



US 30 East

# Resource Agency, Stakeholder & Public Involvement Summary #3

February 11, 2025



## TABLE OF CONTENTS

1. US 30 East Study Public Engagement Overview .....	1
2. Purpose of the US 30 East Public Engagement.....	1
3. Outreach and Advertisement .....	2
4. Stakeholder Advisory Committee .....	11
5. US 30 & 31 Coalitions Presentations .....	12
6. Resource Agency Coordination.....	12
7. Public Information Meetings .....	12
8. Comment Summary .....	14
9. Appendices 3.1, 3.2, & 3.3 .....	15

# 1. US 30 EAST STUDY PUBLIC ENGAGEMENT OVERVIEW

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ProPEL is an INDOT initiative for transportation planning that uses collaborative Planning and Environment Linkages (PEL) studies to consider environmental, community and economic goals early in the planning process. Through the PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities.

The ProPEL US 30 and 31 studies span 180 miles across 12 counties. The ProPEL US 30 East study area extends from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County. It includes Marshall, Whitley, Kosciusko, and Allen counties.

This report is a summary of the information provided and collected from the *Draft Universe of Alternatives (Level 1) Screening Report*, *Draft Level 2 Screening Report*, and the *Draft Level 3 Screening Report*. The public comment periods for each were:

- *Universe of Alternatives* – Monday, November 13, 2023, to Friday, December 22, 2023
- *Draft Level 2 Screening Report* – Thursday, March 28, 2024, to Tuesday, April 30, 2024
- *Draft Level 3 Screening Report* – Tuesday, November 12, 2024, to Friday, December 13, 2024

# 2. PURPOSE OF THE US 30 EAST PUBLIC ENGAGEMENT

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The ProPEL US 30 East study team asked for Hoosiers' input as it completed each level of the Alternatives Analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East Alternative Analysis reports are based on data collection efforts that began in August 2022, as well as from feedback received from ongoing public and stakeholder involvement.

There are a total of 55 Alternative Concepts for all four study areas that will be tailored down until there are a handful of potential solutions that INDOT may choose to move forward. INDOT intends to use the information, analysis, and recommendations from the study to inform future investments in the study area. Future investments will require federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Feedback from residents, motorists, local and statewide leaders, businesses, and others is vital to the success of the studies. Along with the other study areas, the ProPEL US 30 East study team gathered public feedback throughout the planning process. Public engagement and comment collection occurred during the alternatives analysis phase at the following times:

- Universe of Alternatives (Level 1): August 2023 through December 2023
- Level 2 Alternatives Analysis and Screening: January 2024 through April 2024
- Level 3 Alternatives Analysis and Screening: May 2024 through December 2024

The intent of the public engagement for the alternatives analysis was to:

- Solicit and receive feedback on the 55 identified alternative concepts
- Solicit and receive feedback on the 31 identified study area intersections
- Solicit and receive feedback on the 13 planning segments and improvement packages
- Communicate ways to participate in the ProPEL US 30 East Study

In addition, the US 30 East and US 30 West study teams coordinated closely to ensure that there was effective engagement with the Amish communities who live and work in northeastern Indiana. The study teams connected with the Amish communities through a

hotline news service, a pop-up event in Spring 2024, and presenting to Amish leadership during a small group meeting on Tuesday, January 28, 2025.

Figure 1: ProPEL US 30 East Timeline



### 3. OUTREACH AND ADVERTISEMENT

The study team conducted stakeholder and public outreach to raise awareness of the ProPEL US 30 Alternatives Analysis Screening in the Universe of Alternatives (Level 1), Level 2, and Level 3. Staff encouraged participation, alerted the public to meeting dates, and solicited feedback during the public comment period. **Figure 2** contains a summary of the Alternatives Analysis and Screening public engagement efforts.

Figure 2: ProPEL US 30 East Outreach Efforts – Level 1 Universe of Alternatives

Outreach Efforts		Date(s)
<b>Stakeholder Advisory Committees</b>	Virtual meetings	11/14/23 11/16/23
<b>Public Information Meetings</b>	In-person	N/A
<b>Virtual Public Information Meeting</b>	Launched via PROPELUS30.com	N/A
<b>Website Information</b>	ProPELUS30.com	11/13/23
<b>INDOT Press Release*</b>	INDOT media list	11/13/23
<b>Legislator and Media Briefing Presentation*</b>	INDOT media list	11/13/23

<b>Social Media Posts*</b>		09/08/23 09/10/23 09/21/23 09/28/23 10/06/23 10/26/23 11/07/23 11/13/23 11/14/23 11/15/23 11/15/23 11/17/23 11/17/23 11/17/23 11/18/23 11/20/23 11/21/23 11/22/23 11/23/23 11/24/23 11/25/23 11/27/23 11/28/23 11/28/23 11/29/23 11/30/23 11/30/23 12/1/23 12/6/23 12/18/23 12/19/23 12/19/23
<b>Stakeholder Email Blasts*</b>	837 recipients and 53% open rate 843 recipients and 41% open rate 808 recipients and 53% open rate 806 recipients and 48% open rate 809 recipients and 61% open rate 869 recipients and 56% open rate	8/10/23 8/25/23 9/8/23 10/12/23 11/13/23 12/20/23
<b>Public Notices*</b>	Columbia City Post and Mail Fort Wayne Journal-Gazette Warsaw Times-Union El Puente (online)	11/15/23 11/25/23 11/15/23 11/25/23 11/13/23 11/27/23 11/13/23 to 12/22/23
<b>Community Office Hours and Pop-up Events</b>	Fiesta Fort Wayne Pierceton Heirloom Tomato Festival Whitley County 4-H Fall Festival Warsaw (COH) - Warsaw Community Public Library	08/12/23 08/26/23 10/14/23 11/14/23

	Columbia City (COH) – Peabody Public Library	11/17/23
	New Haven (COH) - New Haven Community Center	12/05/23
	Warsaw (COH) - Warsaw Community Public Library	12/06/23
<b>Elected Official Briefings</b>	Allen County Transportation Officials	08/03/23
	ProPEL US 30 East Economic Roundtable, Columbia City – Peabody Public Library	08/04/23
	Allen County Commissioners	08/18/23
	Whitley County Commissioners	08/21/23
	Kosciusko County Commissioners	08/29/23
	Warsaw Mayor Joe Thallemer, Kosciusko County Commissioner Cary Groninger, and Warsaw Economic Development Director Jeremy Skinner	12/20/23
<b>Promotional Postcard Distribution*</b>	Distributed approximately 11,000 postcards to: <ul style="list-style-type: none"> <li>Residences in the greater Warsaw and Columbia City zip codes through the Every Day Direct Mail (EDDM) service via the U.S. Postal Service</li> <li>Residences in the greater Larwill, Pierceton, New Haven, and Monroeville zip codes. These addresses are from stakeholders collected via PIMA and the county GIS mapping software.</li> </ul>	<b>Level 1</b>
		11/20/2023; and 12/13/23
		<b>Level 1</b>

<p><b>Universe of Alternatives Report Distribution</b></p>	<p>Physical copies of the <i>Draft Universe of Alternatives (Level 1) Screening Report</i> were available to view at the following locations throughout the public comment periods:</p> <ul style="list-style-type: none"> <li>• Monroeville Public Library 115 Main Street Monroeville, IN 46773</li> <li>• New Haven Community Center 7500 IN-930 East Fort Wayne, IN 46803</li> <li>• Northeastern Indiana Regional Coordinating Council 200 E Berry Street, Suite 230 Fort Wayne, IN 46802</li> <li>• Peabody Public Library 1160 IN-205 Columbia City, IN 46725</li> <li>• Pierceton Public Library 101 W Catholic Street Pierceton, IN 46562</li> <li>• Warsaw Community Public Library 310 E Main Street Warsaw, IN 46580</li> </ul>	<p>11/13/23; and 11/14/23</p>
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Figure 3: ProPEL US 30 East Outreach Efforts – Level 2

Outreach Efforts		Date(s)
<b>Stakeholder Advisory Committees</b>	Virtual meetings	04/09/24
		04/11/24
<b>Public Information Meetings</b>	In-person	N/A
<b>Virtual Public Information Meeting</b>	Launched via PROPELUS30.com	N/A
<b>Website Information</b>	ProPELUS30.com	03/28/24
<b>INDOT Press Release*</b>	INDOT media list	03/28/24
<b>Legislator and Media Briefing Presentation*</b>	INDOT media list	03/28/24
<b>Social Media Posts*</b>	X (formerly Twitter), Facebook and Instagram posts promoting public comment period	<b>Level 2</b>
		03/12/24
		03/14/24
		03/27/24
		03/29/24
		04/04/24
		04/16/24
		04/17/24
		04/18/24
		04/19/24
		04/24/24
		04/25/24
		04/30/24
		05/14/24
		06/05/24
06/10/24		
06/14/24		
06/21/24		
09/13/24		
10/28/24		
10/30/24		
<b>Stakeholder Email Blasts*</b>	816 recipients and 62% open rate	03/28/24
	831 recipients and 57% open rate	04/08/24
	815 recipients and 59% open rate	04/18/24
	810 recipients and 56% open rate	04/23/24
	815 recipients and 58% open rate	04/30/24
<b>Public Notices*</b>	Columbia City Post and Mail	3/30/24
		4/6/24
	Fort Wayne Journal-Gazette	3/29/24
	Warsaw Times-Union	3/29/24
		4/05/24
	El Puente (online)	4/12/24 to 4/30/24

<b>Community Office Hours and Pop-up Events</b>	New Haven (COH) - New Haven Community Center	04/09/24
	Warsaw (COH) - Warsaw Community Public Library	04/17/24
	Warsaw – Kosciusko County Farmers and Artists Winter Market	04/20/24
	Columbia City (COH) - Peabody Public Library	04/24/24
	Columbia City (COH) - Peabody Public Library	05/08/24
	Pierceton (COH) – Pierceton Public Library	05/09/24
	Kosciusko County – Kosciusko County Farm Bureau	06/10/24
	New Haven (COH) – New Haven Community Center	06/26/24
	Pierceton (COH) – Pierceton Public Library	07/09/24
	Columbia City (COH) - Peabody Public Library	07/15/24
<b>Promotional Postcard Distribution*</b>	<p>Distributed approximately 11,000 postcards to:</p> <ul style="list-style-type: none"> <li>Residences in the greater Warsaw and Columbia City zip codes through the Every Day Direct Mail (EDDM) service via the U.S. Postal Service</li> <li>Residences in the greater Larwill, Pierceton, New Haven, and Monroeville zip codes. These addresses are from stakeholders collected via PIMA and the county GIS mapping software.</li> </ul>	<b>Level 2</b>
		04/15/24 and 04/16/24
<b>Universe of Alternatives Report Distribution</b>	<ul style="list-style-type: none"> <li>Physical copies of the <i>Draft Level 2 Screening Report</i> were available to</li> </ul>	<b>Level 2</b>

	<p>view at the following locations throughout the public comment periods:</p> <ul style="list-style-type: none"><li>• Monroeville Public Library 115 Main Street Monroeville, IN 46773</li><li>• New Haven Community Center 7500 IN-930 East Fort Wayne, IN 46803</li><li>• Northeastern Indiana Regional Coordinating Council 200 E Berry Street, Suite 230 Fort Wayne, IN 46802</li><li>• Peabody Public Library 1160 IN-205 Columbia City, IN 46725</li><li>• Pierceton Public Library 101 W Catholic Street Pierceton, IN 46562</li><li>• Warsaw Community Public Library 310 E Main Street Warsaw, IN 46580</li></ul>	03/27/24
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Figure 4: ProPEL US 30 East Outreach Efforts – Level 3

Outreach Efforts		Date(s)
<b>Stakeholder Advisory Committees</b>	Virtual meetings	11/12/24 (a.m.) 11/12/24 (p.m.)
<b>Public Information Meetings</b>	In-person	11/19/24 11/20/24
<b>Virtual Public Information Meeting</b>	Launched via PROPELUS30.com	11/21/24
<b>Website Information</b>	ProPELUS30.com	11/12/24
<b>INDOT Press Release*</b>	INDOT media list	11/12/24
<b>Legislator and Media Briefing Presentation*</b>	INDOT media list	11/12/24
<b>Social Media Posts*</b>	X (formerly Twitter), Facebook and Instagram posts promoting public comment period	<b>Level 3</b>
		11/12/24
		11/13/24
		11/18/24
		11/19/24
		11/20/24
		11/25/24
		12/04/24
		12/08/24
		12/09/24
		12/10/24
		12/11/24
12/13/24		
12/16/24		
12/18/24		
<b>Stakeholder Email Blasts*</b>	798 recipients and 57% open rate	11/12/24
	810 recipients and 58% open rate	11/15/24
	907 recipients and 49% open rate	11/22/24
	918 recipients and 55% open rate	12/11/24
	942 recipients and 55% open rate	12/12/24
<b>Public Notices*</b>		<b>Level 3</b>
	Columbia City Post and Mail	10/30/24 and 11/06/24
	Fort Wayne Journal-Gazette	11/05/24
	Warsaw Times-Union	11/05/24
	El Puente (online)	10/29/24 and 11/04/24
<b>Community Office Hours and Pop-up Events</b>	Warsaw (COH) - Warsaw Community Public Library	08/27/24
	Columbia City (COH) - Peabody Public Library	08/29/24
	New Haven (COH) – New Haven Community Center	09/13/24
	Pierceton (COH) – Pierceton Public Library	09/19/24

	Warsaw (COH) - Warsaw Community Public Library	10/01/24
	Columbia City (COH) - Peabody Public Library	10/15/24
	New Haven (COH) – New Haven Community Center	11/13/24
	Columbia City (COH) - Peabody Public Library	11/25/24
	New Haven (COH) – New Haven Community Center	12/12/24
<b>Elected Official Briefings</b>	The US 30 East and US 30 West study teams coordinated closely to ensure that there was effective engagement with the Amish communities who live and work in northeastern Indiana. The study teams connected with the Amish communities through a hotline news service, a pop-up event in Spring 2024, and presenting to Amish leadership during a small group meeting on Tuesday, January 28, 2025.	01/28/25
<b>Promotional Postcard Distribution*</b>	Distributed approximately 11,000 postcards to: <ul style="list-style-type: none"> <li>Residences in the greater Warsaw and Columbia City zip codes through the Every Day Direct Mail (EDDM) service via the U.S. Postal Service</li> <li>Residences in the greater Larwill, Pierceton, New Haven, and Monroeville zip codes. These addresses are from stakeholders collected via PIMA and the county GIS mapping software.</li> </ul>	<b>Level 3</b>
		11/05/24
<b>Universe of Alternatives Report Distribution</b>	Physical copies of the <i>Draft Level 3 Screening Report</i> were available to view at the	<b>Level 3</b>

	<p>following locations throughout the public comment periods:</p> <ul style="list-style-type: none"> <li>• Monroeville Public Library 115 Main Street Monroeville, IN 46773</li> <li>• New Haven Community Center 7500 IN-930 East Fort Wayne, IN 46803</li> <li>• Northeastern Indiana Regional Coordinating Council 200 E Berry Street, Suite 230 Fort Wayne, IN 46802</li> <li>• Peabody Public Library 1160 IN-205 Columbia City, IN 46725</li> <li>• Pierceton Public Library 101 W Catholic Street Pierceton, IN 46562</li> <li>• Warsaw Community Public Library 310 E Main Street Warsaw, IN 46580</li> </ul>	<p>11/11/24</p>
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## 4. STAKEHOLDER ADVISORY COMMITTEE

The study team continued working with its two Stakeholder Advisory Committees during the Alternatives Analysis. Representatives were included from local agencies, residents, community organizations, churches, social service providers, emergency service providers, businesses and business organizations. One Stakeholder Advisory Committee included individuals from the eastern-most study area – from Fort Wayne to the Ohio state line. The second included representatives from the western study area, Warsaw to Fort Wayne, which connects to the US 30 West study area. Virtual meetings with each group occurred on the following dates for each of the three levels in the Alternatives Analysis:

- Universe of Alternatives (Level 1) – Tuesday, November 14, 2023, and Thursday, November 16, 2023\*
- *Draft Level 2 Screening Report* – Tuesday, April 9, 2024, and Thursday, April 11, 2024\*
- *Draft Level 3 Screening Report* – Tuesday, November 12, 2024, during one morning and one afternoon session\*

The purpose of these meetings was to present the newest step in the Alternatives Analysis process and solicit feedback from the community stakeholders. The study team also encouraged the committee members to assist in raising community awareness about the study and its feedback opportunities.

## 5. US 30 & 31 COALITIONS PRESENTATIONS

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The ProPEL Advisor team and US 30 East team met virtually with members of the US 30 and US 31 Coalitions to provide an update on the studies, discuss community and stakeholder engagement activities, provide information on next steps, and answer any questions from attendees. The US 30 Coalition presentation took place on Monday, November 23, 2023.\*

## 6. RESOURCE AGENCY COORDINATION

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The ProPEL study team met with resource agencies, cultural resource stakeholders, and federally recognized Tribes. This meeting was held virtually during the Universe of Alternatives (Level 1) phase on Friday, November 30, 2023.\* In general, the purpose of this meeting was to present ProPEL and US 30 East study existing conditions, environmental constraints, discuss and seek feedback on the Universe of Alternatives (Level 1), and to communicate specific next steps for the study.

We met again with resource agencies, cultural resource stakeholders, and federally recognized Tribes on **Wednesday, December 4, 2024,\*** to present an overview of the Level 3 screening process and the structure of the Level 3 report. The meeting aimed to gather feedback on the approach and analysis results while also outlining the study's next steps. Agencies in attendance included representatives from the Northeastern Indiana Regional Coordinating Council, the Lincoln Highway Association, the Indiana Department of Natural Resources, the U.S. Coast Guard, and Allen County Planning.

The US 30 East and West ProPEL study teams presented at MACOG's Policy Board Meeting on **Wednesday, December 11, 2024,** in Mishawaka, Indiana. The presentation provided an overview of the Level 3 Screening Report, outlining how improvement packages were developed and evaluated to support members in their review of the document. It also highlighted the various ways the study teams were engaging with the public for the Level 3.

## 7. PUBLIC INFORMATION MEETINGS

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The study team approached the engagement for Levels 1 and 2 of the alternatives analysis in a way that brings the public along through the process, while encouraging feedback. We then held two in-person public information meetings during the Alternatives Analysis for the Draft Level 3 Screening Report:

- **Tuesday, November 19, 2024,** at Indian Springs Middle School in Columbia City, 5-7 p.m. EST
- **Wednesday, November 20, 2024,** at Lincoln Elementary School in Warsaw, 5-7 p.m. EST

A virtual, on-demand public information meeting (VPIM) was also available from Thursday, November 21, 2024 to Friday, December 13, 2024. The virtual presentation was made available online at [propelUS30.com](https://propelUS30.com).

The format of the meetings was an open house with a presentation from study team members. The open house was held from 5-7 p.m. EST with a presentation scheduled for 5:30 p.m. EST. The study team shared an overview of ProPEL and each corridor’s study, the steps in developing and narrowing down the Universe of Alternatives, especially how each of the 31 intersections analyzed shaped the 13 segments and improvement packages. The study team stressed the importance of continuous public input throughout the study to ensure fit and function within the community.

Informational station lined the room at both in-person public information meetings providing attendees with the space to examine each of the 13 planning segments and improvement packages. Attendees could view interactive mapping and planning segments and improvement packages videos, review the concepts on display boards, speak with study staff, and provide feedback on the data presented. The general informational boards included:

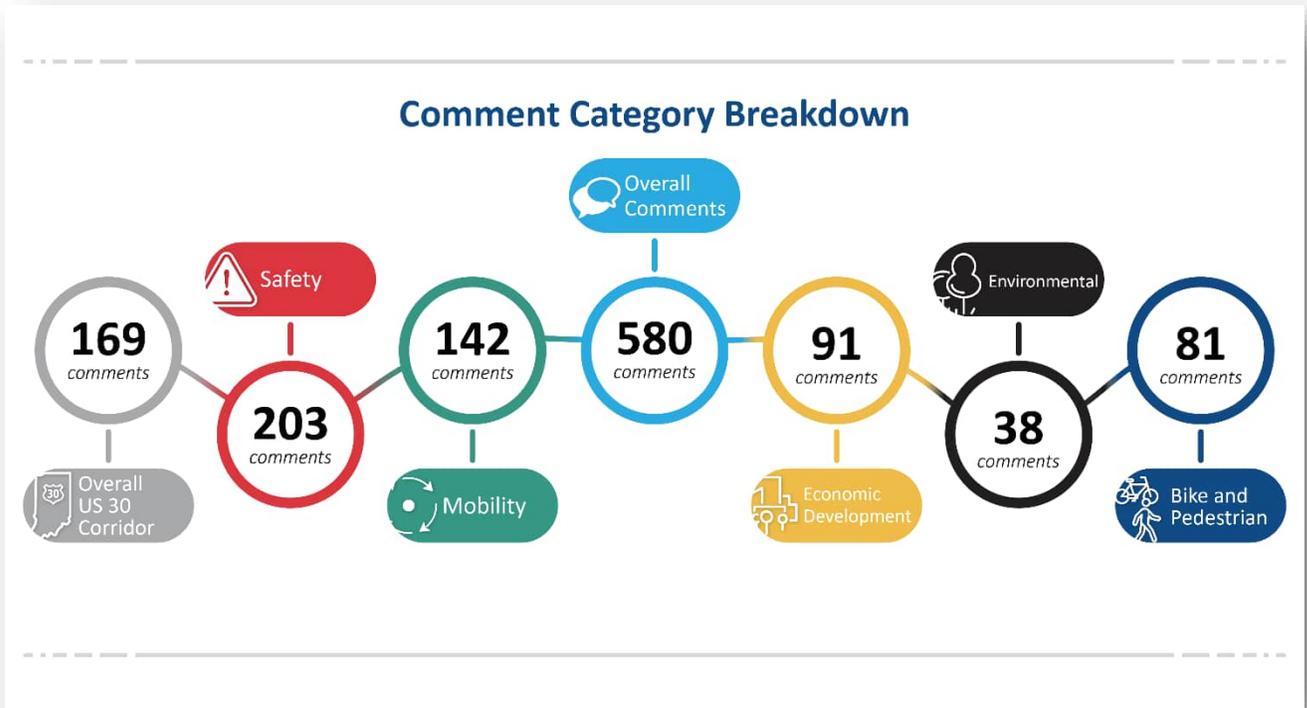
- Welcome/Sign-In
- Two (2) Study Area Maps that Display US 30 East and All Four (4) Study Areas
- What is PEL?/ProPEL US 30 East Study Details
- Study Timeline
- Vision Statement
- ProPEL Study Purpose
- US 30 East Study Purpose
- Two (2) Boards for Need 1: Safety
- Study Goals
- Comment Station
- Segment Packages 1-13

Participants represented a wide range of interests and included residents, business owners, elected officials, government officials, school systems, emergency services, community organizations, members of the US 30 Coalitions and several local media outlets.

Meeting Information	Total Attendees
November 19, 2024 (Columbia City)	41
November 20, 2024 (Warsaw)	108
Virtual Meeting	63
<b>TOTAL ATTENDEES</b>	<b>212</b>

All Public Information Meeting and Virtual Public Meeting materials can be found in APPENDIX 3.3

## 8. COMMENT SUMMARY



- The study team received approximately **580 comment** submittals primarily through the US 30 East ProPEL website, community office hours, pop-up events, and Public Information Meetings, Virtual Public Information Meetings, and Stakeholder Advisory Council meetings during the Alternative Analysis phase of the study, August 2023 through December 2024. Each comment submittal could contain multiple topics. The study team determined which topics were most frequently mentioned as reflected in the illustration above. Generally, comments received during this period tracked with comments received throughout the course of the entire study since it started in August 2022. The following summary details the most common themes expressed in each topical category:
- **Overall US 30 Corridor** – The most general comments that could apply anywhere along US 30 East fell into this general category. Overall US 30 Corridor accounted for **169 comments**, or 29.1 percent of the total comments received. Members of the US 30 Coalition along with the mayors of Warsaw and Columbia City and some public commenters expressed support for making US 30 a freeway. They see it as key to economic growth and safety. Other members of the public opposed making US 30 a freeway citing concerns about impacts to local landowners and businesses as well as the environment. Other commenters stated preferences for specific features such as overpasses, underpasses, frontage roads, limiting access, and interchanges. Opposition to bypasses and a desire to reduce the number of traffic signals on US 30 were also topics mentioned multiple times.
- **Safety** – Safety was the most commonly mentioned category of comments. There were **203 comments** related to safety, which was 35 percent of all comments received. Many commenters perceive a growth in semi-truck traffic on US 30 and see it as the primary contributor to safety issues in the study area. They cite speeding and running red lights as unsafe behaviors by semi-truck drivers they have observed. Excess traffic signals are mentioned as contributing to the red light running because semi-truck drivers do not anticipate the signals, do not have time to stop or choose not to stop. Other commonly cited safety issues relate to safely accessing and crossing US 30. Overpasses and limiting access are frequently mentioned as solutions for this perceived safety issue.

- **Mobility** – A total of **142 comments**, or 24.4 percent of comments, fell into the mobility category. Comments in this category largely overlap with comments in the Overall US 30 Corridor and other categories. Perceived growth in traffic particularly semi-trucks, too many traffic signals and access to the highway were cited as mobility concerns. Passenger rail including high-speed rail was also mentioned multiple times as a potential way to improve mobility in the study area.
- **Economic Development** – There were **91 comments** related to economic development. That amounted to 15.6 percent of all comments. Most comments in this category cited US 30 as a key driver of the economy within the study area and the entire northern part of Indiana. Some commenters see the freeway option as a key to economic development. Others see it as detrimental to businesses that would lose direct access to the highway.
- **Environmental** – There were **38 total comments** in the environmental category, or 6.5 percent of comments overall. The comments were general without many references to specific locations. Those commenting see expanding highways as detrimental to the environment. Some advocate for other modes such a rail. Others cite the impacts of widening or expanding US 30 on natural resources, farms, homeowners and businesses. Traffic signals are also seen as contributing to air pollution due to vehicles sitting at red lights.
- **Bike and Pedestrian** – There were **81 comments** categorized as Bike and Pedestrian for 13.9 percent of all comments. Comments continue to mention the difficulty crossing US 30 as a bicyclist or pedestrian in Warsaw and generally on US 30 in the study area. Overpasses are seen as a possible solution by several commenters.

The full list of public comments receive during each public comment period can be viewed in APPENDICES 3.1, 3.2, and 3.3.

## 9. APPENDICES 3.1, 3.2, & 3.3

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The ProPEL US 30 East Resource Agency, Stakeholder & Public Involvement Summary #3, also known as the RASPI #3, includes Appendices 3.1, 3.2, and 3.3 for Level 1, Level 2, and Level 3, respectively. They expand upon information listed above, as indicated by subheadings, words, and phrases that have an asterisk at the end of them.



US 30 East

# Resource Agency, Stakeholder & Public Involvement #3

## Appendix 3.1 – Universe of Alternatives (Level 1)

February 11, 2025



## Table of Contents

APPENDIX A: INDOT PRESS RELEASE .....	1
APPENDIX B: LEGISLATOR & MEDIA BRIEFING PRESENTATION.....	3
APPENDIX C: SOCIAL MEDIA POSTS.....	5
APPENDIX D: STAKEHOLDER EMAIL BLASTS .....	21
APPENDIX E: LEGAL PUBLIC NOTICES .....	34
English Version.....	34
Spanish Version .....	36
APPENDIX F: PROMOTIONAL POSTCARD.....	38
APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS.....	40
APPENDIX H: OP-ED PENNED BY ROB PARKER .....	43
APPENDIX I: US 30 & 31 COALITION MEETING MATERIALS.....	45
APPENDIX J: RESOURCE AGENCY COORDINATION MEETING MATERIALS .....	59
PRESENTATION .....	59
AGENCY COMMENTS.....	67
ELECTED OFFICIAL LETTERS .....	82
APPENDIX K: PUBLIC COMMENT SUMMARY TABLE.....	84

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## APPENDIX A: INDOT PRESS RELEASE

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Media Contact: Stacey Osburn  
(317) 374-8998

### **INDOT shares update in ProPEL U.S. 30 and U.S. 31 studies**

*Public feedback on potential solutions needed*

INDIANAPOLIS (November 13, 2023) – The Indiana Department of Transportation (INDOT) is encouraging community feedback on its planning studies along the U.S. 30 and U.S. 31 corridors in northern Indiana. The study teams have identified 55 potential solutions to address issues, needs and desired outcomes along the corridors. The list of potential concepts, known as the “Universe of Alternatives”, is tailored to each study area.

“The ProPEL U.S. 30 and 31 study area encompasses 180 miles across 12 counties, so we must carefully examine how the corridors fit and function in each area,” said INDOT Project Manager, Sandra Flum. “The safety, traffic flow, connectivity, access and other considerations will naturally look different among communities. Similarly, we are listening to how residents in each study area envision the corridors to reflect the character of the area.”

Potential improvements include a variety of enhancements to address identified transportation needs, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as corridor improvements, such as added travel lanes and freeway conversion.

Because safety is an INDOT priority, potential improvement concepts also include proven approaches to enhance safety, like advanced warning systems and innovative intersections such as Reduced Conflict Intersections (RCIs), Continuous Green T (CGT) Intersections and quadrant roadway intersections.

INDOT has relied upon public feedback during each phase of the study, and will continue to do so through its conclusion, which is expected next fall.

In addition to submitting comments online by visiting each of the study websites, study teams are visiting communities along the corridors on a regular basis. Dates, times and locations for Community Office Hours can be found on the ProPEL U.S. 30 and ProPEL U.S. 31 websites and social media accounts.

“Our approach with this study is different than what people are used to with other INDOT projects,” said INDOT Project Manager, Jonathan Wallace. “We will continue to involve the public earlier in the planning process to guide the next 20 years of transportation investments. As a result, the public may see options at this stage they support and others they do not like. It’s important to include both to ensure a thorough review of all options and public feedback is vital to that effort.”

Fifty-five potential solutions were identified based on data collected, and evaluated based on the identified issues, needs, desired outcomes and practicality. A full list of the Universe of Alternatives is available online on the ProPEL US 30 and US 31 websites, and at locations throughout the study areas. INDOT is inviting public feedback to the potential solutions by December 22, 2023. After public feedback is evaluated, INDOT will publish a final Universe of Alternatives screening report on the ProPEL U.S. 30 and U.S. 31 websites.

What is the “Universe of Alternatives”?

The Universe of Alternatives represents the initial step of a three-step screening process. At the next phase, the study teams will evaluate the improvement concepts for specific locations within each study area. The result will be a smaller

number of potential solutions, but with increased detail at each step that will assist the study teams in evaluating benefits, impacts and costs.

How can I get involved?

The public will be invited to provide feedback at each step. A final report of recommendations will be available at the conclusion of the study. INDOT intends to use the information, analysis and recommendations from the study process to inform decisions regarding future transportation improvements that will require federal environmental reviews in accordance with the National Environmental Policy Act.

Which areas are included in the studies?

The studies include U.S. 30 from Valparaiso to the Indiana/Ohio state line, excluding I-69 and I-469 around Fort Wayne, as well as U.S. 31 between Hamilton County and Plymouth, excluding the Kokomo bypass. Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley Counties.

ProPEL US 30 [ProPELUS30.com](http://ProPELUS30.com) [Facebook.com/PropelU.S.30](https://www.facebook.com/PropelU.S.30) Twitter: [@ProPELUS30](https://twitter.com/ProPELUS30) Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

ProPEL US 31 [ProPELUS31.com](http://ProPELUS31.com) [Facebook.com/PropelU.S.31](https://www.facebook.com/PropelU.S.31) Twitter: [@ProPELUS31](https://twitter.com/ProPELUS31) Instagram: [@propelus30\\_31](https://www.instagram.com/propelus30_31)

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# APPENDIX B: LEGISLATOR & MEDIA BRIEFING PRESENTATION



1



2



3



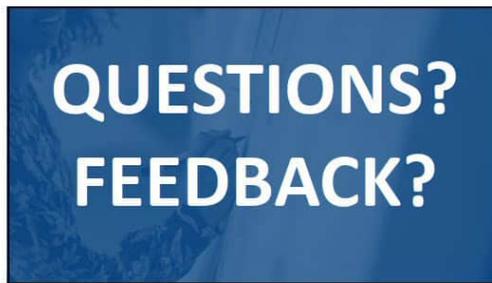
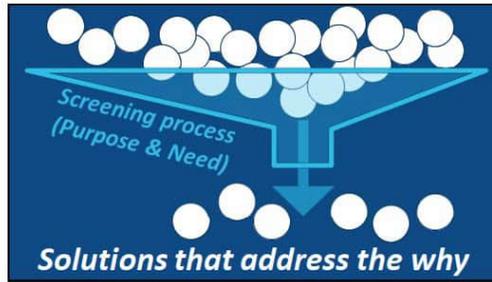
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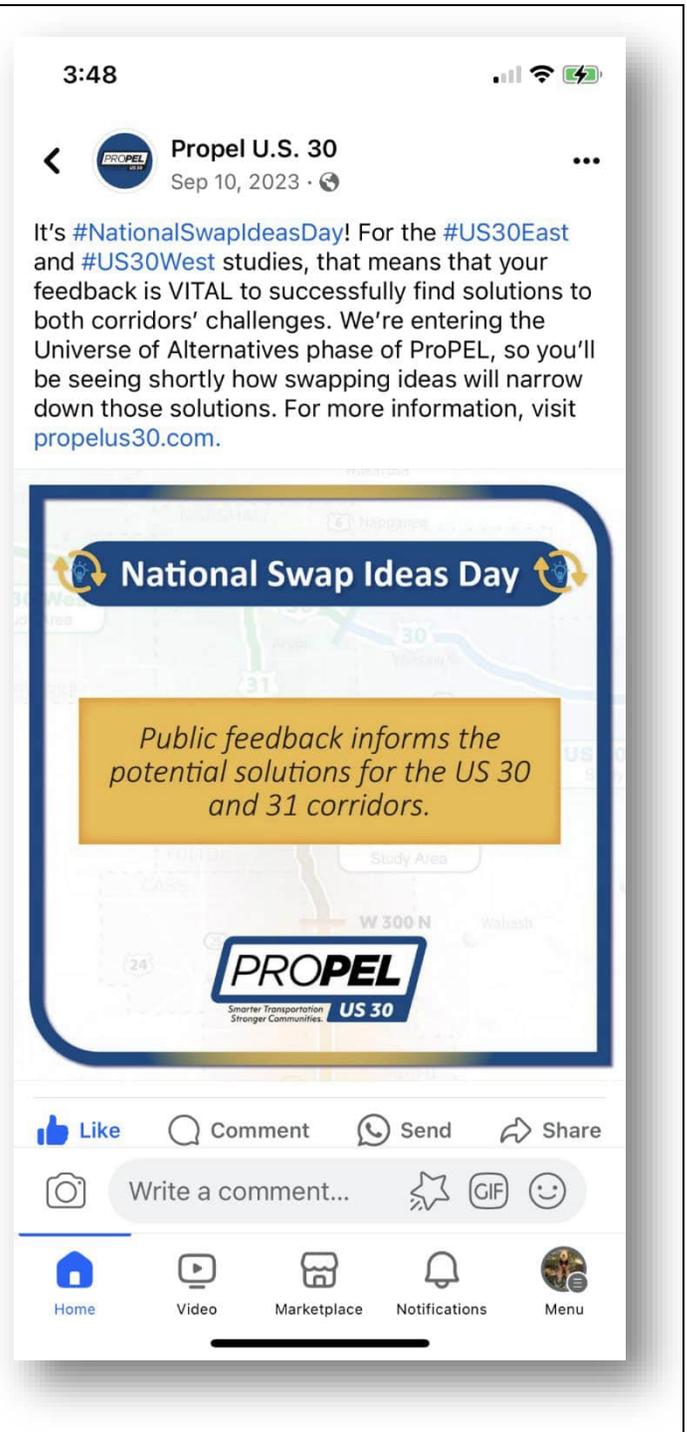
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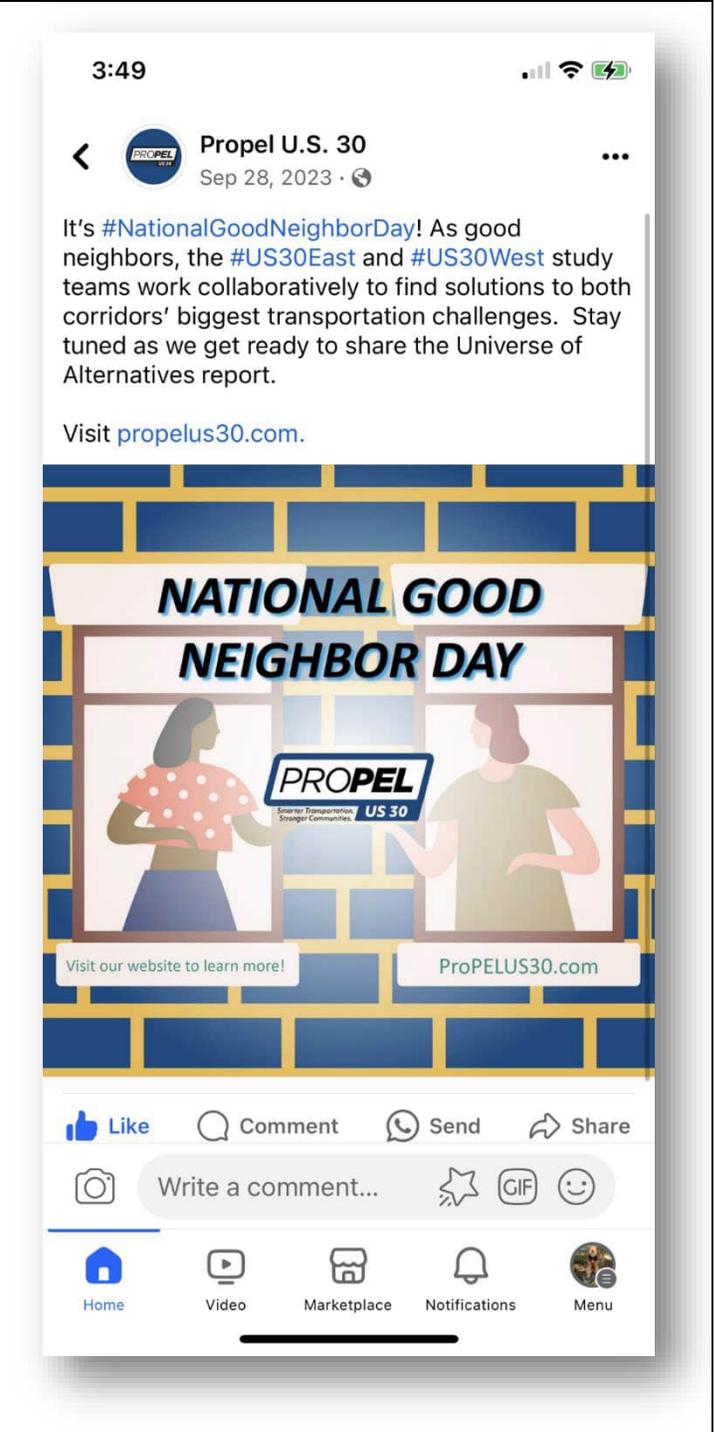


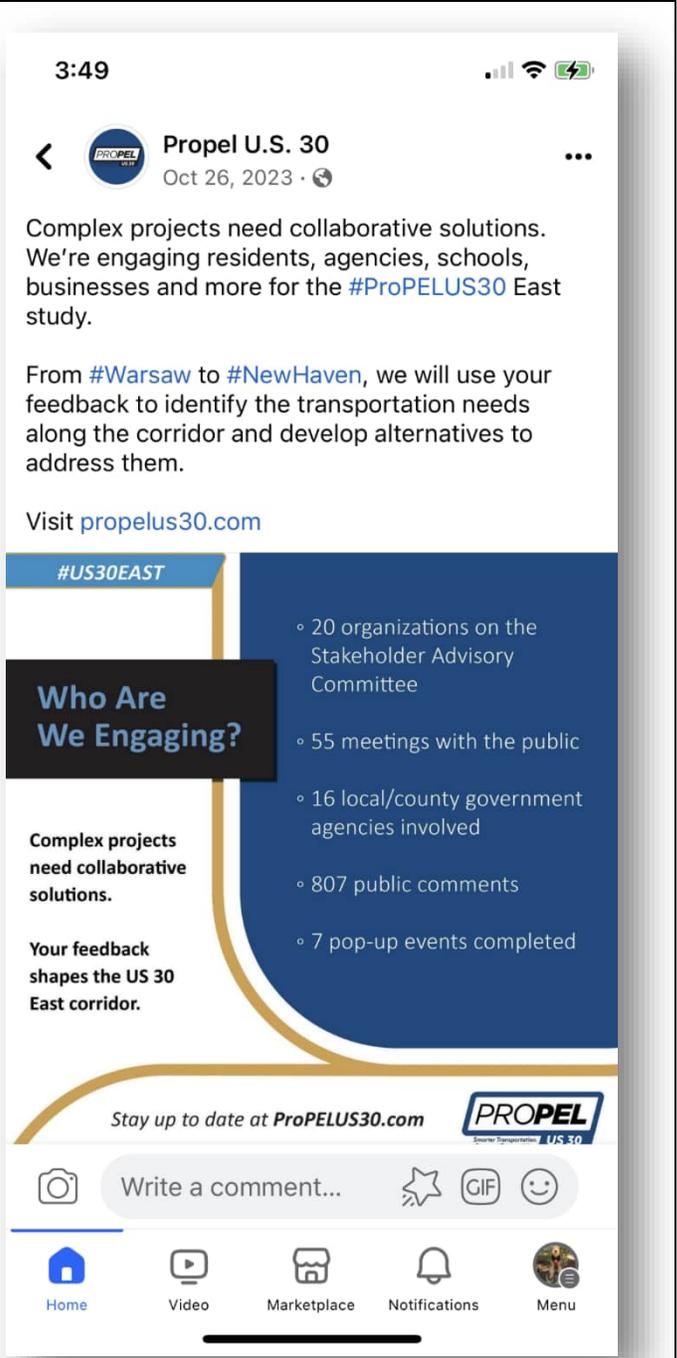
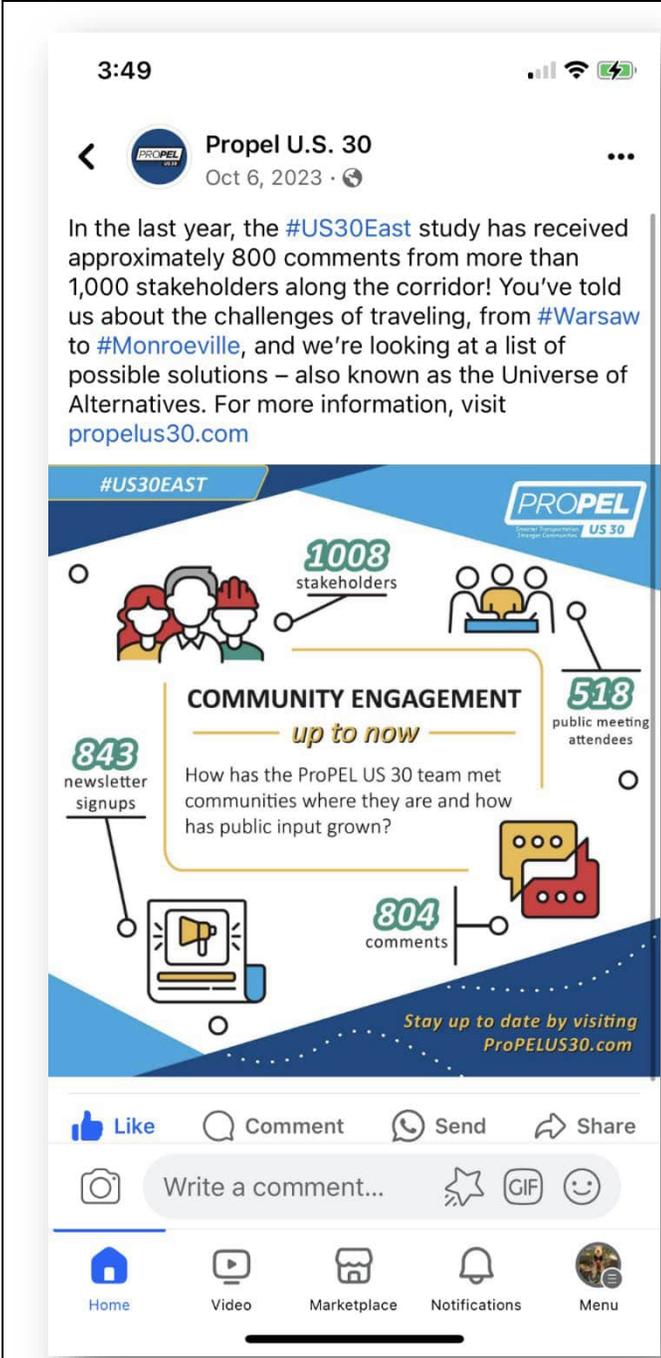
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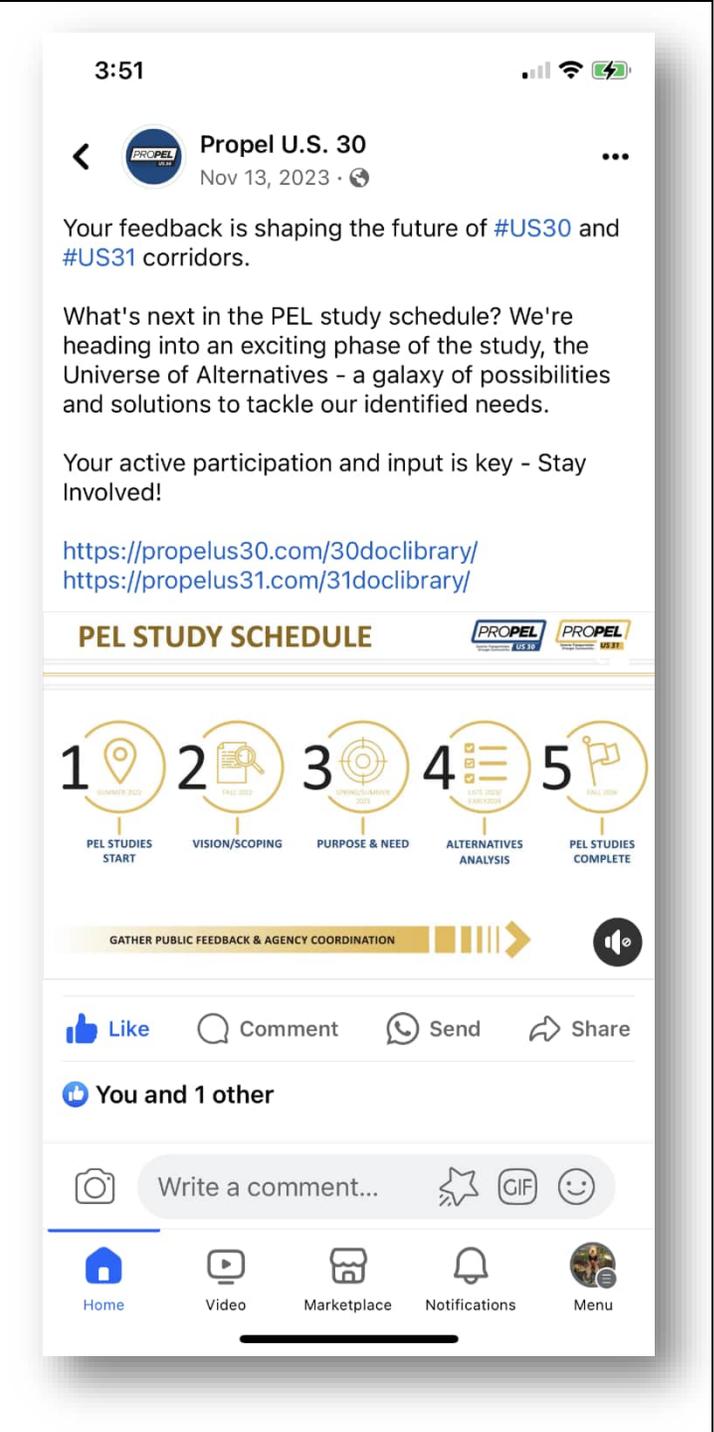
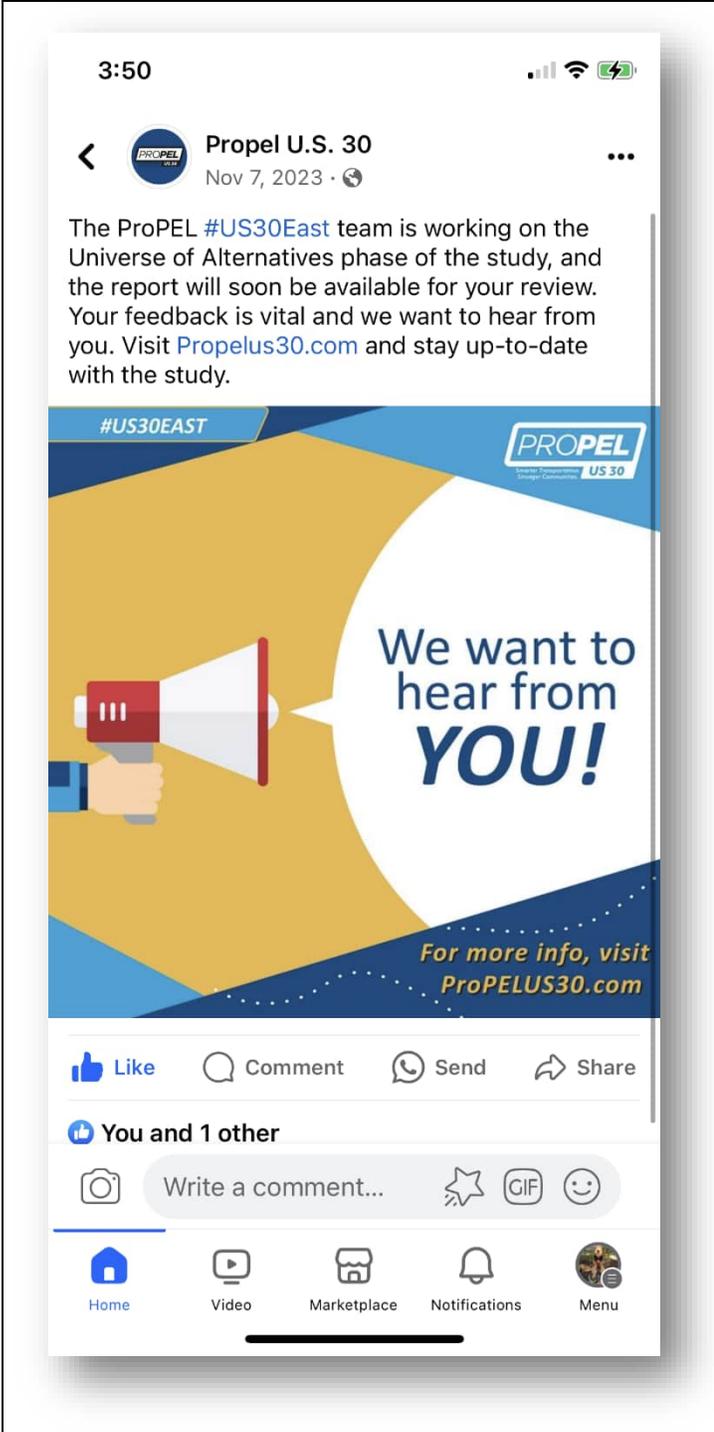


