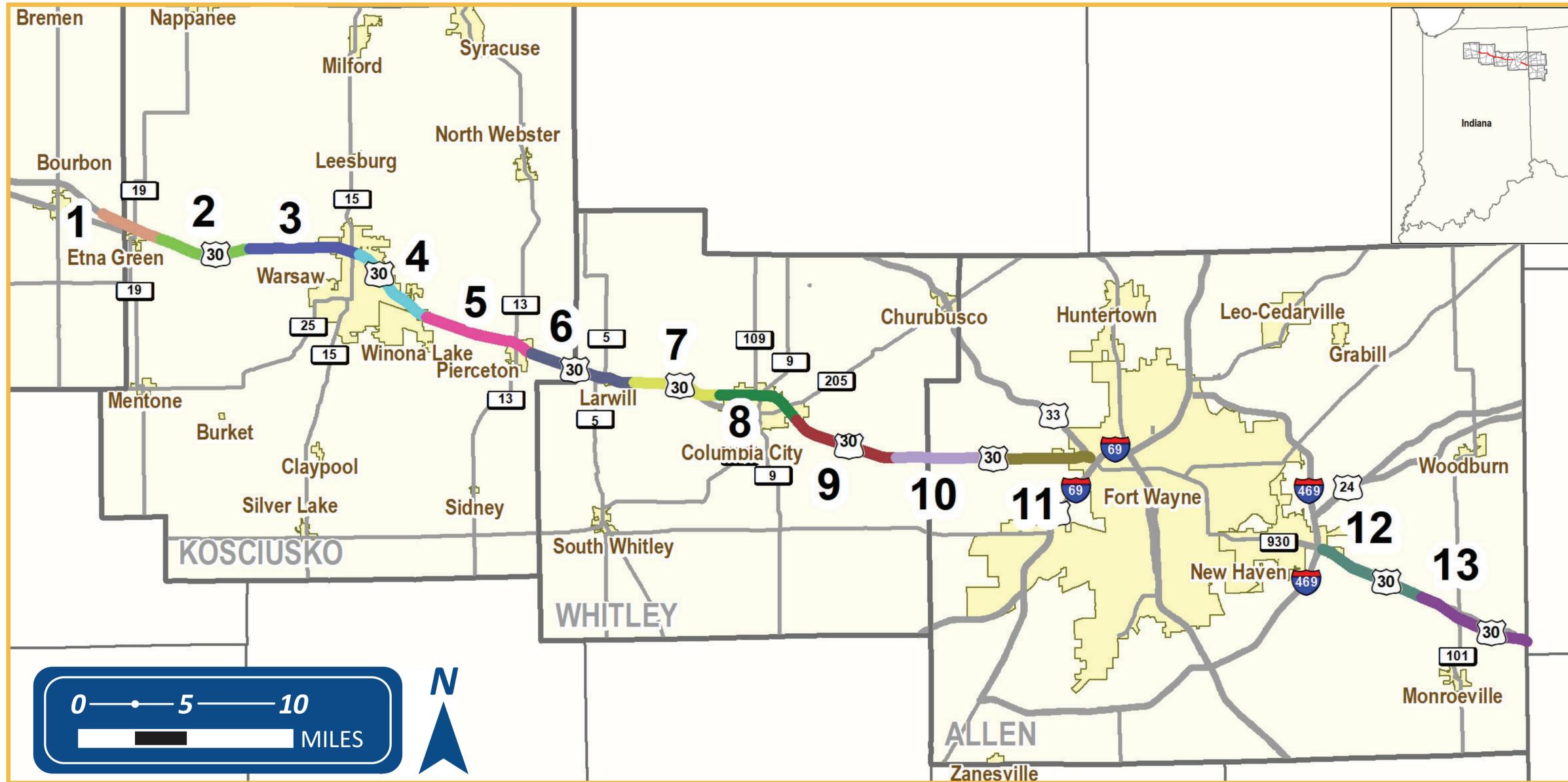


# PLANNING SEGMENTS MAP



- |                                 |                              |                                  |                                    |                                |
|---------------------------------|------------------------------|----------------------------------|------------------------------------|--------------------------------|
| <b>1</b> Etna Green • 3 mi.     | <b>4</b> Warsaw • 4.4 mi.    | <b>7</b> Whitley West • 4.1 mi.  | <b>10</b> Steel Dynamics • 4.8 mi. | <b>13</b> Allen East • 5.4 mi. |
| <b>2</b> Hoffman Lake • 4.3 mi. | <b>5</b> Pierceton • 5.2 mi. | <b>8</b> Columbia City • 4.1 mi. | <b>11</b> Allen West • 4.2 mi.     |                                |
| <b>3</b> Warsaw West • 5.2 mi.  | <b>6</b> Larwill • 5.0 mi.   | <b>9</b> Whitley East • 5.1 mi.  | <b>12</b> New Haven • 5.2 mi.      |                                |



# WHAT ARE PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDIES?



PEL studies inform agency transportation investment decisions through community, environmental, and economic goals.

PEL studies develop, analyze, and screen potential solutions in a way that promotes efficiencies.

