACITY TO MOVEMENTS

This alternative would add capacity to an existing interchange by adding lanes, improving geometry, lengthening merge/diverge areas, or travel lane/shoulder widening. Capacity improvements may also require bridge widening or other associated improvements.

US 30 ADD CAPACITY TO MOVEMENTS



There are five (5) interchanges along the US 30 corridor. The Add Capacity to Movements concept may improve the operations of the merging/ diverging movements on the mainlines and ramps/ connectors.

US 30 Add Capacity to Movements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations at the interchanges and not introduce delay.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the interchanges.
Practical	Yes	The Add Capacity to Movements concept would meet Criteria 1-4 identified in Section 2. This would be rational and appropriate in context of the corridor. The improvements would also have a reasonable environmental impact and cost.

Result: The Add Capacity to Movements concept addresses two of the identified needs. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 ADD CAPACITY TO MOVEMENTS



There is one interchange on US 31 in the study corridor at US 30. The Add Capacity to Movements concept may improve the operations of the merging/ diverging movements on the mainlines and ramps/ connectors. The existing interchange does not have an identified capacity issue.

US 31 Add Capacity to Movements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations at the interchanges and not introduce delay.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	Neutral	Would maintain but not improve corridor access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	Yes	Would improve substandard elements at the interchange.
Practical	No	Concept is not practical as there is not an identified capacity issue at the existing US 31 interchange.

Result: The Add Capacity to Movements concept addresses two of the identified needs and is neutral for access, but is considered impractical as there is not an identified capacity issue at the existing interchange. Therefore, this will not be carried forward for further consideration.

4.5.2. COLLECTOR-DISTRIBUTOR SYSTEM

Collector-Distributor (C-D) roads consist of local access lanes, usually parallel to, but separated from the existing corridor, where weaving movements between vehicles entering and exiting the mainline lanes occur. This alternative would eliminate weaving movements from the mainline, allowing through traffic to flow more freely.

US 30 COLLECTOR-DISTRIBUTOR SYSTEM



The Collector-Distributor Systems concept would improve mainline operations in locations where adjacent interchanges are near to one another. However, the interchanges along US 30, and the study area in general do not currently, nor are projected to, experience operational deficiencies, and there are not currently any interchanges close enough to one another for there to be a significant benefit to improving the Collector-Distributor roadway system. The concept may be practical in combination with other primary or complementary concepts.

US 30 Collector-Distributor System Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations as interchanges are spaced far apart.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or improve compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Collector Distributor System concept would not meet Criteria 3 identified in Section 2 because there is not an identified need that improving the C-D system would address in the corridor. However, the concept may provide benefit in combination with other primary or complementary concepts.

Result: The Collector-Distributor System concept does not address any of the identified needs but may provide benefit in combination with other primary or complementary concepts. Therefore, this concept will be carried forward for further consideration as a design element.

US 31 COLLECTOR-DISTRIBUTOR SYSTEM



The Collector-Distributor Systems concept would improve mainline operations in locations where adjacent interchanges are near to one another. However, there is only one existing interchange on US 31 in the study corridor with two additional committed projects at SR 10 and SR 110. The study does not currently, nor is it projected to, experience operational deficiencies, and since there are not interchanges in close proximity there would be minimal benefit to improving the Collector-Distributor roadway system even if additional interchange(s) would be recommended to be added as part of this study.

US 31 Collector-Distributor System Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations as only one interchange exists in corridor.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Collector Distributor System concept would not meet Criteria 3 identified in Section 2 because there is not an identified need that improving the C-D system would address in the corridor. However, the concept may provide benefit in combination with other primary or complementary concepts.

Result: The Collector-Distributor System concept does not address any of the identified needs but may provide benefit in combination with other primary or complementary concepts. Therefore, this concept will be carried forward for further consideration as a design element.

4.5.3. RAMP METERING

Ramp metering is a means of controlling freeway entrance ramps to manage the volume of traffic entering the mainline lanes. Ramp metering is used to reduce or prevent bottlenecks that occur where large volumes of traffic enter the roadway.

US 30 RAMP METERING



The Ramp Metering concept is generally less effective in locations where capacity of the mainline roadway is not adversely impacted by traffic entering from a ramp. The five (5) interchanges in the study area do not have, nor are they projected to have, mainline capacity issues, including those that would be impacted by entering traffic.

30 Ramp Metering Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations since there are not any documented issues with entering traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Ramp Metering concept would not meet Criteria 3 identified in Section 2 because there is not an identified need that ramp metering would address in the corridor.

Result: The Ramp Metering concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 RAMP METERING



The Ramp Metering concept is generally less effective in locations where capacity of the mainline roadway is not adversely impacted by traffic entering from a ramp. The only interchange in the study corridor is at US 30, which does not have, nor is projected to have, mainline capacity issues, including those that would be impacted by entering traffic from US 30.

US 31 Ramp Metering Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations since there are not any documented issues with entering traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Ramp Metering concept would not meet Criteria 3 identified in Section 2 because there is not an identified need that ramp metering would address in the corridor.

Result: The Ramp Metering concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.5.4. RAMP TERMINAL INTERSECTION IMPROVEMENTS

A ramp terminal intersection connects a free-flow roadway interchange ramp with a crossroad at an intersection with the local road. This alternative would improve ramp terminals, as needed, at both signalized and unsignalized ramp terminal intersections.

US 30 RAMP TERMINAL INTERSECTION IMPROVEMENTS



There are four (4) interchanges along the US 30 corridor with ramp termini intersections, with all of them being stop controlled. There are no current or projected future operational issues at these locations, however, the Ramp Terminal Intersection Improvements concept would incorporate modern geometric design and crash reduction measures at the interchanges to improve safety for all users and improve access to and from US 30.

US 30 Ramp Terminal Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations on the mainline.
Safety along US 30	Yes	Would reduce conflict points if certain intersection designs are used.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Ramp Terminal Intersection Improvements concept would meet Criteria 1-4 identified in Section 2. This would be rational, and this would improve safety with a low environmental impact and cost.

Result: The Ramp Terminal Intersection Improvements concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 RAMP TERMINAL INTERSECTION IMPROVEMENTS



There is one cloverleaf interchange on US 31 in the study corridor at US 30 and there are no ramp terminal intersections.

US 31 Ramp Terminal Intersection Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations since there are not any interchanges with ramp terminal intersections.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures since there are not any interchanges with ramp terminal intersections.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Ramp Terminal Intersection Improvements concept would not meet Criteria 1-4 identified in Section 2 because there are not any ramp terminal intersections in the corridor to improve.

Result: The Ramp Terminal Intersection Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.6. SPOT IMPROVEMENTS

4.6.1. PAVEMENT MARKING IMPROVEMENTS

This alternative would include reapplying and/or reconfiguring roadway pavement markings to be more prominent, more frequent, more reflective, brighter, and more informative/intuitive to help guide traffic.

US 30 PAVEMENT MARKING IMPROVEMENTS



Modern pavement marking standards are not met within segments of the corridor, particularly in terms of pavement marking width. Roadway delineation, which includes pavement markings, is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. However, there are no documented issues resulting from the existing pavement markings.

US 30 Pavement Marking Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures to documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Pavement Marking Improvements concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and appropriate in the context of the corridor.

Result: The Pavement Marking Improvements concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration, but may be used as a design element in the alternatives.

US 31 PAVEMENT MARKING IMPROVEMENTS



Modern pavement marking standards are not met within segments of the corridor, particularly in terms of pavement marking width. Roadway delineation, which includes pavement markings, is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. However, there are no documented issues resulting from the existing pavement markings.

US 31 Pavement Marking Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Pavement Marking Improvements concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and appropriate in the context of the corridor.

Result: The Pavement Marking Improvements concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration, but may be used as a design element in the alternatives.

4.6.2. ROADWAY SIGNAGE IMPROVEMENTS

This alternative would upgrade roadway signage, as needed, to improve a motorist’s ability to navigate the area. Enhanced signage could include larger, more informative, better/internally illuminated signs accompanied by flashing lights to gain the attention of drivers.

US 30 ROADWAY SIGNAGE IMPROVEMENTS

The Roadway Signage Improvements concept would reconstruct, modify, or otherwise improve roadway signage in the study corridor at one or more locations along US 30 or along cross streets intersecting the US 30 roadway. This would better inform the travelling public of conditions such as non-motorized crossing locations, stop conditions, and turn lane conditions. Intersection traffic control, which includes signing, is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. However, there are no documented issues resulting from the existing signage.

US 30 Roadway Signage Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures to documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Roadway Signage Improvements concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and appropriate in the context of the corridor.

Result: The Roadway Signage Improvements concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration, but may be used as a design element in the alternatives.

US 31 ROADWAY SIGNAGE IMPROVEMENTS

The Roadway Signage Improvements concept would reconstruct, modify, or otherwise improve roadway signage in the study corridor at one or more locations along US 31 or along cross streets intersecting US 31. This would better inform the travelling public of conditions such as non-motorized crossing locations, stop conditions, and turn lane conditions. Intersection traffic control, which includes signing, is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. However, there are no documented issues resulting from the existing signage.

US 31 Roadway Signage Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Roadway Signage Improvements concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and appropriate in the context of the corridor.

Result: The Roadway Signage Improvements concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration, but may be used as a design element in the alternatives.

4.6.3. WILDLIFE CROSSINGS

Wildlife, especially deer, are present throughout the study corridor and sometimes interact with users causing crashes. Wildlife crossings can be managed by providing a dedicated location where wildlife can cross the roadway without interacting with motorists. This alternative would utilize grade separated crossings for wildlife or other technologies to limit risk associated with wildlife attempting to cross US 30/US 31.

US 30 WILDLIFE CROSSINGS



The Wildlife Crossings concept would be effective at limiting risk associated with wildlife crossings in locations where high concentrations of such crashes exist along the roadway. While many of the crashes along US 30 in the study corridor involve wildlife, particularly deer, the crashes occur all along the corridor and there are no specific locations within the study corridor with high frequencies of wildlife crossing crashes. There is a lack of geographic features to funnel wildlife to specific locations. Therefore, measures to reduce these crashes would have likely have very low effectiveness. However, wildlife warning systems could be implemented as a complementary improvement to other improvements along the roadway.

US 30 Wildlife Crossing Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	Yes	Would reduce conflict points with animals.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Wildlife Crossings concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, capable of being implemented, and appropriate in the context of the corridor.

Result: The Wildlife Crossings concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 WILDLIFE CROSSINGS



The Wildlife Crossings concept would be effective at limiting risk associated with wildlife crossings in locations where high concentrations of such crashes exist along the roadway. While many of the crashes along US 31 in the study corridor involve wildlife, particularly deer, the crashes occur all along the corridor and there are no specific locations within the study corridor with high frequencies of wildlife crossing crashes. There is a lack of geographic features to funnel wildlife to specific locations. Therefore, measures to reduce these crashes would have likely have very low effectiveness. However, wildlife warning system could be implemented as a complementary improvement to other improvements along the roadway.

US 31 Wildlife Crossings Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	Yes	Would reduce conflict points with animals.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Wildlife Crossings concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, capable of being implemented, and appropriate in the context of the corridor.

Result: The Accommodate Wildlife Crossing Improvements concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.6.4. RAILROAD CROSSING IMPROVEMENT

Railroad crossing improvements would modify existing at-grade railroad crossings of US 30 or US 31 by improving sight distances, installing new active warning signals, or grade separating the crossing with an overpass/underpass bridge. This concept may also include adding an auxiliary lane outside the through traffic lanes for vehicles required to stop at railroad crossings when trains are not present, such as buses and semi-trucks. Such auxiliary lanes would also require adequate deceleration and acceleration tapers, as well as marking and signing tailored to the location.

US 30 RAILROAD CROSSING IMPROVEMENT



There are two active at-grade railroad crossings on US 30 within the study limits.

US 30 Railroad Crossing Improvement Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by removing vehicles required to stop from the mainline traffic or by grade separating.
Safety along US 30	Yes	Would reduce conflict points if grade separation is used.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Railroad Crossing Improvements concept would meet all 4 Practicality Criteria identified in Section 2. This is a rational as there are two at-grade crossings as locations that are available, capable of being implemented and appropriate in the context of the corridor.

Result: The Railroad Crossing Improvements concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 RAILROAD CROSSING IMPROVEMENT



There is one active at-grade railroad crossing on US 31 within the study limits. However, an overpass is currently under construction to eliminate this at-grade crossing.

US 31 Railroad Crossing Improvement Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic with a new overpass already under construction.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures as the new overpass eliminates conflict points.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Railroad Crossing Improvements concept would not meet Practicality Criteria 3 identified in Section 2. This is not rational as there will no longer be an at-grade crossing.

Result: The Railroad Crossing Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.6.5. GEOMETRIC IMPROVEMENTS

This alternative would improve roadway geometry, as needed, to meet current design standards and/or address documented issues on the mainline. Such improvements may include, but may not be limited to, the following:

- Horizontal or vertical curve improvements
- Superelevation rate improvements
- Superelevation rate transition improvements
- Sight distance improvements

US 30 GEOMETRIC IMPROVEMENTS



The Geometric Improvements concept would reconstruct, modify, or otherwise improve geometric conditions along US 30. It would improve the safety of all users by promoting safe use of the roadway and incorporate crash reduction measures, particularly at intersections. No geometric deficiencies were identified along the mainline.

US 30 Geometric Improvements Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Geometric Improvements concept would not meet Practicality Criteria 1 and 3 identified in Section 2. This is not rational as there are no known geometric deficiencies in the corridor.

Result: The Geometric Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 GEOMETRIC IMPROVEMENTS



The Geometric Improvements concept would reconstruct, modify, or otherwise improve geometric conditions along US 31. It would improve the safety of all users by promoting safe use of the roadway and incorporate crash reduction measures, particularly at intersections. No geometric deficiencies were documented along the mainline.

US 31 Geometric Improvement Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Geometric Improvements concept would not meet Practicality Criteria 1 and 3 identified in Section 2. This is not rational as there are no known geometric deficiencies in the corridor.

Result: The Geometric Improvements concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.6.6. SPOT ROADWAY LIGHTING

This alternative would provide lighting at spot locations such as:

- Intersections;
- Interchanges;
- Horizontal curves; and
- Locations with frequent wildlife crossings.

US 30 SPOT ROADWAY LIGHTING



In general, there is no corridor lighting along US 30 within the study limits. However, there is lighting at six specific intersections/interchanges along US 30. The Roadway Lighting Concept at spot locations would reduce crashes and improve safety for all users. Roadway lighting is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 30 Spot Roadway Lighting Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	Yes	Would not reduce conflict points but could address documented safety issues by lighting conflict areas.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Spot Roadway Lighting concept would meet all 4 of the Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Spot Roadway Lighting Improvements concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 SPOT ROADWAY LIGHTING



In general, there is no corridor lighting along US 31 within the study limits. However, there is lighting at five specific intersections along US 31. The Roadway Lighting Concept at spot locations would reduce crashes and improve safety for all users. Roadway lighting is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries.

US 31 Spot Roadway Lighting Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	Yes	Would not reduce conflict points but could address documented safety issues by lighting conflict areas.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Spot Roadway Lighting concept would meet all 4 of the Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Spot Roadway Lighting Improvements concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.6.7. CRASH INVESTIGATION SITES

This alternative would implement crash investigation sites, which are designated zones where motorists involved in a crash can pull off the roadway to safely investigate a minor crash. These zones are typically placed along high-speed facilities in locations where crashes frequently occur.

US 30 CRASH INVESTIGATION SITES



The Crash Investigation Sites concept would provide widened shoulders and reduce crashes by moving stopped vehicles further away from the travel lanes of US 30. These sites are usually placed at areas of high traffic congestion and high crash rates, neither of which occur on US 30.

US 30 Crash Investigation Sites Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic as disabled or damaged vehicles would move off the road. This would not be expected to introduce delay.
Safety along US 30	Yes	Would not reduce conflict points but would address documented safety issues as secondary crashes would be less likely.
Improve Corridor Access	No	Would not improve local access or address INDOT Access Management guideline deficiencies.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Crash Investigation Sites concept would not meet Practicality Criteria 3 identified in Section 2. This would not be rational as there are no areas of high congestion and high crash rates. It would also not be appropriate in the context of the corridor.

Result: The Crash Investigation Sites concept addresses two of the identified needs but is not practical. Therefore, this concept is not being carried forward for further evaluation.

US 31 CRASH INVESTIGATION SITES



The Crash Investigation Sites concept would provide widened shoulders and reduce crashes by moving stopped vehicles further away from the travel lanes of both US 31. These sites are usually placed in areas of high traffic congestion and high crash rates, neither of which occur on US 31.

US 31 Crash Investigation Sites Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic as disabled or damaged vehicles would move off the road. This would not be expected to introduce delay.
Safety along US 31	Yes	Would not reduce conflict points but would address documented safety issues as secondary crashes would be less likely.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Crash Investigation Sites concept would not meet Practicality Criteria 3 identified in Section 2. This would not be rational as there are no areas of high congestion and high crash rates. It would also not be appropriate in the context of the corridor.

Result: The Crash Investigation Sites concept addresses two of the identified needs but is not practical. Therefore, this concept is not being carried forward for further evaluation.

4.6.8. ROADWAY DRAINAGE IMPROVEMENT

Roadway drainage infrastructure removes storm water runoff from roadways by directing the runoff into designated systems for discharge, storage, or infiltration. This alternative would improve roadway drainage infrastructure, as needed, to address documented issues such as flooding, ponding water, or hydroplaning vehicles.

US 30 ROADWAY DRAINAGE IMPROVEMENT



In general, there do not appear to be any crashes related to water ponding on the roadway or hydroplaning. The Roadway Drainage Improvement concept at spot locations on US 30 would improve safety for all users.