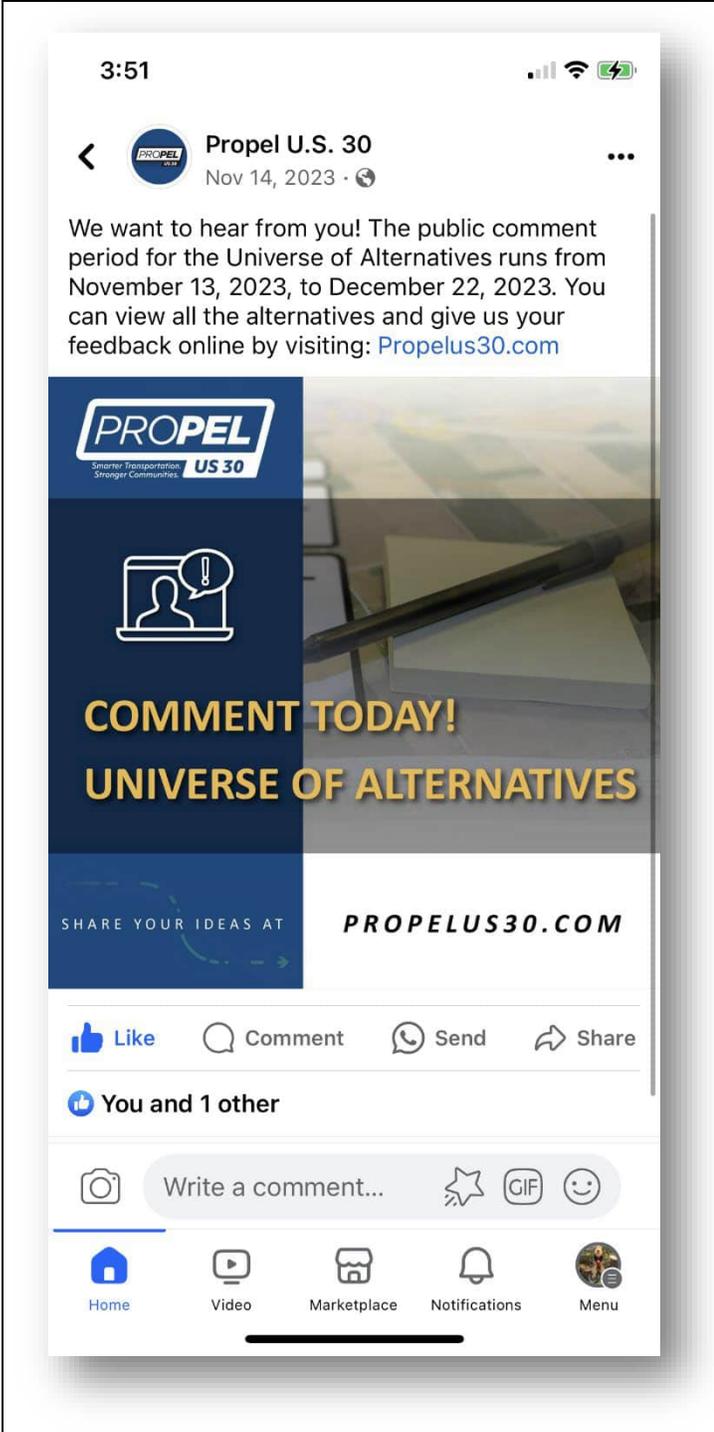
# APPENDIX C: SOCIAL MEDIA POSTS

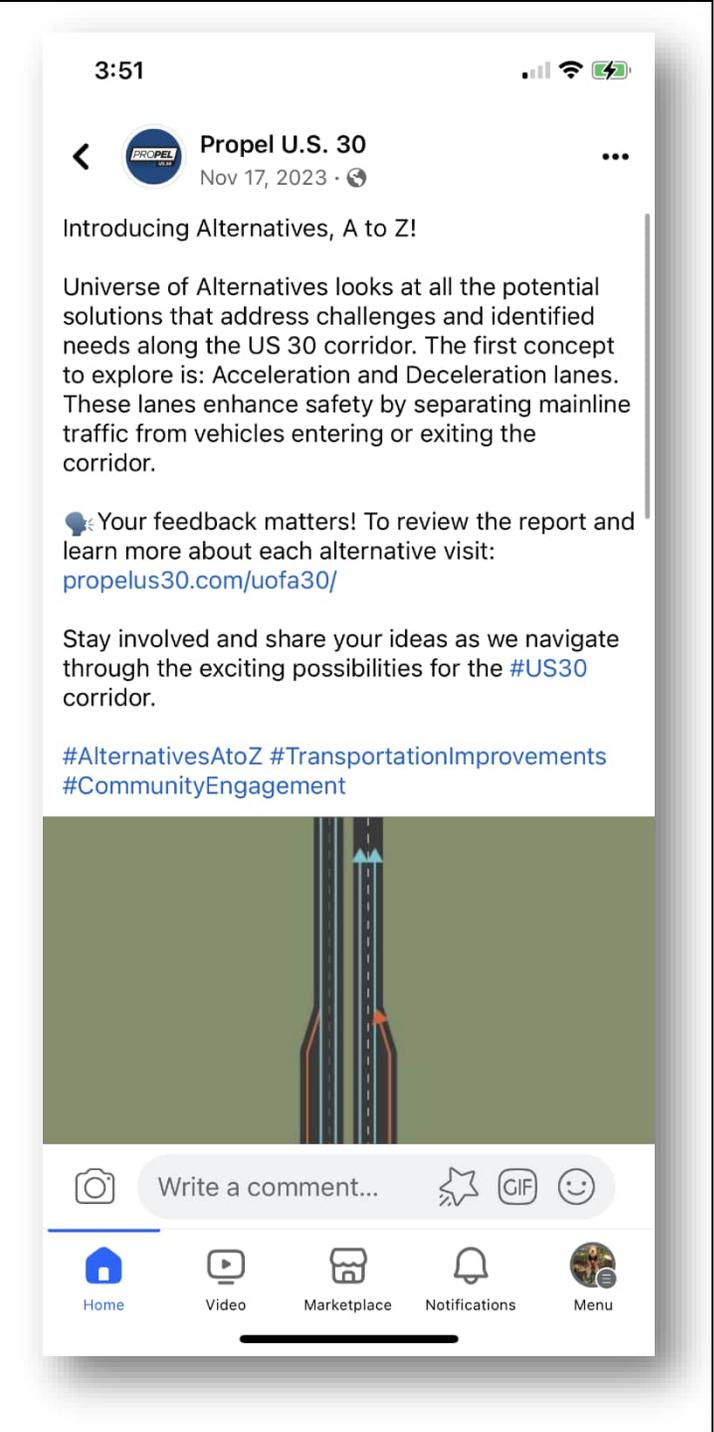
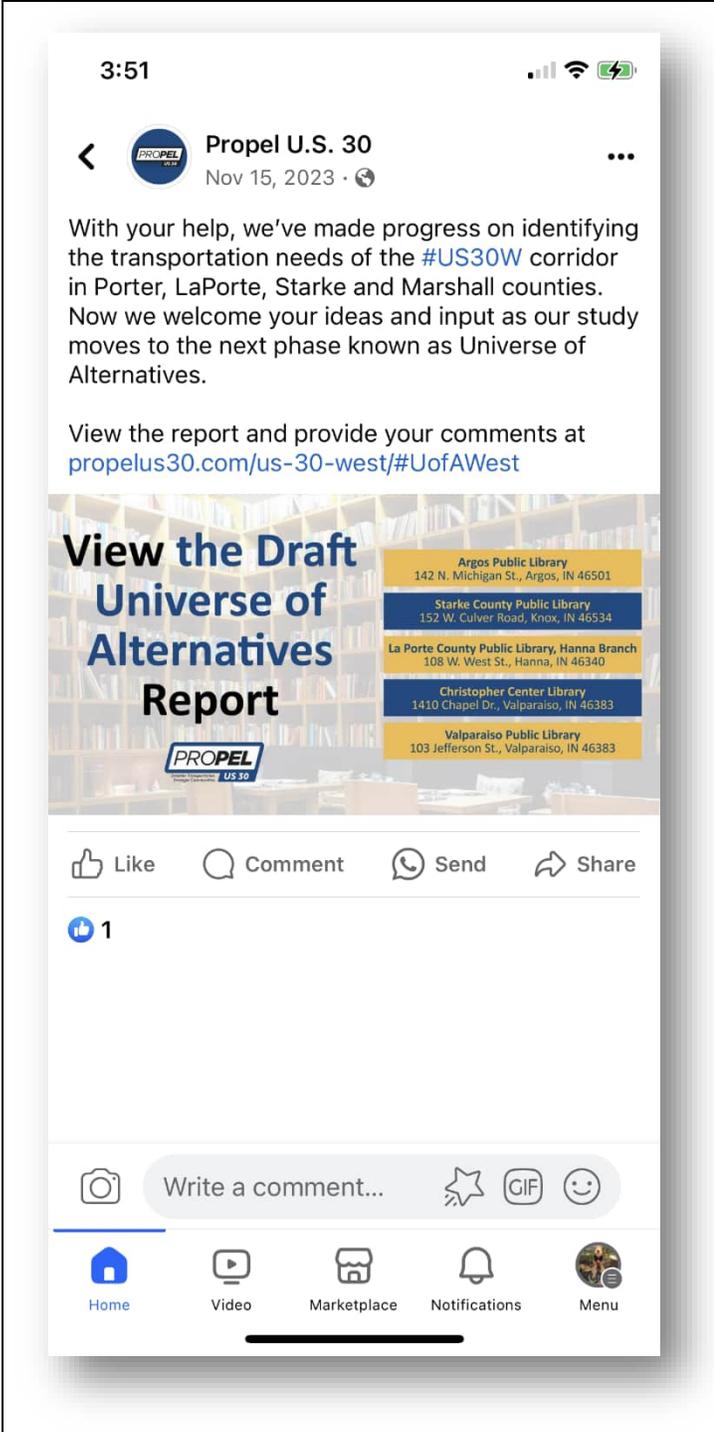


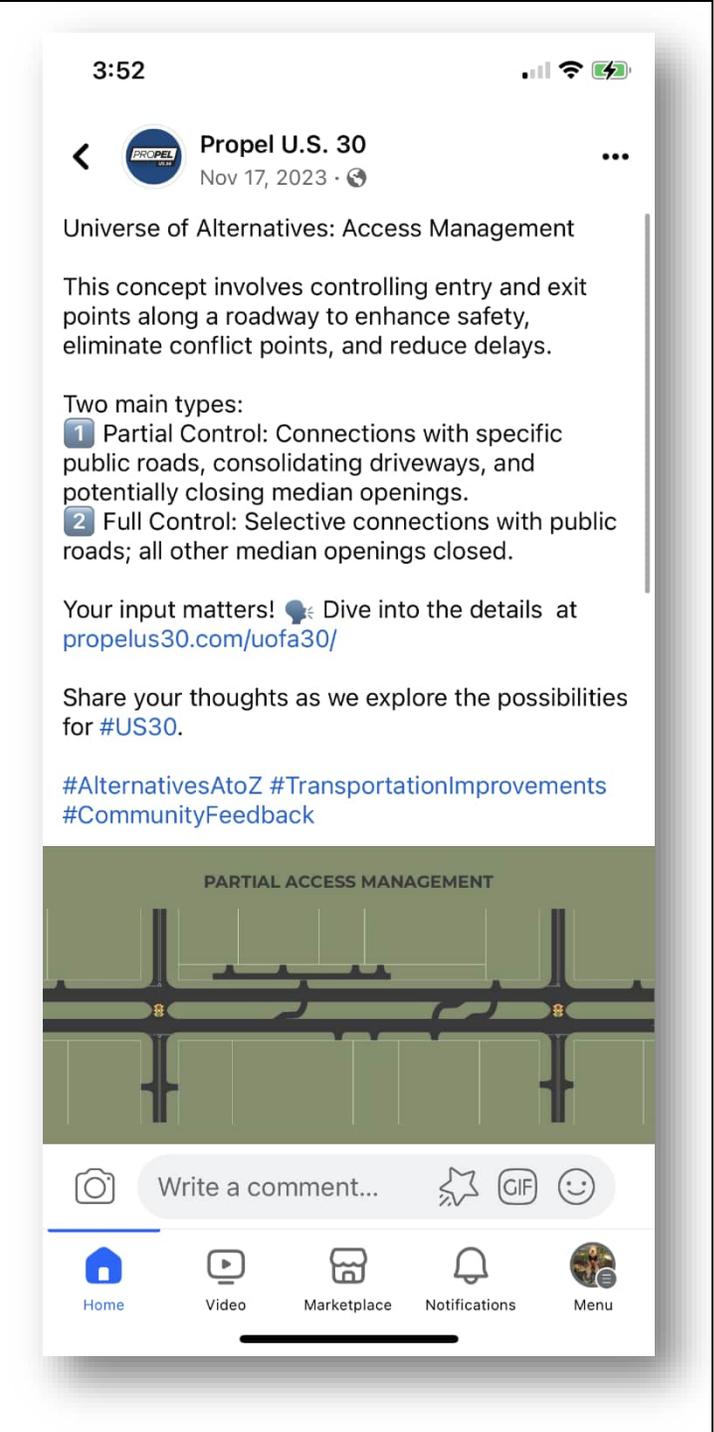
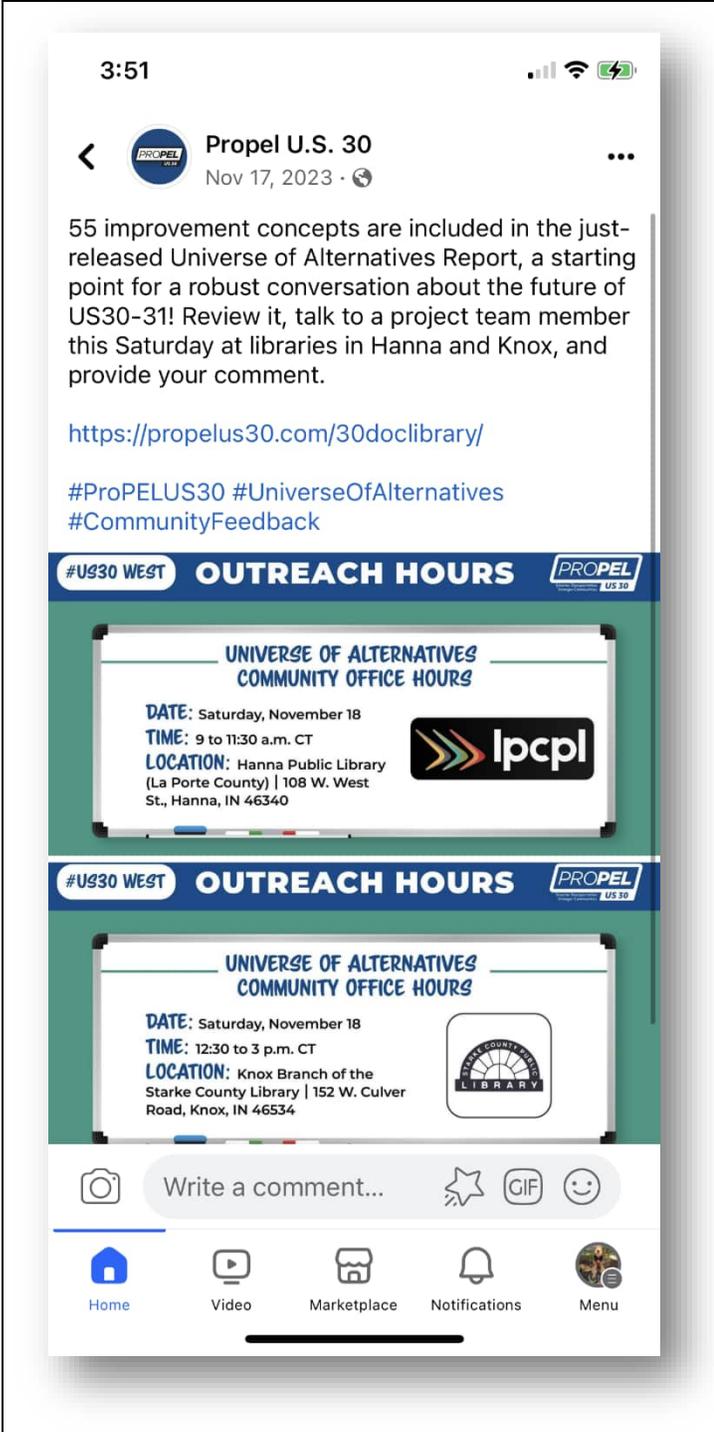


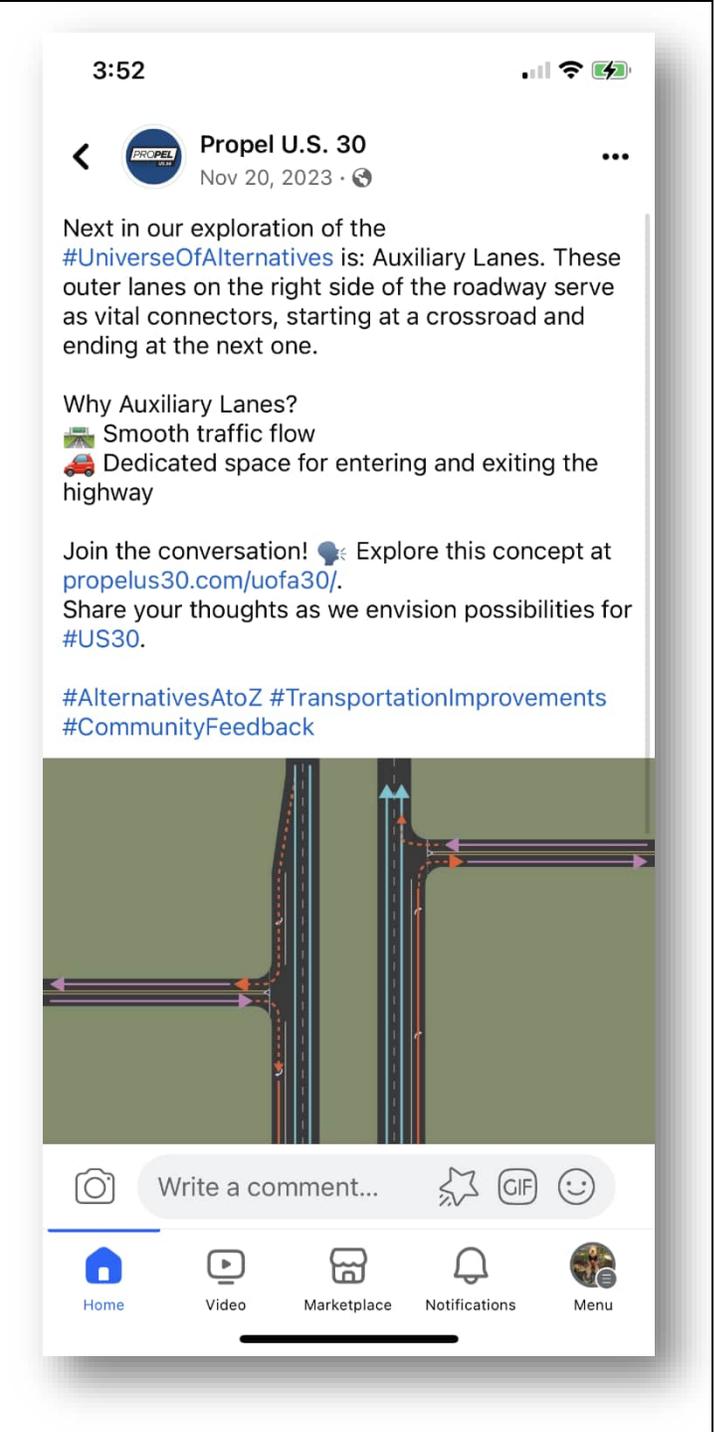
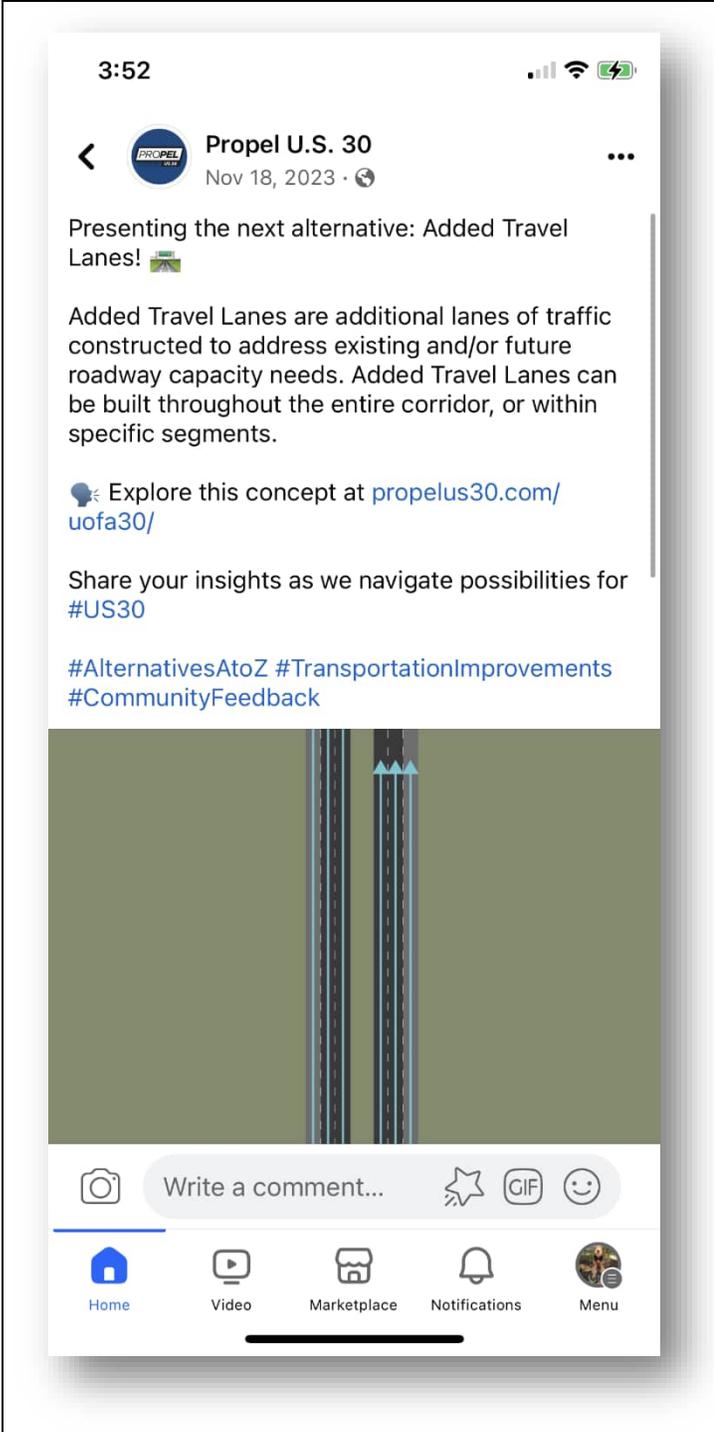


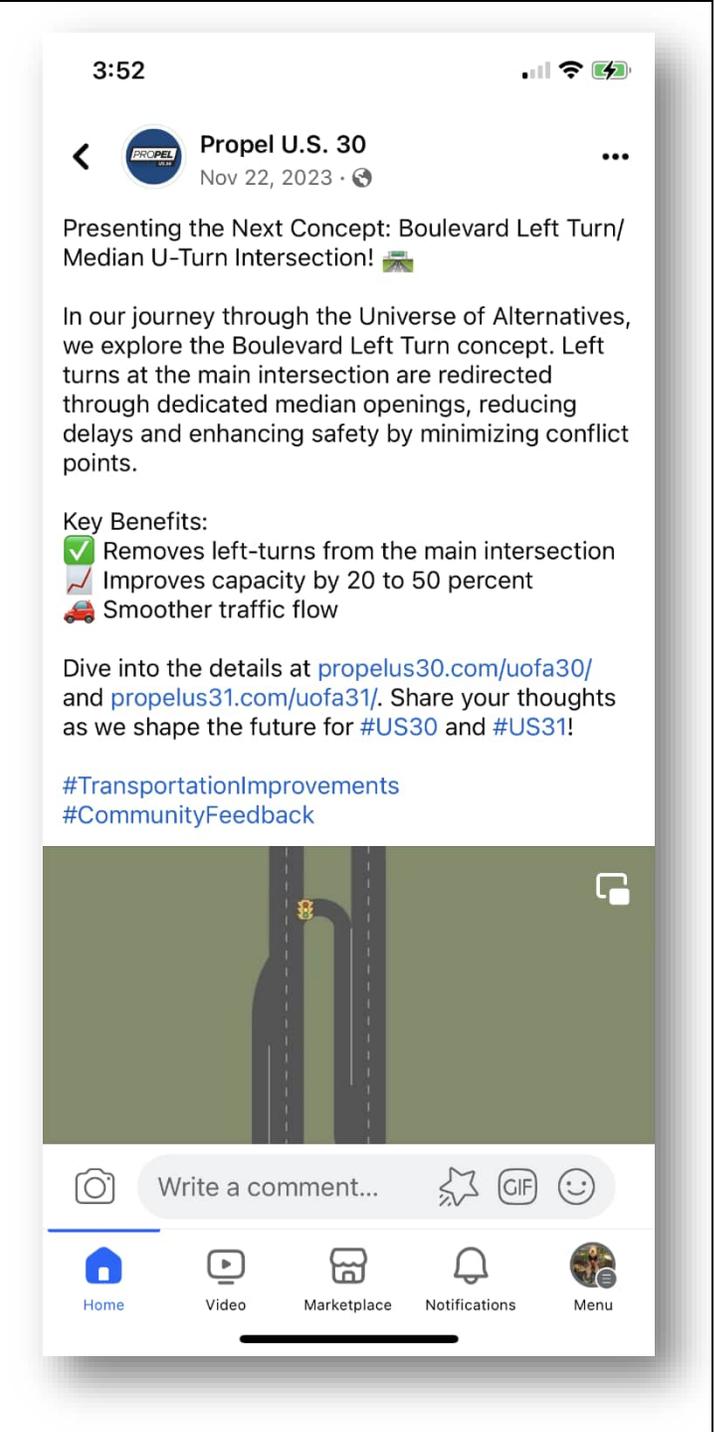
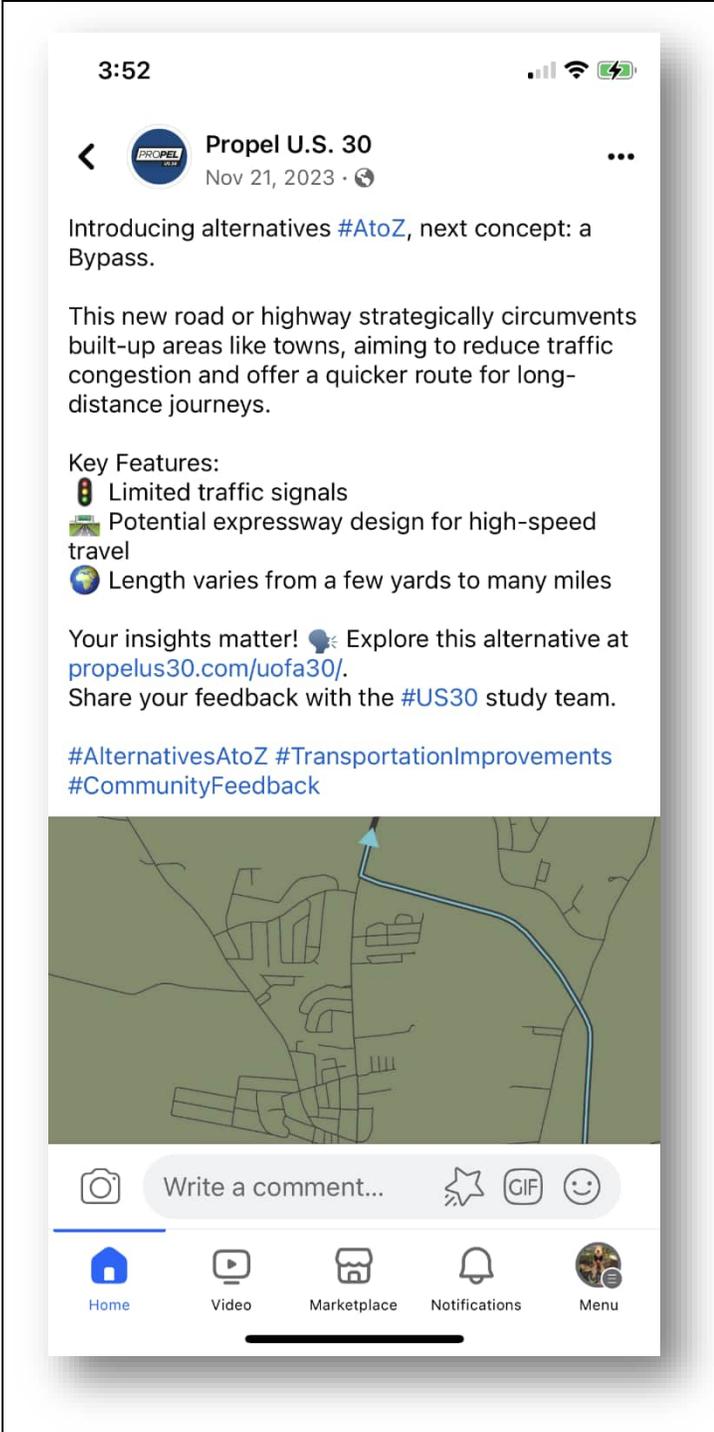


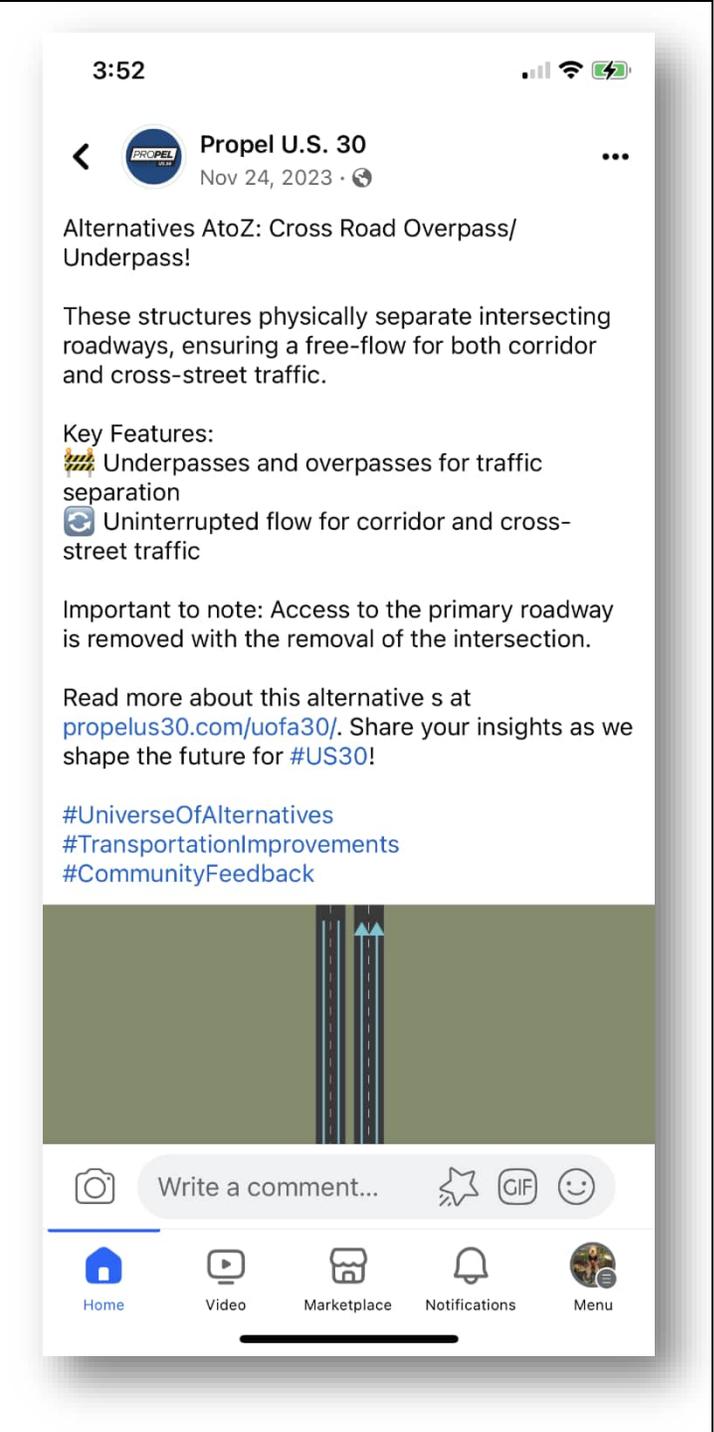
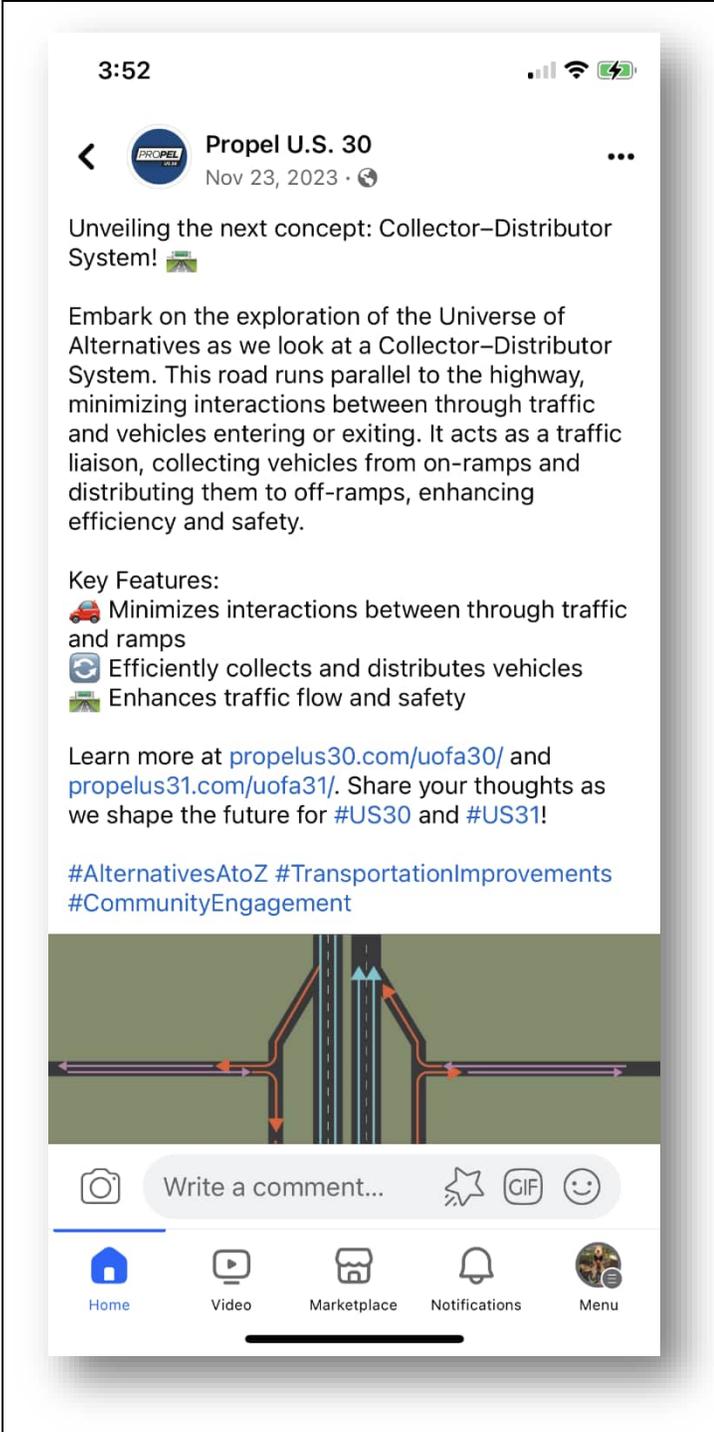


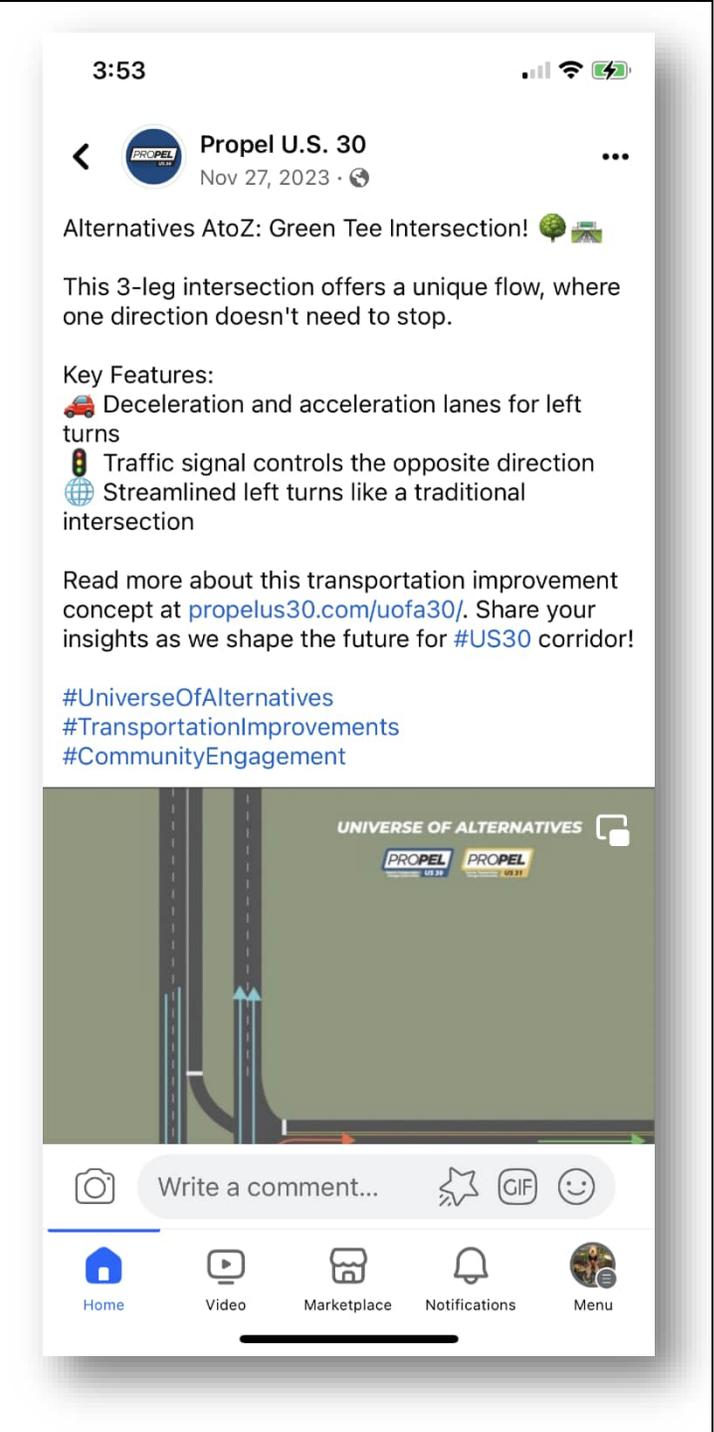
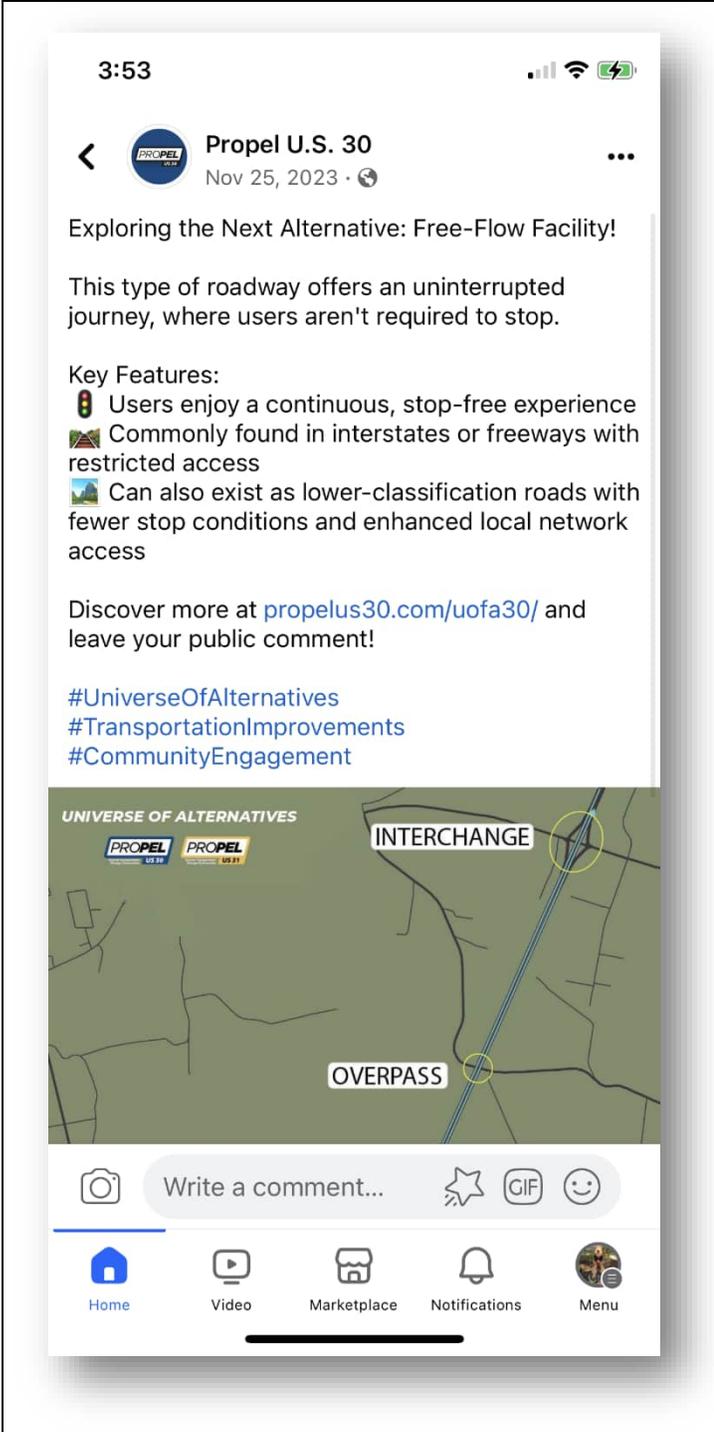


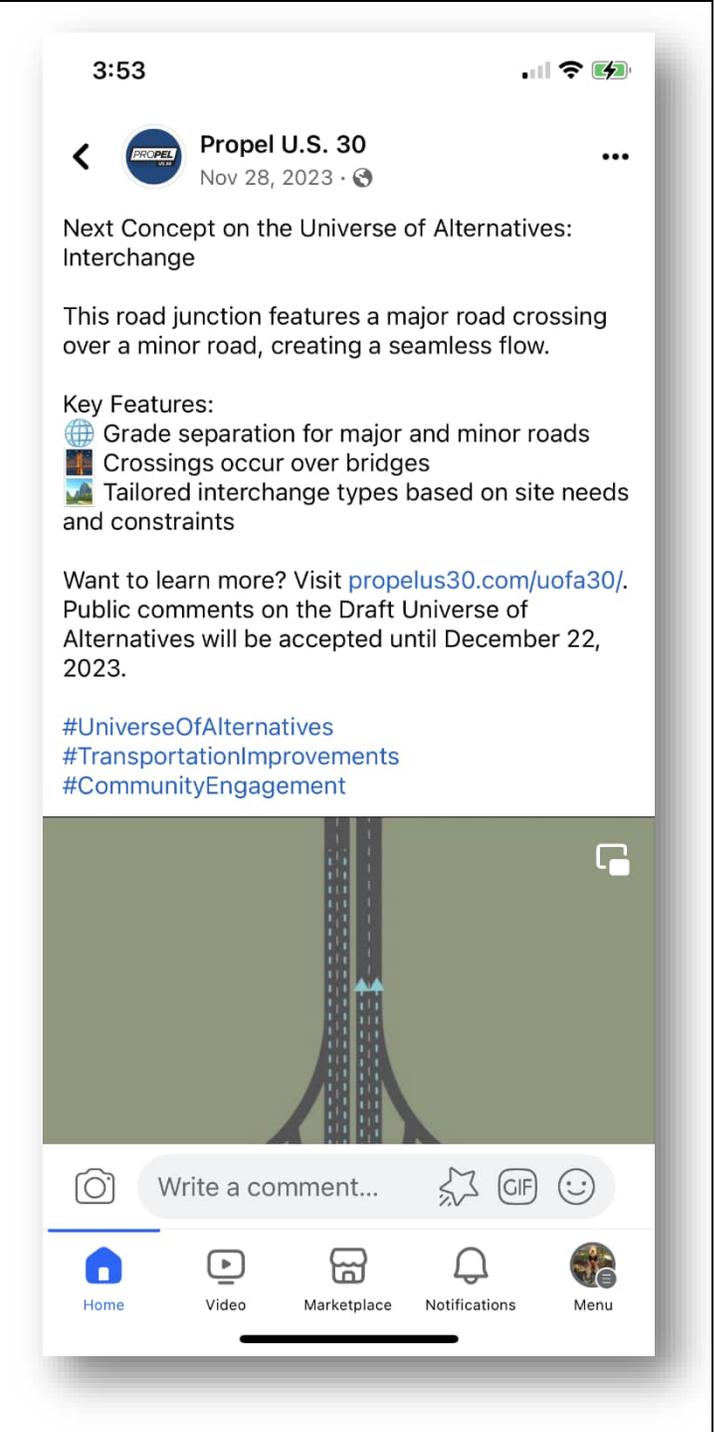
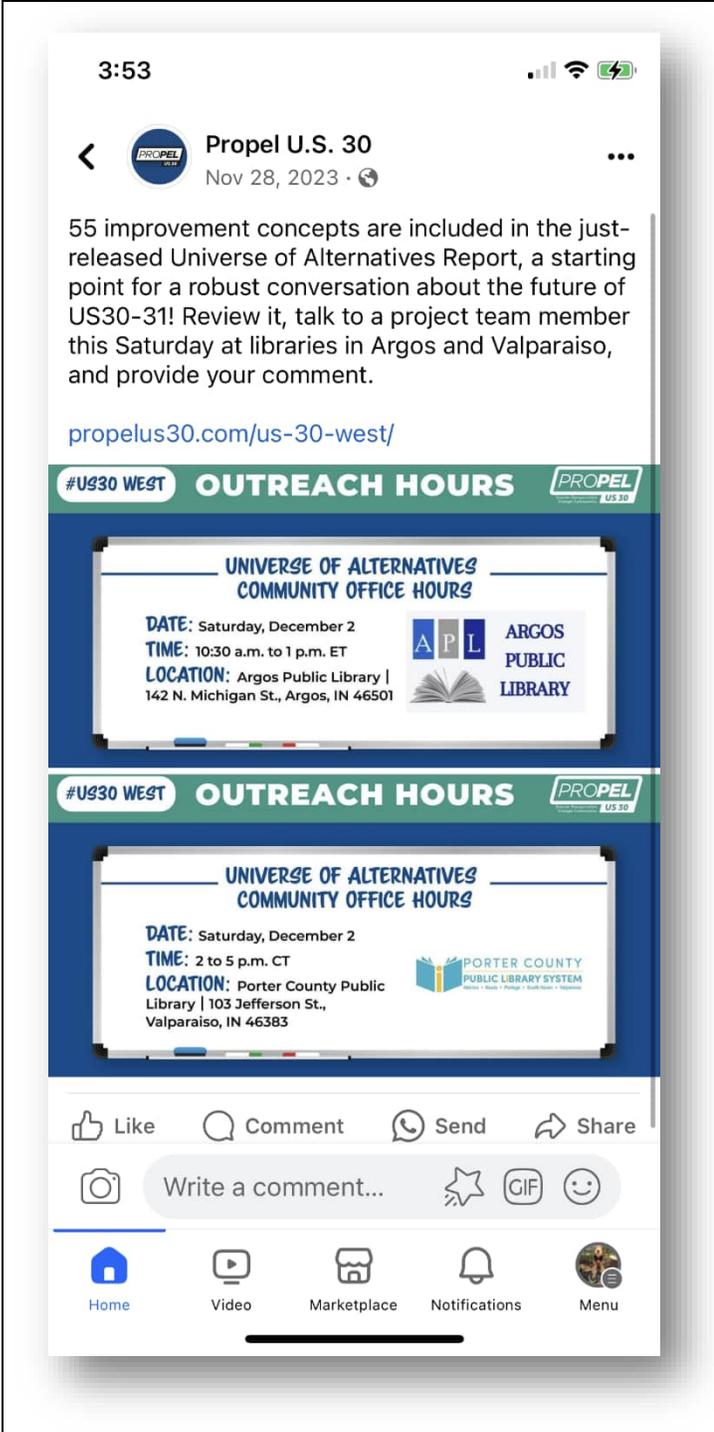


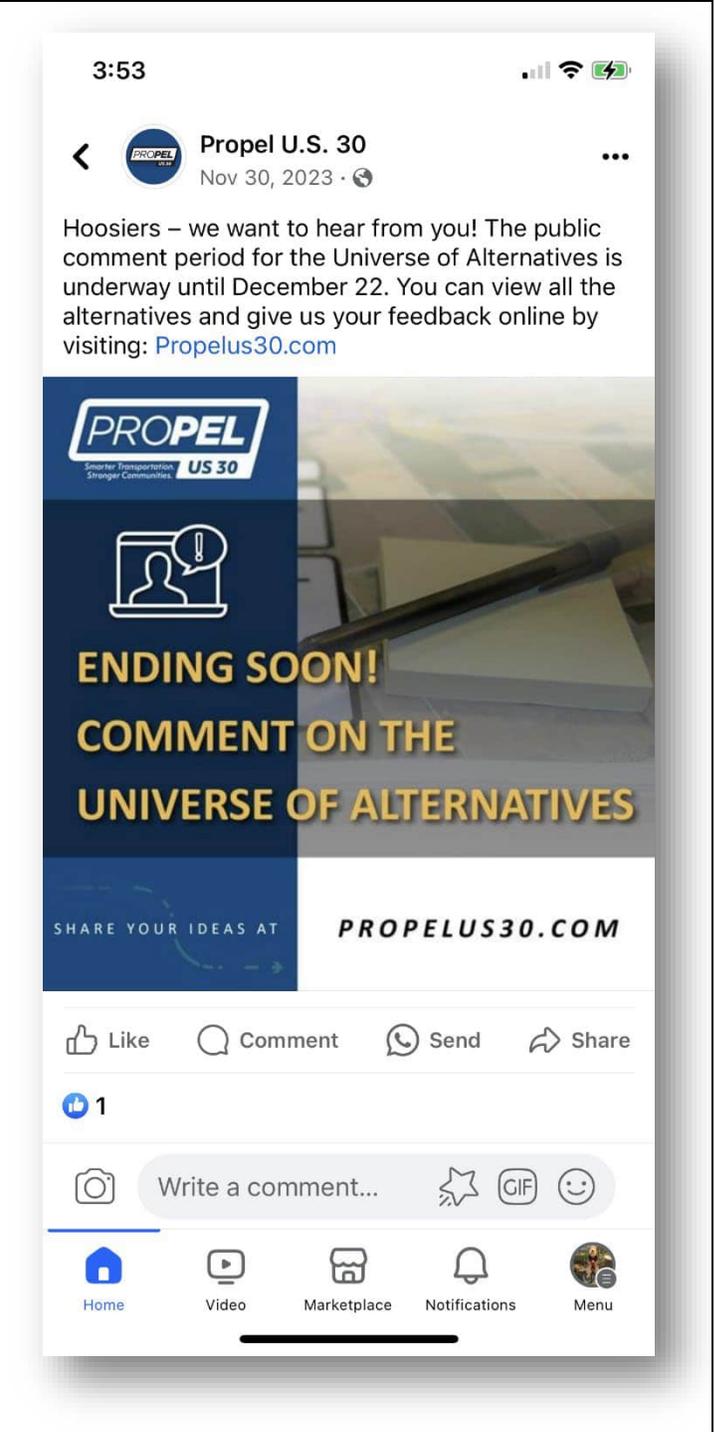
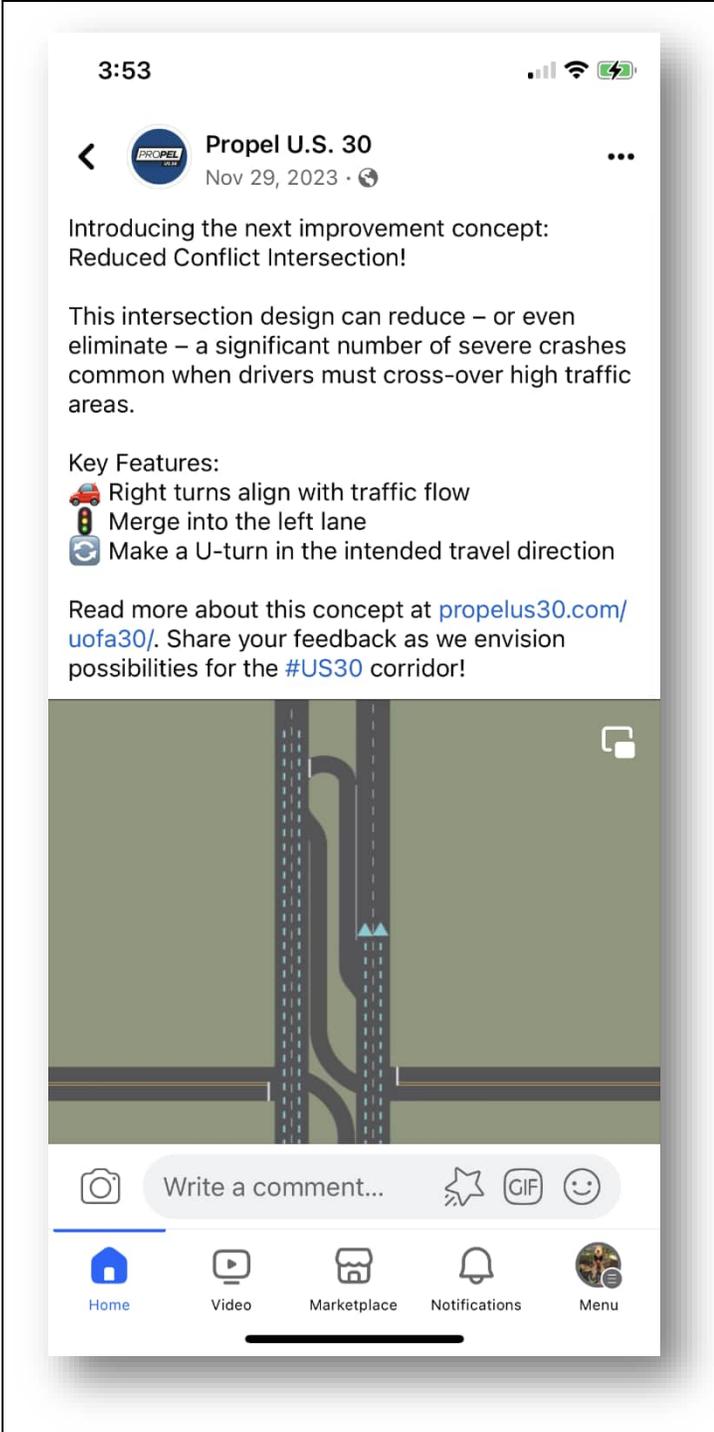


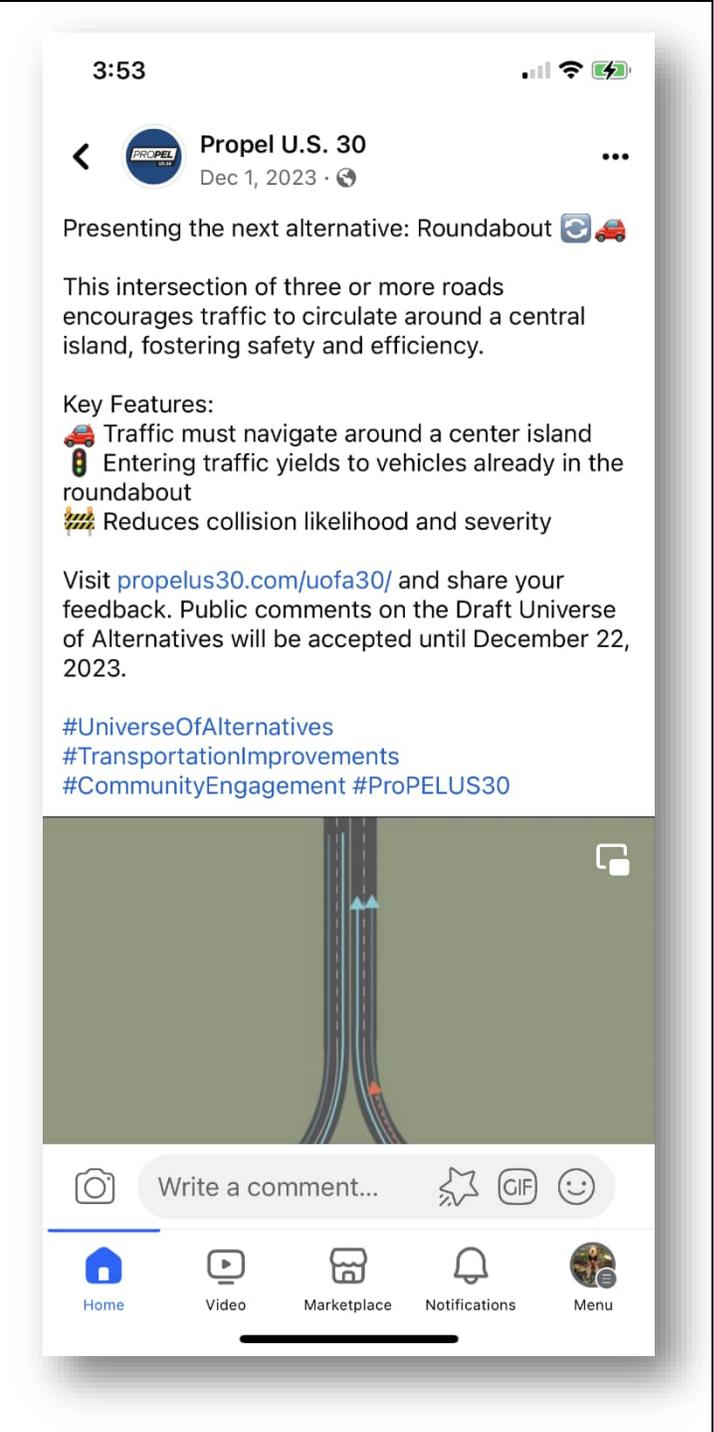
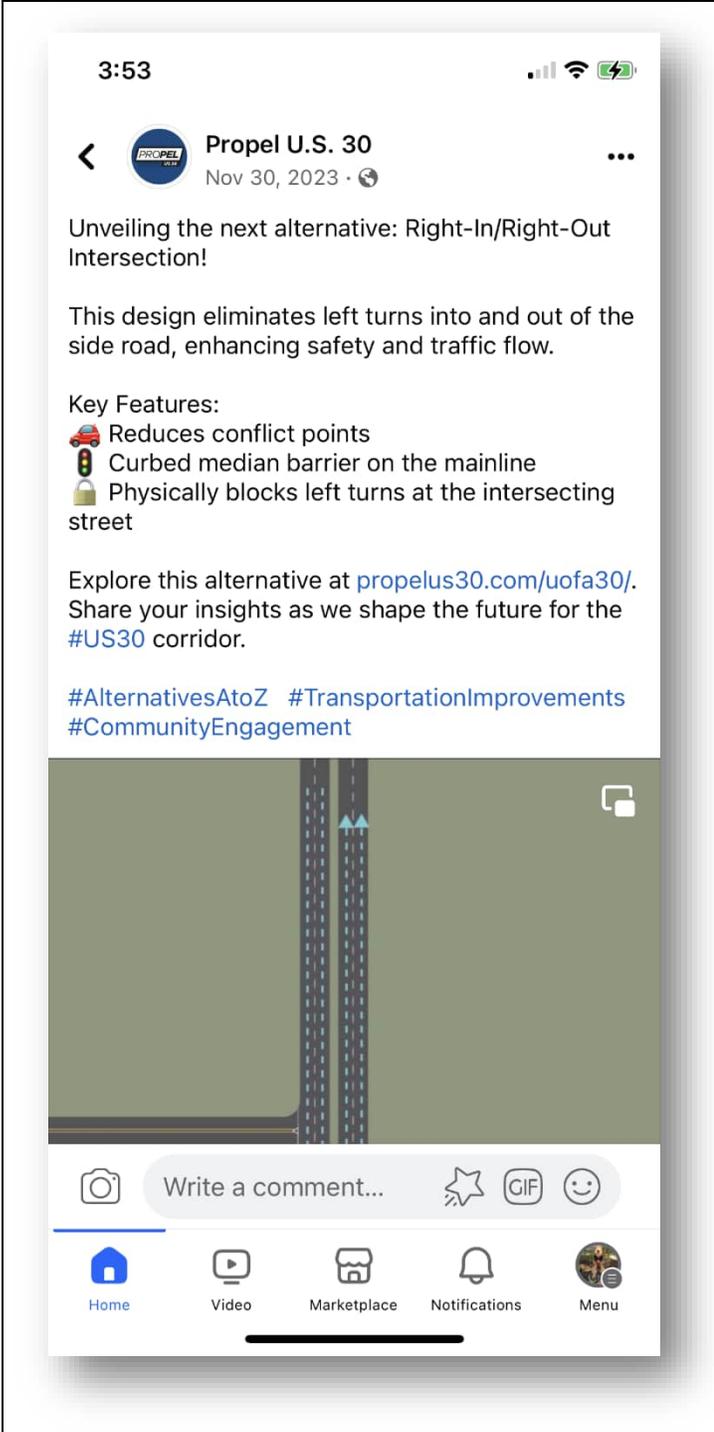