## PEL Benefits

Gives flexibility to agencies

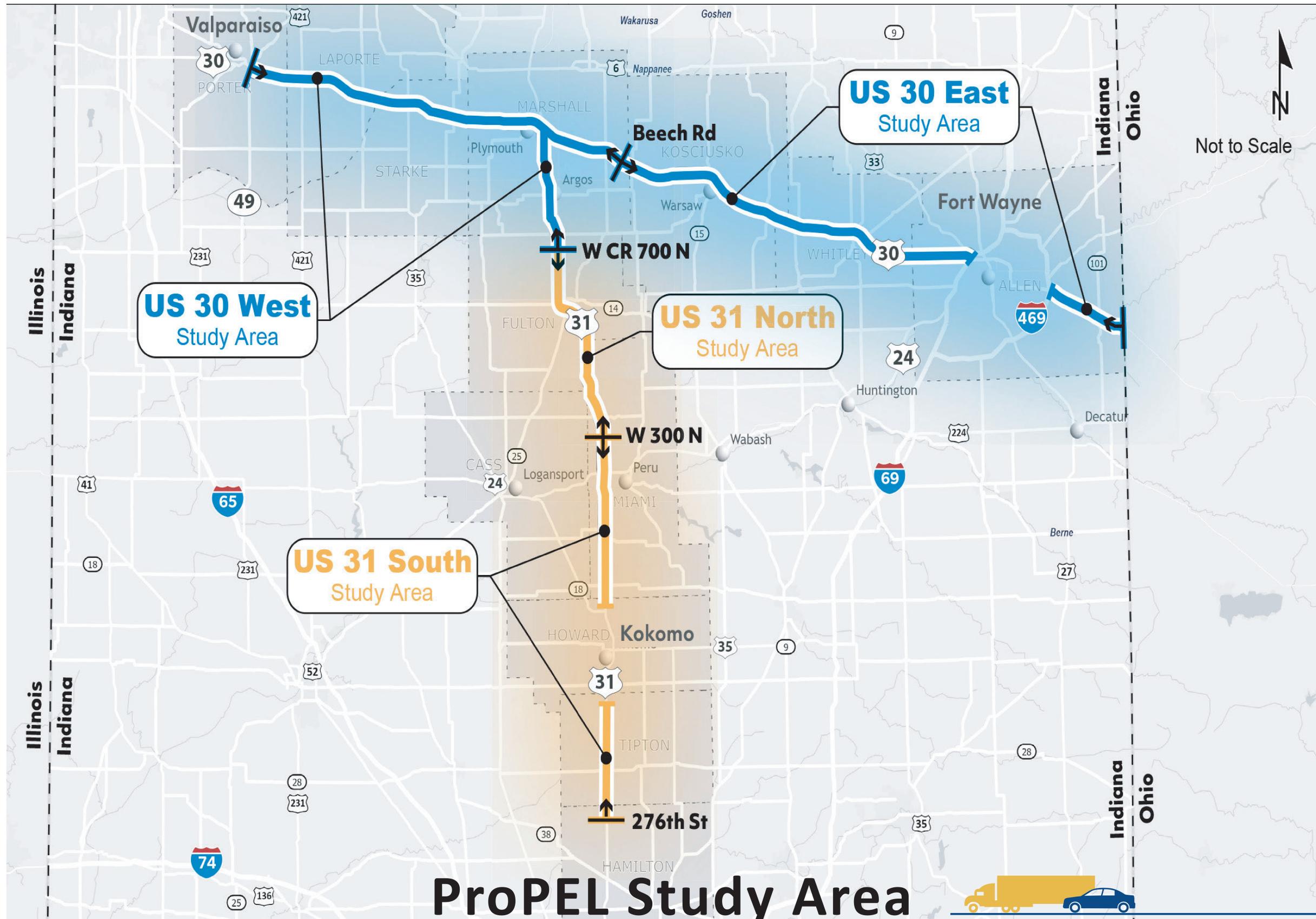
Encourages early, meaningful public engagement

Promotes environmental stewardship

Identifies potential future transportation investments



# US 30 East



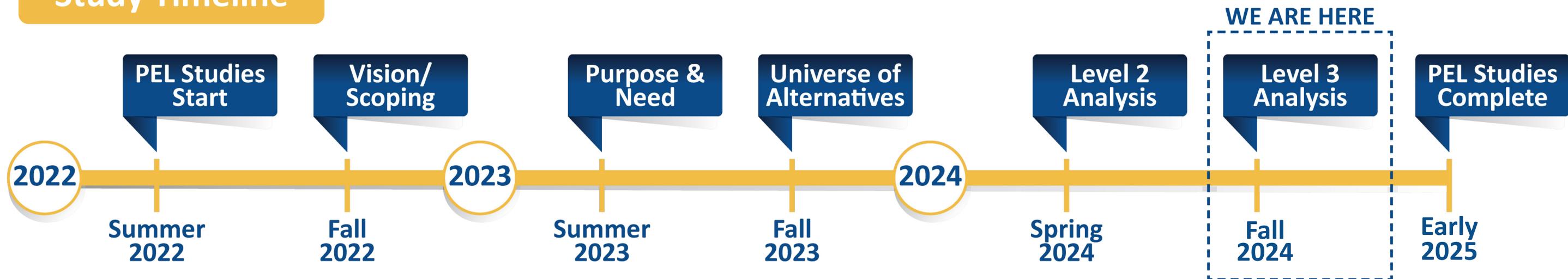
**TOGETHER  
WE CAN  
PROPEL  
INDIANA  
FORWARD**



# PROPEL US 30 EAST STUDY

- 🕒 The ProPEL US 30 East Study helps INDOT to better understand local communities' transportation needs and examines mobility, safety, economic development, land use, environmental impacts, and other factors along the study area.
- 🗣️ Feedback from the public is vital to the study—Tell us your thoughts about the future of US 30.

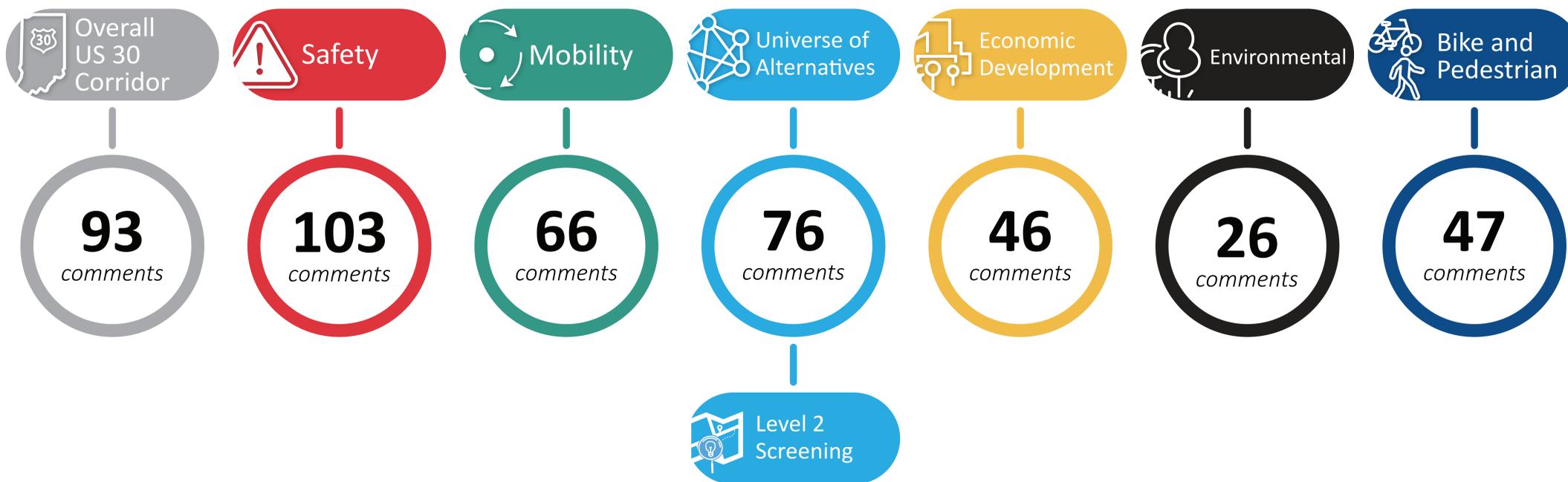
## Study Timeline



# WHAT WE'VE HEARD

## Comment Category Breakdown

The US 30 East study team received 457 comments from the public during the first two phases of the alternatives screening process—the Universe of Alternatives and Level 2 screening.



