

WELCOME!



PUBLIC INFORMATION MEETING: Draft Level 3 Screening Report

US 30 West
November 2024



What is ProPEL?

US 30 West



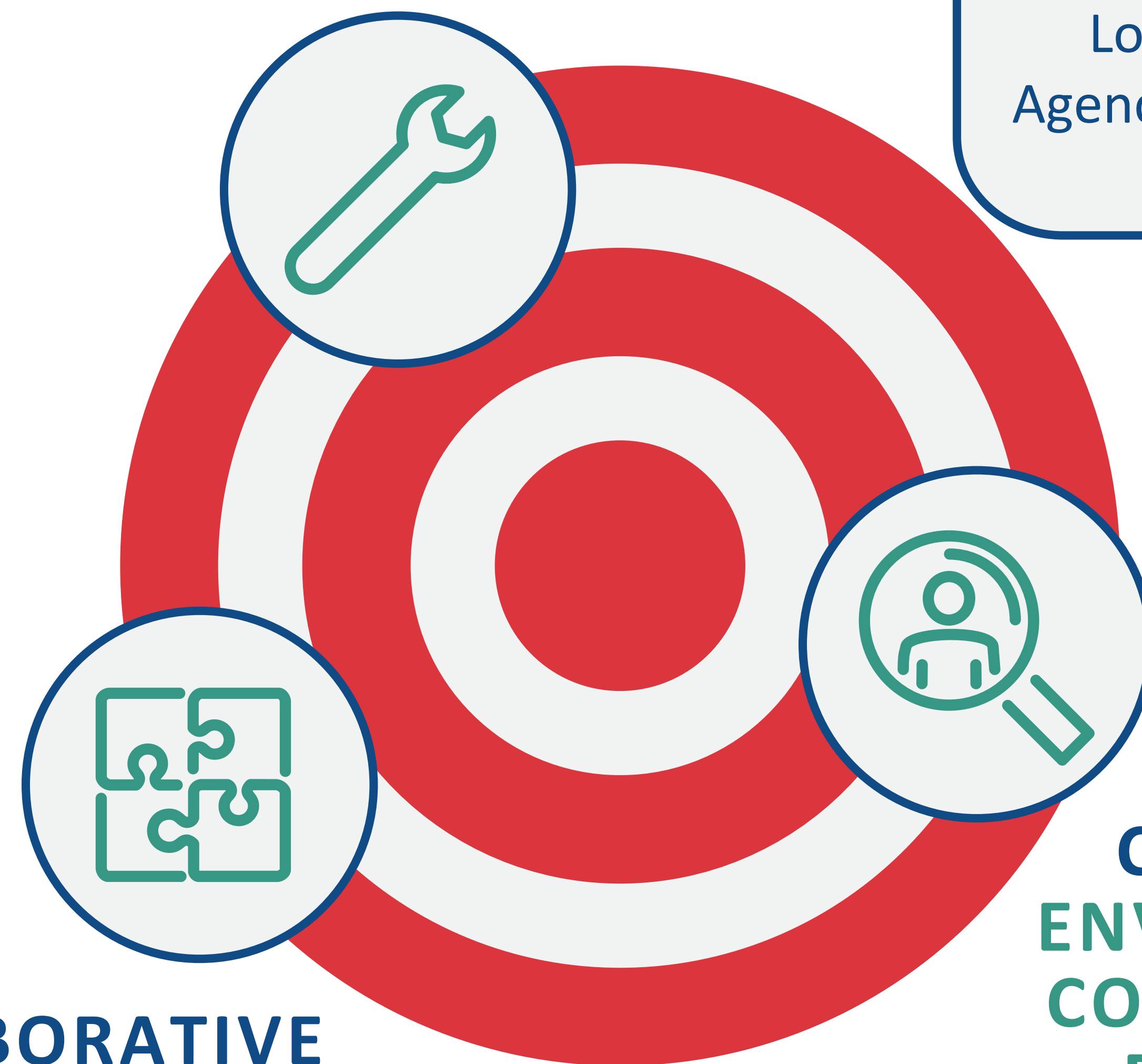
WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY?



PEL is a study that agencies use to make transportation investment decisions that are informed by:

- Community, environmental, and economic goals
- Data collected and analyzed during the planning process
- Ideas provided by citizens

EFFICIENT
TRANSPORTATION
PLANNING



COLLABORATIVE
& INTEGRATED
APPROACH TO
DECISION-MAKING

Who Participates
Local, State & Federal
Agencies Resource Agencies
You!

CONSIDERS
ENVIRONMENT,
COMMUNITY &
ECONOMY

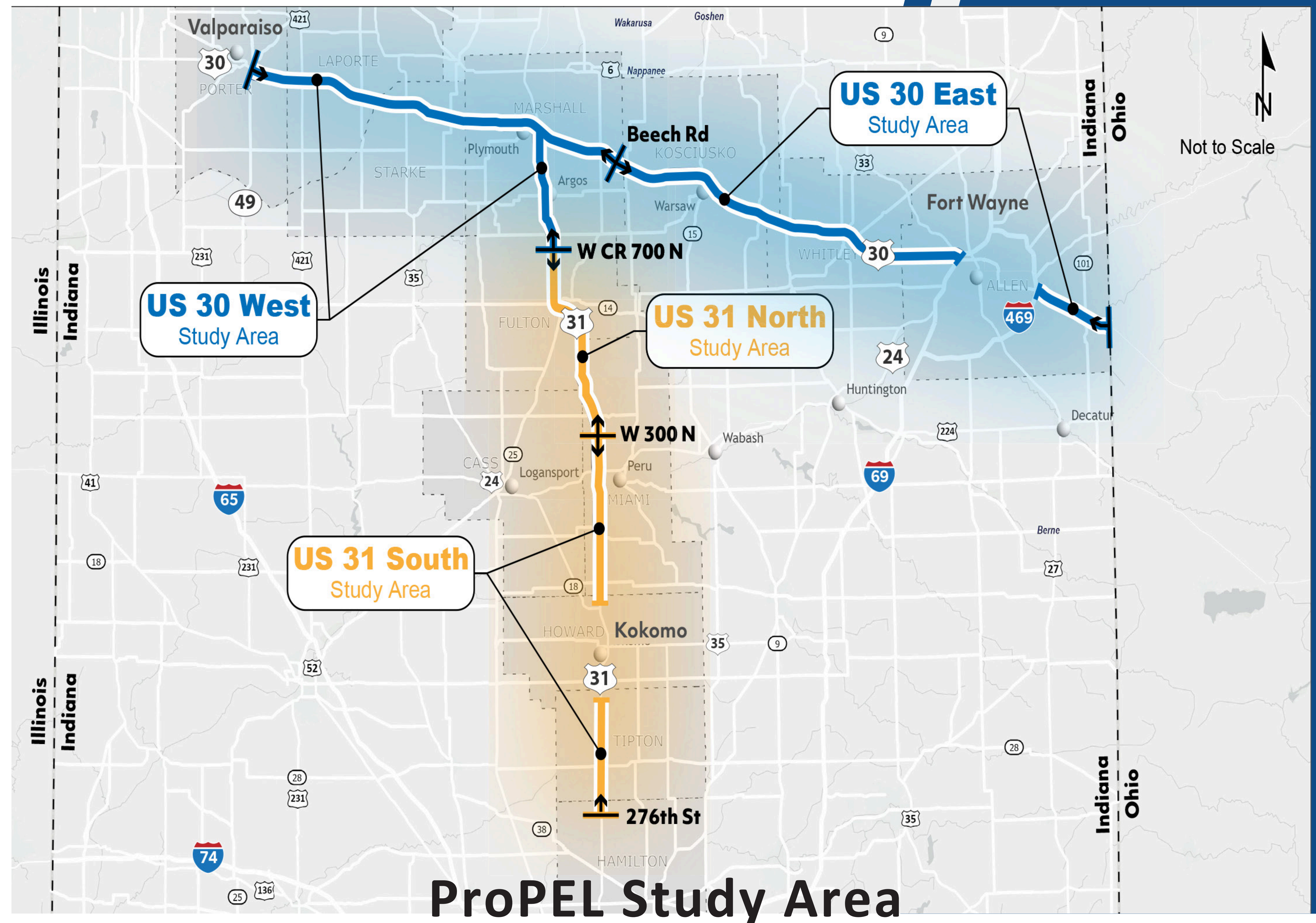
PEL Benefits



TOGETHER, WE CAN PROPEL INDIANA FORWARD



ProPEL is an INDOT initiative to complete transportation planning using collaborative PEL studies to consider environmental, community, and economic goals early in the planning process. The US 30 and US 31 PEL studies will provide context to ProPEL Indiana forward and uplift communities through smarter, safer infrastructure.



What We've Heard So Far

US 30 West



What we heard



This is What YOU Told Us!

To help us get to Level 3, we released our Draft Level 2 Screening Report on March 27, 2024. The following is a summary what we heard from you during the public comment period from March 27 through April 30, 2024.



Draft Level 2 Screening Report Comment Period

March 27 - April 30, 2024



Total Comments Received:

61



Methods of Collection:

4 Community Office Hours, 8 Elected Officials Briefings, Email, Online, Phone

Feedback Themes



77%
Mobility



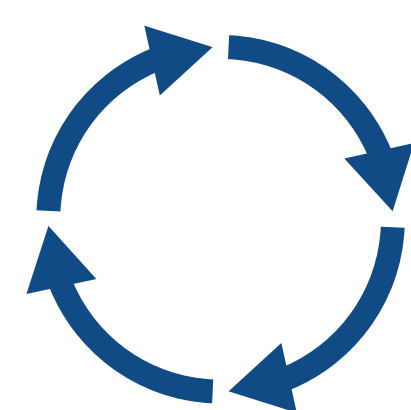
44%
Safety



25%
Economic Development



Farming and Rural Character



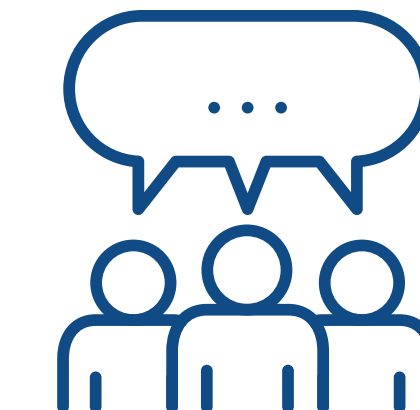
Emergency Use and Access



Multimodal Infrastructure



Environmental Concerns



Other



Alternatives Analysis



How did we get to the Draft Level 3 Screening Report?

Alternatives advanced from the Level 2 screening were grouped together in improvement packages that represent a potential improvement scenario and evaluated by planning segment. Public and stakeholder input received during Levels 1 and 2 was considered as part of the Level 3 screening.

Alternatives Screening Process

PREVIOUS STUDIES & PLANS + PURPOSE & NEED + DATA + STUDY GOALS + PUBLIC & STAKEHOLDER INPUT

LEVEL 1



UNIVERSE OF ALTERNATIVES

Consider all improvements that could meet local needs

LEVEL 2



CONCEPTS FOR SPECIFIC LOCATIONS

Identify and evaluate intersection alternatives for primary intersections

LEVEL 3



IMPROVEMENT PACKAGES

Evaluate comprehensive improvement packages targeted to local needs

WE ARE HERE

FINAL REPORT



FINALIZE RECOMMENDATIONS

Recommend a range of reasonable alternatives to address the needs within the study area

Level 3 Analysis Process

Pre-screen Alternatives

Evaluate Safety & Mobility (Purpose & Need)

Evaluate Environmental Impacts

Evaluate Improvement Packages

1

Define Planning Segments

2

Define Improvement Packages

3

Define Improvement Packages

4

Refine Design & Estimate Costs

5

Refine Design & Estimate Costs

6

Evaluate Environmental Impacts

7

Evaluate Against Goals

8

Evaluate Improvement Packages

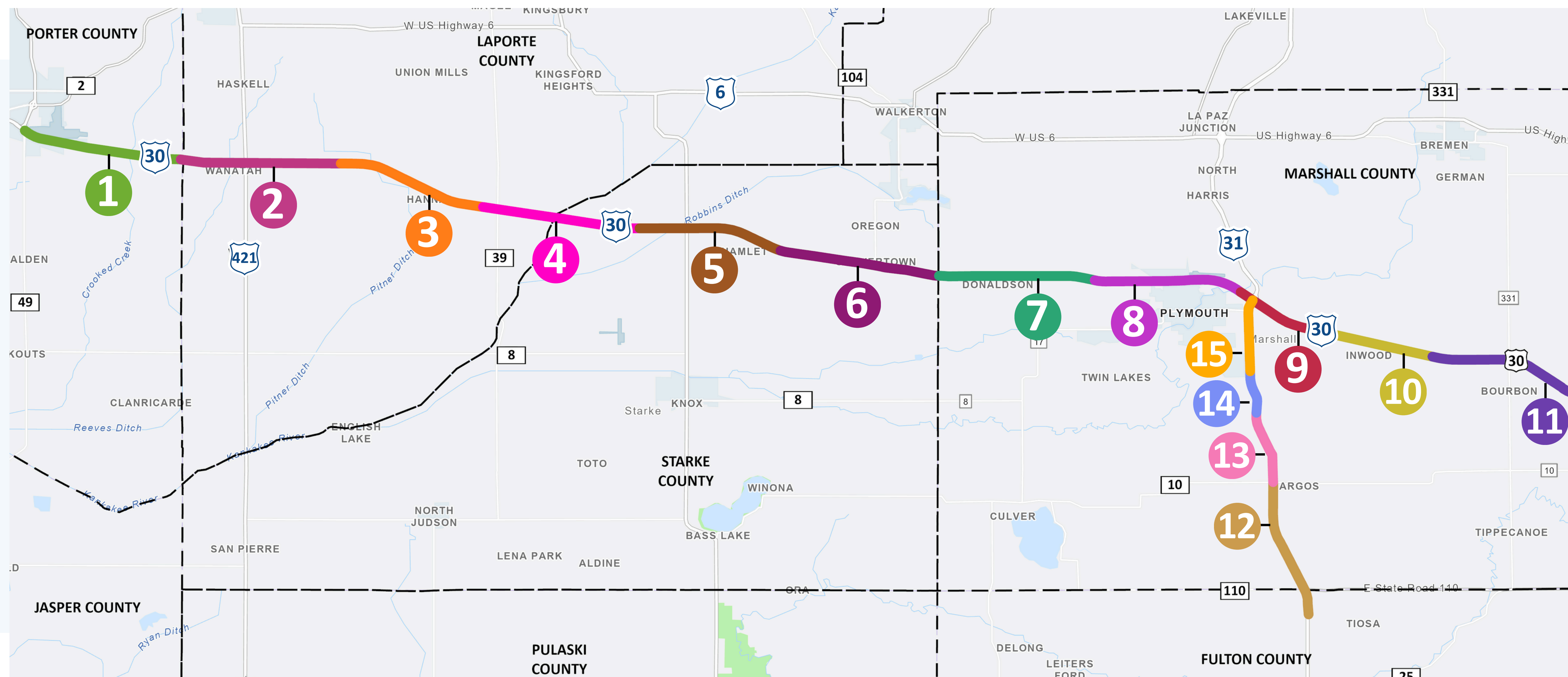


Planning Segments



Where are the planning segments?

As part of the Level 3 alternatives analysis process, US 30 and US 31 were divided into 15 planning segments. Several sets of improvement packages are being considered for each segment. Improvement packages consider changes to increase safety and mobility along the corridor.



1 Valparaiso
SR 49 to County Line Road

2 Wanatah
County Line Road to LaPorte CR 700 W

3 Hanna
LaPorte CR 700 W to 0.5 mi east of Long Lane

4 LaPorte/Starke County Line
0.5 mi east of Long Lane to 0.5 mi west of Starke CR 300 E

5 Hamlet
0.5 mi west of Starke CR 300 E to Old US 30 (Hamlet)

6 Grovertown
Old US 30 (Hamlet) to Starke CR 1200 E

7 West Plymouth
Starke CR 1200 E to 0.5 mi east of Queen Road

8 Plymouth
0.5 mi east of Queen Road to 0.5 mi west of US 31 interchange

9 East Plymouth
0.5 mi west of US 31 interchange to 0.5 west of Iris Road

10 Inwood
0.5 mi west of Iris Road to 0.5 mi west of Fir Road

11 Bourbon
0.5 mi west of Fir Road to Beech Road

12 South Argos
Fulton CR 700 N to SR 10

13 North Argos
SR 10 to 0.5 mi south of 13th Road

14 13th/Michigan
0.5 mi south of 13th Road to 0.5 mi north of Michigan Road

15 South Plymouth
0.5 mi north of Michigan Road to US 30 interchange



US 30: Valparaiso to Hamlet

US 30 West



Valparaiso



Planning Segment #1 - Valparaiso

Location: US 30 between SR 49 and Porter/LaPorte County Line

Distance: 4.9 miles

Total Intersections: 5 primary, 4 secondary

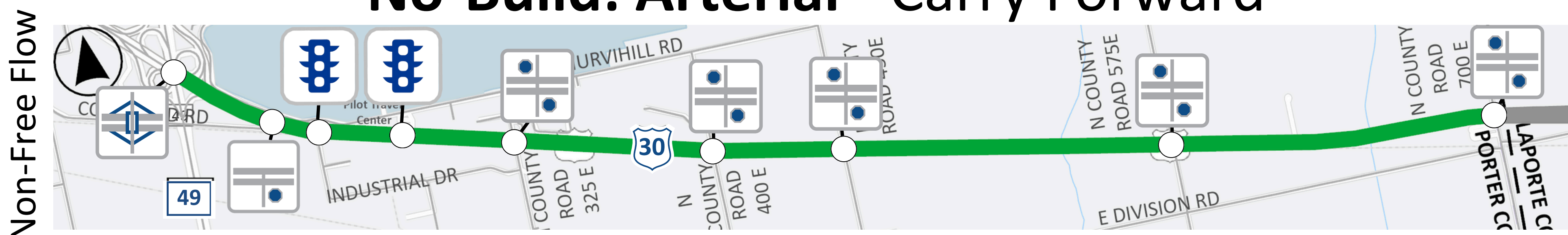
Total Driveways: 3 residential, 6 commercial, and 2 farm access

Land Uses: Mix of commercial, residential, and farmland

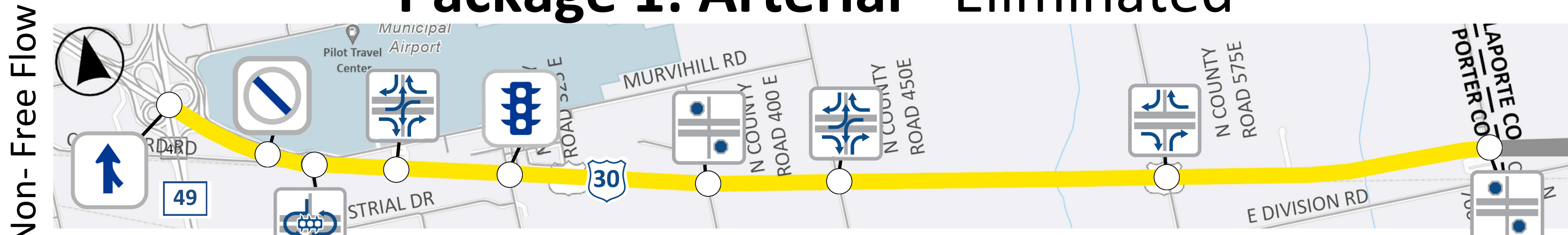
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