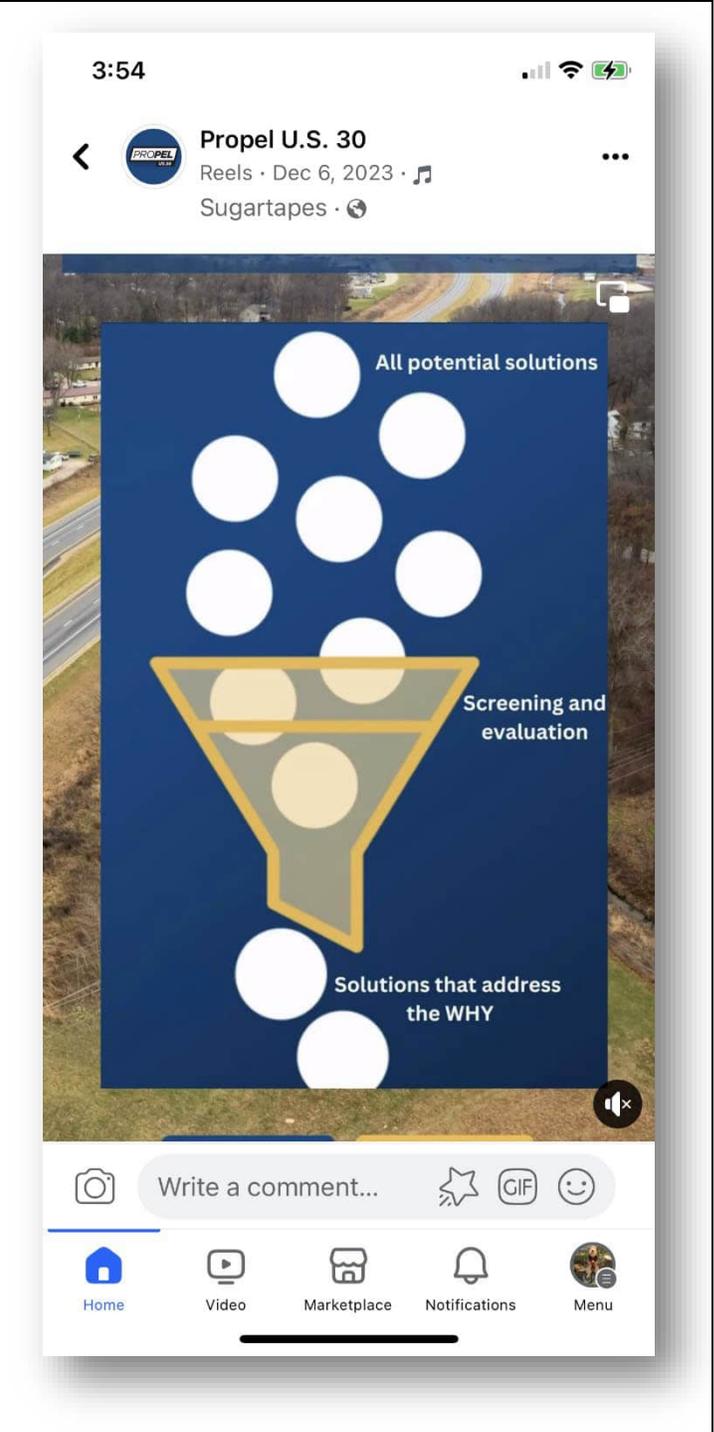
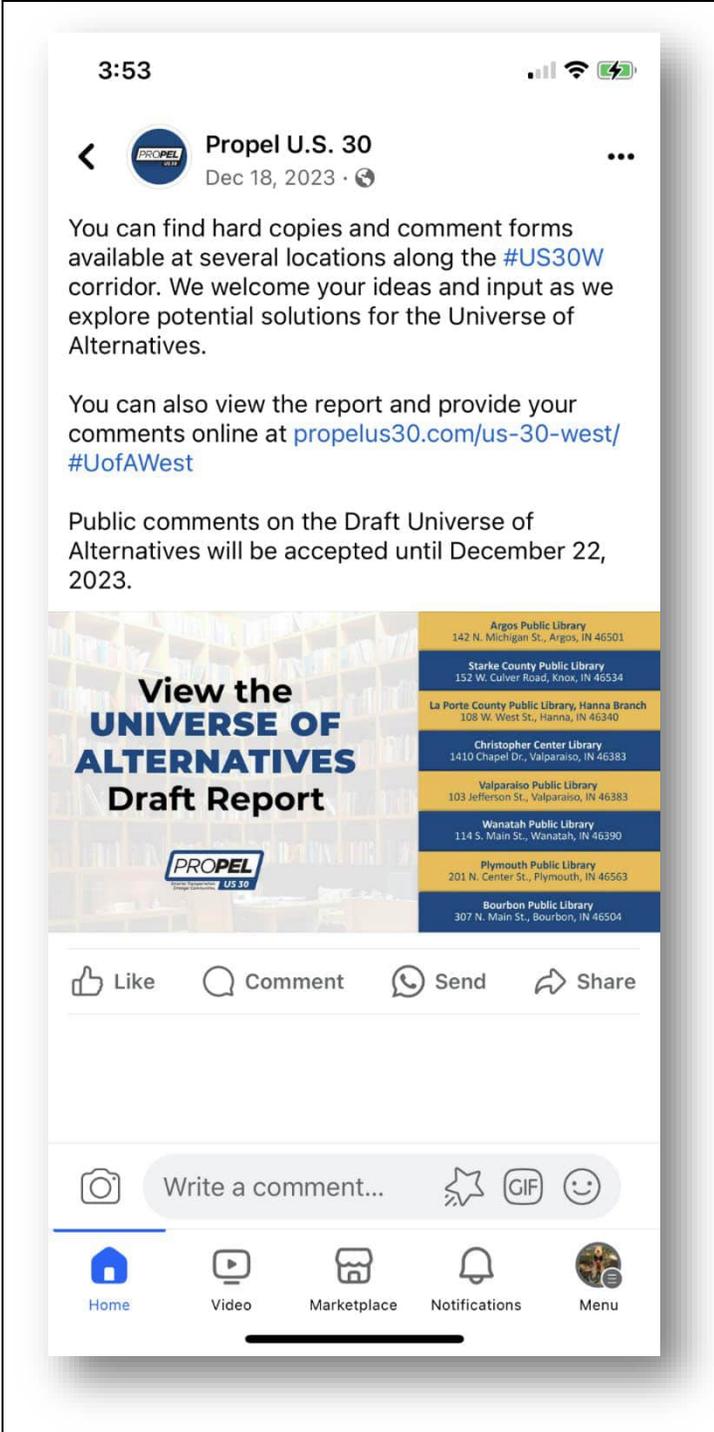


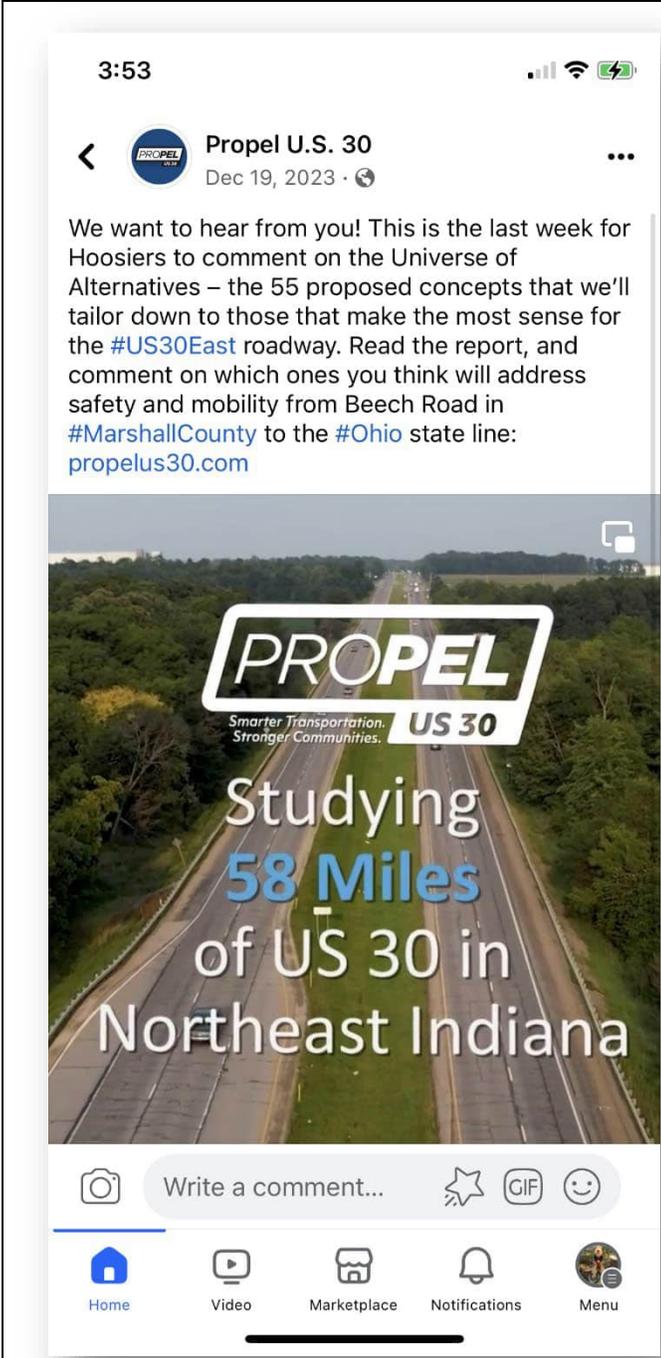












## APPENDIX D: STAKEHOLDER EMAIL BLASTS

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Join the ProPEL US 30 East study team this week

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>



### **The ProPEL US 30 East Study Team will be at Fiesta Fort Wayne, Will Host Community Office Hours**

The ProPEL US 30 East study team will be in Fort Wayne on Saturday, August 12, for Fiesta Fort Wayne; and will return to the area Monday, August 14, to host community office hours in Columbia City and New Haven.

#### **Fiesta Fort Wayne**

Visit us at the 2023 Fiesta Fort Wayne Hispanic Heritage Celebration at Headwaters Park, Fort Wayne! Stop by our booth between 11 a.m. and 8 p.m. to learn more about the study.

##### **Headwaters Park**

333 S. Clinton St., Fort Wayne, IN 46802

11 a.m. to 8 p.m.

To learn more about the event, visit the [Fiesta Fort Wayne Facebook](#) page.

#### **Community Office Hours**

We hope you'll visit us during the windows below to provide feedback about US 30 and the PEL study.

**Peabody Public Library**

1160 IN-205, Columbia City, IN 46725  
11 a.m. to 1 p.m.

**New Haven Community Center**

500 IN-930 East, Fort Wayne, IN 46803  
2:30 to 4 p.m.

**#US30EAST**

## COMMUNITY OFFICE HOURS

**Mon Aug 14**

Monday, August 14  
11–1 PM ET

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725



**Mon Aug 14**

Monday, August 14  
2:30–4 PM ET

New Haven  
Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803






The ProPEL US 30 East study team will be at the Heirloom Tomato Festival tomorrow  
Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>



## Join the ProPEL US 30 East Study Team Tomorrow at Pierceton's Heirloom Tomato Festival

The ProPEL US 30 East study team will be in Pierceton tomorrow at the Heirloom Tomato Festival. Stop by our booth between 10 a.m. and 2 p.m. to learn more about the study and provide your input on the future of the US 30 corridor. We hope to see you there!

**Saturday, Aug. 26, 10 a.m. to 2 p.m.**

Brower Park  
105 E. Market Street  
Pierceton, Indiana 46562

**#US30EAST**

Summer Road Trip

**JOIN US AT THE HEIRLOOM TOMATO FESTIVAL IN PIERCETON!**

August 26 @ Brower Park  
10am-2pm

More details about the Heirloom Tomato Festival (and other businesses) at [ProPELUS30.com](http://ProPELUS30.com)



If you would like to unsubscribe please click [here](#).

ProPEL US 30 East hosting office hours Sept. 13 and 19

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>



## Join us at the September Community Office Hours for ProPEL US 30 East

The ProPEL US 30 East study team will be in the area soon, hosting community office hours. Please stop by to learn more about the study and provide your input on the future of the US 30 corridor. We hope to see you there!

### Wednesday, September 13 - Columbia City

11 a.m. to 1 p.m.  
Peabody Public Library  
1160 IN-205  
Columbia City, Indiana 46725

### Tuesday, September 19 - Warsaw

2 to 4 p.m.  
Warsaw Public Library  
310 E. Main Street  
Warsaw, Indiana 46580

#US30EAST

## COMMUNITY OFFICE HOURS

Wed  
Sept **13**

Wednesday,  
September 13  
11 AM–1 PM ET



Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725



Tue  
Sept **19**

Tuesday,  
September 19  
2–4 PM ET



Warsaw Public Library  
310 E Main St  
Warsaw, IN 46580



If you would like to unsubscribe please click [here](#).

ProPEL US 30 East team in Columbia City, Winona Lake and Monroeville this week

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>



## Join us at one of three events this week to share your feedback about US 30

The ProPEL US 30 project team will be in Kosciusko, Whitley and Allen County at three separate events this week. Please stop by to learn more about the study and provide your input on the future of the US 30 corridor. We hope to see you there!

### Whitley County 4-H Autumn Harvest Festival

**Saturday, Oct. 14, 9 a.m. to 3 p.m.**

Whitley County 4-H Fairgrounds  
680 W Squawbuck Rd.  
Columbia City, IN 46725

Stop by our table to talk about US 30, and stay for the crafts, cars and demolition derby!

### Community Office Hours

#US30EAST

## COMMUNITY OFFICE HOURS

Tue  
Oct **17**

Wednesday,  
October 17  
2–4 PM ET



Grace College  
1 Lancer Way  
Winona Lake, IN 46590



Wed  
Oct **18**

Tuesday,  
October 18  
12–2 PM ET



Monroeville Public Library  
115 Main St  
Monroeville, IN 46773



### PROPEL

Smarter Transportation. Stronger Communities. **US 30**



If you would like to unsubscribe please click [here](#).

Comment today! INDOT seeks public comments on Universe of Alternatives

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>



## Public Comment Period Open for Universe of Alternatives

*Public comments accepted through Friday, December 22, 2023*

The ProPEL US 30 East study team is once again asking for Hoosiers' input as it starts the alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

This Universe of Alternatives (Level 1) Screening Report has been prepared for the ProPEL US 30 East study and is based on data collection efforts that began in August 2022, as well as from feedback received from ongoing public and stakeholder involvement received to date. ProPEL US 30 East study information will be used to help direct future investment in the corridor with both long and short-term improvements. This will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

The ProPEL US 30 East study team seeks public comments for the Universe of Alternatives beginning on Monday, November 13, 2023. **INDOT is accepting public comments online, in person and by mail through Friday, December 22, 2023.**

[View the Universe of Alternatives \(Level 1\) Screening Report Here](#)

### Submit Your Comments

There are several ways to submit your comments:

1. Comment through the study website - [PropelUS30.com](https://PropelUS30.com)
2. Mail your comments to:
  - o WSP USA, Attn: ProPEL US 30 East Study
  - o 115 W Washington Street #1270s
  - o Indianapolis, IN 46204

3. Provide comments at an upcoming Community Office Hours event (see below).

### View the Document in Person

Printed copies of the Draft Universe of Alternatives will also be available at these locations:

- Monroeville Public Library
- New Haven Community Center
- Northeastern Indiana Regional Coordinating Council
- Peabody Public Library
- Pierceton Public Library
- Warsaw Community Public Library

View the Universe of Alternatives (Level 1) Screening Report at the following locations throughout the public comment period:

- **Monroeville Public Library:** 115 Main Street, Monroeville, IN 46773
- **New Haven Community Center:** 7500 IN-930 East, Fort Wayne, IN 46803
- **Northeastern Indiana Regional Coordinating Council (NIRCC):** 200 E. Berry St., Suite 230, Fort Wayne, IN 46802
- **Peabody Public Library:** 1160 IN-205, Columbia City, IN 46725
- **Pierceton Public Library:** 101 W. Catholic Street, Pierceton, IN 46562
- **Warsaw Community Public Library:** 310 E. Main Street, Warsaw, IN 46580

### Visit us at Community Office Hours!

In addition, physical copies of the Universe of Alternatives (Level 1) Screening Report will be available to view at our Community Office Hours on Tuesday, Nov. 14 and Friday, Nov. 17:

## COMMUNITY OFFICE HOURS

<p><b>Tue</b> Nov <b>14</b></p> <p>Tuesday, November 14 11 AM–1 PM ET</p> <p>Warsaw Public Library 310 E Main Street Warsaw, IN 46580</p> 	<p><b>Fri</b> Nov <b>17</b></p> <p>Friday, November 17 12–3 PM ET</p> <p>Peabody Public Library 1160 IN-205 Columbia City, IN 46725</p> 
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- New Haven Community Center - Tuesday, December 5, 4-6 PM ET  
7500 IN-930 East, Fort Wayne, IN 46803
- Warsaw Community Public Library - Wednesday, December 6, 11 AM-1 PM ET  
310 E. Main Street, Warsaw, IN 46580

Comments on the Universe of Alternatives will be accepted at our Community Office Hours, via mail and through [ProPELUS30.com](http://ProPELUS30.com) through Friday, December 22, 2023.

Visit our website and follow us on social media

  
[ProPELUS30.com](http://ProPELUS30.com)

  
[Propel U.S. 30](https://www.facebook.com/PropelU.S.30)

  
[@PropelUS30](https://twitter.com/PropelUS30)

Friday, Dec. 22 is the deadline to comment on the Universe of Alternatives  
Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>



## Comment Period Ends Friday for the Universe of Alternatives

Watch our  
Universe of Alternatives Video

Friday, Dec. 22 marks the end of the public comment period for the [Universe of Alternatives \(Level 1\) Screening Report](#). The Universe of Alternatives Report for the ProPEL US 30 East study is based on scoping and data collection efforts that began in August 2022, as well as from feedback from ongoing public and stakeholder involvement.

View the Universe of Alternatives  
(Level 1) Screening Report

**INDOT is accepting public comments online and by mail through Friday, December 22, 2023.**

You may submit your comments:

1. Through the study website - [PropelUS30.com](http://PropelUS30.com)
2. By mail -

WSP USA, Attn: ProPEL US 30 East Study  
115 W Washington Street #1270s  
Indianapolis, IN 46204

### View the Document in Person

Physical copies of the Universe of Alternatives Report are available to view at the following locations:

- Monroeville Public Library  
115 Main Street, Monroeville, IN 46773
- New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803
- Northeastern Indiana Regional Coordination Council (NIRCC)  
200 E. Berry St., Suite 230, Fort Wayne, IN 46802
- Peabody Public Library  
1160 IN-205, Columbia City, IN 46725
- Pierceton Public Library  
101 W. Catholic Street, Pierceton, IN 46562
- Warsaw Community Public Library  
310 E. Main Street, Warsaw, IN 46580

**Watch for future emails about upcoming Community Office Hours and study updates in the new year.**

Visit our website and follow us on social media



[ProPELUS30.com](http://ProPELUS30.com)



[Propel U.S. 30](#)



[@PropelUS30](#)



[@propelus30 31](#)

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## APPENDIX E: LEGAL PUBLIC NOTICES

### ENGLISH VERSION

#### NOTICE OF PUBLIC COMMENT PERIOD Des. No. 2100113

The ProPEL US 30 East study team is asking for Hoosiers' input as it starts the alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

The ProPEL US 30 East study team seeks public comments for the *Draft Universe of Alternatives (Level 1) Screening Report* beginning on Monday, November 13, 2023. INDOT is accepting public comments online, in-person, and by mail through Friday, December 22, 2023.

- View the technical memorandum here: [propelus30.com/](http://propelus30.com/)
- Comment online at: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments to:

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

This ProPEL US 30 East *Draft Universe of Alternatives (Level 1) Screening Report* is based on data collection efforts that began in August 2022, as well as from feedback received from ongoing public and stakeholder involvement. INDOT intends to use the information, analysis, and recommendations from the study process to inform future investments in the study area. Future investments will require federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the *Draft Universe of Alternatives (Level 1) Screening Report* will be available to view at the following locations throughout the public comment period:

Monroeville Public Library  
115 Main Street  
Monroeville, IN 46773

New Haven Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803

Northeastern Indiana Regional Coordinating Council  
200 E Berry Street Suite 230  
Fort Wayne, IN 46802

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

Pierceton Public Library  
101 W Catholic Street  
Pierceton, IN 46562

Warsaw Community Public Library  
310 E Main Street  
Warsaw, IN 46580

In addition, physical copies of the *Draft Universe of Alternatives (Level 1) Screening Report* will be available to view at the following November and December 2023 Community Office Hours:

**Tuesday, November 14, 2023, 11 a.m. to 1 p.m. ET**

Warsaw Public Library  
310 E Main Street  
Warsaw IN 46580

**Friday, November 17, 2023, noon to 3 p.m. ET**

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

**Tuesday, December 5, 4 to 6 p.m. ET**

New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803

**Wednesday, December 6, 11 a.m. to 1 p.m. ET**

Warsaw Community Public Library  
310 E Main Street, Warsaw, IN 46580

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Laura Van Wert, (412) 508-0383, or [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) to coordinate services to participation in the public comment period. Services include language, visual and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current INDOT Public Involvement guidance can be found at <https://www.in.gov/indot/public-involvement/public-involvement/>.

## SPANISH VERSION

### NOTICE OF PUBLIC COMMENT PERIOD

Des. No. 2100113

El equipo de estudio “ProPEL US 30 Este” está pidiendo la opinión de Hoosiers’ al comenzar el análisis de las fases de investigación y análisis de las alternativas en el Departamento de Transporte del Estado de Indiana (INDOT) y el estudio de la Conexión de Planeamiento y Medio Ambiente (PEL) a lo largo de la ruta US 30 en el Norte de Indiana. La zona de estudio de ProPEL US 30 Este se extiende por aproximadamente 58 millas desde Beech Road en Marshall County hasta la línea que divide los estados de Indiana y Ohio en el Allen County, con porciones dentro de las rutas I-69 y I-469 alrededor del lado norte de Fort Wayne excluido del estudio.

El estudio de ProPEL 30 Este esta buscando comentarios públicos por el Draft Universo de Alternativas (Level 1) empezando lunes, noviembre 13, 2023. INDOT esta aceptando comentarios públicos online, en persona y por correo hasta viernes, diciembre 22, 2023.

Ver el memorandum técnico aquí: [propelus30.com/](http://propelus30.com/)

Comentario online en: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)

Enviar comentarios por correo a:

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

El ProPEL US 30 Este Memorando ‘*Draft Universe of Alternatives (Level 1) Screening Report*’ esta basado en informacion obtenida desde Agosgto 2022, asimismo a traves de comentarios recibidos del public y de otras partes envueltas e interesadas. INDOT tiene la intencion de usar la informacion, el analisis y las recomendaciones de este estudio para informar sobre la infraestructura programatica de todo el Estado, lo cual requerira una evaluacion de Medio Ambiente futura conducida de acuerdo con el Acto Nacional de Medio Ambiente “the National Environmental Policy Act (NEPA)”.

Copias del Memorandum Técnico del Estudio de Alternativas Universales (*Draft Universe of Alternatives (Level 1) Screening Report*) van serán disponibles para revisar en las siguientes ubicaciones durante el periodo de comentario public:

Monroeville Public Library  
115 Main Street  
Monroeville, IN 46773

New Haven Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803

Northeastern Indiana Regional Coordinating Council  
200 E Berry Street Suite 230  
Fort Wayne, IN 46802

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

Pierceton Public Library  
101 W Catholic Street  
Pierceton, IN 46562

Warsaw Community Public Library  
310 E Main Street  
Warsaw, IN 46580

Además, las copias físicas del Memorandum Técnico del Estudio de Alternativas Universales (*Universe of Alternatives Screening Technical Memorandum*) estarán disponibles para su consulta en el siguiente Office Hours comunitaria de octubre, noviembre, y diciembre de 2023:

**Martes, noviembre 14, 2023, 11 a.m. to 1 p.m. ET**

Warsaw Public Library  
310 E Main Street  
Warsaw IN 46580

**Viernes, noviembre 17, 2023, 12 p.m. to 3 p.m. ET**

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

**Martes, diciembre 5, 4 p.m. to 6 p.m. ET**

New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803

**Miércoles, diciembre 6, 11 a.m. to 1 p.m. ET**

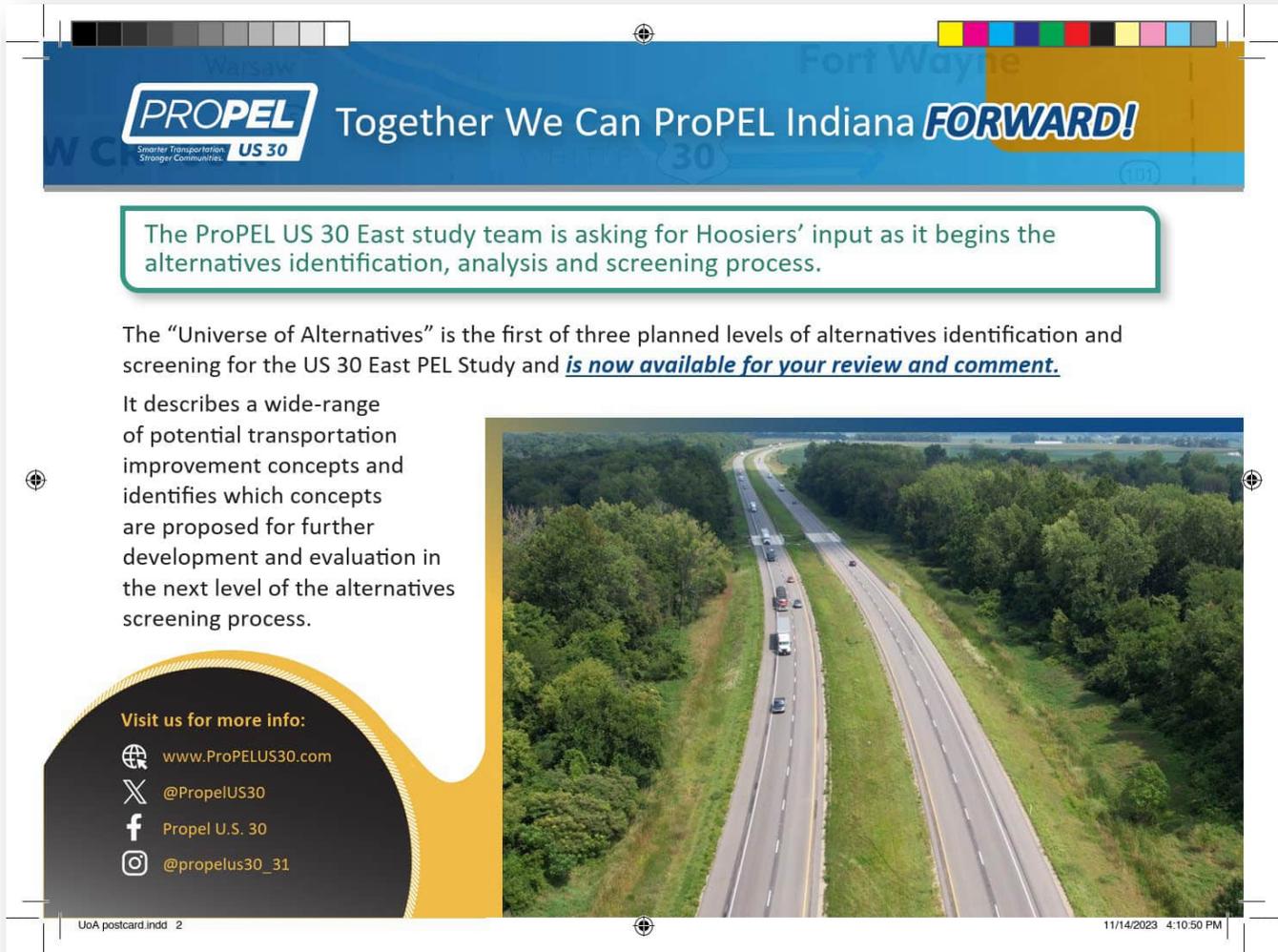
Warsaw Community Public Library  
310 E Main Street, Warsaw, IN 46580

De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), se alienta a las personas con discapacidades o que representan a una población ADA y/o con Dominio Limitado del Inglés a comunicarse con Laura Van Wert, (412) 508-0383, o [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) con antelación para coordinar servicios como la participación durante la reunión, el idioma, los servicios de interpretación visual y de audio.

Este aviso se publica de conformidad con el Código de Regulaciones Federales, Título 23, Sección 771 (CFR 771.111(h)(1) establece: "Cada estado debe tener procedimientos aprobados por la FHWA para llevar a cabo un programa de audiencia pública/participación pública." 23 CFR 450.212(a)(7) establece: "Los procedimientos de participación pública deberán proporcionar una revisión periódica de la efectividad del proceso de participación pública para garantizar que el proceso brinde acceso total y abierto a todos y la revisión del proceso según sea necesario" aprobado por la Administración Federal de Carreteras, Departamento de Transporte de EE. UU. el 7 de

Julio de 2021. La guía actual de participación pública de INDOT se puede encontrar en <https://www.in.gov/indot/public-involvement/public-involvement/>.

## APPENDIX F: PROMOTIONAL POSTCARD



**PROPEL** US 30  
Smarter Transportation. Stronger Communities.

**Together We Can ProPEL Indiana FORWARD!**

The ProPEL US 30 East study team is asking for Hoosiers' input as it begins the alternatives identification, analysis and screening process.

The "Universe of Alternatives" is the first of three planned levels of alternatives identification and screening for the US 30 East PEL Study and is now available for your review and comment. It describes a wide-range of potential transportation improvement concepts and identifies which concepts are proposed for further development and evaluation in the next level of the alternatives screening process.

**Visit us for more info:**  
[www.ProPELUS30.com](http://www.ProPELUS30.com)  
 @PropelUS30  
 Propel U.S. 30  
 @propelus30\_31

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We want to hear from **YOU!**

PRSR STD  
ECRWSS  
U.S.POSTAGE  
**PAID**  
EDDM Retail

**LOCAL POSTAL  
CUSTOMER**

The public comment period for the Draft Universe of Alternatives runs **from November 13, 2023 to December 22, 2023**. You can view the Universe of Alternatives document and provide your valuable feedback online by visiting **Propelus30.com**.

**Printed copies of the Draft Universe of Alternatives will also be available at these locations:**

- ★ Monroeville Public Library
- ★ New Haven Community Center
- ★ Northeastern Indiana Regional Coordinating Council
- ★ Peabody Public Library
- ★ Pierceton Public Library
- ★ Warsaw Community Public Library



*Mail in comments are also welcomed. Please send to:*

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204



# APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS



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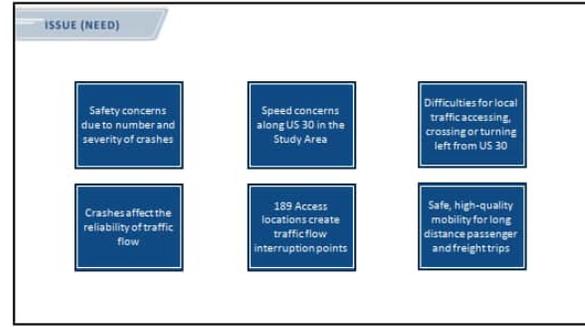
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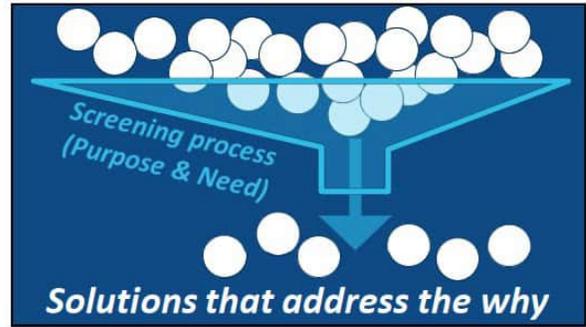
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Needs	Performance Measure	Does the concept...
Safety for All Users	Reduce conflict points where traffic is accessing or crossing US30, - or - Apply crash reduction measures that improve safety, - or - Address/improve multimodal safety.	Reduce conflict points or address documented safety issues?
Local Mobility	Maintain or improve operations for local trips accessing, crossing, or turning left from US 30.	Reduce delays for local movements with forecasted unacceptable operations OR maintain operations for local movements with forecasted acceptable operations?
Regional and Statewide Mobility	Improve operations along US 30 for longer distance trips.	Reduce delays for through movements on US 30?

19

## APPENDIX H: OP-ED PENNED BY ROB PARKER

**Warsaw Times-Union Online**  
**January 5, 2024**

**It’s critical that the public knows about & engages with U.S. 30 study**

**By Rob Parker**  
**CEO of the Kosciusko County Chamber of Commerce**

Growth is great, and it’s happening in Kosciusko County. While this is terrific news for our communities, businesses, residents and workers, we need to collaboratively address our growing economic demands and prepare for future prosperity.

The success of these actions hinges largely on enhancing our main roadway, U.S. 30, to meet our increased traffic demands. We need more options for all travelers - from our truck drivers hauling our goods to our workforce commuting to quality employment. We need more options to improve the flow of traffic, more options for transportation infrastructure and more options that directly increase our safety along the roadway.

Commerce has increased along U.S. 30, since the roadway serves as a main artery connecting northern Indiana to Chicago in the west and Ohio in east. Because this commerce is key to our state, regional and local economic development, we need to address how to move semitrucks on the same roadway as our school buses.

Likewise, an increase in commerce also means an increase in workforce opportunities. Warsaw has been dubbed the orthopedic capital of the world, thanks to the four-thousand people who commute to work at companies such as Zimmer Biomet, DePuy Synthes and many others. Our workforce must grow if we want to keep that title. While more commuters mean more traffic along U.S. 30, it is crucial to factor in the schools, hospitals, grocery stores, retail shops, restaurants and gas stations that pop up when there’s a bustling workforce. We must also find transportation solutions that get us safely through traffic and on with our daily lives. During the study, INDOT analyzed five years of crash data and found that there’s a crash on U.S. 30 230 days of the year, many of which include injuries and fatalities. Many of these crashes can be avoided if we address our traffic congestion and mobility challenges.

What are those solutions?

For the last year, INDOT has been studying U.S. 30 to identify its challenges for travelers, and found that safety, and local and regional mobility must be addressed so that we can continue to grow and thrive. The study team identified a total of 55 alternatives that could address these challenges along U.S. 30. The “Universe of Alternatives,” as they’re called, are transportation infrastructure concepts that INDOT will spend this next year analyzing and further paring down until there are a handful of potential options that

could move forward.

It's critical that the public knows about and engages with this study process. An engaged public will produce better transportation solutions for the future of our community, county, region, and state. So I invite you to connect with ProPEL US 30 East, and provide your feedback on the Universe of Alternatives. These investments in our local roadway infrastructure will invite people to invest further in our communities.

Rob Parker is the president and CEO of the Kosciusko County Chamber of Commerce, as well as a member of the ProPEL US 30 East Study's Stakeholder Advisory Committee. ProPEL is a transportation planning study led by the Indiana Department of Transportation (INDOT.) ProPEL completed the Level 1 screening and analysis for the Universe of Alternatives phase of the study in December. For more information about the study, visit [propelus30.com](http://propelus30.com).

# APPENDIX I: US 30 & 31 COALITION MEETING MATERIALS

## STUDY ADVISOR



## MEETING NOTES

Date: November 13, 2023

Re: Universe of Alternatives (Level 1) Screening Overview

### In Attendance:

<i>Dan Avery</i>	<i>Northeastern Indiana Regional Coordinating Council</i>
<i>Dan Brown</i>	<i>US 30 Coalition Member (Industry)</i>
<i>Commissioner Mike Burroughs</i>	<i>Marshall County Commissioner</i>
<i>Mayor Ryan Daniel</i>	<i>US 30 Coalition Member (City of Columbia City)</i>
<i>Nick Darrah</i>	<i>Northeast Indiana</i>
<i>Commissioner Cary Groninger</i>	<i>US 30 Coalition Member (Kosciusko County)</i>
<i>Commissioner Mark Gourley</i>	<i>US 30 Coalition Member (Starke County)</i>
<i>Shan Gunawardena</i>	<i>US 30 Coalition Member (City of Fort Wayne)</i>
<i>Bill Hartman</i>	<i>US 30 Coalition Member (Allen County)</i>
<i>Rep. Dave Heine</i>	<i>US 30 Coalition Member (State Legislator)</i>
<i>Senator David Long (ret.)</i>	<i>US 30 Coalition Advisor</i>
<i>Mayor Mark Senter</i>	<i>US 30 Coalition Member (City of Plymouth)</i>
<i>Allen Stevens</i>	<i>South County Community Coalition</i>
<i>Mayor Joe Thallemer</i>	<i>US 30 Coalition Member (City of Warsaw)</i>
<i>Caitlin Stevens</i>	<i>Michiana Area Council of Government</i>
<i>Greg Hildebrand</i>	<i>Marshall County Economic Development</i>
<i>Nick Darrah</i>	<i>Northeast Indiana</i>
<i>Tom Vander Woude</i>	<i>Northwestern Indiana Regional Planning Commission</i>
<i>Sean Surrisi</i>	<i>City of Plymouth</i>
<i>Sandra Flum</i>	<i>ProPEL US 30 PM/US 31 Deputy PM, INDOT</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 Deputy PM, INDOT</i>
<i>Kevin Sears</i>	<i>INDOT Intergovernmental Affairs Director</i>
<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>

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## MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 30 and US 31 Draft Universe of Alternative (Level 1) Screening Reports. The intent was to help orient study stakeholders with the structure and content of the report to help facilitate their review and commenting process.

### 1. INTRODUCTION, STUDY BACKGROUND AND CURRENT STATUS

- The goal of the meeting was to provide the US 30 Coalition, as a key study stakeholder, with an overview of how the Level 1 screening was conducted. The introduction and orientation was intended to help with the review of the draft Level 1 screening document. Also, since the draft report was just released today, it is anticipated that more time would be needed to review the analysis. As a result, we do not plan to dig into study area specific details or draft screening results during today's discussion.
- It is anticipated that the US 30 Coalition members will likely have more detailed questions once their review is completed. INDOT and the study teams welcome those questions and feedback on the analysis, and those discussions should include members of the study area teams. INDOT and the Advisor Team will work to get those connections made during the comment period on the draft report.

### 2. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- Public input is an integral part of the PEL studies. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning studies.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the studies are looking at transportation improvements through year 2045.
- When we met with you in the May/June 2023 time frame, we were in the purpose and need phase of the study. All four study teams are now in the alternatives analysis phase of the study. We are calling the Level 1 analysis the Universe of Alternatives and the draft screening report was released today for public review and comment.

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### 3. UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

- There will be three levels of alternatives development and screening in the ProPEL US 30 and US 31 studies. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- In the Universe of Alternative (Level 1) screening, high-level concepts are analyzed for their ability to address the study area purpose and need. The Level 1 screening casts a very broad net to identify potential concepts that address the purpose and need. This is intentional – it helps show that everything was truly considered as part of our study process.
- The initial range of solutions for all four study areas includes 55 improvement concepts. A few important notes about this initial list of solutions:
  - One of the 55 improvement concepts is the No Build Alternative.
  - Each team is using the same list as its starting point.
  - The 55 improvement concepts are defined similarly in each study area. This is intentional and we hope it will minimize potential confusion.
  - This starting list includes a variety of things. Later, we will share some illustrative examples of the improvements considered in the Level 1 analysis.
  - Because safety is an INDOT priority, the potential improvements also include proven approaches to improve safety including advanced warning systems and innovative intersections such as reduced conflict intersections, green tee intersections and quadrant roadways.
- The initial list will contain some things that people like. It will also contain some things that people don't like. However, it's important that both are included as are required to have a thorough review of all potential improvements.
- Because of the broad consideration, the level of detail provided for each concept is high-level. Again, this is intentional and additional detail will be added during the Level 2 and Level 3 screenings. We understand that many will be looking for lines on maps. That time will come, but the Level 1 screening is not that time.

### 4. LEVEL 1 SCREENING

- The Universe of Alternatives screening is qualitative and includes two primary factors:
  - Purpose and need elements (which vary by study area)
  - Practicality (i.e., is it reasonable?)
- These two factors were assessed for each improvement concept using Yes, No, and Neutral responses.
- In general, an improvement concept was rated as Neutral if not enough information was available to fully assess the concept's ability to address the screening factors, or if there were both positive and negative characteristics.
- A concept is considered practical (i.e., reasonable) if:
  - it could be accomplished without an extraordinarily high cost;
  - it is feasible from the standpoint of technology and logistics;

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- it is appropriate in scope and scale for the transportation problems identified; and
  - it is not expected to create other unacceptable impacts such as severe operational or safety problems, or serious socioeconomic or environmental impacts.
- The 55 improvement concepts contained in the Universe of Alternatives represents a starting point. The improvement concepts are general and were developed without a specific location in mind on where to apply them in the study areas. To give meeting participants some idea of what's in the list, a few illustrative examples were provided.
  - Improvements considered include a variety of things, including location-specific things – such as intersection improvements that range from minor improvements—such as adding/lengthening turn lanes—all the way to more substantive improvements, such as converting intersections to overpasses and/or interchanges.
  - Improvements considered also include large-scale corridor improvements, including adding travel lanes, implementing access management, bypasses, and converting the corridor to a free flow facility. Converting to a free flow facility could range from removing traffic signals that create stop conditions all the way to conversion to a limited access facility, or freeway.
  - Improvements also include spot improvements, such as wildlife crossings and roadway lighting that could address localized safety issues.
  - Improvements also include items specifically intended to support transit & non-motorized users.
- The items mentioned during the meeting are only a few examples of improvements considered in the Level 1 screening.
- The improvement concepts passing the Level 1 screening have been grouped into three categories:
  - Primary Concepts: Improvements which addresses the majority of the identified needs and could be advanced as a standalone solution.
  - Complementary Concepts: Improvements that could provide some benefit at specific locations. Complementary concepts may be added to a primary concept at certain locations.
  - Design element: Improvements which would not address any of the identified needs but could provide a general benefit and should be considered where applicable and appropriate.
- The numbers and types of improvement concepts identified as Primary and Complementary solutions varies by study area. There are two primary reasons for this:
  - The study area needs and associated performance measures are different in each study area.
  - US 31 and US 30 are in different places in terms of their life cycle and evolution. For example, investments in US 31 have upgraded much of the US 31 corridor between Indianapolis and South Bend to a free flow facility, which included eliminating all but 5 traffic signals. The situation is different for US 30 so that's reflected in these studies.
- A full list of the universe of alternatives is available online on the ProPEL U.S. 30 and U.S. 31 websites, and at locations throughout the study areas. In addition to submitting input online, the study teams are visiting communities along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL U.S. 30 and ProPEL U.S. 31 social media pages.

- INDOT is requesting public feedback on the draft universe of alternatives screening report by December 22, 2023. After public feedback is considered, INDOT will publish a final universe of alternatives screening report on its website.

## 5. NEXT STEPS

- Earlier, it was mentioned that three levels of alternatives development and screening are expected for each of the four study areas. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.
- The Level 1 screening identifies those improvement concepts that could address the identified transportation needs and are practical.
- The Level 2 screening will evaluate the improvement concepts at specific locations along the corridors to determine how well they address the identified needs, as well as any potential impacts and costs. The draft results of this analysis will also be published for public review and comment. It is anticipated this will occur in Spring 2024.
- The Level 3 screening will focus on different ways to package or combine improvements at specific locations into a package or bundle of improvements within smaller sections of the study area. These will not be corridor-wide alternatives, but options that work together to address study area transportation needs. Again, a comparative evaluation of costs, benefits, and impacts will be completed. The draft results of the Level 3 analysis will be published for review and comment. It is anticipated this will occur in Summer 2024.
- INDOT intends to use the information, analysis and recommendations from the ProPEL US 30 and US 31 studies to inform decisions about the statewide infrastructure program that will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).
- Any projects identified and developed after the PEL studies will be subject to INDOT’s statewide call for projects, which considers statewide transportation needs to prioritize and allocate funding over a 5-year time period.

## 6. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with US 30 Coalition members where their questions were addressed.

- During the presentation, you mentioned that costs were considered in the Level 1 screening; however, the screening was qualitative. Can you clarify how costs were considered in a qualitative analysis?
  - One of the evaluation criteria for practicality was whether an improvement concept required an extraordinarily high cost to implement. Although the screening was

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qualitative, there are clear differences when considering different types of improvements. For example, minor improvements, such as adding turn lanes, are much less expensive than a more significant improvement, such as building interchange or adding travel lanes to a segment of roadway.

- In general, costs were usually considered as an additive or contributing factor. In other words, costs were not typically the sole reason for eliminating an improvement concept from further consideration. Using the example above, the potential to convert an existing at-grade intersection to an interchange was not eliminated from consideration in the Level 1 screening even though it is a relatively higher cost alternative to address the needs identified at a specific intersection.
- When you say Summer 2024 [for publication of draft Level 3 screening results], do you see June as a reasonable target or late August as more likely?
  - It's difficult to say with certainty as it will depend on the amount of work required in the Level 2 and Level 3 analyses. We will keep this group updated as study work progresses.
- Where does the project-level NEPA environmental review factor into the 5-year timeline associated with the INDOT call for projects?
  - The 5-year timeline on the call for projects is the time required to start construction funding. For example, INDOT will soon initiate the 2029 call for projects. This request is asking for candidate projects to be constructed in 2029. If selected for funding, typical project development activities, including the NEPA environmental review, could occur between now and the 2029 construction year.
- When you say late 2024 is the completion for the PEL study, can you provide more specifics?
  - INDOT anticipates that the final PEL study report will be mid-November 2024 or later. Depending on the extent of analysis required, it could also spill into 2025.
- Is it possible that a priority project could break-off or be pulled out of the PEL study for a quicker implementation?
  - Yes, it is possible. This would require some coordination between INDOT and FHWA due to the ongoing PEL studies, but it is a possibility that could be explored if funding and priorities align. To date, no improvements have been identified for this type of approach. Level 2 and Level 3 seem more appropriate for these types of discussions.



## Anticipated Study Outcomes

**Purpose and need**

**Reasonable alternatives**

**Preliminary assessment** of impacts, potential permits, mitigation

**Engaged and educated** public and resource agencies

**Identification** of a set of reasonable alternatives





**LEVEL**

**1**

**NOW**

**LEVEL**

**2**

**LEVEL**

**3**

**55**

*Improvement Concepts*

# Screening Methodology

- ✓ Purpose and Need elements
- ✓ Practicality

Yes

No

Neutral

## Illustrative Examples

- *Intersection Improvements*
  - *Add/Lengthen Turn Lanes*
  - *Add/Extend Acceleration Lanes*
  - *Signalized/Unsignalized Improvements*
  - *Convert to Interchange*
- *Corridor Improvements*
  - *Access Management*
  - *Bypass*
  - *Freeway (Limited Access)*

# Illustrative Examples

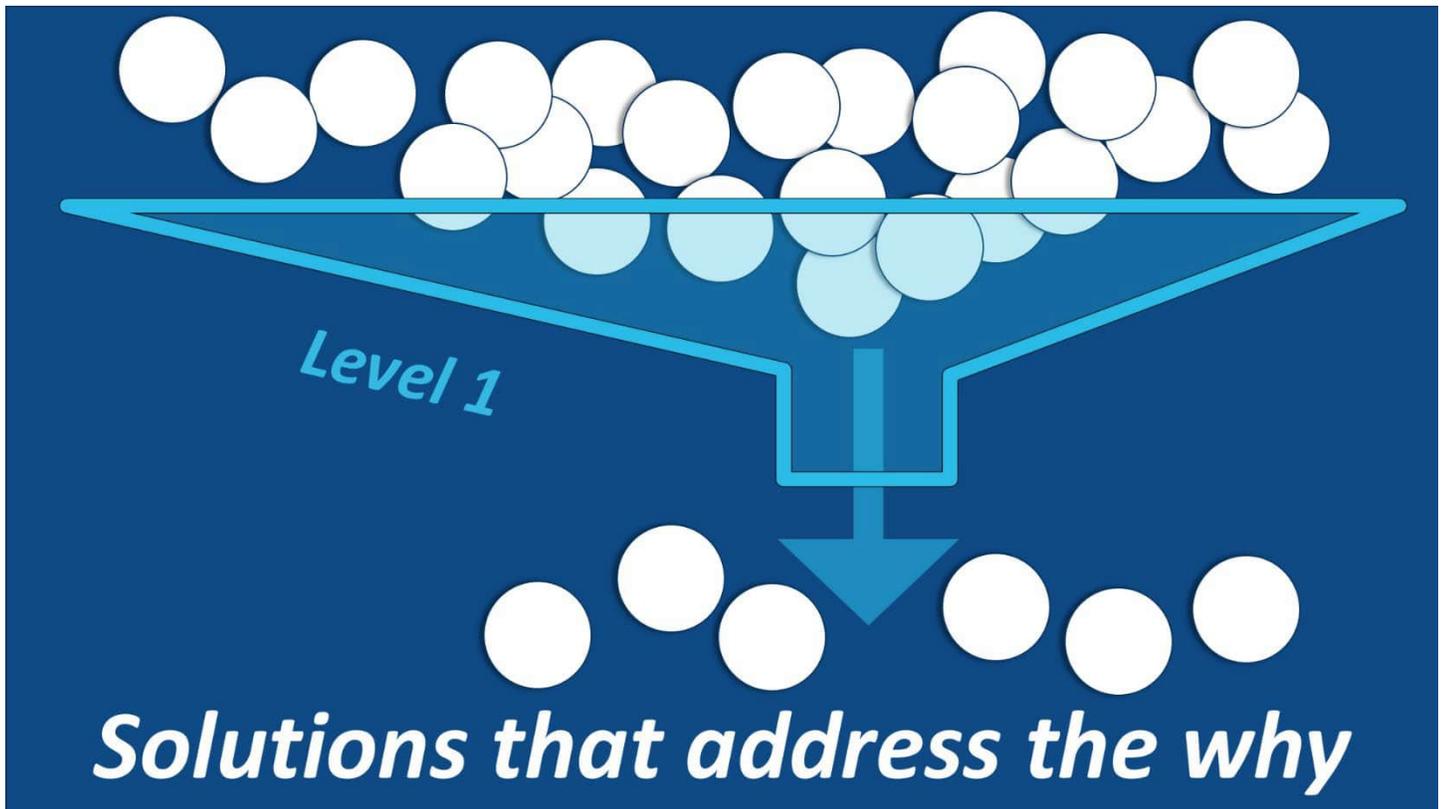
- *Spot Improvements*
  - *Wildlife Crossings*
  - *Roadway Lighting*
- *Transit & Non-motorized*
  - *Bike/Ped Facilities*
  - *Non-motorized User Improvements*
  - *Bus Transit*



*Primary Concepts, Complementary Concepts  
and Design Elements*



# WHAT'S NEXT?





**Screening Process Summary**



**QUESTIONS?**

# APPENDIX J: RESOURCE AGENCY COORDINATION MEETING MATERIALS

## PRESENTATION



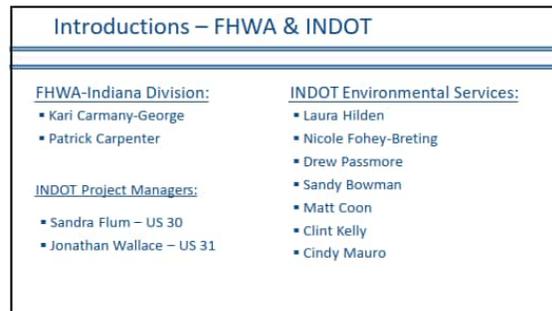
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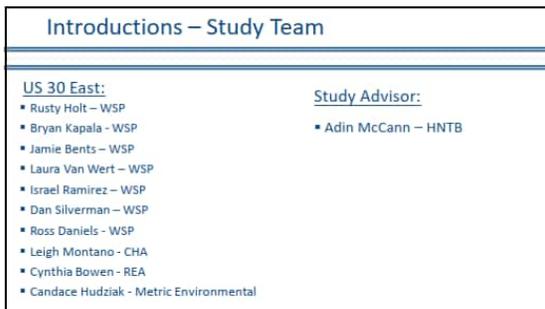
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### Introductions – Resource Agencies

<p><b>IDNR DHPA</b></p> <ul style="list-style-type: none"> <li>Beth McCord</li> <li>Chad Slider</li> <li>Toni Giffin</li> <li>Wade Tharp</li> </ul> <p><b>Indiana Landmarks</b></p> <ul style="list-style-type: none"> <li>Paul Hayden, Northeast Field Office</li> </ul> <p><b>INDOT Fort Wayne District</b></p> <ul style="list-style-type: none"> <li>Todd Johnson</li> <li>Jason Kaiser</li> </ul>	<p><b>Indiana Aviation</b></p> <ul style="list-style-type: none"> <li>Tyler Lewandowski</li> </ul> <p><b>IDNR</b></p> <ul style="list-style-type: none"> <li>Christine Stanifer, Div. Fish &amp; Wildlife</li> <li>Erica Gummere, Div. Outdoor Recreation</li> <li>Dale Brier, Div. Outdoor Recreation</li> </ul> <p><b>NRCS (USDA)</b></p> <ul style="list-style-type: none"> <li>John Allen (State Soil Scientist)</li> <li>Tim Bomba (Allen Co.)</li> <li>Jeremy Palmer (Whitley Co.)</li> <li>Chad Schotter (Kosciusko Co.)</li> <li>Deborah Knepp (Marshall Co.)</li> <li>Aleah Southworth (Kosciusko Co.)</li> </ul>
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### Introductions – Resource Agencies

<p><b>Local Organizations/Individuals</b></p> <ul style="list-style-type: none"> <li>Greg Lake, Allen Co. Soil &amp; Water Cons. District</li> <li>Nadean Lamlie, Whitley Co. Soil &amp; Water Cons. District</li> <li>Melinda Miller, Kosciusko Co. Soil &amp; Water Cons. District</li> <li>Tyson Edwards, Marshall Co. Soil &amp; Water Cons. District</li> <li>Rod Rekenberger, Maumee River Basin Comm.</li> <li>David Schaab, Allen Co. Planning (Floodplain Management)</li> <li>Whitley Co. Planning</li> <li>Matthew Sandy, Kosciusko Co. Area Planning (Floodplain)</li> <li>Bernie Beler, Allen Co. Office of Homeland Security</li> <li>Kip Shuter, Kosciusko County Emergency Management</li> <li>Allen County Parks Department</li> <li>Fort Wayne Parks and Rec Dept.</li> <li>Kosciusko County Parks and Rec</li> </ul>	<ul style="list-style-type: none"> <li>Larry Plummet, Jr., Warsaw Parks and Rec</li> <li>Winona Lake Parks Department</li> <li>Columbia City Parks</li> <li>Dan Avery, NE Indiana Regional Coordinating Council</li> <li>James Turwald, MACOG</li> <li>Allyson Ragan, MACOG</li> <li>Caitlin Stevens, MACOG</li> <li>Peg Dilbone, Indiana Freedom Trails, Northeast Region</li> <li>Indiana Lincoln Highway Association, Inc.</li> <li>Allen County-Fort Wayne Historical Society</li> <li>Kosciusko County Historical Society</li> <li>Mark Parker, Kosciusko County Historian</li> <li>Aaron Mathieu, Whitley County Historical Society</li> <li>Connie HaasZuber, ARCH, Inc.</li> </ul>
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### Meeting Purpose

- Provide an overview** of the ProPEL US 30 and US 31 studies.
- Share information and answer questions** regarding environmental constraints, public involvement, the draft Purpose & Need and the Universe of Alternatives for ProPEL US 30 East.
- Communicate** next steps for the ProPEL US 30 East study.