Does our gathered feedback align with your experience traveling US 30?



You can also write your ideas directly on the maps on the table!



# COMMENT ON THE DRAFT LEVEL 3 SCREENING REPORT

## PROPEL US 30 EAST PUBLIC INFORMATION MEETING



Tell us what you like or dislike about the alternative packages.

Scan the QR code or visit the link to provide input for the study:  
[bit.ly/ProPELUS30EastComment](https://bit.ly/ProPELUS30EastComment)

# PURPOSE AND NEED

## ○ *STUDY PURPOSE* ○

The study's purpose is to further enhance US 30's role as a primary passenger and commerce corridor across northern Indiana by identifying future transportation improvements that address the following **needs**:

- Improve roadway **safety** in the corridor for all users
- Improve mobility needs for local users along and across the corridor
- Enhance the **efficiency and reliability** of US 30 as a regional and statewide corridor

# STUDY GOALS

*For US 30 East, the identified transportation improvements should strive to meet the following identified goals:*



## **Equity In Transportation**

→ Provide equitable access and mobility for traditionally underserved communities.



## **Economic Development**

→ Provide transportation infrastructure to support local economies and economic development goals.



## **Multimodal Access & Connections**

→ Accommodate non-vehicular modes of travel in and crossing the study corridor.



## **Emerging Technologies**

→ Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.



## **Fiscal & Environmental Practicality**

→ Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.

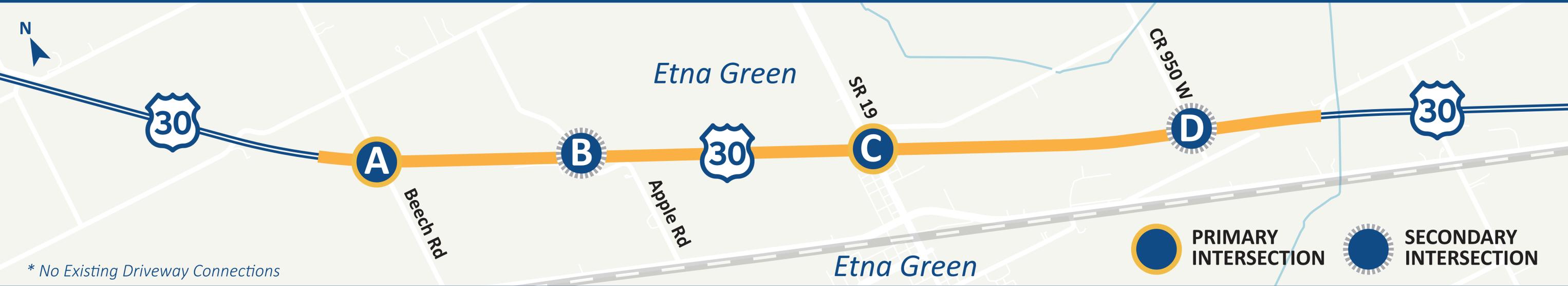


## **Driver Expectations**

→ Enhance transitions and provide consistent driver expectations between rural and urban segments of US 30 East.

# LEVEL 3 SCREENING: Packages of Improvements

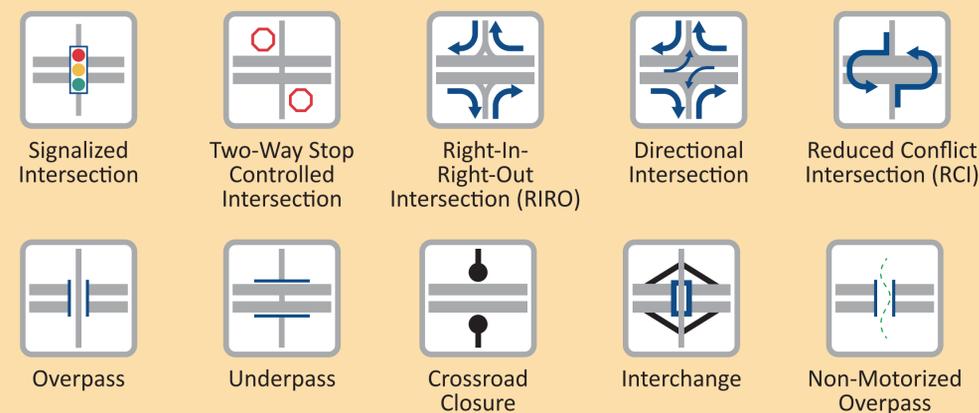
## US 30 East | Planning Segment 1: Etna Green



### INTERSECTION PACKAGES

	<b>A</b> Beech Rd	<b>B</b> Apple Rd	<b>C</b> SR 19	<b>D</b> CR 950W
<b>NO BUILD</b> ARTERIAL* Non-Free Flow				
<b>1</b> ARTERIAL Free Flow				
<b>2</b> EXPRESSWAY Free Flow				
<b>3</b> EXPRESSWAY Free Flow				
<b>4</b> FREEWAY Free Flow				

### INTERSECTION TYPES



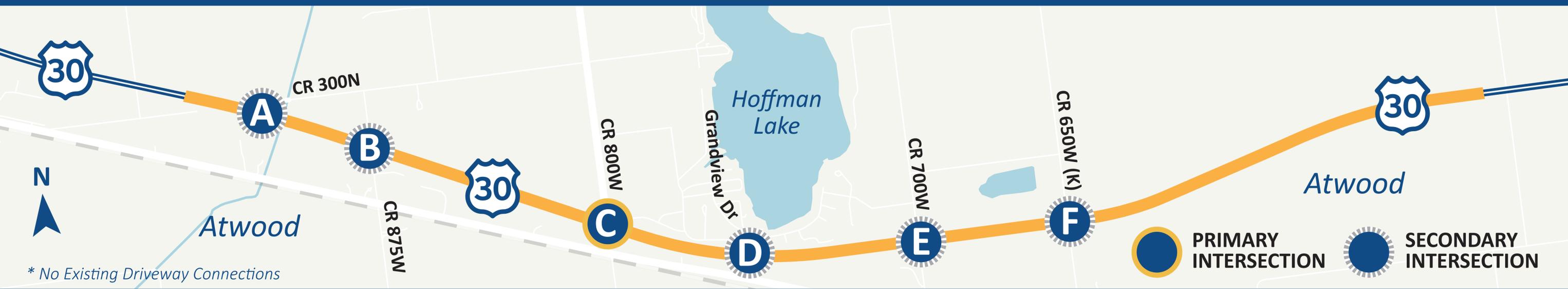
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 2: Hoffman Lake