US 30 Roadway Drainage Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Roadway Drainage Improvements concept would meet all 4 of the Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and fits within the context of the corridor.

Result: The Drainage Improvements concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration but may be used as a design element in the alternatives.

US 31 ROADWAY DRAINAGE IMPROVEMENT



In general, there do not appear to be any crashes related to water ponding on the roadway or hydroplaning. The Roadway Drainage Improvement concept at spot locations on US 31 would improve safety for all users.

US 31 Roadway Drainage Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Roadway Drainage Improvements concept would meet all 4 of the Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and fits within the context of the corridor.

Result: The Drainage Improvements concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration but may be used as a design element in the alternatives.

4.6.9. CLIMBING LANES

Climbing lanes are additional lanes provided for trucks and other slow-moving vehicles to get up to the posted speed in specific areas with steep uphill grades. This alternative would add climbing lanes, as needed, in areas with steep uphill grades. Adding climbing lanes may require acquisition of additional ROW.

US 30 CLIMBING LANES



The profile of US 30 in the study area currently meets design criteria for maximum grade and grade length and is generally flat. While there is truck traffic and slower-moving vehicles travelling through the study area on US 30, there are no existing or future capacity or operational concerns along the roadway. Therefore, the Climbing Lanes concept would provide only minimal benefit.

US 30 Climbing Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Climbing Lanes concept would not meet any of the 4 Practicality Criteria identified in Section 2. This is not rational due to the relatively flat grades within the corridor.

Result: The Climbing Lanes concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 CLIMBING LANES



The profile of US 31 in the study area currently meets design criteria for maximum grade and grade length and is generally flat. While there is truck traffic and slower-moving vehicles travelling through the study area on US 31, there are no existing or future capacity or operational concerns along the roadway. Therefore, the Climbing Lanes concept would provide only minimal benefit.

US 31 Climbing Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Climbing Lanes concept would not meet any of the 4 Practicality Criteria identified in Section 2. This is not rational due to the relatively flat grades within the corridor.

Result: The Climbing Lanes concept does not address any of the identified needs and is not practical. Therefore, this concept will not be carried forward for further consideration.

4.6.10. GATEWAY / CORRIDOR TREATMENTS

Aesthetic treatments would be incorporated for key destinations along the study corridor. For the US 30/US 31 study corridors, potential key destinations would include Valparaiso and Plymouth, or other points of interest in the study corridor. This alternative would intend to focus on a specific access point for these destinations.

US 30 GATEWAY / CORRIDOR TREATMENTS



The Gateway/Corridor Treatments concept would develop community identity and improve wayfinding but would not physically improve access to and from US 30.

US 30 Gateway/Corridor Treatments Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Gateway / Corridor Treatments concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and fits within the context of the corridor.

Result: The Gateway/Corridor Treatments concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration but may be used as a design element in the alternatives.

US 31 GATEWAY / CORRIDOR TREATMENTS



The Gateway/Corridor Treatments concept would develop community identity and improve wayfinding but would not physically improve access to and from US 31.

US 31 Gateway/Corridor Treatments Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Gateway / Corridor Treatments concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, can be easily implemented, and fits within the context of the corridor.

Result: The Gateway/Corridor Treatments concept does not address any of the identified needs but is practical. Therefore, this concept will not be carried forward as a primary or complementary alternative for further consideration but may be used as a design element in the alternatives.

4.7. TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)

4.7.1. TRAVELER INFORMATION SYSTEMS

Traveler information systems consist of tools to collect and distribute traffic conditions, work zone information, road and weather conditions to motorists via smart phones, in addition to radio, message boards, websites or other devices.

US 30 TRAVELER INFORMATION SYSTEMS



Traveler information systems can be effective tools in traffic management and can contribute to safety improvements, they are typically considered as part of a broader set of measures that encompass education, enforcement, infrastructure improvements, and other strategies. The US 30 West study area experiences inclement weather due to lake-effect weather patterns and Traveler Information Systems could help to reduce traffic in the corridor during such events.

US 30 Traveler Information Systems Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic through alerts to drivers.
Safety along US 30	Yes	Would not reduce conflict points but would address documented safety issues such as rear-end crashes by alerting drivers to upcoming slowdowns caused by crashes or weather.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Traveler Information Systems concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, capable of being implemented, and is appropriate in the context of the corridor

Result: The Traveler Information Systems concept addresses two of the identified needs and is practical. Therefore, this will be advanced as a complimentary concept.

US 31 TRAVELER INFORMATION SYSTEMS



Traveler information systems can be effective tools in traffic management and can contribute to safety improvements, they are typically considered as part of a broader set of measures that encompass education, enforcement, infrastructure improvements, and other strategies. The US 30 West study area experiences inclement weather due to lake-effect weather patterns and Traveler Information Systems could help to reduce traffic in the corridor during such events.

US 31 Traveler Information Systems Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic through alerts to drivers.
Safety along US 31	Yes	Would not reduce conflict points but would address documented safety issues such as rear-end crashes by alerting drivers to upcoming slowdowns caused by crashes or weather.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Traveler Information Systems concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, capable of being implemented, and is appropriate in the context of the corridor

Result: The Traveler Information Systems concept addresses two of the identified needs and is practical. Therefore, this will be advanced as a complimentary concept.

4.7.2. SPEED MANAGEMENT

Reducing vehicle speeds can improve safety in areas where substantial volumes of traffic are entering, exiting, or crossing the study corridor.

Speed management techniques include engineering countermeasures using pavement markings, signing, geometric changes, as well as permanent or temporary reductions to posted speed limits. Variable speed limits can be used to temporarily reduce speeds when demand is high and/or when congestion is present. The active speed limit is displayed to motorists using dynamic messaging signs and/or dynamic speed limit signs.

Successful speed management techniques would be expected to reduce speed differentials, reduce the severity of rear end crashes, reduce red light running (in signalized areas areas) and maintain the smooth flow of traffic.

US 30 SPEED MANAGEMENT



Speed management measures are most effective in areas of congestion or where a high volume of traffic is entering and/or exiting a facility. These two conditions are not present along US 30, but this is a practical solution in general.

US 30 Speed Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic as there is no operational need to reduce speeds.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Speed Management concept would meet all 4 Practicality Criteria identified in Section 2. This is rational as some elements of the solution are appropriate in the context of the corridor.

Result: The Speed Management concept would not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives.

US 31 SPEED MANAGEMENT



Speed management measures are most effective in areas of congestion or where a high volume of traffic is entering and/or exiting a facility. These two conditions are not present along US 31, but this is a practical solution in general.

US 31 Speed Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic as there is no operational need to reduce speeds.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Speed Management concept would meet all 4 Practicality Criteria identified in Section 2. This is rational as some elements of the solution are appropriate in the context of the corridor.

Result: The Speed Management concept would not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives.

4.7.3. WARNING SYSTEMS

Intersection warning systems can alert motorists to a stop condition that lies ahead at a signalized intersection. Warning systems can also be used at unsignalized intersections to alert motorists on the mainline of a vehicle that is present at a downstream crossroad or alert the motorist on the crossroad of approaching mainline vehicles.

Back of queue crashes are often severe and can be avoided by utilizing a queue warning system that alerts motorists when queues lie ahead. These alerts are intended to slow motorists, decrease speed differential, and reduce the frequency and severity of back of queue crashes. Weather warning systems alert motorists of severe weather conditions affecting driving conditions.

US 30 WARNING SYSTEMS



There are eight signalized intersections along US 30 where queueing may occur. The Warning Systems concept could be implemented at these signalized intersections for queuing and at unsignalized intersections to warn about median crossings.

US 30 Warning Systems Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	May improve operations for corridor traffic by providing warnings of queuing and/or median crossings. Inclement weather warnings may encourage motorists to avoid the corridor and reduce volume of vehicles on the roadway while driving conditions are affected by severe weather. Reducing crashes and improving driver awareness will improve overall operations of local traffic.
Safety along US 30	Yes	Would not reduce conflict points but would address documented safety issues such as rear-end crashes.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Warning Systems concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor with eight traffic signals and several unsignalized intersections being present.

Result: The Warning Systems concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 WARNING SYSTEMS



The Warning Systems concept could be implemented at unsignalized intersections to warn about median crossings.

US 31 Warning Systems Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	May improve operations for corridor traffic by providing warnings of queuing and/or median crossings. Inclement weather warnings may encourage motorists to avoid the corridor and reduce volume of vehicles on the roadway while driving conditions are affected by severe weather. Reducing crashes and improving driver awareness will improve overall operations of local traffic.
Safety along US 31	Yes	Would not reduce conflict points but would address documented safety issues, such as rear-end crashes.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Warning Systems concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor with eight traffic signals and several unsignalized intersections being present.

Result: The Warning Systems concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.7.4. MANAGED LANES

Managed lanes are travel lanes that are provided for exclusive use by high occupancy vehicles, trucks, tolled vehicles, or some combination of these vehicles. Managed lanes may also include options such as reversible lanes to address unbalanced traffic flows or shoulder running which can intermittently allow the use of existing shoulders as travel lanes. Managed lanes provide a means to reduce congestion and commonly provide a higher level of service to users than the general-purpose lanes. Managed lanes may require added travel lanes along the study corridor, which may require acquisition of additional ROW and/or changes in access to/from the study corridor.

US 30 MANAGED LANES



Managed lanes require a high degree of congestion for effective implementation. Since there are no existing or projected congestion concerns on US 30, nor unbalanced flows, implementing the Managed Lane concept would provide minimal benefit in the study corridor, however it is anticipated a managed lane would provide a higher level of service to users thereby improving mobility. Additionally, any new access points to and from the managed lanes, or more lanes on US 30, would increase the number of conflict points on both roadways, particularly for crossing traffic.

US 30 Managed Lanes Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by reducing demand in the managed lane.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Managed Lanes concept would not meet Practicality Criteria 1, 2, and 3 identified in Section 2. This is not rational since there are not any capacity or congestion issues.

Result: The Managed Lanes concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, so it is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 MANAGED LANES



Managed lanes require a high degree of congestion for effective implementation. Since there are no existing or projected congestion concerns on US 31, nor unbalanced flows, implementing the Managed Lane concept would provide minimal benefit in the study corridor. Additionally, any new access points to and from the managed lanes, or more lanes on US 31, would increase the number of conflict points on both roadways, particularly for crossing traffic.

US 31 Managed Lane Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by reducing demand in the managed lane.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Managed Lanes concept would not meet Practicality Criteria 1, 2, and 3 identified in Section 2. This is not rational since there are not any capacity or congestion issues.

Result: The Managed Lanes concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, so it is not practical. Therefore, this concept will not be carried forward for further consideration.

4.7.6. FREIGHT PRIORITY SYSTEM

A freight priority system is a traffic signal modification that extends the traffic signal phase length to provide additional green time for approaching trucks. This would allow trucks to make it through an intersection when they would otherwise be forced to stop.

US 30 FREIGHT PRIORITY SYSTEM



While there is truck traffic along the US 30 study corridor, there are no overall capacity or congestion concerns along the corridor. However, there are traffic signals at eight locations along the US 30 corridor which could benefit from the Freight Priority System and reduce the potential for rear-end crashes and red light running. The addition of a Freight Priority System could reduce travel times for freight by reducing the number of stops at signalized intersections.

US 30 Freight Priority System Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic, especially freight through less stops
Safety along US 30	Yes	Would not reduce conflict points, but could address documented safety issues such as rear-end crashes
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Freight Priority System concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, capable of being implemented, and is appropriate in the context of the corridor with traffic signals being present.

Result: The Freight Priority System concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 FREIGHT PRIORITY SYSTEM



While there is truck traffic along the US 31 study corridor, there are no overall capacity or congestion concerns along the corridor. There are no traffic signals along the US 31 corridor which could benefit from the Freight Priority System and reduce the potential for rear-end crashes and red light running.

US 31 Freight Priority System Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic as there are no signals.
Safety along US 31	No	Would not reduce conflict points or address documented safety issues because there are no signals.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Freight Priority System concept would not meet Practicality Criteria 1 and 3 identified in Section 2. This is not rational or appropriate in the context of the corridor with no traffic signals present.

Result: The Freight Priority System concept does not address any of the identified needs and is not practical because there are no traffic signals along US 31. Therefore, this concept will not be carried forward for further consideration.

4.8. POLICY

4.8.1. TOLLING

This alternative would involve charging a toll (fee) when a driver uses a road or a bridge. Although tolling encourages some drivers to seek an alternative route, the main purpose of tolling is to generate revenue. Funds gathered via tolling can be used to fund ongoing roadway maintenance, additional future roadway improvements, or manage debt for previous improvements.

US 30 TOLLING



Since there are no existing or projected congestion concerns along US 30, implementing the Tolling concept would provide minimal benefit in the study corridor mobility.

US 30 Tolling Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Tolling concept would not meet any of the 4 Practicality Criteria identified in Section 2. Tolling would not meet the study area needs. Therefore, this concept would only be practical if implemented as part of a regional or statewide transportation funding program. Such a program does not currently exist.

Result: The Tolling concept does not address any of the identified needs and is not practical in the absence of a regional or statewide transportation funding program. Therefore, this concept will not be carried forward for further consideration.

US 31 TOLLING



Since there are no existing or projected congestion concerns along US 31, implementing the Tolling concept would provide minimal benefit in the study corridor mobility.

US 31 Tolling Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Tolling concept would not meet any of the 4 Practicality Criteria identified in Section 2. Tolling would not meet the study area needs. Therefore, this concept would only be practical if implemented as part of a regional or statewide transportation funding program. Such a program does not currently exist.

Result: The Tolling concept does not address any of the identified needs and it is not practical in the absence of a regional or statewide transportation funding program. Therefore, this concept will not be carried forward for further consideration.

4.8.2. CONGESTION PRICING

Similar to tolling, congestion pricing imposes a toll (fee) to use a facility; however, the price of the toll may vary depending on location, traffic congestion, time of day, or other factors.

US 30 CONGESTION PRICING



Congestion pricing requires a high degree of congestion for effective implementation. Since there are no existing or projected congestion concerns along US 30, implementing the Congestion Pricing concept would provide minimal benefit in the study corridor mobility.

US 30 Congestion Pricing Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Congestion Pricing concept would not meet any of the 4 Practicality Criteria identified in Section 2. This is not rational and is not appropriate in the context of the corridor.

Result: The Congestion Pricing concept does not address any of the identified needs and it is not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 CONGESTION PRICING



Congestion pricing requires a high degree of congestion for effective implementation. Since there are no existing or projected congestion concerns along US 31, implementing the Congestion Pricing concept would provide minimal benefit in the study corridor mobility.

US 31 Congestion Pricing Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Congestion Pricing concept would not meet any of the 4 Practicality Criteria identified in Section 2. This is not rational and is not appropriate in the context of the corridor.

Result: The Congestion Pricing concept does not address any of the identified needs and it is not practical. Therefore, this concept will not be carried forward for further consideration.

4.8.3. CAV DEPLOYMENT

Connected and Autonomous Vehicles (CAV) is an emerging technology that can replace the driver for some or all the driving tasks. Technological advancements and increasing CAV penetration into automobiles and the transportation infrastructure has the potential to improve safety and efficiency of the roadways. This alternative would include roadway modifications and technology installations to help accommodate increased CAV deployment along US 30/US 31 within the study corridor.

US 30 CAV DEPLOYMENT



CAV deployment is most effective where capacity and congestion issues exist along the roadway, particularly in areas where high truck volumes are present. While there is truck traffic on US 30 travelling through the study corridor, there are neither capacity nor congestion concerns on the roadway. Implementing the CAV Deployment concept would provide some safety benefit; however, this technology is not sufficiently advanced at this time and has been deemed impractical. While ensuring this study does not produce alternatives that preclude future CAV deployment, concepts involving CAV deployment within this study are not practical.

US 30 CAV Deployment Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic through connected vehicle technology.
Safety along US 30	Neutral	Would not reduce conflict points or apply crash reduction measures, but full technology capability is not known.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The CAV Deployment concept would not meet any of the 4 Practicality Criteria identified in Section 2. This is not rational since it is still in development and is either not available or would be at an extraordinarily high cost.

Result: The CAV Deployment concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

US 31 CAV DEPLOYMENT



CAV deployment is most effective where capacity and congestion issues exist along the roadway, particularly in areas where high truck volumes are present. While there is truck traffic on US 31 travelling through the study corridor, there are neither capacity nor congestion concerns on either roadway. Implementing the CAV Deployment concept would provide some safety benefit; however, this technology is not sufficiently advanced at this time and has been deemed impractical. While ensuring this study does not produce alternatives that preclude future CAV deployment, concepts involving CAV deployment within this study are not practical.

US 31 CAV Deployment Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic through connected vehicle technology.
Safety along US 31	Neutral	Would not reduce conflict points or apply crash reduction measures, but full technology capability is not known.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The CAV Deployment concept would not meet any of the 4 Practicality Criteria identified in Section 2. This is not rational since it is still in development and is either not available or would be at an extraordinarily high cost.

Result: The CAV Deployment concept does not address any of the identified needs except for improving Regional and Statewide Mobility. However, there are not any documented capacity or congestion issues, and it is also not practical. Therefore, this concept will not be carried forward for further consideration.

4.8.4. ENFORCEMENT

Speed enforcement can provide an effective means of reducing speed differentials in the study corridor. This can lead to fewer crashes and fewer instances of red light running. Red-light running enforcement frequently uses monitoring systems to detect and issue violations to red light runners. Red light running on a high-speed arterial like US 30 or US 31 frequently lead to severe crashes with fatalities and incapacitating injuries. Automated forms of speed and red-light running enforcement are technologically available for use but require approval by the Indiana legislature.