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### PLANNING AND ENVIRONMENT LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
  - Before needs and solutions are identified
- Considers several factors
  - Transportation needs
  - Environmental resources
  - Community goals
  - Economic objectives
  - Public and agency input
- Can be used in NEPA\*



\*INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 West Study into the NEPA process

11

### ProPEL US 30 & US 31



**Indiana Department of Transportation (INDOT)**

- Study owner
- Manages the planning process
- Tasked with implementing study recommendations

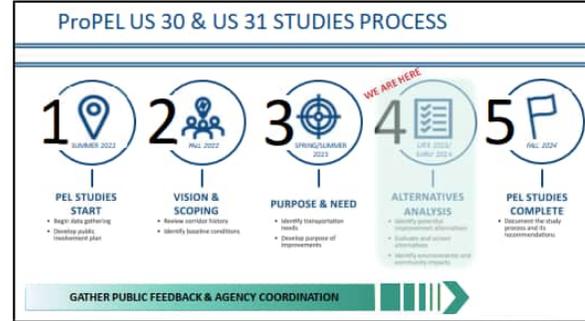
**Four Consultant Teams**

- INDOT is overseeing the work of: HNTB, WSP, CDM Smith and Parsons along the US 30 and US 31 corridors across the state.
- Teams complete outreach and technical work on behalf of INDOT.

12



13



14

### ANTICIPATED STUDY OUTCOMES

- Identify Purpose & Need
- Preliminarily assess impacts, potential permits, mitigation
- Engage and educate stakeholders and resource agencies
- Develop a set of reasonable alternatives

15

### ENVIRONMENTAL CONSTRAINTS

16

### ENVIRONMENTAL CONSTRAINTS REPORT

- Data Sources**
  - Publicly available databases
  - Previous plans and studies
  - Field observation
  - Stakeholder coordination and public involvement (ongoing)
- Study Area**
  - ½ mile radius around existing alignment (e.g., wetlands, streams, soils)
  - Five miles for Environmental Justice and narrows down to 500 feet from the edge of pavement for noise

17

### SUMMARY OF ENVIRONMENTAL FEATURES

<b>TRANSPORTATION:</b> <ul style="list-style-type: none"> <li>5.6% of households in study area have no motorized vehicle access</li> <li>2 railroads (0 crossings)</li> <li>2 airports</li> </ul>	<b>NATURAL RESOURCES:</b> <ul style="list-style-type: none"> <li>188 river and stream segments</li> <li>98 floodplain sections</li> <li>3,048 acres of NWI wetlands</li> <li>7 federally listed species</li> </ul>
<b>COMMUNITY RESOURCES:</b> <ul style="list-style-type: none"> <li>10 schools</li> <li>Existing and planned adjacent trails</li> <li>8 places of worship</li> <li>82 census tracts for underserved communities</li> </ul>	<b>CULTURAL RESOURCES:</b> <ul style="list-style-type: none"> <li>5 National Register-listed above-ground cultural resources</li> <li>3 cemeteries</li> </ul>
<b>SECTION 4(f) / 6(f) RESOURCES:</b> <ul style="list-style-type: none"> <li>16 potential non-historic Section 4(f) sites and 2 potential Section 6(f) sites</li> </ul>	

18



### SECTION 4(F) & SECTION 6(F) RECREATION AREAS

- Section 4(f) resources (park and recreation only):
  - 16 park and recreational properties
- Section 6(f) resources (LWCF):
  - Jury Park (New Haven, Allen County)
  - Morsches Park (Columbia City, Whitley County)



*Morsches Park (Source: City of Columbia City)*

25

### UNDERSERVED COMMUNITIES

- Communities with environmental justice (EJ) concerns: Minority populations (24.9%) and low-income populations (12.0%).
- Disadvantaged Communities (DAC): Communities present within the study area are based on federal tools identified by the USDOT. 44 out of 113 CTs wholly or partially within the study area are DACs.
- Other underserved communities including: persons with limited English proficiency (2.1%); households with no personal vehicle access (5.6%); households with no internet access (5.6%); and seven mobile home/manufactured home parks found adjacent to the existing alignment.

26

### SUMMARY OF PURPOSE & NEED



PROPEL US 30 | NextLevel HOVOS

27

### WHAT IS A PURPOSE & NEED STATEMENT?

*It's the WHY*

- Tells why the study is being conducted
- Expresses the transportation issues
- States the desired outcomes
- Is the foundation of the decision making process
- Sets the foundation for alternatives development

28

### STUDY ISSUES AND OUTCOMES

**Issues (Needs)**

- Safety concerns due to number and severity of crashes
- Expanses affect the reliability of traffic flow
- Speed concerns along US 30 in the Study Area
- 100 Access violations create traffic flow interruption points
- Disturbance to local traffic occurring, passing or turning left from US 30
- Site high quality mobility for long distance passenger and freight trip.

**Outcomes (Purposes)**

- Improve Safety for all users in the corridor
- Increase mobility for local users along and across the corridor
- Enhance the efficiency and reliability of US 30 as a Regional and Statewide Corridor

29

### US 30 EAST—STUDY GOALS

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

- Economic Development**
  - Provide transportation infrastructure to support local economies and economic development goals.
- Equity in Transportation**
  - Provide equitable access and mobility for traditionally underserved communities.
- 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.

30



31



32



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34



35



36



37

### PUBLIC OUTREACH & ENGAGEMENT

- 6 Public information meetings (in-person and virtual)
- 6 Stakeholder Advisory Committee meetings
- 30+ Community outreach activities (special events, fairs, festivals, office hours)
- 10+ community presentations
  - Local Economic Development Organizations
  - Farm Bureau
  - Planning Commissions
  - Media
  - Legislators

38

### STAKEHOLDER FEEDBACK



- More than **1050** registered stakeholders
- **850+** Public comments received
- Comment themes include:
  - Mobility and access to, from, and across US 30
  - Safety concerns
  - Enhancing economic development
  - Supporting agriculture and agricultural access
- Other comments mentioned quality of life, bike, pedestrian, transit, and environmental concerns.

39

### COMMUNITIES WITH EJ CONCERNS

- Intentional, targeted outreach to communities with Environmental Justice concerns in the study area continues:
  - Community Office Hours
  - Pop-Up Events
  - ESL Educational Materials
  - Strategic Outreach



40



41



42

**NEXT STEPS/ACTION ITEMS**

What are we requesting from resource agencies/cultural resource stakeholders?

1. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-Ground Cultural Resources Identification Memorandum.
2. Please indicate if there are resources of specific concern or importance along the study corridor.
3. Please provide any comments on the Draft Purpose and Need Report.
4. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
5. Please provide any comments on the Universe of Alternatives Report.
6. Please provide any questions or concerns regarding the study if not listed above.

\*If possible, please respond on or before December 22, 2023.

43

**THANK YOU**

visit the website at [propelus30.com](http://propelus30.com)

PROPEL US 30 EAST



November 2023

44

# AGENCY COMMENTS

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

Bents, Jamie T. Reply Reply All Forward Wed 11/22/2023 9:26 AM

To: david\_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth\_mccloskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; +53 others

Cc: Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Patrick Carpenter (patrick.carpenter@dot.gov); +19 others

-----Original Appointment-----

**From:** Bents, Jamie T.  
**Sent:** Tuesday, October 17, 2023 2:45 PM  
**To:** Bents, Jamie T.; david\_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth\_mccloskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; Aaron.W.Damrill@usace.army.mil; Ryan.D.Cassidy@usace.army.mil; john.allen@usda.gov; peloso.elizabeth@epa.gov; Eric.Washburn@uscg.mil; William.B.Stanifer@uscg.mil; Michael.O.Walker2@uscg.mil; aturnbow@idem.in.gov; GCWrin@idem.IN.gov; rbraun@idem.IN.gov; jturner2@idem.IN.gov; environmentalreview@dnr.in.gov; egummere@dnr.in.gov; dbrier@dnr.in.gov; TLewandowski@indot.IN.gov; tim.bomba@in.usda.gov; Jeremy.palmer2@usda.gov; chad.schotter@in.usda.gov; deb.knepp@usda.gov; allenswcd@gmail.com; nadean.lamle@in.nacdn.net; melinda.miller@in.nacdn.net; Tyson.edwards@corveva.com; MRBC.Director@gmail.com; davidschaab@allencounty.us; wcplanning2@whitley.gov.com; msandy@kcgov.com; bernie.beier@allencounty.us; kshuter@kcgov.com; officemanager@allencountyparks.org; parkswebmaster@ci.ft-wayne.in.us; rhelser@kcgov.com; jplummer@warsaw.in.gov; winonalakepark@gmail.com; info@columbiacity.net; tjohnson@indot.in.gov; Dan.Avery@co.allen.in.us; jturnwald@macog.com; aragan@macog.com; cstevens@macog.com; phayden@indianalandmarks.org; BMccord@dnr.IN.gov; CSlider@dnr.IN.gov; tgiffin@dnr.in.gov; wtharp1@dnr.in.gov; pkdilbone6811@gmail.com; Lincolnhighwayassoc.office@yahoo.com; administration@fvhistorycenter.org; info@kosciuskohistory.com; director@kosciuskohistory.com; mfparker53@gmail.com; aaron@whitleymuseum.com; chzuber@archfw.org

**Cc:** Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Patrick Carpenter (patrick.carpenter@dot.gov); Carmany-George, Karstin (FHWA); Flum, Sandra; JWallace2@indot.IN.gov; Hilden, Laura; Passmore, Andrew D; cmauro@indot.in.gov; Matthew Coon; Kelly, Clint; Bowman, Sandra A; NFoheyBreting@indot.IN.gov; Peloso, Liz; Kaiser, Jason; Southworth, Aleah - FPAC-NRCS, IN; Gumbert, Jessica; David Schaab; Elmore, Summer; Cynthia Bowen; Montano, Leigh; Montano, Leigh

**Subject:** Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

**When:** Thursday, November 30, 2023 1:00 PM-2:30 PM (UTC-06:00) Central Time (US & Canada).

**Where:** Microsoft Teams Meeting

Dear Resource Agency or Cultural Resources Stakeholder,

The Indiana Department of Transportation (INDOT) is conducting a Planning and Environment Linkages (PEL) study on the US 30 corridor in Allen, Whitley, Kosciusko, and Marshall counties, Indiana, hereinafter referred to as ProPEL US 30 East. The ProPEL US 30 East study area is centered along US 30 for about 60 miles, extending from Beech Road (one mile west of the Marshall/Kosciusko County border) east to State Line Road at the Ohio State Line (Allen County). The ProPEL US 30 and US 31 studies were introduced to state and federal resource agencies and cultural resources stakeholders during a virtual meeting on January 27, 2023. This meeting invitation is the next step for resource agency coordination for the ProPEL US 30 East study.

We invite you to participate in a virtual Resource Agency & Cultural Resources Stakeholder Meeting on Thursday, November 30th at 2pm (EST) via Microsoft Teams. An Outlook meeting invitation was sent to all invitees with the Microsoft Teams link. At this meeting, we will provide a brief overview of the PEL study, discuss the ProPEL US 30 East study, summarize the results of the Environmental Constraints Report, discuss the Draft Purpose and Need Report, summarize public involvement to date, and answer any questions you have on the study.

The ProPEL US 30 East study team requests the following information from resource agencies and cultural resources stakeholders at this time:

1. Please indicate if you are willing to participate in the ProPEL US 30 East study and attend the November 30th meeting.
2. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum.
3. Please indicate if there are resources of specific concern or importance along the study corridor.
4. Please provide any comments on the Draft Purpose and Need Report.

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

Bents, Jamie T. Reply Reply All Forward Wed 11/22/2023 9:26 AM

To: david\_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth\_mccloskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; +53 others

Cc: Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Patrick Carpenter (patrick.carpenter@dot.gov); +19 others

The ProPEL US 30 East study team requests the following information from resource agencies and cultural resources stakeholders at this time:

1. Please indicate if you are willing to participate in the ProPEL US 30 East study and attend the November 30th meeting.
2. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum.
3. Please indicate if there are resources of specific concern or importance along the study corridor.
4. Please provide any comments on the Draft Purpose and Need Report.
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
6. Please provide any questions or concerns regarding the study if not listed above.

If possible, please respond with any comments or input by November 21st to:  
 Laura Van Wert, Public & Stakeholder Involvement  
 WSP  
 412-508-0383  
[laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com)

---

### Microsoft Teams meeting

**Join on your computer, mobile app or room device**  
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**RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1**

 Bents, Jamie T. Reply Reply All Forward Wed 11/22/2023 9:26 AM

To [david\\_calease@nps.gov](mailto:david_calease@nps.gov); [Erik.R.Sandstedt@hud.gov](mailto:Erik.R.Sandstedt@hud.gov); [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov); [Paul.H.Allerding@usace.army.mil](mailto:Paul.H.Allerding@usace.army.mil); [Charles.A.Uhlarik@usace.army.mil](mailto:Charles.A.Uhlarik@usace.army.mil); **+53 others**

Cc [Holt, Rusty](#); [Kapala, Bryan](#); [Silverman, Daniel E.](#); [Ramirez, Israel](#); [Daniels, William \[Ross\]](#); [Van Wert, Laura](#); [Adin McCann](#); [Kia Gillette](#); **+20 others**

Good morning!

You previously received an invitation to participate in the ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1, which will be held virtually on Thursday, November 30<sup>th</sup> at 2 PM Eastern. In the original invitation, we noted that we are seeking feedback on several project documents (noted below). We also recently issued a Universe of Alternatives document for US 30 East and invite you to review and provide comments on that document as well. It is located on the project website, at this address: [US 30 East – ProPEL US 30](#)

Thank you very much, and we look forward to speaking with you on November 30<sup>th</sup>!

Best,

Jamie Bents



**Jamie T. Bents, AICP CTP**  
 Director, Environmental Planning  
 Vice President  
*(she/her/hers)*

T+ 1 612-524-0952  
 M+ 1 515-779-6599

 [in](https://www.linkedin.com/in/jamiebents)  
 [wsp.com](http://wsp.com)

Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

WG Wrin, Graham C <GCWrin@idem.IN.gov>  
 To Bents, Jamie T.  
 Cc Van Wert, Laura

Follow up. Start by Monday, November 27, 2023. Due by Monday, November 27, 2023.  
 If there are problems with how this message is displayed, click here to view it in a web browser.

Hello Jamie,

My apologies for the delay, see below for IDEM's comments.

1. Please indicate if you are willing to participate in the ProPEL US 30 East study and attend the November 30th meeting. **Yes**
2. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum. **No additional important resources to note**
3. Please indicate if there are resources of specific concern or importance along the study corridor. **The forested stand complex just east of Grovetown, and the Yellow and Kankakee River(s)**
4. Please provide any comments on the Draft Purpose and Need Report. **None**
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified. **Clean Water Act Section 401 Water Quality Certification and State Isolated Wetland Permit**
6. Please provide any questions or concerns regarding the study if not listed above. **None**

Thank you,



Graham Wrin, Wetland Project Manager  
 Wetlands Section, Office of Water Quality  
 100 North Senate Avenue, Room 1255  
 Indianapolis Indiana 46204  
 Phone: (317) 605-4105  
 Fax: (317) 234-4145  
[GCWrin@idem.IN.gov](mailto:GCWrin@idem.IN.gov)

Section 401 Water Quality Certification and Isolated Wetlands  
 Program: <http://www.in.gov/idem/wetlands>  
 Stormwater Program: <http://www.in.gov/idem/stormwater>  
 Indiana Stormwater Quality Manual: <http://www.in.gov/idem/stormwater/2363.htm>

Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

WG Wrin, Graham C <GCWrin@idem.IN.gov>  
 To Bents, Jamie T.  
 Cc Van Wert, Laura

Follow up. Start by Thursday, November 30, 2023. Due by Thursday, November 30, 2023.  
 If there are problems with how this message is displayed, click here to view it in a web browser.  
 This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

Please disregard my previous comments as they pertained to US West. See below for US 30 East comments.

1. Please indicate if you are willing to participate in the ProPEL US 30 East study and attend the November 30th meeting. **Yes**
2. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum. **No additional important resources to note**
3. Please indicate if there are resources of specific concern or importance along the study corridor. **Pole Run Ditch and surrounding wetland complex and Tippecanoe River**
4. Please provide any comments on the Draft Purpose and Need Report. **None**
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified. **Clean Water Act Section 401 Water Quality Certification and State Isolated Wetland Permit**
6. Please provide any questions or concerns regarding the study if not listed above. **None**

Thank you,



Graham Wrin, Wetland Project Manager  
 Wetlands Section, Office of Water Quality  
 100 North Senate Avenue, Room 1255  
 Indianapolis Indiana 46204  
 Phone: (317) 605-4105  
 Fax: (317) 234-4145  
[GCWrin@idem.IN.gov](mailto:GCWrin@idem.IN.gov)

**Section 401 Water Quality Certification and Isolated Wetlands**  
 Program: <http://www.in.gov/idem/wetlands>  
 Stormwater Program: <http://www.in.gov/idem/stormwater>  
 Indiana Stormwater Quality Manual: <http://www.in.gov/idem/stormwater/2363.htm>

Indiana Department of Environmental Management

 **IDEM values your feedback.**  
 Please take two minutes and complete this brief survey. 

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031] - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031]

 DNR Environmental Review <environmentalreview@dnr.IN.gov>  
 To: Van Wert, Laura  
 Cc: Bents, Jamie T.

Thu 10/19/2023 11:02 AM

Follow up. Start by Thursday, November 2, 2023. Due by Thursday, November 2, 2023.

Dear Laura:

This is a standard informational email in response to your request for an Environmental Review. We would like you to know that the review is in process and a formal response will be forthcoming. The review process typically takes 30 days to complete. Please refer to the ER number in the subject line on all future correspondence regarding this project.

For your meeting request, we'll be sending this to our field staff and you should be hearing from them soon.

**\*\* FYI: if you are not already doing so, please submit all future environmental review requests to the Environmental Coordinator at: [environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov).**

Please let me know if you have any questions.

Kind regards,

Elizabeth Adkins (she/her)  
 Environmental Review Biologist  
 Indiana Department of Natural Resources  
 Division of Fish & Wildlife: Environmental Unit  
[EAdkins@dnr.IN.gov](mailto:EAdkins@dnr.IN.gov)  
[dnr.IN.gov/fish-and-wildlife](http://dnr.IN.gov/fish-and-wildlife)

-----Original Appointment-----  
**From:** Bents, Jamie T. <[Jamie.Bents@wsp.com](mailto:Jamie.Bents@wsp.com)>  
**Sent:** Tuesday, October 17, 2023 3:52 PM  
**To:** [david\\_calease@nps.gov](mailto:david_calease@nps.gov); [Erik.R.Sandstedt@hud.gov](mailto:Erik.R.Sandstedt@hud.gov); McCloskey, Elizabeth; [Paul.H.Allerding@usace.army.mil](mailto:Paul.H.Allerding@usace.army.mil); [Charles.A.Uhlarik@usace.army.mil](mailto:Charles.A.Uhlarik@usace.army.mil); [Aaron.W.Damrill@usace.army.mil](mailto:Aaron.W.Damrill@usace.army.mil); [Ryan.D.Cassidy@usace.army.mil](mailto:Ryan.D.Cassidy@usace.army.mil); [john.allen@usda.gov](mailto:john.allen@usda.gov); [pelloso.elizabeth@epa.gov](mailto:pelloso.elizabeth@epa.gov); [Eric.Washburn@uscg.mil](mailto:Eric.Washburn@uscg.mil); [William.B.Stanifer@uscg.mil](mailto:William.B.Stanifer@uscg.mil); [Michael.O.Walker2@uscg.mil](mailto:Michael.O.Walker2@uscg.mil); Turnbow, Alisha; Wrin, Graham C; Braun, Randy; Turner, James; DNR Environmental Review; Gummere, Erica; Brier, Dale; Lewandowski, Tyler; [tim.bomba@in.usda.gov](mailto:tim.bomba@in.usda.gov); [Jeremy.palmer2@usda.gov](mailto:Jeremy.palmer2@usda.gov); [chad.schotter@in.usda.gov](mailto:chad.schotter@in.usda.gov); [deb.knepp@usda.gov](mailto:deb.knepp@usda.gov); [allenswcd@gmail.com](mailto:allenswcd@gmail.com); Lamle, Nadean - NRCS, Columbia City, IN; Miller, Melinda - FPAC-NRCS, WARSAW, IN; [Tyson.edwards@corteva.com](mailto:Tyson.edwards@corteva.com); mrbcd.director; [davidschaab@allencounty.us](mailto:davidschaab@allencounty.us); [wcpplanning2@whitleygov.com](mailto:wcpplanning2@whitleygov.com); [msandy@kcgov.com](mailto:msandy@kcgov.com); Bernie Beier; kshuter; [officemanager@allencountyparks.org](mailto:officemanager@allencountyparks.org); [parkswebmaster@ci.ft-wayne.in.us](mailto:parkswebmaster@ci.ft-wayne.in.us); [rhelser@kcgov.com](mailto:rhelser@kcgov.com); [lplummer@warsaw.in.gov](mailto:lplummer@warsaw.in.gov); [winonalakepark@gmail.com](mailto:winonalakepark@gmail.com); [info@columbiacity.net](mailto:info@columbiacity.net); Johnson, Todd H; Dan Avery; [jturnwald@macog.com](mailto:jturnwald@macog.com); [aragan@macog.com](mailto:aragan@macog.com); [cstevens@macog.com](mailto:cstevens@macog.com); [phayden@indianalandmarks.org](mailto:phayden@indianalandmarks.org); McCord, Beth K; Slider, Chad (DNR); Giffin, Toni L; Tharp, Wade; [pkdillbone6811@gmail.com](mailto:pkdillbone6811@gmail.com); [Lincolnhighwayassoc.office@yahoo.com](mailto:Lincolnhighwayassoc.office@yahoo.com); [administration@fwhistorycenter.org](mailto:administration@fwhistorycenter.org); [info@kosciuskohistory.com](mailto:info@kosciuskohistory.com); [director@kosciuskohistory.com](mailto:director@kosciuskohistory.com); [mfparker53@gmail.com](mailto:mfparker53@gmail.com); [aaron@whitleymuseum.com](mailto:aaron@whitleymuseum.com); [chzuber@archfw.org](mailto:chzuber@archfw.org)  
**Cc:** Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Carpenter, Patrick (FHWA); Carmany-George, Karstin (FHWA); Flum, Sandra; Wallace, Jonathan N; Hilden, Laura; Passmore, Andrew D; Mauro, Cindy E; Coon, Matthew; Kelly, Clint; Bowman, Sandra A; [NfoheyBretting@indot.IN.gov](mailto:NfoheyBretting@indot.IN.gov)  
**Subject:** Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1  
**When:** Thursday, November 30, 2023 1:00 PM-2:30 PM (UTC-06:00) Central Time (US & Canada).  
**Where:** Microsoft Teams Meeting

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RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum - Message (HTML)

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RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum

Bents, Jamie T.  
 To: Van Wert, Laura; tgiffin@DNR.IN.gov  
 Cc: Holt, Rusty; Peck, Shane  
[wsp.com](http://wsp.com)

Reply Reply All Forward

Tue 11/28/2023 4:37 PM

**From:** Van Wert, Laura <[Laura.VanWert@wsp.com](mailto:Laura.VanWert@wsp.com)>  
**Sent:** Tuesday, November 28, 2023 2:30 PM  
**To:** [tgiffin@DNR.IN.gov](mailto:tgiffin@DNR.IN.gov)  
**Cc:** Bents, Jamie T. <[Jamie.Bents@wsp.com](mailto:Jamie.Bents@wsp.com)>; Holt, Rusty <[Rusty.Holt@wsp.com](mailto:Rusty.Holt@wsp.com)>; Peck, Shane <[Shane.Peck@wsp.com](mailto:Shane.Peck@wsp.com)>  
**Subject:** ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum  
**Importance:** High

Hi Toni,

Thanks for reaching out to me today. As we discussed, a digital copy of the ProPEL US 30 East's Universe of Alternatives (Level 1) Screening Technical Memorandum can be found:

- On the ProPEL website: [https://propelus30.com/wp-content/uploads/2023/11/US30EPEL\\_UOAScreeningMemo\\_RP\\_WEB.pdf](https://propelus30.com/wp-content/uploads/2023/11/US30EPEL_UOAScreeningMemo_RP_WEB.pdf)
- Downloading it via SharePoint: [US30EPEL\\_UOAScreeningMemo\\_RP\\_WEB.pdf](#)

I will mail you a physical copy of the report for your records tomorrow. Also CCed here are our study leads, as an FYI that digital and physical copies of the memorandum were requested. Please let me know if there is anything else that I can do for you.

Cheers,  
 Laura

 **Laura Van Wert**  
 Communications and Public Involvement Manager  
 (She/Her)

Phone : 412-508-0383

WSP USA  
 30 N. LaSalle, Suite 4200  
 Chicago, IL, 60602

[wsp.com](http://wsp.com)

RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum - Message (HTML)

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RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum

Bents, Jamie T.  
 To: Van Wert, Laura; tgiffin@DNR.IN.gov  
 Cc: Holt, Rusty; Peck, Shane

Tue 11/28/2023 4:37 PM

Reply Reply All Forward

Thank you, Laura! Toni, I was in meetings all afternoon today and only now am free - I'm so sorry to have missed your call.

The US 30 East team sent DHPA physical copies only of the two cultural resource memoranda developed so far - the aboveground memo, which is also on the website, and the archaeological memo. We did not send physical copies of the other reports (purpose and need, environmental constraints report, and universe of alternatives report) to any agency. We can certainly send you physical copies, although you may not receive them before our meeting on Thursday. We will incorporate agency/cultural resource stakeholder comments on the memos if they are received after our Thursday meeting; comments are always welcome throughout the study, but we are looking to summarize this round of agency coordination (including comments) by December 22.

Could you please confirm to which address you'd like the documents sent? Is it 402 W. Washington Street, Indianapolis, IN 46204?

We would be sending you the documents in the website's document library - purpose and need, universe of alternatives report, existing transportation conditions report, environmental constraints report, and above-ground cultural resources ID memo. Please confirm that you have received a copy of the archaeological memo (this would have been sent to you via Metric Environmental, our cultural resources team), and if you haven't received that we will send another copy of that as well.

Thanks very much, and I again apologize for not being available when you called earlier this afternoon.

Jamie Bents

 **Jamie T. Bents, AICP CTP**  
 Director, Environmental Planning  
 Vice President  
*(she/her/hers)*

T+ 1 612-524-0952  
 M+ 1 515-779-6599



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From: Van Wert, Laura <[Laura.VanWert@wsp.com](mailto:Laura.VanWert@wsp.com)>  
 Sent: Tuesday, November 28, 2023 2:30 PM  
 To: [tgiffin@DNR.IN.gov](mailto:tgiffin@DNR.IN.gov)

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

Bents, Jamie T.  
 To: [jbaxter@allencountyparks.org](mailto:jbaxter@allencountyparks.org)  
 Cc: [Holt, Rusty](#); [Van Wert, Laura](#); [Ramirez, Israel](#)

Follow up. Start by Friday, December 8, 2023. Due by Friday, December 8, 2023.

From: [jbaxter@allencountyparks.org](mailto:jbaxter@allencountyparks.org) <[jbaxter@allencountyparks.org](mailto:jbaxter@allencountyparks.org)>  
 Sent: Monday, November 27, 2023 2:11 PM  
 To: Bents, Jamie T. <[Jamie.Bents@wsp.com](mailto:Jamie.Bents@wsp.com)>  
 Subject: RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

The "Office Manager" may or may not have received it. She handles all operations as it relates to bill paying, deposits, payroll etc. and would have no opinion or say in these kinds of matters.

That said, I would be the proper contact but unfortunately I have other commitments that day and time.

While I have not read the entire report I have skimmed through the first 50 or so pages.

My comments as Superintendent of Allen County Parks (and as a Cubs fan and a father that had to drive his child back and forth to Valparaiso University for 4 years)

- Park people always worry about wetlands, forests etc but that's not really the point of this plan. Not sure my department has that much at stake here. When and if INDOT does anything a future consultant will contact us I am sure.
- (as Cubs fan and father) Many of the points I would have liked seen move forward have been off this table at least. Limited access and interchanges (entry ramps, bridges, exit ramps like when 30 and 31 meet). I was happier that I didn't have to drive 30 to Valpo than I was if she graduated!!
- As to projected traffic thru 2045 I **can tell you that it would be projected HIGHER if it wasn't such a pain the \*&&\*&^\$\* road to travel** on in the first place it would be more used. You can't even hit the speed limit before you have to stop at an intersection. If I was planning a trip or I was a trucker I would stay away from 30 altogether.
- I generally will drive out of my way up I69 to Toll Road and over to Chicago or Valpo. Might cost me a few bucks but no traffic signals.
- Mass transit considerations are out of this plan as INDOT doesn't control that. Understood, but making design choices that would allow for that kind of thing in the future would be great and possibly a money maker for INDOT. Lease the right of way.
- Oh yes and lets make it even more unsafe and add pedestrian and bike stuff to a four lane highway. I realize that's a design element BUT! Sure getting across 30 safely on a bike or walking is fine.
- Did we ever do a study way back when we started using fossil fuels to how many gas stations there were??? Doubt it, its called entrepreneurship. They showed up cause they could make \$\$\$. Same will happen with EV's. And geez you think the oil companies are bad wait until AEP/I&M are the Top Dogs. Or the grid goes down!!

Editorial over! Thanks

Jeff Baxter  
 Superintendent,  
 Allen County Parks  
 260.449.3312 (Office)  
 260.438.1452 (Cell)





Nov 21st Prop 30 meeting - Message (HTML)

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**Nov 21st Prop 30 meeting**

 Southworth, Aleah - FPAC-NRCS, IN <Aleah.Southworth@IN.NACDNET.NET>  
To Van Wert, Laura

Follow up. Start by Friday, December 8, 2023. Due by Friday, December 8, 2023.

Reply Reply All Forward

Wed 11/22/2023 12:04 PM

Good morning,

I plan to attend the Nov 21st Prop 30 meeting on behalf of Kosciusko SWCD and relaying notes on our possible involvement to my board.

Concerns to note along the corridor:  
Farm equipment crossing for landowners.  
Work in or near waters of the state, stormwater drainage, ditches, and pollution prevention to our waterways- need particular attention to ground stabilization and runoff controls around where these intersect with US30.

These are notes for me and for your awareness however it may affect the meeting.

Thank you,  
**Aleah Southworth**  
Conservation Program Field Technician  
574-267-7445 x 5383



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ProPEL US 30 East - Message (HTML)

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ProPEL US 30 East

ME McCloskey, Elizabeth <elizabeth\_mccloskey@fws.gov>  
To Van Wert, Laura

Follow up. Start by Thursday, November 30, 2023. Due by Thursday, November 30, 2023.

ProPEL US 30 East USFWS EC Comments 2023.pdf .pdf File

NWI Warsaw IN.html .html File

Good afternoon, the USFWS comments on the Environmental Constraints Report is attached.

Elizabeth McCloskey  
U.S. Fish and Wildlife Service  
Northern Indiana Suboffice  
Ecological Services  
Chesterton, Indiana



United States Department of the Interior  
Fish and Wildlife Service



Indiana Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

November 29, 2023

IPaC Project Code 2023-0025278

Ms. Laura Van Wert  
WSP USA  
c/o Indiana Department of Transportation  
100 North Senate Avenue  
Indianapolis, Indiana 46204

Project No.: Des. 2100113  
Project: ProPel US 30 East  
Location: Marshall, Kosciusko, Whitley, and Allen Counties, Indiana

Dear Ms. Van Wert:

The U.S. Fish and Wildlife Service (FWS) has reviewed the ProPel US 30 East Draft Environmental Constraints Report (ECR), dated August 4, 2023, and has the following comments.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The Draft ECR provides information about currently known environmental, cultural, and socioeconomic resources within the ProPel US 30 East study area, which is a mile wide corridor (buffer) approximately 60 miles long centered on the highway from Beech Road in Marshall County to the Indiana/Ohio state line (Allen County), minus the section around the north side of Fort Wayne where US 30 is contiguous with I-69 and I-469.

The Draft ECR explains that much of the information provided in the document, and depicted on the maps, is based on GIS data sets compiled by the INDOT Site Assessment and Management Team that address such topics as wetlands and streams, hazardous material concerns, and infrastructure. However, the wetlands nomenclature utilized does not coincide with the terminology used by the USFWS's National Wetlands Inventory (NWI). Although Table 3-9 shows the NWI

2.

naming conventions, the maps in Appendix A, Environmental Constraints Map, Natural Resources Series, only show “Wetlands” and “Lakes”, with no differentiation among types of wetlands or among ponds or lakes. The NWI considers ponds to be Palustrine, as are wetlands, while lakes are Lacustrine, but the project maps mix them together. For example, some of the wetlands along the Tippecanoe River (page 34) are depicted as Lake (solid blue symbol) when they are actually Palustrine forested wetlands; also, Hidden Lake is shown as being part of the river and not a separate lake adjacent to the river. Please see the attached NWI map of the area for reference. We recommend that the project maps utilize the mapping conventions established by the NWI in order to avoid confusion.

Concerning streams (Section 3.2.3), please explain what is meant by “river and stream segments”.

Information about natural resources within the study area is essentially correct except for the species protected by the Endangered Species Act – the species list and critical habitat designations have changed somewhat since the Information for Planning and Consultation (IPaC) report was provided on December 14, 2022, particularly pertaining to mussels. IPaC reports are good for 90 days after they are issued, so a project proponent should regularly request a new list in order to be aware of newly listed species and species proposed for listing. When you update the report, please provide us a copy for our review.

The western portion of the study area is within the Tippecanoe River watershed. The Tippecanoe River has the highest diversity of mussels in Indiana, including a number of Federal threatened or endangered species. The IPaC endangered species report of December 14, 2022, lists 2 endangered mussel species, clubshell (*Pleurobema clava*) and rayed bean (*Villosa fabalis*), which are both known in the river up and/or downstream of US 30. However, since that time the salamander mussel has been proposed for listing as an endangered species and the Tippecanoe River has been proposed as critical habitat from the dam at Oswego, upstream of Warsaw in Kosciusko County, to Lake Shaffer in White County. The Federal Register Notice of August 22, 2023 with the proposed listing and critical habitat designation can be found at <https://www.govinfo.gov/content/pkg/FR-2023-08-22/pdf/2023-17668.pdf>.

We appreciate the opportunity to review these documents. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Susan E. Cooper  
Supervisor

Sent via email November 29, 2023; no hard copy to follow.

RE: CLARIFICATION NEEDED: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031]...

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RE: CLARIFICATION NEEDED: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [E...

Bents, Jamie T.  
To: DNR Environmental Review; Van Wert, Laura

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

US 30 Study Area - Half Mile.zip .zip File

Good afternoon, Elizabeth!

I've attached a zip file with a shapefile of the study area. I hope it's helpful – please don't hesitate to reach out if you need anything further at this time.

Thanks,

Jamie

**Jamie Bents, AICP CTP**  
(515) 779-6599 mobile

---

**From:** DNR Environmental Review <[environmentalreview@dnr.IN.gov](mailto:environmentalreview@dnr.IN.gov)>  
**Sent:** Monday, October 30, 2023 1:31 PM  
**To:** Van Wert, Laura <[Laura.VanWert@wsp.com](mailto:Laura.VanWert@wsp.com)>  
**Cc:** Bents, Jamie T. <[Jamie.Bents@wsp.com](mailto:Jamie.Bents@wsp.com)>  
**Subject:** CLARIFICATION NEEDED: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031]

Hi Laura,

Do you have a shapefile or something similar that details the location of this project? It would be very helpful for a portion of our review, since the project area is so large. Thanks!

Kind regards,

Elizabeth Adkins (she/her)  
Environmental Review Biologist  
Indiana Department of Natural Resources  
Division of Fish & Wildlife: Environmental Unit  
[EAdkins@dnr.IN.gov](mailto:EAdkins@dnr.IN.gov)  
[dnr.IN.gov/fish-and-wildlife](http://dnr.IN.gov/fish-and-wildlife)

-----Original Appointment-----  
**From:** Bents, Jamie T. <[Jamie.Bents@wsp.com](mailto:Jamie.Bents@wsp.com)>  
**Sent:** Tuesday, October 17, 2023 3:52 PM  
**To:** [david\\_calase@nps.gov](mailto:david_calase@nps.gov); [Erik.B.Sandstedt@hud.gov](mailto:Erik.B.Sandstedt@hud.gov); [McCluskey.Elizabeth@usace.army.mil](mailto:McCluskey.Elizabeth@usace.army.mil); [Paul.H.Allard@usace.army.mil](mailto:Paul.H.Allard@usace.army.mil); [Charles.A.Uhlarik@usace.army.mil](mailto:Charles.A.Uhlarik@usace.army.mil); [Aaron.W.Damrill@usace.army.mil](mailto:Aaron.W.Damrill@usace.army.mil)

## ELECTED OFFICIAL LETTERS



### City of Columbia City

**Mayor**

Ryan L. Daniel  
112 S. Chauncey Street  
Columbia City, IN 46725  
OFFICE: 260-248-5111  
FAX 260-248-5134  
rdaniel@columbiacity.net

Indiana Department of Transportation  
100 N Senate Avenue  
Indianapolis, IN 46204  
RE: Comments from US 30 Universe of Alternatives

To Whom it May Concern,

I want to thank INDOT and the PEL study team for their continued efforts towards a safer, better US 30 highway. As you are aware, Columbia City is dramatically impacted daily by the conditions of the US 30 Corridor. From public safety teams to our street and utility departments, we look forward to partnering with INDOT on the future of US 30.

When reviewing the Universe of Alternatives, a few things stand out that we very much appreciate. First, I appreciate the study team recognizing that a bypass around communities would be detrimental to the businesses along the corridor, the connectivity with local populations, and the environment that surrounds communities like Columbia City, Warsaw, and Plymouth. We applaud the decision to end further consideration of a bypass around our community. Second, we also applaud the decision to add further lanes onto US 30. We concur that the addition of lanes would only cause further congestion and safety problems for the corridor.

A few items of concern, however, need to be addressed. First, we have some strong concerns regarding the labeling of the local mobility and practicality of a freeway as "neutral" (page 15). As you are aware, Columbia City and the US 30 Coalition fully believe that a freeway is not only practical but would dramatically improve safety and mobility for both local and traversing traffic. In fact, our residents who would be impacted by the changes in local mobility endorse the concept of a freeway because of the challenges that the current design creates for their daily commutes. Second, we have strong concerns about the consideration of signalized and unsignalized improvements (page 27-29). Frankly, many of the challenges that US 30 presents to traffic are caused by the signalization of intersections. The data itself shows these intersections to be the most dangerous of the whole corridor. The unsignalized intersection improvements may work well for roads with lesser-traffic counts, but on US 30, we believe improvements like RCUTs, RCLs, and boulevard left turns would create further safety concerns.

As I close, I want to further encourage a stronger consideration for the freeway treatment to US 30. A freeway project can be scaled over numerous years to ensure appropriate timing, funding, and process, while ensuring generations with a safer, stronger US 30. There is no doubt in my mind that a Freeway is the most desirable and safest outcome from the PEL study.

Thank you,

The City of Columbia City Government is an Equal Opportunity Employer and does not discriminate upon the basis of race, age, gender, religion, national origin, disability or any other characteristic protected by law. Columbia City will provide reasonable accommodations to qualified individuals with a disability.



**CITY OF FORT WAYNE**

THOMAS C. HENRY, MAYOR

December 19, 2023

Sandra Flum, Major Programs Manager  
Indiana Department of Transportation  
100 N. Senate Ave., Room N758-MPD  
Indianapolis, IN 46204

RE: US 30 PEL Study – Universe of Level 1 Screening

Dear Ms. Flum:

On behalf of the City of Fort Wayne, I am writing to advocate for Alternative 3.2.5 Freeway Alternative for US 30 from the Indiana-Ohio state line to SR 49 in Valparaiso.

As a member of then-Governor Pence’s Blue Ribbon Panel on Transportation Infrastructure, I have long advocated for U.S. 30 from Fort Wayne to Valparaiso to be a priority for Indiana. This is necessary not only to ensure that our transportation network is safe and reliable, but also to better position communities like ours in job creation, job retention, and an excellent quality of life.

A project of this magnitude takes time to plan and construct. A commitment from INDOT is invaluable in helping municipalities along the corridor as they implement land use plans that support the freeway and related economic development opportunities.

I fully support the US 30 Coalition and their efforts to recognize this as an economic development corridor. The data demonstrates how northern Indiana and its local communities could more fully reach its potential as a regional economic development hub with US 30 as a limited access freeway.

Sincerely,

A handwritten signature in black ink that reads "Thomas C. Henry".

Thomas C. Henry  
Mayor

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## APPENDIX K: PUBLIC COMMENT SUMMARY TABLE

Table 1: PIMA Comments (November 13, 2023, to December 22, 2023)

**NOTE:** Public comments are presented verbatim from what was submitted to the study team.

1. Frontage roads (3.3.2) Mayor Thallemer asked whether frontage roads are considered design elements. Holt answered that frontage roads are part of design elements but are not the only thing considered. Flum added that INDOT reviews impacts on neighboring streets when decisions are made and will work with local governments to provide connecting roads if access is limited at intersections. Crossroad underpasses and overpasses (3.4.6) Mayor Thallemer noted that this designation assumes that overpasses are safer because access to US 30 is eliminated. He recognizes that it is rated as neutral for local mobility but believes it should also be neutral for safety, depending on the traffic patterns of each intersection. Lengthening turn lanes (3.4.8) Mayor Thallemer said that turn lanes may not need to be lengthened if signal timing is improved. Holt said adding turn lanes is an option that allows more traffic to get through a signal cycle. Whether this would happen at specific intersections will be looked at in future screening reports. Freeway and limited access (3.2.5) Mayor Thallemer said he and the US 30 Coalition understand that cost is a big factor and that the investments will be spread over 20 years. Cost should not be a critical factor, and the Coalition is asking INDOT to make a long-term commitment, not provide a quick fix. He believes that the cost alone should not rate the practicality as neutral. Mayor Thallemer added that future screening reports should analyze return on investment vs. cost. Holt noted that based on feedback received on the draft Purpose and Need statement, economic development was added to the needs. Freeways (3.2.5) Mayor Thallemer said that US 30 is a freight corridor and trucks use it like an interstate. He asked whether an interstate is different than a freeway. Flum said that interstates are built for higher speeds, need more clearance and right of way, and are much more expensive to build. Commissioner Groninger said that many people believe interstates and freeways are the same. Mayor Thallemer asked whether freeways can be retrofitted to become interstates. Flum responded that Kentucky has had success upgrading its parkway system to interstates, but parkways are built with access already limited in many locations. Limited access (3.2.5) and pedestrian and bicycle access (3.9.1) Mayor Thallemer said that existing US 30 is a barrier for people who want to access the YMCA because 80% of members live south of US 30. Making crossing US 30 easier will improve conditions for seniors and people with limited mobility. Holt said that the level 2 screening report will look at conditions at specific locations. He added that some communities have claimed that interstates form a barrier that divides communities. Skinner believes US 30 is already a barrier because there is no bicycle or pedestrian access along the corridor. Commissioner Groninger added that Kosciusko County is developing a bike and trail network plan but is struggling because US 30 is an obstacle. Mayor Thallemer said that the lack of safe bicycle and pedestrian crossings is a growing concern and parents won't allow their children to cross. Holt noted that the study team acknowledges that bicycle and pedestrian crossings need to be addressed. Flum said that if census blocks with high socio-economic populations are impacted, future screening reports will address those impacts. Freeways (3.2.5) Mayor Thallemer asked why local mobility is rated as neutral with the freeway concept when mobility will likely be improved in the long run. He said that local mobility prevents people from using US 30 at all. Flum said the balance of access and mobility can be the reason for a neutral rating. Mayor Thallemer

said he has often heard that people immediately report better mobility when access is limited. Gateways (3.6.10) Mayor Thallemer said that Warsaw is considering gateway treatments and asked whether now is a good time to submit those plans. Holt confirmed it is, and Skinner said he will submit those plans. Warsaw is still going through the process of developing these with the input from an advisory committee. Flum said that future outreach will include public input on all the alternatives, including gateways. Connected and Autonomous Vehicles (CAV) (3.8.3) Mayor Thallemer asked how CAVs are being considered. Holt said that CAV support is not being carried forward because INDOT does not control their development and there has not been a commitment to a single technology. Sears said that private entities and the market will drive CAV support. INDOT has \$200 million for electronic charging stations. INDOT is looking at where funds are available and whether they can be included in this study. Holt added that INDOT recently added a new division for CAVs. Pavement Mayor Thallemer asked whether pavement that heals itself or is self-reporting is being tested in Indiana. Specifically, he wants to know whether adding those new pavement styles will open additional federal funding for the US 30 projects. Study timing Mayor Thallemer heard that the PEL studies will not be complete until 2025. He said that with the gubernatorial election in 2024, the Coalition would like to see the study complete within a year. Flum said that some reports have pushed deadlines back a few weeks.

2. Crossroad underpasses and overpasses (3.4.6) Commissioner Groninger added that 80% of Parker Street traffic travels across US 30 instead of accessing it. Therefore, it maintains the same level of safety but does not improve it. Local roads (3.4.6) Commissioner Groninger realizes that if access is limited to US 30, as it would be with a freeway concept, then locals will need to create new ways to get to retail outlets. Freeway and limited access (3.2.5) Commissioner Groninger said that businesses within Kosciusko County add revenue and economic development to the entire state. Upgrading US 30 to a freeway will result in economic growth, while other alternatives may cause businesses to leave. Holt noted that based on feedback received on the draft Purpose and Need statement, economic development was added to the needs. Freeways (3.2.5) Commissioner Groninger said that many people believe interstates and freeways are the same. Limited access (3.2.5) and pedestrian and bicycle access (3.9.1) Commissioner Groninger added that Kosciusko County is developing a bike and trail network plan but is struggling because US 30 is an obstacle. Flum said that if census blocks with high socio-economic populations are impacted, future screening reports will address those impacts. Reduced conflict intersections (RCIs) (3.2.3) Commissioner Groninger asked whether the Amish population along SR 19 would hinder the installation of RCIs along US 30. He noted that there are 7,000-10,000 Amish in the area. Prioritization Commissioner Groninger asked how specific projects will be prioritized and whether there will be a scoring system for them. Flum responded that the report will provide alternative solutions in four-to five-mile segments, not at specific intersections. She added that Warsaw will rate well in terms of priorities.

3. Signalized improvements (3.4.8) Jeremy Skinner asked why signalized improvements are rated yes/positively for improving safety and believes they should be marked as neutral or negative. Holt said that there are ways to improve safety at signals. He added that the four study teams had to come to a consensus on how to rate the alternatives because a neutral rating could be applied to almost every concept, depending on the team. Skinner added that Warsaw currently has many stoplights and there are frequent accidents there,

so maintaining a signal would have a negative impact on safety. Bicycle and pedestrian access (3.9.1) Skinner said that Warsaw developed one of the first bicycle and pedestrian safety plans many years ago. Almost all crossings at US 30 would have been grade-separated.

4. the following items are needed to improve US-30: -MORE LANES! US-30 becomes a total nightmare when construction or an accident takes it down to 1 lane. 2 lanes are routinely congested. -LESS STOPLIGHTS, reduce local access -time the stoplights in Warsaw. I shouldn't have to stop at all lights when going from one side of Warsaw to the other. - MORE OVERPASSES, don't make highway traffic stop for local traffic -MAKE THE TRUCKS STAY IN THE RIGHT LANE -increase speed limits -reduce access in rural areas We don't need 500 options to enter/exit US-30. make it a true freeway with no lights and higher speed limits so we can all get going! It takes me 20 minutes to get from one side of Warsaw to the other on US-30. Totally ridiculous. Also, remove the stoplight at SR-5 in Larwill. Since the gas station closed, there is not enough cross traffic to justify a light. Often it is someone turning right and they are able to turn on red before even getting green. Then, all of the traffic on US-30 has to stop for nothing! The reduced speed limit there is also totally ridiculous and unnecessary.

5. The use multi-grade interchanges is the best way to go. This way you can raise the speed limit and make it easier to access 30 highway. Get rid of the traffic lights, all they do is cause traffic jams. Build interchanges, if not possible then put in J turns. Use roundabouts on side roads when possible. Upgrade the US30 Felger / Leesburg Rd intersection.

6. To Whom it May Concern, I want to thank INDOT and the PEL study team for their continued efforts towards a safer, better US 30 highway. As you are aware, Columbia City is dramatically impacted daily by the conditions of the US 30 Corridor. From public safety teams to our street and utility departments, we look forward to partnering with INDOT on the future of US 30. When reviewing the Universe of Alternatives, a few things stand out that we very much appreciate. First, I appreciate the study team recognizing that a bypass around communities would be detrimental to the businesses along the corridor, the connectivity with local populations, and the environment that surrounds communities like Columbia City, Warsaw, and Plymouth. We applaud the decision to end further consideration of a bypass around our community. Second, we also applaud the decision to add further lanes onto US 30. We concur that the addition of lanes would only cause further congestion and safety problems for the corridor. A few items of concern, however, need to be addressed. First, we have some strong concerns regarding the labeling of the local mobility and practicality of a freeway as neutral(page 15). As you are aware, Columbia City and the US 30 Coalition fully believe that a freeway is not only practical but would dramatically improve safety and mobility for both local and traversing traffic. In fact, our residents who would be impacted by the changes in local mobility endorse the concept of a freeway because of the challenges that the current design creates for their daily commutes. Second, we have strong concerns about the consideration of signalized and unsignalized improvements (page 27-29). Frankly, many of the challenges that US 30 presents to traffic are caused by the signalization of intersections. The data itself shows these intersections to be the most dangerous of the whole corridor. The unsignalized intersection improvements may work well for roads with lesser-traffic counts, but on US 30, we believe improvements like RCUTs, RCIs, and boulevard left turns would create further safety concerns. As I close, I want to further encourage a stronger consideration for the freeway treatment to US 30. A freeway project can be scaled over numerous years to ensure appropriate timing, funding,

and process, while ensuring generations with a safer, stronger US 30. There is no doubt in my mind that a Freeway is the most desirable and safest outcome from the PEL study. Sincerely, Mayor Ryan L. Daniel City of Columbia City

7. I am in agreement with the UoA as presented. Nice work! Thank you.

8. One of the glaring issues with hwy 30 currently is the marked increase in semi truck and trailer traffic. They are dangerous in large amounts like this and make navigation difficult as there are so many. They run red lights, follow closely in the right lane making it difficult to get into the lane to turn. They also block visibility and in turn often don't see cars when merging. It is my understanding that this fairly recent uptick in traffic is due to tolls on the northern highways that are already equipped for this heavy traffic. Wouldn't the simple solution be to make it affordable for them to use the highways that already exist and in turn reduce that traffic on 30? My concerns with altering hwy 30 are the ability to cross. For instance, I live north of 30 and work south of 30. Frequent over or underpasses would work but only having them every couple miles may be cumbersome and bottleneck crossing traffic. Having to merge on and off the highway seems excessively cumbersome and dangerous, especially to farmers trying to cross. Environmentally increasing traffic in a farming and residential area would not be good for air, water, soil quality. I heard rumors that there are plans to close 800 E so that SDI can expand further. Is this true? I think it is ridiculous that a business were able to engulf 700e in the first place both from the aspect of first responder accessibility and the fact that we tax payers pay for the use of these roads as well.

9. Highway 30 was never designed to be a freeway, why make it one now. Probably because people want to go faster than the speed limit. You will be hurting economic development when you close the small county crossroads. Leave highway 30 alone go build a freeway from Ohio to Chicago somewhere else

10. My concern continues to be pedestrians crossing US 30 at SR 9 and 109. Housing and commerce on both sides of the highway have created a dangerous situation. I have observed a blind man, students, senior in motorized wheelchairs and more trying to cross these intersections. To make matters worse, the heavy truck traffic often results in semis ignoring the red lights. I understand this area is not on the radar for immediate attention... not a good thing for Whitley County.

11. the change will end our business us 30 countryside antiques 8049 w us 30 larwill indiana 46764 so bye we will be dead in the water

12. you have been kind and listened to this comment on several occasions, I would suggest eliminating access from minor farm roads such as Ternet Road this will increase safety and eliminate trucks detouring onto minor side roads causing a dangerous situation

13. We have lived very near US 30 East for 25 years and have seen a large increase in semi traffic during that time. We believe that semi trucks should be restricted to the right hand lane only from Columbia City to I 69. This is based on semis frequently blocking traffic traveling eastbound on US 30 at the intersections of Flaugh and Kroemer roads. This is due to the fact that after the stop light turns green, both lanes remain blocked since the semis in the right lane will not allow the semis in the left lane to return to the right lane. This is a traffic hazard and promotes congestion and road rage. We live on O'Day Road and it should not be accessible from US 30. Many semis travel on O'Day Road as a shortcut and traffic in general consistently exceeds the stated speed limit on O'Day Road. Simply getting your mail is a very dangerous task for the homeowner. This issue is evidenced by the number of accidents that have occurred at O'Day, Leesburg Road, US 30 and Washington Center Road.

This issue needs to be resolved and we thank you for your efforts. We support the Cross Road overpass at O'Day Road and US 30. Thank you.

14. Is there a possibility to make RoundABOUTs at each traffic light area? From what I understand, the rate of accidents is significantly reduced and the cost is lower than other alternatives.

15. RE: Comments on the US 30 Universe of Alternatives As President of the US 30 Coalition,

I would like to thank you for receiving comments in response to the recent Propel US 30 Universe of Alternatives document.

The US 30 Coalition, made up of elected officials and business leaders from Porter to Allen counties, views the US 30 corridor holistically, as major highway corridors should be. One of our primary goals of the US 30 improvement is to provide consistency for driver expectations throughout the corridor, particularly since studies have shown over 20% of the truck traffic on US 30 is just from Ohio. Total out-of-state truck and passenger car traffic is much higher. According to FHWA research, drivers tend to anticipate upcoming situations and events that are common to the road they are traveling; driver expectancy influences response speed and accuracy; the more predictable the roadway feature, the less likely will be the chance for errors; and drivers experience problems when they are surprised. When the driver surprise is combined with the US 30 truck volumes (currently around 28% of all traffic and anticipated to increase with an expected 50 to 60% in freight volume growth, according to the Indiana Multimodal Freight Plan Update in 2018), safety issues grow exponentially.

We understand that the PEL study has identified several possibilities for a corridor-wide solution, leading to that driver expectancy that we would like. Among those solutions is the consideration of a freeway. Another primary goal of the Coalition, and the top transportation priority of Northern Indiana organizations, communities, and businesses, is the improvement of US 30 to a freeway. The importance of this corridor to the entire state cannot be understated, as found in the following INDOT studies:

US 30 is a Preferred Freight Corridor (PFC), expected to carry heavier truck flows.

US 30 is identified as one of the state's Major Mobility Corridors, and the transportation conditions along US 30 have a major impact on regional and state economic vitality, quality of life, and accessibility. INDOT has determined that these corridors are the top-end of the highway system and are meant to provide mobility across the state. They provide safe, high-speed connections for long-distance trips between the metropolitan areas of Indiana and those of the surrounding states. They serve as the freight arteries of the state, and thus, vital for economic development.

The Indiana Multimodal Freight Plan Update (2018) identifies US 30 as a Statewide Mobility Corridor that experiences high truck traffic volume that would benefit from infrastructure improvements.

Our communities and industries have determined that a freeway will serve this area best. A freeway will allow such significant improvements to mobility and to safety, that Northern Indiana will be transformed. Consider the following:

Based on the 5-year crash data, US 30 East experiences 1.5 crashes per day, on average, somewhere along its 58-mile length. On any given day along the eastern end of US 30 (Plymouth to the Ohio Line), there is a 73% chance of an accident.

According to the data, on average, trucks experience travel speeds of around 10% below posted speeds and up to 27% below posted speeds. With the traffic fleet along US 30

consisting of an average of 28% trucks, truck speed will also have an effect of lowering study are travel speeds for all vehicles. Mobility and reliability for our industries are challenged, given that an hour of unplanned delay can cost a shipper more than twice as much as the actual cost of shipping. Each of the 283 impediments on US 30 (driveways, stoplights, intersections) can be a source of that unplanned delay. There are but two points that illustrate the need for a long-term solution.