\* No Existing Driveway Connections

### INTERSECTION PACKAGES

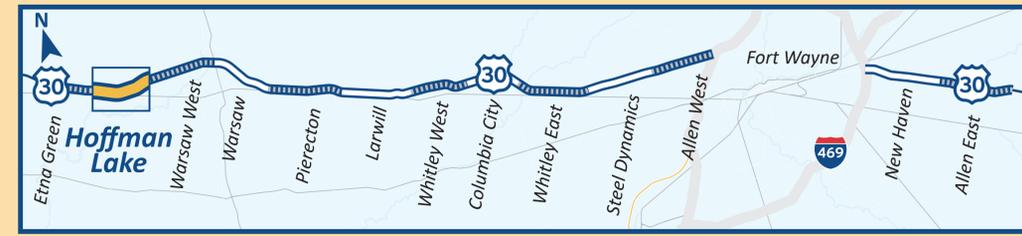
	A CR 300N	B CR 875W	C CR 800W	D Grandview Dr	E CR 700W	F CR 650W (K)
<b>EXISTING ARTERIAL*</b> Free Flow						
<b>1 ARTERIAL</b> Free Flow						
<b>2 EXPRESSWAY</b> Free Flow						
<b>3 EXPRESSWAY</b> Free Flow						
<b>4 FREEWAY</b> Free Flow						

### INTERSECTION TYPES

Reduced Conflict Intersection (RCI)	One-Way Stop Controlled Intersection	Two-Way Stop Controlled Intersection	Crossroad Closure	Interchange
Right-In-Right-Out Intersection (RIRO)	Right-In-Right-Out Intersection (RIRO)	Directional Intersection	Overpass	

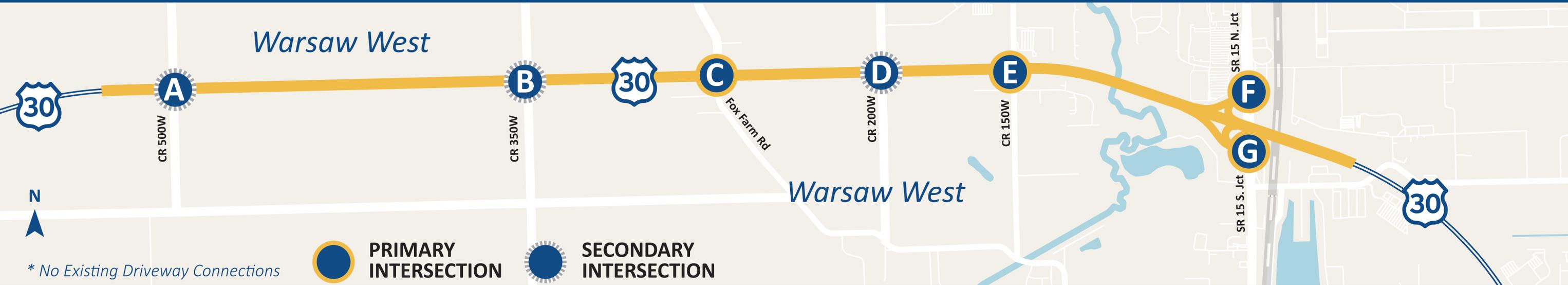
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 3: Warsaw West



### INTERSECTION PACKAGES

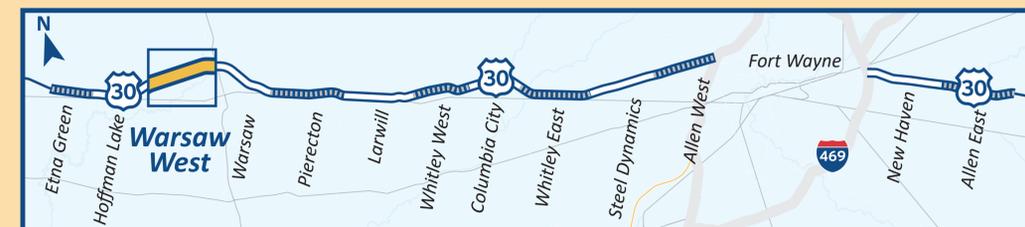
	A CR 500W	B CR 350W	C Fox Farm Rd	D CR 200W	E CR 150W	SR15	F SR 15 N. Jct	G SR 15 S. Jct
<b>NO BUILD</b> ARTERIAL* Non-Free Flow								
<b>1</b> ARTERIAL Non-Free Flow								
<b>2</b> ARTERIAL Free Flow								
<b>3</b> EXPRESSWAY Free Flow								
<b>4</b> FREEWAY Free Flow								

### INTERSECTION TYPES

Two-Way Stop Controlled Intersection	Signalized Intersection	Restricted Crossing U-Turn Intersection (RCUT)	Right-In-Right-Out Intersection (RIRO)	Reduced Conflict Intersection (RCI)
Overpass	Crossroad Closure	Roundabout	Interchange	Directional Intersection

### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 4: Warsaw



PRIMARY INTERSECTION SECONDARY INTERSECTION

### INTERSECTION PACKAGES

	A	B	C	D	E	F	G	H	I	J
	Anchorage Dr	Meijer Dr	Springhill Dr	Parker St	Center St	Old US 30	Commerce Dr West	Commerce Dr Orthopedic Dr	Circle Dr	CR 250 E
<b>NO BUILD</b> ARTERIAL <i>Non-Free Flow</i>										
<b>1</b> ARTERIAL <i>Non-Free Flow</i>										
<b>2</b> ARTERIAL <i>Non-Free Flow</i>										
<b>3</b> EXPRESSWAY LITE <i>Free Flow</i>										
<b>4</b> EXPRESSWAY <i>Free Flow</i>										
<b>5</b> Freeway/ Frontage Roads <i>Free Flow</i>										
<b>6</b> FREEWAY <i>Free Flow</i>										