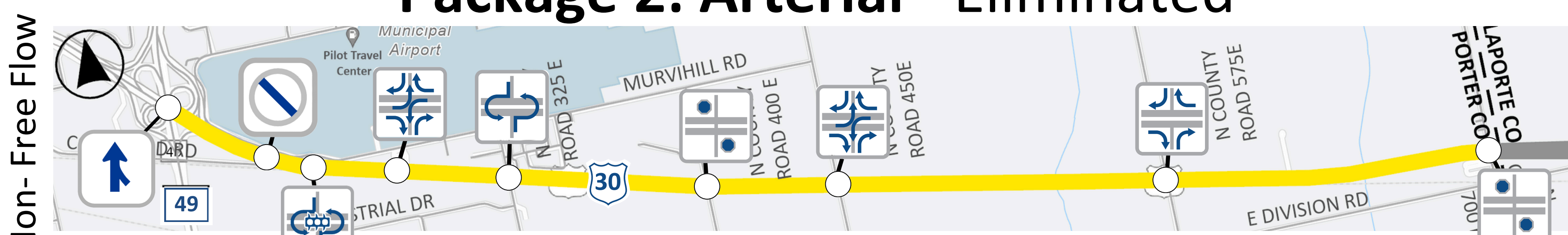
No-Build: Arterial - Carry Forward



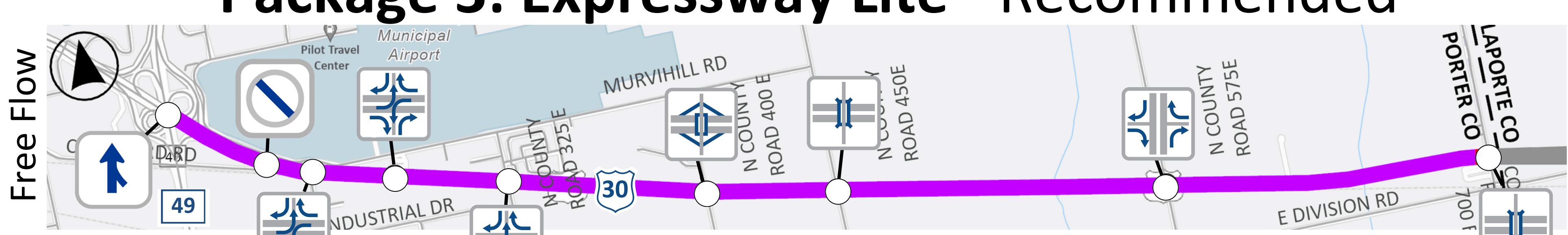
Package 1: Arterial - Eliminated



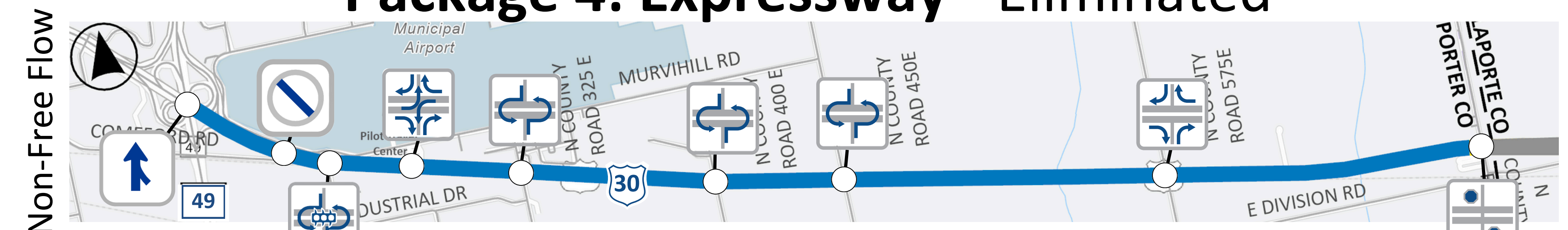
Package 2: Arterial - Eliminated



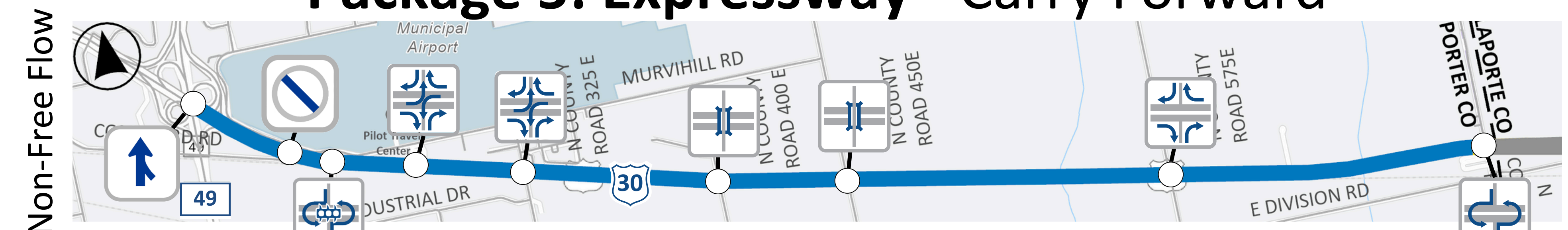
Package 3: Expressway Lite - Recommended



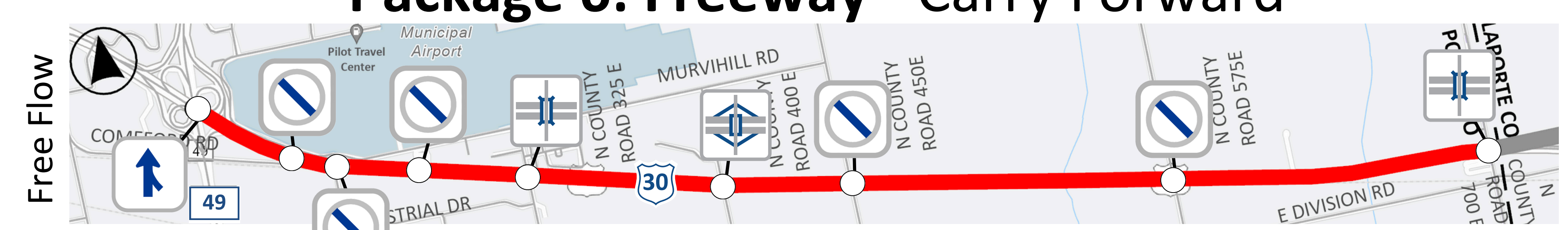
Package 4: Expressway - Eliminated



Package 5: Expressway - Carry Forward



Package 6: Freeway - Carry Forward



Intersection Types:

- Add/Extend Accel/Decel Lanes
- Directional
- Interchange
- Intersection Closed
- Overpass
- One-Way Stop Controlled
- Restricted Crossing U-Turn (Signalized)
- Reduced Conflict Intersection
- Right in Right Out
- Signal
- Two-way Stop Controlled

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
all residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- Partial Access**
all driveways are RIRO, select median openings provided
- Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



Wanatah



Planning Segment #2 - Wanatah

Location: US 30 between east of Porter/LaPorte County Line and west of LaPorte CR 700 W

Distance: 5.0 miles

Total Intersections: 2 primary, 9 secondary

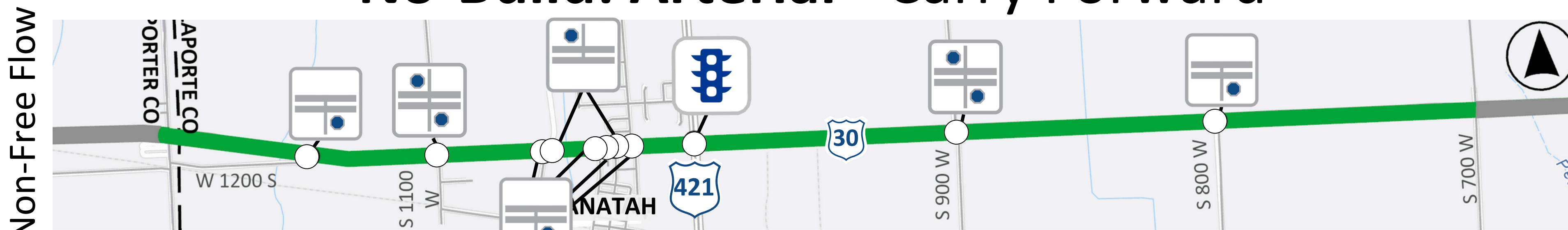
Total Driveways: 20 residential, 31 commercial, and 9 farm access

Land Uses: Mix of rural residential, small commercial businesses, and farmland

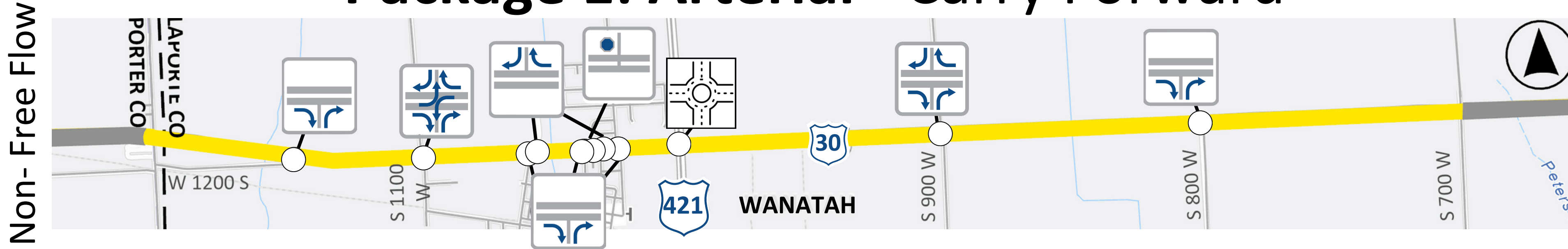
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

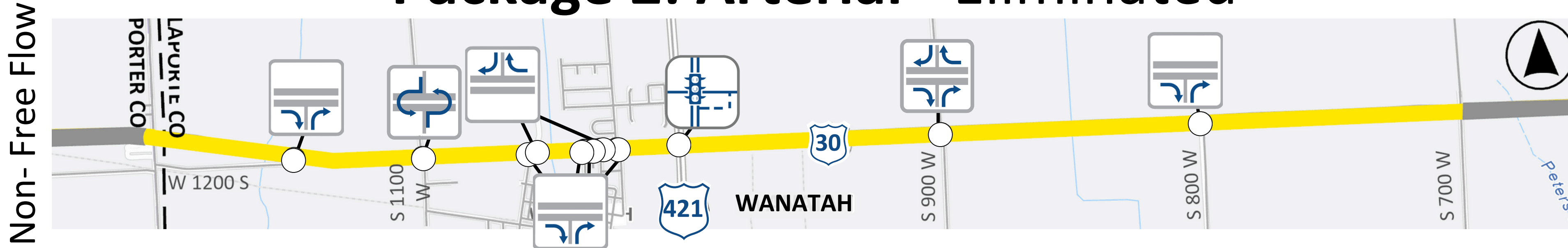
No-Build: Arterial - Carry Forward



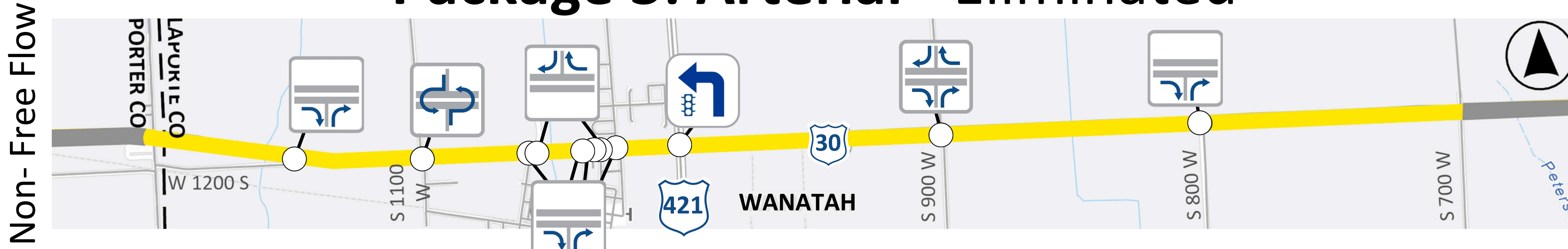
Package 1: Arterial - Carry Forward



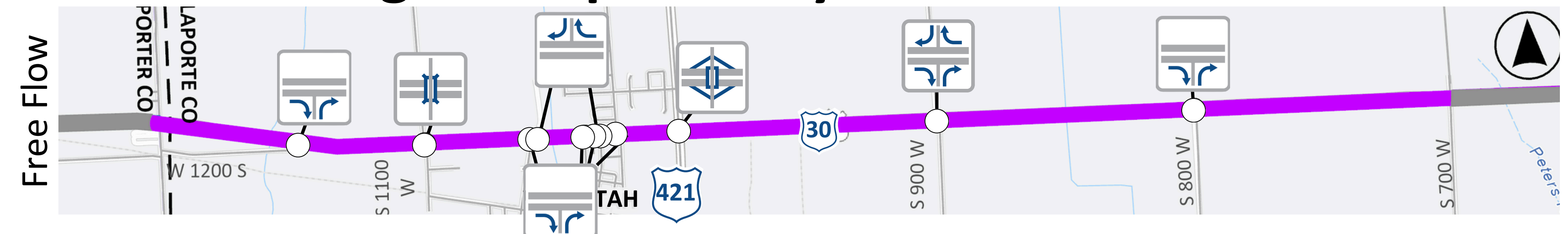
Package 2: Arterial - Eliminated



Package 3: Arterial - Eliminated



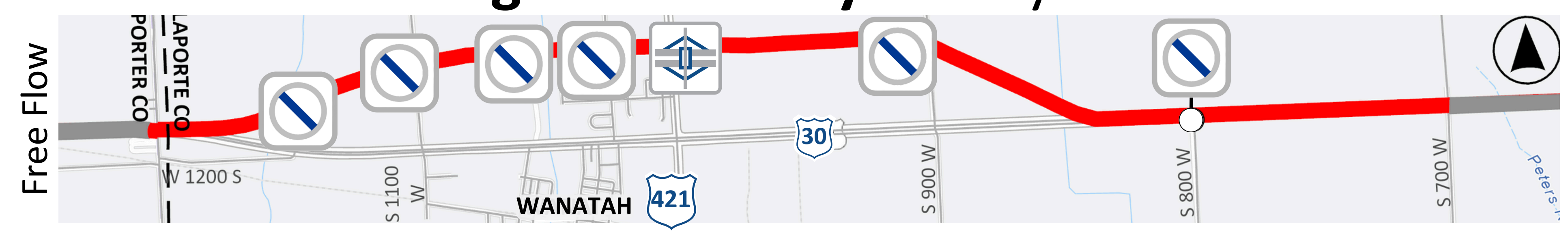
Package 4: Expressway Lite - Recommended



Package 5: Freeway - Eliminated



Package 6: Freeway - Carry Forward



Intersection Types:

- | | |
|--------------------------------------|-------------------------------|
| Directional | Reduced Conflict Intersection |
| Displaced Left Turn | Right in Right Out |
| Interchange | Roundabout |
| Intersection Closed | Quadrant Roadway Intersection |
| Overpass | Signal |
| One-Way Stop Controlled Intersection | Two-way Stop Controlled |

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
all residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- Partial Access**
all driveways are RIRO, select median openings provided
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



Hanna



Planning Segment #3 - Hanna

Location: US 30 between LaPorte CR 700 west and east of Long Lane

Distance: 4.9 miles

Total Intersections: 4 primary, 3 secondary

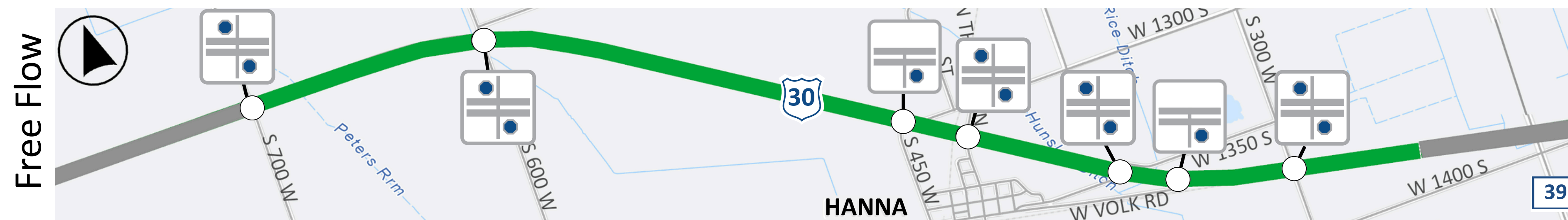
Total Driveways: 3 residential, 6 commercial, and 2 farm access

Land Uses: Mix of rural residential, small commercial businesses, and farmland

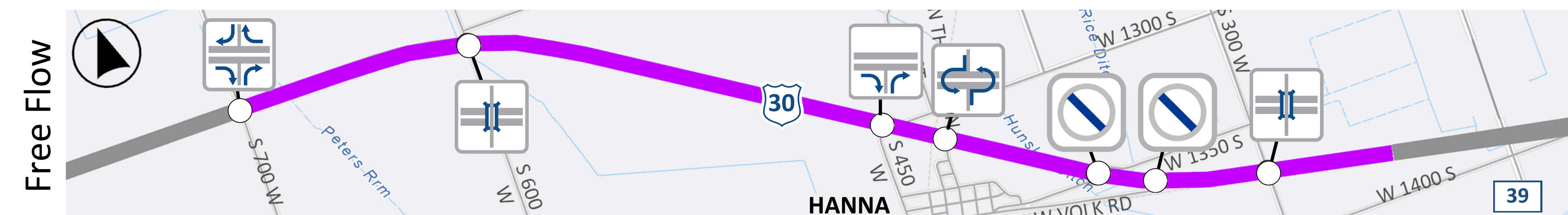
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

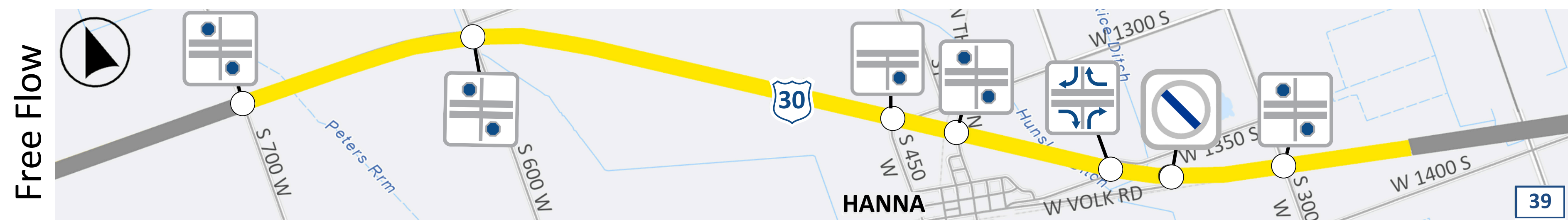
No-Build: Arterial - Carry Forward



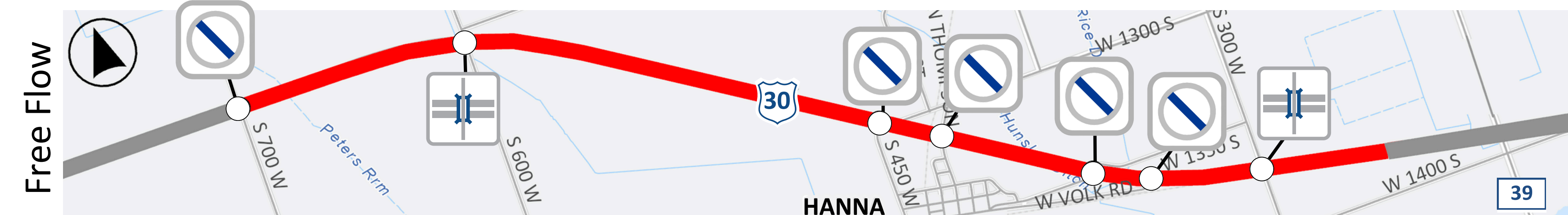
Package 4: Expressway Lite - Carry Forward