There are many more found through the PEL and other studies. With this information in hand, the best solution for US 30 is an improvement to a corridor-wide freeway. This type of improvement can be implemented thoughtfully to allow good local access to our main artery, enhancing community growth and providing safer transportation for all. Many of our counties and cities and towns have spent years developing plans with local input to identify the best access points to an eventual freeway, that will allow our communities to grow and thrive. We feel certain that improving the US 30 corridor with a lesser primary concept will not allow that growth.

I would like to respectfully disagree with some of the findings about the impacts of a freeway, included in the Universe of Alternatives report:

1. The report includes the following practicality finding: Although this concept would require high costs for implantation [sic] and may create some severe socioeconomic and/or environmental impacts, additional information is required to fully assess its practicality. The portrayal of a freeway having severe impacts disregards the negative impacts of the current situation. The mobility and safety challenges are real for our local drivers, and studies have shown that congestion can, affect the social life of the regular road user with the declination of income and productivity, an increase in frustration, anger, disease, time loss, and collisions, more specifically, high to extreme levels of stress. . . for all sociodemographic groups. The practicality finding does not consider the impacts that exist today with an unreliable road that has tremendous safety challenges. The statement in the study assumes a poorly planned freeway, not one that is thoughtful in interchange placements with strong local networks. Access to businesses and other facilities can be maintained with local roads, allowing citizens to visit these locations with minimal or no interaction with US 30. The cities and towns along the US 30 corridor have plans to implement this freeway into their overall place-making initiatives so that mobility is maintained but in a safer manner than currently exists. There are too many examples of the positive impacts of a freeway constructed in conjunction with good local planning in Indiana to assume severe negative impacts.

2. The US 30 Coalition also finds the following lacking in portraying the entire picture: Although this concept could require high costs for implantation [sic] and may create some severe socioeconomic and/or environmental impacts, additional information is required to fully assess its practicality. This statement makes it seem that the corridor will be constructed in its entirety in a short time frame, making the costs unreasonable. While the cost of a freeway is more than other options, the construction will take place in phases, spreading out the costs over time. In addition, constructing a lesser level of improvement now with more comprehensive construction to a freeway later just increases the costs overall.

3. Finally, we question the neutrality assigned to local mobility. While direct access to US 30 is consolidated to the interchange points, the local mobility of the ENITIRE corridor is increased once the freeway is established. Currently, our local drivers and the through drivers are at odds with each other with the numerous stoplights and entrances onto US 30,

causing congestion and safety concerns. Putting in defined access points along with a strong local network allows the different types of drivers to interact more safely and less frequently.

We understand that planning for a full corridor freeway will take time. We respectfully request that the US 30 PEL identify the best goal long-term for the roadway, taking into consideration the local efforts planned to strengthen and integrate the entire network.

Sincerely,  
Mayor Joe Thallemer

16. Eliminate traffic signals and convert to interchanges in Warsaw, Remove truck lane restrictions in Columbia City and Warsaw, it is inefficient and dangerous to have to slow from max speed to 10-15 mph when coming up behind a truck taking off from the lights.

17. US 30, needs to be turned into a limited access highway, if possible an interstate.

18. 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 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.

<p>19. Please move forward with the Freeway option for US 30. The traffic and manufacturing/logistics needs in NE IN require it.</p>
<p>20. I recommend that 3.2.5 (Limited Access Freeway) be carried forward as a top option for this project. Economically, NEI is dependent on our manufacturing and the flow of resources and finished goods. And, we (NEI) have plans to grow, which we are doing already. This freeway is very important for our thriving future. Also, the safety of our citizens will be enhanced by making this a freeway rather than a very busy road going through our towns, etc.</p>
<p>21. What is the estimated cost to Taxpayers?</p>
<p>22. We have waited to long for this. We fix roads that don't need fixed in county's and yet we continue to lose life's on US 30 from Fort Wayne to Plymouth. When do we get the same treatment as US 31 for Indianapolis through Kokomo? This needs to happen ASAP. This area is growing to fast to wait.</p>
<p>23. For the life of me I cannot figure out why the proPEL US30 website exists. I'm an expert in website development, messaging and online marketing and I spent considerable time on the site (after receiving a printed flier in the mail) but still have no idea what action I'm supposed to take. I'm all around embarrassed that my home state releases stuff like this and then spends money to market it with direct mail. Seriously, just tell me what I'm supposed to do.. what am I supposed to comment on? The technical PDFs?.. please help me because I want to help you. I want to offer valuable and constructive feedback about the project. In the meantime I would highly recommend you find the book Building a Storybrand and get to know the "grunt test" (spoiler - a caveman should be able to "grunt" what your website is about after looking at it for 90 seconds or less).</p>
<p>24. I am excited about this new infrastructure. I feel that not allowing access on many roads onto Highway 30 and limiting traffic lights will increase safety immensely. I find it mind boggling at time traffic on Highway 30 gets stopped because of (1) vehicle triggering a light to change at an intersection. Traffic is stopped for 10-2-30 vehicles for 1 vehicle to enter the highway. This is ridiculous. The highway is meant to move traffic and relieve congestion. What I described does the exact opposite. When the above happens more carbon emissions are put into the environment form stopping and starting a vehicles momentum.</p>
<p>25. For the ProPEL US 30 East segment, First thanks to the team pulling this together. I am primarily looking at this from the Warsaw context. Based on the Universe of Alternatives interchanges or roundabouts would be "passive" methods to address throughput. Possibly using them along with lower than highway speeds around urban corridors, you would retain safety, minimize conflict points and improve throughput. The keys would be where on and off ramps are. In regards to bike/pedestrian access would a pedestrian/bike only overpass work to connect E springhill Road to Mariners Drive. Currently all paths to get from on the "south" side of US 30 to the "north" involve either directly crossing 30 at grade with care or is on the Detroit street underpass which has no pedestrian sidewalk or protected bike lanes. This splits Warsaw in half with 30 being the dividing line. I call out E Springhill road to Mariners Drive as that would put pedestrians/bikers right next to the YMCA and Parview hospital going north or Martins, Alides, the North Pointe cinema on the south. This also avoids the Parker st Patterson Road intersection which is a multilane lane mess, but Patterson is a key connector for subdivisions to the parker street crossing. Finally, that location is near the Beyer Farm Trail head and would give good access to Pike lake for those on the north side of 30. In regards to Meijer Drive, interchange that covered both access to</p>

<p>the meijer plaza/anchorage and E 200 would remove the double lights. In particular a right hand turn off from 30 going west that could get you to meijer would stop drivers filling the left turn lane early to at to be ready for the meijer turnoff. A key value add here would be the anchorage/200 connection. Currently you only leave Meijer via Us 30, if anchorage and 200 have the ability to move traffic from meijer some drivers will use that when leaving to go south on Detroit street (15). This would also improve the flow to the business on E200</p>
<p>26. I live in Columbia City right off of US 30. I vote no to bypasses and under/overpasses in our area. Our small town thrives on the traffic flow of 30. Bypassing our town would be a detriment. Adding lanes would help traffic flow.</p>
<p>27. I think the US 30 corridor should be an interstate with overpasses and underpasses . There are way too many traffic lights and congestion I live in Columbia city, but I don't want this to bypass our town, but rather have overpasses and underpasses which would make some of the center of our town have one or two overpasses or underpasses. I would have one overpass at the 205 interchange, and one at the 9/109 interchange. They might have to push this to the north of the existing location, but I hope they don't go too far so all the fast food places and businesses can still receive traffic to help with their business. I am very interested to see how they will improve this.</p>
<p>28. I am concerned about the route around Warsaw. I am in the city limits north of US 30. I hope the new route doesn't come close to me. It is enough that I have traffic noise with the current route. I am near Harrison school.</p>
<p>29. Please stop wasting time and build overpasses on US 30. The overall safety and flow of traffic in certain areas has been horrible for years now. Accidents because semi's and vehicles running red lights because they are going too fast or don't want to get stuck at the 6th stop light in the last 15 miles. Normal vehicle speeds have increased to 75 to 85 depending on the person driving. Semi's are doing 70 and sometimes faster. Traffic gets so backed up in certain areas along us 30 including but not limited to Columbia City and Warsaw. The overall amount of traffic has increased ten fold in the last 15 years.</p>
<p>30. Over the past 20 years in the Columbia City area around US 30 and Morsches Park, traffic has increased, become louder, and more dangerous as people continually increase their driving speed. I'd like to see a bypass to alleviate these issues. At the least, cement barrier walls need to installed to block the increased road noise and annoying sounds of semi truck Jake brakes at most times of day.</p>
<p>31. I think the whole idea is stupid. The amount of time, money, slow down of traffic, involved just to avoid a few red lights is dumb. I live in Columbia City and do not look forward to access to all the restaurants and shops along 30 to be harder to get to.</p>
<p>32. Us 30 needs to be modified to a freeway/free flowing highway with limited access using interchanges and the appropriate additional design improvements to provide mobility equal to an interstate highway. A free flow of traffic will be a result with greatly improved safety and increased attractiveness for business through the mobility it would provide.</p>
<p>33. (I frequent US 30 in Indiana 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 some intersections where there are currently three-color traffic signals. 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 (current at-grade intersections in Warsaw and Columbia City come to mind). How will that be handled? 3) Do any of the current interchanges (at SR 15 and at US 33) need upgrading? 4) Would diverging diamond interchanges, single-point interchanges, or interchanges with</p>

<p>roundabouts (or dog bone roundabouts, like in Carmel) be considered? 5) How will access to local communities and businesses be addressed? . . Allen County: . 1) Will the rest area east of Leesburg Rd. in Allen County be open after construction is complete?</p>
<p>34. Tom Pletcher owns land near Pierceton. He wants to know what happens between US 30 and the railroad to the south. Tom has lived in the area since the 1970s and has seen a lot of accidents in the area. He praises INDOT for adding rumble strips to the median and shoulder. They definitely reduce accidents.</p>
<p>35. Please consider rail parallel to US30</p>
<p>36. Is anyone advocating for J-turns or Diamond interchanges? We hate them.</p>
<p>37. Trains are an issue blocking business unless you go around 469. If there's extra truck traffic being rerouted through the city. Heavy traffic around Costco and Sams club. It's a busy nightmare especially nights and weekend. Maple Crest get used frequently with heavy traffic. Biggest issue is going by New Haven High School with pedestrian traffic and Central Lutheran schools. There's also an elementary school on SR 32. If people have trouble getting across New Haven, he's concerned improvements will cut New Haven in half, but we discussed that 469 and 69 will not be part of this study.</p> <p>Lots of wrecks happen at Doyle/30.</p>
<p>38. Live on Sampson Road. When SR 101 turned into J-turn, pushed traffic to Sampson Rd. Would love for Sampson Rd to be closed at US 30 due to a large increase of traffic on Sampson Road.</p>
<p>39. Lives east of Fort Wayne. Safety of the corridor is the biggest thing that needs to be addressed, especially 469 to 30 East going to Ohio. This is due to the on-ramp and off-ramp design and congestion. Need to balance local access and doesn't want the freeway concept to completely limit local access. Hates J-turns due to large truck movements. Not opposed to ROW acquisition to keep the design as best as possible.</p>
<p>40. They have property that backs up to US 30 and wanted to know if ROW would need to be acquired. We shared that nothing specific has been identified at this phase of the study.</p>
<p>41. Property backs up to US 30 and he wanted to know if ROW would need to be acquired. We shared that specific details regarding ROW needs have not been identified at this phase of the study.</p>
<p>42. Wanted general information and specifics about planned projects throughout the corridor. Asked about the project at Flaugh Rd/US 30. We explained that it is not part of our PEL study, but a planned project.</p>
<p>43. It was her first time at COH and she just wanted a general overview of the study and what to expect going forward.</p>
<p>44. Make it a limited access hiway with roundabouts and add extra lanes through Columbia City and Warsaw.</p>
<p>45. Make it a limited access hiway with roundabouts</p>
<p>46. Reinstating train routes from Ft. Wayne to Chicago and Indianapolis to South Bend could be a great help in reducing traffic on 30 and 31. The South Shore Train Line from South Bend to Chicago is well-used. Connecting these cities by train has the potential to be a boon to business in each of them, as each city has unique offerings.</p>

47. I am so pleased to see interest in US 30. I travel this stretch often as my occupation takes me from Fort Wayne to Warsaw often. I do not have the answers to what can be done to make it a safer travel. I am sure you have the statistics on the number of fatalities which has occurred. It seems to take place at lights. Would roundabouts help? Would making it wider help? I wish I had suggestions other than "Make it safer." Sadly, that is all I have.
48. A train from Ft Wayne to Chicago could free up highway traffic.
49. A train from Ft Wayne to Chicago would free up traffic on US 30.
50. Let's get a train to run between Fort Wayne and Chicago. That would reduce vehicle traffic on US 30.
51. I support US 30 moving to a freeway.
52. Highway 30 becoming a freeway is essential to northern Indiana growth
53. Safety along US 30 is a huge concern, as well as the ease of mobility for employees traveling along this highway as they provide nursing care to those in need for my company. I am in support of US 30.
54. I can't see any downside to making us 30 a freeway. I previously worked in Warsaw a few days a week and have made the journey from Fort Wayne to Warsaw several times. It's a long, dangerous drive due to all of the cross roads and stop lights. A freeway would be more efficient and safer for our community.
55. We would like to see the US 30 East development be implemented and support the efforts.
56. I have never understood our nation's habit of building highways then dropping stoplights on them to manage the intersections. I'm sure this was a monetary decision rather than a decision made to make the road safe and easy to travel. When I hear, "US 30" I shouldn't be thinking about stopping at a light every few miles because past planners allowed developments to occur alongside the highway and took a shortcut for traffic management rather than proper interchanges. Make it a freeway, get rid of the stoplights, put real interchanges in, then raise the speed limit. People won't be wasting their lives away rotting at stoplights and the reduction in vehicles idling at intersections will have a positive impact on the environment.
57. Create the US 30 Corridor to be a freeway!
58. Hello, I travel US 30 quite a bit as I live in Allen County on the Southwest side. Through my work, I make many trips to Columbia City and Warsaw as my office is located in Northern Fort Wayne. Additionally, I travel to Chicago very often. A limited access US 30 would be amazing for the safety of people that live in Allen, Whitley, Kosciusko, Marshall, Starke and all other counties connecting Fort Wayne and as far as Merrillville. I have lived in Northeast Indiana for 42 years and have heard so many accidents that have been tragic due to trucks either running red lights or being unable to stop even after trying. With increased truck traffic, especially the past 10 years with the expansions in Warsaw, Columbia City and by Sweetwater in Allen County specifically, these accidents continue to grow due to increased traffic on US 30. Please prioritize making US 30 a limited access highway and please feel free to contact me with any additional questions/suggestions you may have.
59. So what will happen to all the small towns along the way between the big cities with no access to the US 30 road systems if and when it does become a freeway?
60. I 100% support changing the current US 30 to a limited access (on ramps and off ramps, remove all traffic lights) freeway.

<p>61. Where are all the lights? It is pitch black while driving out on 30. It is unacceptable and super dangerous. Also, just put in high speed rail. Driving on these roads is such a waste of time, when we could be living out lives on a train and not staring hyperfixated on the endless boring miles ahead. With pedestrian deaths up and traffic accidents up, and a rapidly aging population, it makes sense to invest in more mobility all abilities forms of transit like trains.</p>
<p>62. I just hope that instead of rebuilding/rerouting far into the country, that you look at doing something similar to what Noblesville has done where they added on/off ramps so traffic flow could continue.</p>
<p>63. 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</p>
<p>64. I am in favor of the freeway option and installing continuous lighting and median barriers along the upgraded roadway.</p>
<p>65. I would love to see a TRAIN route along US 30. High speed rail connecting Columbus, OH, Ft Wayne, Warsaw (spurs to South Bend and Indy) to Chicago would great increase equitable and safe access to major economic hubs in the area as well as minimize pollution. High speed, reliable rail service would solve a lot of the problems faced by highways by diverting traffic away from them to a more efficient and sustainable mode of transit. It's a bigger solution to many of the small problems. It's truly fixing something instead of adding bandaids that will ultimately make us more reliant on legacy solutions. I challenge the IDOT to be truly forward and innovative in addressing transportation solutions that will set our state up for success 50 years from now instead of waiting and wishing we had acted sooner.</p>
<p>66. Just make US30 a freeway. Simple as that. Add in by-passes around Columbia City and Warsaw if need be. Just please please please modify the interchange between US30 and I69 into a high-speed, free-flowing interchange. Too many potential conflict points exist on the EB to NB movement.</p>
<p>67. For the section of US30 passing in Warsaw, what are the plans to accommodate pedestrians and bicycles? The current highway route has lots of businesses and residential areas on both sides of the highway. Currently people will often walk or bicycle across it or alongside it and unfortunately pedestrians have been killed on the highway. We need safe crossings and safe multi-use pathways as there are desires to become a bicycle friendly community.</p>
<p>68. This is a very thorough and technically excellent report. First, I am completely against any bypass, for a number of reasons. Second, I do not feel that there should be special treatment for electric vehicles. Electric and other alternative power vehicles should be purely a free market concept. Social engineering through energy discrimination is not a needed State function. It is a gross waste of the taxpayers monies. Also, the concept of human caused climate change and necessary actions are simply fraudulent concepts promulgated by the Globalist/Collectivist cabal. "Fear is the basis of most governments"( Founder John Adams). The duty of the State of Indiana is to secure the natural, God-given rights of the people of the state: Life, Liberty, Property, and together with those the right to defend them in the best manner that they (the People) can. Founder Samuel Adams made</p>

<p>that statement. The State of Indiana, and all its departments and officials, should be guided by the "Three Question Rule": 1. Is it constitutional? 2. Can we afford it? 3 Do we need it? (In that specific order!). Thank you again for your efforts. To summarize, the State should not be spending monies for vehicle fuel considerations in a discriminatory fashion. Fossil fuels and electricity should be addressed equally, and by private enterprise.</p>
<p>69. Passenger rail service has been eliminated as not being of any value to this project. In fact, passenger rail service on the track paralleling US 30 between the Indiana and Ohio state line and Valparaiso will reduce the vehicle traffic on US 30 and thereby improve safety for all other drivers. Passenger rail service will help the US 30 East project as it complements the US 30 highway with additional transportation options for residents and travelers. INDOT should be supporting both these important lines of transportation with planning and funding.</p>
<p>70. When US 30 was built years ago, they never should have allowed stoplights. And the new stoplight at Amazon is completely unnecessary. There is nowhere safe to cross US 30 on foot or bike. A multi-use path should be included on SR 109 and SR 9. It's especially dangerous to cross with semis running red lights.</p>
<p>71. Watched three semis run red lights at one light last week. What are your hopes for how quickly something can be constructed?</p>
<p>72. When US 30 was built 60 years ago, they didn't look ahead. Realtors and land developers are greedy and keep adding property along US 30. And they're building new stoplights for them. This state has been dragging its feet on coming up with a long-term solution. Passenger rail, and bringing back interurbans would help a lot. And limiting the length of semi loads.</p>
<p>73. The handout needs to be updated so the levels at the top match the pyramid chart. INDOT already has all the work that Whitley County did years ago. This is a waste of taxpayer money and time.</p>
<p>74. Jill is Mayor Daniels' mother and lives at Lincolnway and US 30. She asked about minimum spacing requirements between interchanges. She also wanted to know if an interchange is going to be constructed, how much ROW is needed?</p>
<p>75. The COHs need to be clearer on the website and easier to find. Most people will be looking for public meetings. Maybe add a note on the public meeting directing people to the COH section. What is a freeway? How would people get across US 30? There are big traffic issues in Warsaw and Columbia City. Crossing US 30 is avoided and he prefers using country roads to cross. The timing of the lights, especially near Parkview, need to be updated. The J-turn at Coesse isn't helpful. Now traffic is backed up into both directions of US 30. It helps the through traffic, but it doesn't seem much different than regular medians. How do you restrict semi on the crossroads? One pulled out into traffic and blocked all of the westbound lanes. What about building up parallel roads like Old US 30? That's how they upgraded US 30 in Ohio.</p>
<p>76. Please let me know if you got my comment. I got an error message. Thank you. No stop lights what so ever they are to dangerous. On this road. Chicago is growing east to Fort Wayne. Open the road to it.</p>
<p>77. Thank you for all your work. My opinion is strong. If one stop light is left operating when this project is complete I will consider it a total failure. US 30 is a main thoroughfare from Chicago to the Ohio line. The amount of business this route will generate is beyond anything Indianapolis can generate. I predict a Dan Ryan type revolutionary improvement in safety, commerce, travel, and opportunities. Stop thinking of Fort Wayne as a small town farm</p>

community. The numbers are showing that this area is ready to explode. I grew up in DuPage County Illinois in the 60s it was the fastest growing county in the country for over 20 years, so I know what positive growth is. Build this project around the farms, but do not stop this train. Absolutely, no stop lights can be a part of this solution, enough people have been killed sensually.

78. Why errors stopping my comments?

79. Comments from I-69 westbound on US 30: O'Day Road should be an underpass below US30 since the road on both sides of US30 is depressed. If the traffic count is sufficient, convert into a diamond interchange. County Line Road is really dangerous with all the semis stopping and crossing. Convert to an interchange of some sort if at all possible. IN205 needs better visibility from many corners, southbound 205 traffic appears out of nowhere. IN9 through Lincolnway needs some kind of help as traffic is constantly swerving through the line of semis to make turns, might be better to NOT have all the trucks in the right lane. Bus30 intersection needs to be improved so at grade or there's enough room in the median to hold. IN5 could use turn lanes and longer pause for IN5 when US30 traffic is stopped. IN13 needs an interchange, way too dangerous as it is.

80. INDOT should be prioritizing safety, not capacity, over everything else. It is a mistake to remove the most affordable and safest long term solutions (public transportation) from the study, and although INDOT itself cannot lead, it should have been turned over to an entity like NICTD. The focus of the project should now be eliminating conflict points at railroad crossings and redundant driveways, as well as improving pedestrian and bicyclist safety.

81. Free flow facility seems the best way to go.

82. Why do the latest PEL documents mention bicycling? INDOT has done nothing for bicyclists in their entire history. You cannot find any bicycle accommodation on any INDOT highway virtually anywhere- no paved shoulders (and if there are paved shoulders, they have rumble strips located where bicyclists would ride), no bike lanes, no keyhole bike lanes at dedicated right-turn lanes, J-turn intersections which have no bicycle cut-throughs, no signage, etc.

83. As we live on N Harrison Street in Warsaw, losing the ability to cross Hwy 30 using Parker St is absolutely unacceptable.

84. INDOT has repeatedly upgraded highways throughout the state without investing to make them limited access for these upgrades, resulting in completely rebuilding these highway they achieve this status. Examples include US 31 from Plymouth to South Bend, US 31 around Kokomo (recent 3rd bypass around the city that is limited access), Ind 37 Indy to Bloomington currently being replaced by extension of I-69. Highways upgraded to 4 lanes in the past without limited access now being hindered by placement of traffic light after traffic light include US 24 from Ft Wayne to Lafayette, Indiana 49 Valparaiso to Chesterton, and of course US 30, which has become a nightmare to travel due to light after light, causing congestion, bunched-up traffic, and safety issues. It is FALSE economy to not build these to limited access standard in urban areas and near limited access in rural areas (no traffic lights) because the same highways keep being rebuilt rather than spending the money upfront to do it right in the first place! If you want to see how this is done, please drive US 24 and US 30 in Ohio, where they have figured out that this is the right, best, and (in the long run) cheapest way to design these highways. When you have to restrict truck traffic to the right hand lane (as is done in Columbia City, Warsaw, and Plymouth, among other places), by definition your highway design has FAILED. When you have to install traffic lights at truck stops (multiple locations along US 30), your highway design has failed. US 30

is years, maybe decades, behind the construction upgrades it requires. This is even more pronounced with the marked increase in trucks on US 30 avoiding the high tolls on the Indiana toll road to the north. This should be among the highest priorities for INDOT. In the interim, an inexpensive method to significantly increase safety along US 30 would be to install approximately 1/4 mile in advance of traffic lights, flashing yellow-diamond warning signs stating "Prepare to stop when flashing", that are linked to the traffic light and begin flashing approximately 10-15 seconds before the light changes to yellow to give drivers at high speed advance warning of an impending light change ahead of them. I have seen these in many other states, they make a lot of sense to me, provide additional safety, and remove the anxiety of whether the light ahead of me is suddenly going to change. Could someone explain why these have not been incorporated? Also, many lights along US 30 would seem to be appropriate to change to flashing yellow only at night, say between 9PM - 6AM. This would also facilitate traffic flow substantially. Why hasn't this been utilized as well?

85. INDOT has repeatedly upgraded highways throughout the state without investing to make them limited access for these upgrades, resulting in completely rebuilding these highway they achieve this status. Examples include US 31 from Plymouth to South Bend, US 31 around Kokomo (recent 3rd bypass around the city that is limited access), Ind 37 Indy to Bloomington currently being replaced by extension of I-69. Highways upgraded to 4 lanes in the past without limited access now being hindered by placement of traffic light after traffic light include US 24 from Ft Wayne to Lafayette, Indiana 49 Valparaiso to Chesterton, and of course US 30, which has become a nightmare to travel due to light after light, causing congestion, bunched-up traffic, and safety issues. It is FALSE economy to not build these to limited access standard in urban areas and near limited access in rural areas (no traffic lights) because the same highways keep being rebuilt rather than spending the money upfront to do it right in the first place! If you want to see how this is done, please drive US 24 and US 30 in Ohio, where they have figured out that this is the right, best, and (in the long run) cheapest way to design these highways. When you have to restrict truck traffic to the right hand lane (as is done in Columbia City, Warsaw, and Plymouth, among other places), by definition your highway design has FAILED. When you have to install traffic lights at truck stops (multiple locations along US 30), your highway design has failed. US 30 is years, maybe decades, behind the construction upgrades it requires. This is even more pronounced with the marked increase in trucks on US 30 avoiding the high tolls on the Indiana toll road to the north. This should be among the highest priorities for INDOT. In the interim, an inexpensive method to significantly increase safety along US 30 would be to install approximately 1/4 mile in advance of traffic lights, flashing yellow-diamond warning signs stating "Prepare to stop when flashing", that are linked to the traffic light and begin flashing approximately 10-15 seconds before the light changes to yellow to give drivers at high speed advance warning of an impending light change ahead of them. I have seen these in many other states, they make a lot of sense to me, provide additional safety, and remove the anxiety of whether the light ahead of me is suddenly going to change. Could someone explain why these have not been incorporated? Also, many lights along US 30 would seem to be appropriate to change to flashing yellow only at night, say between 9PM - 6AM. This would also facilitate traffic flow substantially. Why hasn't this been utilized as well?

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87. The alternatives document was hard to envision what is planned where but I was excited to see no bypasses were considered as part of the plans. The bypass options that were considered especially around Warsaw looked like they would have caused much more environmental, social, economic damage than good compared to the existing route. Otherwise everything else seemed TBD (except toll roads or and added lane for the entire length).

88. I am very optimistic after reading the US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum. Where practical, I feel the team is leaving their options open for significant changes to US 30 via "freeway", Median Safety Improvement, Adjacent Intersection Improvements, underpass/overpass, signal improvement etc. Short-term, low-cost improvements that should be explored very closely would be Warning systems and freight priority system (I was unfamiliar with FPS until reading this). High-speeds and stops lights do not mix. Yet stoplights continue to be added to Us 30 (Amazon facility most recently). By giving trucks priority and or providing them with a warning of a changing signal ahead (cars too), severe crashes might decline. This could be a good stop-gap ahead of more significant changes.

89. The old cloverleaf interchange at I-69 and US 30/33 & SR 930 needs upgraded. At the least, it needs a flyover ramp from eastbound to northbound. The cloverleaf is overwhelmed with truck traffic.

90. President of the Kosciusko Co. Parks Board - wants to know how bike and ped access will continue across US 30 after construction. 11/16 - Will select a consultant to establish a trail master plan. Park Board was created in August 2022. Several people submitted the RFP. Chinwerth Bridge is on old US 30 and that is the first location that will get a new trail (350 W); design study will be complete by March 2024. Want to continue going west and take advantage of the large ROW. It would go past Creighton Brothers. Master plan will include both trailways and greenways and will be complete by December 2024. Several people responded to a recent survey saying canoe access was important. He believes that there should be a separate crossing for bikes and peds, as he doesn't feel safe sharing the road in some areas. If there is an east/west bike lane, it will likely follow old US 30 instead of existing. There is ROW available there. Does not have a personal opinion about where a bike path would cross US 30. The Fat Skinny Bike Tour intentionally doesn't cross US 30 because of safety. Syracuse Wawasee Trails are building south to Webster down SR 13 instead of SR 15. Several friends who live near Winona Lake are relieved that the bypass has been eliminated. In his job, he sees photos of several accidents along US 30. In the interest of safety, the only option should be to limit access to US 30. There are residential developers who are trying sell lots north of US 30, but the development hasn't really taken off. Buffalo Street project is underway along Center Lake. But there are no grocery stores in the area. You really can't access any grocery stores without using US 30.

91. This corridor needs more speed patrol. The truck speeding on this road is appalling

92. The majority of growth in Kosciusko County is in the northeast quadrant. More people are turning summer homes to full-time family homes. Many of these have been in the family for many generations. SR 15 is very busy. A SR 15 Bypass was been in the works since the 1990s. The State owns property along US 30 in the area because of an abandoned rest area. It would tie into the Elkhart County CR 17 project, which has been under construction for a while. It would be a "super two" lane facility. A lot of people work in Elkhart but live in Kosciusko County because of the cost of living. Kosciusko County is one of the fastest-growing counties in Indiana. Upwards of 90,000 residents. There is also a lot of commuter traffic between Warsaw and Fort Wayne. Bruce is a proponent of the bypass concept and believes it would be cheaper to go through farmland. Kosciusko County has a long history of roads with very limited ROW and don't allow for upgrades or sidewalks. He believes US 30 moving forward should become a local road. He has heard of an existing fiber optics line that runs along US 30 (from NY to Chicago). 3.7.5 - Freight priority system - He thinks this needs to continue to be included.

93. Milton Thomas, of DePuy Synthes/Johnson & Johnson, asked how the public could review all 55 concepts included in the universe of alternatives. Rusty Holt replied that the universe of alternatives is now available online at [propelUS30.com](http://propelUS30.com), as well as the various library/community centers Laura mentioned and the Indianapolis Metropolitan Planning Organization (MPO) office in Fort Wayne

94. There is no data provided to support any of the conclusions in the report. For instance, assessments are made about the impact on local mobility without providing any data on how much traffic is generated by local residents along the US30 East corridor. Nor is there any data on the number of accidents involved long distance travelers versus local residents. Without data to support conclusions, it appears that the report was simply drafted to support the conclusions that were pre-determined.

95. thank you so very much for this opportunity to comment and I also appreciate the local in person sessions my primary request is to eliminate access to US 30 from Ternet road,

Ternet is an agricultural road and eliminating this access will increase safety and reduce over the road trucks from trying to detour on county roads, thank you

96. Please link modern passenger rail improvements with Highway upgrades! We need modern rail service across N Indiana not just a modern highway. Rail is a job creator and is also easier on the environment!



US 30 East

Resource Agency, Stakeholder &  
Public Involvement #3  
Appendix 3.2 – Level 2

February 11, 2025



## Table of Contents

APPENDIX A: INDOT PRESS RELEASE .....	1
APPENDIX B: LEGISLATOR & MEDIA BRIEFING PRESENTATION.....	4
APPENDIX C: SOCIAL MEDIA POSTS .....	8
APPENDIX D: STAKEHOLDER EMAIL BLASTS .....	21
APPENDIX e: LEGAL PUBLIC NOTICES .....	29
English Version.....	29
Spanish Version .....	31
APPENDIX F: PROMOTIONAL POSTCARDS.....	34
APPENDIX G: LEVEL 2 SCREENING BROCHURE .....	36
APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS.....	40
APPENDIX H: US 30 & 31 COALITION MEETING MATERIALS .....	53
APPENDIX I: RESOURCE AGENCY COORDINATION MATERIALS.....	59
Agency Comments.....	59
APPENDIX J: PUBLIC COMMENT SUMMARY TABLE.....	61

# APPENDIX A: INDOT PRESS RELEASE



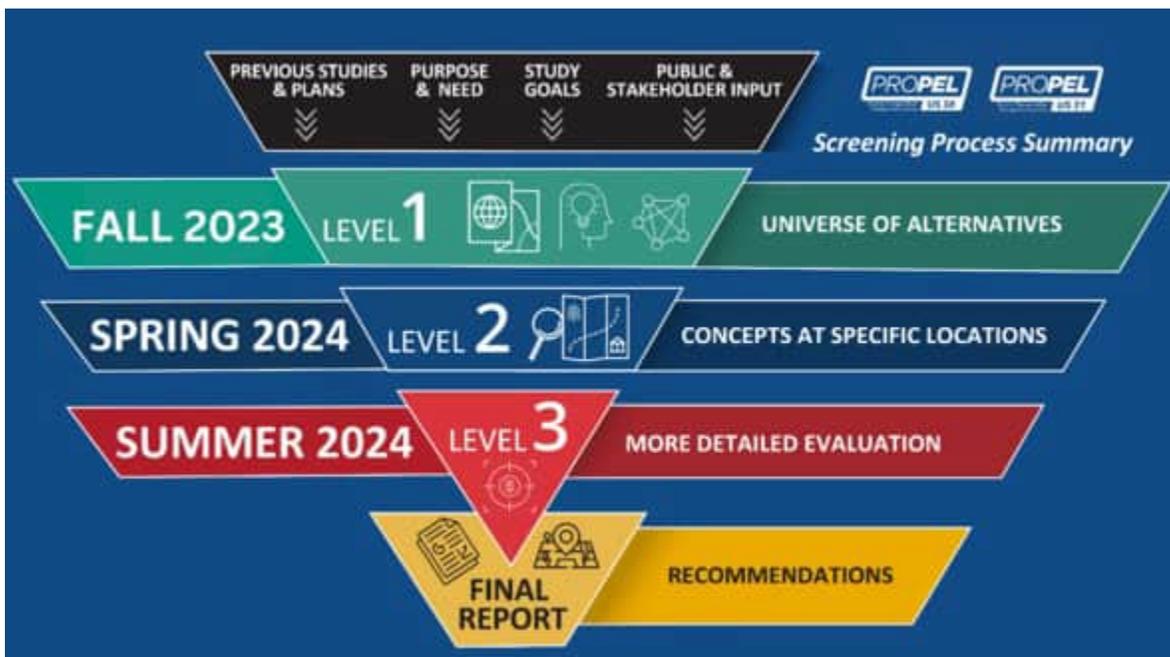
March 27, 2024

## INDOT shares recommendations on ProPEL US 30 and US 31 studies

*Reports include potential alternatives for 86 intersections*

**INDIANAPOLIS, Ind.** – The Indiana Department of Transportation (INDOT) continues its efforts to assess innovative ways to address corridor needs along the US 30 and US 31 corridors in northern Indiana. The ProPEL US 30 and US 31 study teams today released the latest draft reports for community feedback. The Draft Level 2 Screening Reports for [US 30](#) and [US 31](#) include a robust analysis of 86 intersections over the 180-mile study area across 12 counties. An interactive map including each location is also available [here](#).

The Level 2 screening evaluates location-specific improvements for constructability, fiscal responsibility and potential impacts. The improvements considered in this step were identified from the Universe of Alternatives (Level 1) screening results. The screening process included consideration of location-specific safety and operational data, public input, traffic analysis, potential impacts, and a conceptual footprint comparison.



“The ProPEL US 30 and 31 studies carefully examine how the corridors fit and function in each area,” said INDOT Project Manager, Sandra Flum. “The study teams carefully examined and evaluated safety, traffic flow, connectivity, access as well as potential impacts. Public feedback continues to be vital to each study’s success and we want to hear from you.”

The PEL studies are collaborative, data-driven and fueled by public feedback to define the future of the corridors. INDOT will continue to rely on public feedback through the study’s conclusion, which is expected in late 2024. With help from residents, motorists, businesses, and other road users, INDOT can build infrastructure that will better serve Hoosiers.



“Our approach with these studies is different than what people are used to with other INDOT projects,” said INDOT Project Manager, Jonathan Wallace. “The ProPEL US 30 and 31 studies will guide the next 20 years of transportation investments in northern Indiana and will continue to involve the public earlier than a typical project. It’s important to consider a comprehensive list of alternatives to ensure our analysis is thorough. Public feedback is vital to that effort.”

In addition to submitting comments online by visiting the study websites, study teams are visiting communities along the corridors on a regular basis. Dates, times and locations for Community Office Hours can be found on the [ProPEL US 30](#) and [ProPEL US 31](#) websites and social media accounts.

The studies include U.S. 30 from Valparaiso to the Indiana/Ohio state line, excluding I-69 and I-469 around Fort Wayne, as well as U.S. 31 between 276th Street in Hamilton County and the US 30/US 31 interchange in Plymouth, excluding the U.S. 31 Kokomo bypass. Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley counties.

**What is “Level 2 Screening”?**

The Level 2 screening represents the second of a three-step alternatives development screening process. The Level 2 screening evaluates the improvement concepts for specific locations within each study area. At each step of the screening process, a smaller number of potential solutions will remain, but with increased detail that will assist the study teams in evaluating benefits, impacts and costs.

The Level 3 screening will then develop and analyze improvement packages for smaller areas, or segments, of the study area. These smaller areas, which will be called planning segments, will include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening include both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.

### **How can I get involved?**

The public will be invited to provide feedback at each screening step. A final report of recommendations will be available at the conclusion of the study. INDOT intends to use the information, analysis and recommendations from the study process to inform decisions regarding future transportation improvements that will require federal environmental reviews in accordance with the National Environmental Policy Act.

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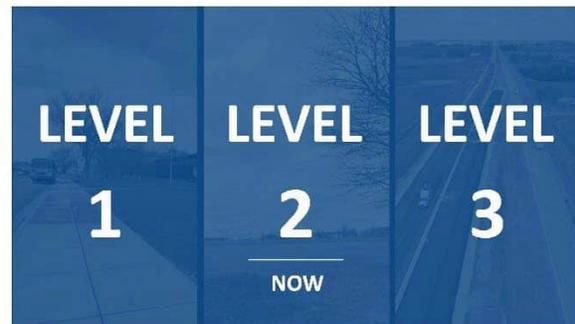
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- TrafficWise: [511in.org](https://511in.org)
- Mobile App: [iTunes App Store](https://itunes.apple.com) and the [Google Play store for Android](https://play.google.com/store)



# APPENDIX B: LEGISLATOR & MEDIA BRIEFING PRESENTATION



- Access Management
- Free Flow Facilities (Full & Partial Control of Access)
- Unsignalized Intersection Improvements
- Crossroad Overpasses/Underpasses
- Convert to Interchange



## US 30 West

- Porter County**
  - 1 US 30 and SR 49
    - Additional Accelerated/Deceleration Lanes
  - 2 US 30 and Industrial Drive
    - Median Safety Improvements
    - Additional Turn Lanes
    - Intersection Improvements
  - 3 US 30 and Porter CR 323 E
    - Median Safety Improvements
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
    - Intersection Improvements
  - 4 US 30 and Porter CR 400 E
    - Median Safety Improvements
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
    - Intersection Improvements
  - 5 US 30 and County Line Road
    - Median Safety Improvements
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
    - Intersection Improvements
- La Porte County**
  - 6 US 30 and Main Street
    - Access Management
    - Additional Turn Lanes
  - 7 US 30 and US 421
    - Access Management
    - Additional Turn Lanes
    - Additional Accelerated/Deceleration Lanes
    - Conversion to Interchange
    - Intersection Improvements
  - 8 US 30 and LaPorte CR 600 W
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
  - 9 US 30 and Thompson Street
    - Additional Turn Lanes
    - Intersection Improvements
  - 10 US 30 and Old US 30 West
    - Additional Turn Lanes
    - Intersection Improvements
  - 11 US 30 and Laporte CR 500 W
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
  - 12 US 30 and SR 39
    - Additional Turn Lanes
    - Additional Accelerated/Deceleration Lanes
    - Conversion to Interchange
    - Intersection Improvements
- Stark County**
  - 13 US 30 and US 35
    - Additional Accelerated/Deceleration Lanes
  - 14 US 30 and Stark CR 750 E
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
  - 15 US 30 and SR 23
    - Additional Turn Lanes
    - Additional Accelerated/Deceleration Lanes
    - Conversion to Interchange
    - Intersection Improvements

## US 30 West

- Marshall County**
  - 16 US 30 and Queen Road
    - Additional Accelerated/Deceleration Lanes
    - Conversion to Interchange
    - Intersection Improvements
  - 17 US 30 and Pioneer Drive
    - Additional Accelerated/Deceleration Lanes
    - Cross Road Overpass/Underpass
    - Conversion to Interchange
    - Intersection Improvements
  - 18 US 30 and Oak Drive
    - Additional Accelerated/Deceleration Lanes
    - Cross Road Overpass/Underpass
    - Intersection Improvements
  - 19 US 30 and Michigan Street
    - Additional Accelerated/Deceleration Lanes
  - 20 US 30 and Plymouth Garden Trail
    - Additional Turn Lanes
    - Additional Accelerated/Deceleration Lanes
    - Conversion to Interchange
    - Cross Road Overpass/Underpass
    - Intersection Improvements
- Marshall County etd**
  - 21 US 30 and US 31
    - Additional Accelerated/Deceleration Lanes
  - 22 US 30 and King Road
    - Additional Turn Lanes
    - Additional Accelerated/Deceleration Lanes
    - Cross Road Overpass/Underpass
    - Intersection Improvements
  - 23 US 30 and Fir Road
    - Additional Turn Lanes
    - Cross Road Overpass/Underpass
    - Intersection Improvements
  - 24 US 30 and SR 311
    - No Intersection Alterations
  - 25 US 31 and 9A Road
    - Cross Road Overpass/Underpass
  - 26 US 30 and Michigan Road North Junction
    - Additional Turn Lanes
    - Conversion to Interchange
  - 27 US 31 and 13th Road
    - Additional Turn Lanes
    - Additional Accelerated/Deceleration Lanes
    - Cross Road Overpass/Underpass
    - Conversion to Interchange
    - Intersection Improvements
  - 28 US 31 and SR 30
    - Interchange Planned Here as Part of Another Project
  - 29 US 31 and SR 210
    - Interchange Planned Here as Part of Another Project

## US 30W: Example

Project	State		Traffic		Access	Interchange	Proposed/Planned				ROW	Signals	Use	Notes	
	AD	AD	AD	AD			AD	AD	AD	AD					
US 30W and SR 49	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Accelerated/Deceleration Lanes
US 30W and Industrial Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Median Safety Improvements, Additional Turn Lanes, Intersection Improvements
US 30W and Porter CR 323 E	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Median Safety Improvements, Additional Turn Lanes, Cross Road Overpass/Underpass, Intersection Improvements
US 30W and Porter CR 400 E	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Median Safety Improvements, Additional Turn Lanes, Cross Road Overpass/Underpass, Intersection Improvements
US 30W and County Line Road	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Median Safety Improvements, Additional Turn Lanes, Cross Road Overpass/Underpass, Intersection Improvements
US 30W and Main Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Access Management, Additional Turn Lanes
US 30W and US 421	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Access Management, Additional Turn Lanes, Additional Accelerated/Deceleration Lanes, Conversion to Interchange, Intersection Improvements
US 30W and LaPorte CR 600 W	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Turn Lanes, Cross Road Overpass/Underpass
US 30W and Thompson Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Turn Lanes, Intersection Improvements
US 30W and Old US 30 West	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Turn Lanes, Intersection Improvements
US 30W and Laporte CR 500 W	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Turn Lanes, Cross Road Overpass/Underpass
US 30W and SR 39	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Turn Lanes, Additional Accelerated/Deceleration Lanes, Conversion to Interchange, Intersection Improvements
US 30W and Queen Road	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Accelerated/Deceleration Lanes, Conversion to Interchange, Intersection Improvements
US 30W and Pioneer Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Accelerated/Deceleration Lanes, Cross Road Overpass/Underpass, Conversion to Interchange, Intersection Improvements
US 30W and Oak Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Accelerated/Deceleration Lanes, Cross Road Overpass/Underpass, Intersection Improvements
US 30W and Michigan Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Accelerated/Deceleration Lanes
US 30W and Plymouth Garden Trail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Additional Turn Lanes, Additional Accelerated/Deceleration Lanes, Conversion to Interchange, Cross Road Overpass/Underpass, Intersection Improvements



US 30W: Example

**US 30 East**

Primary Intersection	Primary Concepts															
	CR 200 N	CR 200 S	CR 218 N	CR 218 S	CR 225 N	CR 225 S	CR 235 N	CR 235 S	CR 245 N	CR 245 S	CR 250 N	CR 250 S	CR 255 N	CR 255 S	CR 265 N	CR 265 S
CR 200 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 218 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 218 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 225 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 225 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 235 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 235 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 245 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 245 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 250 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 250 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 255 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 255 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 265 N & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CR 265 S & US 30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*



**US 31 South**

Primary Intersections	No Build	Primary Concepts			
		Across Modifications	Unsignalized Intersection Improvements	Grade Separation	Interchange
US 31 & CR 200 N	x	x	x		
US 31 & CR 100 N	x	x	x		x
US 31 & US 24	x				
US 31 & Blair Pike Rd	x	x	x		
US 31 & Logansport Rd	x	x		x	x
US 31 & Airport Rd	x	x			
US 31 & Business 31	x				x
US 31 & CR 400 S	x	x	x		x
US 31 & CR 500 S	x	x	x		x
US 31 & SR 218 N	x	x	x	x	x
US 31 & SR 218 S	x	x	x		
US 31 & CR 800 S	x	x	x		x
US 31 & SR 18	x	x	x	x	x
US 31 & CR 550 N	x	x	x		x
US 31 & Division Rd	x	x	x	x	x
US 31 & SR 28	x				
US 31 & 296th St	x	x	x		x

**US 31 South**

Primary Intersections	Complementary Concepts									
	Auxiliary Lanes	Signal Timing Updates	ADD/Lengthen Bars Lanes	Acceleration/Deceleration Lanes	Signalized Intersections	Queue-Free Intersections	Ramp Terminal Improvements	Roadway Lighting	Warning System	Freight Priority System
US 31 & CR 200 N			x	x					x	x
US 31 & CR 100 N			x	x					x	x
US 31 & US 24										
US 31 & Blair Pike Rd			x	x					x	x
US 31 & Logansport Rd				x	x				x	x
US 31 & Airport Rd			x	x					x	x
US 31 & Business 31				x	x				x	x
US 31 & CR 400 S			x	x					x	x
US 31 & CR 500 S			x	x					x	x
US 31 & SR 218 N				x	x				x	x
US 31 & SR 218 S				x	x				x	x
US 31 & CR 800 S				x	x				x	x
US 31 & SR 18			x	x		x			x	x
US 31 & CR 550 N			x	x					x	x
US 31 & Division Rd			x	x		x			x	x
US 31 & SR 28							x			
US 31 & 296th St			x	x					x	x

**US 31 North**

PRIMARY INTERSECTION	PRIMARY INTERSECTION CONCEPTS CARRIED FORWARD TO LEVEL 3 SCREENING		PRIMARY INTERSECTION	PRIMARY INTERSECTION CONCEPTS CARRIED FORWARD TO LEVEL 3 SCREENING	
	Reduced Conflict Intersection (RCI)	Overpass		Reduced Conflict Intersection (RCI)	Overpass
CR 100 ROAD (FULTON COUNTY)	Interchange		CR 150 SOUTH/WABASH AVENUE (FULTON COUNTY)	Overpass paired with an RCI at Wabash Avenue	
	Overpass			Interchange	
	No Build			No Build	
CR 100 NORTH/BLAIR PIKE (FULTON COUNTY)	Reduced Conflict Intersection (RCI)		CR 150 SOUTH/CR 150 NORTH (FULTON/MIAMI COUNTY)	Reduced Conflict Intersection (RCI)	
	Overpass			Interchange	
SR 26 INTERCHANGE (FULTON COUNTY)	Ramp Terminal Roundabouts		SR 18 (MIAMI COUNTY)	Reduced Conflict Intersection (RCI)	
	No Build			Interchange	
OLD US 31/SOUTHWAY (FULTON COUNTY)	Reduced Conflict Intersection (RCI)		CR 550 NORTH/MEXICO ROAD (MIAMI COUNTY)	No Build	
	Overpass			Interchange	
	No Build			Overpass	
				No Build	



**QUESTIONS?  
FEEDBACK?**

# APPENDIX C: SOCIAL MEDIA POSTS

**Propel U.S. 30**  
Mar 12 · 🌐

**TOMORROW!** The #US30East study team will be at the #Piercetown Public Library for Community Office Hours, 1 to 3 p.m. ET. We're about to begin our next public comment period for the #Level2Screening – so join us to hear more about this next study phase.

See translation

#US30EAST

**COMMUNITY OFFICE HOURS**

<p>Piercetown Public Library 1200 W. 225 Columbiac City, IN 46725</p> <p>Wed Mar 06 4-6 PM ET</p>	<p>Piercetown Public Library 101 W. Catholic Street Piercetown, IN 46762</p> <p>Wed Mar 13 1-3 PM ET</p>
---	--

**PROPEL**  
Smarter Transportation. Stronger Communities. US 30

**Propel U.S. 30**  
Mar 14 · 🌐

What are Reduced Conflict Intersections? You may hear more about them as we head into the #Level2Screening phase of the study. #US30East already has one, and our data shows that – love them or hate them – it's improved safety.

propelus30.com  
See translation

**Reduced Conflict Intersections**

**PROPEL**  
Smarter Transportation. Stronger Communities. US 30

ProPELUS30.com

**Propel U.S. 30**  
Mar 27 · 🌐

We want to hear from you! The public comment period for the Level 2 Alternatives screening phase runs until Tuesday, April 30, 2024. You can view all the alternatives and give us your feedback online by visiting: [Propelus30.com](https://Propelus30.com)

See translation

**PROPEL**  
Smarter Transportation. Stronger Communities. US 30

**COMMENT PERIOD OPEN FOR DRAFT LEVEL 2 SCREENING REPORT**

SHARE YOUR FEEDBACK AT **PROPELUS30.COM**

**Propel U.S. 30**  
Mar 29 · 🌐

Dive into the latest milestone for the ProPEL US 30 and US 31 studies! The draft Level 2 Screening Reports are available for community feedback. They include a robust analysis of 86 intersections, across 12 counties.

We want to hear from you! Join the conversation and provide your feedback! Together we can build smarter transportation and stronger communities, to ProPEL, Indiana forward.

[Propelus30.com](https://Propelus30.com)  
[Propelus31.com](https://Propelus31.com)

#ProPELUS30 #ProPELUS31 #CommunityFeedback

See translation

178 views

**Propel U.S. 30**  
Apr 4 · 🌐

Did you know that you can review the #ProPELUS30 East's draft Level 2 Screening Report online OR in-person? Read the report at [PropelUS30.com](http://PropelUS30.com); join us for our Community Office Hours on April 7, 17, 20 and 24; or go one of libraries in Warsaw, Columbia City, Piercetown, Monroeville, New Haven, and the Northeastern Indiana Regional Coordinating Council.

See translation

#US30EAST

**Read the US 30 East Draft Level 2 Screening Report**

VISIT  
[PROPELUS30.COM/#PROCLIBRARY](http://PROPELUS30.COM/#PROCLIBRARY)

**Propel U.S. 30**  
Apr 16 · 🌐

How does the Level 2 screening process work for the #ProPELUS30 studies? We look at existing conditions, potential conditions, past studies, and public input to inform the future of US 30. Read the draft Level 2 Screening Report at [ProPELUS30.com](http://ProPELUS30.com).

See translation

**Level 2 Screening Process Steps**

- Step 1**—Spot Location Concepts
- Step 2**—Traffic Control Identification
- Step 3**—Traffic Control Decision Tree
- Step 4**—Locational Applicability
- Step 5**—Conceptual Design

Comments on the concepts identified and submitted to the draft Level 2 Screening Report by Tuesday, April 23, 2024 at

[PROPELUS30.COM](http://PROPELUS30.COM)

**Propel U.S. 30**  
Apr 17 · 🌐

We want to hear from you! Get your #ProPELUS30East study questions answered and tell us what you think of the draft Level 2 Screening Report at our second April Community Office Hours. We'll be at Warsaw Public Library 3:30–5:30 p.m. ET, today. Can't make it? We have two more COHs later this month.

[ProPELUS30.com](http://ProPELUS30.com)

See translation

#US30EAST

**COMMUNITY OFFICE HOURS**

<b>Tue Apr 09</b> Tuesday, April 9 4-6 PM ET	<b>Wed Apr 17</b> Wednesday, April 17 3-5 PM ET
<b>Sat Apr 20</b> Saturday, April 20 9-11 AM ET	<b>Wed Apr 24</b> Wednesday, April 24 4-6 PM ET

**Propel U.S. 30**  
Apr 18 · 🌐

We want your feedback on #ProPELUS30 Level 2 alternatives screening report. Let us know your thoughts by Tuesday, April 30, 2024. For more information, visit: [PropelUS30.com](http://PropelUS30.com)

See translation

**COMMENT PERIOD ENDING SOON**  
**DRAFT LEVEL 2 SCREENING REPORT**

SHARE YOUR FEEDBACK AT [PROPELUS30.COM](http://PROPELUS30.COM)

**Propel U.S. 30**  
Apr 19 · 🌐

BONUS! We added two more #US30East Community Office Hours in April to ensure that we get your comments on the #DraftLevel2ScreeningReport. Join us TOMORROW at the Kosciusko County Farmers and Artists Winter Market in #Warsaw, 9 a.m. to 1 p.m. ET.

See translation

#US30EAST

### COMMUNITY OFFICE HOURS

<b>Tue Apr 09</b> Tuesday, April 9 9 AM - 1 PM ET	<b>Wed Apr 17</b> Wednesday, April 17 9 AM - 1 PM ET
<b>Sat Apr 20</b> Saturday, April 20 9 AM - 1 PM ET	<b>Wed Apr 24</b> Wednesday, April 24 2 - 4 PM ET



**Propel U.S. 30**  
Apr 24 · 🌐

DOUBLE BONUS! We added a fourth #US30East Community Office Hours in April to ensure that we get your comments on the #DraftLevel2ScreeningReport. Join us at the Peabody Public Library in #ColumbiaCity, 2 to 4 p.m. ET and tell us what you think about our list of alternatives.

See translation

#US30EAST

### COMMUNITY OFFICE HOURS

<b>Tue Apr 09</b> Tuesday, April 9 9 AM - 1 PM ET	<b>Wed Apr 17</b> Wednesday, April 17 9 AM - 1 PM ET
<b>Sat Apr 20</b> Saturday, April 20 9 AM - 1 PM ET	<b>Wed Apr 24</b> Wednesday, April 24 2 - 4 PM ET



**Propel U.S. 30**  
Apr 25 · 🌐

We want to hear from you! The public comment period for the draft Level 2 Screening report is underway until Tuesday, April 30, 2024. You can view all the alternatives and give us your feedback online by visiting: [Propelus30.com](https://Propelus30.com)

#ProPELUS30 #CommunityFeedback

See translation



**COMMENT PERIOD ENDING SOON**  
DRAFT LEVEL 2 SCREENING REPORT  
SHARE YOUR FEEDBACK AT:  
**ProPELUS30.com**

**Propel U.S. 30**  
Apr 30 · 🌐

We want to hear from you! This is the last day to comment of the Level 2 Alternatives screening phase. Give us your feedback online by visiting: [Propelus30.com](https://Propelus30.com)

See translation



**COMMENT TODAY!**  
DRAFT LEVEL 2 SCREENING REPORT  
SHARE YOUR FEEDBACK AT **PROPELUS30.COM**

**Propel U.S. 30**  
May 14 · 🌐

Thank you to everyone during the month of April for helping the project team carry forward the best possible potential improvement alternatives.

Our efforts then and now are data driven, locally focused and fueled by feedback.

See translation



**Propel U.S. 30**  
Jun 10 · 🌐

We want to hear from you! Get your #ProPELUS30East study questions answered and tell us what you think about the Universe of Alternatives. We'll be at the Kosciusko County Farm Bureau 3-5 p.m. ET, today. Can't make it? We have another COH later this month on June 26.