### INTERSECTION TYPES

Signalized Intersection	Signalized Green-T	C-D/Frontage Roads	Roundabout	Roundabout Interchange	Two-Way Stop Controlled Intersection
Restricted Crossing U-Turn Intersection (RCUT)	Right-In-Right-Out Intersection (RIRO)	Right-In-Right-Out Intersection (RIRO)	Reduced Conflict Intersection (RCI)	Quadrant Interchange	Overpass
Boulevard Left	Crossroad Closure	Crossroad Closure	Interchange	1/2 Interchange	Underpass

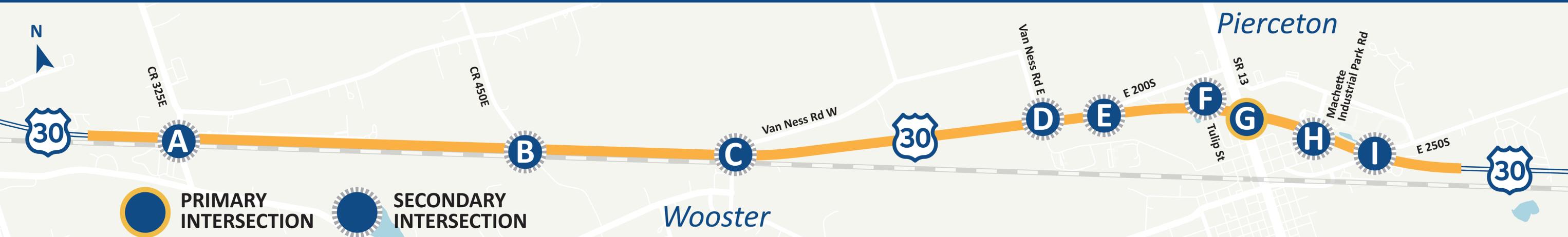
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

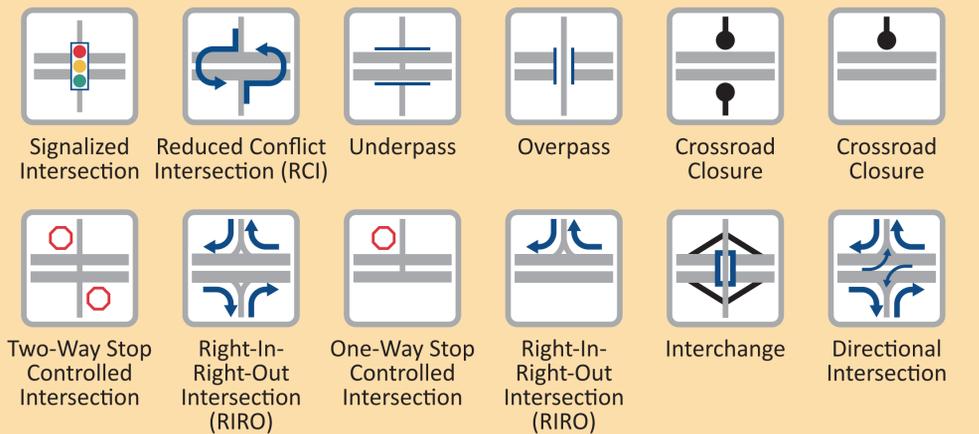
## US 30 East | Planning Segment 5: Pierceton



### INTERSECTION PACKAGES

	A CR 325E	B CR 450E	C Van Ness Rd W	D Van Ness Rd E	E CR 200S	F Tulip St	G SR 13	H Matchette Industrial Park Rd	I CR 250S
<b>NO BUILD</b> ARTERIAL Non-Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>1</b> ARTERIAL Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>2</b> ARTERIAL Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>3</b> EXPRESSWAY LITE Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>4</b> EXPRESSWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>5</b> FREEWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]

### INTERSECTION TYPES



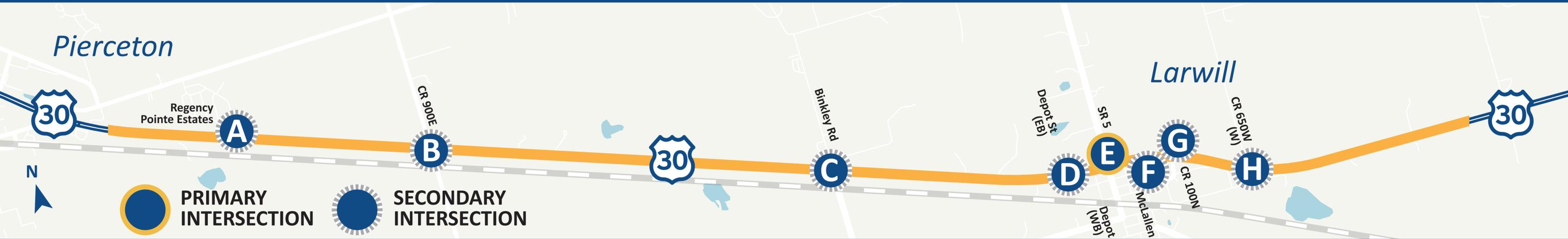
### ACCESS CONTROL METHODS

- MINIMAL** (Green dashed line): Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL** (Blue dashed line): Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL** (Grey dashed line): RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL** (Brown solid line): No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL** (Red solid line): No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

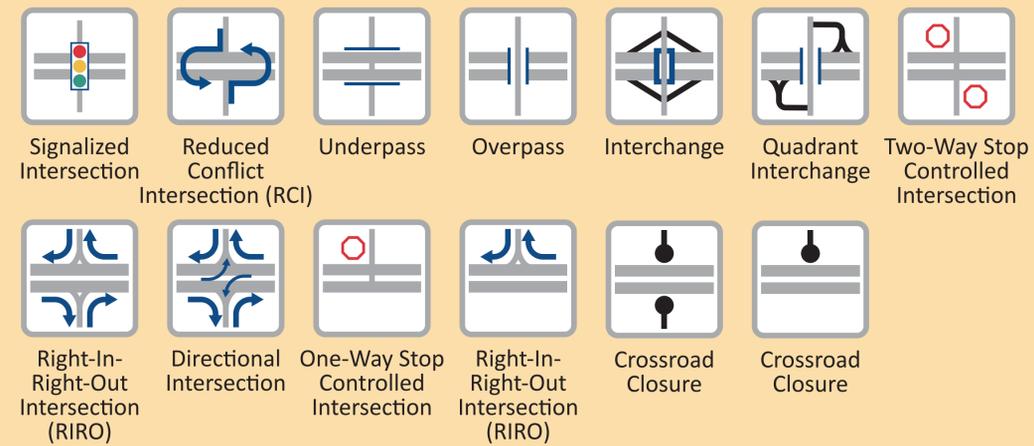
## US 30 East | Planning Segment 6: Larwill