US 30 ENFORCEMENT



Speed data along US 30 in the study corridor indicates that traffic typically operates at or above the posted speed limit. The Enforcement concept would reduce speed differentials, particularly through intersections and provide an effective crash reduction measure to the study corridor to improve safety for all users.

US 30 Enforcement Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	Yes	Would reduce severity of crashes at conflict points by reducing speeds.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Implementation of enforcement is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The enforcement concept meets one study area need but implementation is outside the control of INDOT and would require actions on the part of others. Therefore, practicality cannot be fully

assessed. For these reasons, enforcement will not be carried forward for further consideration in the alternatives development and screening process. INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.

US 31 ENFORCEMENT



Speed data along US 31 in the study corridor indicates that traffic typically operates at or above the posted speed limit. The Enforcement concept would reduce speed differentials, particularly through intersections, and provide an effective crash reduction measure to the study corridor to improve safety for all users.

US 31 Enforcement Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	Yes	Would reduce severity of crashes at conflict points by reducing speeds.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Implementation of enforcement is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The enforcement concept meets one study area need but implementation is outside the control of INDOT and would require actions on the part of others. Therefore, practicality cannot be fully assessed. For these reasons, enforcement will not be carried forward for further consideration in the alternatives development and screening process. INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.

4.8.5. TRAVEL DEMAND MANAGEMENT

This alternative includes adjusting working hours, telecommuting (i.e., working from home), ridesharing, and other commute mode adjustments to reduce the traffic demand along the study corridor. These alternatives are largely dependent upon whether or not employers allow for non-traditional work hours and/or the job responsibilities are conducive to telecommuting.

US 30 TRAVEL DEMAND MANAGEMENT



Travel demand management requires a high degree of congestion for effective implementation. Since there are no existing or projected congestion concerns along US 30, implementing the Travel Demand Management concept would provide minimal benefit in the study corridor.

US 30 Travel Demand Management Screening Results

Need	Needs Met?	Explanation
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Regional and Statewide Mobility	No	Would not improve operations for corridor traffic by adjusting demand.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Travel Demand Management concept would not meet Practicality Criteria 1-3 identified in Section 2. This is not rational and is not appropriate in the context of the corridor.

Result: The Travel Demand Management concept does not address any of the identified needs and is not practical as there are not any documented capacity or congestion issues. Therefore, this concept will not be carried forward for further consideration.

US 31 TRAVEL DEMAND MANAGEMENT



Travel demand management requires a high degree of congestion for effective implementation. Since there are no existing or projected congestion concerns along US 31, implementing the Travel Demand Management concept would provide minimal benefit in the study corridor.

US 31 Travel Demand Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic by adjusting demand.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Travel Demand Management concept would not meet Practicality Criteria 1-3 identified in Section 2. This is not rational and is not appropriate in the context of the corridor.

Result: The Travel Demand Management concept does not address any of the identified needs and is not practical as there are not any documented capacity or congestion issues. Therefore, this concept will not be carried forward for further consideration.

4.8.6. ROADSIDE ASSISTANCE SERVICES

Roadside assistance, such as the Hoosier Helpers, is a service provided to help stranded motorists return to the roadway and reduce the likelihood of secondary crashes. These services are typically provided on interstates or other high volume, high-speed roadways.

US 30 ROADSIDE ASSISTANCE SERVICES



Similar to the benefits previously noted under the Crash Investigation Sites concept, the Roadside Assistance Services concept would remove inoperable vehicles from the roadway. The Roadside Assistance Services concept differs from the Crash Investigation Sites concept as they would be system-wide improvements and not at specific locations. The services would improve safety by

removing stopped vehicles from the US 30 mainline lanes and adjacent safety spaces. This service is most beneficial in more urban areas, which could primarily apply to Plymouth and Valparaiso.

US 30 Roadside Assistance Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	May maintain operations for corridor traffic by removing inoperable vehicles from the roadway, but not anticipated to improve mobility.
Safety along US 30	Yes	Would reduce conflict points or address documented safety issues by reducing chance of secondary crashes.
Improve Corridor Access	No	Would not improve local access or address INDOT Access Management guideline deficiencies.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Roadside Assistance concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Roadside Assistance concept addresses one identified need and is practical. Therefore, this will be carried forward for further consideration.

US 31 ROADSIDE ASSISTANCE SERVICES



Similar to the benefits previously noted under the Crash Investigation Sites concept, the Roadside Assistance Services concept would remove inoperable vehicles from the roadway. The Roadside Assistance Services concept differs from the Crash Investigation Sites concept as they would be system-wide improvements and not at specific locations. The services would improve safety by removing stopped vehicles from the US 31 mainline lanes and adjacent safety spaces. This service is most beneficial in more urban areas, which could apply to Plymouth only.

US 31 Roadside Assistance Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	May maintain operations for corridor traffic by removing inoperable vehicles from the roadway, but not anticipated to improve mobility.
Safety along US 31	Yes	Would reduce conflict points or address documented safety issues by reducing chance of secondary crashes.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Roadside Assistance concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Roadside Assistance concept addresses one identified need and is practical. Therefore, this will be carried forward for further consideration.

4.8.7. INCIDENT MANAGEMENT

Incident management combines a strategy of unified policies, procedures, operations, and communication systems for traffic incident responders to clear incidents in a timely manner in a safe and organized way.

US 30 INCIDENT MANAGEMENT



Similar to the benefits of the Roadside Assistance Services concept, the Incident Management concept would remove inoperable vehicles from the roadway. However, it could incorporate system components such as cameras and speed sensors to detect incidents and improve the response. This service is most beneficial in more urban areas, which could apply to Plymouth and Valparaiso.

US 30 Incident Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	May maintain operations for corridor traffic by clearing crashes from the roadway faster, but not anticipated to improve mobility.
Safety along US 30	Yes	Would reduce conflict points or address documented safety issues by reducing chance of secondary crashes.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Incident Management concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Incident Management concept addresses one of the identified needs and is practical. Therefore, this will be carried forward as a complementary concept.

US 31 INCIDENT MANAGEMENT



Similar to the benefits of the Roadside Assistance Services concept, the Incident Management concept would remove inoperable vehicles from the roadway. However, it would incorporate system components such as cameras and speed sensors to detect incidents and improve the response. This service is most beneficial in more urban areas, which could apply to Plymouth, but not the majority of the study area.

US 31 Incident Management Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	May maintain operations for corridor traffic by clearing crashes from the roadway faster, but not anticipated to improve mobility.
Safety along US 31	Yes	Would reduce conflict points or address documented safety issues by reducing chance of secondary crashes.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Incident Management concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Incident Management concept addresses one of the identified needs and is practical. Therefore, this will be carried forward as a complementary concept.

4.8.8. ALTERNATIVE FUEL / ELECTRIC VEHICLE CONSIDERATIONS

Additional messaging would be provided along the corridor to direct users to alternative fueling / charging locations.

US 30 ALTERNATIVE FUEL / EV CONSIDERATIONS



The Alternative Fuels/Electric Vehicle Considerations concept would guide drivers to alternative fuel/electric refueling/charging locations that are present along the study corridor.

US 30 Alternative Fuel/EV Considerations Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 30	No	Would not reduce conflict points for vehicles or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Alternative Fuel/Electric Vehicle Considerations concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Alternative Fuel/EV Considerations concept would not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives.

US 31 ALTERNATIVE FUEL / EV CONSIDERATIONS

The Alternative Fuels/Electric Vehicle Considerations concept would guide drivers to alternative fuel/electric refueling/charging locations that are present along the study corridor.



US 31 Alternative Fuel/EV Considerations Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Would not improve operations for corridor traffic.
Safety along US 31	No	Would not reduce conflict points for vehicles or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Alternative Fuel/Electric Vehicle Considerations concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Alternative Fuel/EV Considerations concept would not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives.

4.9. TRANSIT AND NON-MOTORIZED IMPROVEMENTS

4.9.1. BIKE AND PEDESTRIAN FACILITIES

This concept would add bike/pedestrian facilities including bike lanes, sidewalks, and other features, as dedicated facilities or as enhancements to existing roadways to improve mobility by accommodating alternate modes of travel. In general, this concept would provide the greatest benefit in urban areas with higher population densities and where non-motorized travel origins and destinations are more frequent.

US 30 BIKE AND PEDESTRIAN FACILITIES



The Bike/Pedestrian Facilities concept would add multi-modal improvements to the study corridors and would improve safety for all users by accommodating these non-motorized users outside of the vehicle travel lanes in urban areas. The introduction of these facilities would also improve access to, from, and across US 30 for pedestrians.

US 31 Bike and Pedestrian Facilities Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by moving bicycles and pedestrians off the roadway.
Safety along US 30	No	Would not reduce conflict points for vehicles or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Bike and Ped Facilities concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Bike and Pedestrian Facilities concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 BIKE AND PEDESTRIAN FACILITIES



The Bike/Pedestrian Facilities concept would add multi-modal improvements to the study corridors and would improve safety for all users by accommodating these non-motorized users outside of the vehicle travel lanes in urban areas. The introduction of these facilities would also improve access to, from, and across US 31 for pedestrians.

US 31 Bike and Pedestrian Facilities Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by moving bicycles off the roadway.
Safety along US 31	No	Would not reduce conflict points for vehicles or apply crash reduction measures.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Bike and Ped Facilities concept would meet all 4 Practicality Criteria identified in Section 2. This is rational, available, and capable of being implemented, and is appropriate in the context of the corridor.

Result: The Bike and Pedestrian Facilities concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.9.2. IMPROVED DEMAND-BASED TRANSIT SERVICES

A transportation service that adapts to the specific needs and requests of passengers. Unlike traditional fixed-route transit systems, which operate on predetermined routes and timetables, demand-based transit services aim to provide more flexibility and convenience to passengers by allowing them to request or schedule rides on an as-needed basis. The on-demand service can be accommodated through a combination of shuttle buses, taxi service, and private ride share companies.

US 30 IMPROVED DEMAND-BASED TRANSIT SERVICES



This service exists in Marshall County and Porter County currently. While the addition of such a service elsewhere could improve mobility for some users, the study area is predominantly agricultural, and the study area lacks any concentration of existing or planned residences and developments for such a service to serve and benefit.

US 30 Improved Demand-Based Transit Services Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Does not improve operations as this would not reduce the number of vehicles on the road.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Implementation of improved demand-based transit service is outside of INDOT’s control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Improved Demand-Based Services concept would not address any of the identified needs. Implementation of demand-based service is outside the control of INDOT and would require actions on the part of others. Therefore, practicality cannot be fully assessed. For these reasons, it will not be carried forward for further consideration in the alternatives development and screening process. Improvements considered as part of this study will not preclude implementation and/or operation of demand-based transit service by others within the study area. Additionally, INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.

US 31 IMPROVED DEMAND-BASED TRANSIT SERVICES



This service exists in Marshall County and Porter County currently. While the addition of such a service elsewhere could improve mobility for some users, the study area is predominantly agricultural, and the study area lacks any concentration of existing or planned residences and developments for such a service to serve and benefit.

US 31 Improved Demand-Based Transit Services Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	No	Does not improve operations as this would not reduce the number of vehicles on the road.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Implementation of improved demand-based service is outside of INDOT’s control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Improved Demand-Based Transit Services concept would not address any of the identified needs. Implementation of demand-based service is outside the control of INDOT and would require actions on the part of others. Therefore, practicality cannot be fully assessed. For these reasons, it will not be carried forward for further consideration in the alternatives development and screening process. Improvements considered as part of this study will not preclude implementation and/or operation of demand-based transit service by others within the study area. Additionally, INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.

4.9.3. NON-MOTORIZED USER ACCOMMODATIONS

Accommodations to provide for enhanced use of the study corridor by non-motorized users may include but are not limited to, warning signage, improved lighting, shoulder infrastructure and warning signage for Amish horse-drawn buggies and dedicated median cuts for non-motorized users.

US 30 NON-MOTORIZED USER ACCOMMODATIONS



The Non-Motorized User Accommodations alternate would be beneficial to non-motorized users who use the US 30 corridor, especially in small towns like Wanatah. The implementation of this concept would be a safety benefit to non-motorized users.

US 30 Non-Motorized User Accommodations Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations and mobility for corridor traffic if non-motorized users are accommodated outside of the mainline.
Safety along US 30	Yes	Would reduce conflict points for non-motorized users.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Non-Motorized User Accommodations concept would meet all 4 Practicality Criteria identified in Section 2. It is rational, available, and capable of being implemented and fits within the context of the corridor.

Result: The Non-Motorized User Accommodations concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

US 31 NON-MOTORIZED USER ACCOMMODATIONS



The Non-Motorized User Accommodations alternate would be beneficial to the Amish community as they use horses and buggies and bicycles as primary modes of travel along portions of US 31. The implementation of this concept would be a safety benefit to non-motorized users.

US 31 Non-Motorized User Accommodations Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations and mobility for corridor traffic if non-motorized users are accommodated outside of the mainline or in a better way on or across the mainline.
Safety along US 31	Yes	Would reduce conflict points for non-motorized users.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Yes	The Non-Motorized User Accommodations concept would meet all 4 Practicality Criteria identified in Section 2. It is rational, available, and capable of being implemented and fits within the context of the corridor.

Result: The Non-Motorized User Accommodations concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.

4.9.4. BUS TRANSIT

Bus transit is a fixed route system that can improve mobility by providing an option to those that are not physically able or who choose not to drive. Bus transit can also improve mobility by providing a mode of transportation that is more economical than owning a car. Bus transit can target local trips within a community or commuter trips between communities. This alternative would provide new bus transit service along existing roadways.

US 30 BUS TRANSIT



The Bus Transit concept would implement a fixed route transit system and associated permanent infrastructure. (i.e., bus stops, shelters, etc.) along the study corridors. While the addition of such a system could improve mobility for some users, the study area is predominantly agricultural, and the study area lacks any concentration of existing or planned residences and developments for such a transit system to serve and benefit.

US 30 Bus Transit Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic and would not introduce delay.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Bus Transit concept meets the Regional and Statewide Mobility need. Implementation is outside of INDOT's control and would require actions on the part of others, so practicality cannot be fully assessed. Therefore, it will not be carried forward for further consideration. INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study. Improvements considered as part of this study will not preclude the implementation and/or operation of bus transit by others within the study area.

US 31 BUS TRANSIT



The Bus Transit concept would implement a fixed route transit system and associated permanent infrastructure. (i.e., bus stops, shelters, etc.) along the study corridors. While the addition of such a system could improve mobility for some users, the study is predominantly agricultural, and the study area lacks any concentration of existing or planned residences and developments for such a transit system to serve and benefit.

US 31 Bus Transit Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic and would not introduce delay.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Bus Transit concept addresses the Regional and Statewide Mobility need. Implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed and this concept will not be carried forward for further consideration.

4.9.5. PASSENGER RAIL

Passenger rail service connects regions, city centers, and suburbs. This type of service generally operates on existing freight rail corridors. The parallel Chicago, Ft. Wayne & Eastern rail line provides the potential to add passenger rail service to the US 30 study corridor and the Elkhart & Western Railway line provides the potential to add passenger rail service to the US 31 study corridor.

US 30 PASSENGER RAIL



Passenger rail is effective where congestion exists along the roadway and a high density of riders to a central location is present. Neither of these conditions exist along US 30 in the study corridor.

US 30 Passenger Rail Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by reducing demand and would not introduce delay.
Safety along US 30	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Passenger Rail concept addresses the Regional and Statewide Mobility need. Implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed and this concept will not be carried forward for further consideration.

US 31 PASSENGER RAIL



Passenger rail is effective where congestion exists along the roadway and a high density of riders to a central location is present. Neither of these conditions exist along US 31 in the study corridor.

US 31 Passenger Rail Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by reducing demand and would not introduce delay.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Passenger Rail concept addresses the Regional and Statewide Mobility need. Implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and this concept will not be carried forward for further consideration. Improvements considered as part of this study will not preclude the implementation and/or operation of freight rail by others within the study area.

4.9.6. FREIGHT RAIL

Freight rail refers to the transportation of goods and commodities by train. It involves the movement of large quantities of freight, such as raw materials, finished products, and various types of cargo, over long distances using specially designed rail infrastructure and rolling stock. This alternative may require the acquisition of dedicated ROW if no such rail infrastructure exists. The parallel Chicago, Ft. Wayne & Eastern rail line currently provides freight rail service along the US 30 study corridor, serving customers such as Steel Dynamics. The Elkhart & Western Railway line provides freight rail service along the US 31 study corridor.

US 30 FREIGHT RAIL



The Freight Rail concept would be effective where high truck volumes exist along the roadway and sufficient congestion is present to offset set loading/unloading times. Neither of these conditions exist along US 30 in the study corridor.

US 30 Freight Rail Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by reducing truck traffic and would not introduce delay.
Safety along US 310	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	Neutral	Outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed.

Result: The Freight Rail concept addresses the Regional and Statewide Mobility need. Implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed and the concept will not be carried forward for further consideration. Improvements considered as part of this study will not preclude the implementation and/or operation of freight rail by others within the study area.

US 31 FREIGHT RAIL



The Freight Rail concept would be effective where high truck volumes exist along the roadway and sufficient congestion is present to offset set loading/unloading times. Neither of these conditions exist along US 31 in the study corridor.

US 31 Freight Rail Screening Results

Need	Needs Met?	Explanation
Regional and Statewide Mobility	Yes	Would improve operations for corridor traffic by reducing truck traffic and would not introduce delay.
Safety along US 31	No	Would not reduce conflict points or apply crash reduction measures to address documented safety issues.
Improve Corridor Access	No	Would not improve local access or compliance with INDOT Access Management guidelines.
Improve Roadway Deficiencies	No	Would not improve substandard elements.
Practical	No	The Freight Rail concept would not meet Practicality Criteria 1-4 identified in Section 2. It is not rational or appropriate in the context of the corridor. Additionally, it is outside of INDOT's control and would require actions on the part of others.