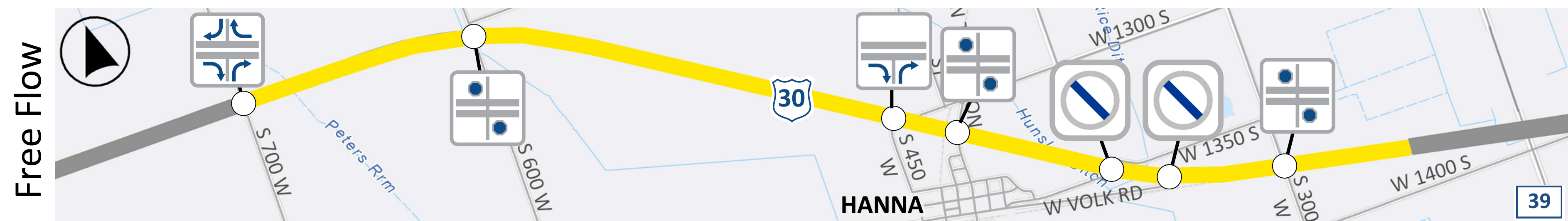
Package 1: Arterial - Eliminated



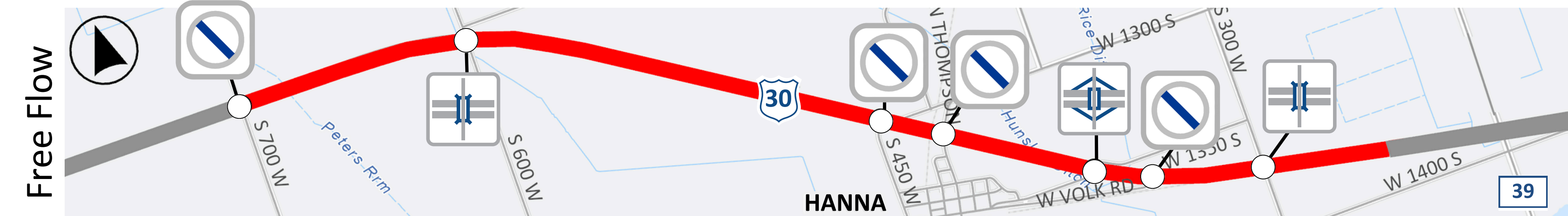
Package 5: Freeway - Eliminated



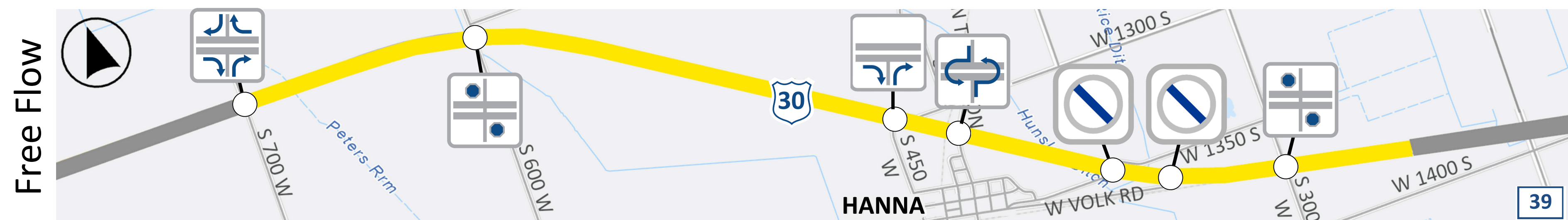
Package 2: Arterial - Recommended



Package 6: Freeway - Carry Forward



Package 3: Arterial - Carry Forward



Intersection Types:

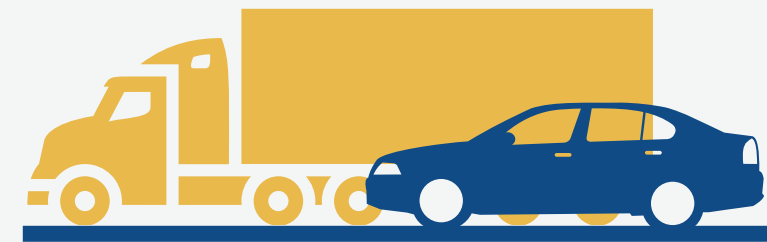
- Interchange
- Reduced Conflict Intersection
- Intersection Closed
- Right in Right Out
- Overpass
- Two-way Stop Controlled
- One-Way Stop Controlled

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
all residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- Partial Access**
all driveways are RIRO, select median openings provided
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



LaPorte/Starke County Line



Planning Segment #4 - LaPorte/Starke County Line

Location: US 30 between east of Long Lane and west of Starke CR 300 E

Distance: 5.0 miles

Total Intersections: 1 primary, 5 secondary

Total Driveways: 6 residential, 5 commercial, and 5 farm access

Land Uses: Mix of rural residential and farmland

The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Carry Forward



Package 1: Arterial - Carry Forward



Package 2: Arterial - Recommended



Package 3: Arterial - Eliminated



Package 4: Expressway Lite - Recommended



Package 5: Freeway - Eliminated



Package 6: Freeway - Carry Forward



Intersection Types:

- | | |
|---|---|
| Directional | Overpass |
| Displaced Left Turn | Reduced Conflict Intersection (Unsignalized) |
| Interchange | Right-In/Right-Out Intersection |
| Intersection Closed | Signal |
| One-Way Stop Controlled Intersection | Two-Way Stop Controlled Intersection |

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
all driveways are RIRO, select median openings provided
- Partial Access**
all driveways are RIRO, select median openings provided
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



Hamlet



Planning Segment #5 - Hamlet

Location: US 30 between west of Starke CR 300 E and Old US 30 (Hamlet)

Distance: 5.0 miles

Total Intersections: 1 primary, 4 secondary

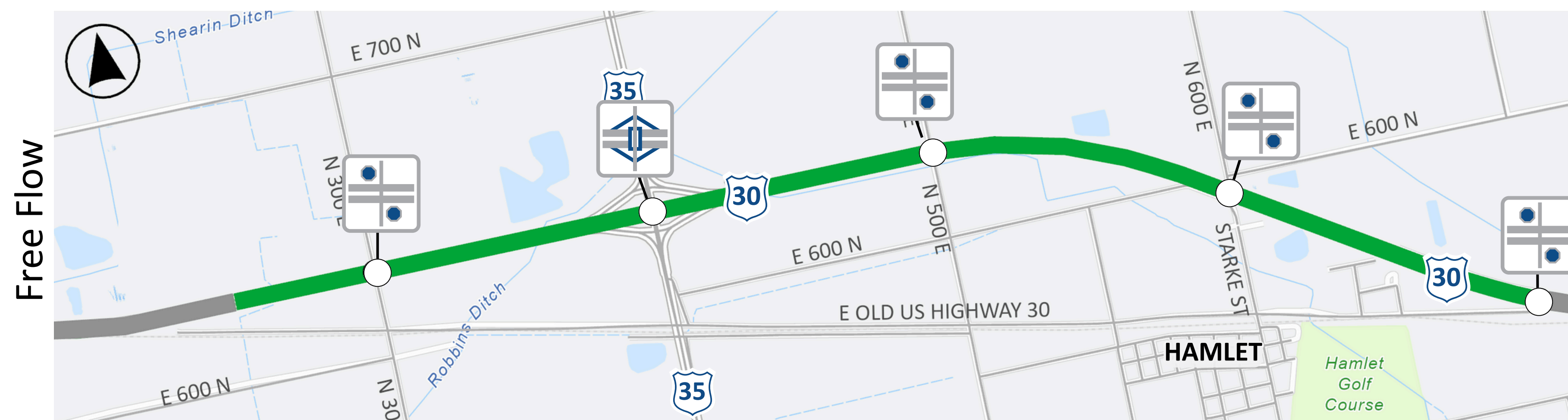
Total Driveways: 0 residential, 0 commercial, and 0 farm access

Land Uses: Land use is primarily farmland

The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Recommended



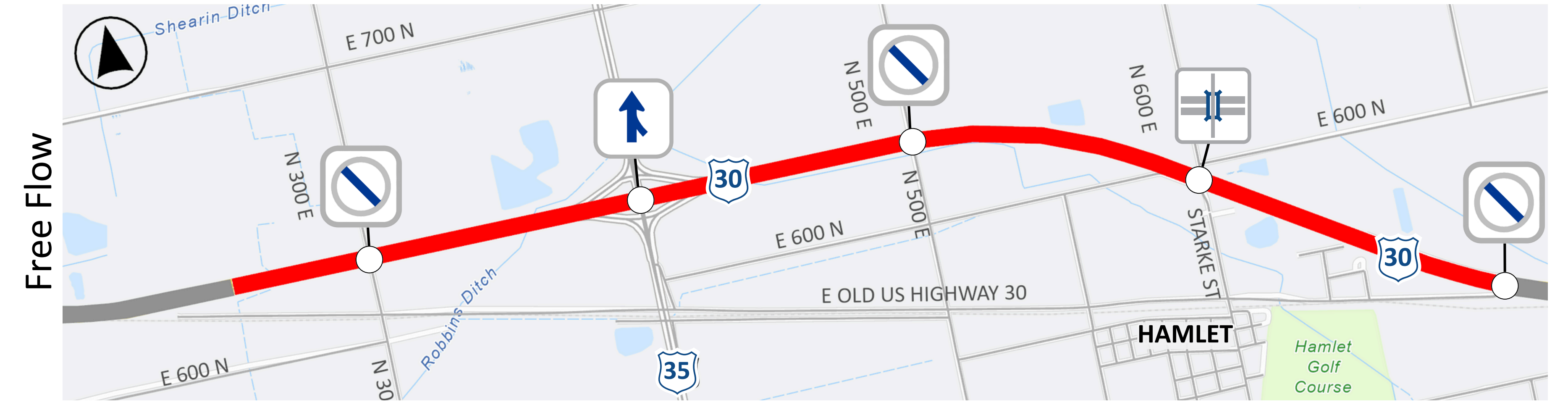
Package 2: Expressway - Carry Forward



Package 1: Expressway - Carry Forward



Package 3: Freeway - Carry Forward



NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT. THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.

Intersection Types:

- | | | | |
|--|---|--|---|
| | Add/Lengthen Acceleration/Deceleration Lanes | | Reduced Conflict Intersection (Unsignalized) |
| | Directional | | Right-In/Right-Out Intersection |
| | Intersection Closed | | Two-Way Stop Controlled Intersection |
| | Interchange | | Overpass |

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed

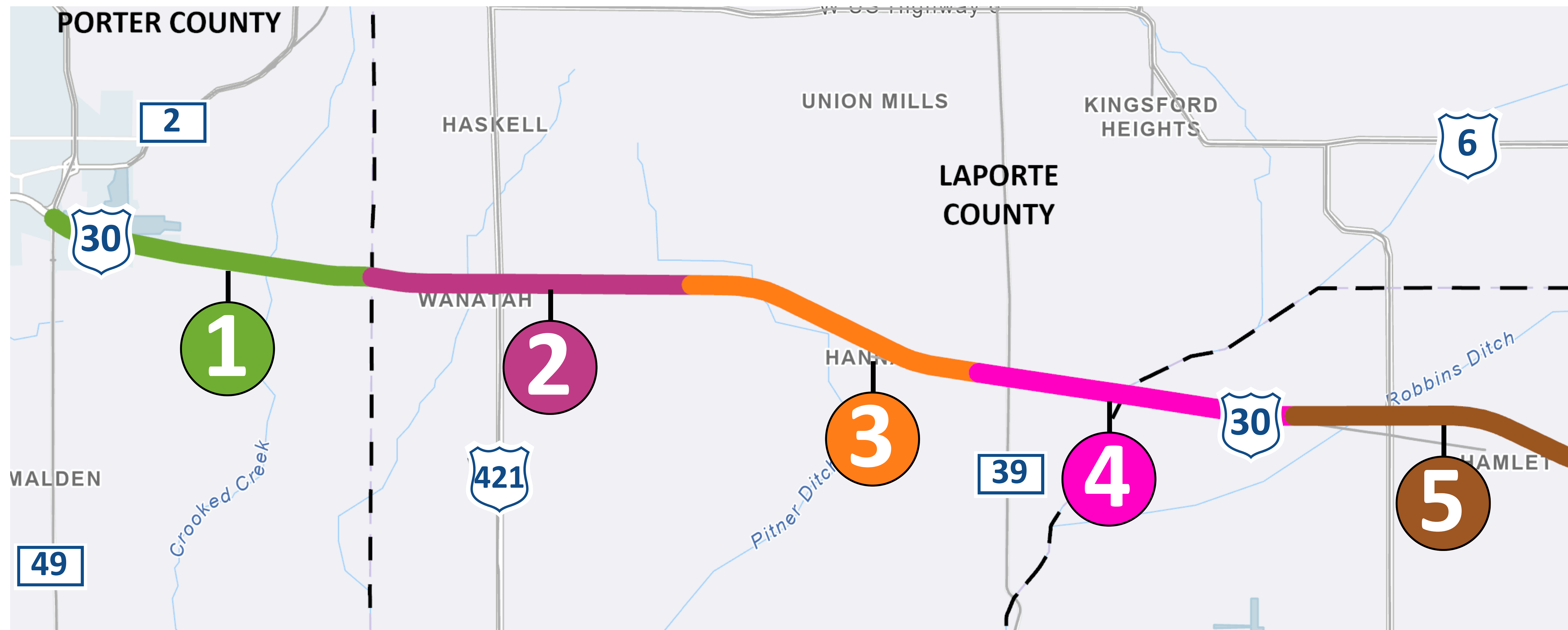


What do you think?



Feedback Fuels the Future!

On a sticky note, tell us what you think about a particular segment and add it to the map! What do you like most? What do you like least? What other comments would you like to share with the study team?



- 1 Valparaiso**
SR 49 to County Line Road
- 2 Wanatah**
County Line Road to LaPorte CR 700 W
- 3 Hanna**
LaPorte CR 700 W to 0.5 mi east of Long Lane
- 4 LaPorte/Starke County Line**
0.5 mi east of Long Lane to 0.5 mi west of Starke CR 300 E
- 5 Hamlet**
0.5 mi west of Starke CR 300 E to Old US 30 (Hamlet)



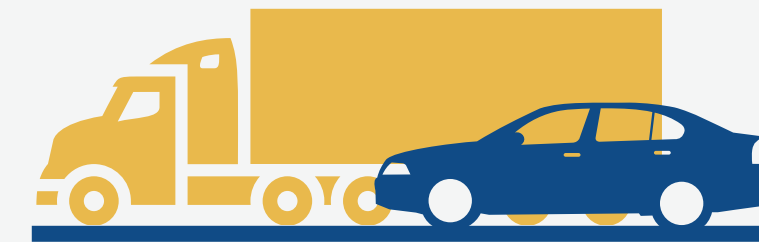
US 30: Grovertown to East Plymouth

US 31: South Plymouth

US 30 West



Grovertown



Planning Segment #6 - Grovertown

Location: US 30 between east of Old US 30 (Hamlet) and Starke CR 1200 E

Distance: 5.2 miles

Total Intersections: 2 primary, 5 secondary

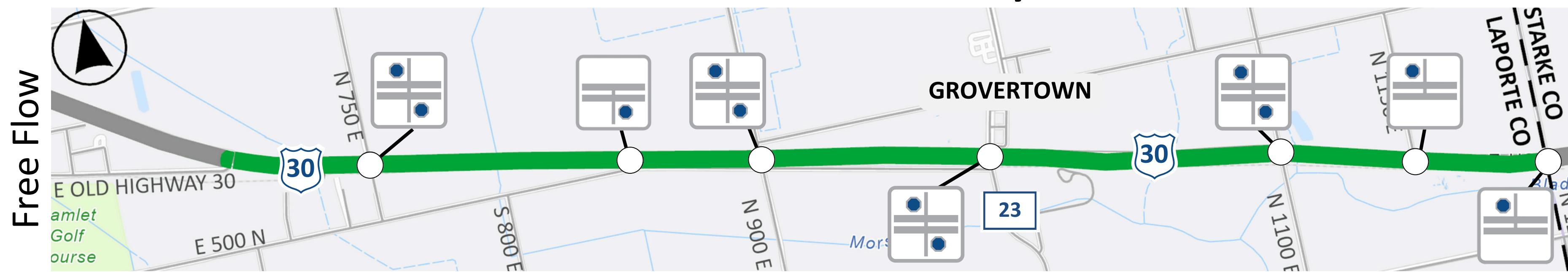
Total Driveways: 8 residential, 6 commercial, and 11 farm access

Land Uses: Mix of rural residential, small commercial businesses, and farmland

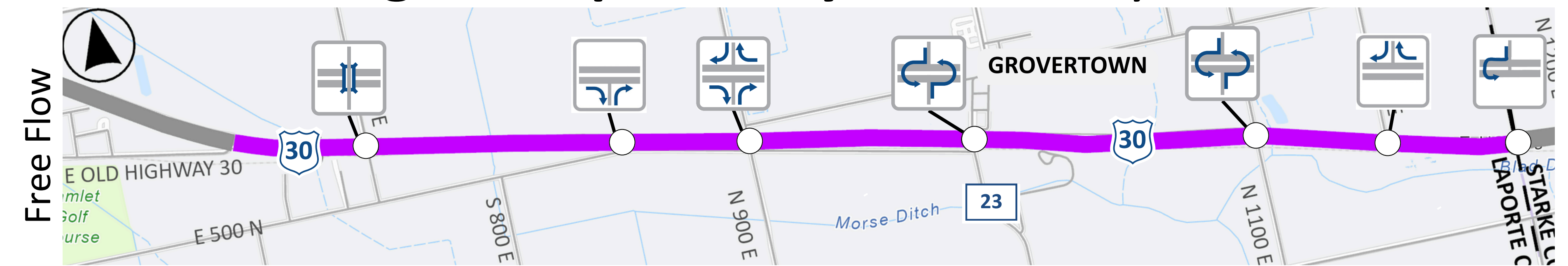
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

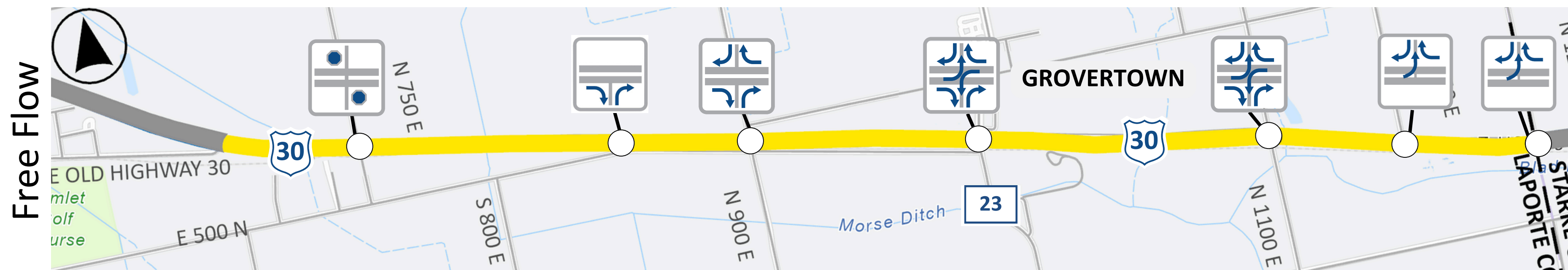
No-Build: Arterial - Carry Forward



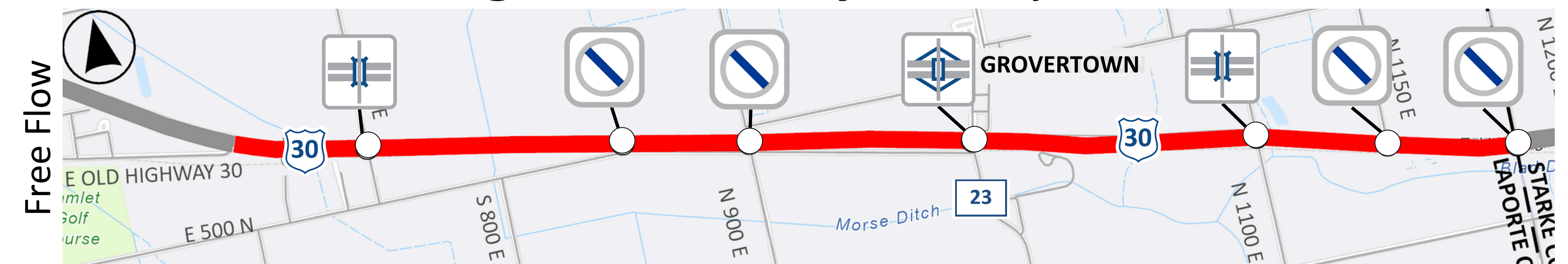
Package 4: Expressway Lite - Carry Forward