### INTERSECTION PACKAGES

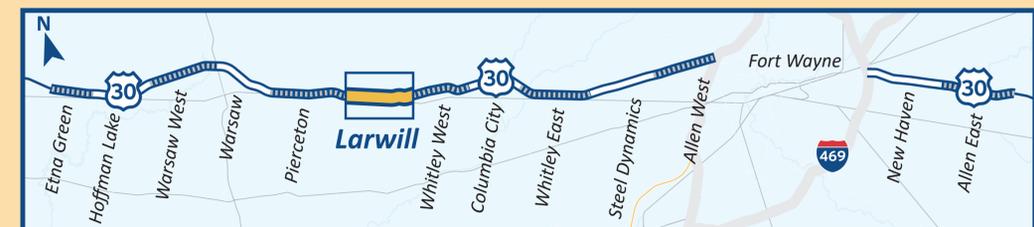
	A	B	C	D	E	F	G	H
	Regency Pointe Estates	CR 900E	Binkley Rd	Depot St	SR 5	McLallen St	CR 100N	CR 650W (W)
<b>NO BUILD</b> ARTERIAL Non-Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>1</b> ARTERIAL Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>2</b> ARTERIAL Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>3</b> EXPRESSWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>4</b> EXPRESSWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>5</b> FREEWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]

### INTERSECTION TYPES



### ACCESS CONTROL METHODS

- MINIMAL** (Dotted green line): Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL** (Dotted blue line): Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL** (Dashed grey line): RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL** (Solid grey line): No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL** (Solid red line): No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

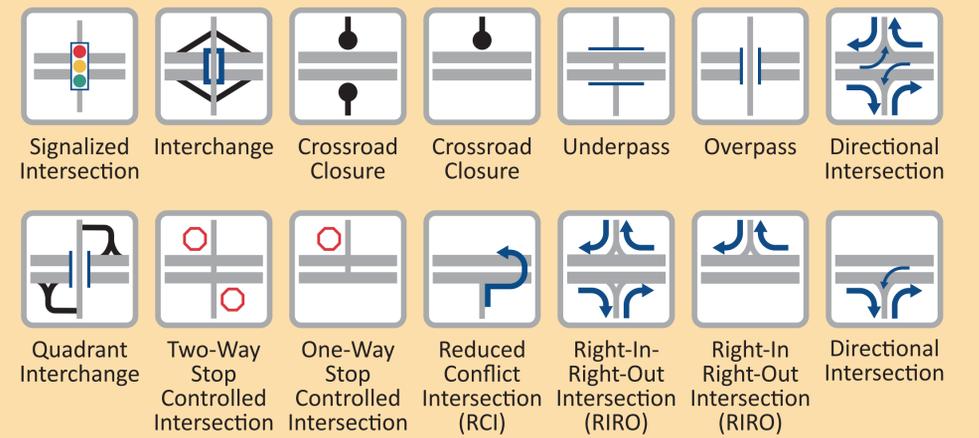
## US 30 East | Planning Segment 7: Whitley West



### INTERSECTION PACKAGES

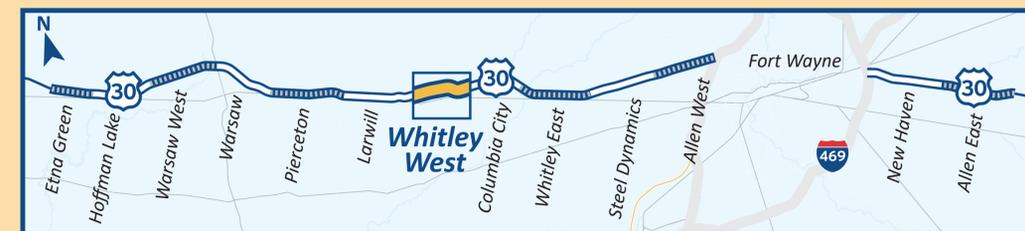
	A CR 550W	B CR 450W	C CR 400W	D Wilson Lake Rd	E CR 300W	F Business 30 Van Buren St	G Wolf Rd	H New Location
<b>NO BUILD</b> ARTERIAL Free Flow								
<b>1</b> ARTERIAL Free Flow								
<b>2</b> ARTERIAL Free Flow								
<b>3</b> EXPRESSWAY LITE Free Flow								
<b>4</b> EXPRESSWAY Free Flow								
<b>5</b> FREEWAY Free Flow								

### INTERSECTION TYPES



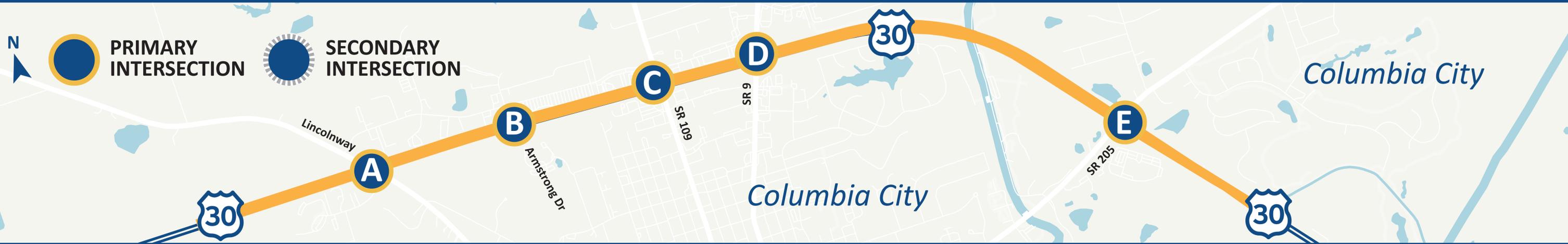
### ACCESS CONTROL METHODS

- MINIMAL** (Dotted green line): Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL** (Dotted blue line): Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL** (Dotted grey line): RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL** (Solid grey line): No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL** (Solid red line): No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 8: Columbia City



### INTERSECTION PACKAGES

	A Lincolnway	B Armstrong Dr	C SR 109	D SR 9	E SR 205
<b>NO BUILD</b> ARTERIAL Non-Free Flow					
<b>1</b> ARTERIAL Non-Free Flow					
<b>2</b> ARTERIAL Non-Free Flow					
<b>3</b> EXPRESSWAY LITE Free Flow					
<b>4</b> EXPRESSWAY Free Flow					
<b>5</b> FREEWAY Free Flow					

### INTERSECTION TYPES

Signalized Intersection	Boulevard Left	Reduced Conflict Intersection (RCI)	Roundabout	Underpass
Right-In-Right-Out Intersection (RIRO)	Right-In-Right-Out Intersection (RIRO)	Roundabout Interchange	Quadrant Interchange	Crossroad Closure