Result: The Freight Rail concept addresses the Regional and Statewide Mobility need. However, there are not any documented capacity or congestion issues, so it is not practical. It is also outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot be fully assessed and the concept will not be carried forward for further consideration. Improvements considered as part of this study will not preclude the implementation and/or operation of freight rail by others within the study area.

5. SUMMARY OF SCREENING RESULTS

Of the 55 concepts within the Universe of Alternatives, 10 are being advanced for further evaluation as Primary Concepts on US 30 and 8 on US 31. For Complementary Concepts, 17 are being advanced on US 30 and 12 on US 31. There are 9 Design Elements identified for both corridors while 19 are being eliminated from consideration on US 30 and 26 on US 31.

The tables below summarize how each alternative was screened against identified transportation needs. U

Table 2. Universe of Alternatives (Level 1) Screening Matrix (US 30)

Alternative	Study Purpose and Need				Practical	Screening Result	Reason for Elimination
	Regional and Statewide Mobility	Safety Along US 30	Improve Corridor Access	Improve Roadway Deficiencies			
No Build	No	No	No	No	Yes		Does not meet purpose and need, but procedurally required
CORRIDOR IMPROVEMENTS							
Added Travel Lanes	Yes	No	No	No	No	Not Carried Forward	Decreased safety for non-motorized users; No capacity or congestion issues
Elevated Lanes	Yes	No	No	No	No	Not Carried Forward	Not practical
Access Management	Yes	Yes	Neutral	Yes	Yes	Primary	
Auxiliary Lanes	Yes	Yes	No	No	Yes	Complementary	
Freeway (Limited Access)	Yes	Yes	Neutral	Yes	Neutral	Primary	
Roadway Shoulder Improvements	No	No	No	No	No	Not Carried Forward	Existing shoulders meet standards; No capacity or congestion issues
Bypass	Neutral	Yes	No	No	Yes	Complementary	Complementary to Freeway
Continuous Roadway Lighting	No	Yes	No	No	No	Not Carried Forward	Not Practical
Median Safety Improvements	No	Yes	Yes	Yes	Yes	Primary	
Signal Timing Updates/Coordination	Yes	Yes	No	No	Yes	Complementary	
OFF-CORRIDOR IMPROVEMENTS							
Adjacent Intersection Improvements	No	No	Neutral	No	Yes	Design Element	
Parallel Route Improvements	Yes	No	Neutral	No	No	Not Carried Forward	No capacity or congestion issues
INTERSECTION IMPROVEMENTS							
Add or Lengthen Turn Lanes	Yes	Yes	Yes	Yes	Yes	Primary	
Realign Skewed Intersections	No	No	Neutral	No	Yes	Complementary	
Add/Extend Acceleration/Deceleration Lanes	Yes	Yes	Neutral	Yes	Yes	Primary	

Alternative	Study Purpose and Need				Practical	Screening Result	Reason for Elimination
	Regional and Statewide Mobility	Safety Along US 30	Improve Corridor Access	Improve Roadway Deficiencies			
Intersection Sight Distance Improvements	No	No	Neutral	No	Yes	Complementary	
Traffic Control Visibility Upgrades	No	No	No	No	Yes	Design Element	
Cross Road Overpass/Underpass	Yes	Yes	Neutral	No	Yes	Primary	
Convert to Interchange	Yes	Yes	Neutral	Yes	Yes	Primary	
Signalized Intersection Improvements	Yes	Yes	No	Yes	Yes	Primary	
Unsignalized Intersection Improvements	Yes	Yes	Neutral	Yes	Yes	Primary	
INTERCHANGE IMPROVEMENTS							
Add Capacity to Movements	Yes	No	No	Yes	Yes	Complementary	
Collector-Distributor System	No	No	No	No	Yes	Design Element	
Ramp Metering	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues at interchange on-ramps in the study corridor
Ramp Terminal Intersection Improvements	No	Yes	No	No	Yes	Complementary	
SPOT IMPROVEMENTS							
Pavement Marking Improvements	No	No	No	No	Yes	Design Element	
Roadway Signage Improvements	No	No	No	No	Yes	Design Element	
Wildlife Crossings	No	Yes	No	No	Yes	Complementary	
Railroad Crossing Improvement	Yes	Yes	No	No	Yes	Complementary	
Geometric Improvements	No	No	No	No	No	Not Carried Forward	No known geometric deficiencies on mainline
Roadway Lighting	No	Yes	No	No	Yes	Complementary	
Crash Investigation Sites	Yes	Yes	No	No	No	Not Carried Forward	Not Practical
Roadway Drainage Improvements	No	No	No	No	Yes	Design Element	
Climbing Lanes (Acceleration)	No	No	No	No	No	Not Carried Forward	No steep grades within the study corridor
Gateway/ Corridor Treatments	No	No	No	No	Yes	Design Element	
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)							
Traveler Information Systems	Yes	Yes	No	No	Yes		
Speed Management	No	No	No	No	Yes	Design Element	
Warning Systems	Yes	Yes	No	No	Yes	Complementary	
Managed Lanes	Yes	No	No	No	No	Not Carried Forward	No capacity or congestion issues
Freight Priority System	Yes	Yes	No	No	Yes	Complementary	
POLICY							

Alternative	Study Purpose and Need				Practical	Screening Result	Reason for Elimination
	Regional and Statewide Mobility	Safety Along US 30	Improve Corridor Access	Improve Roadway Deficiencies			
Tolling	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues
Congestion Pricing	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues
CAV Deployment	Yes	Neutral	No	No	No	Not Carried Forward	No capacity or congestion issues
Enforcement (Speed, Red Light Running)	No	Yes	No	No	Neutral	Not Carried Forward ²	Outside the control of INDOT.
Travel Demand Management	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues
Roadside Assistance Services	No	Yes	No	No	Yes	Complementary	
Incident Management	No	Yes	No	No	Yes	Complementary	
Alternative Fuel/ Electric Vehicle Considerations	No	No	No	No	Yes	Design Element	
TRANSIT & NON-MOTORIZED IMPROVEMENTS							
Bike/ Pedestrian Facilities	Yes	No	No	No	Yes	Complementary	
Improved Demand Based Services	No	No	No	No	Neutral	Not Carried Forward ¹	Outside of INDOT's control.
Non-Motorized User Accommodations (Amish)	Yes	Yes	No	No	Yes	Complementary	
Bus Transit	Yes	No	No	No	No	Not Carried Forward ¹	Outside of INDOT control.
Passenger Rail	Yes	No	No	No	No	Not Carried Forward ¹	Outside of INDOT control.
Freight Rail	Yes	No	No	No	No	Not Carried Forward ¹	Outside of INDOT control.

¹ Implementation is outside of the control of INDOT and would require actions on the part of others, Therefore, this concept will not be carried forward for further consideration in the PEL study alternatives development and screening process. INDOT will continue to coordinate with the appropriate agency/entity to share information, including input received during the study.

Table 3. Universe of Alternatives (Level 1) Screening Matrix (US 31)

Alternative	Study Purpose and Need				Practical	Screening Result	Reason for Elimination
	Regional and Statewide Mobility	Safety Along US 31	Improve Corridor Access	Improve Roadway Deficiencies			
No Build	No	No	No	No	Yes		Does not meet purpose and need, but procedurally required
CORRIDOR IMPROVEMENTS							
Added Travel Lanes	Yes	No	No	No	No	Not Carried Forward	Decreased safety for non-motorized users; No capacity or congestion issues
Elevated Lanes	Yes	No	No	No	No	Not Carried Forward	Not Practical
Access Management	Yes	Yes	Neutral	Yes	Yes	Primary	
Auxiliary Lanes	Yes	Yes	No	No	Yes	Complementary	
Freeway (Limited Access)	Yes	Yes	Neutral	Yes	Neutral	Primary	
Roadway Shoulder Improvements	No	No	No	No	No	Not Carried Forward	Existing shoulders meet standards; No capacity or congestion issues
Bypass	No	No	No	No	No	Not Carried Forward	No cities or towns to bypass around
Continuous Roadway Lighting	No	Yes	Neutral	No	No	Not Carried Forward	Not Practical
Median Safety Improvements	No	Yes	No	Yes	Yes	Complementary	
Signal Timing Updates/Coordination	No	No	No	No	No	Not Carried Forward	No existing signals in the study corridor
OFF-CORRIDOR IMPROVEMENTS							
Adjacent Intersection Improvements	No	No	Neutral	No	Yes	Design Element	
Parallel Route Improvements	Yes	No	Neutral	No	No	Not Carried Forward	No capacity or congestion issues
INTERSECTION IMPROVEMENTS							
Add or Lengthen Turn Lanes	Yes	Yes	Yes	Yes	Yes	Primary	
Realign Skewed Intersections	No	No	Neutral	No	Yes	Complementary	
Add/Extend Acceleration/Deceleration Lanes	Yes	Yes	Neutral	Yes	Yes	Primary	
Intersection Sight Distance Improvements	No	No	Neutral	No	Yes	Complementary	
Traffic Control Visibility Upgrades	No	No	No	No	Yes	Design Element	
Cross Road Overpass/Underpass	Yes	Yes	Neutral	No	Yes	Primary	
Convert to Interchange	Yes	Yes	Neutral	Yes	Yes	Primary	
Signalized Improvements	No	No	No	No	No	Not Carried Forward	Would introduce delay along US 31 in the study corridor
Unsignalized Improvements	Yes	Yes	Neutral	Yes	Yes	Primary	
INTERCHANGE IMPROVEMENTS							
Add Capacity to Movements	Yes	No	Neutral	Yes	No	Not Carried Forward	No identified capacity issue at existing interchange

Alternative	Study Purpose and Need				Practical	Screening Result	Reason for Elimination
	Regional and Statewide Mobility	Safety Along US 31	Improve Corridor Access	Improve Roadway Deficiencies			
Collector-Distributor System	No	No	No	No	Yes	Design Element	
Ramp Metering	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues at interchange on-ramps in the study corridor
Ramp Terminal Intersection Improvements	No	No	No	No	No	Not Carried Forward	No existing interchanges with ramp terminal intersections
SPOT IMPROVEMENTS							
Pavement Marking Improvements	No	No	No	No	Yes	Design Element	
Roadway Signage Improvements	No	No	No	No	Yes	Design Element	
Accommodate Wildlife Crossing	No	Yes	No	No	Yes	Complementary	
Railroad Crossing Improvement	No	No	No	No	No	Not Carried Forward	No railroad crossings that do not have a grade separation project already planned
Geometric Improvements	No	No	No	No	No	Not Carried Forward	No known geometric deficiencies on mainline
Roadway Lighting	No	Yes	No	No	Yes	Complementary	
Crash Investigation Sites	Yes	Yes	No	No	No	Not Carried Forward	Not practical
Roadway Drainage Improvements	No	No	No	No	Yes	Design Element	
Climbing Lanes (Acceleration)	No	No	No	No	No	Not Carried Forward	No steep grades except at the existing at-grade railroad crossing. A grade-separated structure project that is under construction should eliminate this steep grade.
Gateway/ Corridor Treatments	No	No	No	No	Yes	Design Element	
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)							
Traveler Information Systems	Yes	Yes	No	No	Yes	Complimentary	
Speed Management	No	No	No	No	Yes	Design Element	
Warning Systems	Yes	Yes	No	No	Yes	Complementary	
Managed Lanes	Yes	No	No	No	No	Not Carried Forward	No capacity or congestion issues
Freight Priority System	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues; Would introduce delay along US 31 in the study corridor
POLICY							
Tolling	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues
Congestion Pricing	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues
CAV Deployment	Yes	Neutral	No	No	No	Not Carried Forward	No capacity or congestion issues

Alternative	Study Purpose and Need				Practical	Screening Result	Reason for Elimination
	Regional and Statewide Mobility	Safety Along US 31	Improve Corridor Access	Improve Roadway Deficiencies			
Enforcement (Speed, Red Light Running)	No	Yes	No	No	Neutral	Not Carried Forward ²	Outside the control of INDOT.
Travel Demand Management	No	No	No	No	No	Not Carried Forward	No capacity or congestion issues
Roadside Assistance Services	No	Yes	No	No	Yes	Complementary	
Incident Management	No	Yes	No	No	Yes	Complementary	
Alternative Fuel/ Electric Vehicle Considerations	No	No	No	No	Yes	Design Element	
TRANSIT & NON-MOTORIZED IMPROVEMENTS							
Bike/ Pedestrian Facilities	Yes	No	No	No	Yes	Complementary	
Improved Demand Based Services	No	No	No	No	Neutral	Not Carried Forward ²	Outside the control of INDOT.
Non-Motorized User Accommodations (Amish)	Yes	Yes	No	No	Yes	Complementary	
Bus Transit	Yes	No	No	No	No	Not Carried Forward ²	Outside the control of INDOT.
Passenger Rail	Yes	No	No	No	No	Not Carried Forward ²	Outside of INDOT control.
Freight Rail	Yes	No	No	No	No	Not Carried Forward ²	Outside of INDOT control.

² Implementation is outside the control of INDOT and would require actions on the part of others. Therefore, this concept will not be carried forward for further consideration in the PEL study alternatives development and screening process. INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.

6. GOALS

In addition to the study purpose and need, study-specific goals were developed that will be considered during the more detailed future (Level 2 and Level 3) screenings. Seven goals were established for the study and the following subsection provides a brief description of each goal, as well as a qualitative assessment of which *Primary, Complementary, or Design Element* concepts carried forward for further consideration will support it.

5.1 ECONOMIC DEVELOPMENT: *Provide adequate transportation infrastructure to support local economies and economic development goals.* US 30 and US 31 are statewide corridors that connect local communities and businesses to regional and national markets. Within the study area, the ability of US 30 and US 31 to support the local economy includes supporting the operations of the farming industry and providing access to local businesses. To meet the Economic Development goal, a concept must support the existing economy and/or planned future economic development by improving safety, mobility and/or access or by maintaining local character and sense of identity/place.

The following Concepts could support this goal:

- **Auxiliary Lanes:** Would improve traffic flow within the study area.
- **Freeway (Limited Access):** Would improve safety and mobility of people and goods through and to/from the corridor which would support the existing economy that requires connections to/from the corridor. The alternative could negatively impact access to local businesses; however, additional information is needed to better identify these potential impacts.
- **Convert to Interchange:** Would provide safer and more efficient access to, from, and across US 30. Would improve safety and mobility within the study area, which could enhance connectivity to regional and national markets.
- **Crossroad Overpass/Underpass:** Would provide more efficient crossings of US 30 and US 31. Removal of access to US 30 could negatively impact access to local businesses; however, additional information is needed to better identify these potential impacts.
- **Signal Timing Updates:** Would improve traffic flow within the study area.
- **Add or Lengthen Turn Lanes:** Would improve traffic flow within the study area.
- **Add/Extend Acceleration/Deceleration Lanes:** Would improve traffic flow within the study area.
- **Unsignalized Intersection Improvements:** Would improve operational efficiency at intersections.
- **Signalized Intersection Improvements:** Would improve operational efficiency at intersections.
- **Gateway / Corridor Treatments:** Would promote existing economy through welcoming, aesthetic enhancements and could be stylized to promote the region's agriculture.
- **Freight Priority System:** Would improve mobility of goods through and to/from the corridor which would support the existing economy that requires connections to/from the corridor.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

5.2 EQUITY IN TRANSPORTATION: *Provide equitable solutions that consider the needs of underserved communities.* To support this goal, the concept must improve safety, mobility, or access for underserved communities.

The following Concepts could support this goal:

- **Bike and Pedestrian Facilities:** Would improve multi-modal mobility by providing alternative modes of transportation, as well as options for active recreation.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

5.3 MULTIMODAL ACCESS & CONNECTIONS: *Accommodate non-vehicular modes of travel and transit in and crossing the study area.* The Multimodal Access & Connections goal is considered to be met when the concept has the potential to include sidewalks, trails, other non-motorized methods of travel, and transit.

The following Concepts could support this goal:

- **Cross Road Overpasses / Underpass:** Would improve access across US 30 for non-motorized vehicles and active modes of travel.
- **Bike and Pedestrian Facilities:** Would introduce bike and pedestrian facilities in the corridor.
- **Non-Motorized User Accommodations:** Would improve Amish buggy and other non-motorized users accommodations at crossings in the corridor.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

5.4 EMERGING TECHNOLOGIES: *Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.* The Emerging Technologies goal is considered to be met when the concept has the potential to interact with connected vehicles and/or support alternative fuel initiatives.

The following Concepts could support this goal:

- **Traveler information Systems;** Would provide available travel time and hazard information to motorists, including the possibility of future interaction with connected vehicle technology.
- **Speed Management:** Would improve safety of the roadway through communicating safe travel speeds along the corridor.
- **Warning Systems:** Would potentially interact with connected and autonomous vehicles in the corridor.
- **Freight Priority System:** Would potentially interact with connected and autonomous vehicles in the corridor.
- **Alternative Fuel / Electric Vehicle Considerations:** Would promote alternative fuel and charging stations along the corridor.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

5.5 FISCAL & ENVIRONMENTAL PRACTICALITY: *Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment, including resources important to Tribal Nations.* The Fiscal & Environmental Practicality goal is considered to be met when the concept avoids or minimizes environmental impacts and/or maximizes INDOT's return on investment.