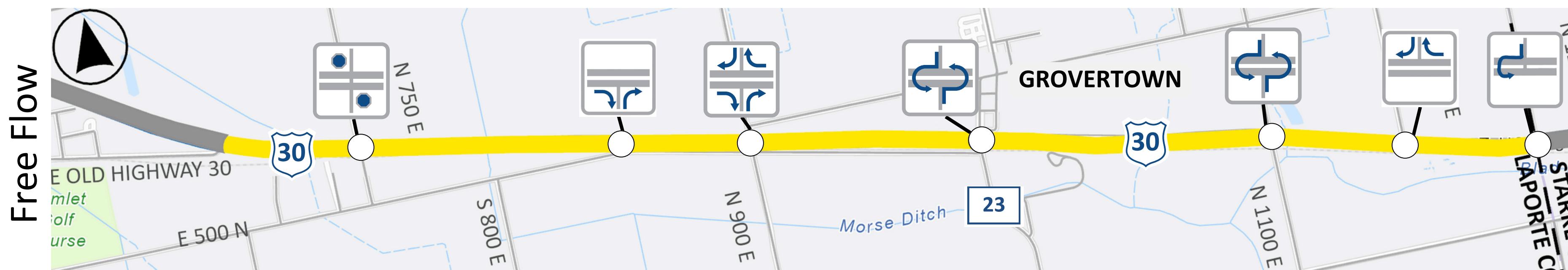
Package 1: Arterial - Recommended



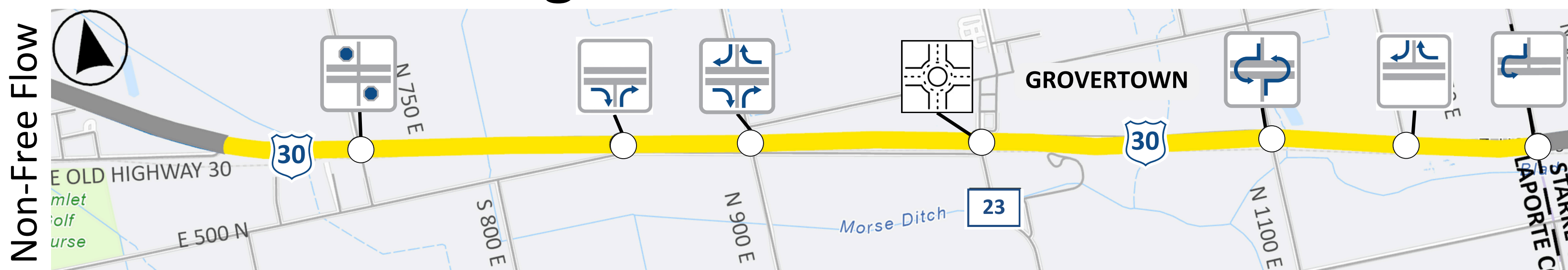
Package 5: Freeway - Carry Forward



Package 2: Arterial - Recommended



Package 3: Arterial - Eliminated



Intersection Types:

- | | | | |
|--|---|--|---|
| | Directional Intersection | | Reduced Conflict Intersection (Unsignalized) |
| | Intersection Closed | | Right-In/Right-Out Intersection |
| | Interchange | | Signal |
| | Overpass | | Roundabout |
| | One-Way Stop Controlled Intersection | | Two-Way Stop Controlled Intersection |

Access Control Methods:

- █ **Minimal Access Control**
driveways have full access, median openings are provided
- █ **Partial Access**
all residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- █ **Partial Access**
all driveways are RIRO, select median openings provided
- █ **Limited Access**
no driveway access, crossroads are grade separated or closed; or median openings not allowed



West Plymouth



Planning Segment #7 - West Plymouth

Location: US 30 between Starke CR 1200 E and east of Queen Road

Distance: 5.0 miles

Total Intersections: 1 primary, 5 secondary

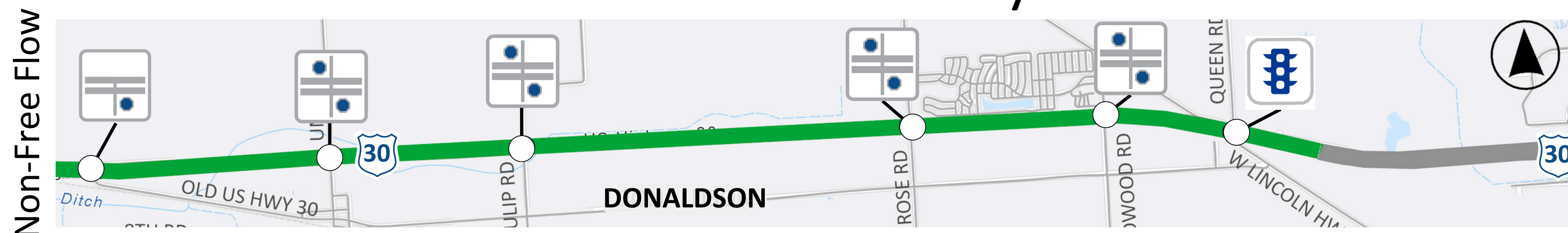
Total Driveways: 0 residential, 0 commercial, and 3 farm access

Land Uses: Land use is primarily farmland

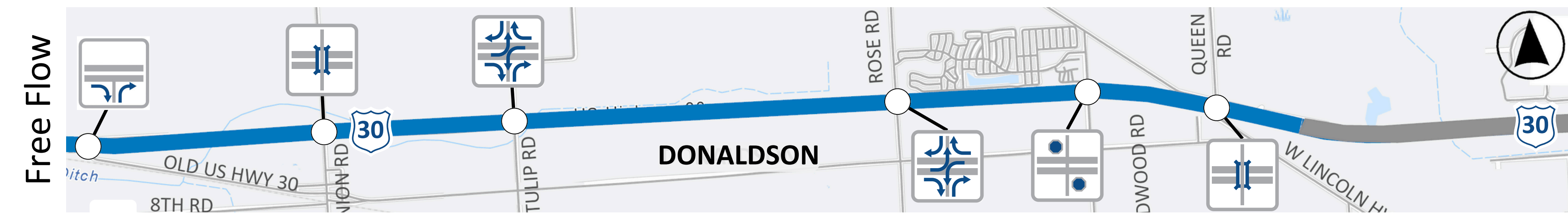
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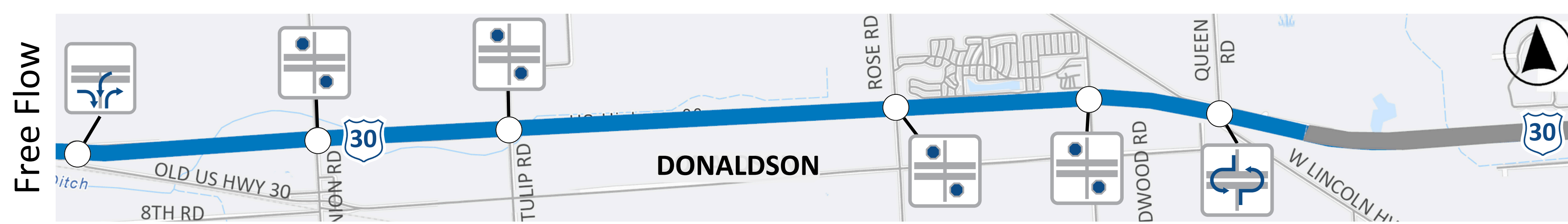
No-Build: Arterial - Carry Forward



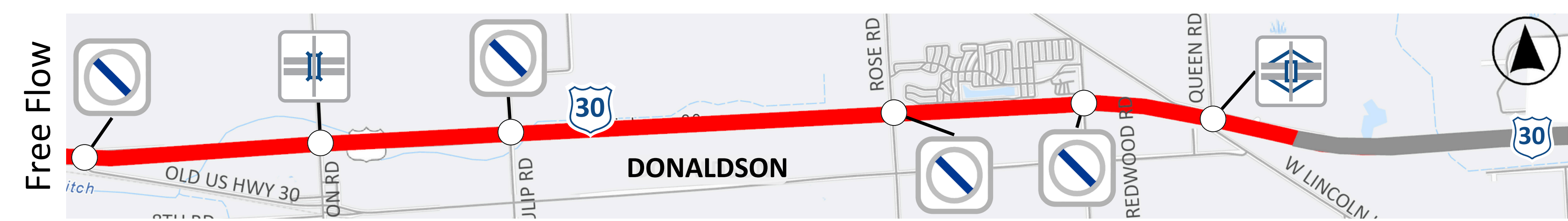
Package 4: Expressway - Recommended



Package 1: Expressway - Carry Forward

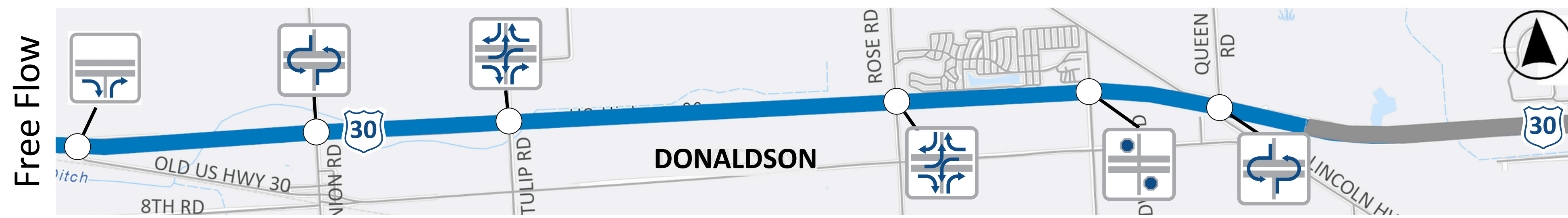


Package 5: Freeway - Carry Forward

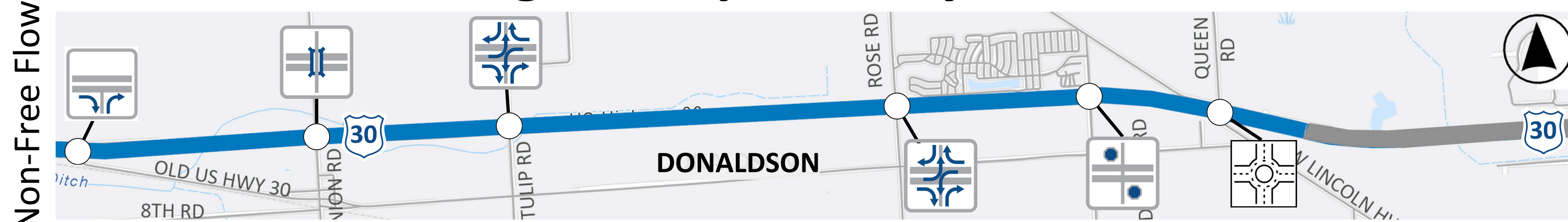


NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT, THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.

Package 2: Expressway - Recommended



Package 3: Expressway - Eliminated



Intersection Types:

- | | | | |
|--|---|--|---|
| | Directional Intersection | | Reduced Conflict Intersection (Unsignalized) |
| | Intersection Closed | | Right-In/Right-Out Intersection |
| | Interchange | | Signal |
| | Overpass | | Roundabout |
| | One-Way Stop Controlled Intersection | | Two-Way Stop Controlled Intersection |

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



Plymouth

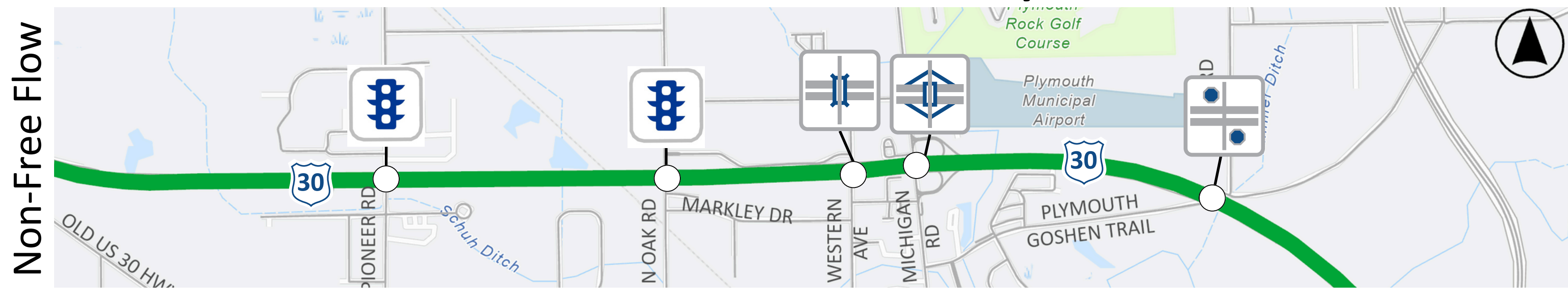


Planning Segment #8 - Plymouth

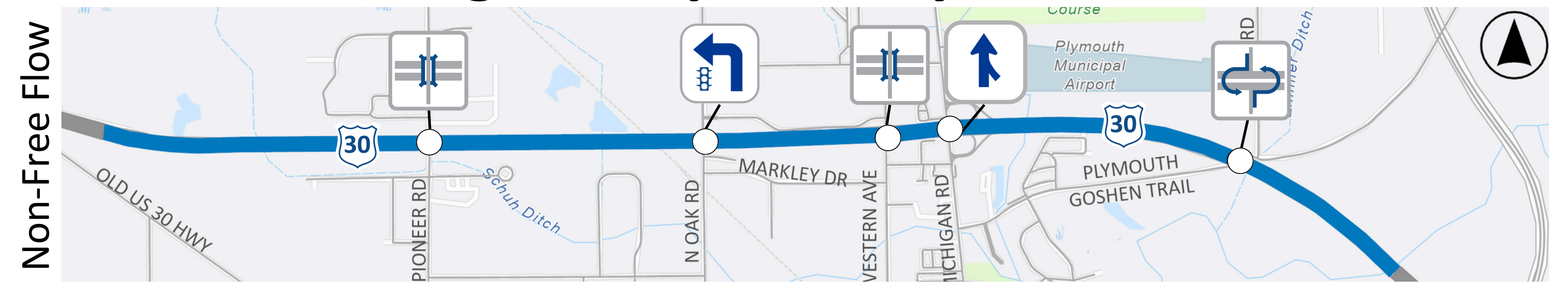
Location: US 30 between east of Queen Road and west of US 31
Distance: 4.8 miles
Total Intersections: 4 primary, 0 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Mix of minor residential and heavy commercial

The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

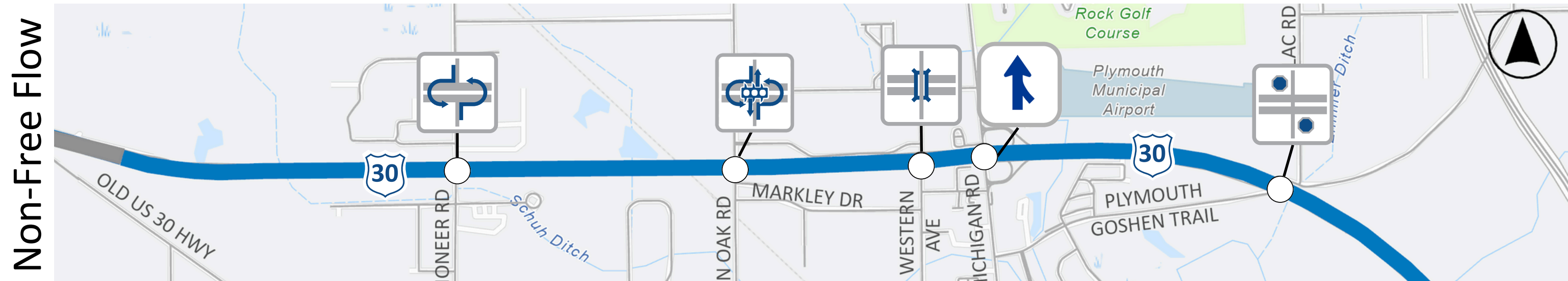
No-Build: Arterial - Carry Forward



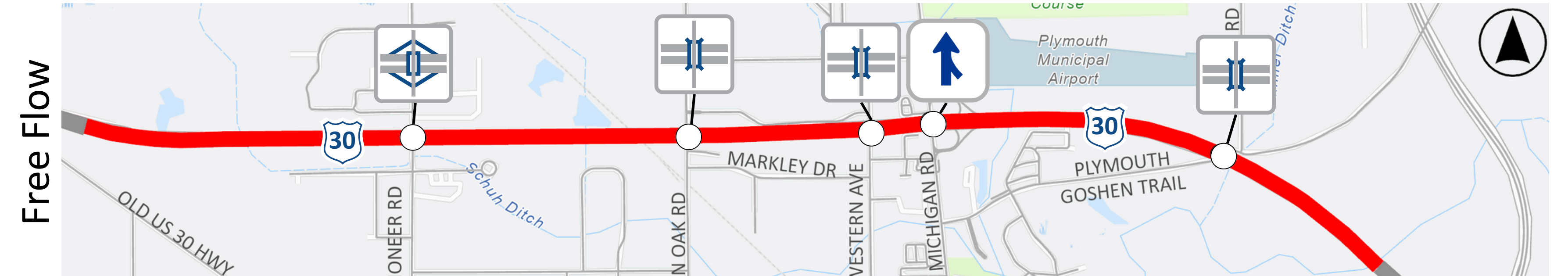
Package 4: Expressway - Eliminated



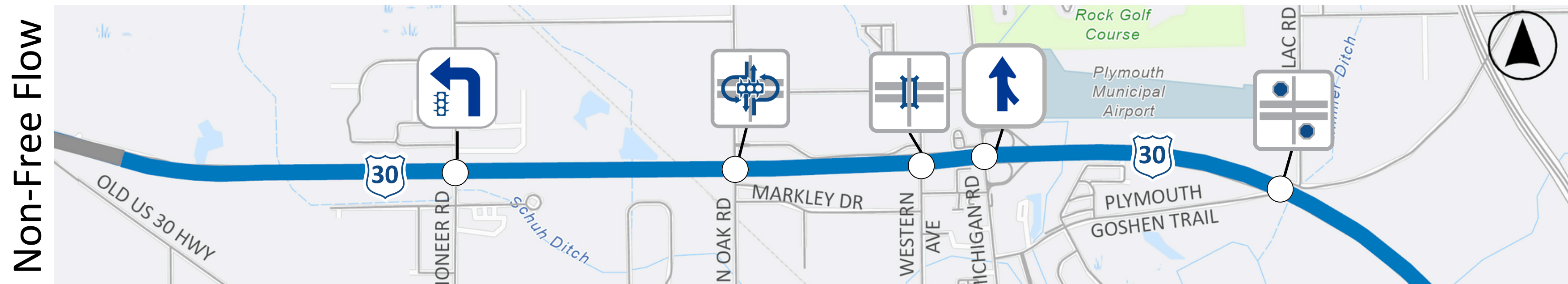
Package 1: Expressway - Eliminated



Package 5: Freeway - Recommended

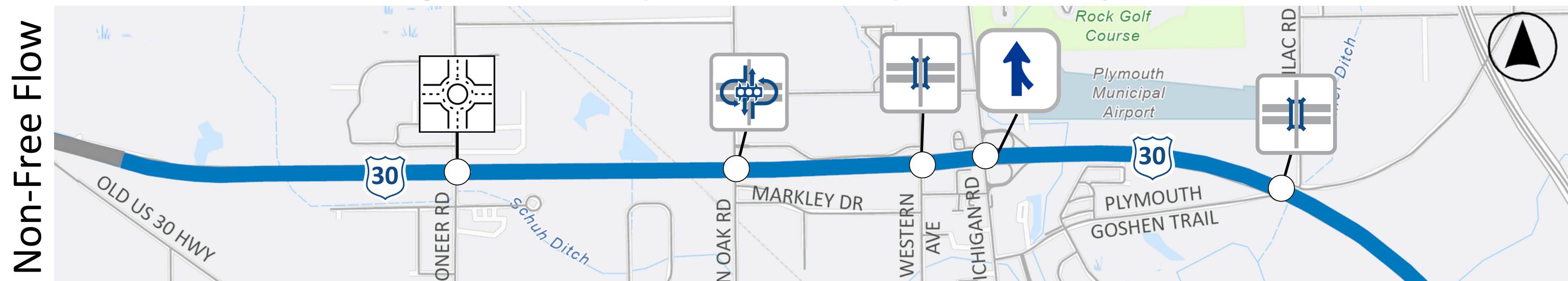


Package 2: Expressway - Eliminated



NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT, THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.