See translation



**Propel U.S. 30**  
Jun 14 · 🌐

What's the difference between the Level 2 and Level 3 alternative screening process? In Level 2, we looked at concepts at specific locations; while for Level 3, we'll have more details that quantify costs, impacts, and benefits.

[ProPELUS30.com](http://ProPELUS30.com)

See translation



**Propel U.S. 30**  
Jun 21 · 🌐

Join us! We'll be at the #AllenCountyFair today, June 21, and tomorrow, June 22, talking about #US30East. Stop by and tell us what you think about the draft Level 2 screening report.

See translation



**Propel U.S. 30**  
Sep 13 · 🌐

Happy Friday! Join [#US30East](#) for the first Community Office Hours of September, today, 11 a.m. to 1 p.m. ET in [#NewHaven](#). Join in conversation about the Level 2 alternative concepts and more.

See translation

[#US30EAST](#)

### COMMUNITY OFFICE HOURS

Check out [ProPELUS30.com](#) for more.

**Propel U.S. 30**  
Oct 28 · 🌐

Our first responders rely on safe road conditions to keep us safe. We've gained feedback from many of our study area's police, fire and EMS professionals, who see a need to address traffic volume and speed along [#US30East](#). This [#NationalFirstRespondersDay](#), comment on existing conditions at [propelus30.com](#).

See translation

### WHAT WE'VE HEARD SO FAR

Whitley County Police Officer

Comment on Level 2 alternatives at primary intersections at [ProPELUS30.com](#)

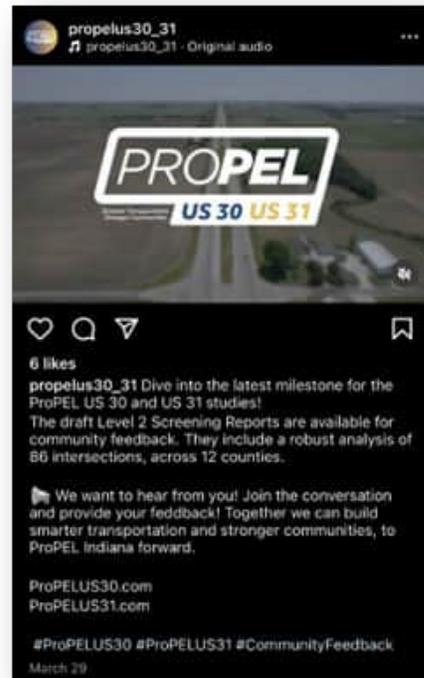
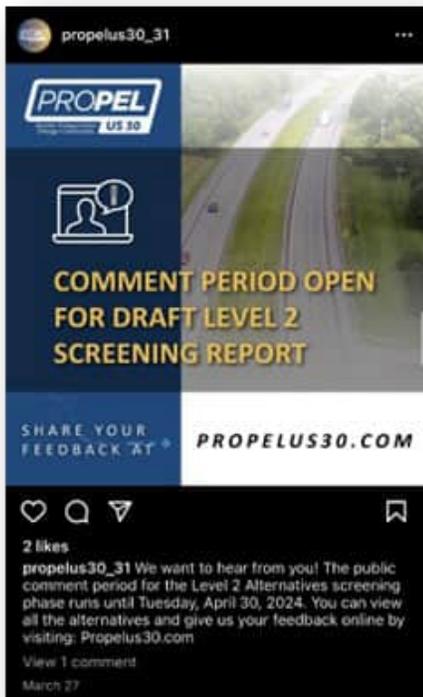
**Propel U.S. 30**  
Oct 30 · 🌐

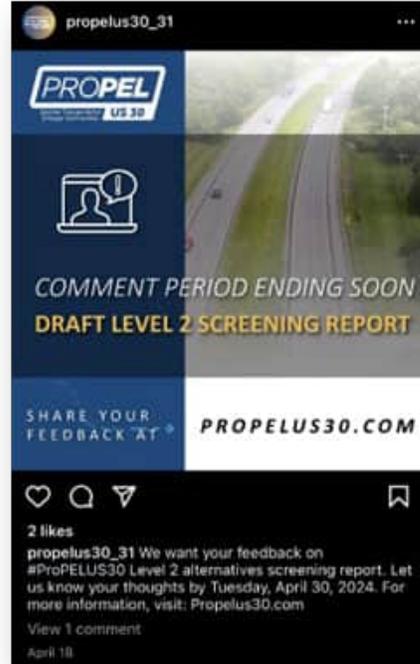
This [#NationalChecklistDay](#), let's ensure that when it comes to the [#US30](#) study, your priorities are on track! Make sure you:

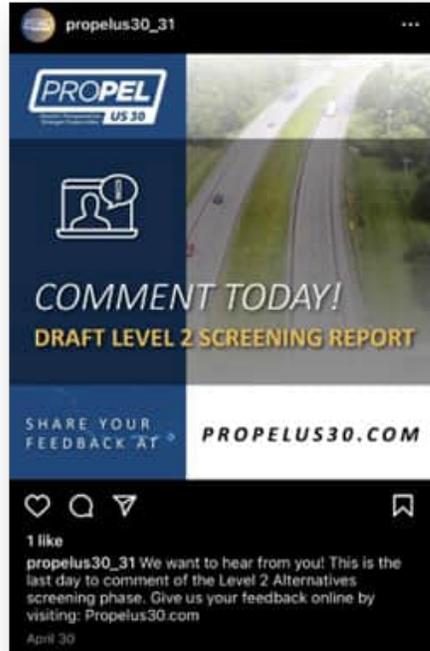
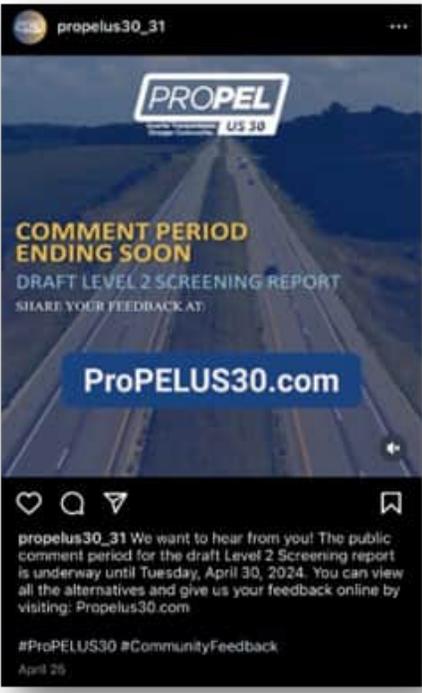
- ✓ Comment on existing conditions of US 30
- ✓ Attend our and Community Office Hours and Public Information Meetings, with details on [propelus30.com](#)

Stay connected by following our social media!

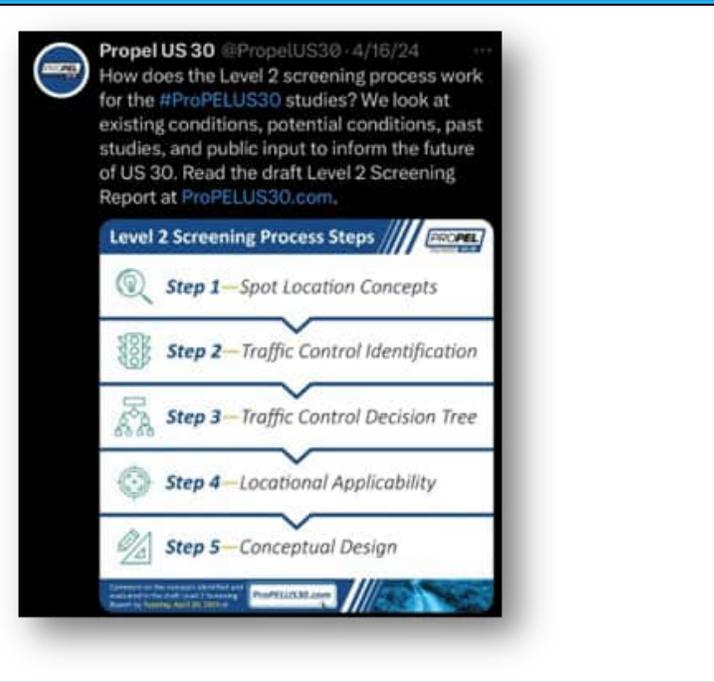
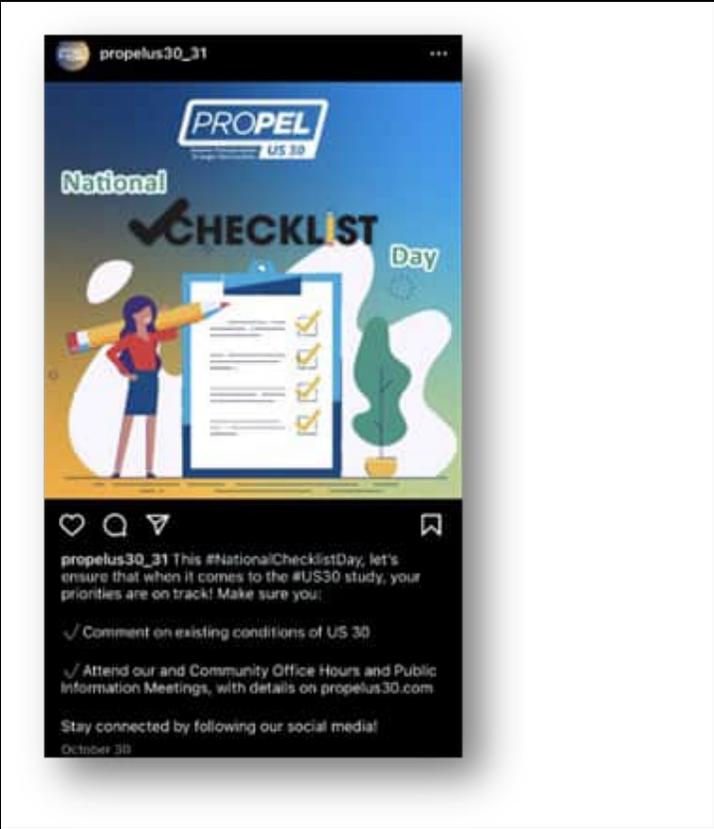
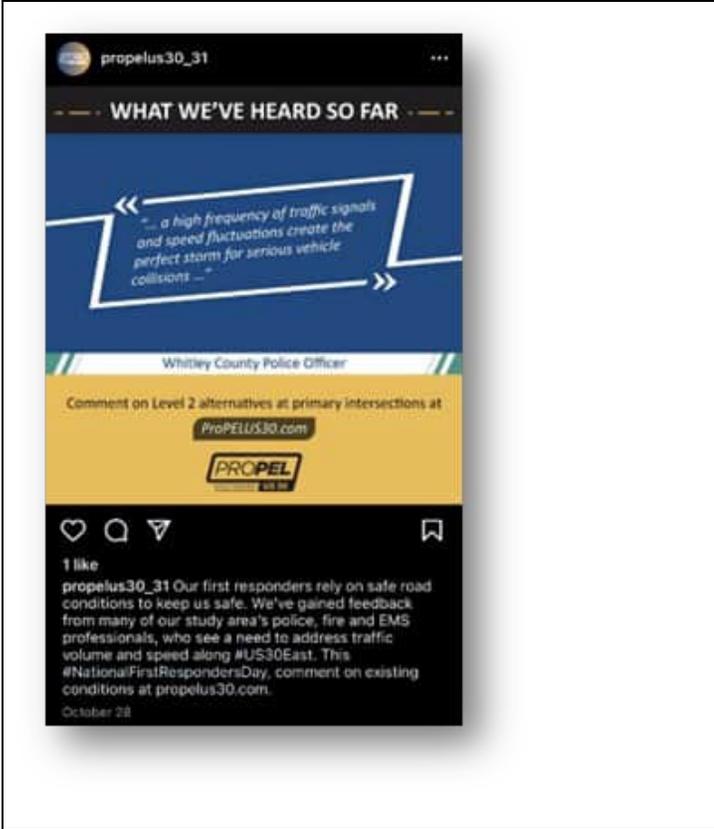
See translation











**Propel US 30** @PropelUS30 - 4/17/24  
Get your #ProPELUS30East study questions answered and tell us what you think of the draft Level 2 Screening Report at our second April Community Office Hours. We'll be at Warsaw Public Library 3:30-5:30 p.m. ET, today.

ProPELUS30.com

**Propel US 30** @PropelUS30 - 4/18/24  
We want your feedback on #ProPELUS30 Level 2 alternatives screening report. Let us know your thoughts by Tuesday, April 30, 2024. For more information, visit: [Propelus30.com](http://Propelus30.com)

COMMENT PERIOD ENDING SOON  
**DRAFT LEVEL 2 SCREENING REPORT**

SHARE YOUR FEEDBACK AT **PROPELUS30.COM**

**Propel US 30** @PropelUS30 - 4/19/24  
**BONUS!** We added two more #US30East Community Office Hours in April to ensure that we get your comments on the #DraftLevel2ScreeningReport. Join us TOMORROW at the Kosciusko County Farmers and Artists Winter Market in #Warsaw, 9 a.m. to 1 p.m. ET.

**Propel US 30** @PropelUS30 - 4/24/24  
**DOUBLE BONUS!** We added a fourth #US30East Community Office Hours in April to ensure that we get your comments on the #DraftLevel2ScreeningReport. Join us at the Peabody Public Library in #ColumbiaCity, 2 to 4 p.m. ET and tell us what you think about our list of alternatives.

**Propel US 30** @PropelUS30 · 4/25/24  
 We want to hear from you! The public comment period for the draft Level 2 Screening report is underway until Tuesday, April 30, 2024. You can view all the alternatives and give us your feedback online by visiting: [Propelus30.com](https://Propelus30.com)

#ProPELUS30 #CommunityFeedback



**COMMENT PERIOD ENDING SOON**  
 DRAFT LEVEL 2 SCREENING REPORT  
 SHARE YOUR FEEDBACK AT:  
**ProPELUS30.com**

**Propel US 30** @PropelUS30 · 4/30/24  
 We want to hear from you! This is the last day to comment of the Level 2 Alternatives screening phase. Give us your feedback online by visiting: [Propelus30.com](https://Propelus30.com)



**COMMENT TODAY!**  
 DRAFT LEVEL 2 SCREENING REPORT  
 SHARE YOUR FEEDBACK AT **PROPELUS30.COM**

**Propel US 30** @PropelUS30 · 5/14/24  
 Thank you to everyone during the month of April for helping the project team carry forward the best possible potential improvement alternatives.

Our efforts then and now are data driven, locally focused and fueled by feedback.



**THANK YOU FOR YOUR LEVEL 2 FEEDBACK**

**Propel US 30** @PropelUS30 · 6/10/24  
 We want to hear from you! Get your #ProPELUS30East study questions answered and tell us what you think about the Universe of Alternatives. We'll be at the Kosciusko County Farm Bureau 3-5 p.m. ET, today. Can't make it? We have another COH later this month on June 26.



**#US30EAST COMMUNITY OFFICE HOURS**

<b>Mon Jun 10</b> Monday, June 10 4-5 PM ET Kosciusko County Farm Bureau 2104 N. Walnut St Warsaw, IN 46782	<b>Wed Jun 26</b> Wednesday, June 26 11 AM-3 PM ET New Rivers Community Center 1020 N. Walnut East Hartsville, IN 46021
--	--

**Propel US 30** @PropelUS30 · 6/14/24  
 What's the difference between Level 2 and Level 3 of the Universe of Alternatives screening process? In Level 2, we looked at concepts for specific locations, while for Level 3, we'll have more details that quantify costs, impacts, and benefits.

ProPELUS30.com

The infographic compares Level 2 and Level 3 screening. Level 2 is labeled 'CONCEPTS AT SPECIFIC LOCATIONS' and 'Qualitative evaluation of costs, benefits, and impacts'. Level 3 is labeled 'ANALYZE PLANNING SEGMENT PACKAGES' and 'Quantitative evaluation of costs, benefits, and impacts'. A blue arrow points from Level 3 back to Level 2, with the text 'WE ARE HERE NOW'.

**Propel US 30** @PropelUS30 · 9/13/24  
 Happy Friday! Join #US30East for the first Community Office Hours of September, today, 11 a.m. to 1 p.m. ET in #NewHaven. Join in conversation about the Level 2 alternative concepts and more.

The poster features a calendar icon for Friday, the 13th. It includes a photo of a community office building. Below the photo, it lists the event details: WHEN: Friday, September 13, 11:00 AM - 1:00 PM Eastern Time; WHERE: New Haven Community Center, 7500 South Road PK2, Fort Wayne, IN 46813. A link to ProPELUS30.com is provided at the bottom.

**Propel US 30** @PropelUS30 · 10/28/24  
 Our first responders rely on safe road conditions to keep us safe. We've gained feedback from many of our study area's police, fire and EMS professionals, who see a need to address traffic volume and speed along #US30East. Comment on existing conditions at propelus30.com

WHAT WE'VE HEARD SO FAR

“... a high frequency of traffic signals and speed fluctuations create the perfect storm for serious vehicle collisions ...”

Whitley County Police Officer

Comment on Level 2 alternatives at primary intersections at ProPELUS30.com

**Propel US 30** @PropelUS30 · 10/30/24  
 This #NationalChecklistDay, let's ensure that when it comes to the #US30 study, your priorities are on track! Make sure you:

- ✓ Comment on existing conditions of US 30
- ✓ Attend our and Community Office Hours and Public Information Meetings

propelus30.com

The graphic shows a woman in a red top and blue skirt pointing to a large checklist on a screen. The checklist has several items with checkmarks. The text 'National CHECKLIST Day' is prominently displayed.

## APPENDIX D: STAKEHOLDER EMAIL BLASTS

### Draft Level 2 Screening Report Now Available for US 30 East

1 message

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Thu, Mar 28, 2024 at 9:29 AM



### Notice of Public Comment Period

*The comment period for Draft Level 2 Screening Report is open until April 30, 2024*

The ProPEL US 30 East study team is asking for Hoosiers' input as it starts Level 2 of the alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

**View the Draft Level 2 Screening Report**

- View the report at [propelus30.com](http://propelus30.com)
- Comment online at [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments to:  
Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

This ProPEL US 30 East Draft Level 2 Screening Report is based on data collection efforts that began in August 2022, as well as from feedback received from ongoing public and stakeholder involvement.

INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the Draft Level 2 Screening Report are available to view at the following locations throughout the public comment period:

- **Monroeville Public Library**  
115 Main Street, Monroeville, IN 46773
- **New Haven Community Center**  
7500 IN-930 East, Fort Wayne, IN 46803
- **Northeastern Indiana Regional Coordinating Council**  
200 E Berry Street Suite 230, Fort Wayne, IN 46802
- **Peabody Public Library**  
1160 IN-205, Columbia City, IN 46725
- **Pierceton Public Library**  
101 W Catholic Street, Pierceton, IN 46562  
(available April 2)
- **Warsaw Community Public Library**  
310 E Main Street, Warsaw, IN 46580

In addition, physical copies of the Draft Level 2 Screening Report will be available to view at the following April 2024 Community Office Hours:

- **Tuesday, April 9, 2024, 4 to 6 p.m. ET**  
New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803
- **Wednesday, April 17, 2024, 3:30 to 5:30 p.m. ET**  
Warsaw Community Public Library  
310 E Main Street, Warsaw, IN 46580
- **Saturday, April 20, 2024, 9 a.m. to 1 p.m. ET**  
Kosciusko County Farmers and Artists Winter Market  
Pete Thorne Center, Lucerne Park, 800 N Park Avenue, Warsaw, IN 46580
- **Wednesday, April 24, 2024, 2 to 4 p.m. ET**  
Peabody Public Library  
Auditorium 2, 1160 IN-205  
Columbia City, IN 46725

**Comments on the Universe of Alternatives will be accepted at our Community Office Hours, via mail and through [ProPELUS30.com](https://ProPELUS30.com) through Tuesday, April 30, 2024.**



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## ProPEL US 30 East team will be in New Haven Tuesday, April 9

1 message

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Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Mon, Apr 8, 2024 at 2:54 PM



## Visit Our Community Office Hours

### Tomorrow in New Haven

Tomorrow is our first of four community office hour opportunities for the ProPEL US 30 East study in April. Come visit us at the New Haven Community Center between 4 and 6 p.m. to learn more about the draft Level 2 Screening Report.

**Tuesday, April 9, 2024, 4-6 p.m. ET**

New Haven Community Center

[7500 IN-930 East, Fort Wayne, IN 46803](#)

If you can't make it to New Haven, there are three other opportunities to visit with the study team:

**Wednesday, April 17, 2024, 3:30-5:30 p.m. ET**

Warsaw Community Public Library

310 E. Main Street, Warsaw, IN 46580

**Saturday, April 20, 2024, 9 a.m.-1 p.m. ET**

Kosciusko County Farmers and Artists Winter Market

Pete Thorne Center, Lacerne Park

[800 N. Park Avenue, Warsaw, IN 46580](#)

**Wednesday, April 24, 2024, 2-4 p.m. ET**

Peabody Public Library, Auditorium B

[1160 IN-205, Columbia City, IN 46725](#)

## View the Draft Level 2 Screening Report

- View the report at [propelus30.com](http://propelus30.com)
- Comment online at [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments to:  
Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

Comments on the Level 2 alternatives will be accepted at our Community Office Hours, via mail and through [ProPELUS30.com](http://ProPELUS30.com) through Tuesday, April 30, 2024.



### ProPEL US 30 East team will be in Warsaw on April 20

1 message

Indiana Department of Transportation <[do-not-reply@pima.indot.in.gov](mailto:do-not-reply@pima.indot.in.gov)>

Thu, Apr 18, 2024 at 2:35 PM



## Visit Us at the Kosciusko County

### Farmers and Artisans Market

The ProPEL US 30 East study team will be at the Kosciusko County Farmers and Artisans Market this Saturday. Stop by our booth between 9 a.m. and 1 p.m. to learn more about the draft Level 2 Screening Report.

## Join us in Warsaw!



**Kosciusko County Farmers & Artisans Market**  
Pete Thorn Center  
800 N Park St.  
Warsaw, IN 46580

**SAT**  
**Apr**  
**20**

**9:00 AM – 1:00 PM (EST)**

We will return to the study area on Wednesday in Columbia City:

**Wednesday, April 24, 2024, 2-4 p.m. ET**

Peabody Public Library, Auditorium B  
1160 IN-205, Columbia City, IN 46725

### View the Draft Level 2 Screening Report

- View the report at [propelus30.com](https://propelus30.com)
- Comment online at [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
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115 W Washington Street #1270s  
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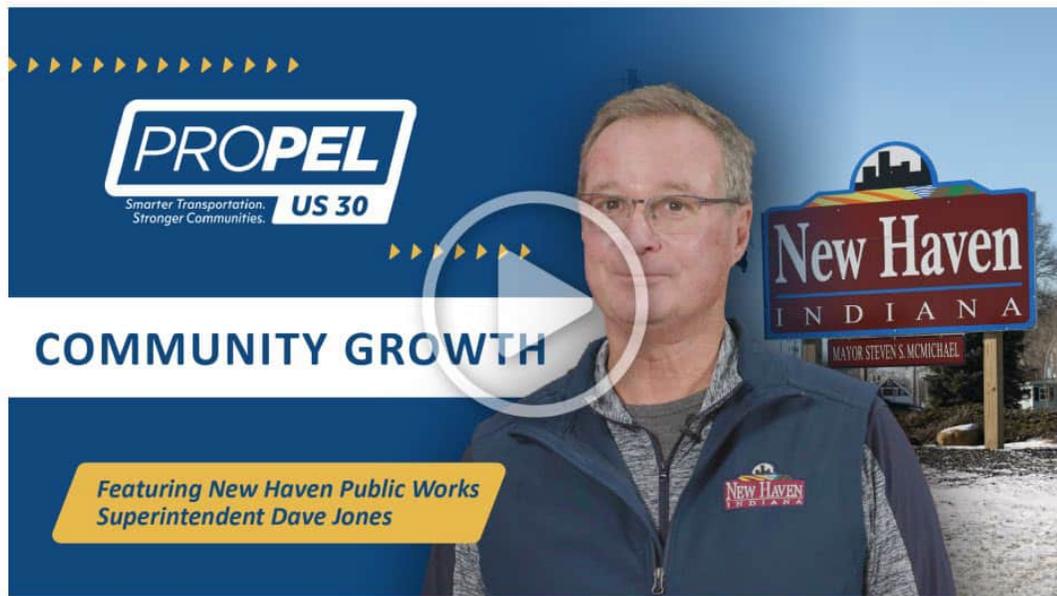
Watch our video about community growth along US 30!

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Tue, Apr 23, 2024 at 2:58 PM



## Dave Jones addresses community growth on US 30



Dave Jones, New Haven Public Works superintendent, speaks about how local growth is in full force along US 30 in northeastern Indiana.

---

## Comment TODAY – Level 2 Screening

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Tue, Apr 30, 2024 at 12:19 PM



## PUBLIC COMMENT PERIOD ENDS

Today is the last day for Hoosiers to provide input for the Level 2 alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

The ProPEL US 30 East study team seeks public comments for the *Draft Level 2 Screening Report* online, in-person, and by mail through **today, Tuesday, April 30, 2024**.

- View the report here: [Propelus30.com/wp-content/uploads/2024/04/US30EPEL\\_Level2Screening\\_RP\\_DRAFT-Entire-Document.pdf](https://Propelus30.com/wp-content/uploads/2024/04/US30EPEL_Level2Screening_RP_DRAFT-Entire-Document.pdf)
- Comment online at: [Pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://Pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments, which need to be postmarked by today, to:

Attn: ProPEL US 30 East Study  
WSP USA  
[115 W Washington Street #1270s](#)  
[Indianapolis, IN 46204](#)

This ProPEL US 30 East *Draft Level 2 Screening Report* is based on data collection efforts that began in August 2022, as well as from feedback received

from ongoing public and stakeholder involvement. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the *Draft Level 2 Screening Report* are available to view at the following locations throughout the public comment period:

- Monroeville Public Library, 115 Main Street, Monroeville, IN 46773
- New Haven Community Center, [7500 IN-930 East](#), Fort Wayne, IN 46803
- Northeastern Indiana Regional Coordinating Council, [200 E Berry Street Suite 230, Fort Wayne, IN 46802](#)
- Peabody Public Library, [1160 IN-205, Columbia City, IN 46725](#)
- Pierceton Public Library, [101 W Catholic Street, Pierceton, IN 46562](#)
- Warsaw Community Public Library, 310 E Main Street, Warsaw, IN 46580

The study team will use feedback on the *Draft Level 2 Screening Report* as the alternatives development process moves forward in the coming months.



## APPENDIX E: LEGAL PUBLIC NOTICES

### ENGLISH VERSION

#### NOTICE OF PUBLIC COMMENT PERIOD

The ProPEL US 30 East study team is asking for Hoosiers' input as it starts Level 2 of the alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

The ProPEL US 30 East study team seeks public comments for the *Draft Level 2 Screening Report*. INDOT is accepting public comments online, in-person, and by mail through **Tuesday, April 30, 2024**.

- View the report here: [propelus30.com/](https://propelus30.com/)
- Comment online at: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments to:

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

This ProPEL US 30 East *Draft Level 2 Screening Report* is based on data collection efforts that began in August 2022, as well as from feedback received from ongoing public and stakeholder involvement. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the *Draft Level 2 Screening Report* will be available to view at the following locations throughout the public comment period:

Monroeville Public Library  
115 Main Street  
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New Haven Community Center  
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Fort Wayne, IN 46803

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Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

Pierceton Public Library  
101 W Catholic Street  
Pierceton, IN 46562

Warsaw Community Public Library  
310 E Main Street  
Warsaw, IN 46580

In addition, physical copies of the *Draft Level 2 Screening Report* will be available to view at the following April 2024 Community Office Hours:

- **Tuesday, April 9, 2024, 4 to 6 p.m. ET**  
New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803
- **Wednesday, April 17, 2024, 3:30 to 5:30 p.m. ET**  
Warsaw Community Public Library  
310 E Main Street, Warsaw, IN 46580

- **Saturday, April 20, 2024, 8 a.m. to 2 p.m. ET**  
Kosciusko County Farmers and Artisans Winter Market  
Pete Thorn Center  
800 N Park Avenue  
Warsaw, IN 46580

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Laura Van Wert, (412) 508-0383, or [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) to coordinate services to participate in the public comment period. Services include language, visual and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 23 CFR 450.212(a)(7) states: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary,” approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current INDOT Public Involvement guidance can be found at <https://www.in.gov/indot/public-involvement/public-involvement/>.

## SPANISH VERSION

### NOTICE OF PUBLIC COMMENT PERIOD

El equipo de estudio “ProPEL US 30 Este” está pidiendo la opinión de Hoosiers’ al comenzar el análisis de las fases de investigación y análisis de las alternativas en el Departamento de Transporte del Estado de Indiana (INDOT) y el estudio de la Conexión de Planeamiento y Medio Ambiente (PEL) a lo largo de la ruta US 30 en el Norte de Indiana. La zona de estudio de ProPEL US 30 Este se extiende por aproximadamente 58 millas desde Beech Road en Marshall County hasta la línea que divide los estados de Indiana y Ohio en el Allen County, con porciones dentro de las rutas I-69 y I-469 alrededor del lado norte de Fort Wayne excluido del estudio.

El estudio de ProPEL 30 Este está buscando comentarios públicos por el Universo de Alternativas empezando lunes, noviembre 13, 2023. INDOT está aceptando comentarios públicos online, en persona y por correo hasta **martes, 30 de abril, 2024**.

- Ve el memorándum técnico aquí: [propelus30.com/](http://propelus30.com/)
- Comentario online en: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Enviar comentarios por correo a:

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

Este ProPEL US 30 Este 'Draft Level 2 Screening Report' está basado en información obtenida desde agosto 2022, asimismo a través de comentarios recibidos del público y de otras partes envueltas e interesadas. INDOT tiene la intención de usar la información, el análisis y las recomendaciones de este estudio para informar sobre la infraestructura programática de todo el Estado, lo cual requerirá una evaluación de Medio Ambiente futura conducida de acuerdo con el Acto Nacional de Medio Ambiente (NEPA).

Copias *Draft Level 2 Screening Report* serán disponibles para revisar en las siguientes ubicaciones durante el periodo de comentario público:

Monroeville Public Library  
115 Main Street  
Monroeville, IN 46773

New Haven Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803

Northeastern Indiana Regional Coordinating Council  
200 E Berry Street Suite 230  
Fort Wayne, IN 46802

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

Pierceton Public Library  
101 W Catholic Street  
Pierceton, IN 46562

Warsaw Community Public Library  
310 E Main Street  
Warsaw, IN 46580

Además, las copias físicas del *Draft Level 2 Screening Report* estarán disponibles para su consulta en el Office Hours comunitaria de abril 2024.

**Martes, 09 de abril, 2024, 4 to 6 p.m. ET**

New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803

**Miércoles, 17 de abril, 2024, 3:30 to 5:30 p.m. ET**

Warsaw Community Public Library  
310 E Main Street, Warsaw, IN 46580

**Sábado, 20 de abril, 2024, 8 a.m. to 2 p.m. ET**

Kosciusko County Farmers and Artisans Winter Market  
Pete Thorn Center

800 N Park Avenue  
Warsaw, IN 46580

De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), se alienta a las personas con discapacidades o que representan a una población ADA y/o con Dominio Limitado del Inglés a comunicarse con Laura Van Wert, (412) 508-0383, o [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) con antelación para coordinar servicios como la participación durante la reunión, el idioma, los servicios de interpretación visual y de audio.

Este aviso se publica de conformidad con el Código de Regulaciones Federales, Título 23, Sección 771 (CFR 771.111(h)(1) establece: “Cada estado debe tener procedimientos aprobados por la FHWA para llevar a cabo un programa de audiencia pública/participación pública.” 23 CFR 450.212(a)(7) establece: “Los procedimientos de participación pública deberán proporcionar una revisión periódica de la efectividad del proceso de participación pública para garantizar que el proceso brinde acceso total y abierto a todos y la revisión del proceso según sea necesario” aprobado por la Administración Federal de Carreteras, Departamento de Transporte de EE. UU. el 7 de Julio de 2021. La guía actual de participación pública de INDOT se puede encontrar en <https://www.in.gov/indot/public-involvement/public-involvement/>.

# APPENDIX F: PROMOTIONAL POSTCARDS



**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

TOGETHER WE CAN  
**PROPEL INDIANA FORWARD**

**REVIEW THE DRAFT LEVEL 2 SCREENING REPORT**

### Study Timeline

- 2022**
  - Summer 2022: PEL Studies Start
  - Fall 2022: Vision/Scoping
- 2023**
  - Summer 2023: Purpose and Need
  - Fall 2023: Universe of Alternatives
- 2024**
  - Spring 2024: Level 2 Analysis **WE ARE HERE**
  - Summer 2024: Level 3 Analysis
  - Winter 2024: PEL Studies Complete

## WHAT IS LEVEL 2 SCREENING?

Level 2 screening is the second of three planned study steps to identify possible improvements to address transportation issues along US 30 from Beech Road in Marshall County to the Ohio state line. The purpose of the Level 2 screening is to identify and qualitatively evaluate location-specific concepts for feasibility and impacts.

## WHY THIS PROCESS MATTERS



The Primary Concepts identified in the Universe of Alternatives are considered in the Level 2 Screening.



We developed and evaluated solution concepts at 31 primary intersections within the US 30 East study area.



We evaluated and compared solution concepts with respect to feasibility, potential impacts, cost and the study's identified Purpose and Need.

Those with Limited English Proficiency may request a translation of this postcard by contacting Laura Van Wert at [Laura.VanWert@wsp.com](mailto:Laura.VanWert@wsp.com) or (412)508-0383.

PRSR STD  
ECRWSS  
U.S.POSTAGE  
PAID  
EDDM Retail

LOCAL POSTAL  
CUSTOMER

### Comment Today

We want to hear from you! Comment on the alternatives identified and evaluated in the draft Level 2 Screening Report by **Tuesday, April 30, 2024** at [ProPELUS30.com](http://ProPELUS30.com). You can also comment in-person at the **April Community Office Hours** below or in writing:

**Tue, Apr 9, 2024**  
**4-6 PM ET**  
New Haven  
Community Center  
7500 IN-930 EAST  
FORT WAYNE, IN 46803

**Wed, Apr 17, 2024**  
**3:30-5:30 PM ET**  
Warsaw Community  
Public Library  
310 E MAIN STREET  
WARSAW, IN 46580

**Sat, Apr 20, 2024**  
**8 AM-2 PM ET**  
Kosciusko County Farmers  
and Artisans Winter Market  
Pete Thorn Center  
800 N PARK AVENUE  
WARSAW, IN 46580

 Mail Comments To

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

COMMENT  
ONLINE



# APPENDIX G: LEVEL 2 SCREENING BROCHURE

*Together we can **ProPEL** Indiana forward!*

We're working with you to identify transportation solutions as we study US 30 East.

**Level 2 represents application of concepts that advanced from the Level 1 screening process (Universe of Alternatives).**

Level 2 screening is the second of three planned study steps to identify possible improvements to address transportation issues within the US 30 East study area. The purpose of the Level 2 screening is to identify and qualitatively evaluate location-specific concepts for feasibility and impacts.

- The Primary Concepts identified in the Universe of Alternatives are considered in the Level 2 screening.**
- In the Level 2 screening, solution concept footprints were developed and evaluated at 31 primary intersections along US 30 East.**
- We evaluated and compared solution concepts with respect to:**
  - feasibility,
  - potential impacts,
  - cost,
  - and the study's identified Purpose and Need.

Additional details on the process are available in the draft **Level 2 Screening Technical Report**.

**Study Timeline**

ProPEL US 30 | ProPELUS30.com

pg. 1



## Primary Intersections

The Level 2 screening step focuses on 31 primary intersections located within the US 30 East study area. Primary intersections are those that are considered to have the greatest effect on US 30 operations. These intersections have an INDOT road classification of Principal Arterial or Major Collector, as well as any Local Road that is controlled by a traffic signal on US 30.



7 Intersections with crossroad stop control



1 Reduced Conflict Intersection (RCI - Median U-Turns)



23 Intersections with all direction signal control

The primary crossroads are typically the major carriers of traffic crossing and accessing US 30 East. Traffic counts were collected for this study to support more detailed operational and safety analyses. The [US 30 East Existing Transportation Conditions Report](#) documents the analysis of these intersections.

## Universe of Alternatives

### Summary

The Level 1 screening step considered 55 high-level improvement concepts (including the No-Build Alternative) where each concept was evaluated with respect to the Purpose and Need and practicality. This screening step identified 17 concepts that could practically address one or more of the study needs.

- **6 Primary Concepts** that addressed the majority of the needs
- **11 Complementary Concepts** that addressed some of the needs and could be included with a primary concept

*Of the 55 concepts evaluated, we identified 20 as **Design Elements**, which include improvements such as shoulder improvements, visibility enhancements, and roadway lighting. The study team considers Design Elements practical, and INDOT may incorporate them into a future improvement concept.*

## Level 2 Screening Process Steps

### Step 1 – Spot Location Concepts

In this initial step, the concepts were sorted to ones that apply to spot locations. These are considered in Step 2.

### Step 2 – Traffic Control Identification

This step identifies concepts that would change the traffic control at an intersection. Those concepts are considered in Step 3, while the rest move to Step 4.

### Step 3 – Traffic Control Decision Tree

A standardized decision tree was developed to eliminate concepts that would not meet the transportation needs of the intersection.

### Step 4 – Locational Applicability

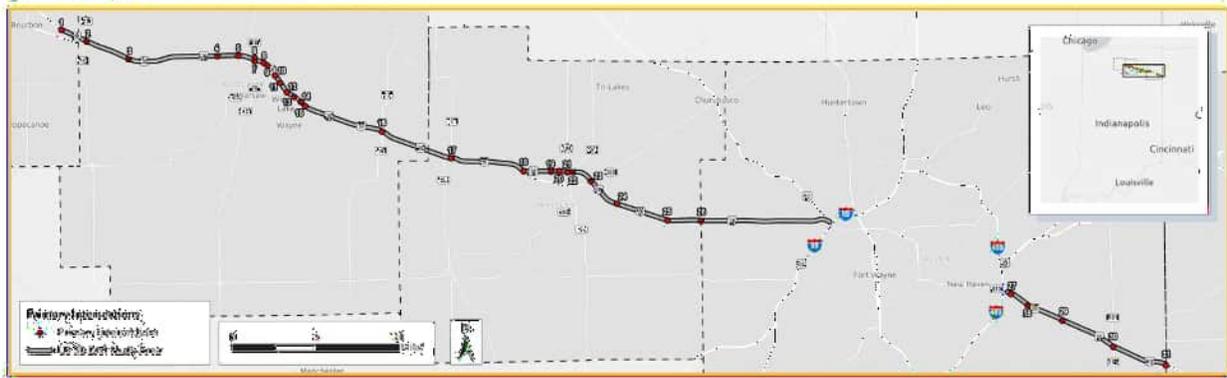
The context of each location is considered in Step 4 to evaluate which concepts would best meet the needs at each intersection.

### Step 5 – Conceptual Design

Concepts that advanced from Step 4 were developed into intersection alternatives by preparing a conceptual design to determine limits of impacts (a footprint). This Step also includes an assessment of each alternative's potential impacts and contribution to meeting the purpose and need at the intersection.



## Primary Intersections



### Marshall County

1. Beach Road

### Kosciusko County

- 2. State Road 19
- 3. County Road 800 West
- 4. Fox Farm Road
- 5. County Road 198 West
- 6. State Road 15 North Junction
- 7. State Road 15 South Junction
- 8. County Road 200 North
- 9. Jubilee Road
- 10. Springhill Road
- 11. Parker Street
- 12. Center Street
- 13. Old Route 30
- 14. Commerce Drive
- 15. County Road 250 East
- 16. State Road 19

### Whitley County

- 17. State Road 9
- 18. Van Buren Street
- 19. Lincolnway
- 20. Armerford Drive
- 21. State Road 300
- 22. State Road 9
- 23. State Road 205
- 24. County Road 300 East
- 25. County Road 600 East
- 26. County Road 800 East

### Allen County

- 27. Boyle Road
- 28. Ryan Road
- 29. Webster Road
- 30. State Road 181
- 31. State Line Road

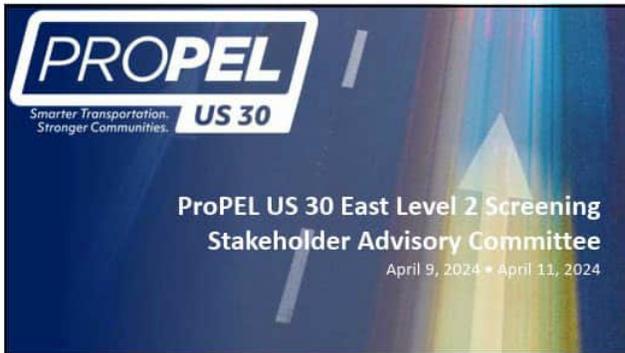


## Level 2 Screening Results

A summary of the Primary and Complementary Concepts recommended for consideration in the Level 3 screening at each of the 30 Primary Intersections are listed from west to east below. These improvement concepts will be considered along with potential improvements at adjacent secondary intersections.

Primary Intersection	Primary Intersection																														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Existing Traffic Signal																															
Primary Concepts	Physical Measure																														
	Equipped																														
	Other																														
	Complementary Concepts																														

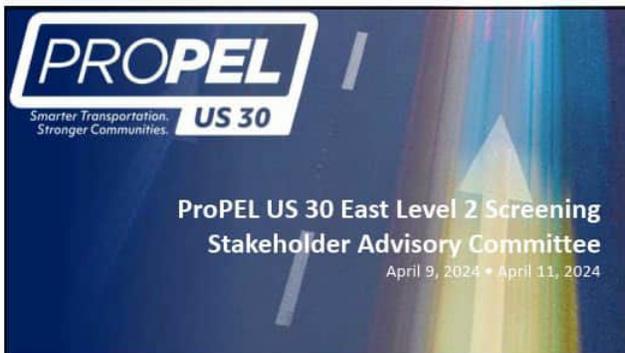
# APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS



1



2



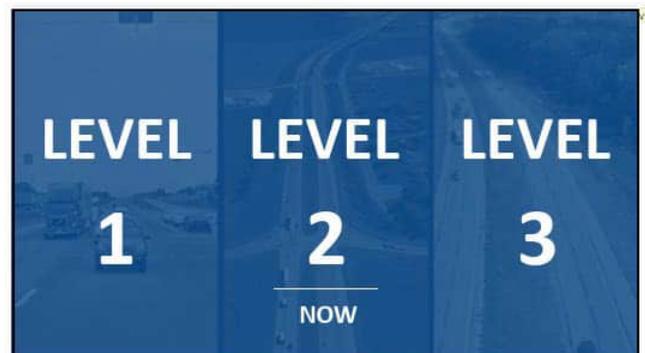
3



4



5



6

- Access Management
- Free Flow Facilities (Full & Partial Control of Access)
- Intersection Improvements
- Crossroad Overpasses/Underpasses
- Convert to Interchange

7



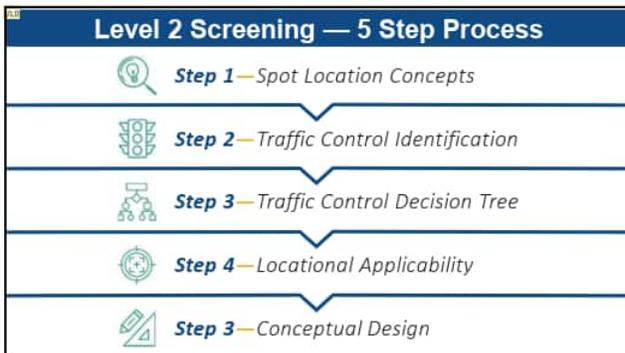
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9



10



11



12



**On-Line Interactive Map**  
[PropelUS30.com/alternatives/IMMap](http://PropelUS30.com/alternatives/IMMap)

**PROPEL US 30 East Level 2 Screening - Primary Intersection Screening Summary**  
Use the US 30 East Level 2 Screening Report for more information at [www.us30.com](http://www.us30.com)

**COUNTY ROAD 130 W**

**Screening & Status**

- Intersection Control Signal
- Accessible operations for forecast year (2045)
- Estimated Queue Lengths (EQL) and Critical Frequency (CCF)\* Values. Map includes an opportunity for safety improvements.

**Other Information:**

- The County Road 130 W intersection, also referred to as Village Crossing, is located at the western edge of the City of Warsaw.
- The land surrounding US 30 and County Road 130 W is zoned for an primarily light and medium industrial, residential, general manufacturing, retail/manufacturing, commercial gas stations and multi-family (see final Community Change Ordinance for more).
- The intersection is within an area of moderate to high soil erosion susceptibility and low to moderate water and soil erosion susceptibility.
- The City of Warsaw US 30 Study encompasses an average of 600 acres.

**CONCERNS TO BE CONSIDERED AT LEVEL 3**

Concern	US 30 Flow	Proposed and Road	Impact	Cost
Transportation/Infrastructure	High	Low	Low	Low
Access Management	High	Low	Low	Low
Utility/Trip	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low
Right-of-Way	High	Low	Low	Low

19

# Next Step: LEVEL 3

20

**Comment through April 30, 2024**

21

### Read the Report in Person

<b>Monroeville Public Library</b> 115 Main Street, Monroeville, IN 46773	<b>Peabody Public Library</b> 1160 IN-205, Columbia City, IN 46725
<b>New Haven Community Center</b> 7500 IN-930 East, Fort Wayne, IN 46803	<b>Piercetown Public Library</b> 101 W Catholic St, Piercetown, IN 46562
<b>Northeastern Indiana Regional Coordinating Council (Downtown Ft. Wayne)</b> 200 E Berry St Suite 230, Fort Wayne, IN 46802	<b>Warsaw Community Public Library</b> 310 E Main St, Warsaw, IN 46580

22

### Discuss the Report with Our Team

<b>April 9</b> 4 pm to 6 pm	<b>New Haven Community Center</b> 7500 IN-930 East, Fort Wayne, IN 46803
<b>April 17</b> 3:30 pm to 5:30 pm	<b>Warsaw Community Public Library</b> 310 E. Main Street, Warsaw, IN 46580
<b>April 20</b> 9 am to 1 pm	<b>Kosciusko County Farmers and Artists Winter Market</b> Pete Thorne Center; Lucerne Park, 800 N. Park Avenue, Warsaw, IN 46580
<b>April 24</b> 2 pm to 4 pm	<b>Peabody Public Library</b> 1160 IN-205, Columbia City, IN 46725

23

# Comment Today!

[www.ProPELUS30.com](http://www.ProPELUS30.com)  
 @PropelUS30  
 Propel U.S. 30  
 @propelus30\_31

**Comment through April 30, 2024**

24

## We Need Your Help

Comment through Tuesday, April 30, 2024

- Send the Report to Your Network
- Read the Report In-Person
- Comment Online
- Mail in Your Comments
- Attend Community Office Hours

25

## QUESTIONS? FEEDBACK?

Participants

More

26



US 30 EAST  
WSP  
115 W. Washington St., Suite 1270S  
Indianapolis, IN 46204  
p. 1.317.972.1706

Rusty Holt, Project Manager  
p. 317.972.8571  
[rusty.holt@wsp.com](mailto:rusty.holt@wsp.com)

Shane Peck, Public Involvement  
p. 312.803.6496  
[shane.peck@wsp.com](mailto:shane.peck@wsp.com)

## MEETING NOTES

Date: Tuesday, April 9, 2024

Re: The Fort Wayne-Ohio State Line Corridor Stakeholder Advisory Committee  
Meeting 4

Meeting Location: Microsoft Teams

In Attendance:

<b>Full Name</b>	<b>Organization</b>
<i>Brett Allwine</i>	<i>DePuy Synthes</i>
<i>Dan Avery</i>	<i>NIRCC</i>
<i>Mike Cusick</i>	<i>KCV Bicycle Club</i>
<i>Tony Doyle</i>	<i>MTEMS</i>
<i>Joe Hilger</i>	<i>Hilger Family Farm</i>
<i>Tracy Nichols</i>	<i>Creighton Brothers LLC</i>
<i>Jerry Noble</i>	<i>Sweetwater Sound</i>
<i>Jeff Ostermann</i>	<i>Sweetwater Sound</i>
<i>Rob Parker</i>	<i>Kosciusko Chamber of Commerce</i>
<i>Milton Thomas</i>	<i>DePuy Synthes</i>
<i>Cassidy Topel</i>	<i>Resident</i>
<i>Sandra Flum</i>	<i>INDOT</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>
<i>Betsy Whitmore</i>	<i>INDOT</i>
<i>Rusty Holt</i>	<i>WSP</i>
<i>Shane Peck</i>	<i>WSP</i>
<i>Israel Ramirez</i>	<i>WSP</i>
<i>Bryan Kapala</i>	<i>WSP</i>
<i>Laura Van Wert</i>	<i>WSP</i>
<i>Adin McCann</i>	<i>HNTB</i>
<i>Erin Pipkin</i>	<i>Compass Outreach Solutions</i>
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Shane reminded attendees that public feedback and engagement are vital to the success of the study and that participation from the public will help inform solutions that will guide transportation investments through 2045. The studies will result in a set of reasonable alternatives that could move forward as part of Indiana's regular program cycle, which is typically a five-year timeline.

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- **Access Management** means strategies that control and optimize how vehicles and pedestrians enter, exit and interact with the roadway. Access Management improvements are typically accomplished by reducing conflict points, including those with roadway or driveway connections. For Level 2, the focus was around the primary intersections.
- **Free-flow facilities** were identified as a primary concept in each area in the Level 1 Screening Report. A free-flow facility is a roadway where users are not required to stop. This can be accomplished in different ways, like removing traffic signals or converting the roadway to a freeway.

The common theme of the public comments received to date and during the public comment period on the Level 1 Screening Report is that maintaining local access to and from US 30 is important and should be considered as part of the PEL studies. The level of access management largely depends on what happens between primary intersections that we analyzed in Level Two screening. As a result, potential facility types (including free-flow facilities with different levels of access control) will be evaluated as part of the Level 3 Screening.

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Bryan Kapala, study technical lead, provided an overview of the steps the team used to prepare the Level 2 Screening Report. He noted that the report includes the advancement of 17 practical primary and complementary improvement concepts identified in the Level 1 Screening Report. These concepts were selected for further consideration because they address the study's Purpose and Need.

The team further evaluated these concepts by first screening a range of spot locations to address safety and mobility at the primary intersection locations (those that largely affect the overall safety, mobility, and travel along and across US 30) in the US 30 study area. The results of the Level 2 Screening of the primary intersections serve as the building blocks for developing more comprehensive packages of improvements as part of the forthcoming Level 3 Screening.

In the Level 2 Screening, 31 primary intersections were selected using the steps outlined below:

- **Step 1:** Identify which of the 17 concepts from the Universe of Alternatives (Level 1 Screening Report) should be prioritized in the Level 2 Screening.
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- **Step 5:** Develop conceptual footprints at each location. Each location was qualitatively assessed for potential impacts (including environmental and right-of-way needs), relative costs, and the ability to meet the Study's Purpose and Need.

Ten of the 17 concepts in the current screening are improvements that can be applied at standalone intersections. These include interchanges, overpasses and underpasses, signalized or un-signalized improvements, and access management. The remaining seven concepts are applicable across and in between the multiple intersections. All 17 concepts will be considered as part of packages of improvements in the forthcoming Level 3 Screening.

Rusty provided an example of how the above steps were applied, walking the group through how they determined that an interchange is not appropriate at US 30/County Road 150 West.

## NEXT STEPS

Rusty encouraged the SAC to review the report in more detail, introducing a [link to the interactive map](#) on the study website. He noted that the team will be considering approximately five to six concepts at each primary intersection as part of the Level 3 Screening Report.

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The Level 3 Screening Report will provide improvement options for smaller areas or segments, including improvements at the primary and secondary intersections, and the stretches of roadway between intersections. The team anticipates that each of the 17 primary intersection improvement concepts will be included in the Level 3 Screening Report in some way – at one or more locations. Analysis of costs, benefits and impacts will also be included in the Level 3 Screening.

Shane explained that the Level 2 Screening Report is available [online](#) and in print at various locations across the study area, including the New Haven Community Center, Peabody Public Library in Columbia City, Warsaw Community Public Library, Pierceton Public Library, Monroeville Public Library and Northeastern Indiana Regional Coordinating Council.

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Shane asked SAC members to review and share the report with their networks and encourage feedback via online, in-person and mail-in comment options.

#### DISCUSSION

- Mike Cusick – KCV Cycling and Kosciusko County Park Board – asked how the bicycle and pedestrian facilities should be interpreted as part of the alternatives. How does he identify whether a solution is proposed there?
  - Rusty answered that facilities for bicycles and pedestrians are classified as design alternatives, so exact locations have not been identified. That will occur in the Level 3 study.
- Cusick – It appears that there is no longer an alternative route solution.
  - Rusty confirmed that the bypass alternative was eliminated as part of the Level 1 Screening Report.
- Cassidy Topel thanked the study team and is excited about the direction the study is heading.
- Jerry Noble – Sweetwater Sound – asked if there are similar alternatives available in the area of Kroemer Road.
  - Sandra Flum said that portion of US 30 is covered by an INDOT project that is moving through environmental study and design. The ProPEL team will take the results of that project and integrate it into this study. Jerry does not recall seeing this level of detail as part of the existing project.
  - Rusty added that this PEL study is a different type of study and the US 30 Corridor project is a traditional INDOT approach.

#### CONCLUSION

Rusty Holt closed the meeting by thanking participants and encouraging them to provide comments by April 30, 2024.



US 30 EAST  
WSP  
115 W. Washington St., Suite 1270S  
Indianapolis, IN 46204  
p. 1.317.972.1706

Rusty Holt, Project Manager  
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[rusty.holt@wsp.com](mailto:rusty.holt@wsp.com)

Shane Peck, Public Involvement  
p. 312.803.6496  
[shane.peck@wsp.com](mailto:shane.peck@wsp.com)

## MEETING NOTES

Date: Thursday, April 11, 2024

Re: The Warsaw-Fort Wayne Corridor Stakeholder Advisory Committee  
Meeting 4

Meeting Location: Microsoft Teams

In Attendance:

<b>Full Name</b>	<b>Organization</b>
<i>Chan M Aung</i>	<i>Catholic Charities of Fort Wayne</i>
<i>Cho Too</i>	<i>Catholic Charities of Fort Wayne</i>
<i>Dan Avery</i>	<i>NIRCC</i>
<i>Ellen Cutter</i>	<i>Great Fort Wayne Inc.</i>
<i>Susan Lawrence</i>	<i>Indiana Farm Bureau</i>
<i>Scott Uetrecht</i>	<i>Allen County Highway Department</i>
<i>Sandra Flum</i>	<i>INDOT</i>
<i>Betsy Whitmore</i>	<i>INDOT</i>
<i>Adin McCann</i>	<i>HNTB</i>
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<i>Brett Lackey</i>	<i>CDM Smith</i>
<i>Whitney Pflanzner</i>	<i>Compass Outreach Solutions</i>

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Shane asked SAC members to review and share the report with their networks and encourage feedback via online, in-person and mail-in comment options.

## DISCUSSION

- Susan Lawrence: The US 31 south online tools had actual videos of each intersection for the public to watch. Is this something you plan to do in this area? It was good to visualize and helpful for the public to see why certain areas are problematic, accident rates, or showing areas that might be closed to access.
  - Rusty Holt: Our Level 2 Screening Report covers the same type of information that the US 31 team presented – just in a text format.
  - Sandra Flum: We're looking into how we can implement this into all four PEL studies into the Level 3 Screening Report.

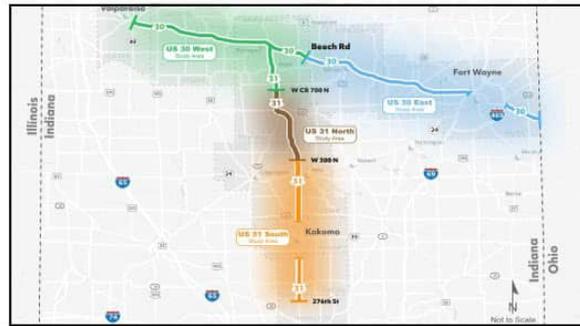
## CONCLUSION

Rusty Holt closed the meeting by thanking participants and encouraging comment submittal through April 30, 2024.