The following Concepts could support this goal:

- Access Management: Would improve compliance with access management through a series of low-cost improvements targeting driveways and median openings. Higher levels of access control could result in more severe environmental impacts, including relocations of homes and businesses as well as the need to construct and/or modify local access roads.
- Signal Timing Updates / Coordination: Would be a low-cost solution to improve mobility along the corridor by reducing number of stops.
- Traffic Control Visibility Upgrades: Would be a low-cost solution to improve safety through visibility upgrades of traffic control equipment.
- Pavement Marking Improvements: Would be a low-cost solution to improve safety through modifications to pavement markings in the corridor without environmental impacts.
- Roadway Signage Improvements: Would be a low-cost solution to improve safety through modifications to signage in the corridor with minimal environmental impacts.
- Wildlife Crossings: Would offset impacts to the natural environment by improving or creating crossings for wildlife in the corridor or by providing warning to drivers to avoid wildlife crashes.
- Spot Roadway Lighting: Would be a low-cost solution to improve safety by adding lighting in spot locations along the corridor with minimal environmental impacts.
- Roadway Drainage Improvements: Would be a low-cost solution to improve drainage in the corridor and preserve the life of the roadway with minimal environmental impacts.
- Warning Systems: would improve safety at select intersections
- Freight Priority Systems: Would reduce the number of stops for freight traffic traveling along US 30 and US 31.
- Enforcement: Would encourage safer driving by enforcing speeding and red-light running without large physical improvements to the corridor.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

5.6 CORRIDOR CHARACTER: *Maintain character of local communities within the corridor.* A concept meets this goal if it preserves the rural character and supports or enhances agricultural activities within the study area.

The following Concepts could support this goal:

- Cross Road Overpass / Underpass: Would provide an easier crossing for agricultural equipment as opposed to at-grade intersections.
- Wildlife Crossings: Would preserve the rural character by providing easier crossing for wildlife or warning to drivers about nearby wildlife.

- Gateway / Corridor Treatments: Would provide treatments that take the rural character and agricultural activities of the area into account.
- Non-Motorized User Accommodations: Would provide accommodation for Amish buggies which are part of the rural character and agriculture industry in the study area.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

5.7 LOCAL ACCESS: *Balance transportation improvements with maintaining and improving local access.* A concept satisfies this goal if it will both improve safety and provide an economic benefit, while also maintaining or improving local access.

The following Concepts could support this goal:

- Access Management: Would improve safety of the corridor but also maintain appropriate local access.
- Auxiliary Lanes: Would improve ability for vehicles to enter and exist the corridor between driveway access points.
- Adjacent Intersection Improvements: Would improve a local roadway infrastructure feature.
- Signalized Intersection Improvements: Would improve ease of access at intersections where entering or leaving the corridor for local access is difficult.
- Unsignalized Intersection Improvements: Would improve ease of access at intersections where entering or leaving the corridor for local access is difficult.
- Ramp Terminal Intersection Improvements: Would improve ease of access at intersections where entering or leaving the corridor for local access is difficult.
- Non-Motorized User Accommodations: Would improve access for non-motorized vehicles.

Other alternatives may also support this goal; however, additional information is needed to make this determination. This information will be developed and considered during the Level 2 and Level 3 alternatives screening.

Based on the information available at this time, none of the alternatives carried forward from the Level 1 screening would preclude the ability to achieve the Equity in Transportation goal.

7. NEXT STEPS

As part of the Universe of Alternatives (Level 1) screening, fifty-five (55) transportation improvement concepts have been considered for implementation along the US 30 West corridor. These concepts have been qualitatively evaluated against the study area needs as well as evaluated for practicality.

Concepts that were found to meet a majority of the study area needs and are considered practical are designated as Primary Concepts. Concepts will be evaluated as stand-alone alternatives in the Level 2 screening process. For US 30 there were ten (9) and for US 31 there were eight (7) Primary Concepts.

Those concepts which address less than a majority of the needs (but more than zero) and may provide some benefit at certain locations; therefore, they are designated as Complementary Concepts. Complementary Concepts will be evaluated in the Level 2 screening process as location specific application(s) as part of a Primary Concept. For US 30 there are seventeen (17) and for US 31 there are twelve (12) Complementary Concepts.

Concepts that do not meet any of the study area needs but are considered practical are designated as Design Elements. Design Elements do provide benefit but will not be evaluated in the Level 2 screening process as they do not meet any of the study area needs. Design Elements may be incorporated, where applicable, into alternatives advancing from this PEL study. For both US 30 and US 31 there are nine (9) Design Elements. Concepts which are outside the control of INDOT will not be carried forward for further evaluation in the alternative development and screening process. Improvements considered as part of this study will not preclude others from pursuing or implementing these concepts within the study area. Additionally, INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study and to support or complement their efforts.

All practical concepts are listed in the table below. Only Primary and Complementary Concepts will be evaluated in the Level 2 screening process. Locations within the study corridor where needs may be met by the concepts carried forward here will be identified in the Level 2 screening. Depending on the concept, the application may occur throughout the whole study corridor or at specific locations. In addition to confirming that each of the concepts meets the purpose and needs, the Level 2 screening will include the feasibility, potential impacts, and input from the public and stakeholders to determine whether it should be carried further in the process.

Universe of Alternatives (Level 1) Screening: Practical Concepts

Universe of Alternatives (Level 1) Screening: US 30 Practical Concepts		
Primary Concepts (9)	Complementary Concepts (17)	Design Elements (9)
<ul style="list-style-type: none"> • Access management • Freeway (limited access) • Median Safety Improvements • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Convert to Interchange • Signalized Intersection Improvements • Unsignalized Intersection Improvements 	<ul style="list-style-type: none"> • Realign Skewed Intersections • Intersection Sight Distance Improvements • Auxiliary Lanes • Bypass • Signal Timing Updates/Coordination • Add Capacity to Movements • Ramp Terminal Intersection Improvements • Wildlife Crossings • Railroad Crossing Improvement • Spot Roadway Lighting • Warning Systems • Roadside Assistance • Incident Management • Freight Priority System • Enforcement • Bike/Pedestrian Facilities • Non-Motorized User Accommodations 	<ul style="list-style-type: none"> • Collector Distributor System • Adjacent Intersection Improvements • Traffic control Visibility Upgrades • Pavement Marking Improvements • Roadway Signage Improvements • Roadway Drainage Improvements • Gateway/Corridor Treatments • Speed Management • Alternative Fuel/Electric Vehicle Considerations • Demand Based Services
Universe of Alternatives (Level 1) Screening: US 31 Practical Concepts		
Primary Concepts (8)	Complementary Concepts (12)	Design Elements (9)
<ul style="list-style-type: none"> • Access Management • Freeway (limited Access) • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Convert to Interchange • Unsignalized Intersection Improvements 	<ul style="list-style-type: none"> • Realign Skewed Intersections • Intersection sight distance Improvements • Auxiliary Lanes • Median Safety Improvements • Wildlife Crossings • Spot Roadway Lighting • Warning Systems • Enforcement • Bike/Pedestrian Facilities • Non-Motorized User Accommodations 	<ul style="list-style-type: none"> • Collector Distributor System • Adjacent Intersection Improvements • Traffic Control Visibility Upgrades • Pavement Marking Improvements • Roadway Signage Improvements • Roadway Drainage Improvement • Gateway/Corridor Treatments • Speed Management • Alternative Fuel/Vehicle Considerations • Demand Based Services

The No-Build Alternative does not meet any of the transportation needs; however, the No-Build Alternative will be advanced throughout the study, and throughout any ensuing NEPA analysis, for comparison purposes.

APPENDIX A: UNIVERSE OF ALTERNATIVES COMMENTS RECEIVED AND RESPONSES

The table below lists all comments received through the active Universe of Alternatives comment period from November 1, 2023, through December 22, 2023. *Please note that comment text in the table reflects submission content verbatim.*

Topics	Comment #	Comment	Date Received	Response
Overall US 30 Corridor	1	I am asking we stick to No Build	11/13/2023	<p>The Level 1 screening process considered 55 transportation improvement concepts, including the No-Build concept, for the ProPEL US 30 West study area. These concepts were qualitatively evaluated against the study area purpose and need and evaluated for practicality. The No-Build Alternative does not address any of the identified needs; however, it is required to be considered in the PEL study, as well as any subsequent environmental reviews conducted in accordance with the NEPA. Therefore, this alternative will be carried forward for further consideration in the PEL study and will serve as a baseline for comparison to build alternatives.</p> <p>You are encouraged to stay engaged as the study moves forward. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	2	A freeway style consideration or a bypass consideration will kill off our small towns. This is going to do great harm.	11/14/2023	<p>At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT.</p> <p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address all of the study area transportation needs and was advanced to the Level 2 screening for further analysis. The Bypass concept addresses one of the identified needs, is neutral on one, and is practical. Therefore, this will be carried forward for further consideration as a complementary concept because of its expected application as a bypass of Wanatah as part of the Freeway primary concept only.</p> <p>A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p>
Mobility Safety	3	Obviously the town still needs ways to cross 30 to turn west or east. Reducing the number of intersections would have minimal effect on the community and adding deceleration lanes would help. Part of the problem to be quite blunt is even if you increase speed limit to 55 or 60 the cars will then travel over 70 as they do now. I travel east along this route every day and the speeds these drivers- mostly out of state - is out of control. The limited resources of the state and county patrols limits enforcing the law.	11/14/2023	<p>The Add or Lengthen Turn Lanes (Left or Right) concept addresses all the identified needs on US 30 and is practical. Therefore, this will be carried forward for further consideration as a primary concept. The Speed Management concept would not address any of the identified needs but is practical. Therefore, the speed management concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives. Improving safety and meeting the mobility needs of residents, businesses, and service providers in the study area – which includes both the ability to access US 30 and cross-highway connectivity – were two of the identified purposes of the study, and will be considered during each level of screening.</p>
Overall US 30 Corridor Mobility	4	Thank you for letting me comment. I am glad that you are looking forward to developing new routes. With the continue amount of traffic, we need to be proactive. Thank you.	11/14/2023	<p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p>

				Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Overall US 30 Corridor	5	SR 49 between US 30 and the Indiana Toll Road should have been included in the study. As part of what should be a Fort Wayne to Chicago freeway/tollway, the interchanges at US 30 and the Toll Road should be improved accordingly, and SR 49 should be upgraded to a full freeway in this segment.	11/14/2023	Thank you for your comments. The ProPEL US30 West study area includes US 30 from SR49 to Beech Road and US 31 from US 30 to CR 700 N and our study is limited to these areas. The study area was established based largely on stakeholder and public input. As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need for the ProPEL US30 West study area only were evaluated.
Overall US 30 Corridor Mobility Safety	6	Do not close any more county road intersections to US 31 and US 30 than absolutely necessary. Besides major inconveniences, closed access delays emergency response times... especially to communities served from Plymouth that are east of US 31 and north of US 30 in Marshall County. Not just the extra driving time it would take, but having to stop and think about how to get across the highways the quickest way is an added burden not needed when seconds matter. Plymouth is close to both highways, and so has to cover large areas across both US 31 and US 30.	11/14/2023	This comment mentions closing county roads, access disruption, emergency response times, and safe crossing of the US 30 and US 31 highways. The Universe of Alternatives (Level 1) Screening Report identifies practical alternative improvement concepts that meet the purpose and need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts. The Access Management concept addresses most of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies. Additionally, improving roadway safety for all users and meeting the mobility needs of residents, businesses, and service providers (including mobility across US 30 and 31) were two of the identified purposes of the study, and will be considered during each level of screening.
Overall US 30 Corridor Mobility Safety	7	Having traveled this highway many, many times over a 40 year span, it has become more and more unsafe. I believe the only alternative is to make it a 4 lane highway with limited access (ie. Hwy 69 65, etc). Around cities like Plymouth, Warsaw, Columbia City, Valparaiso, etc, there would be access roads for business. Outside of cities, limited access offramps. With the traffic today, and what will be there in the future, this is yhe beat use of dollars moving forward. This is a needed corridor for travel and shipments. This should have been done years ago.	11/14/2023	At this time, no decisions have been made about the future of US 30, and no projects related to the PEL study have been funded by INDOT. As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address a majority of study area transportation needs and was advanced to the Level 2 screening for further analysis. A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 and US 31 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening. Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Mobility Safety	8	From truckers perspective, there sure are hundreds of persons in passenger vehicles on the phone while driving. Not sure how a law can make them put them down. Plus , several passenger vehicles are speeding past the trucks . Also, putting all trucks in the tight lane just bunches up empty trucks along	11/14/2023	Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 and US 31 by reducing the number and severity of crashes in the study area.

		<p>with all the heavy loads. Making traffic turning off on a road shouldn't have to turn, get out of the way and get in the right lane to turn.</p>		<p>The analysis also indicated that no additional roadway capacity (i.e., additional travel lanes) is required on US 30 within the 2045 planning horizon of the study. Therefore, adding travel lanes for the entirety of the study area was eliminated from further consideration as part of the Universe of Alternatives (Level 1) Screening Report.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. The public will have opportunities to comment at each of the three steps within the alternatives analysis process. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
<p>Overall US 30 Corridor Mobility Bike and Pedestrian Economic Development Environmental Universe of Alternatives</p>	<p>9</p>	<p>Absolutely nothing needs to be done or added. Everything is fine the way it is. As a multi-generational lifelong resident of Wanatah, I can confidently say adding in any type of freeway or bypass would kill our town. Every resident that I've spoken to does not want this. Many are completely unaware due to the lack of reliable internet. Our older residents are not served or underserved when it comes to technological advancements. We need to be worried about focusing our time and efforts into our public library and schools. A freeway and bypass would disrupt and disturb the flow of our town. It would increase crime and it would push out community members. My family has been here since the early 1900s and we've seen many things come and go. This is not something that needs to come. It is not going to increase economic development. It will only increase a lack of safety and comfort for our citizens. I have family members who are concerned that a bypass and/or freeway would go through their home displacing them. How can we think the displacement of a family that's been here for over a century is okay? I don't want to raise my children next to a freeway. I don't want to work next to a freeway. We don't need bike lanes. We don't need any more pedestrian crossing. There's no reason why a pedestrian would need to cross the intersection at 421 and 30. I want to know who this is going to benefit directly in our town. I don't care about the benefits of the state. I want you to put a face and a name to this.</p>	<p>11/14/2023</p>	<p>At this time, no decisions have been made about the future of US 30, and no projects related to the PEL study have been funded by INDOT.</p> <p>The Level 1 screening process considered 55 transportation improvement concepts, including the No-Build concept, for the ProPEL US 30 West study area. These concepts were qualitatively evaluated against the study area purpose and need and evaluated for practicality. The No-Build Alternative does not address any of the identified needs; however, it is required to be considered in the PEL study, as well as any subsequent environmental reviews conducted in accordance with the NEPA. Therefore, this alternative will be carried forward for further consideration in the PEL study and will serve as a baseline for comparison to build alternatives.</p> <p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address all of the study area transportation needs and was advanced to the Level 2 screening for further analysis. The Bypass concept addresses one of the identified needs, is neutral on one, and is practical. Therefore, this will be carried forward for further consideration as a complementary concept because of its expected application as a bypass of Wanatah as part of the Freeway (Limited Access) primary concept only.</p> <p>A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>Bike/Pedestrian Facilities would add multi-modal improvements to the study corridors and would improve safety for all users by accommodating these non-motorized users outside of the vehicle travel lanes in urban areas. The introduction of these facilities would also improve access to, from, and across US 30 for pedestrians. The Bike and Pedestrian Facilities concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.</p>

Safety	10	I believe you must first address the condition of Highway 30. It is in need of repaving. Two years ago the State repaved the on/off ramp at 35/30 on the west side, but never touch the east side. The east side is in horrible condition, but all they try to do is a little patching. This is one area that really needs to be repaired to improve the safety of entering and exiting Highway 30. I notified the State Representative for Starke County, but he has not accomplished anything towards getting this repair done.	11/14/2023	The ProPEL US 30 West study team has documented your comments regarding the pavement condition of the ramps at the US 30 and US 35 interchange and it has been entered into the official study record. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at US 35. The ProPEL US 30 West study team has identified that in certain areas the existing medians, bridges, and interchange ramps throughout the corridor are substandard. Therefore, addressing roadway deficiencies, including improve interchanges with substandard ramps and improving substandard median widths is part of the Purpose and Need developed for the study and concepts that address these needs will continue to be studied moving forward. In addition, projects to perform maintenance and preservation of existing INDOT assets were not postponed due to the PEL studies. Information pertaining to asset conditions that is collected by the ProPEL US 30 West study team will be shared with INDOT District Asset Management staff.
Overall US 30 Corridor	11	Look at Texas road building	11/15/2023	The ProPEL US 30 West study team has documented your comment and it has been entered into the study record. At this time, no decisions have been made about the future of US 30, and no projects related to the PEL study have been funded by INDOT. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Overall US 30 Corridor	12	Turn lanes for all right hand turns. To avoid people slamming in their brakes at 60+ mph.	11/15/2023	Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. Several at-grade intersections in the study corridor do not provide dedicated left- and/or right-turn lanes on US 30 at intersections with local roadways. The Add or Lengthen Turn Lanes concept would provide turn lanes where they do not exist or increase deceleration lengths where the lanes are present – which would reduce the speed differential between US 30 through traffic and turning vehicles. Adding turn lane(s) at unsignalized intersections is one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. This alternative concept for increasing safety also improves access from US 30 and reduces delay to through traffic. The Add or Lengthen Turn Lanes (Left or Right) concept addresses all the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Mobility	13	Fre flow looks the best	11/15/2023	As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address a majority of study area transportation needs and was advanced to the Level 2 screening for further analysis. A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections] could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access

				<p>management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	14	I would like to meet with a ProPEL representative at my home.	11/15/2023	A study team representative will contact you to discuss your concerns.
Mobility Safety Bike and Pedestrian		The priority of INDOT should be improving mobility for vulnerable road users and safety of roadways. It is shameful that INDOT has chosen to forego public transportation alternatives yet again. In their absence, INDOT should prioritize safety and connectivity, adding overpasses over railways, adding buffered sidewalks or multi-use paths near towns, and eliminating conflict points by investing in Complete Street Frontage Roads.	11/15/2023	<p>Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area.</p> <p>The Public Transportation concepts considered by the PEL study (demand-based services, bus transit, passenger rail) address the Regional and Statewide Mobility need of the study corridor, however implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and these concepts will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail or bus transit by others within the study area.</p> <p>Bike/Pedestrian Facilities would add multi-modal improvements to the study corridors and would improve safety for all users by accommodating these non-motorized users outside of the vehicle travel lanes in urban areas. The introduction of these facilities would also improve access to, from, and across US 30 for pedestrians. The Bike and Pedestrian Facilities concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.</p>
Overall US 30 Corridor	15	Leave 30 alone	11/16/2023	<p>The Level 1 screening process considered 55 transportation improvement concepts, including the No-Build concept, for the ProPEL US 30 West study area. These concepts were qualitatively evaluated against the study area purpose and need and evaluated for practicality. The No-Build Alternative does not address any of the identified needs; however, it is required to be considered in the PEL study, as well as any subsequent environmental reviews conducted in accordance with the NEPA. Therefore, this alternative will be carried forward for further consideration in the PEL study and will serve as a baseline for comparison to build alternatives.</p> <p>You are encouraged to stay engaged as the study moves forward. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	16	There should be a direct highway from the Amazon facility at US 30 and Flaugh Road directly to the toll road off of highway 49. US 30 has become a parking lot of semi trucks from Ft Wayne to 49. Amazon ha dramatically increased this problem.	11/17/2023	The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at SR and Flaugh Road.