Package 3: Expressway - Carry Forward



Intersection Types:

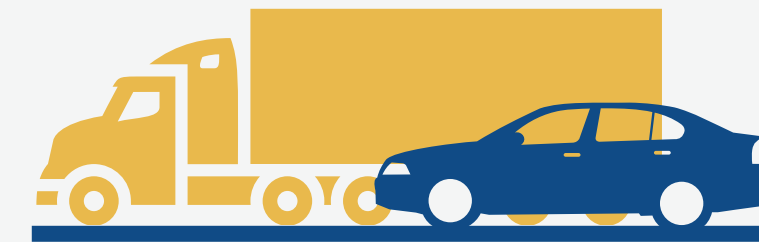
- Add/Extend Accel/Decel Lanes
- Boulevard Left Turn
- Displaced Left Turn
- Interchange
- Overpass
- Reduced Conflict Intersection (Unsignalized)
- Roundabout
- Signal
- Two-Way Stop Controlled Intersection

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



East Plymouth



Planning Segment #9 - East Plymouth

Location: US 30 between west of US 31 and west of Iris Road

Distance: 3.2 miles

Total Intersections: 2 primary, 0 secondary

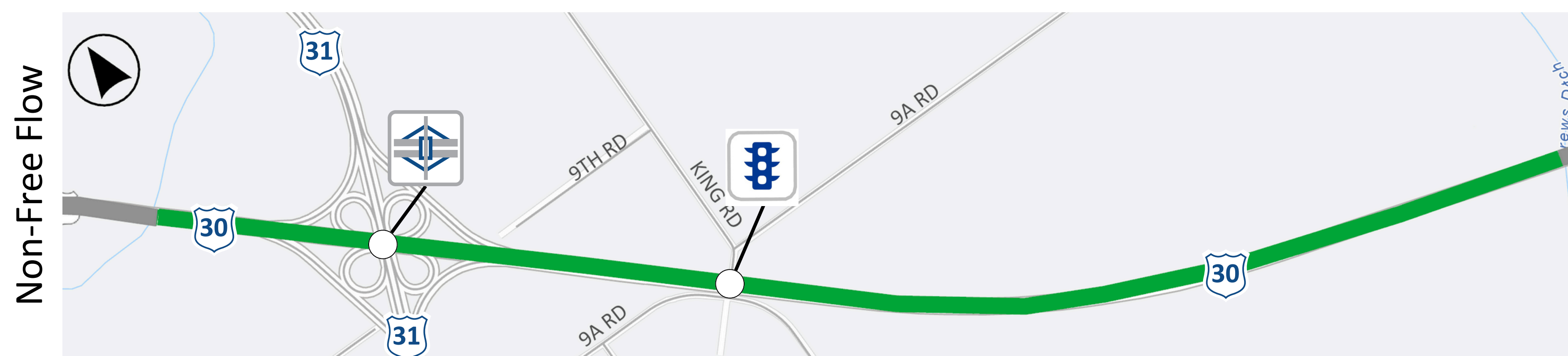
Total Driveways: 0 residential, 0 commercial, and 0 farm access

Land Uses: Land use is primarily farmland

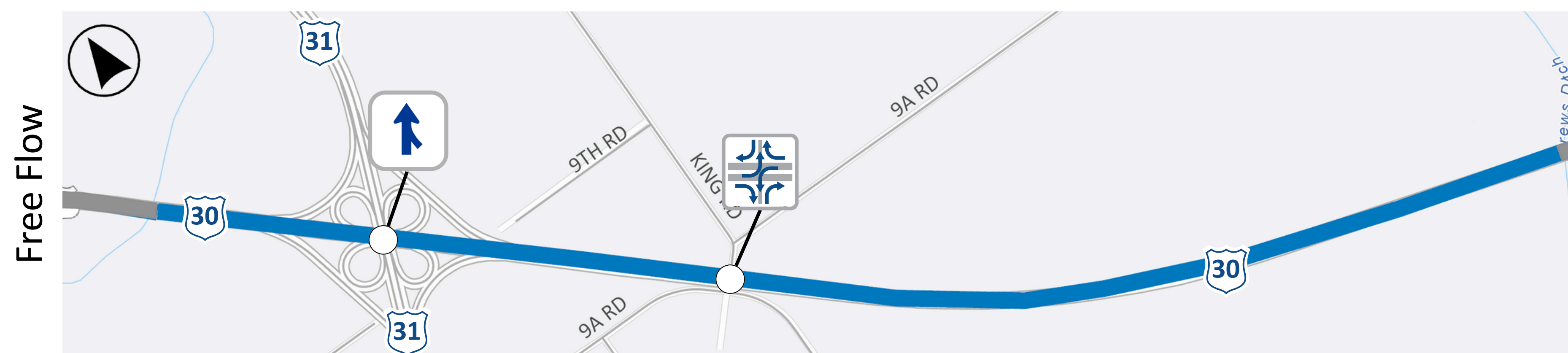
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

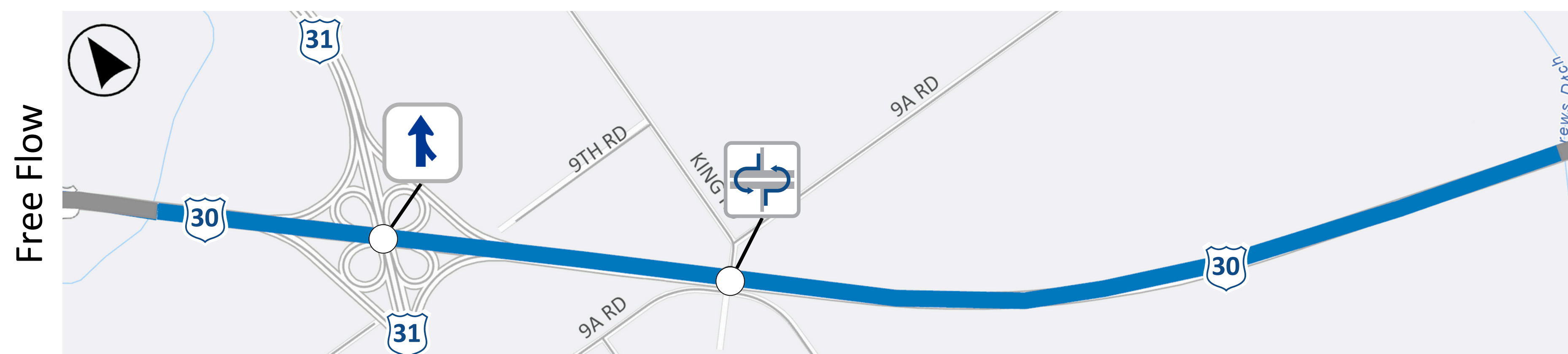
No-Build: Arterial - Carry Forward



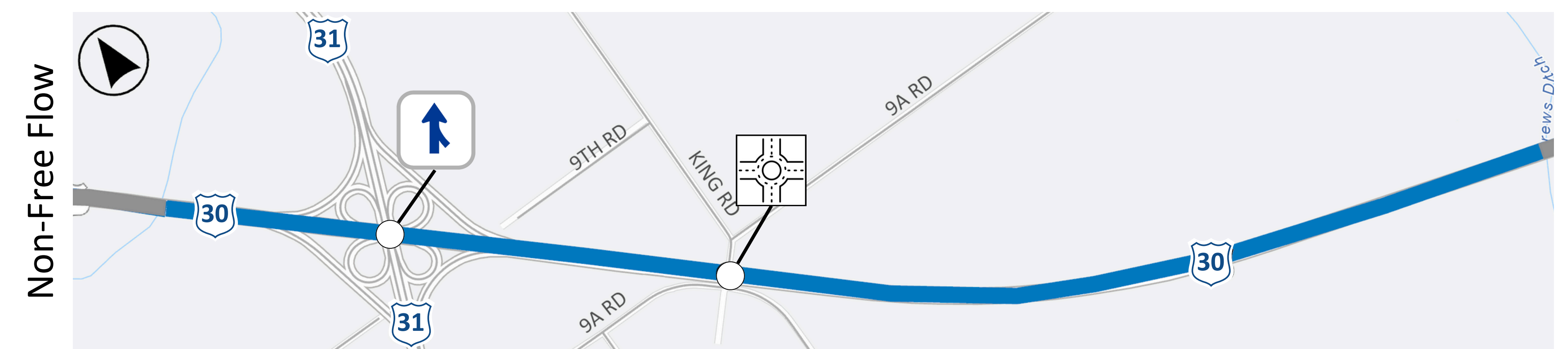
Package 1: Expressway - Recommended



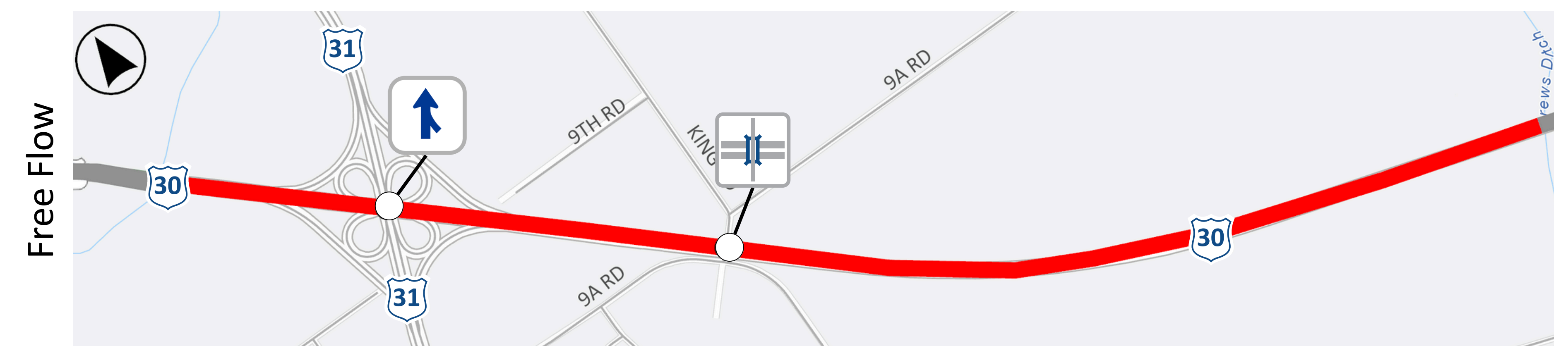
Package 2: Expressway - Carry Forward



Package 3: Expressway - Eliminated



Package 4: Freeway - Carry Forward



NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT, THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.

Intersection Types:

- Add/Extend Accel/Decel Lanes
- Directional
- Interchange
- Overpass
- Roundabout
- Reduced Conflict Intersection (Unsignalized)
- Signal

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



South Plymouth



Planning Segment #15 - South Plymouth

Location: US 31 between north of 12th Road and US 30

Distance: 3.0 miles

Total Intersections: 1 primary, 1 secondary

Total Driveways: 0 residential, 0 commercial, and 0 farm access

Land Uses: Mix of rural residential and farmland

The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

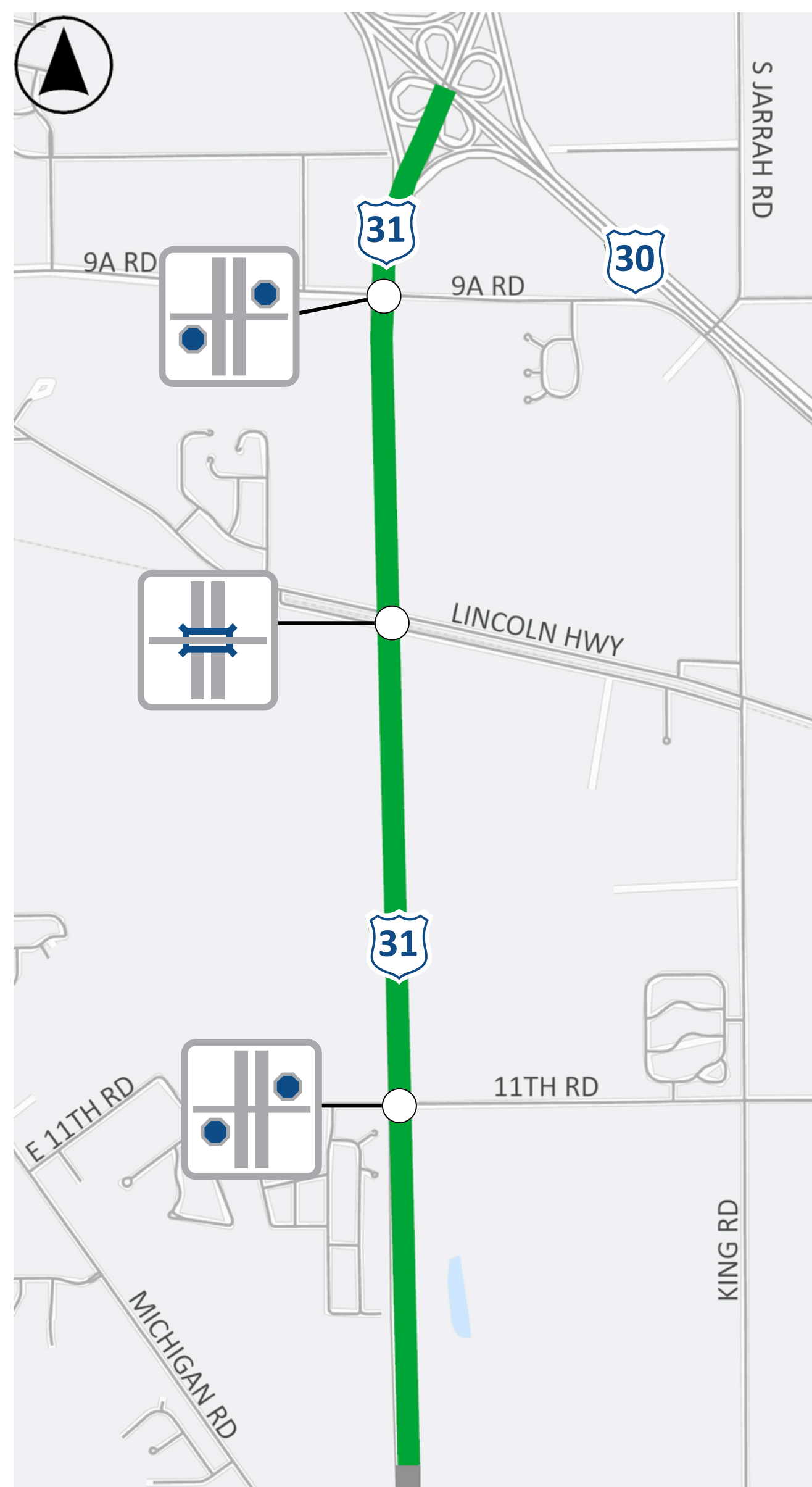
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Carry Forward

Package 1: Expressway - Recommended

Package 2: Expressway - Carry Forward

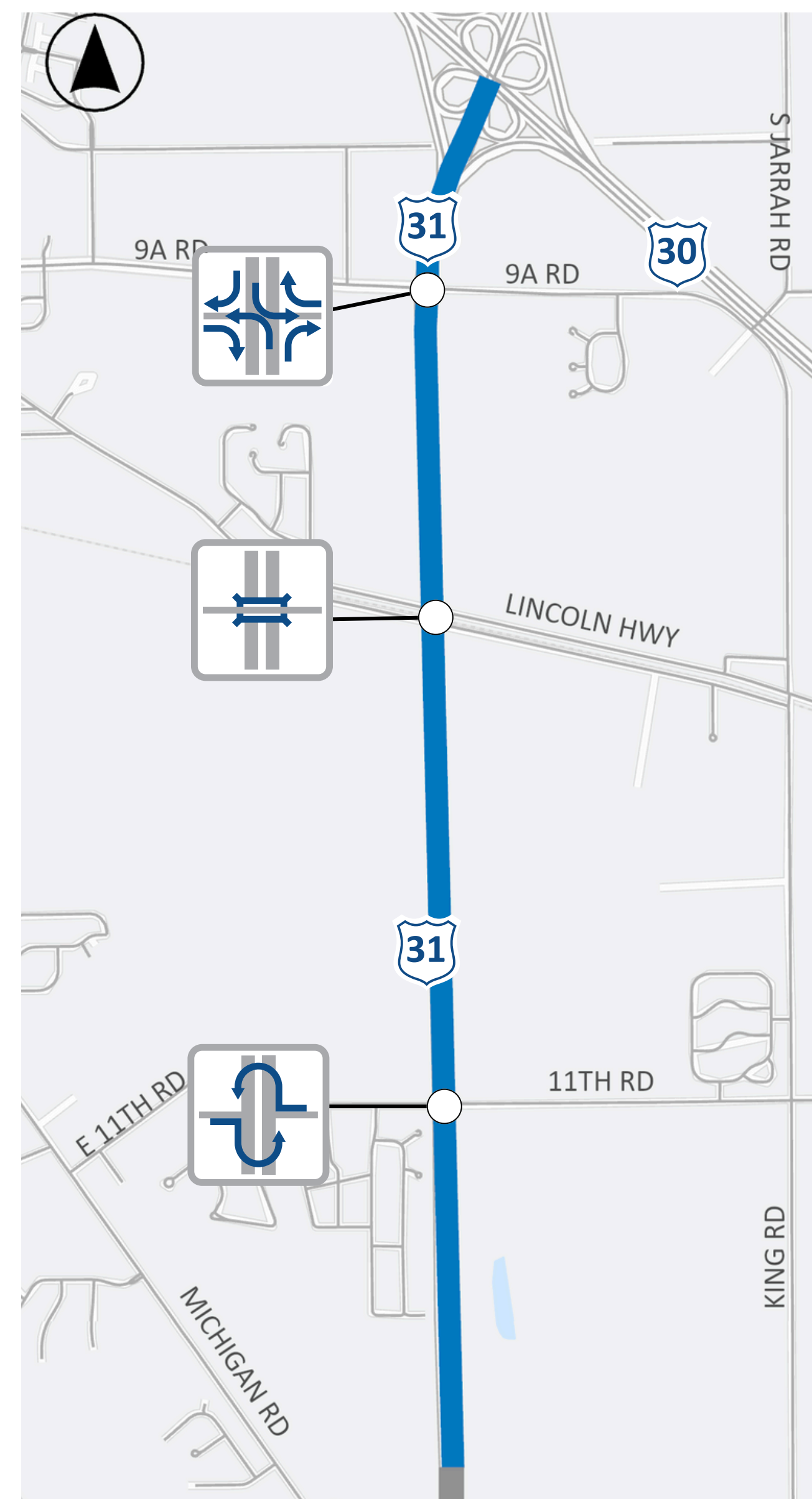
Package 3: Freeway - Carry Forward



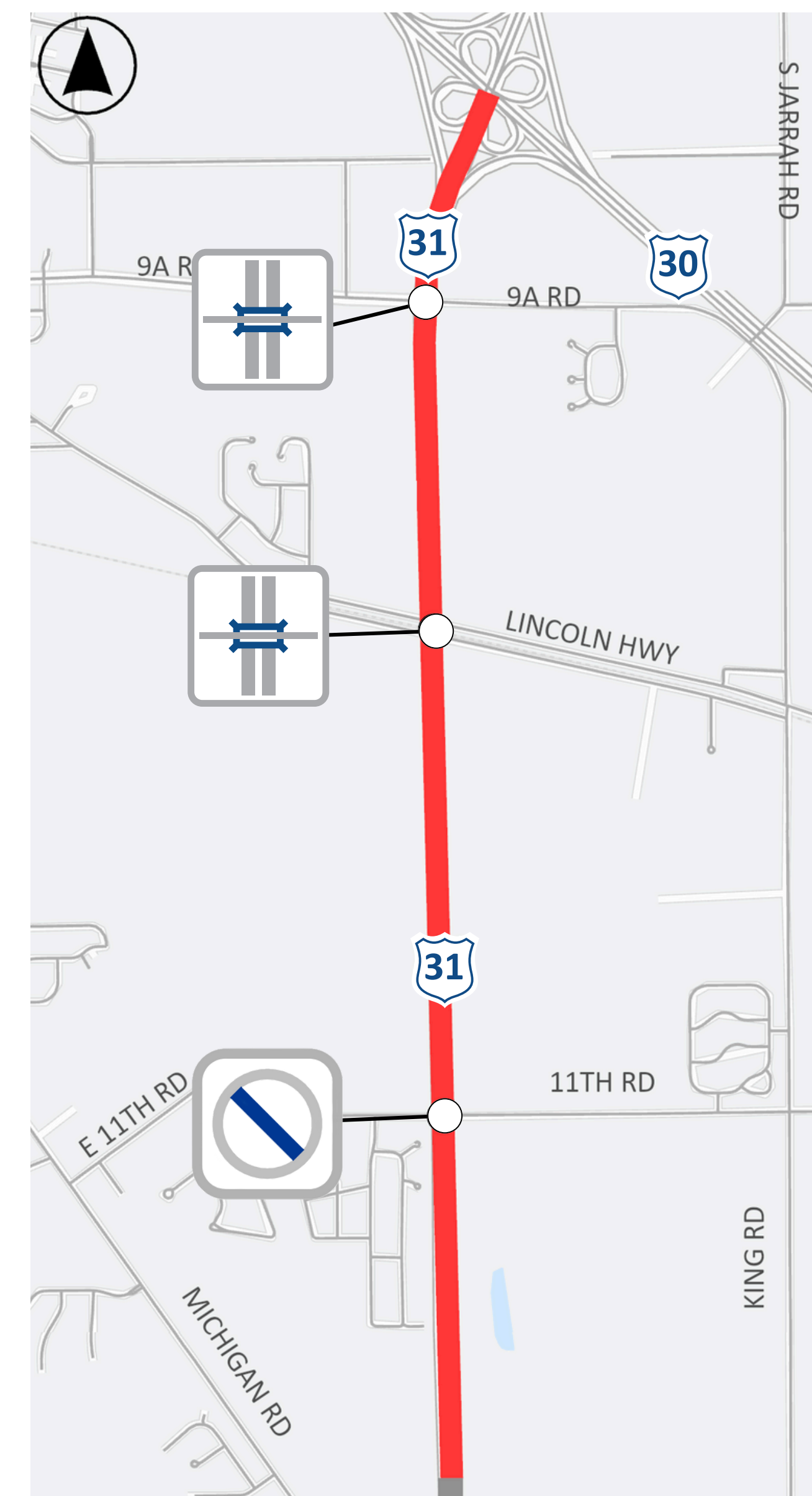
Free Flow



Free Flow



Free Flow



Free Flow

Access Control Methods:

- █ **Minimal Access Control**
driveways have full access, median openings are provided
- █ **Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- █ **Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed

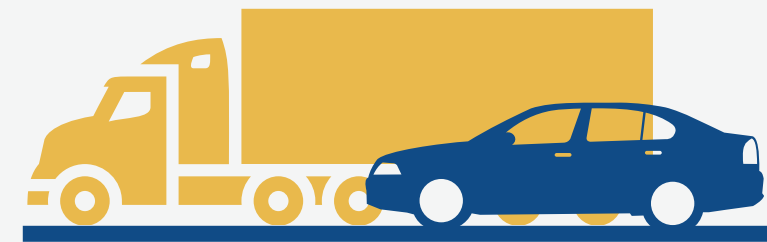
Intersection Types:

- Directional**
- Two-Way Stop Controlled Intersection**
- Intersection Closed**
- Reduced Conflict Intersection (Unsignalized)**
- Overpass**

NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT. THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.