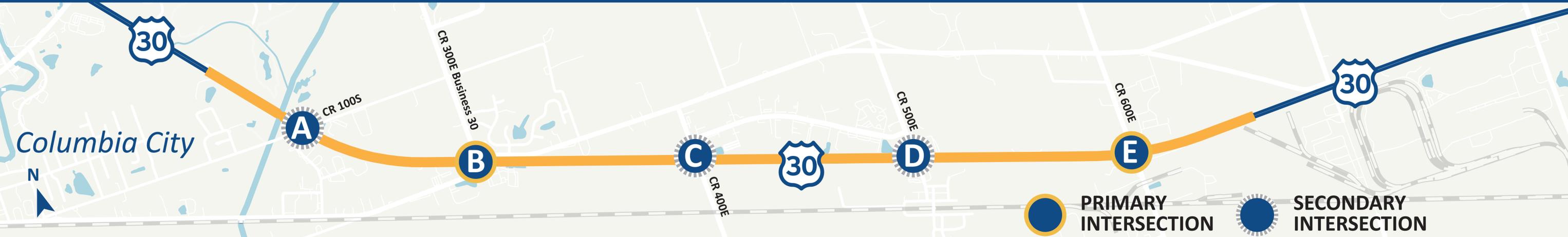
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 9: Whitley East



### INTERSECTION PACKAGES

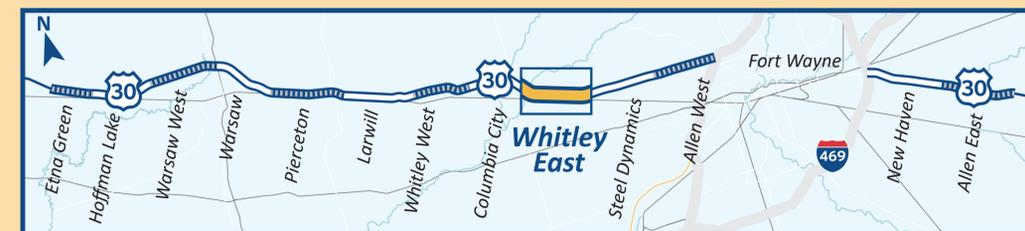
	A CR 100S	B CR 300E Business 30	C CR 400E	D CR 500E	E CR 600E
<b>NO BUILD</b> ARTERIAL Non-Free Flow					
<b>1</b> ARTERIAL Free Flow					
<b>2</b> ARTERIAL Free Flow					
<b>3</b> EXPRESSWAY LITE Free Flow					
<b>4</b> EXPRESSWAY Free Flow					
<b>5</b> FREEWAY Free Flow					

### INTERSECTION TYPES

Two-Way Stop Controlled Intersection	Signalized Intersection	Reduced Conflict Intersection (RCI)	Quadrant Interchange
Overpass	Crossroad Closure	Underpass	Right-In-Right-Out Intersection (RIRO)

### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 10: Steel Dynamics



### INTERSECTION PACKAGES

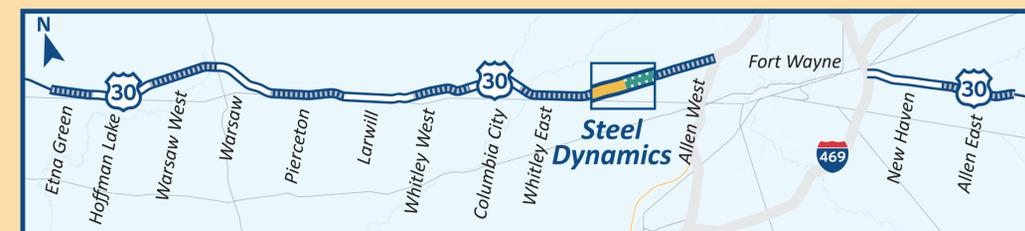
	A CR 700E	B CR 800E	C Butt Rd	D Solon Rd	E Leesburg Felger Rd
<b>NO BUILD</b> ARTERIAL <i>Non-Free Flow</i>					
<b>1</b> ARTERIAL <i>Free Flow</i>					
<b>2</b> EXPRESSWAY LITE <i>Free Flow</i>					
<b>3</b> EXPRESSWAY <i>Free Flow</i>					
<b>4</b> FREEWAY <i>Free Flow</i>					

### INTERSECTION TYPES

- Two-Way Stop Controlled Intersection
- Signalized Intersection
- Reduced Conflict Intersection (RCI)
- Directional Intersection
- Interchange
- Separate INDOT Study

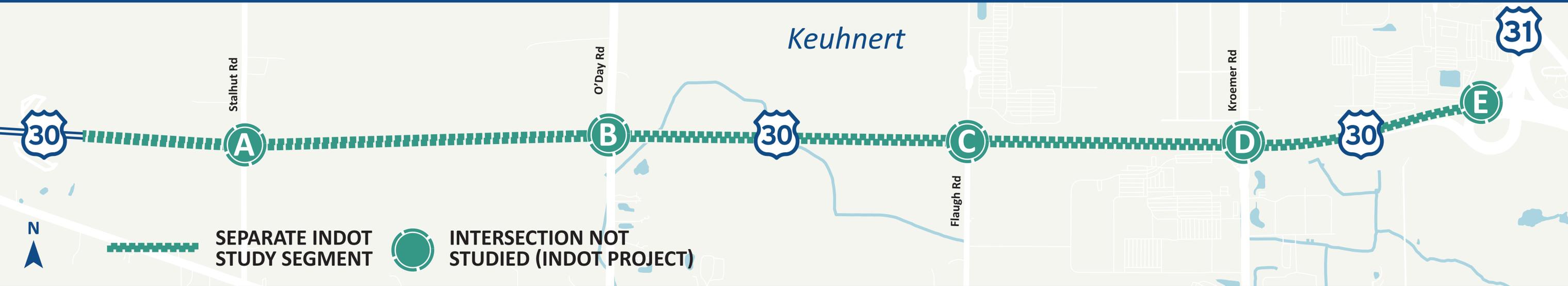
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 11: Allen West



### INTERSECTION PACKAGES

	A Stalhut Rd	B O'Day Rd	C Flaugh Rd	D Kroemer Rd	E US 30
<b>NO BUILD ARTERIAL</b> <i>Non-Free Flow</i>					
<b>PLANNED EXPRESSWAY</b> <i>Free Flow</i>					
<b>1 FREEWAY</b> <i>Free Flow</i>					