Overall US 30 Corridor Safety	17	If the speed limit would be enforced, the safety would be first and foremost. I live in Wanatah and the traffic flies down US30 daily. Maybe a police group of 10 officers would be effective in the speed limit and safety of people along US30. Cost, make every ticket written a hefty fine and it goes directly to the dedicated police force. It would be win win as the road would be safer with reduced speed and the policing would be self supportive. Not to mention the people that have to pull out onto US30 could be safer and not be scared to death every time we go to work and not have to guess how fast these auto's are traveling.	11/17/2023	<p>Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area.</p> <p>Speed data along US 30 in the study corridor indicates that traffic typically operates at or above the posted speed limit. Speed enforcement can provide an effective means of reducing speed differentials in the study corridor. This can lead to fewer crashes and fewer instances of red light running. Red-light running enforcement frequently uses monitoring systems to detect and issue violations to red light runners. Red light running on a high-speed arterial like US 30 or US 31 frequently lead to severe crashes with fatalities and incapacitating injuries. Automated forms of speed and red-light running enforcement are technologically available for use but require approval by the Indiana legislature.</p> <p>The Enforcement concept would reduce speed differentials, particularly through intersections and provide an effective crash reduction measure to the study corridor to improve safety for all users. The enforcement concept meets one study area need but implementation is outside the control of INDOT and would require actions on the part of others. Therefore, practicality cannot be fully assessed. For these reasons, enforcement will not be carried forward for further consideration in the alternatives development and screening process. INDOT will continue to coordinate with the appropriate agency/entity to share information, including public input received during the study.</p>
Safety Universe of Alternatives	18	maintain access for Hanna. What happens to RR? trucks are hitting trains.	11/18/2023	<p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area, including the Hannah area, will be evaluated in the Level 3 alternatives screening.</p> <p>There are two at-grade railroad crossings along US 30 within the study area. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts, including Railroad Crossing Improvements, that meet the Purpose and Need for the study to be carried forward for additional evaluation. The Railroad crossing improvements would modify existing at-grade railroad crossings of US 30 or US 31 by improving sight distances, installing new active warning signals, or grade separating the crossing with an overpass/underpass bridge. This concept may also include adding an auxiliary lane outside the through traffic lanes for vehicles required to stop at railroad crossings when trains are not present, such as buses and semi-trucks. Such auxiliary lanes would also require adequate deceleration and acceleration tapers, as well as marking and signing tailored to the location. The Railroad Crossing Improvements concept addresses two of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	19	taking of land, need access to cell tower, had to move farm for US 30 in 1960, don't want to do it again.	11/18/2023	The ProPEL US 30 West study team has documented your comment and it has been entered into the study record. At this time, no decisions have been made about the future of US 30, and no projects related to the PEL study have been funded by INDOT.
Safety	20	Turning off of 30 going west there is only a safe turnoff before the RR tracks going into Hanna safely to get to 1375 S. into the country roads. 450 W has no safe turn-off going to southern country roads. the 600 crossroad on 30 has no safe turn off. one has to get on the berm to safely get off 30 to keep from	11/18/2023	The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at CR 1375 S, CR 450 W, CR 600, CR 200 or SR 39.

		being rear-ended by other vehicles through the turn signal. A possible stop signal/light at 200 and 30. Decrease speed prior to light and after light. Decrease of speed at 30 and 39 prior to light after light. Flashing overhead lights during fog that cross this intersection.		As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including US 30 at CR 1375 S, CR 450 W, CR 600, CR 200 or SR 39. The public will have opportunities to comment at each of the three steps within the alternatives analysis process. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Mobility	21	Please review the impact that any traffic design considerations would have on Hensler Nursery in Hamlet. Improve access to Oregon-Davis school, CR 700 is an issue	11/18/2023	The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 and CR 700. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including US 30 and CR 700. The public will have opportunities to comment at each of the three steps within the alternatives analysis process. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Safety	22	I have a major safety concern at the traffic light at the intersection of US 30 & N 250 W. The North & South bound traffic lights have no green arrow lights for left hand turns, causing dangerous confusion for motorist entering at this busy interction. Another issue at this intersection are semi-trucks that are constantly going thru the red light on the east & west bound lanes.	11/18/2023	The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 and CR N 250 W. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including US 30 and CR N 250 W. The public will have opportunities to comment at each of the three steps within the alternatives analysis process. Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Safety	23	2 main concerns. The intersection of US 31 and SR 10 in Argos. Very dangerous especially during school hours. Dangerous for students who need to cross US31. Second concern is the intersection of US30 and Queen road. Truckers blow the red light daily on US 30. Also a dangerous intersection.	11/18/2023	The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at Queen Road or US 31 at SR 10. There are currently four (4) individually programmed INDOT projects that are located along US 31 within the US 30 West PEL study area and that are advancing through project development independent of the PEL study. The projects include: <ul style="list-style-type: none"> • US 31 at SR 10 – New Interchange (Des. No. 1802052) • US 31 from SR 110 to SR 10 – Access Control (Des. No. 2200482) • US 31 at SR 110 – New Interchange (Des. No. 2200483) • US 31 at CR 700 N – New Bridge (Overpass) (Des. No. 2200484) Each of the projects are included in the INDOT 2022-2026 State Transportation Improvement Program (STIP) and are programmed for construction in 2027. Most programmed projects located within the US 30 West PEL study area were postponed pending the conclusion of the PEL study, however, due to safety concerns at these locations, these projects were determined to be individually important enough to continue design and development independent of the PEL study. Because projects are already programmed at these locations, the PEL study will not analyze the US31 intersections with SR10, SR110, or CR700 or evaluate the access between these intersections. However, the US30 West

				<p>PEL study will consider the improvements planned at these locations and overall corridor recommendations resulting from the PEL study will factor in these future projects.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including US 30 at Queen Road or US 31. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Safety	24	keep access to 600 N for students to cross for school. need to have turn lanes going north and south as we only have a turn lane coming from the west. This is a dangerous intersection, especially on school days.	11/18/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at CR 600 N.</p> <p>The ProPEL US 30 West study has identified corridor access and safety on US 30 as study needs. The Add or Lengthen Turn Lanes (Left or Right) concept addresses all the identified needs and is practical and will be carried forward for further consideration as a primary concept. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including US 30 at CR 600 N. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor Mobility Safety	25	I would like to see a turn-off lane to access 1350s from the west! Slowing down traffic would be a big plus. I am concerned about the size of this project, will it be taking additional land? How will it affect towns (Hanna and Wanatah)? This highway is already a fast drug route from Chicago to Ft. Wayne - do we really want to make it a more desirable route for them?	11/18/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at CR 1350 S.</p> <p>The Add or Lengthen Turn Lanes (Left or Right) concept addresses all the identified needs and is practical and will be carried forward for further consideration as a primary concept.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including US 30 at CR 1350 S. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Safety		We would be fine closing off 1100 E N of US30 in Grovertown Speeding is an issue	11/18/2023	<p>The ProPEL US 30 West study team has documented your comments regarding the CR 1100 E intersection and it has been entered into the official study record.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at CR 1100 E.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area. Potential alternatives at secondary intersections will be analyzed as part of the Level</p>

				<p>3 screening. CR 1100 E is a secondary intersection and will therefore be evaluated as part of the Level 3 screening. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	26	I think US 30 needs repairs and some roadside rest stops. I travel to Ohio a lot. Having 2 lanes beats 4 lanes any day! Even in the most snowy weather, one lane is always open! We have so many farmers that 4 lane freeway makes no sense. Just have more upkeep on US30. If I'm sleeping on my way to Ohio, I can tell when I hit Ohio without opening my eyes. Trying to find a rest stop is impossible. Thank you for letting me comment on this. Since all my family is in Ohio, this will affect me a lot. My mother is 83 and I do make this drive a lot!	11/18/2023	<p>The study team has noted your comment regarding the rest stops in the study area. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. Adding rest stops to the study corridor would not meet the Purpose and Need that has been identified for the ProPEL US 30 West study area, which can be reviewed at www.propelUS30.com.</p>
Overall US 30 Corridor Mobility Safety Economic Development Environmental Universe of Alternatives	27	Passenger rail service will parallel US 30 between Valparaiso and the Indiana/Ohio state line. It is unwise to dismiss passenger rail as unrelated to this study and eventual project. Passenger rail service on the rail line next to US 30 now used by the Chicago, Fort Wayne and Eastern RR will reduce vehicle traffic on the highway and thus improve safety for motorists and will also reduce wear and tear on the highway road surface. Reduced wear and tear of vehicles on the highway will cut road maintenance costs saving lots of revenue for INDOT and Indiana state government. Passenger rail service on this parallel line to US 30 west should be included in planning and funding by INDOT for US 30 West and US 30 East as the prudent thing to do in advance rather than paying much more later after the highway work is done.	11/19/2023	<p>The Passenger Rail concept addresses the Regional and Statewide Mobility need of the study corridor; however, implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and this concept will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail by others within the study area.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Economic Development Environmental Universe of Alternatives	28	How-a-bout using that ex-Pennsylvania railway line that is parallel to US 30 and make it high-speed rail? Or would this be against the American Exceptionalism? The INDOT is already complaining that there is a drain on the trust fund because of lower gasoline use to fund what the state already has, and now you want to build more? This is economic development from the 1950's.	11/24/2023	<p>The Passenger Rail concept addresses the Regional and Statewide Mobility need of the study corridor; however, implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and this concept will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail by others within the study area.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor Mobility Safety Economic Development Environmental Universe of Alternatives		Hello, I believe that any solution that removes the stoplights will work as this cause drivers to perform an immediate stop and make sometimes poor errors. Which can lead to accidents or possibly even fatal accidents. This will remove the majority of the conflicts points and issues that drivers are facing when driving on US 30 and reduce the number of accidents. Also this will improve congestion and make travel faster, safer, and flow much better. Thanks	11/28/2023	<p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address a majority of study area transportation needs and was advanced to the Level 2 screening for further analysis.</p> <p>A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address</p>

				<p>safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
	29	I would still like for someone to come to my property to look at critical egress issues. My cell is 219-608-9545. Thank-you.	11/28/2023	A study team representative will contact you to discuss the egress issues.
Overall US 30 Corridor Safety Environmental	30	Please consider reinstating a train route from Ft. Wayne to Chicago. I regularly drive from North Manchester to Dune Park in order to catch the South Shore into Chicago (free parking, more trains than South Bend). I would be SO happy to board a train in Warsaw or Ft. Wayne and the whole world would be safer as my eyes get older.	12/01/2023	<p>The Passenger Rail concept addresses the Regional and Statewide Mobility need of the study corridor; however, implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and this concept will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail by others within the study area.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor Environmental	31	Let's get a train to run between Fort Wayne and Chicago. That would reduce vehicle traffic on US 30.	12/01/2023	The Passenger Rail concept addresses the Regional and Statewide Mobility need of the study corridor; however, implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and this concept will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail by others within the study area.
Universe of Alternatives	32	<p>Must be overpass or exchange at 110 & 10. 10 must be high priority. Make it easier to turn on S. Michigan & US 31. Overpass or exchange US 30 & Oak - must be overpass so no one stops to cross 30. Need 30 & 31 to be limited access like between Lapaz and South Bend. Regarding UofA - no J turns, wants advanced warning for light changes.</p> <p>More cameras needed at Oak and 30.</p>	12/02/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts including US 30 and Oak Road.</p> <p>There are currently four (4) individually programmed INDOT projects that are located along US 31 within the US 30 West PEL study area and that are advancing through project development independent of the PEL study. The projects include:</p> <ul style="list-style-type: none"> • US 31 at SR 10 – New Interchange (Des. No. 1802052)

				<ul style="list-style-type: none"> • US 31 from SR 110 to SR 10 – Access Control (Des. No. 2200482) • US 31 at SR 110 – New Interchange (Des. No. 2200483) • US 31 at CR 700 N – New Bridge (Overpass) (Des. No. 2200484) <p>Each of the projects are included in the INDOT 2022-2026 State Transportation Improvement Program (STIP) and are programmed for construction in 2027. Most programmed projects located within the US 30 West PEL study area were postponed pending the conclusion of the PEL study, however, due to safety concerns at these locations, these projects were determined to be individually important enough to continue design and development independent of the PEL study. Because projects are already programmed at these locations, the PEL study will not analyze the US31 intersections with SR10, SR110, or CR700 or evaluate the access between these intersections. However, the US30 West PEL study will consider the improvements planned at these locations and overall recommendations resulting from the PEL study will factor in these future projects.</p> <p>Both signalized and unsignalized improvements will be carried forward for further analysis in the Level 2 Screening. "J-turns" are one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs) and are one example of unsignalized intersection improvements. For the ProPEL US 31 South study area, unsignalized intersection improvements (including RCIs) would address a majority of the identified transportation needs. As a result, this improvement concept was advanced to the Level 2 screening for further analysis.</p>
Mobility Universe of Alternatives	33	Access to Donaldson: It makes more sense to put an overpass over US 30 on Union Rd. Linolnway can already be deemed an access road from the west county line road (Starke/Marshall) to Plymouth. A more suitable spot for a cloverleaf or ramp would be at that county line. It's only less than a mile from the county line to Union. I know the convent (Center at Donaldson, Marian College) has been/will be given priority as to what they want but at the rate things are going there, it probably won't be functioning at the same capacity in 10-15 years. The local residents will.	12/02/2023	<p>The ProPEL US 30 West study team has documented your comments regarding Donaldson and they have been entered into the official study record.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area. Secondary intersections, including County Line Road, Lincolnway, and Union Road as well as access between intersections will be analyzed as part of the Level 3 screening. Access to Donaldson will be evaluated as part of the Level 3 screening. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Safety Universe of Alternatives	34	Concern at Pilot Truckstop - A stoplight on 30 is needed because of congestion; there is a 3-way stop concerning King Rd; a sign for semis not to block the intersection (King Rd) is not visible enough and is ignored; a line of semis watch only for greenlight and just proceed. This hinders traffic wanting to get off and go left, the question is who has the right of way at a 3 way stop. Another concern with Cloverleaf of 30&31; the short distance between off and on ramps causes crisscrossing of traffic; hard to merge in thru traffic.	12/02/2023	<p>The ProPEL US 30 West study team has documented your comments regarding the Pilot Truckstop and the US30/US31 cloverleaf interchange and they have been entered into the official study record.</p> <p>The ProPEL US 30 West has analyzed the existing interchange geometry within the study area and found that interchange ramp acceleration and deceleration area lengths do not appear to meet current INDOT standards. This is the case at the US 30 and US 31 interchange, as is documented in the ProPEL US 30 West Existing Conditions Report. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including access at the US 30 & King Road intersection (Pilot Truckstop) and the US30/US31 interchange. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office</p>

				hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Safety Universe of Alternatives	35	Please address the 31 and SR 10 situation as soon as possible. I was the Argos clerk treasure from Jan 1, 1992 to July 22, 1998, and worked to get Casey's and McDonalds to locate here. But the only land available for McDonald's to locate in Argos was at 10&31 and realized it was dangerous because of this hill on 31. Extra lane for buses to pull to the right of the RR tracks to save money.	12/02/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts.</p> <p>There are currently four (4) individually programmed INDOT projects that are located along US 31 within the US 30 West PEL study area and that are advancing through project development independent of the PEL study. The projects include:</p> <ul style="list-style-type: none"> • US 31 at SR 10 – New Interchange (Des. No. 1802052) • US 31 from SR 110 to SR 10 – Access Control (Des. No. 2200482) • US 31 at SR 110 – New Interchange (Des. No. 2200483) • US 31 at CR 700 N – New Bridge (Overpass) (Des. No. 2200484) <p>Each of the projects are included in the INDOT 2022-2026 State Transportation Improvement Program (STIP) and are programmed for construction in 2027. Most programmed projects located within the US 30 West PEL study area were postponed pending the conclusion of the PEL study; however, due to safety concerns at these locations, these projects were determined to be individually important enough to continue design and development independent of the PEL study. Because projects are already programmed at these locations, the PEL study will not analyze the US31 intersections with SR10, SR110, or CR700 or evaluate the access between these intersections. However, the US30 West PEL study will consider the improvements planned at these locations and overall corridor recommendations resulting from the PEL study will factor in these future projects.</p>
Mobility	36	Country Road 20B to be closed or an overpass over 31	12/02/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including at CR 20B.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area. All secondary intersections, such as CR 20 B, will be analyzed as part of the Level 3 screening. The public will have opportunities to comment at each of the three steps within the alternatives analysis process</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Mobility	37	Address 10&31 and 110&31. The amount of AG trucks that 31 & 110	12/02/2023	<p>This comment mentions specific improvements at US 31/SR 10 and US 31/SR110. The <i>Universe of Alternatives (Level 1) Screening Memorandum</i> identifies practical alternative improvement concepts that meet the purpose and need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts.</p> <p>There are currently four (4) individually programmed INDOT projects that are located along US 31 within the US 30 West PEL study area and that are advancing through project development independent of the PEL study. The projects include:</p> <ul style="list-style-type: none"> • US 31 at SR 10 – New Interchange (Des. No. 1802052) • US 31 from SR 110 to SR 10 – Access Control (Des. No. 2200482) • US 31 at SR 110 – New Interchange (Des. No. 2200483) • US 31 at CR 700 N – New Bridge (Overpass) (Des. No. 2200484)