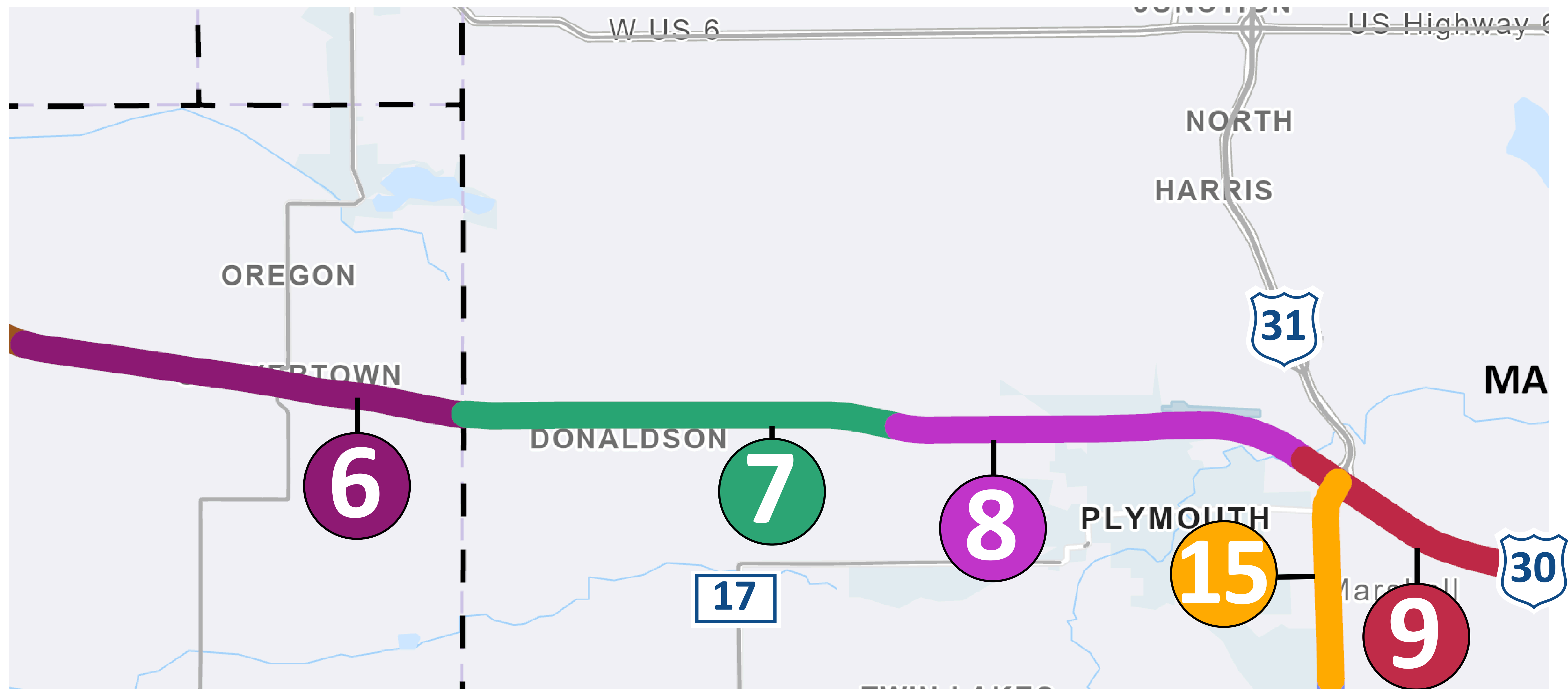


What do you think?



Feedback Fuels the Future!

On a sticky note, tell us what you think about a particular segment and add it to the map! What do you like most? What do you like least? What other comments would you like to share with the study team?



6 Grovertown
Old US 30 (Hamlet) to Starke CR 1200 E

7 West Plymouth
Starke CR 1200 E to 0.5 mi east of Queen Road

8 Plymouth
0.5 mi east of Queen Road to 0.5 mi west of US 31 interchange

9 East Plymouth
0.5 mi west of US 31 interchange to 0.5 west of Iris Road

15 South Plymouth
0.5 mi north of Michigan Road to US 30 interchange



US 30: Inwood to Bourbon

US 31: South Argos to 13th/Michigan

US 30 West



Inwood



Planning Segment #10 - Inwood

Location: US 30 between west of Iris Road and west of Fir Road

Distance: 3.6 miles

Total Intersections: 0 primary, 3 secondary

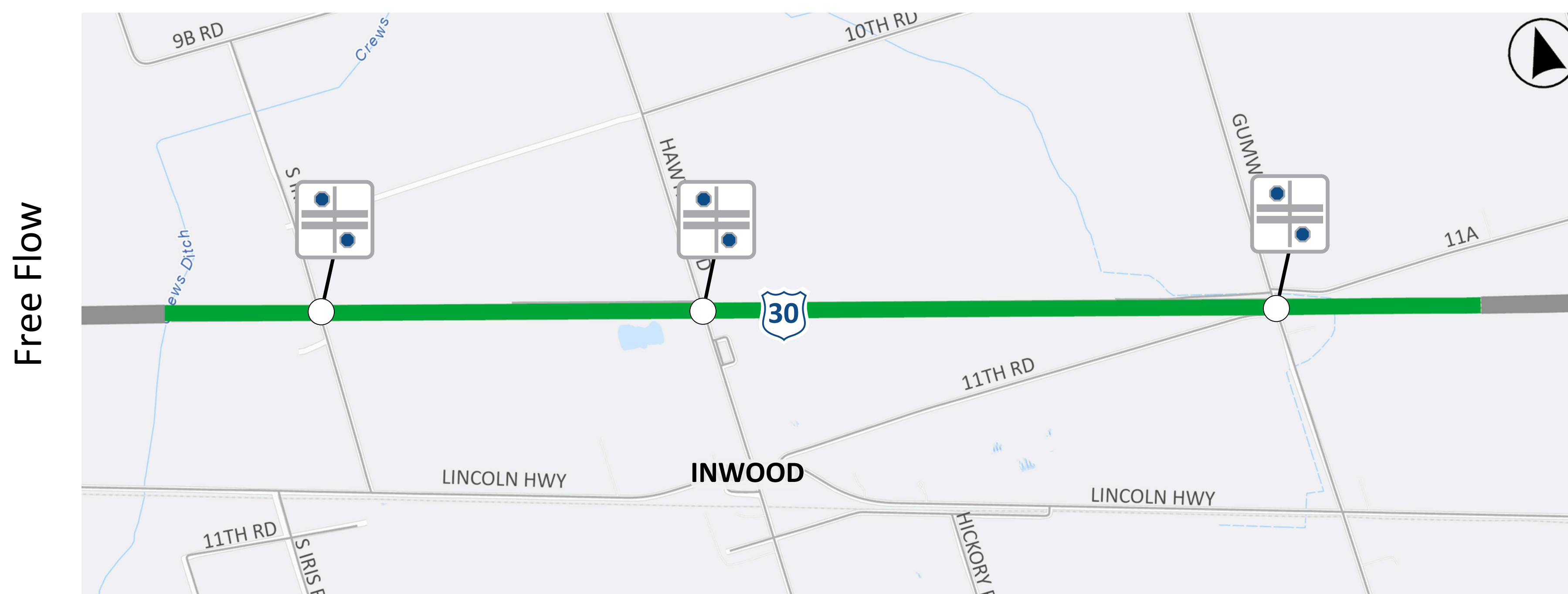
Total Driveways: 0 residential, 0 commercial, and 0 farm access

Land Uses: Land use is primarily farmland

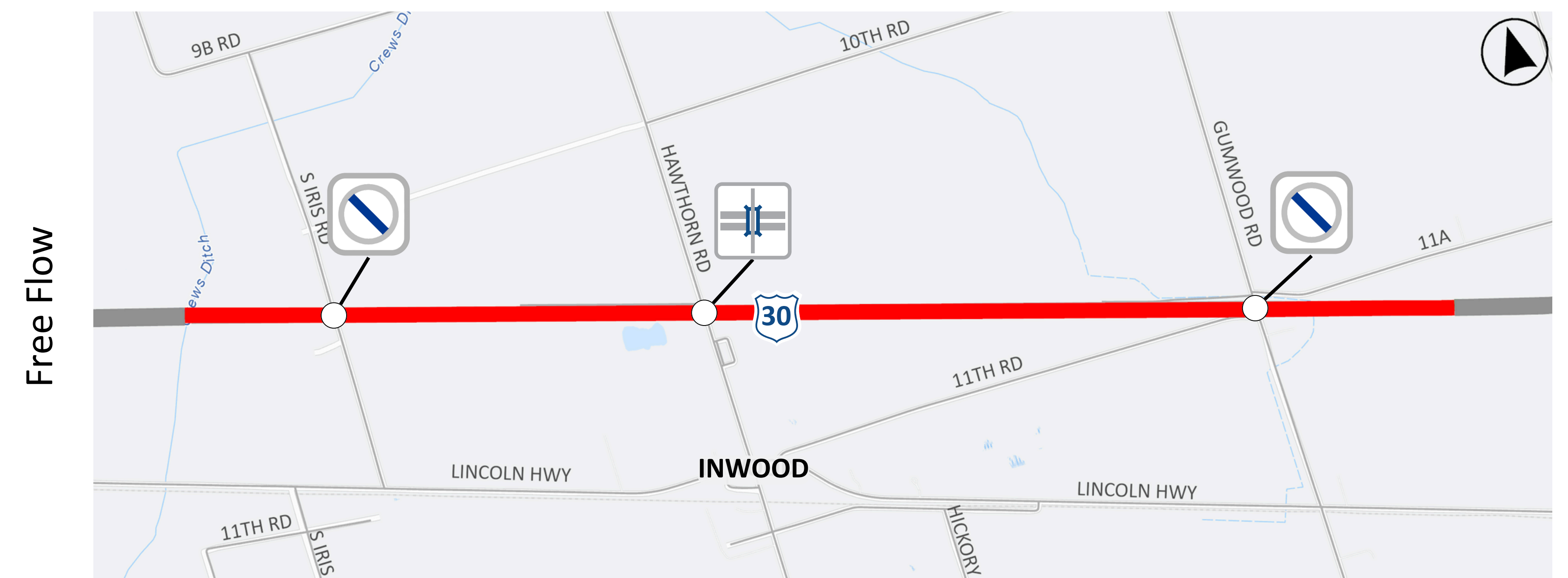
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Recommended

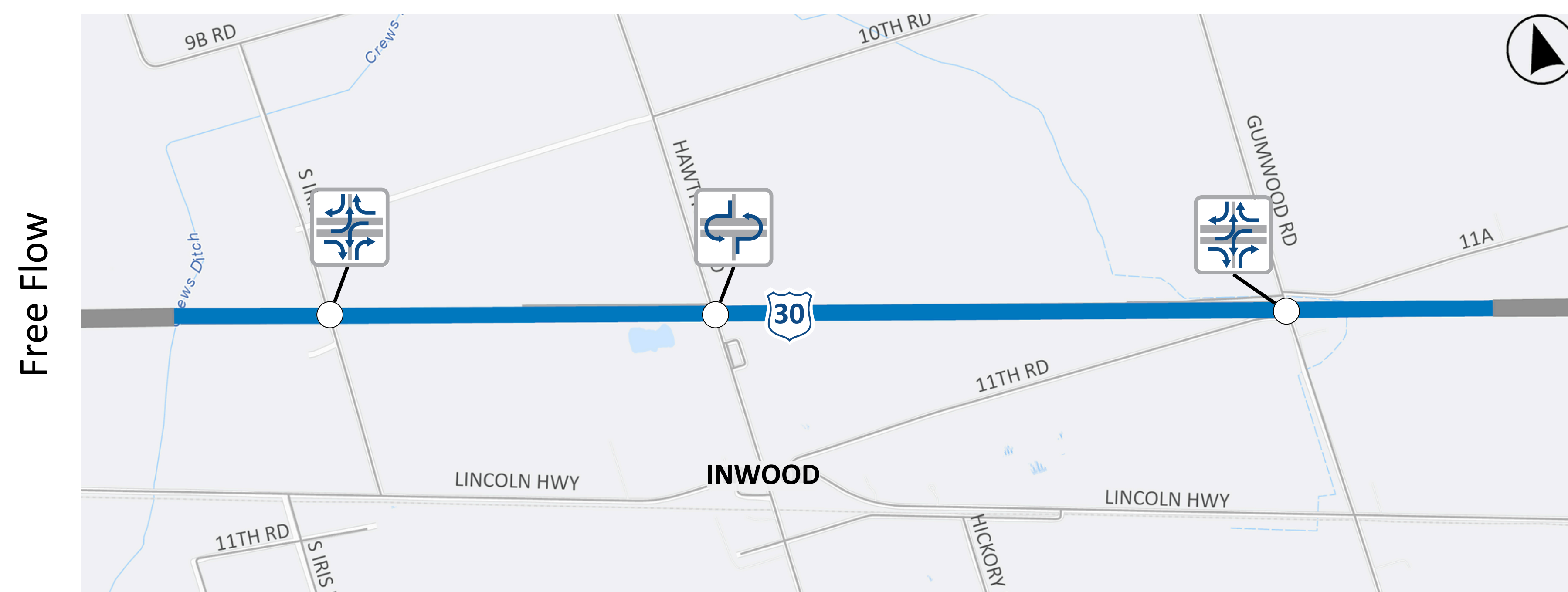


Package 2: Freeway - Carry Forward








NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT. THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.




Package 1: Expressway - Carry Forward



Intersection Types:

-  **Directional**
-  **Two-Way Stop Controlled Intersection**
-  **Intersection Closed**
-  **Reduced Conflict Intersection (Unsignalized)**
-  **Overpass**

Access Control Methods:

-  **Minimal Access Control**
driveways have full access, median openings are provided
-  **Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
-  **Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed

Bourbon



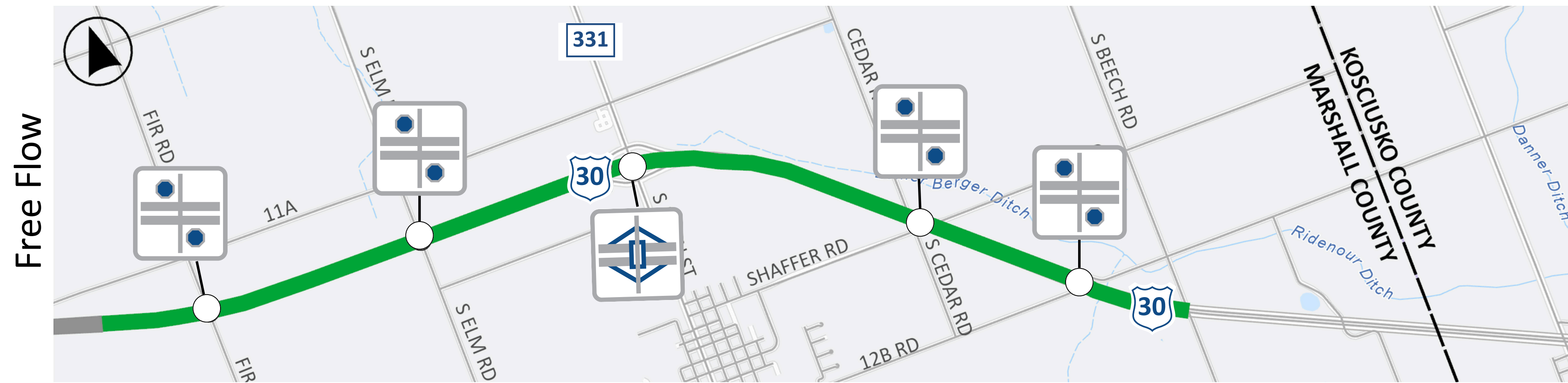
Planning Segment #11 - Bourbon

Location: US 30 between west of Fir Road and west of Beech Road
Distance: 5.0 miles
Total Intersections: 2 primary, 3 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Mix of rural residential, small commercial businesses, and farmland

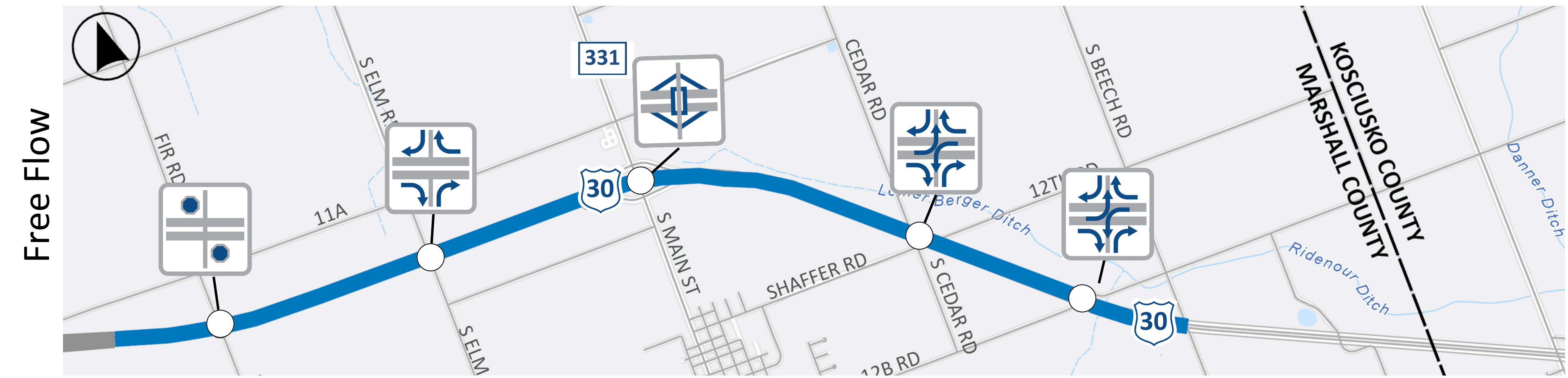
The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