# APPENDIX H: US 30 & 31 COALITION MEETING MATERIALS



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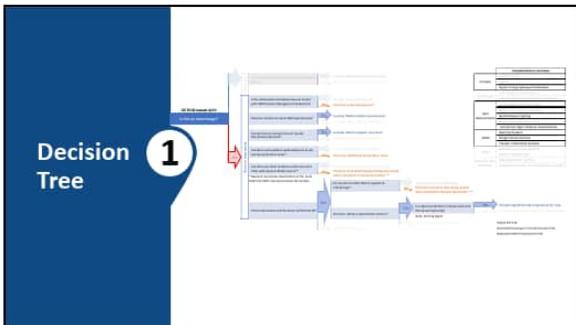
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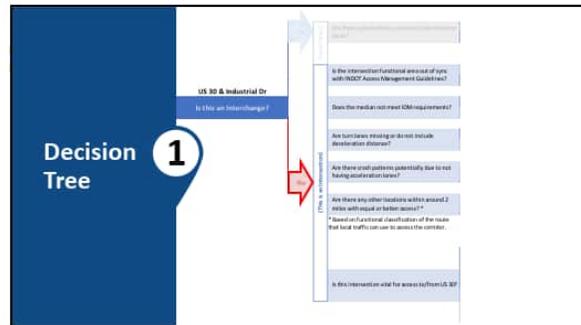
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### Read the Report in Person

Argos Public Library 142 N. Michigan St., Argos, IN 46501	Plymouth Public Library 201 N. Center St., Plymouth, IN 46563
Bourbon Public Library 307 N. Main St., Bourbon, IN 46504	Starke County Public Library 152 W. Culver Road, Knox, IN 46534
Starke County Public Library, Kooztz Lake 7954 North State Road 23, Walkerton, IN 46574	Starke County Public Library, Hamlet 6 N. Starke St., Hamlet, IN 46532
Christopher Center Library 1410 Chapel Dr., Valparaiso, IN 46383	Valparaiso Public Library 103 Jefferson St., Valparaiso, IN 46383
La Porte County Public Library, Hanna 108 W. West St., Hanna, IN 46340	Wanatah Public Library 114 S. Main St., Wanatah, IN 46390
Marian University's Ancilla College 20097 98 Road, Plymouth, IN 46563	

25

## THANK YOU!

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**Comment through April 30, 2024**

26

# US 30 East

27



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### US 30 East Level 2 Screening

- Step 1**—Spot Location Concepts
- Step 2**—Traffic Control Identification
- Step 3**—Traffic Control Decision Tree
- Step 4**—Locational Applicability
- Step 5**—Conceptual Design

30

**Online Interactive Map**  
[propelus30.com/alternatives/#map](http://propelus30.com/alternatives/#map)

**Interactive Map for Draft Level 2 Results**

**PROPEL US 30 East**  
**Level 2 Screening - Primary Intersection Screening Summary**  
See the US 30 East Level 2 Screening Report for more information at [propelus30.com](http://propelus30.com)

**DOYLE ROAD**

**Considerations & Notes**

- Intersecting Control Signal
- Accommodate through operations along US 30 for Resonant wave (2015)
- Request Coord. with INDOT when reviewed separately for safety alignment

**Other Information**

- Draft Report provides access to several individual level 2 studies to the north and south. There is a final stop located to the north.
- A leading underground storage tank exists 400 feet north of the intersection.
- New Haven's Comprehensive Plan identifies future land use adjacent to the intersection as regional commercial or office use.

**Concepts to be Considered at Level 3**

Concept	US 30 Flow	Priority and Road	Signal	Impact Potential	Cost
Developed Interchanges	Yes	Yes	Yes	Yes	Yes
Access Management (Right-of-Way, Right-of-Way)	Yes	Yes	Yes	Yes	Yes
Traffic Signal Improvements	Yes	Yes	Yes	Yes	Yes
RTT - Resonant Wave Control	Yes	Yes	Yes	Yes	Yes
RTT - Resonant Wave Control	Yes	Yes	Yes	Yes	Yes

37

**US 30 East**  
**Level 2 Summary**

Primary Intersection	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Primary Intersection	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Secondary Intersection																														
Other Information																														

38

**Read the Report in Person**

<b>Monroeville Public Library</b> 115 Main Street, Monroeville, IN 46773	<b>Peabody Public Library</b> 1160 IN-205, Columbia City, IN 46725
<b>New Haven Community Center</b> 7500 IN-930 East, Fort Wayne, IN 46803	<b>Pierceton Public Library</b> 101 W Catholic St, Pierceton, IN 46562
<b>Northeastern Indiana Regional Coordinating Council</b> [Downtown Ft. Wayne] 200 E Berry St Suite 230, Fort Wayne, IN 46802	<b>Warsaw Community Public Library</b> 310 E Main St, Warsaw, IN 46580

39

**Discuss the Report with Our Team**

<b>April 9</b> 4 pm to 6 pm	<b>New Haven Community Center</b> 7500 IN-930 East, Fort Wayne, IN 46803
<b>April 17</b> 3:30 pm to 5:30 pm	<b>Warsaw Community Public Library</b> 310 E. Main Street, Warsaw, IN 46580
<b>April 20</b> 9 am to 1 pm	<b>Kosciusko County Farmers and Artists Winter Market</b> Pete Thorne Center: Lucerne Park, 800 N. Park Avenue, Warsaw, IN 46580
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41

# APPENDIX I: RESOURCE AGENCY COORDINATION MATERIALS

## Agency Comments

FW: Coast Guard Comments to ProPEL US 30 East Draft Level 2 Screening Report - Message (HTML)

File Message Help Acrobat ProjectWise PDF-XChange Tell me what you want to do

Delete Reply Reply All Forward All Apps Mark Unread Find Zoom

**FW: Coast Guard Comments to ProPEL US 30 East Draft Level 2 Screening Report**



**Bents, Jamie**

To Van Wert, Laura

Cc Jones, Valerie

Reply Reply All Forward

Tue 4/30/2024 12:49 PM

---

**From:** Walker, Michael O CIV USCG D9 (USA) <[Michael.O.Walker2@uscg.mil](mailto:Michael.O.Walker2@uscg.mil)>  
**Sent:** Tuesday, April 30, 2024 12:46 PM  
**To:** Bents, Jamie <[Jamie.Bents@wsp.com](mailto:Jamie.Bents@wsp.com)>  
**Cc:** Kapala, Bryan <[Bryan.Kapala@wsp.com](mailto:Bryan.Kapala@wsp.com)>; Wallace, Jonathan N <[jwallace2@indot.in.gov](mailto:jwallace2@indot.in.gov)>; Stanifer, William B CIV DHS (USA) <[William.B.Stanifer@uscg.mil](mailto:William.B.Stanifer@uscg.mil)>; Soule, Lee D CIV USCG D9 (USA) <[Lee.D.Soule@uscg.mil](mailto:Lee.D.Soule@uscg.mil)>  
**Subject:** Coast Guard Comments to ProPEL US 30 East Draft Level 2 Screening Report

Good Jamie:

Thank you for allowing the Coast Guard to comment on the ProPEL US 30 East Draft Level 2 Screening Report. We have reviewed the report and identified 21 potential waterway crossings that might be affected by further alternatives developed as a result of the Level 3 Screening. They are outlined in the table below. They are referenced to the Section of the Level 2 Screening Report for the study area addressed, the location for each area, and the number of crossings as referenced by reviewing the imagery for each area and identifying the potential number of waterway crossings on the map for each area.

4.3.	US 30 + CRW 800W	01
4.4.	US 30 + Fox Farm Road	01
4.6.	US 30 + State Route 15 North Junction	01
4.7.	US 30 + State Route 15 South Junction	01
4.9.	US 30 + Meijer Drive	02
4.11.	US 30 + Parker Street	01
4.12.	US 30 + Center Street	02
4.14.	US 30 + CR 750E	01
4.15.	US 30 + CR 250E	01
4.17.	US 30 + State Route 5	01
4.18.	US 30 + Old US 30 / Business 30	01
4.19.	US 30 + Lincolnway	01
4.23.	US 30 + SR 205	01
4.25.	US 30 + CR 600E	01
4.26.	US 30 + County Line Road	01
4.29.	US 30 + Ryan Road	01
4.31.	US 30 + State Route 101	02
4.32.	US 30 + State Line Road	01

The Coast Guard does not object to moving forward any of the alternatives identified in the Level 2 Screening Report for Level 3 analysis. There is no indication that a proposed alternative would cross a navigable waterway over which the Coast Guard exercises jurisdiction as it pertains to our bridge permitting authorities. However, should any of the preferred alternatives developed from this study cross a waterway, INDOT would need to seek a jurisdictional determination for each waterway that could be partially or fully crossed by the proposed work prior to design and construction. Additionally, should any project cross a waterway over which the Coast Guard exercises its jurisdiction as it pertains to its bridge permitting authorities, the Coast Guard strongly recommends the development of alternatives that would not reduce the vertical or horizontal navigational clearances of the proposed structure.

FW: Coast Guard Comments to ProPEL US 30 East Draft Level 2 Screening Report - Message (HTML)

File Message Help Acrobat ProjectWise PDF-XChange Tell me what you want to do

Delete Reply Reply All Forward All Apps Mark Unread Find Zoom

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Bents, Jamie  
 To Van Wert, Laura  
 Cc Jones, Valerie

Reply Reply All Forward

Tue 4/30/2024 12:49 PM

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4.31.	US 30 + State Route 101	02
4.32.	US 30 + State Line Road	01

The Coast Guard does not object to moving forward any of the alternatives identified in the Level 2 Screening Report for Level 3 analysis. There is no indication that a proposed alternative would cross a navigable waterway over which the Coast Guard exercises jurisdiction as it pertains to our bridge permitting authorities. However, should any of the preferred alternatives developed from this study cross a waterway, INDOT would need to seek a jurisdictional determination for each waterway that could be partially or fully crossed by the proposed work prior to design and construction. Additionally, should any project cross a waterway over which the Coast Guard exercises its jurisdiction as it pertains to its bridge permitting authorities, the Coast Guard strongly recommends the development of alternatives that would not reduce the vertical or horizontal navigational clearances of the proposed structure.

Please continue to keep us informed on the progress of this study development of alternatives. To that end, please include me, Mr. Soule, and Mr. Stanifer (cc'ed) on any agency distribution lists for this project. If you have any questions, please let us know. Thank you.

Very Respectfully,

Michael

**Michael Odell Walker**  
 Bridge Management Specialist  
 C/O Commander (dpb)  
 9th Coast Guard District (dpb)  
 1240 East Ninth Street  
 Cleveland, OH 44199-2001

# APPENDIX J: PUBLIC COMMENT SUMMARY TABLE

Table 1: PIMA Comments (March 27, 2024, to April 30, 2024)

**NOTE:** Public comments are presented verbatim from what was submitted to the study team.

1.	Where as I respect use of public funds I have determined many times INDOT makes look good by saving road infrastructure investment only to revisit a few years later and pay much more than originally budgeted. Anyone that drives that road knows its an expressway for 40000 lb truck and 10s of thousands of cars. It is compared to the traffic volume of I-69. Do it right the first time. People are dying, business opportunities are being lost. Interchanges solve most of both problems. Stop studying while Indy builds, now 31 is already building.
2.	I don't like making left turns to get onto 30 Highway. I would like an interchange at Leesburg / Felger Rd. An interchange would make it easier to get on US 30 Highway.
3.	Thank you for providing this information. I know that the community is tired of dealing with the increase of semi traffic in our community, especially surrounding the stop lights. Every parent fears their children learning to drive and cross 30 since semi traffic blows through red lights daily. I look forward to an interstate grade solution, especially in and around Warsaw. Most importantly, from an economic development perspective, I implore you to build the frontage and access roads before construction takes place on US 30. Nearly 17k locals use US 30 daily and if there are no other roads build before US 30 construction begins, most of that traffic will go through downtown Warsaw. Thank you!
4.	Thank you for providing this information. I know that the community is tired of dealing with the increase of semi traffic in our community, especially surrounding the stop lights. Every parent fears their children learning to drive and cross 30 since semi traffic blows through red lights daily. I look forward to an interstate grade solution, especially in and around Warsaw. Most importantly, from an economic development perspective, I implore you to build the frontage and access roads before construction takes place on US 30. Nearly 17k locals use US 30 daily and if there are no other roads build before US 30 construction begins, most of that traffic will go through downtown Warsaw. Thank you!
5.	I may be missing but but not finding anything regarding the intersections between County Line and Ft. Wayne in Allen Co...??
6.	Instead of spending what will amount to over billions of dollars upgrading a road, which will then requires lots of costly maintenance in a few years from the heavy trucks, road salt and various freeze-thaw cycles, INDot should look at purchasing the former Pennsylvania Railroad from CSX. Norfolk Southern and the Chicago, Fort Wayne and Eastern both have trackage rights over this important corridor. The tracks could then be upgraded and quad tracked two for freight and two for passenger service, taking thousands of trucks off of US 30 and providing fast and efficient passenger service between Chicago, Gary, Hobart, Valparaiso, Plymouth, Warsaw, Columbia City and Fort Wayne and onto Columbus, Ohio and other points east. As cars become bigger and heavier due to heavier lithium batteries and automakers selling larger and larger cars to increase their profitability, tire wear increases from those heavier cars and their instant torque from the electric motors. Rethinking our transportation needs on a local, state and federal level are important and INDot has an amazing opportunity with this parallel rail corridor which was originally the mighty Pennsylvania Railroad's mainline from Pittsburgh to Chicago. US 30 could eventually be condensed into one lane in each direction with the other side of the road being turned into a pedestrian/bike route, and reforested to provide a shade canopy.
7.	Please make all the intersections in Columbia City RCI's
8.	Will some alternative concepts be eliminated from the Level 2 to Level 3 screenings? The team explained that it's a possibility. Zach asked how the level of service would impact future project prioritization. The team explained that decisions will be made for level of service grades for the next 20 years of project traffic volumes.
9.	Nancy noted that there are a lot of farmers in the area that may have to travel miles longer to get across US 30 if access roads are closed. Nancy's husband Ron farms with his cousin and noted that they sometimes have to wait up to 20 minutes to safely cross US 30 with farming equipment. Nancy said an overpass would be helpful at Webster Road. Ron said that tractor-trailers cannot safely use the existing J-turn on US 30. He said these motorists are coming from SR 24 to Webster Road, or old US 30 to a local road to avoid the J-turn. They've experienced such semi traffic on their road - Sampson Road - that required a complaint to the city to get the trucks to stop using their street. They noted that a lot of Monroeville motorists use their street as well to avoid the J-turn. Nancy asked how many years it would be before construction would begin on US 30. The team explained that three to five years is a likely timeframe for when construction would start. Ron noted that Webster Road accidents have increased in quantity and severity. His cousin

<p>was recently severely injured in an accident at US 30/Webster Road. This may be attributed to an increase in traffic on Webster Road from SR 24.</p>
<p>10. Warsaw: Please, please, PLEASE, do the local infrastructure first. Consider a safer way to cross us30 via foot or bike</p>
<p>11. In reviewing the plan for the stretch in Kosciusko County I noted it does not appear to take our large Amish population into consideration in the proposed crossings. Specifically at the western end of 30 in our county RCI's are listed as plausible however navigating RCI with flowing traffic at 50 mph would create a true safety hazard for those Amish traveling by horse drawn buggy or bicycle traveling north and south. Amish make frequent trips to Etna Green from northern Kosciusko County and Marshall County.</p>
<p>12. I would like to know the plan</p>
<p>13. With SR 101 and US 30 intersection being a "j" turn intersection currently and eventually with this new highway most likely going to be a clover leaf or limited access intersection.. We would like to know how the other smaller interesections east and west of the 101 intersection will be changed.. The reason i ask that is if these roads are going to be cut off and made into dead end roads (ie. Lortie, Morgan, Sampson Rds) with the new highway going through, that will directly effect several members of our local fire dept in town. We have several members that live on the northside of US 30 and use these roads as a direct route to Monroeville saving crucial time, minutes, in an emergency situation.. I know that this is just a small example of the impact it would have on the town of Monroeville, but that safety is the most important subject with this study and we are hoping that it isnt just for commuters on US30 but also for the neighbors that live along or even only a short distance currently. Thanks for your time.</p>
<p>14. I see your alternatives for the various intersections and have a few comments. I've experienced the Boulevard Left on Big Beaver Road in Troy, MI many times and it seems to work well. I would see that working well for Lincolnway as there are few semis turning on or off Lincolnway itself. To me, any of the alternatives that require semis to use U-turns or to turn right onto US30 without taking up both lanes is a non-starter. They also don't play well in roundabouts. I also feel the Green T would be a great alternative at CR800E as there is minimal traffic using the north side, so that could be eliminated. At SR13, a R-Cut might work but a diamond would be much better with SR13 overpassing US 30. With US30 being much lower to the west, it might work well to slightly raise SR13 while undercutting US30. Use some U-turns on US30 to maintain US 30 traffic while cutting off SR13 traffic crossing US30 while the overpass is made. That's my 2 cents worth for the current phase.</p>
<p>15. A bypass through warsaw would be nice to have. There are a lot of stop lights here on 30 and the semis continuously run the red lights. It is very dangerous in this area. It would also be good for the orthopedic companies as well logistically</p>
<p>16. Brendon is a developer. Will INDOT use "Level of Service" grades to determine which cross streets/intersections will be prioritized for upgrades? The team explained that in addition to level of service grades, other priorities such as safety will be taken into consideration. Will each individual intersection be treated as its own project once a design has been selected? And at that point, will there be flexibility within the design as it pertains to property owners/developers? The team said that some intersections may be treated as individual projects, while some may be grouped into segments. The team explained that there are public involvement requirements as part of the NEPA process. How would developers best gain insight from INDOT to assist with site selection of future properties? The team suggested they contact INDOT directly to inquire about this after the study is completed at the end of the year. Will more scrutiny be applied to intersections/cross streets that are closer in proximity to interstates? The team explained that INDOT's general rule for rural areas is to provide at least three miles between interchanges. In urban areas, that distance is typically one mile.</p>
<p>17. I'm on the county parks and rec board and I appreciate how many narratives acknowledged potential trails that could be incorporated.</p>
<p>18. What does the red box around Culvers mean at Parker St? It is an IDEM Land Use Restricted area. Placing all the options on one map is overwhelming. Will also ramps turn into roundabouts? Answer: When you reconstruct the type of interchange that is proposed at SR 15, INDOT has moved to roundabouts so there is no chance for people to drive the wrong way up the ramp. I am concerned about how you would get on US 30 if the stoplights are removed. I encountered something similar down on US 31 on the day of the eclipse where I couldn't turn north on US 31 because the traffic was moving so fast. So if the lights are all removed on US 30, how would people in Warsaw merge on and off US 30? Does noise abatement factor into the future plans?</p>
<p>19. Glen (Pierceton) Before US 30 is ever touched, we'd like to know the local roads are handled so they can contain construction traffic. It is already dangerous to try to turn off US 30, so something like a frontage road would be helpful before US 30 is ever closed. Also, what are the plans for SR 13 at Pierceton? The interchange area shown is large and</p>

<p>would have a big impact on Pierceton. We would probably look at relocating SR 13 in that area so the interchange could be built in a less populated area.</p>
<p>20. Is there a chance there will still be stoplights on US 30? Answer: Yes, it could be included in a short-term solution while INDOT is working on a long-term one.</p>
<p>21. CR 250 E - there is a new housing development (Raccoon Run) across from Stonehenge Golf Course. CR 250 E is already busy with trucks heading to the dump, and now there is a lot of construction traffic. There is also a school on that road that doesn't have buses, but a lot of parents dropping off and picking up their kids. A roundabout there would be dangerous because people are traveling too fast coming out of Pierceton. Especially so when the orthopedic employers let out and there would be a huge backup.</p>
<p>22. The roundabout proposed at CR 250 E is a stupid idea. I don't see how it could be safe to take a four-lane highway and merge it down into a roundabout.</p>
<p>23. Frequently travel Fox Farm Road and I don't think anything needs to be done. I drive a school bus and I'm concerned about the RCIs and navigating them in a school bus. SR 205 should not have a roundabout because of the hospital. CR 350 W already struggle with trucks turning out of Zimmer.</p>
<p>24. The intersections along 30 do not seem safe and have caused many wrecks in recent years.</p>
<p>25. I think it is imperative that all access roads be in place before any work begins on US30 thru Warsaw.</p>
<p>26. We just moved into 2572 N 800 West which is the first house on the North East side of the 30/800 West intersection. Did not hear about this study prior to moving 2 months ago. So we would not be in favor of the interchange concept as it would mean we would have to move again as the line comes right up to our house. This house was built by my wife's grandparents so there is added meaning to this property for us. While we agree that something needs to be done to improve safety at this intersection, we are hoping it can be done without impacting our ability to live here.</p>
<p>27. I live on 250 E. If a roundabout was constructed on 250, you would have to put another one at Old US 30 so traffic would flow smoothly. In addition to the new housing going in south of US 30, they are also building a new addition just northeast of the REMC building. We have seen increased traffic on 250 E because DePuy has started using that for their trucking entrance instead of US 30. So in addition to the highway department and residential traffic, we also have more semis than ever.</p>
<p>28. Impressed with study communication and said when construction begins that no one can say they didn't know anything. He would like to see INDOT coordinate with Kosciusko County Parks and Recreations Dept to ensure their trail planning team is informed of the PEL study plans. He would also like to see bike/ped paths that cross US 30 to get pedestrians to the YMCA's safely.</p>
<p>29. I believe it is critical to have bike/pedestrian access to the Kosciusko County YMCA from the opposite side of US 30.</p>
<p>30. These are about the area that affects me the most (US 30 East). 1. I have noticed that Lincoln Hwy E was not mentioned in the study. I am curious what would happen to this intersection along US 30. Would it become a right in/right out intersection? And would that be the fate for all intersections that T into US 30? 2. An interchange placed at Webster Rd would not be ideal, especially if one can be placed on the state road (101). There is already quite a bit of truck traffic along this roadway, and placing an interchange at this location would greatly increase the it. The entire Webster road corridor from 24 to 30 would need to be proposed to be replaced in order for that road to be able to handle that truck traffic. This also makes that roadway more dangerous as the trucks that do come down it, do not always stop at the stop sign that is at Webster Road and Lincoln Hwy E. 3. Placing an interchange at Doyle Road would hinder a truck from being able to get to an actual truck stop. I see that station full every morning. It is a good place for truckers to rest if the need to. Why make it more difficult for them to get there by needing to get off the highway and then go around on roads that probably aren't made for that kind of truck traffic?</p>
<p>31. The amount of semi / heavy truck traffic has escalated over the past three (3) to five (5) years. Traffic has escalated as the rates of the Toll Road have increased. Putting in a weigh station/controls over heavier truck usage is required. The impact is a significant increase in congestion, and serious accidents (including deaths), has increased. Demographics will provide additional details of the increased traffic and accident rates.</p>
<p>32. Hi team, I read the level 2 report, and I want to commend the team on considering the many locations in Warsaw where a multimodal crossing of US 30 is needed. As the more detailed solutions are discussed at all of these locations, I would urge the team to prioritize these connections and keeping pedestrians and cyclists safe just as much as the team is for drivers. I would hate for the effort of designing solutions for traffic flow to be presented, only for the multimodal solutions to be paths that require bikes/peds to have to hike up massive bridges, make long detours across multiple</p>

- porkchops, or have to constantly press beg buttons to ensure there won't be any moving traffic when they cross. I have trust in the team that they are designing solutions in good faith, but I fear that the multimodal design decisions will come after the design decisions for the intersection have been made instead of being a critical component of that decision.
33. Families living immediately north of US-30 near Parker St. request that no U.S.-30 traffic be redirected through our residential access roads to protect our families' and Harrison Elementary children's safety. We ask that no U.S.-30 traffic be directed on Patterson Rd, N 175 E, E 75 N, or Husky Trail. An Underpass at Parker St. must be implemented with frontage roads from US-30 without exception!
  34. Residence are looking for an expressway final result upgrade. The elimination of every stop light. Stop lights are a death sentence on US30. Be mindful trucks weighing 40,000 lbs+ and many varieties of heavy vehicles travel the roadway. Thank you for your hard work.
  35. Families living directly north of US 30, request that NO US 30 traffic be redirected through our residential access road to protect families and Harrison elementary children's safety. We ask that no US 30 traffic be redirected on Patterson Rd, N 175 E, E 75 N, or Husky Trail. An underpass at Parker St must be implemented with frontage roads from US-30 without exception!
  36. There is little way to safely cross US30 for pedestrian and bike traffic. This effectively cuts off residents north of US30 from reaching downtown Warsaw and the Village of Winona Lake. Please include at least one overpass style pedestrian and bike bridge to connect the two areas. Further development to provide a protected pedestrian and bike lane from the bridge to downtown and the village would be needed as well. This would dramatically increase the ability for our residents to expand and enjoy the outdoor living lifestyle the Warsaw and Winona Lake area seeks to create and promote. Thank you.
  37. There is little way to safely cross US30 for pedestrian and bike traffic. This effectively cuts off residents north of US30 from reaching downtown Warsaw and the Village of Winona Lake. Please include at least one overpass style pedestrian and bike bridge to connect the two areas. Further development to provide a protected pedestrian and bike lane from the bridge to downtown and the village would be needed as well. This would dramatically increase the ability for our residents to expand and enjoy the outdoor living lifestyle the Warsaw and Winona Lake area seeks to create and promote. Thank you.
  38. Like Ohio, overpasses and eliminate bad angled crossings where accidents happen often.
  39. I would like to say that I would prefer if US 30 was redone inline with the current route, but not done with the right turn only lanes to enter the highway, but with on ramps and off ramps at specified positions, with an overpass over Parker st. That road needs to no longer have us 30 access, it is the worst place for safety and traffic. An on ramp at us 15, on ramps at Bob Evans intersection, and then be done.
  40. Thank you for providing the Level 2 report. I want to reiterate the importance of US 30 in our community and the need for a freeway system, not just free flow. In our more populated areas, we need to make sure that our citizens are safe and can access work easily and efficiently. Therefore, please make sure the US 30 solution is geared more towards a freeway with separation of grade versus free flow on grade. Now, once the work begins on US 30, please, please, please make sure that all local access/frontage roads are built and operational before US30 gets touched for construction. During some recent very small resurfacing projects, locals were stuck on US 30 for more 30 minutes and some people claimed up to 45 minutes. Knowing construction will pain our local residents more than a visitor passing thru, that is why its so important to work with the locals to ensure that local access to our stores and businesses be completed before work begins on US 30. Also, more and more people are wanting to be active and US 30 creates a barrier for those on bicycles. There needs to be access at multiple locations throughout the county for north / south access.
  41. I live in Warsaw. We have severe traffic snarls downtown already at certain times of the day, which is complicated by E/W and N/S railroads. Sometimes tempers flare. I understand that while 30 is under construction, traffic will be diverted downtown. Please, build local infrastructure before working on 30.
  42. Our family lives in a subdivision just north of US-30 near Parker St. I would strongly request that NO US-30 traffic be redirected through our residential access roads to protect our families and Harrison Elementary children's safety. I ask that no US 30 traffic be directed on Patterson Rd, N 175 E, E 75 N, or Husky Trail. An underpass at Parker St. MUST be implemented with frontage roads from US-30 without exception
  43. Families living immediately north of US-30 near Parker St. request that NO US-30 traffic be redirected through our residential access roads to protect our families' and Harrison elementary children's safety. We ask that no US-30

traffic be directed in Patterson Rd, N 175 E, E 75 N, of Husky Trail. An Underpass at Parker St. must be implemented with frontage roads from US-30 without exception!

44. Please be sure to provide bicycle and pedestrian safe crossings. Route 30 is a huge barrier not just for adults but for kids and teens needing to get places. The J turns don't appear to allow for that.

45. Families living immediately north of US-30 near Parker St. request that no US-30 traffic be redirected through our residential access roads to protect our families' and Harrison Elementary children's safety. We ask that no US-30 traffic be directed on Patterson Rd, N 175 E, E 75 N, or Husky Trail. An Underpass at Parker St. must be implemented with both East and West frontage roads from US-30 without exception.

46. A safe way for cyclists & pedestrians to cross 30 would be greatly appreciated by many!

47. Families living immediately north of US-30 near Parker St request that no US-30 traffic be redirected through our residential access roads to protect our families' and Harrison Elementary children's safety. We ask that no US-30 traffic be directed on Patterson Rd, N 175 E, E 57 N, or Husky Trail. An Underpass at Parker St must be implemented with BOTH east and west frontage roads from US-30.

48. I am requesting that If you close off access to Parker street from 30 that you designate 175 East (north of 30) and Patterson Road as truck zones. I am requesting this because: (1) These roads are narrow and trucks would force pedestrians and bicyclists into the grass. (2) These roads do not have pavement that will stand up to truck traffic. (3) These roads go through residential areas that contain both the elderly and children. Truck traffic will endanger these people and cause air/noise pollution that will affect health of all residents. (4) There are no sidewalks on either of these roads.

49. PEL Study Team, Thank you for the care and concern that you are giving to this vital economic corridor for Northeast Indiana. As you are aware, Whitley County officials have been advocating for improvements to this corridor for a decade. The progress of the PEL shows the emphasis that is being placed on this highway and how any improvements or changes will impact the businesses, traffic, and residents along the corridor.

The Whitley County US 30 Planning team (which is made up of leaders from government, business, planning, and agriculture) have met and reviewed the Level 2 Screening Report. Our comments on the report are listed on the accompanying pages. However, I want to point out some critical pieces of information that are vital to understand as you move into the Level 3 Assessment of the corridor.

First, the maps that are included as a part of the assessment are missing multiple businesses that have been built in the last 2-3 years along the corridor. This includes the new Culvers at the intersection of Lincolnway and US 30, a strip building on Walker Way that has Jimmy Johns, Coldwell Banker, and Verizon, and the Starbucks that is also located on Walker Way. On the West side of the intersection of State Road 205 and US 30, the new Bowen Center was recently opened. In general, these issues would not be a huge concern, except that your interchange/overpass plans show a large area that would be acquired that would impact these facilities - which brings me to the next point.

Second, the condensing of interchanges and overpasses is not taken into consideration as a part of the assessment. We are keenly aware of many areas throughout the state where interchanges and/or overpasses have been condensed to accommodate existing businesses and tight intersections. We strongly encourage these condensed options to be considered and shown on the level 3 assessment.

Lastly, a "US 30/Lincolnway Corridor Trail" is listed on the maps as a proposed or potential trail. After some digging, we found that this concept was listed as a part of the planning by the Northeast Indiana Regional Coordinating Council (NIRCC). However, I was to make clear that the city has had no discussions regarding this trail, nor has any concept been considered in the past or present time for this trail to be built. The additional trail that is listed on the SR 205 and US 30 area has also never been considered in our planning at the city/county level. With both trails, we strongly recommend that these supposed trails are not given any weight when determining the future of US 30 through Whitley County.

Overall, as you plan for the next level of assessment, we encourage you to consider these three items, as well as the comments in the next few pages, to help steer/guide you through the planning process.

Again, I want to thank you for your efforts on the PEL study. While we recognize that change is hard, these improvements to the US 30 Corridor are absolutely vital to the safety of residents and the economic viability of our community in the future. As someone who has known residents who have been killed on US 30, I appreciate that safety is the number one goal of this planning process.

Thank you for your consideration of our comments. We look forward to being a partner with you as we work together for the betterment of Whitley County and Northern Indiana.

On behalf of the Whitley County US 30 Planning Team,

Ryan L. Daniel

Mayor, Columbia City

Whitley County Comments on Level 2 Assessment:

The timeframe of the crash data used in this report should be clear and specified in the report for transparency. Page 19: Bike/Pedestrian facilities should be strongly considered for multi-mobile transportation in the Level 3 assessment for all types of intersections/interchanges. Page 20: "Van Buren Street" is incorrectly listed as an intersection with US 30. Instead, it should be "West Business 30" on the far West side of Columbia City. Page 126: The EJ population should be rechecked at the SR 5 and US 30 intersection due to the lower incomes that are prevalent in this area. Page 127: The standard diamond interchange design takes up a considerably large area of the town. The planning committee believes a compact diamond or SPU interchange would fit better and eliminate community concerns, given the site constraints. Page 129: The planning committee agreed that going over the town of Larwill was preferential with US 30 access potentially occurring on the North side. We also questioned whether or not the Northeast corner of the town (the vacant farmland) could be utilized for an interchange, rather than eat up a large portion of the town. Page 133: The RIRO is not a usable alternative as local traffic tends to use this stretch to go Westbound on US 30. As noted in the Whitley County Concept Document, leaders are accepting of closing this intersection if there is a suitable interchange West of Lincolnway. Page 136: As of October 2022, a Culvers Restaurant is located approximately 150' from the Northeast corner of this intersection. Page 138: On the fourth bullet point from the top of the page, it should say "alert drivers." Page 138: The planning committee strongly recommends the consideration in the Level 3 assessment of making Lincolnway an overpass/underpass and making a new interchange 3,000 feet to the West of this intersection due to the compactness of businesses and residential areas to US 30. Further, connectivity to Lincolnway on the north side and Business 30 on the South side could create strong mobility far into the future. Page 138: It should be noted that discussions are occurring with the owners of multiple properties to the North and West of US 30 for development. This will continue to fuel the need for mobility and connectivity in this area. Page 139: The information on a roundabout on US 30 and Lincolnway was unanimously dismissed as being an unworkable solution to the intersection. The sheer amount of semi-truck traffic at this intersection on US 30 would make the intersection significantly more dangerous. Page 142: It should be taken into consideration that the property directly Southwest of this intersection is zoned commercial and is an existing city TIF district that may be developed in the future for commercial or industrial use. We strongly urge the consideration of cross-traffic mobility in the future. Further, the City has plans to connect State Road 109 north across from Barbara Drive (as this area develops) to the Armstrong Drive outlet north of Dollar Tree to create better mobility in the future. This project will direct more traffic to the US 30/Armstrong Diver intersection. Page 147: "Local Mobility" will be strongly improved with an overpass at this intersection, yet it is rated poorly because of the lack of connection to US 30. Page 149: The RIRO treatment would be catastrophic to the local mobility at this intersection. We strongly suggest that this treatment not be considered in any future plans. Page 150: We want to encourage the planning team to consider roundabouts at both ends of Walker Way and both ends of Frontage Road between SR 109 and SR 9 in the Level 3 Assessment phase. We firmly believe that local mobility and ease of access in all four of these locations can be accomplished with roundabouts (assuming an overpass at SR 109 and an interchange at SR 9). Page 152: The Top Shelf Travel Center is listed as a business along US 30 but this business has not been in existence since 2005. Page 153: The posted speed limit at this intersection is 45 mph, but is listed in the report at 60 mph. It becomes 60 mph roughly 700' East of the intersection. Page 157: The map shows a lake over what is currently Lake City Bank at the Northeast corner of Countryside Drive and SR 9. Page 160: The Bowen Center recently opened on the West side of the US 30/SR 205 intersection yet is not shown on the maps. The business and residence depicted were demolished to make room for the new facility. The folded diamond interchange could create significant issues for the Bowen Center. Page 161: The overpass without a connection will create significant mobility issues for traffic coming from Churubusco, as well as citizens of Columbia City who use this intersection as a way to access US 30. We strongly suggest some sort of interchange at this intersection in the level 3 assessment. Page 162: Like the Lincolnway intersection, we strongly oppose the roundabout concept at this intersection for safety and mobility purposes. Page 166: As an economic factor, this area is within Whitley County's TIF District. The District has seen consideration growth over the past two decades, with additional development now taking place Northwest of the intersection along 100S. Page 167: The folder diamond interchange would be very challenging for the Paiges Crossing Fun Center that is used year-round as an entertainment venue for residents and businesses. We respectfully request the review of our concept document for a potential workable solution of creating a frontage road and interchange roughly 3,400' East of this intersection. Page 170: Esses Group is erroneously listed as the business on the Southwest side of the US 30 and 600E intersection. Essex Group

vacated that facility in 2022 and the current owner of the property is Shively Grain. Other businesses aren't listed on this map. Page 171: The City's water tower, roughly 50' south of the US 30 ROW, on the Southwest corner of the US 30 and 600 E intersection, should be considered as an environmental constraint. Page 172: Regarding the underpass, many trucks and businesses utilize this intersection for access to and from US 30. Any underpass planned must consider nearby interchanges to allow for these economic connections to occur. Page 174: County Line Road is also named CR 800 East. If begin referred to as CR 800 E, the road is located in Whitley County. If listed as County Line Road, the road is located in Allen County. Page 177: Steel Dynamics (SDI) is very reliant on this intersection and Northeast Indiana is very reliant on SDI's success. They have put forth additional concepts on moving the road/interchange to the East of the gas station to allow for better spacing as well as including a new interchange at 700E. These concepts are included in our Whitley County US 30 Concept document. We strongly advocate for consideration of these plans in the level 3 assessment. Appendix B, Page 20: Despite the analysis, we believe access to US 30 is important here both now and as future developments occur. Overall: The railroad that runs parallel to US 30 from Fort Wayne to Valparaiso is mislabeled as being owned by Norfolk Southern. While Norfolk Southern does have trackage rights, since 1998 this railroad has been owned by CSX and leased long-term to the Chicago Fort Wayne & Eastern (CFE) Railroad, a subsidiary of Genessee & Wyoming. Overall: "Local mobility" was only weighted to give access to US 30. Yet, local mobility can be improved with overpasses or other treatments that don't provide US 30 access because of the bottlenecks of cross-traffic due to US 30. Overall, the listed US 30 and Lincolnway Trail, as well as the US 30 and SR 205 Trail (Eel River Trail) should not be considered in this study. As noted earlier, there are no plans or discussions occurring for these conceptual trails.

50. I live north of US\_30 near Parker St. PLEASE, PLEASE, PLEASE DO NOT PUT AN UNDERPASS OR OVERPASS AT PARKER STREET AND US ROUTE 30!! PLEASE!! Please, I request that NO US 30 traffic be redirected through our residential streets: Patterson Rd, N 175 E, E75N, or Husky Trail! If you decide to go against the people's wishes and build an underpass or overpass, BE SURE to put frontage roads from US 30!! PLEASE!! We do not want all of the traffic in our neighborhoods or past the elementary school on Husky Trail!!

51. Families living immediately north of US 30 near Parker street request that NO US 30 traffic be diverted through our neighborhood or residential access roads. This is to protect our children and families and Harrison Elementary school. We ask that no US 30 traffic be redirected on Patterson road, N175 E, E75 N, or Husky trail. Any underpass at Parker street under US 30 must have access / frontage roads to and from US 30 without exception.

52. My comments are specifically for the proposed intersection work in Kosciusko County. I'm on the steering committee and represent both the County Parks Board and the County Cycling organization (KCV). As the work continues to progress, consideration at each crossing needs to account for multi-modal users (bikes, pedestrians) with safety in mind. The parks board is currently developing our master greenways plan and would like to work with you on the proposed intersections where greenways cross. In general, we have a very active cycling community and consideration at each intersection for the safety of cyclists (and pedestrians) needs to be incorporated as Rt 30 is frequently crossed through the county for access to the other side for commuting, shopping, and recreation. One concern is the proposal of RCIs as they would not allow simple crossing for pedestrians and cyclists, but actually create a more dangerous situation as the users would enter the flowing traffic lanes.

53. I request that no US-30 traffic be redirected through our residential access roads. An underpass at Parker St. must be implemented for both east and west frontage roads from US-30

54. Interchange options along with anticipated increased traffic could move noise significantly closer to residential neighborhoods. Acoustic barriers should be considered between interchanges and residential neighborhoods.

55. Families living immediately north of US30 near Parker St request NO US30 traffic be redirected through our residential access roads. These roads all already very busy and a child was killed crossing Husky Trail from Harrison Elementary a couple of years ago. We ask no US30 traffic be directed on Patterson Rd, N175, E75N, or Husky Trail for the safety of families. An underpass at Parker St must be implemented with frontage roads from US30!!!

56. Hello, After reading the screening report. I still believe that US 30 should be become an interstate highway for safety and economic growth. Thanks, Dennis

57. 4.11 Parker. Best option is an interchange figure 2.2-9 or 2.2-8 round-a-bout. An over/under pass that removes access to us30 and routing Menards/Aldi/Martin's traffic through residential and elementary school areas is incredibly unsafe. An access road would be the next option. 4.10 Springhill. There is ZERO reason this cannot be handled with u-turns - under signaling intersection. EMS-Ambulance with a critical patient MUST stop at the nearest hospital. They would not be able to drive passed KCH to go to Parkview. U-turns would also provide easy access OFF of 30 for both Parkview and KCH bound EMS.

- 58. Thank you for informing us about the proposed Parker overpass work. Please take into consideration how wrong it would be to route traffic through residential neighborhoods. School busses loading and unloading etc. Have you even driven this yourself and see how many kids live along the route? I suggest you take a semi rig driver and see what their opinion is of this route. It will be impossible or very difficult to navigate this route coming off of the center street intersection as proposed. Please apply some common sense.
- 59. Families living immediately north of US-30 near Paker St. request that no US-30 traffic be redirected through our residential access roads to protect our families and Harrison Elementary children's safety. We ask that no US-30 traffic be directed on Patterson Rd, N 175 E, E 75 N, or Husky Trail. An underpass as Parker St. must be implemented with BOTH east and west frontage roads from US-30.
- 60. I am requesting that no US 30 traffic be redirected through the residential access road near my home north of US-30 near Parker street. These streets include Patterson RD, N 175E, E 75 N, or Husky Trail. An underpass at Parker ST must be implemented with both east and west frontage roads from US-30.
- 61. My family home sits in quiet residential neighborhood just North of Parker Street (immediately behind the Menard's commercial development). I applaud the initiative to improve route 30. Please consider the resultant redirection -- particularly -- of commercial traffic which may impede access and safe family travel in and out of our subdivision.
- 62. Families living immediately north of US-30 near Parker ST request that NO us 30 traffics be redirected through our residential access roads to protect our families and Harrison Elementary children's safety. We ask that no us 30 traffic be directed in Patterson Rd, N175, E75 N, or Husky Trail. An underpass at Parker St must be implemented with frontage roads from US 30 without exception!
- 63. Concerning the Parker St. Change, We are opposed to the proposed route that goes through residential neighborhoods because of safety of the kids that live along that route. Also, no experienced semi driver would agree that your proposal is practical for driving that route. The only way the underpass at Parker St. could be implemented it with frontage roads from US 30!
- 64. Families living immediately North of US-30 near Parker Street, request that no US-30 traffic be redirected through our residential access roads to protect our families, and Harrison Elementary children's safety. We ask that no US-30 traffic be directed on Patterson Road, North 175 E, E 75N, or Husky Trail. An Underpass at Parker Street must be implemented with BOTH East and West frontage roads from US-30.
- 65. This is in regards to the Parker street alternatives. Assuming the concept of an underpass to allow US 30 free flow & no exits, this would create additional residential traffic burden from the east for persons going to Menards and other business offerings. With the planned expansion of housing on 75N added to several existing neighborhoods already funneling traffic on 75N to the Parker street intersection, this will create even more traffic through these neighborhoods which is not acceptable as it degrades safety, increases noise for the residents. If Parker Street is to be non-accessible from US 30, then the consideration of frontage roads running parallel to US 30 connecting the Center St to some point near the Parker Street intersection would be advisable to eliminate neighborhood traffic concerns. More related to the entire Warsaw area solution alternatives, the governmental & bureaucratic impediments in having to adhere to "interstate" standards for a US highway takes away good, common sense solutions like that done in Indianapolis for the Keystone Parkway north of I-465 That solution provided for existing cross highway road traffic to continue but added on/off ramping to allow thru traffic to be maintained for those leaving the roadway for those intersections. Such a concept would enable a safer and perhaps less expensive solution and achieve many of the goals to allow thru traffic more safely. Can't more novel ideas be employed? Is seems silly to me that we can accept stop lights for US highways but not solutions like the Keystone Parkway which is far better. Can't we think outside the box and allow some "non-standard" ideas happen so long as they meet the overall objectives of safety, minimization of environmental impact, etc.? All said, I do appreciate the work that has been done to consider the many different factors, obtaining citizen input, etc. This has been a great project thus far and kudos to the consultant team for the work done thus far.
- 66. Families living immediately north of US-30 near Parker St. request that " NO " US-30 traffic be redirected through our residential access roads to protect and Harrison Elementary children's safety. We ask that " NO " US-30 traffic be directed on Patterson Rd., N 175 E, E 75 N, or Husky Trail. An Underpass at Parker St. must be implemented with BOTH East and West frontage roads from US-30.
- 67. This is a huge residential access point. Adding US 30 to this area would trap subdivisions in to highway traffic, making it nearly impossible to leave our neighborhood. Easy access to ALDIs, Culver's and Menards would no longer exist. This will hurt this side of town's business!

68. Thank you for this opportunity! Since the Level 2 Report still shows an Underpass/Overpass option moving forward at Parker St, I and the 390 families/neighbors who signed the Parker Street change.org (see link below) remain deeply concerned that any notable levels of US-30 traffic could be redirected through the neighborhood access roads of Patterson Rd, N 175 E, E 75 N, or Husky Trail from East and West bound traffic (or even people now having to cross at Center Street) accessing the Menards Business Complex. We are asking that the risk that would be mitigated for US 30 not be in anyway transferred to the neighborhood access roads that are immediately north of US 30 East surrounding Parker St. If a Parker Street underpass or overpass are recommended, please make this contingent on the use of both East and West frontage roads so that roads immediately next to US 30 would be the logical next pathway for everyone coming from any direction besides Parker Street to access the Menards Businesses. There is also a growing concern in the level of traffic that our access roads will absorb after the recent approval of about 160 new homes immediately behind the Lincoln Park neighborhood (that is directly off of N 175 E). There are many times of day that Patterson Rd has non-stop traffic now and there are many people who have concerns about this traffic increasing with the many new residents that will be added behind Lincoln Park. It becomes alarming to think this could significantly increase by our access roads showing up as the shortest/most direct route on Goggle Maps or Apple Maps for people crossing at Center Street or everyone traveling from the Columbia City direction on US 30. It seems very unlikely Goggle Maps would direct people to the opposite side of US 30 to then find the Parker St underpass or to take people way past the Menards Complex so they can double-back if a frontage road was only offered on the Parkview / Springhill Rd side of Parker Street. Thanks so much for keeping us safe! <https://www.change.org/p/save-parker-street-access-to-us-30>
69. Level 2 screening report recommends signals, roundabouts, RCI's and variants of these as viable alternatives. While these will reduce crashes, they do not foster good economic development particularly ones that generate higher paying industrial jobs, which is part of the purpose and need. Interchanges with good access management is what will preserve this corridor for good mobility and ensuing economic development.
70. Please do NOT allow traffic to be redirected through this area. The traffic already drives too fast with traffic at this time. Families in the area request this. Adding more traffic to be rerouted will on this road from the east will only be detrimental. Frontage road from the east and west must be part of this. To the west just imagine what Harrison School will be like as well as the neighborhoods proposed. Please drive by and see the what's at the side of the road near the cross walk by the school. Safety of families is most important. Thank you
71. We live immediately north of US30 near Parker St & want to request that NO US-30 traffic be redirected through our residential access roads to protect our families and Harrison Elementary students safety. We ask that NO US30 traffic be directed on Patterson Rd, N175E, E75N or Husky Trail. An underpass at Parker St must be implemented with BOTH East & West frontage roads from US30
72. I wish to object to the proposed underpass at the intersection of U.S. 30 and Parker Street in Warsaw. I have lived in the Patterson Place subdivision, which is immediately east of Menards, since late 2001, and, so, have driven through this intersection from every direction multiple times on a daily basis for more than twenty years without incident. This intersection is the primary access to U.S. 30 and to the rest of the community for the many residents who live on the north and east sides of U.S. 30. In addition to the immediate access to Menards and its neighboring commercial enterprises that the intersection serves, it also provides ready east-west passage to two hospitals, a medical complex, and Harrison elementary school. It furthermore provides the most immediate access to the school, area residents, and commercial enterprises alike for emergency responders, such as police, fire department, and ambulances. Closing that access would constitute a hardship on both the area residents and the rest of the community. In addition, diverting commercial traffic -- including the large delivery trucks that service Menards every day -- through the neighboring residential roads will change the character of the traffic through the existing neighborhoods. Husky Trail and Patterson Road in particular regularly have both pedestrians of all ages and bicyclists of all ages, and the proposal will not only detrimentally change the character of these streets but will simply transfer the risk of the current intersection on 30 to streets unsuitable for the traffic and the concomitant risk. The increased traffic on neighboring streets will, in effect, merely relocate the accidents the proposal purports to eliminate. The highway and streets of the community exist to serve the interests of the residents therein, and not the other way around. I urge you to consider the wishes of the people who actually live here, and discontinue this project. Thank you. Jame Harvuot
73. Families living immediately north of US-30 near Parker St. request that NO US-30 traffic be redirected through our residential access roads to protect our families' and Harrison Elementary children's safety. We ask that no US-30 traffic be directed on Patterson Rd., N. 175 E., East 75 N. or Husky Trail. An underpass at Parker St. must be implemented with BOTH East and West frontage roads from US-30.

74. I would like to provide some comments regarding US- 30 corridor. Our family lives in Patterson place, which is right off of Patterson road near the Menards store. We already notice dangerous situations with traffic On Patterson road, especially when People are trying to get to work etc. Patterson road is very narrow and there is no way that it would be able to accommodate the semis and heavy duty equipment that go to Menards everyday--- semis with deliveries, Construction Tracks with trailers hauling construction supplies from menards. Also, we have already had one child killed in front of Harrison elementary school Due to distracted drivers, we do not need to have that kind of heavy duty traffic going in front of that school. Therefore, I would request that no US30 traffic Be redirected through our residential access roads to protect our families and the Harrison Elementary children's and teacher's safety. We asked that no US30 traffic be directed on Patterson road, North 175 East, east 75 North Or Husky trail. An underpass at Parker street must be implemented with both East and West frontier roads from US30. Please take into account the children, older adults, People who run, bicycle, walk et cetera on these roads. Putting all of the Menard's and several other businesses traffic on that road is definitely not a good idea!! Thank you
75. There are three (3) quality-of-life issues that are not being fully addressed within the proposed changes to the intersection of Parker Street and US 30: Safety increased risk to pedestrians and motorists caused by increased traffic on both Husky Trail and Patterson Road. Any proposed changes should reduce the amount of traffic on Husky Trail and Patterson Road, not increase it. Sound levels Class 8 tractors and trucks on US 30 are using engine brakes while adjacent to residential areas, creating uncomfortable levels of noise. This sound should be reduced to a level low enough so that residents living adjacent to US 30 are able to enjoy some out-door time in their yards. Local Mobility any restriction from or redirection of existing traffic patterns will increase time and distance for local travel destinations. For any change to be considered, it should be expected to improve both safety and mobility. Redirecting of any traffic onto Patterson Road or Husky Trail will also negatively impact local mobility.
76. I am very pleased to see some recognition of the need for bike/ped facilities in some of the Warsaw intersections. Warsaw is a cut-up community with physical barriers because of the lakes in town and the two rail corridors, and the more recent (relatively) US30 bypass. I believe is imperative to include these bike/ped crossing facilities at all of the current intersections, because many in our community have limited transportation alternatives and find themselves limited in where they can live, work and play.
77. CR 150 section has a typo says SR 19, should be SR 15. There is only a general yes or no when indicating safety would or wouldn't be improved based on type of intersection alternatives. At stage three this should be more specific. For example, there is only one interchange in Warsaw on US 30 SR 15. Total accidents for that interchange over the 5-year period was 46 3 incapacitating injuries no fatalities. The two nearest intersections to SR 15 had a combined 187 accidents 22 incapacitating and 1 fatality. The degree of safety improvement needs to be a part of the evaluation process. If we considered a freeway design, the general number of accidents would decrease by 75-50% at a minimum, and the number of incapacitating accidents would decrease by 60% or more. LOS over a twenty-year period remains a D rating, seems unlikely. Springhill intersection while they are evaluating what is currently in place, this intersection would have to be relocated. Some of the RCI improvement areas significantly overlap, is this actually feasible? Seems like it could create significant confusion and safety issues. RCI improvements may allow for continual access, but may not significantly increase LOS ratings for local mobility.
78. I fully support changing the US 30 Corridor into an expressway. Limiting the stop lights heading west would make my weekly drives to Chicago MUCH safer and efficient.
79. We would like to request that you re-think a roundabout at US 30 and Lincolnway West of Columbia City. Roundabouts are very difficult for truck drivers to maneuver. These trucks are 72+ feet in length. Drivers run over the center concrete. There are semi-trucks that haul the wind turbine fins making the trailer over 100 feet long. A roundabout would definitely not be easy for it to maneuver. Another problem is that two and four wheel vehicles do not let trucks in front of them. The semis would be sitting at the roundabout waiting to get in causing a long line of vehicles behind them. A traffic jam, and a lot of accidents. There are times that bicycle groups take Lincolnway as part of their ride. A roundabout is extremely dangerous for the riders to cross U S 30. We would like to suggest a constant 45mph throughout the Whitley County corridor. Yes, this would take more law enforcement officers, but laws are useless if they are not enforced.
80. Section 4.11.2 Parker St. Underpass: Families living immediately north of us 30 near Parker St. request the NO US30 traffic be redirected through our residential access roads to protect our families and Harrison Elementary children's safety. We ask that no US 30 traffic be redirected onto Patterson Rd., N 175E, E 75 N or Husky Trail. An Underpass at Parker St. must be implemented with both East and West frontage roads from US30.

81. Dear Ms. Flum,

Having reviewed the Level 2 Screening Report for the US 30 Corridor PEL study, I would like to advocate for alternatives that would bring US 30 closer to a freeway from the Indiana-Ohio state line to SR 49 in Valparaiso.

Alternatives such as roundabouts, reduced conflict intersections and signalization would create land uses that are not compatible with a future freeway concept. Such alternatives would potentially increase the number of curb-cuts from what we currently have along this corridor and make the cost of eliminating them in the future more difficult.

Primary concepts identified in the report such as interchanges and access management are the only alternatives that prepare this corridor for future economic development as advocated by the US 30 Coalition. While the construction of interchanges and overpasses are costly, they will become increasingly more expensive as new development is permitted without good access control along the corridor.

Is it important to identify where interchanges are overpasses are to be built on INDOT's transportation plans so that municipalities along the corridor can amend their comprehensive plans accordingly to manage future access onto US 30. Like my predecessor, Mayor Tom Henry, I full support the US 30 Coalition and their efforts to recognize this as an economic development corridor. The data supports this and Northern Indiana could be transformed to its full potential as a regional economic development hub.

Sincerely,

Sharon Tucker, Mayor

82. RE: Comments on the US 30 Universe of Alternatives Level 2 Screening

As President of the US 30 Coalition, I would like to thank you for receiving comments in response to the ProPEL US 30 Level 2 Screening Document.

The US 30 Coalition is made up of elected officials and business leaders from seven counties (Porter to Allen) who live on and use US 30. We know that this road is not just an urban highway but a major freight corridor. We view the US 30 corridor holistically, as major highway corridors should be.

We were encouraged when the PEL process started, and it was stated that this study would examine innovative and creative ways to improve US 30. We were asked to envision what we wanted the roadway to look like in 2045. We were told to be bold and forward thinking.

The compelling outcomes of the PELs' recently finalized Purpose and Need documents (US 30 East and US 30 West) was the suboptimal performance of the at grade intersections, the unacceptable crash rates at 62 of 92 US 30 East intersections, and the roadway deficiencies and unsafe conditions on US 30 West. Safe, reliable, and efficient mobility for all users should stimulate a bold solution of the future respecting both safety and economic prosperity for this corridor. We remain hopeful that a holistic approach is reflected in the next level of alternatives as we approach the final report. But heading into the home stretch of the study, as we examine the Level 2 Screening document, a bold visionary goal has not emerged. Consider the following examples of what we would respectfully consider the reasoning that does not address the actual utilization and future of the corridor.

1. The Level 2 Screening document states, "Concepts that are expected to produce poor operating conditions were eliminated from further consideration." However, we note that reduced conflict intersections were rarely discarded especially at urban intersections with high columns of cross-traffic even when an RCI will clearly not work. For example, daily counts at Parker Street and US 30 are almost 40,000 with 14,000 originating on Parker. It appears that RCIs are the default improvement choice on the east end of US 30, which the Coalition strongly opposes.