				<p>Each of the projects are included in the INDOT 2022-2026 State Transportation Improvement Program (STIP) and are programmed for construction in 2027. Most programmed projects located within the US 30 West PEL study area were postponed pending the conclusion of the PEL study; however, due to safety concerns at these locations, these projects were determined to be individually important enough to continue design and development independent of the PEL study. Because projects are already programmed at these locations, the PEL study will not analyze the US31 intersections with SR10, SR110, or CR700 or evaluate the access between these intersections. However, the US30 West PEL study will consider the improvements planned at these locations and overall corridor recommendations resulting from the PEL study will factor in these future projects.</p>
Overall US 30 Corridor Mobility Safety Environmental Bike and Pedestrian		Bikes need to follow the rules of the road not be given special access or wasted empty lanes. Bike lanes are universally empty but bikers (bicycles not motorcycles) intrude on other traffic at disproportionate speeds and create a hazard to traffic. Catering to bicyclists is a waste of taxpayer money in a nod to environmentalists that will not be riding bikes on their designated paths.	12/02/2023	<p>Bike/Pedestrian Facilities would add multi-modal improvements to the study corridors and would improve safety for all users by accommodating these non-motorized users outside of the vehicle travel lanes in urban areas. The introduction of these facilities would also improve access to, from, and across US 30 and US 31 for pedestrians. The Bike and Pedestrian Facilities concept addresses one of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a complementary concept.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	38	Traffic has picked up on US30 Use 30 daily Was a schoolteacher who could leave school to get allergy shots but couldn't no longer make it First time commenting	12/04/2023	<p>Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area.</p> <p>The ProPEL US 30 West study team has also identified Regional and Statewide Mobility as a study need. Alternative concepts advancing through the screening process should improve operations to provide safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area. Almost half of all trips, and more than half of truck trips, travel all the way through, enter from, or exit out of the study area corridor.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor Bike and Pedestrian	39	I would love to see a passenger rail installed along U.S. 30. My parents are moving to Warsaw and I would use a train from Fort Wayne to their place (they could pick me up at the nearest stop).	12/06/2023	<p>The Passenger Rail concept addresses the Regional and Statewide Mobility need of the study corridor; however, implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed, and this concept will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail by others within the study area.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p>

				Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).
Overall US 30 Corridor	40	(I frequent US 30 as I have family in Starke County) General: . . 1) I believe US 30 should be limited-access, or at least traffic-signal free, between Valpo and Ft. Wayne. We need interchanges at various intersections particularly where there are currently three-color traffic signals (and eventually at SR 23 in Starke County). This is consistent with much of US 30 in Ohio. 2) Not every intersection which currently has a three-color traffic signal may be able to have an interchange (i.e. current at-grade intersections in Plymouth). How will that be handled? 3) Some of the current intersections (i.e at US 421, at SR 39, and at SR 23) have a nearby railroad track with parallels US 30. How will that be handled when making these interchanges? 4) Do any of the current interchanges (at SR 49, US 35, SR 17, US 31, and SR 331) need upgrading? 5) Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 6) How will access to local communities be addressed? . . Valparaiso: . . 1) Could the ramp from e/b US 30 to n/b SR 49 (which carries e/b SR 2) be converted into a fly-over ramp? . . Hamlet: . . 1) Would there be an interchange with CR 600 E.? Or would e/b US 30 traffic need to exit onto US 35 (2 miles away), and w/b traffic need to exit onto SR 23 (3 miles away) to get to Hamlet? . . Grovertown: . . 1) In order to build an interchange at SR 23 with US 30, would one of the alternatives be to "straighten" SR 23 (as there is a jog in the road both north and south of US 30)? Or would that have too negative of an impact on the community? 2) Are there above-average accident rates on SR 23 at both its east and west junctions with CR 500 N? . . Donaldson: 1) Would there be an interchange at Union Rd.? It would be 3-1/2 miles east of SR 23, and 5 miles west of Pioneer Dr. – two potential interchange locations. . . Plymouth: 1) Currently, there are three-color traffic signals at Queen Road/Old US 30, Pioneer Dr., and Oak Rd. – and existing interchanges at SR 17 and US 31. How will the access to Walmart and other shopping areas on Oak Rd. and Pioneer Dr. be handled? 2) Would it be feasible – or not feasible – to have an interchange either with Oak Dr. or with Pioneer Dr.? . . US 31 portion . . 1) I believe this segment of US 31 should be limited-access, or at least traffic-signal free. 2) Would there be a full interchange at SR 10, and at SR 110? 3) Would there be a partial interchange at Michigan Rd. south of Plymouth (north of 12B Rd.)? If feasible, my initial thought is to have access from s/b Michigan Rd. to s/b US 31, and a flyover ramp connecting n/b US 31 to n/b Michigan Rd. 4) Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 5) How will access to local communities and businesses be addressed?	12/06/2023	<p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address a majority of study area transportation needs and was advanced to the Level 2 screening for further analysis. A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the primary intersections mentioned in your comments (SR 23, US 421, SR 39, SR 49, US 35, SR 17, US 31, SR 331, CR 500 N, Queen Road, Pioneer Drive, Oak Road, SR 17, Michigan Road). The public will have opportunities to comment at each of the three steps within the alternatives analysis process. Secondary and all other intersections will be analyzed as part of the Level 3 screening.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Safety Economic Development Universe of Alternatives	41	I believe for a number of reasons, that connectivity has to be maintained between the old sections of 31/Michigan Road in the one-mile stretch currently overlaid by "new 31" between Argos and Plymouth. I also believe that a half-clover at Lincoln Highway and 31 must be considered to provide adequate access to the city of Plymouth and balance economic development for the area. As county historian, when can consulting parties expect to be provided a more thorough APE with historic resources that would be impacted as alternatives are physically drafted onto maps/roadways? It would seem that	12/07/2023	The ProPEL US 30 West study team has documented your comments regarding the connectivity between Michigan Road and US 31 and it has been entered into the official study record. A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 and US 31 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.

		the relationship between resources and alternatives should be better defined in the near future.		<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 31/Michigan Road between Argos and Plymouth.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the US 31/Michigan Road between Argos and Plymouth. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Because this is a Planning and Environment Linkages (PEL) planning study, a more thorough Area of Potential Effects (APE) will not be delineated as part of the study. Later, as improvement recommendations from the PEL study become INDOT-programmed projects, a full environmental review under the National Environmental Policy Act (NEPA) will be completed. The NEPA phase will include an assessment of historic and archaeological resources and impacts according to Section 106. A more detailed APE would be established under Section 106 during the NEPA phase, as appropriate.</p>
Overall US 30 Corridor Mobility Safety	42	In a word - Hwy 30 should be an interstate designed highway. Cloverleafs at major Hwy intersections - and all county roads either dead end or bridge over the Hwy.	12/07/2023	<p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address a majority of study area transportation needs and was advanced to the Level 2 screening for further analysis.</p> <p>A freeway may be designated an interstate if certain conditions are met; however, not all freeways are interstates. INDOT is not including or considering applying interstate design standards along the US 30 West study corridor. A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor	43	I recommend going either north or south of Columbia City and Warsaw similar to what was done at Peru, Rochester, and Kokomo	12/07/2023	Columbia City and Warsaw are part of the ProPEL US 30 East study area and this comment has been forwarded to the study team for consideration.
Mobility	44	The plan for a number of years has been to construct a new access road to connect Rt. 30 to Silhavy Rd. The stacking at the existing curves going to Silhavy Rd. is hard to deal with, especially during the holidays. I have seen stacking as long as ½ mile in length. My suggestion is to eliminate the curves and create a straight access road to Silhavy Rd. I will mail a picture of my	12/11/2023	<p>The ProPEL US 30 and US 31 studies are a "clean slate", and all options are under consideration. At this time, no decisions have been made about the future of US 30, and no projects related to the PEL study have been funded by INDOT.</p> <p>As part of the study process, previous plans and studies were collected and reviewed by the study team to provide a</p>

		<p>suggestion with a red line to Silhavy Rd. Also the existing curves accessing Silhavy are visible as they exist.</p>		<p>baseline of background information and knowledge.</p> <p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area. The public will have opportunities to comment at each of the three steps within the alternatives analysis process. Silhavy Road is located outside of (immediately west) of the ProPEL US 30 West study area and will not be analyzed as part of the study.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
<p>Overall US 30 Corridor Mobility Economic Development Environmental</p>	<p>45</p>	<p>The Indiana Department of Transportation is planning to upgrade U.S. 30 from the Ohio border to Valparaiso to an interstate-standard freeway. If U.S. 30 is fully upgraded to an interstate-standard freeway sometime in the future, the Indiana Department of Transportation should consider requesting an interstate designation. The most logical number to request is Future I-76. Future I-76 is the western extension of the existing I-76 that currently terminates at I-71 in Ohio. Future I-76 runs concurrent with I-71 south to U.S. 30 in Ohio. Future I-76 follows U.S. 30 through Ohio and Indiana to Valparaiso Indiana. There are two options to connect Future I-76 to I-80: a. Option A: Future I-76 follows IN 49 to the I-80/I-90 Indiana Toll-Road. b. Option B: Future I-76 runs on a new terrain route south of Gary Indiana and Chicago Illinois, connecting to I-80 west of Morris Illinois. At first it sounds like the cancelled Illiana Expressway, but the new terrain route is further south bypassing the Midewin National Tall Grass Prairie to avoid the environmental opposition that cancelled the Illiana Corridor project, Future I-76 could be the first "Future Interstate Historical Corridors" officially called the "Future I-76 Lincoln Independence Highway Corridor" commemorating the Lincoln Highway and the nation's independence in 1776. The U.S. Department of Transportation's Transportation Research Board in the 2018 report "Renewing the National Commitment to the Interstate Highway System: A Foundation for the Future" concluded the Interstate Highway system needs an additional 15,000 miles to increase the traffic capacity of the system in the 21st Century. Congress and the Federal Highway Administration need to create future interstate corridors that alleviate traffic congestion and foster economic growth, strategically located corridors in regional "gaps" in the interstate highway system to divert traffic in regions lacking interstate highway access. In the case of Future I-76, it would be a major traffic relief alternative to the I-80/I-90 corridor from Chicago to Cleveland. To achieve this vision of revitalized infrastructure that relieves traffic congestion and produces economic growth while at the same time reducing environmental impact, I propose studying the feasibility to build solar farms along the paths of these future interstate corridors as a means of producing revenue to fund the construction of these future highways from the excess electrical power not used for electric vehicle charging. The solar farms ensure the electric charging stations are independent of fossil fuel local utility</p>	<p>12/12/2023</p>	<p>At this time, no decisions have been made about the future of US 30, and no projects related to the PEL study have been funded by INDOT. As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. A freeway (free-flow facility with full control of access) would address a majority of study area transportation needs and was advanced to the Level 2 screening for further analysis. Please note that INDOT is not currently considering an interstate designation for the study corridor.</p> <p>A freeway is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control), expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>

		grids. Locating 640 acres of solar farms every 50 miles along just a 300-mile highway can produce \$1 billion per year that can be paid into the Federal Aid Highway Trust fund and state transportation departments based on an agreed cost share formula to pay for construct as soon as the routes are selected and approved in the Draft and Final Environmental studies.		
Economic Development Environmental Universe of Alternatives	46	I am director of the Marshall County Museum, working with the Marshall County Historical Society. We would like to support County Historian Kurt Garner's assessment about the need to maintain connectivity for the Michigan Road byway as a historic and cultural resource. As outlined in other communication, the highways are pivotal to the county's overall story and development over time. We explore this theme in our just renovated Historic Crossroads Center, a major visitor attraction which just underwent an 18-month grant-funded renovation.	12/13/2023	<p>The ProPEL US 30 West study team has documented your comments regarding the connectivity between Michigan Road and US 31 and it has been entered into the official study record. A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 and US 31 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 31/Michigan Road between Argos and Plymouth.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the US 31/Michigan Road between Argos and Plymouth. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p>
Overall US 30 Corridor Environmental	47	US30 at King Road is still an issue, a reminder of lots of issues when motorists and truckers never see it. multiple fatalities, it is a "trickbox" due to the truck stop. choices are limited and an interchange is not enough. 31 South of the interchange will they widen? There are drainage issues along US 31 caused by present US 31	12/16/2023	<p>The ProPEL US 30 West study team has documented your comments regarding the US 30 and King Road intersection and it has been entered into the official study record.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 30 at King Road or US 31 south of the US 30 interchange. For US 31, The Add Capacity to Movements concept was found to address two of the identified needs and is neutral for access, but is considered impractical as there is not an identified capacity issue at the existing interchange. Therefore, this will not be carried forward for further consideration.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the US 30 and King Road intersection The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Safety	48	ill crossing at 31 at 30/Plymouth Goshen intersection (sand and gravel). 9A & 31 also a problem if motorists are inattentive. A lot of people get hit there. Daughter was hit even w/a green light after an accident. Waiting for solutions for U of A reinforced desire to not have J Turns	12/16/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including at US 30 and Plymouth-Goshen Trail or US 31 and 9a Road.</p> <p>"J-turns" are one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs) and are one example of unsignalized intersection improvements. For the ProPEL US 30 West study area, unsignalized intersection improvements (including RCIs) would address a majority of the identified transportation needs. As a result, this improvement concept was advanced to the Level 2 screening for further analysis.</p>

				As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including at US 30 and Plymouth-Goshen Trail and US 31 and 9a Road. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.
Mobility	49	Divert the road to go north through field north of the Wanatah subdivision off of Condon Rd. There are open fields, make overpass for 1025 W and then on and off ramps for 421. Bypass Wanatah	12/16/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including at locations in Wanatah.</p> <p>The Bypass concept addresses one of the identified needs, is neutral on one, and is practical. Therefore, this will be carried forward for further consideration as a complementary concept because of its expected application as a bypass of Wanatah as part of the Freeway primary concept only.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the intersections in Wanatah. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p>
Overall US 30 Corridor	50	I own a 5 unit professional complex at 11576 W US Hwy 30, Wanatah. I would like to be able to keep my US 30 entrance and would benefit from a wider median.	12/16/2023	<p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including at locations in Wanatah.</p> <p>Median barriers are not present in the 50- to 60-foot grassy median on US 30 in the study corridor. There are sections where the medians are narrower in more urban sections of US 30 where there are more drives and local road approaches/crossings. The Median Safety Improvements concept would reduce the number and severity of opposite-direction crashes. Having additional median width would also provide more storage area within the median for trucks. Median improvements are one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. The Median Safety Improvements concept addresses most of the identified needs and is practical. Therefore, this will be carried forward for further consideration as a primary concept.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements, including those primary intersections in Wanatah. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p>
Mobility Safety	51	My biggest issue is speed and noise on Rt 30 in Wanatah. I live a block north of rt 30 off a access road condon. I would like to see traffic slowed down by adding a stop light west of me on 1100 N with the hopes of slowing down the traffic going east.	12/16/2023	<p>Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including at locations in Wanatah. Both signalized and unsignalized improvements were evaluated in the Level 1 screening, were found to meet enough of the study needs to advance to the Level 2 screening.</p> <p>The Level 1 screening evaluated Speed management as an alternative improvement concept. Speed management techniques include engineering countermeasures using pavement markings, signing, geometric changes, as well as permanent or temporary reductions to posted speed limits. Variable speed limits can be used to temporarily reduce speeds when demand is high and/or when congestion is present. The active speed limit is displayed to motorists using</p>