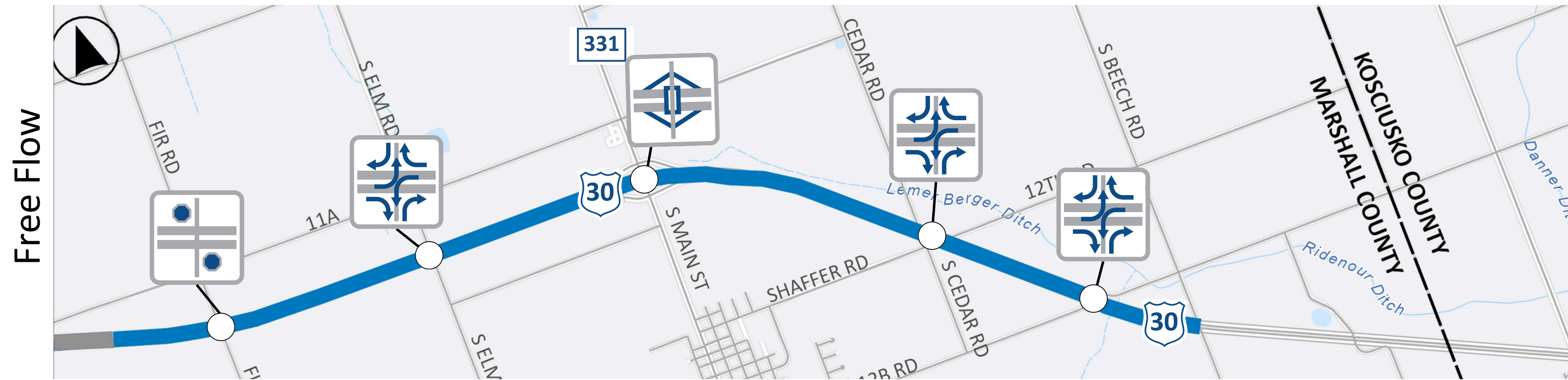
No-Build: Arterial - Recommended



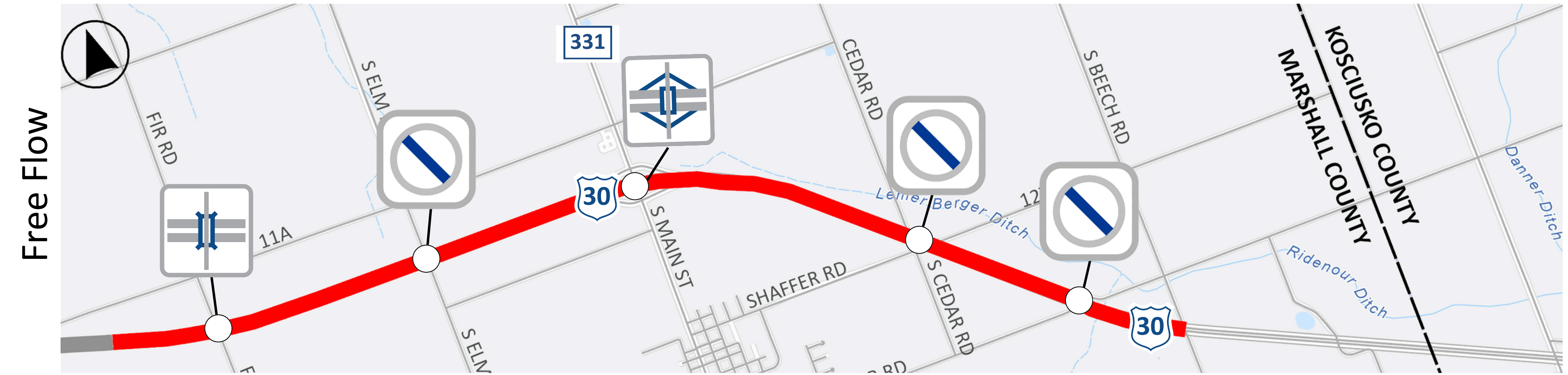
Package 2: Expressway - Carry Forward



Package 1: Expressway - Eliminated



Package 3: Freeway - Carry Forward



NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT. THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.

Intersection Types:

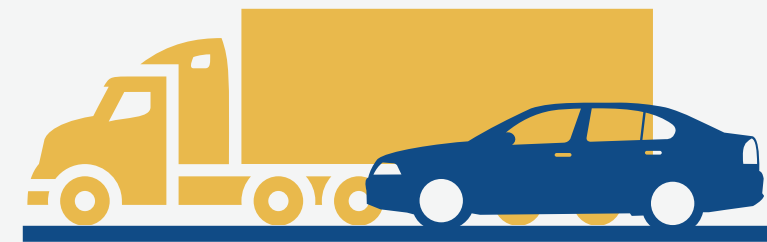
- Directional
- Two-Way Stop Controlled Intersection
- Interchange
- Right-In/Right-Out Intersection
- Intersection Closed
- Overpass

Access Control Methods:

- Minimal Access Control**
driveways have full access, median openings are provided
- Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed



South Argos



Planning Segment #12 - South Argos

Location: US 31 between Fulton CR 700 N and SR 10

Distance: 5.8 miles

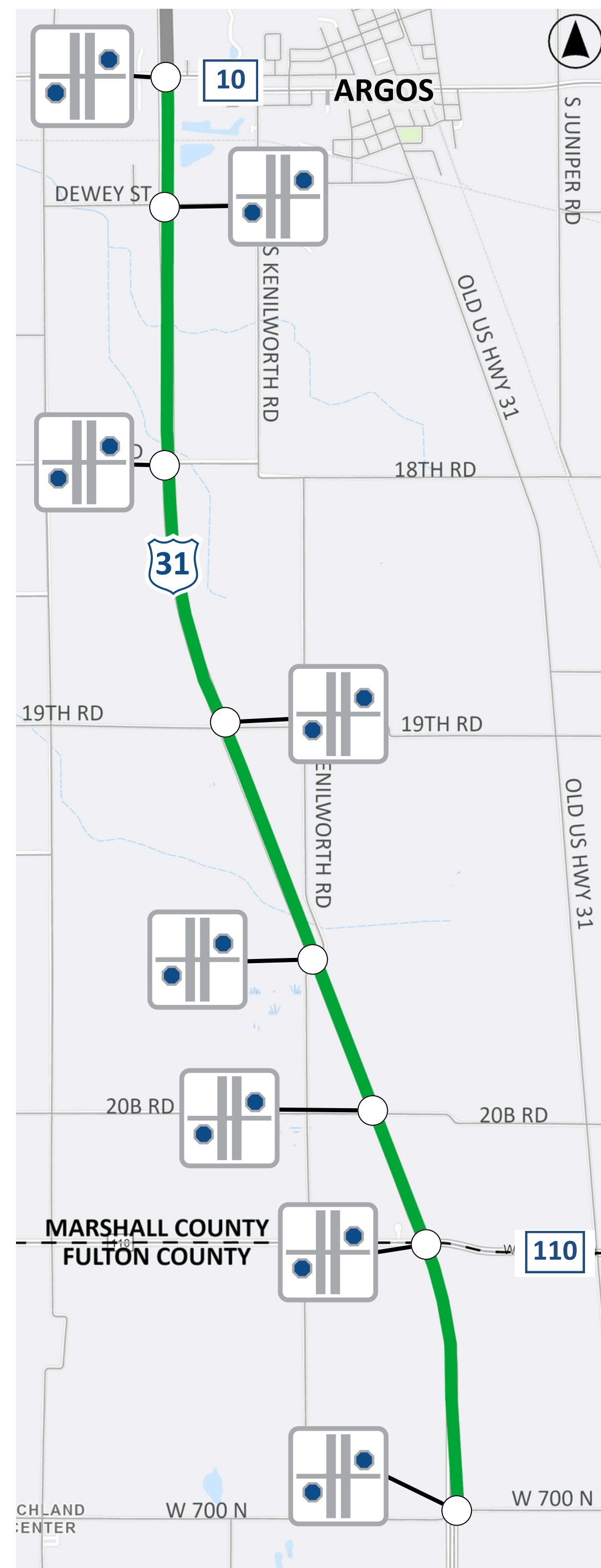
Total Intersections: 2 primary, 6 secondary

Total Driveways: 0 residential, 0 commercial, and 0 farm access

Land Uses: Mix of small commercial and farmland

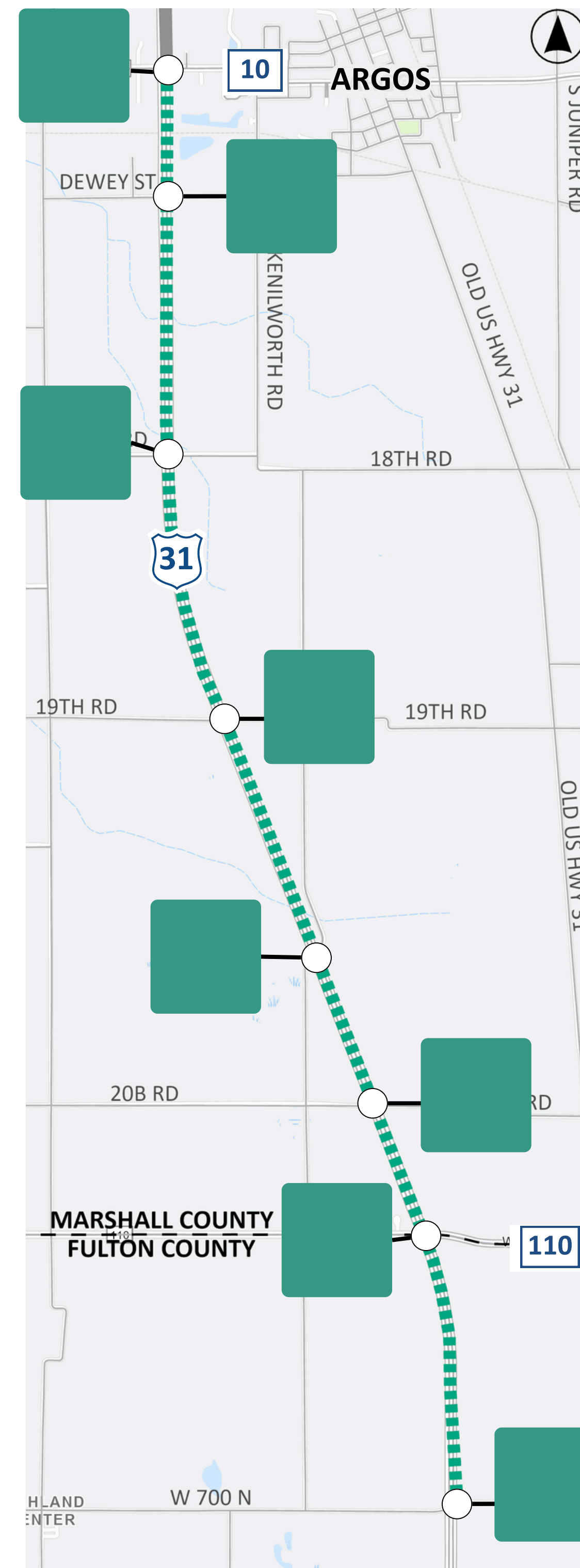
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Carry Forward


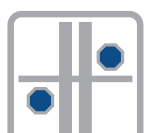


Free Flow


Package 1: Separate INDOT Project



Intersection Types:

-  Separate INDOT Project
-  Two-Way Stop Controlled Intersection

Access Control Methods:

-  Minimal Access Control
driveways have full access, median openings are provided



North Argos



Planning Segment #13 - North Argos

Location: US 31 between SR 10 and south of 13th Road

Distance: 3.0 miles

Total Intersections: 0 primary, 3 secondary

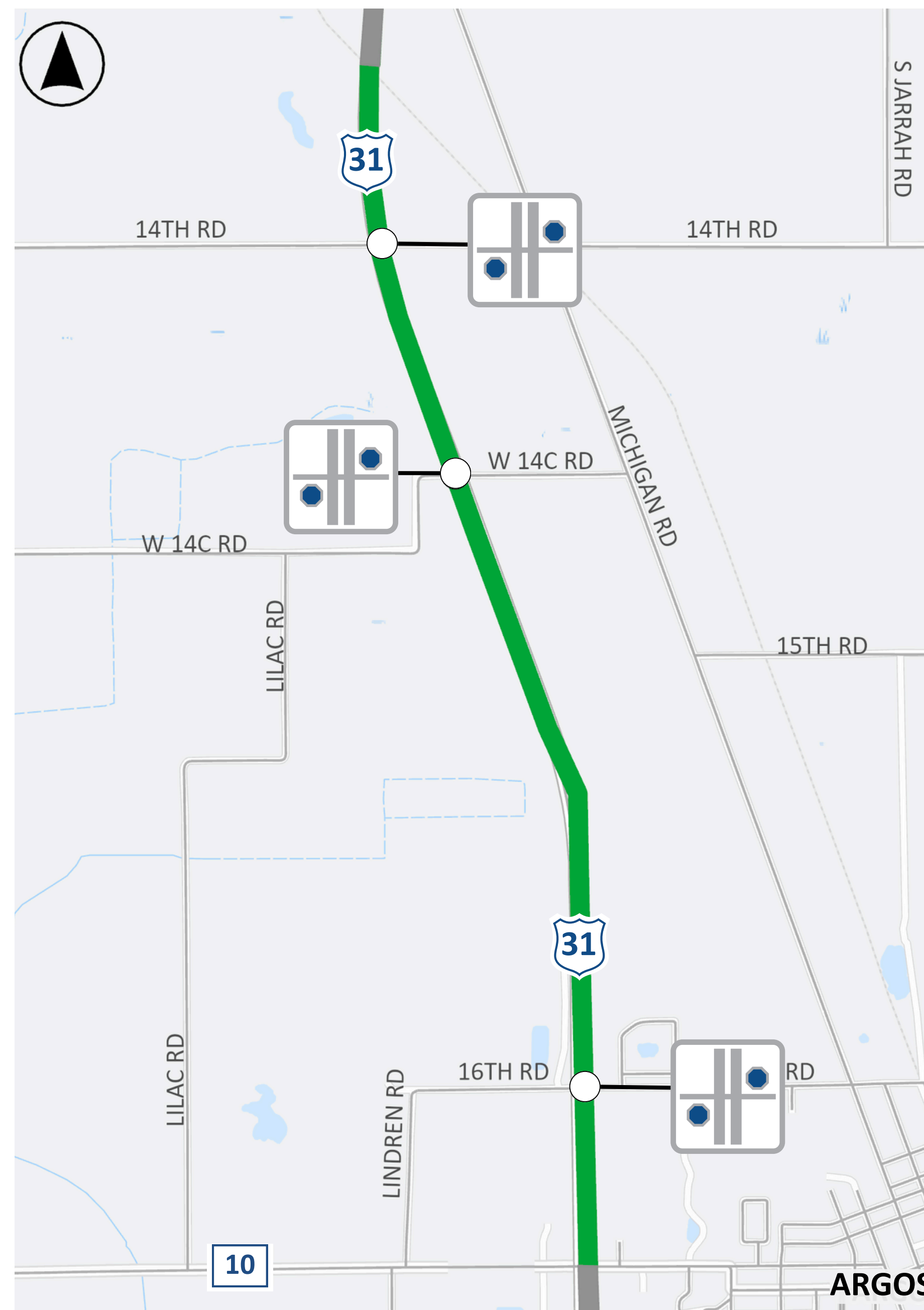
Total Driveways: 0 residential, 0 commercial, and 0 farm access

Land Uses: Mix of rural residential and farmland

The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

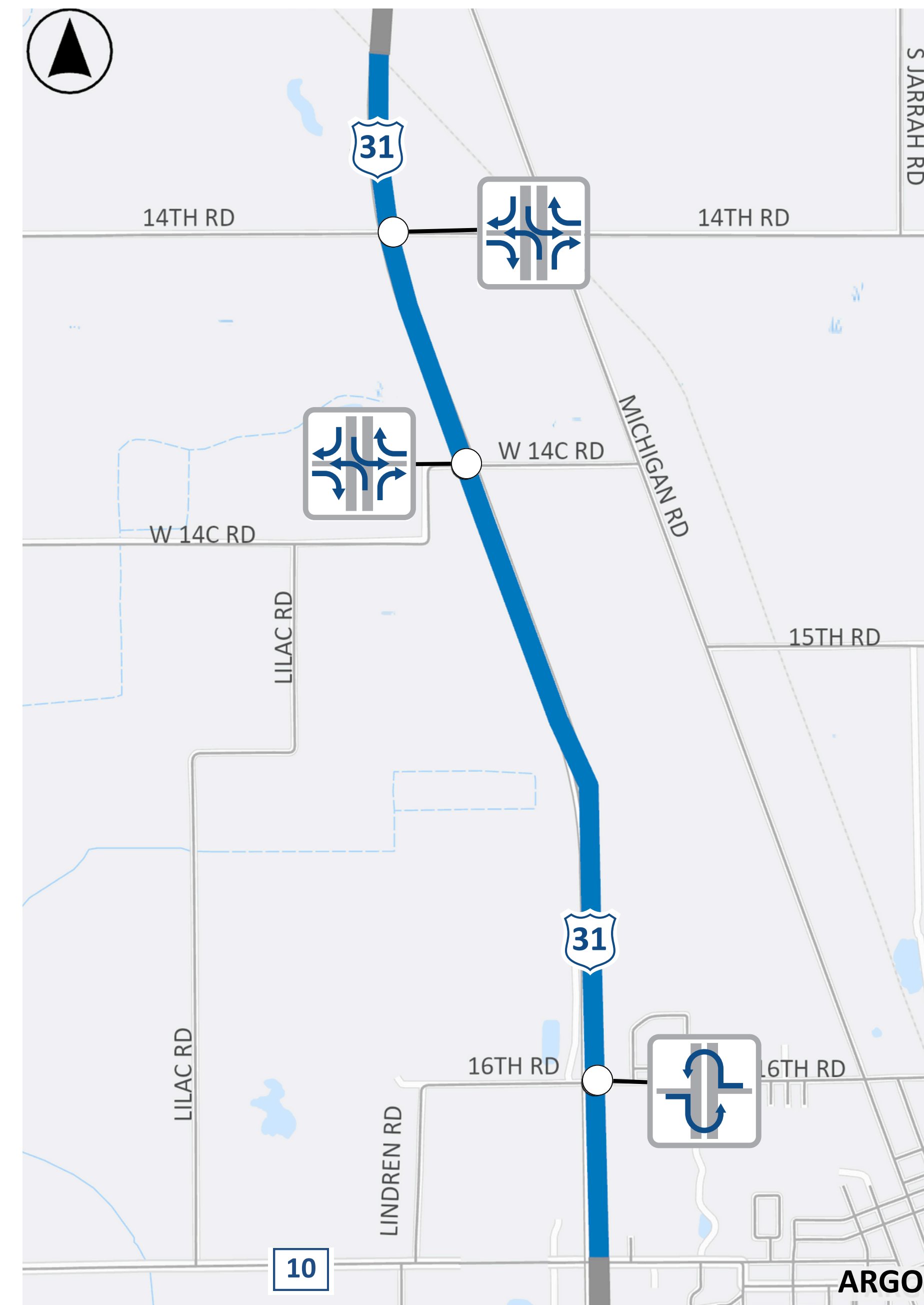
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Recommended