### INTERSECTION TYPES

Two-Way Stop Controlled Intersection	Right-In-Right-Out Intersection (RIRO)	Reduced Conflict Intersection (RCI)	Restricted Crossing U-Turn Intersection (RCUT)	Overpass
Signalized Intersection	Interchange	Crossroad Closure	Separate INDOT Study	

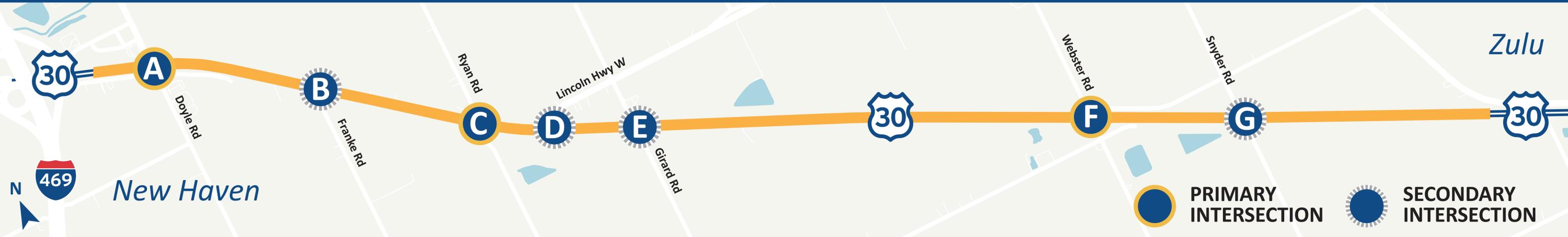
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; median openings are allowed
- PARTIAL**  
Crossroads are RIRO, RCI, grade separated or closed; existing driveways are RIRO only, median openings not allowed
- FULL**  
Crossroads grade separated or closed; no driveway access, median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

## US 30 East | Planning Segment 12: New Haven



### INTERSECTION PACKAGES

	A Doyle Rd	B Franke Rd	C Ryan Rd	D Lincoln Hwy W	E Girard Rd	F Webster Rd	G Snyder Rd
<b>NO BUILD</b> ARTERIAL Non-Free Flow							
<b>1</b> ARTERIAL Free Flow							
<b>2</b> ARTERIAL Free Flow							
<b>3</b> EXPRESSWAY LITE Free Flow							
<b>4</b> EXPRESSWAY Free Flow							
<b>5</b> FREEWAY Free Flow							

### INTERSECTION TYPES

One-Way Stop Controlled Intersection	Right-In-Right-Out Intersection (RIRO)	Two-Way Stop Controlled Intersection	Right-In-Right-Out Intersection (RIRO)	Reduced Conflict Intersection (RCI)	Directional Intersection
Signalized Intersection	Overpass	Crossroad Closure	Crossroad Closure	Interchange	

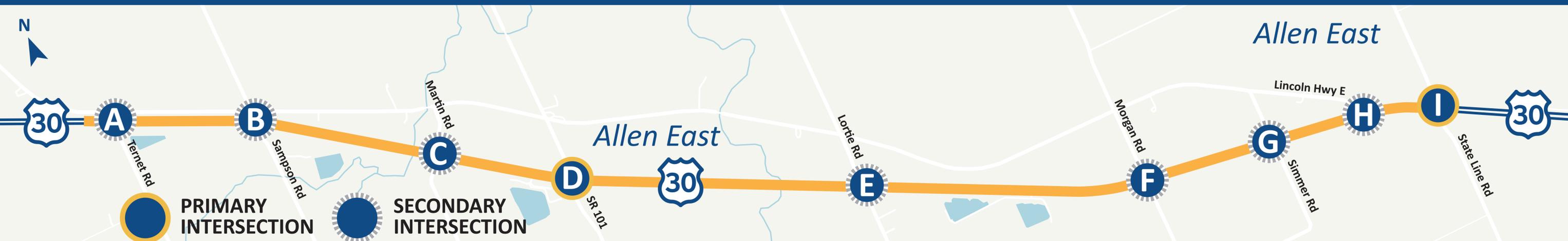
### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL**  
No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL**  
No driveway access, crossroads are grade separated or closed; median openings not allowed



# LEVEL 3 SCREENING: Packages of Improvements

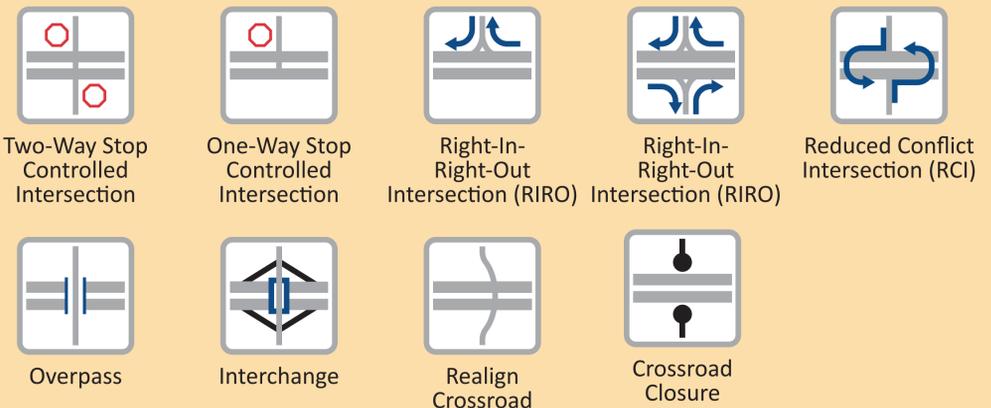
## US 30 East | Planning Segment 13: Allen East



### INTERSECTION PACKAGES

	A Ternet Rd	B Sampson Rd	C Martin Rd	D SR 101	E Lortie Rd	F Morgan Rd	G Simmer Rd	H Lincoln Hwy E	I State Line Rd
<b>NO BUILD</b> ARTERIAL Free Flow									
<b>1</b> ARTERIAL Free Flow									
<b>2</b> ARTERIAL Free Flow									
<b>3</b> EXPRESSWAY LITE Free Flow									
<b>4</b> EXPRESSWAY Free Flow									
<b>5</b> FREEWAY Free Flow									

### INTERSECTION TYPES



### ACCESS CONTROL METHODS

- MINIMAL** (Green dashed line): Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL** (Blue dashed line): Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL** (Brown dashed line): RIRO Driveway connections allowed, at grade crossroad intersections allowed, limited median openings
- PARTIAL** (Brown solid line): No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL** (Red solid line): No driveway access, crossroads are grade separated or closed; median openings not allowed