				<p>dynamic messaging signs and/or dynamic speed limit signs. Successful speed management techniques would be expected to reduce speed differentials, reduce the severity of rear end crashes, reduce red light running (in signalized areas) and maintain the smooth flow of traffic. For US 30, the Speed Management concept would not address any of the identified needs but is practical. Therefore, this concept will not be carried forward for further consideration as a primary or complementary concept but may be used as a design element in the alternatives.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the intersections in Wanatah. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>As part of the Level 3 screening, the ProPEL US 30 West study team will be analyzing potential alternative at all secondary intersections within the study area and will also evaluate access throughout the corridor. Therefore, CR 1100 N will be evaluated as part of Level 3.</p>
Mobility Safety	52	Wanatah Section - parallel limited access road. see attached. Thoughts: cannot improve in the current location. parallel rd idea - faster, safer. keep existing road for business and residential access. reduces noise for more concentrated residential I suggest three access points; 421, county ln., and 600. parallel rd. per the attached would not require taking houses.	12/16/2023	<p>Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team will evaluate alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including at locations in Wanatah.</p> <p>The ProPEL US 30 West team analyzed the Access Management concept as part of the Univerve of Alternatives screening and found that it would decrease the number of conflict points along US 30 in the study corridor and in doing so, increase safety and traffic flow along US 30. Connectivity to and across US 30 would be considered and consolidated and/or maintained using access management techniques or in combination with other concepts. Access management techniques are one of the safety countermeasures identified by INDOT as being effective in reducing roadway fatalities and serious injuries. Access Management was found to meet most of the identified needs and is practical, so will be carried forward for analysis in Level 2 and Level 3 screenings. During the Level 3 screening, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the intersections in Wanatah. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p>
Safety Economic Development Universe of Alternatives	53	I'm a co-founder and current president of the Historic Michigan Road Association (HMRA), which secured Historic Byway status for the Michigan Road in Indiana and promotes preservation and tourism along the route. This road intersects US 31 south of Plymouth and is in the study area. I see that many of the alternatives include no longer allowing Michigan Road to connect with US 31 on either side, citing driver safety. I certainly support driver safety, especially where Michigan Road meets US 31 -- for tourists following the Michigan Road, it is tricky to navigate this intersection. However, closing the Michigan Road at US 31 will make our byway discontinuous, and force people following the Michigan Road to detour significantly to return to the route. The	12/16/2023	<p>The ProPEL US 30 West study team has documented your comments regarding the connectivity between Michigan Road and US 31 and it has been entered into the official study record. A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 and US 31 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried</p>

		HMRA envisions regional tourism tours along the road, such as Rochester to South Bend, where tourists visit the towns along the way. Making the Michigan Road discontinuous at US 31 would harm such initiatives. We ask that alternatives be considered that allow the Michigan Road to remain continuous, such as by building a bridge to carry Michigan Road over US 31.		<p>forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 31/Michigan Road between Argos and Plymouth.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the US 31/Michigan Road between Argos and Plymouth. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Overall US 30 Corridor Mobility Environmental	54	Rail or at the very least buses must be used here. Highways are old tech and the most efficient transportation is bus and rail	12/21/2023	The Passenger Rail and Bus Transit concepts address the Regional and Statewide Mobility need of the study corridor; however, implementation is outside of INDOT's control and would require actions on the part of others. Therefore, practicality cannot fully be assessed and these concepts will not be carried forward for further consideration within the ProPEL study. Improvements considered as part of this study will not preclude the implementation and/or operation of passenger rail or bus transit by others within the study area.
Economic Development Universe of Alternatives	55	As a founding member and officer of the Historic Michigan Road Association, I would comment that any construction that derails travelers from experiencing close to the original route of the Michigan Road would be detrimental to our promotion of the Historic Byway. Severing the Byway route would be a blow to promotion of exploration of the Byway and the communities along the route.	12/22/2023	<p>The ProPEL US 30 West study team has documented your comments regarding the connectivity between Michigan Road and US 31 and it has been entered into the official study record. A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30 and US 31 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. As a result, the Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. It identifies practical alternative improvement concepts that meet the Purpose and Need for the study to be carried forward for additional evaluation. The document does not contain location-specific recommendations for any concepts, including US 31/Michigan Road between Argos and Plymouth.</p> <p>As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area, including the US 31/Michigan Road between Argos and Plymouth. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p>
Tribal Comments	56	This [study goals] does not seem to include any section with Tribal Resources in mind.		<p>As discussed in our meeting of July 17, 2023, INDOT is engaging Tribes early in the transportation planning process via the ProPEL US 30 and US 31 studies. These studies are being conducted in accordance with Planning and Environment Linkages (PEL) process authorities articulated in federal law.</p> <p>Although this is a planning process and is not yet a Section 106 undertaking, INDOT is following the intent of the 2017 MOU between FHWA, Indiana State Historic Preservation Office (IN SHPO), INDOT, and Tribal Nations to "involve the Tribes' cultural experts to a greater extent and at an early point" and to "devote the time and energy needed to identify relevant transportation problems threatening cultural resources important to Tribes." This coordination effort is also consistent with general considerations required for a PEL study process.</p> <p>In general, the purpose and need for each of the four study areas includes a goal focused on fiscal & environmental practicality. More specifically, this goal articulates an emphasis on providing fiscally responsible improvements, as well as avoidance/minimization of impacts to the human and natural environment. Although Tribal Resources are not specifically identified, they are certainly applicable and intended to be considered as part of this goal.</p>

				Due to the consideration outlined above, Tribal coordination and preservation of cultural resources considered important to Tribal Nations was not specifically articulated as a goal. We propose to update the language associated with the fiscal & environmental practicality goal for each study area to specifically refer to "...avoidance/minimization of impacts to the human and natural environment, including resources important to Tribal Nations."
Tribal Comments	57	I always like for things to be defined, what is an extraordinarily high cost?		<p>No specific threshold or definition was provided for the term "extraordinarily high cost". In general, INDOT compares the costs of an alternative against its potential benefits and impacts to determine whether something is practical or reasonable. Should INDOT decide that potential costs are "extraordinarily high" when compared against the potential benefits and impacts of other alternatives, they may decide that an alternative is no longer considered reasonable and, therefore, should be eliminated from further consideration.</p> <p>While nothing in the Universe of Alternatives (Level 1) screening reports was eliminated solely based on costs, it was identified as a contributing factor in some cases.</p> <p>Costs will remain an important consideration during the Level 2 and Level 3 screenings. This approach will enable INDOT to make an informed planning decision that considers all relevant factors associated with a potential alternative (i.e., costs, benefits, and impacts).</p> <p>Tribal Nations will be provided the Level 2 and Level 3 screening reports for review and comment.</p>
Tribal Comments	58	Do we get to help determine what is unacceptable?		<p>Tribal coordination is an important part of the ProPEL US 30 and US 31 studies. As part of this coordination, FHWA and INDOT would appreciate input from the Tribal Nations regarding potential concerns and whether unavoidable impacts to resources would be considered unacceptable. This will help us identify potential constraints and help us to proactively incorporate avoidance and/or minimization measures into the alternatives development and analysis.</p> <p>While PEL studies enable planning decisions to be carried forward into project development, it is important to note that Tribal consultation will continue to occur during the Section 106 and NEPA processes.</p>
Universe of Alternatives	59	<p>As Executive Director of the US 31 Coalition, I appreciate the opportunity to comment on the Universe of Alternatives document for the Propel 31 study. Given the length and the complexity of the corridor, we appreciate the time and attention given to the determining the best type of improvement for it. However, there are some general observations about the Alternatives documents (for both 31 North and 31 South) that I would like to submit.</p> <p>When considering the practicality of the improvement type, there are several perspectives I would like to offer:</p> <p>1. It is stated that (regarding a freeway improvement), "Although this concept could require extraordinarily high costs for implementation and may create severe socioeconomic and/or environmental impacts, additional information is required to fully assess its practicality." There are two issues with this statement – first is the "extraordinarily" high costs for a freeway. The descriptor is subjective and doesn't consider the cost-benefit ratio that can be achieved with a freeway. Studies have shown that the most realistic CBI for a freeway US 31 is 4.83 (discounted at 3%). While it is true that the components of an interchange cost more than other solutions, it is not "extraordinarily" high considering the growth that is taking place in the corridor.</p> <p>Second, the "severe socioeconomic and/or environmental impacts" comment does not consider the impacts that exist today with an unreliable road that has tremendous safety challenges. The reality is that population and employment are a challenge in some un-improved US 31 corridor counties, but a study has shown that the construction of a freeway road is consequential for rural and rural transitional counties by reversing the negative or stagnant growth rates.</p>	12/27/2023	<p>In the Universe of Alternatives (Level 1) screening report, no specific threshold or definition was provided for the term "extraordinarily high cost". In general, INDOT compares the costs of an alternative against its potential benefits and impacts to determine whether something is practical or reasonable. Should INDOT decide that potential costs are "extraordinarily high" when compared against the potential benefits and impacts of other alternatives, they may decide that an alternative is no longer considered reasonable and, therefore, should be eliminated from further consideration. While nothing in the Universe of Alternatives (Level 1) screening reports was eliminated solely based on costs, it was identified as a contributing factor in some cases. Costs will remain an important consideration during the Level 2 and Level 3 screenings. This approach will enable INDOT to make an informed planning decision that considers all relevant factors associated with a potential alternative (i.e., costs, benefits, and impacts). Socioeconomic and environmental constraints have been and will continue to be considered throughout the study.</p> <p>The ProPEL US 30 and US 31 studies are a "clean slate", and all options are under consideration. At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT.</p> <p>As part of the study process, previous plans and studies were collected and reviewed by the study team to provide a baseline of background information and knowledge.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing ProPEL US 31 PEL study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p>

		<p>The “severe” socioeconomic impacts are already occurring, in part, because of lack of confidence in the current transportation network. But we’ve already seen the impacts of a freeway attracting tremendous economic development with the new electric vehicle battery plants locating in Howard and St. Joseph Counties and the supplier plants locating nearby. With a US 31 freeway, the growth is assured throughout the corridor. Furthermore, the counties along the US 31 corridor have spent years working on their comprehensive plans to ensure that a freeway will improve safety and reliability and blend seamlessly into their communities, making sure that any negative impacts are minimized. The Universe of Alternatives document, and in particular, this portion of it, should fully incorporate the local plans to assess the viability of a freeway</p>		<p>As part of the Universe of Alternatives (Level 1) screening, all potential solutions that address the Purpose and Need were evaluated. The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p> <p>Please continue to check the website to stay informed about the study. Upcoming public meetings, community office hours, and additional study information will be posted on the study website when it is available (www.propelUS30.com).</p>
Universe of Alternatives	60	<p>2. The comment on practicality, “Considered to be rational and not excessive given the needs of the corridor?” is not the best measure to use in this circumstance. While the Department certainly want to determine if a project choice is “overbuild”, I would argue that an “under build” is just as problematic. Freight tonnage and miles have more than doubled in the corridor between 2011-2021 and the Indiana Multimodal Freight Plan Update projects another increase of at least 50% in freight tonnage by 2045. In addition, the US 31 corridor is identified as a critical mobility corridor in at least three INDOT reports. Simplifying the solution to wait for another day will not serve this corridor well.</p>	12/27/2023	<p>Practicality (i.e., reasonableness) is an important consideration for PEL and any subsequent NEPA studies. Typically, a screening process involves identifying a broad range of potential alternatives and then applying a standard set of evaluation criteria to eliminate alternatives that do not meet the purpose and need or are otherwise found to be unreasonable. Even if an alternative meets or potentially meets the purpose and need, it can still be rejected as unreasonable based on one or more other factors, including environmental impacts, engineering, and cost, as well as limited ability to meet the purpose and need. Stakeholder and public engagement are also an important part of the study process and help determine what alternatives move forward.</p> <p>The ProPEL US 30 and US 31 studies are evaluating existing and projected (i.e., year 2045) roadway operating conditions. The year 2045 traffic projections were generated by a traffic model created specifically for the ProPEL US 30 and US 31 studies (PEL studies model). The PEL studies model was created by taking INDOT’s statewide model, which is a state-of-the-art traffic model used to predict traffic throughout the state and adding more detail around US 30 and US 31. The enhancements included adding local roads, calibrating the model based on traffic counts at over 350 locations, and accounting for future land development. This model helps us understand current traffic volumes and how traffic will increase in the future on US 31.</p>
Universe of Alternatives	61	<p>3. I would like to point out that INDOT has already found that US 31 in Tipton County should be a limited access roadway according to the 2020 study performed by the Department. In addition, several other locations on US 31 have been designated as interchange locations in recent years (SR18 and Business 31 in Miami County, for example). These studies have already shown that the benefit of the limited access/underpass/overpass improvement is the correct solution, with the benefit outweighing any concerns. I hope that these will be updated accordingly moving into the 2nd screening.</p> <p>As freeway improvements have been made in four of the counties in the seven-county corridor, the Coalition is very concerned about maintained driver consistency and expectations. Having a mixture of solutions in different areas will lead to driver confusion and serve as an impediment to the commercial vehicle intensive industries that are locating or looking for opportunities to locate in the corridor. In just the last two years, there has been an investment of over \$9b in Howard and St. Joseph Counties for electric vehicle battery plants, with numerous suppliers locating nearby. Leadership in the state has predicting that this investment will triple over the next several years, in</p>	12/27/2023	<p>The ProPEL US 30 and US 31 studies are a “clean slate”, and all options are under consideration. At this time, no decisions have been made about the future of US 31, and no projects related to the PEL study have been funded by INDOT.</p> <p>As part of the study process, previous plans and studies were collected and reviewed by the study team to provide a baseline of background information and knowledge.</p> <p>A freeway (free flow facility with full control of access) is a specific facility type that could be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document (e.g., Access Management, Convert to Interchange, Underpass/Overpass). Other facility types (e.g., free flow with no or partial access control, expressway [i.e., no direct residential driveway connections]) could also be created by combining multiple improvement concepts identified in this Universe of Alternatives screening document in different ways. These facility types would provide a range of options to address safety, mobility, and access needs in the study area. A major defining characteristic of facility type is the level of access management. In future screening(s) for the PEL study, INDOT will develop and evaluate a range of access management approaches for roadway sections in the study area to better understand costs, benefits, and impacts of different access management strategies.</p> <p>A common theme of the public comments received to date (including those received during the Universe of Alternatives screening comment period) is that maintaining local access to/from US 30/31 (i.e., alternatives with less access control) is important and should be considered as part of the PEL study. The Level 2 alternatives screening will focus on Primary Intersection improvements. The options for potential facility types in the US 30 West study area will be evaluated in the Level 3 alternatives screening.</p> <p>Public feedback is critical to the success of the study and your comment, along with other public and stakeholder input, will help to inform the next step in the alternatives analysis process. All of the suggestions which arise from the ongoing</p>

		<p>addition to the other types of facilities that have located here in the last several years. The heavy vehicle traffic from these facilities will be interacting with the existing traffic by 2027, and having a reliable and predictable freeway is imperative for the safety of the drivers. Thank you for the opportunity to comment on the Universe of Alternatives document. Don't hesitate to let me know if you have any questions about any of the data presented here.</p>	<p>ProPEL 30 West study are holistically considered by a team of engineers, traffic and environmental planners, and other industry professionals to include considerations for safety, mobility, impacts to the environment, and future economic development.</p> <p>Maximizing the safety of our roads is a priority for INDOT. Driver expectation is a factor that affects safety and will be considered as part of the PEL studies.</p> <p>Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the ProPEL US 30 West Existing Transportation Conditions Report, which is available on the study website (https://propelus30.com/30doctrinary/).</p> <p>The Universe of Alternatives (Level 1) screening was the first step in a three-step alternatives evaluation process. As part of the Level 2 screening, the ProPEL US 30 West study team will be analyzing potential alternatives at all primary intersections within the study area. The public will have opportunities to comment at each of the three steps within the alternatives analysis process.</p>
Tribal Comments	62	<p>This [study goals] does not seem to include any section with Tribal Resources in mind.</p>	<p>As discussed in our meeting of July 17, 2023, INDOT is engaging Tribes early in the transportation planning process via the ProPEL US 30 and US 31 studies. These studies are being conducted in accordance with Planning and Environment Linkages (PEL) process authorities articulated in federal law.</p> <p>Although this is a planning process and is not yet a Section 106 undertaking, INDOT is following the intent of the 2017 MOU between FHWA, Indiana State Historic Preservation Office (IN SHPO), INDOT, and Tribal Nations to “involve the Tribes’ cultural experts to a greater extent and at an early point” and to “devote the time and energy needed to identify relevant transportation problems threatening cultural resources important to Tribes.” This coordination effort is also consistent with general considerations required for a PEL study process.</p> <p>In general, the purpose and need for each of the four study areas includes a goal focused on fiscal & environmental practicality. More specifically, this goal articulates an emphasis on providing fiscally responsible improvements, as well as avoidance/minimization of impacts to the human and natural environment. Although Tribal Resources are not specifically identified, they are certainly applicable and intended to be considered as part of this goal.</p> <p>Due to the consideration outlined above, Tribal coordination and preservation of cultural resources considered important to Tribal Nations was not specifically articulated as a goal. We propose to update the language associated with the fiscal & environmental practicality goal for each study area to specifically refer to “...avoidance/minimization of impacts to the human and natural environment, including resources important to Tribal Nations.”</p>
Tribal Comments	63	<p>I always like for things to be defined, what is an extraordinarily high cost?</p>	<p>No specific threshold or definition was provided for the term “extraordinarily high cost”. In general, INDOT compares the costs of an alternative against its potential benefits and impacts to determine whether something is practical or reasonable. Should INDOT decide that potential costs are “extraordinarily high” when compared against the potential benefits and impacts of other alternatives, they may decide that an alternative is no longer considered reasonable and, therefore, should be eliminated from further consideration.</p> <p>While nothing in the Universe of Alternatives (Level 1) screening reports was eliminated solely based on costs, it was identified as a contributing factor in some cases.</p> <p>Costs will remain an important consideration during the Level 2 and Level 3 screenings. This approach will enable INDOT to make an informed planning decision that considers all relevant factors associated with a potential alternative (i.e., costs, benefits, and impacts).</p>

				Tribal Nations will be provided the Level 2 and Level 3 screening reports for review and comment.
Tribal Comments	64	Do we get to help determine what is unacceptable?		<p>Tribal coordination is an important part of the ProPEL US 30 and US 31 studies. As part of this coordination, FHWA and INDOT would appreciate input from the Tribal Nations regarding potential concerns and whether unavoidable impacts to resources would be considered unacceptable. This will help us identify potential constraints and help us to proactively incorporate avoidance and/or minimization measures into the alternatives development and analysis.</p> <p>While PEL studies enable planning decisions to be carried forward into project development, it is important to note that Tribal consultation will continue to occur during the Section 106 and NEPA processes.</p>