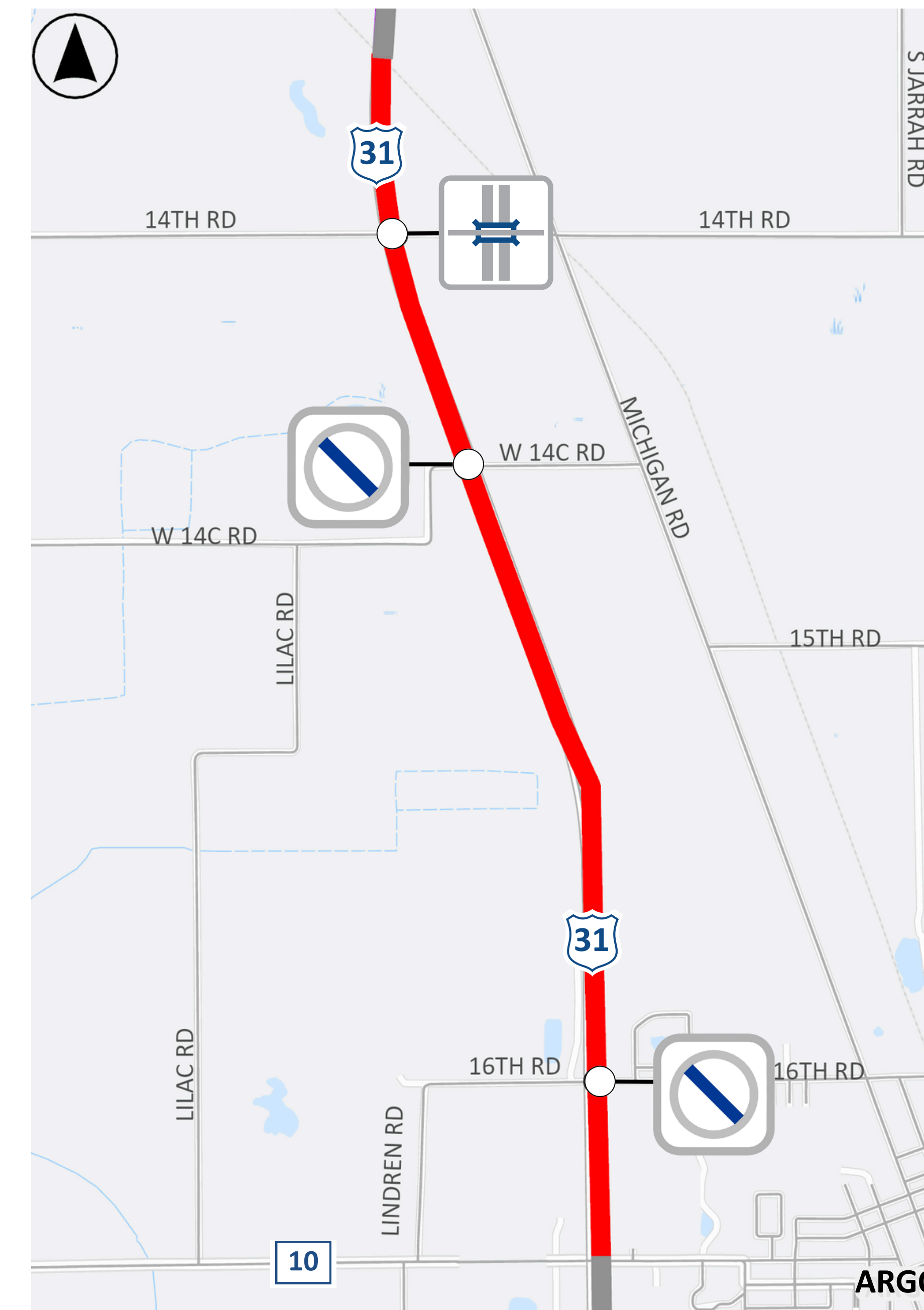
Free Flow

Package 1: Expressway - Carry Forward



Free Flow

Package 2: Freeway - Carry Forward



Free Flow

Access Control Methods:

- █ **Minimal Access Control**
driveways have full access, median openings are provided
- █ **Partial Access**
no driveway access, at grade intersections allowed, median openings not allowed
- █ **Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed

Intersection Types:

- Directional**
- Intersection Closed**
- Overpass**
- Reduced Conflict Intersection (Unsignalized)**
- Two-Way Stop Controlled Intersection**

NOTE: NO EXISTING DRIVEWAYS ARE PRESENT IN THIS SEGMENT. THEREFORE ONLY EXPRESSWAY AND FREEWAY FACILITY TYPES ARE CONSIDERED.



13th/Michigan



Planning Segment #14 - 13th/Michigan

Location: US 31 between south of 13th Road and north of 12th Road

Distance: 1.8 miles

Total Intersections: 2 primary, 2 secondary

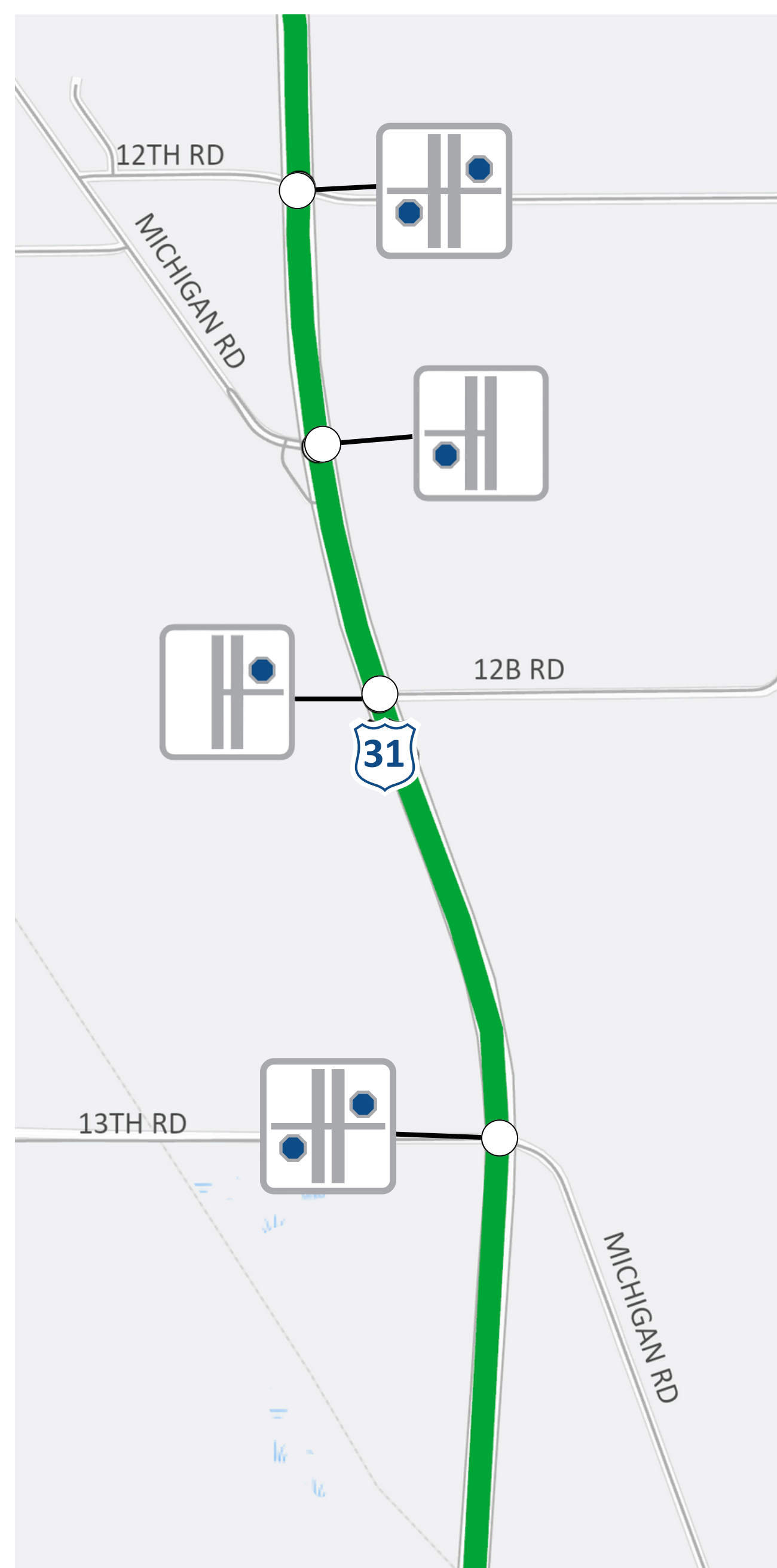
Total Driveways: 3 residential, 3 commercial, and 3 farm access

Land Uses: Mix of rural residential and farmland

The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options

PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Carry Forward



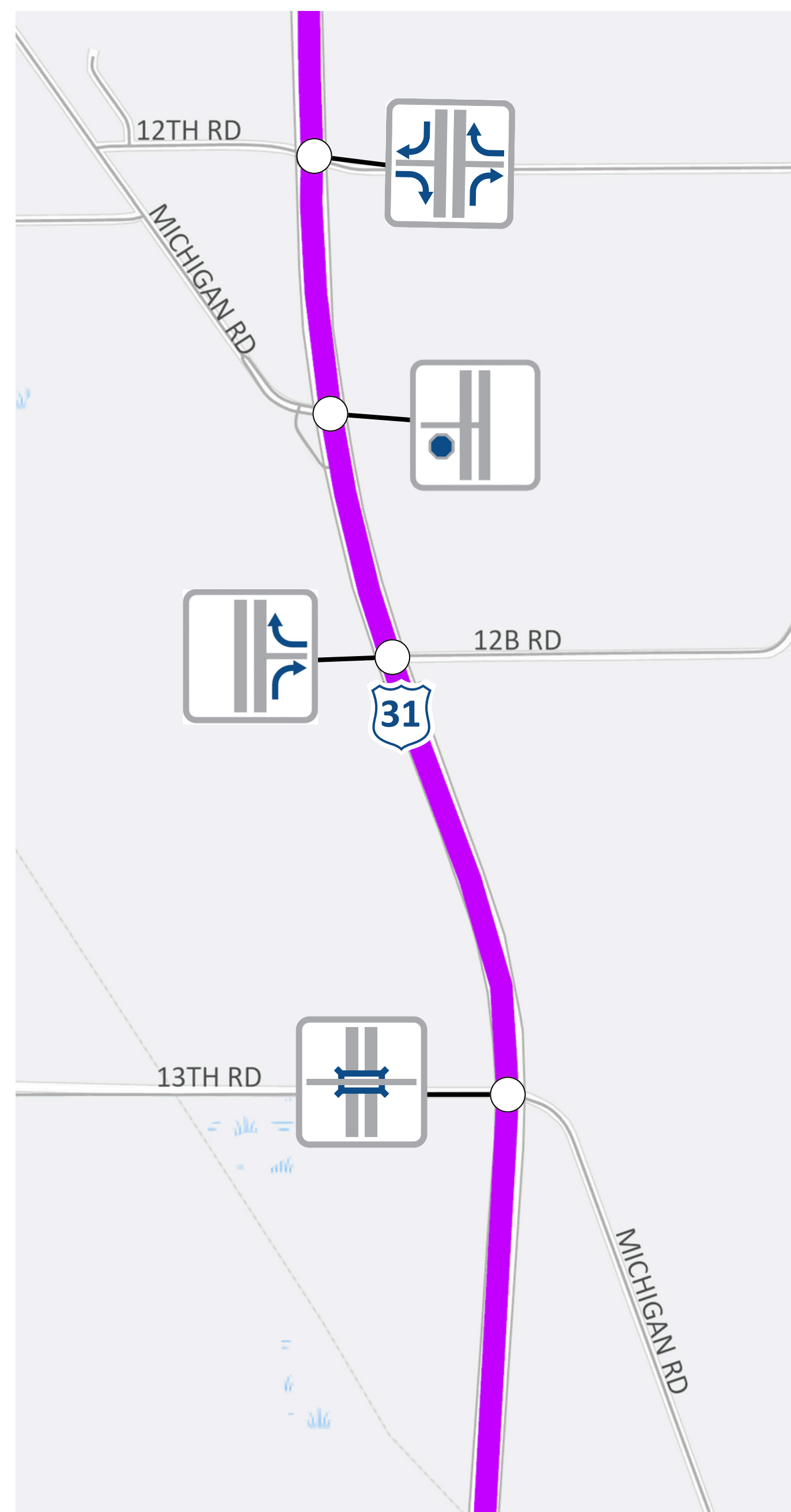
Free Flow

Package 1: Arterial - Recommended



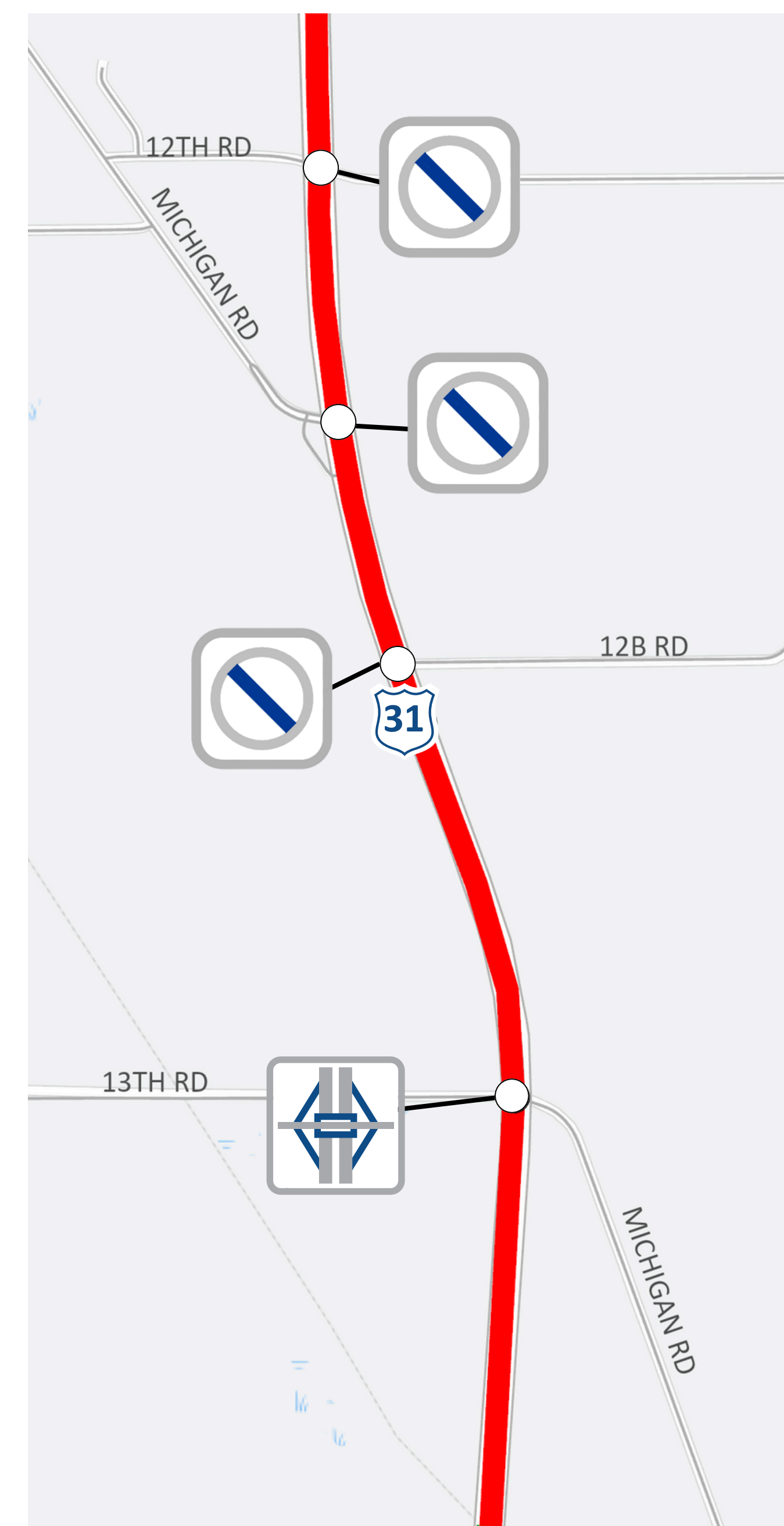
Free Flow

Package 2: Expressway Lite - Recommended



Free Flow

Package 3: Freeway - Carry Forward



Free Flow

Access Control Methods:

- █ **Minimal Access Control**
driveways have full access, median openings are provided
- █ **Partial Access**
all driveways are RIRO, select median openings provided
- █ **Partial Access**
all driveways are RIRO, select median openings provided
- █ **Limited Access**
no driveway access, crossroads are grade separated or closed; median openings not allowed

Intersection Types:

- Intersection Closed**
- Interchange**
- One-Way Stop Controlled Intersection**
- Overpass**
- Right-In/Right-Out Intersection**
- Reduced Conflict Intersection (Unsignalized)**
- Two-Way Stop Controlled Intersection**

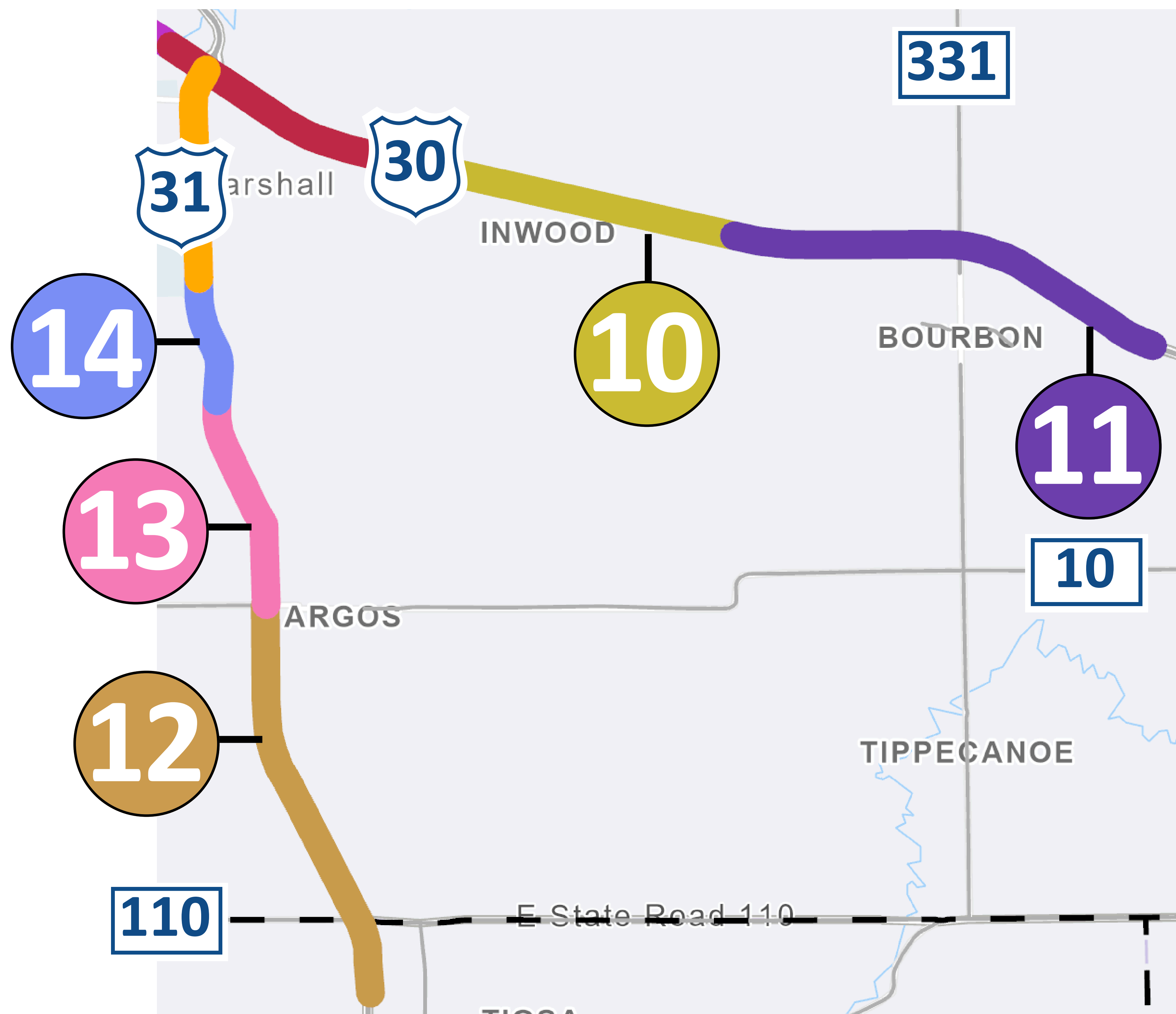


What do you think?



Feedback Fuels the Future!

On a sticky note, tell us what you think about a particular segment and add it to the map! What do you like most? What do you like least? What other comments would you like to share with the study team?



- 10 Inwood**
0.5 mi west of Iris Road to 0.5 mi west of Fir Road
- 11 Bourbon**
0.5 mi west of Fir Road to Beech Road
- 12 South Argos**
Fulton CR 700 N to SR 10
- 13 North Argos**
SR 10 to .5 mi south of 13th Road
- 14 13th/Michigan**
.5 mi south of 13th Road to .5 mi north of Michigan Road



Comment Station

US 30 West