2. A roundabout is yet another example of an alternative that is contrary to a bold vision for the future, and as an improvement option, makes no sense for the purpose of the US 30 corridor. We understand that it was included as a traffic calming device in response to comments, but clearly US 30 is not used in such a manner. One of the main purposes of the road, as evidenced by its designations (Preferred Freight Corridor, Major Mobility Corridor, State Mobility Corridor), is the movement of goods which is strictly at odds with "traffic calming."

3. We strongly disagree with the idea that an overpass is given a negative grade for not meeting the identified criteria of local mobility. Page 28, Propel US 30 East Level 2 Screening Report describes the performance measure for local mobility as to "Maintain or improve operations for local trips, accessing, crossing, or turning left onto US 30." The "NO" rating somehow ignores the performance measure. As it now exists, safely crossing US 30 is a dangerous impediment to local mobility. Downgrading the overpass/underpass alternative because it does not maintain or improve performance is simply ludicrous. At a minimum, overpasses, where appropriate, should be considered neutral. Blanket designations for improvement types do not consider aspects of the traffic at specific locations. The bias is noticeable.

4. While we understand that this is a planning study, there is no consideration given to potential changes in the alignment of the corridor. If INDOT were to decide to build freeway segments, the alignment may not follow the existing roadway in individual locations. Therefore, to automatically discard the interchange option because of the exact alignment of the existing road does not give the full picture.

5. We are disappointed that the cost of a project is the sole measure of the fiscal impact, ignoring any cost benefit consideration of an improvement. The exclusion of the cost benefit of a project guarantees that a vision for the corridor will not be considered.

In addition to those issues, we also have been concerned about data errors.

6. Some maps that are utilized are out of date. For example, in Columbia City, multiple businesses have been built on the corridor that are not shown. This is true in other locations as well. We ask that the latest maps be incorporated into the study.

7. The speed data used is an average for a particular section, and not based on individual locations. This leads to improper decision making at those locations where the speeds are significantly higher. We ask that the speed data be given a second look.

8. Traffic data errors were pointed out to the PEL team during the universe of alternatives by the Michiana Area Council of Governments that inadvertently understated current conditions. We assume those errors were corrected in the preparation of the level 2 document.

9. Traffic and truck counts at CR 600 N and US 30 have been underestimated from actual counts done at the local level due to significant seasonal use.

In summary, the Coalition is concerned that the alternatives being examined discount who is utilizing the US 30 corridor. We understand that the PEL study is a chance to start with a clean slate and develop improvements to make US 30 safer. While US 30 may not have been originally designed or even envisioned to be the freight corridor it is today, we cannot ignore this fact.

We must improve it as it is being used, and that is as a freeway, serving the economic transportation needs of our state. Traffic calming measures proposed on a corridor that is utilized to achieve speed to market, seems logical. Truck volumes are only projected to increase.

We are aligned from one end of the corridor to the other. The economic benefits of a future freeway cannot be achieved with segmental free flow. Unless there is a full freeway, US 30 East traffic volumes will overwhelm a corridor that is not free flow and the stated need for ". . . safe, high-quality mobility for freight trips through and beyond the corridor" is lost. We ask that as INDOT moves into the Level 3 screening, bold improvements become the focus. We understand that the comprehensive approach will take time to finance and build, but are convinced that any less of a solution would not meet the future needs of our state and our communities.

Thank you for the chance to comment, and we respectfully request these comments be addressed in the Level 3 Screening.

Sincerely,

Joe Thallemer

President of the US 30 Coalition

83. INDOT started studying US 30 in 1967 when SR 109 and SR 9 were the only two major intersections. We travel to Westfield a lot to see our son and have watched the progress along US 31 as crossings have been closed. It's obvious that if SR 9 becomes an interchange, then SR 109 would need to be an overpass to provide local connection. SR 205 is dangerous because trucks coming from Fort Wayne crest the hill and don't allow enough time to stop. The Paige's Crossing intersection has always been dangerous, even after a traffic signal was installed. He also has a friend who drives a school bus and does not like the J-turn at Coesse.

84. Overall, Etna Green does not support reduced conflict intersections (J-turns or J-hooks) of any time. They do not seem conducive for buggy use, especially in areas with higher speeds. Etna Green would prefer a full interchange. However, if US 30 goes over SR 19, INDOT needs to consider making the overpass taller than usual to accommodate farm equipment. There is an RV dealership that has expressed interest in moving to Etna Green where the Winona Powder Corporation was. But they won't look favorably on roundabouts or J-turns in the area.

85. I own the feed mill in Etna Green and I am concerned about the Amish getting to my business if a J-turn is installed. Most times, they want us to deliver to them because they don't feel safe crossing US 30. They are usually willing to if there are several errands to run, and especially on Friday fish fry night, but they will stop coming into town if they have to deal with a J-turn. Mr. Hartzell and Rusty Holt walked through the US 24 and Bruick Road quadrant interchange

design in Allen County. Hartzell said he believes the Amish would support a similar concept. He is will to distribute surveys to the Amish; he can just add them to the packets for deliveries.

86. Dear Ms. Flum:

As you are aware, the City of Warsaw has been a significant driving force behind the creation and operation of the US 30 Coalition for the last 10 years. From its inception, the US 30 Coalition has been advocating for a freeway concept from the Indiana-Ohio state line to SR 49 in Valparaiso.

As the Orthopedic Capital of the World, it is imperative to Warsaw, the region, and the State of Indiana, that a safe, efficient, and effective transportation system exist in order to support the movement of goods and human capital to and from Warsaw and our region. US 30 is a vital transportation corridor for the movement of goods to and from Warsaw and throughout our region, and, as such, requires the State to adequately address the safety and economic development needs of this corridor.

Any alternative solutions that don't directly prepare US 30 to become a freeway from the state line to SR 49, fail to adequately address the myriad of safety concerns highlighted along the corridor within the ongoing PEL study. In addition to not adequately addressing safety concerns, the non-freeway alternatives will significantly fail to bolster our region's significant economic development growth. US 30 is known to our region as the Orthopedic Capital Corridor, and provides a vital connection between Fort Wayne, Columbia City, Warsaw, and the outside markets.

Keeping all of these important factors and realities in mind, I finny believe:

1. A new interchange should be constructed around the existing Fox Farm Road or the former rest park on the west side of Warsaw.
2. The Springhill Road intersection should be relocated north to align with North Pointe Drive to create a new interchange which would provide direct access to both hospitals and adjacent medical facilities.
3. Center Street should become a full interchange, thus connecting downtown Warsaw, Boggs Industrial Park, Winona Lake, and commercial developments along US 30.
4. While there are several existing frontage roads along US 30, it will be critical to include additional frontage connects and upgrades in order to provide a seamless connection along the corridor.
5. Provide a new interchange at 250 E and US 30 to allow access into Winona Lake and Grace College, while providing an eastern link to the US 30 Freeway.

In closing, the safety and economic vitality of Warsaw and our region hinge on the successful development of US 30 into a freeway that will protect and propel our community's future growth.

Respectfully,  
Jeff R. Grose

87. I think they should make a tunnel and bury the highway, so the people of Warsaw can travel through town without the highway traffic and be free of the highway noise.

88. The Parker street underpass is not an option for all of the neighborhoods in the Menards area! If access to US 30 from Parker street is removed, how is anyone coming down US 30 going to get to the Menards retail area?? - they will exit Center street and go through the "back roads" of our neighborhoods, which is extremely unsafe! This would include all the semi delivery trucks for all of the Menards area businesses. The Parker street / US 30 intersection is the busiest in town, and must be maintained!!

89. I again encourage you to take into consideration the probability that a complimentary passenger rail service will be available parallel to the route 30 corridor. Please keep informed of developments as a Midwest Connect feasibility study is likely to be available early Fall with phase 2 scoping following soon after. It is expected that passenger rail will take some of the traffic off Route 30 allowing it to more effectively serve as a conduit for goods & services for many years to come without additional highway infrastructure expansion. You can find a summary of the Midwest Connect passenger rail Pittsburgh-Columbus-Fort Wayne-Chicago corridor project on the NIPRArail.org website & Facebook page.

90. The report has a lot of details which is great but maybe too much for me at least with the time I have to look it over. Please ensure that houses on SR 109, just North of US 30, have quick access to US 30, both east bound and west bound. If that means taking Frontage Rd down to SR 9 instead of from SR 109 that is OK but currently I know taking a right or left from Frontage Rd onto SR 9 is very hard to do during increased traffic so it would have to be paired with other major changes. Another item I would love is if there was a pedestrian trail running down SR 109 that linked up to Morsches Park. You may be considering a trail from Cambridge Crossing addition. If possible, please provide access as north as W Center Drive or even The Remnant Church. Consider pairing this northern access with a parking lot so families without houses along the route can park and have access to the trails. Thank you.

91. With respect to the report's findings on the intersection of 30 and the Whitley/Allen County Line Road: while noting that no one in the area wants to live like a troll under a bridge, or see that "bridge" from their back decks, and while acknowledging that more and more people now live in that "viewing" area, the report proceeds with the elevated roadway as a solution. Of course the economic importance of SDI and the Marathon gas station, having already ruined the landscape and the ditch and water table, are highlighted. What the report fails to mention is that the very thing it presupposes as good -- increased semi traffic -- is the main driver of both accidents and fatalities. Living near this intersection has shown that the semi drivers, whether on their way to SDI or the gas station, do what they want, when they want. They turn regardless of others, speed regardless of others, and pull out into oncoming traffic from both locations, regardless of the presence of other people or vehicles they deem smaller or less important. Installing an overpass will not fix this it will encourage it. A simple fix in lieu of a large overpass system that will impact the lives and property values of hundreds of families in the area would be to force SDI traffic to use its existing dedicated exit access road at 700. The modified left turn lane at westbound 30 has already made the SDI and Marathon trucks stop for oncoming traffic when turning onto 800. Fix the remainder by having SDI direct high speed (and careless) semi traffic through their own property. Trying to fix the fact that municipalities have short changed their residents by allowing businesses to build complexes and gas stations where they had no business being in the first place by making it worse -- by encouraging high volume nonplussed semi traffic to use the intersection -- will not work, especially when the fix is a huge overpass system that further degrades the area for the citizens that live there.
92. No redirected traffics through our residential neighborhoods. No traffic be directed on Patterson rd and an underpass at Parker st
93. Section 4.11.1 Overview Parker Street - Social, Economic, and Environmental Constraints: This is the first I am aware that: i. A leaking underground storage tank is located at the Parker and DuBois intersection, at the Lassus Brothers Oil Company's Handy Dandy gas station approximately 200 southwest of the US 30 intersection. ii. The Culvers restaurant in the southeast corner of the US 30 and Parker Street intersection is under IDEM Institutional Control, in the Brownfields Program due to concerns with metals and semi volatile organic compounds. Affected resources at the site include ground water, subsurface soil, and surface soil, and the parcel is restricted from agricultural or food crop, groundwater use, and residential uses. Issues: The homes on the North and East of US 30 i.e. Patterson Place, Timber Ridge et al have well water - as city water was never available along Patterson Road. The soils at Patterson Place wells are ~15 - 20 ft. of clay over marl ("organic jello"). Leaking fuel tanks and heavy metals or semi volatile organic compounds potentially impact our water supply safety and our health! When were residents ever going to be made aware of these risks to our health???



US 30 East

Resource Agency, Stakeholder &  
Public Involvement #3  
Appendix 3.3 – Level 3

February 11, 2025



## Table of Contents

APPENDIX A: INDOT PRESS RELEASE .....	1
APPENDIX B: LEGISLATOR & MEDIA BRIEFING PRESENTATION.....	4
APPENDIX C: SOCIAL MEDIA POSTS .....	8
APPENDIX D: STAKEHOLDER EMAIL BLASTS .....	14
APPENDIX E: LEGAL PUBLIC NOTICES .....	28
English Version.....	28
Spanish Version .....	30
APPENDIX F: PROMOTIONAL POSTCARD.....	33
APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS.....	35
APPENDIX H: AMISH COMMUNITY MEETING MINUTES.....	49
APPENDIX I: US 30 & 31 COALITION MEETING MATERIALS.....	52
APPENDIX J: AGENCY COORDINATION MEETING MATERIALS.....	65
Presentation .....	<b>Error! Bookmark not defined.</b>
Agency Comments.....	75
Elected Official Letters.....	77
APPENDIX K: PUBLIC INFORMATION MEETING MATERIALS.....	79
APPENDIX I: PUBLIC COMMENT SUMMARY TABLE .....	106

# APPENDIX A: INDOT PRESS RELEASE

To view this email as a web page, click [here](#).



November 12, 2024

## **INDOT to host public information meetings for next phase of ProPEL US 30 and US 31 studies**

*Draft Level 3 Screening Reports now available*

**INDIANAPOLIS** – The Indiana Department of Transportation will host seven public information meetings as it continues its Planning and Environment Linkage (PEL) studies along the US 30 and US 31 corridors in northern Indiana. The purpose of the meetings is to share potential improvement packages at primary and secondary intersections, which are detailed in each study’s Draft Level 3 Screening Report. Draft reports are now available for viewing on the [ProPEL US 30](#) and [ProPEL US 31](#) study websites.

The studies span 180 miles across 12 counties and include US 30 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as US 31 between Hamilton County and Plymouth (excluding the Kokomo bypass). Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton, and Whitley.

During a PEL study, INDOT engages the public early in the planning process – before project scopes are known. Public feedback is vital to the success of the study and will help inform future potential solutions that will guide the next 20-plus years of transportation investments. In-person public information meetings will be held in each of the four study areas. Virtual meetings will be available for those unable to attend on each study’s website.

### **US 30 West:**

#### **Wednesday, November 13, 2024**

5 - 7 p.m. CST (presentation at 5:30 p.m.)  
Tri-Township Schools  
309 School Drive  
Wanatah, IN 46390

#### **Thursday, November 14, 2024**

5 - 7 p.m. EST (presentation at 5:30 p.m.)

### **US 31 North:**

#### **Monday, November 18, 2024**

5 - 7 p.m. EST (presentation at 5:30 p.m.)  
Rochester Community High School  
1645 S. Park Road  
Rochester, IN 46975

Virtual meeting available November 19

Plymouth High School  
1 Big Red Drive  
Plymouth, IN 46563

at [ProPELUS31.com](http://ProPELUS31.com)

Virtual meeting available November 14  
at [ProPELUS30.com](http://ProPELUS30.com)

**US 30 East:**

**Tuesday, November 19, 2024**  
5 - 7 p.m. EST (presentation at 5:30 p.m.)  
Indian Springs Middle School  
1692 S. SR 9  
Columbia City, IN 46725

**Wednesday, November 20, 2024**  
5 - 7 p.m. EST (presentation at 5:30 p.m.)  
Lincoln Elementary School  
203 N. Lincoln St.  
Warsaw, IN 46580

Virtual meeting available November 20  
at [ProPELUS30.com](http://ProPELUS30.com)

**US 31 South:**

**Thursday, November 14, 2024**  
5 - 7 p.m. EST (presentation at 5:30 p.m.)  
Tipton County Fairgrounds Auditorium  
1200 S. Main Street  
Tipton, IN 46072

**Tuesday, November 19, 2024**  
5 - 7 p.m. EST (presentation at 5:30 p.m.)  
Peru High School  
401 N. Broadway Street  
Peru, IN 46970

Virtual meeting available November 15  
at [ProPELUS31.com](http://ProPELUS31.com)

The public may provide comments online, in-person at public meetings, by phone and via mail through December 13, 2024.



[ProPELUS30.com](http://ProPELUS30.com)



[ProPELUS31.com](http://ProPELUS31.com)

### Stay Informed

Motorists in Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: [facebook.com/indianadepartmentoftransportation](https://facebook.com/indianadepartmentoftransportation)
- X (formerly Twitter): [@INDOT](https://twitter.com/INDOT)
- TrafficWise: [511in.org](https://511in.org)
- Mobile App: [iTunes App Store](https://itunes.apple.com) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot)

### About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America through delivery of Gov. Eric J. Holcomb’s \$60 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is charged with constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 127 aviation facilities across the state. For the eighth consecutive year, Indiana has placed within the top ten in the nation for infrastructure in CNBC’s “America’s Top States for Business” rankings. Learn more about INDOT at [in.gov/indot](https://in.gov/indot).

### Customer Service

1-855-463-6848  
[www.indot4u.com](https://www.indot4u.com)

### Media Contact

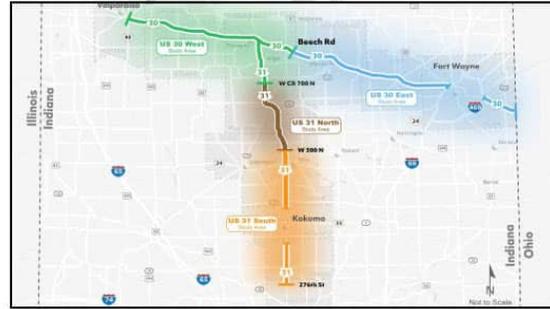
Natalie Garrett  
812-525-0571  
[nagarrett@indot.in.gov](mailto:nagarrett@indot.in.gov)



# APPENDIX B: LEGISLATOR & MEDIA BRIEFING PRESENTATION



1



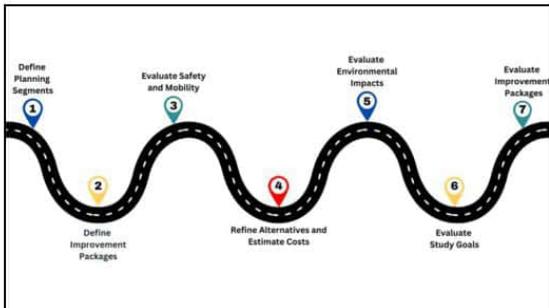
2



3



4



5

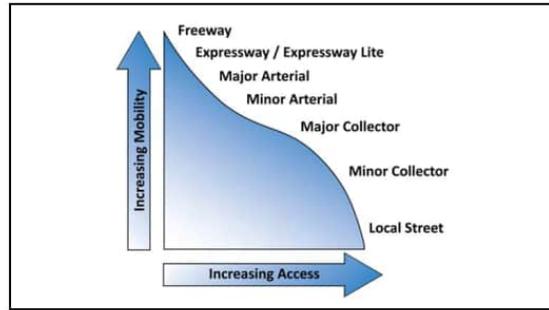
Planning Segment	Northern Limit	Southern Limit	Approximate Distance
Miami Central	E of I-75	S of US 24	2.6 miles
Peru	S of US 24	S of CR 400 S	4.6 miles
Grimes	S of CR 400 S	S of CR 900 S	4.8 miles
Miami South	S of CR 900 S	US 31 & SR 931 S Jct	5.6 miles
Sharpville	US 31 & SR 931 S Jct	S of CR 200 N	4.1 miles
Tipton	S of CR 200 N	S of SR 28	6.1 miles
East Union	S of SR 28	27th St	5.8 miles

6

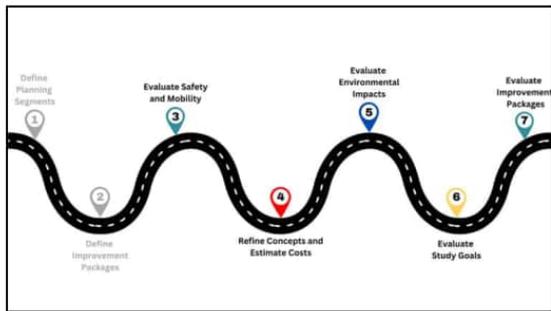
**IMPROVEMENT PACKAGES**

- ✓ Influence on adjacent intersections
- ✓ Community context
- ✓ Access management guidelines
- ✓ Improvements at secondary intersections

7



8



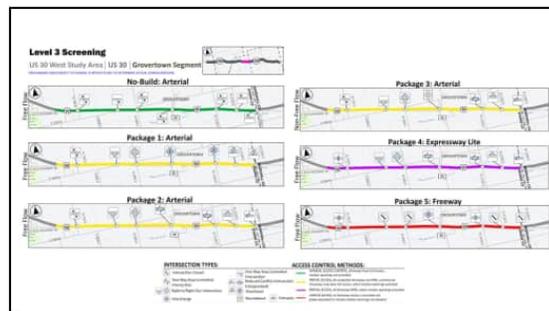
9



10



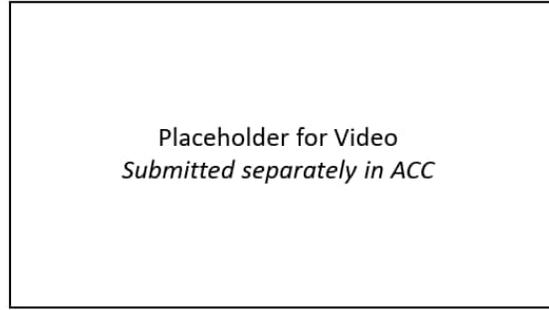
11



12



13



Placeholder for Video  
*Submitted separately in ACC*

14



15

FW: 30/31 Media Briefing RSVPs - 11/12 - Message (HTML)

File Message Help Acrobat ProjectWise PDF-XChange Tell me what you want to do

Delete Reply Reply All Forward All Apps Mark Unread Find Zoom

**FW: 30/31 Media Briefing RSVPs - 11/12**

 Flum, Sandra <SFlum@indot.IN.gov> Reply Reply All Forward ...  
 To:  ciacciarellaam@cdmsmith.com;  Hull, Marian M.;  Peck, Shane;  Erin Pipkin;  
 Van Wert, Laura  
 Cc:  Sandstrom, Scott;  Holt, Rusty;  Whitmore, Betsy Tue 11/12/2024 11:06 AM

Team,  
 Below are the list of media outlets who attended the ProPEL US 30/31 Level 3 media briefing this morning. Please keep an eye out for gaps in communities not covered by these, in case we need to do some outreach with more localized media who may have missed it. If you have contacts that you want to send the press release to, please let us know.

Sandra

---

**From:** Garrett, Natalie R <NaGarrett@indot.IN.gov>  
**Sent:** Tuesday, November 12, 2024 11:50 AM  
**To:** Flum, Sandra <SFlum@indot.IN.gov>; Wallace, Jonathan N <JWallace2@indot.IN.gov>  
**Cc:** Stacey Osburn <sosburn@HNTB.com>; Adin McCann <amccann@hntb.com>; Cassidy Hunter <cahunter@HNTB.com>  
**Subject:** 30/31 Media Briefing RSVPs - 11/12

Sandra and Jonathan,

Below is a list of media outlets who RSVPed for this morning's briefing. I believe most all of them were present.

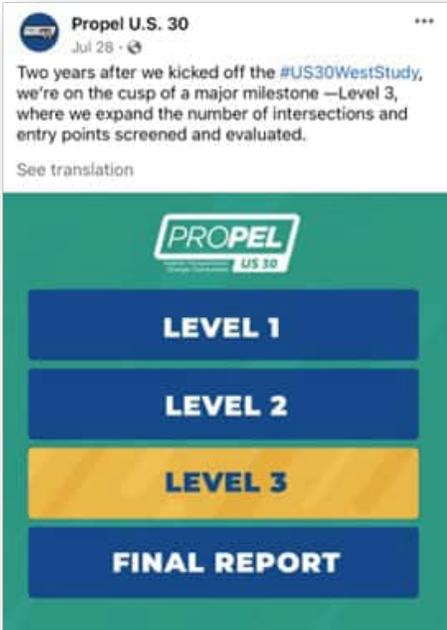
- Rochester Sentinel – Christina Seiler
- Ink Free News – Kosciusko, Elkhart, Fulton, Marshall, Wabash, Whitley counties
- Plain Dealer – Wabash, Peru, Huntington
- FOX 59 – Indy
- WRTV – Indy
- WFFT – Fort Wayne
- Times-Union – Warsaw
- La Porte County Herald- Dispatch

Other outlets may pick up the news release. If there is anything else I can provide, let me know.

**Natalie Garrett**  
 Strategic Communications Director  
 Indiana Department of Transportation  
 Central Office  
 Cell: 812-525-0571  
 Email: [nagarrett@indot.in.gov](mailto:nagarrett@indot.in.gov)  
[Find us on social media!](#)



# APPENDIX C: SOCIAL MEDIA POSTS



**Propel U.S. 30**  
Jul 28 · 🌐

Two years after we kicked off the #US30WestStudy, we're on the cusp of a major milestone —Level 3, where we expand the number of intersections and entry points screened and evaluated.

See translation





**Propel U.S. 30**  
Nov 12 · 🌐

The #ProPELUS30 Draft Level 3 Screening Report is available for viewing! Level 3—the final screening step of this study—presents alternatives via intersection improvement packages along US 30. Today marks the beginning of the public comment period, which runs through Friday, December 13. Information about the Draft Level 3 Report - Community Office Hours, Public Information Meetings, videos, interactive maps, and comment functions - is available at [ProPELUS30.com](http://ProPELUS30.com).

See translation



**Propel U.S. 30**  
Nov 13 · 🌐

Do you have any questions about the Draft Level 3 Report? Today, Wednesday, November 13, we are hosting Community Office Hours at the New Haven Community Center in #FortWayne from 4-6 p.m. ET! Join us to address all your comments and questions about the draft report.

See translation

#US30EAST

**COMMUNITY OFFICE HOURS**

**13 Wednesday**

**PROPEL**  
Smarter Transportation. Stronger Communities.

**Propel U.S. 30**  
Nov 25 · 🌐

Do you have any comments or questions about the Draft Level 3 Screening Report? Today, Monday, November 25, we are hosting Community Office Hours at Peabody Public Library in #ColumbiaCity from 11 a.m. to 1 p.m. ET! Join us to chat about the report.

See translation

#US30EAST

**COMMUNITY OFFICE HOURS**

**25 Monday**

**PROPEL**  
Smarter Transportation. Stronger Communities.

**Propel U.S. 30**  
2d · 🌐

One of the unique features of #US30 and #US31 is seeing all the high-tech and big-wheel agricultural vehicles we share the road with.

Our study has been made better thanks to input from Farm Bureaus in counties crisscrossing the region.

Thanks for coming to our Draft Level 3 Screening Report-related office hours and for letting us come to your events.

See translation

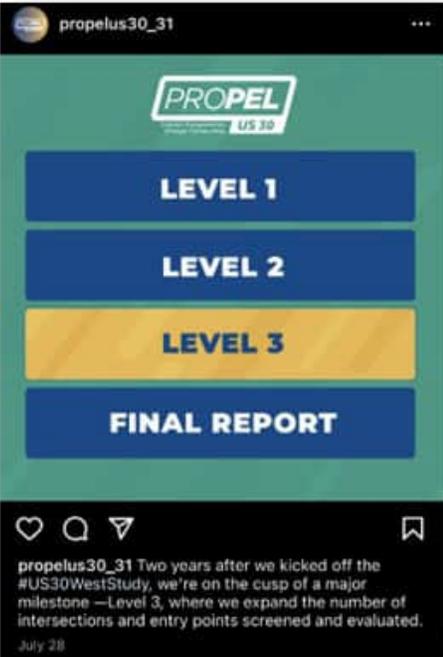
**THANK YOU FARM BUREAUS**

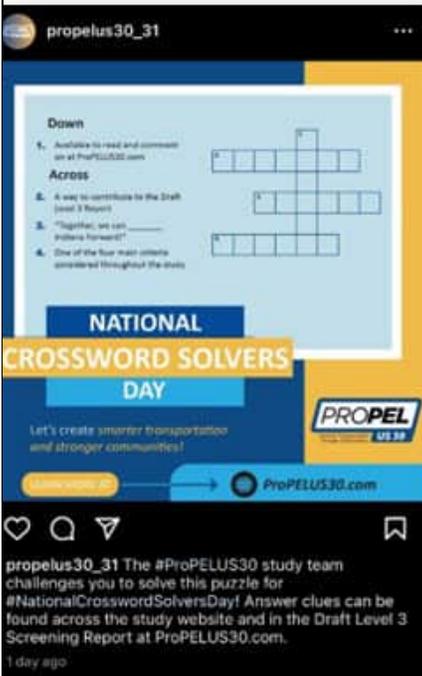
**Propel U.S. 30**  
1d · 🌐

Missed the in-person public meeting or want a recap? We've got you covered! 📺 Watch the virtual meeting anytime on our website. Stay informed with the recorded presentation, access meeting materials, review study documents, and share your feedback—all in one place at [ProPELUS30.com](https://ProPELUS30.com).

Reminder! Public comments on the Draft Level 3 Screening Report will be accepted until December 13, 2024.

See translation





**Propel US 30** @PropelUS30 · 11/12/24 ...

The #ProPELUS30 Draft Level 3 Screening Report is available for viewing! Level 3 presents alternatives via intersection improvement packages along US 30. Today marks the beginning of the public comment period, which runs through Friday, December 13. Visit [ProPELUS30.com](http://ProPELUS30.com)

**Read the Draft Level 3 Screening Report**

**VISIT**  
[PROPELUS30.COM/PROCLIBRARY](http://PROPELUS30.COM/PROCLIBRARY)

**Propel US 30** @PropelUS30 · 11/25/24 ...

Do you have any comments or questions about the Draft Level 3 Screening Report? Today, Monday, November 25, we are hosting Community Office Hours at Peabody Public Library in #ColumbiaCity from 11 a.m. to 1 p.m. ET! Join us to chat about the report.

**COMMUNITY OFFICE HOURS**

**25 Monday**

**WHEN:** Monday, November 25, 11:00 AM - 1:00 PM Eastern Time

**WHERE:** Peabody Public Library, 1100 S. State Street 205, Columbia City, IN 46725

Check out [ProPELUS30.com](http://ProPELUS30.com) for more.

**Propel US 30** @PropelUS30 · 2d ...

Our study has been made better thanks to input from Farm Bureaus in counties crisscrossing the region. Thanks for coming to our Draft Level 3 Screening Report-related office hours and for letting us come to your events.

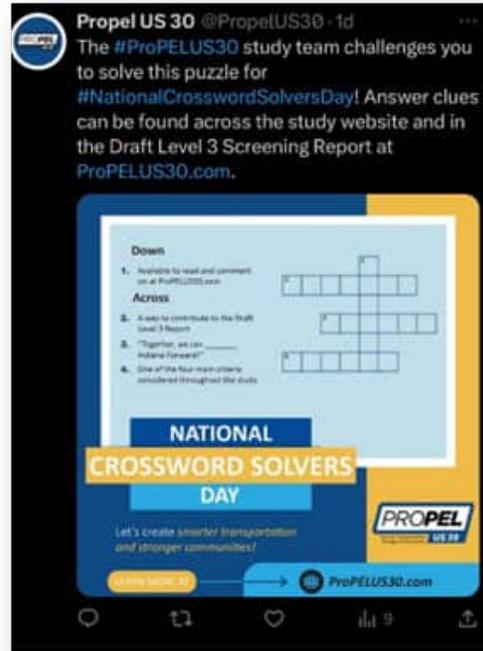
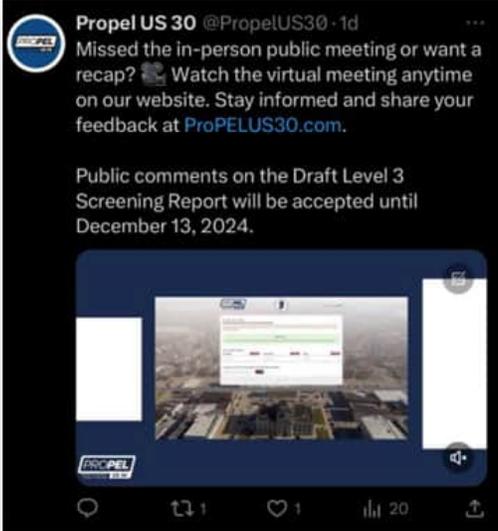
**THANK YOU FARM BUREAUS**

**Propel US 30** @PropelUS30 · 1d ...

Missed the in-person public meeting or want a recap? 📺 Watch the virtual meeting anytime on our website. Stay informed and share your feedback at [ProPELUS30.com](http://ProPELUS30.com).

Public comments on the Draft Level 3 Screening Report will be accepted until December 13, 2024.

If you missed our public information meetings, you can still get involved!



## APPENDIX D: STAKEHOLDER EMAIL BLASTS

### Comment TODAY – Level 2 Screening

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Tue, Apr 30, 2024 at 12:19 PM



## PUBLIC COMMENT PERIOD ENDS

Today is the last day for Hoosiers to provide input for the Level 2 alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

The ProPEL US 30 East study team seeks public comments for the *Draft Level 2 Screening Report* online, in-person, and by mail through **today, Tuesday, April 30, 2024**.

- View the report here: [Propelus30.com/wp-content/uploads/2024/04/US30EPEL\\_Level2Screening\\_RP\\_DRAFT-Entire-Document.pdf](https://Propelus30.com/wp-content/uploads/2024/04/US30EPEL_Level2Screening_RP_DRAFT-Entire-Document.pdf)
- Comment online at: [Pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://Pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments, which need to be postmarked by today, to:

Attn: ProPEL US 30 East Study  
WSP USA  
[115 W Washington Street #1270s](#)  
[Indianapolis, IN 46204](#)

This ProPEL US 30 East *Draft Level 2 Screening Report* is based on data collection efforts that began in August 2022, as well as from feedback received

from ongoing public and stakeholder involvement. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the *Draft Level 2 Screening Report* are available to view at the following locations throughout the public comment period:

- Monroeville Public Library, 115 Main Street, Monroeville, IN 46773
- New Haven Community Center, [7500 IN-930 East](#), Fort Wayne, IN 46803
- Northeastern Indiana Regional Coordinating Council, [200 E Berry Street Suite 230, Fort Wayne, IN 46802](#)
- Peabody Public Library, [1160 IN-205, Columbia City, IN 46725](#)
- Pierceton Public Library, [101 W Catholic Street, Pierceton, IN 46562](#)
- Warsaw Community Public Library, 310 E Main Street, Warsaw, IN 46580

The study team will use feedback on the *Draft Level 2 Screening Report* as the alternatives development process moves forward in the coming months.



---

**Comment today! Draft Level 3 Screening Report available for review**

1 message

---

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Tue, Nov 12, 2024 at 1:31 PM



## **Draft Level 3 Screening Report now available for review**

The ProPEL US 30 East study team is asking for Hoosiers' input on the Draft Level 3 report of the alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions of I-69 and I-469 around the north side of Fort Wayne excluded from the study.

### **Public Information Meetings - Nov. 19 and 20**

The ProPEL US 30 East study team will host two public information meetings for the Draft Level 3 Screening Report in Warsaw and Columbia City. The meetings will be held in an open-house format with various informational stations, videos, and a formal presentation.

- **Tuesday, November 19, 2024, 5 to 7 p.m. EST**  
Presentation at 5:30 p.m. EST

Indian Springs Middle School, [1692 S.R. 9, Columbia City, IN 46275](#)

- **Wednesday, November 20, 5 to 7 p.m. EST**  
Presentation at 5:30 p.m. EST  
[Lincoln Elementary School, 203 N. Lincoln Street, Warsaw, IN 46580](#)

## Provide comments by December 13, 2024

In addition, the ProPEL US 30 East study team seeks public comments for the Draft Level 3 Screening Report. Public comments may be submitted online, in-person, and by mail through Friday, December 13, 2024. A Virtual Public Information Meeting will be posted at [ProPELUS30.com](#) on Wednesday, November 20, and will remain available throughout the duration of the public comment period.

- View the report here: <https://propelus30.com/us-30-east/>
- Interact with our segment map and videos: <https://propelus30.com/alternatives3/>
- Comment online at: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail comments to:  
Attn: ProPEL US 30 East Study  
WSP USA  
[115 W. Washington Street #1270s](#)  
[Indianapolis, IN 46204](#)

The ProPEL US 30 East Draft Level 3 Screening Report is based on data collection efforts that began in August 2022, and from feedback received from ongoing public and stakeholder involvement. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future decisions about the statewide infrastructure program which will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the Draft Level 3 Screening Report will be available to view at the following locations throughout the public comment period:

- [Monroeville Public Library](#)  
[115 Main Street, Monroeville, IN 46773](#)
- [New Haven Community Center](#)  
[7500 S.R. 930 East, Fort Wayne, IN 46803](#)
- [Northeastern Indiana Regional Coordinating Council](#)  
[200 E Berry Street, Suite 230, Fort Wayne, IN 46802](#)

- Peabody Public Library  
[1160 S.R.205, Columbia City, IN 46725](#)
- Pierceton Public Library  
[101 W. Catholic Street, Pierceton, IN 46562](#)
- Warsaw Community Public Library  
310 E. Main Street, Warsaw, IN 46580

In addition, physical copies of the Draft Level 3 Screening Report will be available to view during the following Community Office Hours:

- Wednesday, November 13, 2024, 4 to 6 p.m. EST  
New Haven Community Center  
[7500 S.R. 930, Fort Wayne, IN 46803](#)
- Monday, November 25, 2024, 1:30 to 3:30 p.m. EST  
Peabody Public Library  
[1160 E. S.R. 205, Columbia City, IN 46725](#)
- Tuesday, December 3, 2024, 1 to 3 p.m. EST  
Pierceton Public Library  
[101 W. Catholic Street, Pierceton, IN 46562](#)
- Thursday, December 12, 2024, noon to 2 p.m. EST  
New Haven Community Center  
[7500 S.R. 930 East, Fort Wayne, IN 46803](#)

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Laura Van Wert, 412- 508-0383, or [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) to coordinate services to participate in the public comment period. Services include language, visual and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current INDOT Public Involvement guidance can be found at <https://www.in.gov/indot/public-involvement/public-involvement/>.



---

**Join us Thursday in New Haven; Level 3 comments due Friday**

2 messages

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Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Tue, Dec 10, 2024 at 9:15 PM



**ProPEL US 30 East study  
team will be in New Haven  
on Thursday, Dec. 12**

The ProPEL US 30 East study team is hosting its final community office hours session of 2024 this Thursday, Dec. 12, from noon to 2 p.m. in New Haven. Stop by to learn more about the draft Level 3 Screening Report and submit your comments before the deadline.

#US30EAST

## COMMUNITY OFFICE HOURS

**12****Thursday****WHEN:**  
Thursday, December 12  
12:00 PM–2:00 PM  
Eastern Time**WHERE:**  
New Haven  
Community Center  
7500 State Road 930  
Fort Wayne, IN 46803[Check out ProPELUS30.com for more.](https://www.propelUS30.com)**PROPEL**Smarter Transportation.  
Stronger Communities.**US 30**

### Draft Level 3 Screening Report

**comment period ends Friday, Dec. 13**

The end of the comment period for the draft Level 3 Screening Report is quickly approaching! Click the links below to read the report and provide your comments online.

[Click here to view the draft Level 3 Screening Report](#)

[Provide comments online](#)

---

**ProPEL US 30 East hosting public information meetings on Nov. 19 and 20**

1 message

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Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Fri, Nov 15, 2024 at 1:11 PM



**Please join us Nov. 19 or 20**

The ProPEL US 30 East study team will host two public information meetings for the Draft Level 3 Screening Report in Warsaw and Columbia City. The meetings will be held in an open-house format with a stations around the room, videos, and a formal presentation at 5:30 p.m. [Click here to review the report.](#)

**#US30EAST**

## PUBLIC INFORMATION MEETINGS

**Tue Nov 19**

Tuesday, November 19  
5–7 PM Eastern Time

Indian Springs Middle School  
1692 IN-9  
Columbia City, IN 46725



**Wed Nov 20**

Wednesday, November 20  
5–7 PM Eastern Time

Lincoln Elementary School  
203 N. Lincoln St.  
Warsaw, IN 46580



### Visit an Upcoming Community Office Hours Session and Comment Online

If you can't make it to one of the public information meetings, the study team is hosting several community office hours sessions before the Dec. 13 comment deadline. Those events are:

**Monday, November 25, 2024, 1:30 to 3:30 p.m. ET**  
Peabody Public Library

1160 E State Road 205, Columbia City, IN 46725

**Tuesday, December 3, 2024, 1 to 3 p.m. ET**

Pierceton Public Library

101 W Catholic Street, Pierceton, IN 46562

**Thursday, December 12, 2024, noon to 2 p.m. ET**

New Haven Community Center

7500 IN-930 East, Fort Wayne, IN 46803

You can submit a comment online via this link: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105). Please submit your Level 3 Screening Report comments by Dec. 13, 2024.

We hope to see you soon!



---

## ProPEL US 30 East virtual public meeting now online

1 message

---

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Fri, Nov 22, 2024 at 2:48 PM



## Virtual Meeting Now Available

If you couldn't attend this week's public information meetings for the Draft Level 3 Screening Report, the virtual public meeting for the ProPEL US 30 East Study is now LIVE!

[Log into the meeting.](#)

### Join us in Columbia City this Monday

On Monday, Nov. 25, at the Peabody Public Library, visitors will have the opportunity to review a hard copy of the Level 3 Screening Report, ask questions and provide feedback.

#US30EAST

# COMMUNITY OFFICE HOURS

**25****Monday****WHEN:**  
Monday, November 25  
1:30 PM–3:30 PM  
Eastern Time**WHERE:**  
Peabody Public Library  
1160 E State Road 205  
Columbia City, IN 46725[Check out ProPELUS30.com for more.](http://ProPELUS30.com)

Can't make it on Monday? Additional community office hours will be held on Dec. 3 in Pierceton and Dec. 12 in New Haven.

## Review the Draft Level 3 Screening

### Report and Provide Feedback

- [View the Level 3 Screening Report](#)
- [Interact with our segment map and videos](#)
- [Comment online](#)

---

## View the Level 3 Screening Virtual Public Information Meeting by Friday!

1 message

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Thu, Dec 12, 2024 at 7:02 AM



## Comment on Level 3 Alternative Segments, Packages

The public comment period for the Draft Level 3 Screening Report ends on Friday, December 13. Don't miss an opportunity to contribute to the study! The Draft Level 3 Screening Report for the ProPEL US 30 East study is based on scoping and data collection efforts that began in August 2022, as well as feedback from ongoing public and stakeholder involvement. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future decisions about the statewide infrastructure program which will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

### There are several ways to engage the ProPEL US 30 East Study during this most recent milestone:

- [View the Draft Level 3 Screening Report](#)
- [Participate in the Virtual Public Information Meeting](#)
- [Learn more about specific segments and packages by exploring our Interactive Map](#)

- [Comment online](#)
- [Comment by mail \(postmarked by Friday\):](#)

WSP USA. Attn: ProPEL US 30 East Study

115 W Washington Street #1270s

Indianapolis, IN 46204

Thank you for engaging with the US 30 East study in 2024. Be on the lookout for future communication about Community Office Hours and study updates in 2025!



# APPENDIX E: LEGAL PUBLIC NOTICES

## ENGLISH VERSION

### NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC INFORMATION MEETINGS

The ProPEL US 30 East study team is asking for Hoosiers' input as it starts Level 3 of the alternatives analysis and screening phase in the Indiana Department of Transportation (INDOT) Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study area extends for approximately 58 miles from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions within I-69 and I-469 around the north side of Fort Wayne excluded from the study.

The ProPEL US 30 East study team will host two public information meetings for the *Draft Level 3 Screening Report* in Warsaw and Columbia City. The meetings will be held in an open-house format with a stations around the room, videos, and a formal presentation:

- **Tuesday, November 19, 2024, 5 to 7 p.m. EST**  
Presentation at 5:30 p.m. EST  
Indian Springs Middle School 1692 IN-9  
Columbia City, IN 46725  
Make-up Date (if needed): Tuesday, December 3, 2024
- **Wednesday, November 20, 5 to 7 p.m. EST**  
Presentation at 5:30 p.m. EST  
Lincoln Elementary School  
203 N Lincoln Street  
Warsaw, IN 46580  
Make-up Date (if needed): Wednesday, December 4, 2024

In addition, the ProPEL US 30 East study team seeks public comments for the *Draft Level 3 Screening Report*. INDOT is accepting public comments online, in-person, and by mail through **Friday, December 13, 2024**. A Virtual Public Information Meeting will launch on [propelus30.com](http://propelus30.com) on Wednesday, November 20, and will remain live throughout the duration of the public comment period.

- View the report here: [propelus30.com/](http://propelus30.com/)
- Comment online at: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Mail in comments to:

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

This ProPEL US 30 East *Draft Level 3 Screening Report* is based on data collection efforts that began in August 2022, as well as from feedback received from ongoing public and stakeholder involvement. INDOT intends to use the

information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Physical copies of the *Draft Level 3 Screening Report* will be available to view at the following locations throughout the public comment period:

Monroeville Public Library  
115 in Street  
Monroeville, IN 46773

New Haven Community Center  
7500 -930 East  
Fort Wayne, IN 46803

Northeastern Indiana Regional Coordinating Council  
200 Berry Street Suite 230  
Fort Wayne, IN 46802

Peabody Public Library  
1160 -205  
Columbia City, IN 46725

Pierceton Public Library  
101 Catholic Street  
Pierceton, IN 46562

Warsaw Community Public Library  
310 E Main Street  
Warsaw, IN 46580

In addition, physical copies of the *Draft Level 3 Screening Report* will be available to view at the following Community Office Hours:

- **Wednesday, November 13, 2024, 4 to 6 p.m. ET**  
New Haven Community Center  
7500 State Road 930, Fort Wayne, IN 46803
- **Monday, November 25, 2024, 1:30 to 3:30 p.m. ET**  
Peabody Public Library  
1160 E State Road 205, Columbia City, IN 46725
- **Tuesday, December 3, 2024, 1 to 3 p.m. ET**  
Pierceton Public Library  
101 W Catholic Street, Pierceton, IN 46562

- **Thursday, December 12, 2024, noon to 2 p.m. ET**  
New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Laura Van Wert, (412) 508-0383, or [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) to coordinate services to participate in the public comment period. Services include language, visual and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. Current INDOT Public Involvement guidance can be found at <https://www.in.gov/indot/public-involvement/public-involvement/>.

## SPANISH VERSION

### AVISO DE PERIODO DE COMENTARIOS PÚBLICOS Y REUNIONES DE INFORMACIÓN PÚBLICA

El equipo de estudio ProPEL US 30 East está solicitando la opinión de los habitantes de Indiana mientras comienza el Nivel 3 de la fase de análisis y selección de alternativas en el estudio de Planificación y Vínculo Ambiental (PEL) del Departamento de Transporte de Indiana (INDOT) a lo largo de la US 30 en el norte de Indiana. El área de estudio ProPEL US 30 East se extiende aproximadamente 58 millas desde Beech Road en el condado de Marshall hasta la línea estatal de Indiana/Ohio en el condado de Allen, excluyendo las porciones dentro de I-69 e I-469 alrededor del lado norte de Fort Wayne.

El equipo de estudio ProPEL US 30 East organizará dos reuniones de información pública para el Informe de Selección del Nivel 3 Borrador en Warsaw y Columbia City. Las reuniones se llevarán a cabo en un formato de casa abierta con estaciones alrededor de la sala, videos y una presentación formal.

- **Martes 19 de noviembre de 2024, 5 a 7 p.m. EST**  
Presentación a las 17:30 horas. EST  
Indian Springs Middle School  
1692 IN-9  
Columbia City, IN 46725  
Fecha de recuperación (si es necesario): martes 3 de diciembre de 2024
- **Miércoles 20 de noviembre, 5 a 7 p.m. EST**  
Presentación a las 17:30 horas. EST  
Lincoln Elementary School  
203 N Lincoln St.  
Varsovia, IN 46580

Fecha de recuperación (si es necesario): miércoles 4 de diciembre de 2024

Además, el equipo de estudio de ProPEL US 30 East busca comentarios públicos para el Borrador del Informe de Evaluación de Nivel 3. INDOT acepta comentarios públicos en línea, en persona y por correo hasta el viernes 13 de diciembre de 2024. Se lanzará una reunión virtual de información pública en [propelus30.com](http://propelus30.com) el miércoles 20 de noviembre y permanecerá activa durante todo el comentario público. período.

- Vea el informe aquí: [propelus30.com/](http://propelus30.com/)
- Comente en: [https://pima.indot.in.gov/public/comment/project-comment-dynamic?project\\_id=105](https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=105)
- Envíe sus comentarios por correo a:

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204

Este Informe de Evaluación de Nivel 3 del Borrador ProPEL US 30 Este se basa en los esfuerzos de recolección de datos que comenzaron en agosto de 2022, así como en los comentarios recibidos de la participación pública y de las partes interesadas. INDOT tiene la intención de utilizar la información, el análisis y las decisiones del proceso de estudio PEL para informar las futuras revisiones ambientales federales realizadas de acuerdo con la Ley de Política Ambiental Nacional (NEPA).

Se puede encontrar copias físicas del Informe de Evaluación de Nivel 3 del Borrador disponibles para su consulta en las siguientes ubicaciones durante el período de comentarios públicos:

Monroeville Public Library  
115 in Street  
Monroeville, IN 46773

New Haven Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803

Northeastern Indiana Regional Coordinating Council  
200 Berry Street Suite 230  
Fort Wayne, IN 46802

Peabody Public Library  
1160 IN-205  
Columbia City, IN 46725

Pierceton Public Library  
101 W Catholic Street  
Pierceton, IN 46562

Warsaw Community Public Library

310 E Main Street  
Warsaw, IN 46580

Además, copias físicas del Informe de Evaluación de Nivel 3 del Borrador estarán disponibles para su visualización en el siguiente horario de “Community Office Hours”:

- **Miércoles, 13 de noviembre de 2024, de 4 a las 6 p.m. ET**  
New Haven Community Center  
7500 State Road 930, Fort Wayne, IN 46803
- **Lunes, 25 de noviembre de 2024, de 1:30 a las 3:30 p.m. ET**  
Peabody Public Library  
1160 E State Road 205, Columbia City, IN 46725
- **Martes, 3 de diciembre de 2024, de 1 a las 3 p.m. ET**  
Pierceton Public Library  
101 W Catholic Street, Pierceton, IN 46562
- **Jueves, 12 de diciembre de 2024, del mediodía a las 2 p. m. E.T.**  
New Haven Community Center  
7500 IN-930 East, Fort Wayne, IN 46803

De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), se anima a las personas con discapacidades o que representan a una población de ADA y/o con dominio limitado del inglés a comunicarse con Laura Van Wert, al (412) 508-0383, o a [laura.vanwert@wsp.com](mailto:laura.vanwert@wsp.com) para coordinar servicios que les permitan participar en el período de comentarios públicos. Los servicios incluyen interpretación en lenguaje, visual y de audio.

Este aviso se publica en cumplimiento con el Código de Regulaciones Federales, Título 23, Sección 771 (CFR 771.111(h)(1) establece: “Cada Estado debe tener procedimientos aprobados por la FHWA para llevar a cabo un programa de participación pública/audiencia pública.” 23 CFR 450.212(a)(7) establece: “Los procedimientos de participación pública deben prever la revisión periódica de la efectividad del proceso de participación pública para asegurar que el proceso proporcione acceso completo y abierto a todos y la revisión del proceso según sea necesario,” aprobado por la Administración Federal de Carreteras, Departamento de Transporte de EE. UU. el 7 de julio de 2021. La guía actual de participación pública de INDOT se puede encontrar en <https://www.in.gov/indot/public-involvement/public-involvement/>.

## APPENDIX F: PROMOTIONAL POSTCARD

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**TOGETHER WE CAN  
PROPEL INDIANA FORWARD**

**Review the Draft  
Level 3 Screening Report**

**Study Timeline**

- 2022**
  - Summer 2022: PEL Studies Start
  - Fall 2022: Vision/Scoping
- 2023**
  - Summer 2023: Purpose and Need
  - Fall 2023: Universe of Alternatives
- 2024**
  - Spring 2024: Level 2 Analysis
  - Fall 2024: **WE ARE HERE** / Level 3 Analysis
- Early 2025**: PEL Studies Complete

Level 3 Screening postcard.indd 1 | 10/25/2024 10:50:06 AM

# WHAT IS LEVEL 3 SCREENING?

The Level 3 screening—the final screening step for this study—presents improvement packages for sections of US 30 East. These sections, called planning segments, include improvements identified from Level 2, previous US 30 studies, community input, and industry guidelines and solutions.

# WHY THIS PROCESS MATTERS

-  The US 30 East study area includes the development of alternatives and evaluation of 31 primary intersections and 49 secondary intersections.
-  The study team identified 58 different packages of intersections improvements across 13 planning segments, representing a range of potential solutions.
-  They then evaluate the packages of improvements with respect to the study's identified Purpose and Need, impacts, costs, and goals.
-  The study will conclude with varying improvements that it recommends or that INDOT carries forward for further consideration in detailed analyses beyond ProPEL.

Personas que tienen dominio limitado del inglés pueden solicitar una traducción de esta postal comunicándose con Laura Van Wert en [Laura.VanWert@wsp.com](mailto:Laura.VanWert@wsp.com) o (412)508-0383.

Level 3 Screening postcard.indd 2

PRSR STD  
ECRWSS  
U.S. POSTAGE  
PAID  
EDDM Retail

**LOCAL POSTAL CUSTOMER**

## Comment Today

We want to hear from you! Comment on the alternatives identified in the Draft Level 3 Screening Report by **Friday, December 13, 2024** at [ProPELUS30.com](http://ProPELUS30.com). You can also comment in-person at the **Public Information Meetings** below or by mail:

### 2024 Public Information Meetings

5:00–7:00 PM Eastern Time with Presentation at 5:30 PM

- |                                     |                                  |
|-------------------------------------|----------------------------------|
| <b>Tuesday, November 19</b>         | <b>Wednesday, November 20</b>    |
| <b>Indian Springs Middle School</b> | <b>Lincoln Elementary School</b> |
| 1692 IN-9                           | 203 N Lincoln Street             |
| Columbia City, IN 46725             | Warsaw, IN 46580                 |

A Virtual Public Information Meeting will be available after the completion of the meetings at [ProPELUS30.com](http://ProPELUS30.com).

### Mail Comments To

Attn: ProPEL US 30 East Study  
WSP USA  
115 W Washington Street #1270s  
Indianapolis, IN 46204



10/25/2024 10:50:07 AM

# APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS



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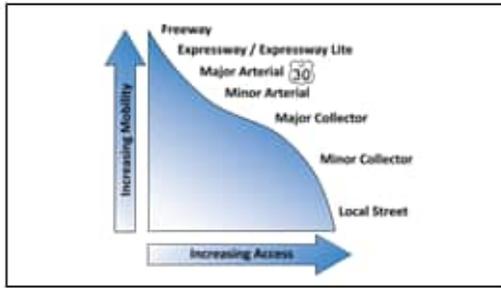


6

## IMPROVEMENT PACKAGES

- Community Context
- Influence on adjacent intersections
- Access management guidelines
- Improvements at secondary intersections

7



8



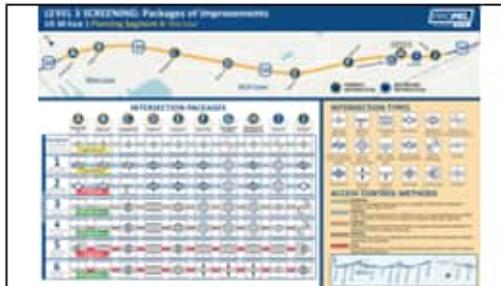
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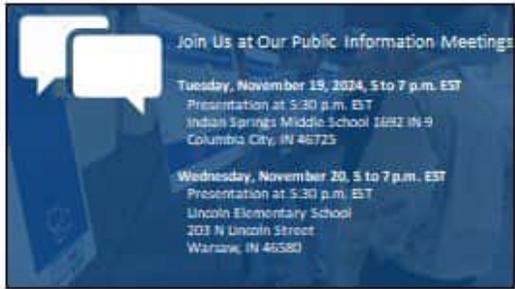
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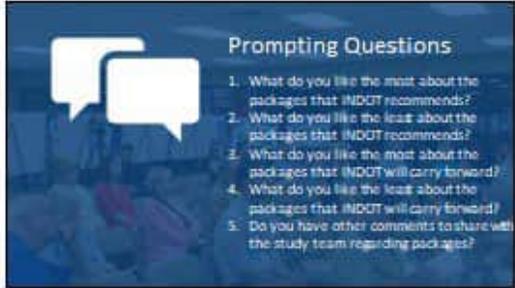
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US 30 EAST  
WSP  
115 W. Washington St., Suite 12705  
Indianapolis, IN 46204  
p. 1.317.972.1706

Rusty Holt, Project Manager  
p. 317.972.8571  
[rusty.holt@wsp.com](mailto:rusty.holt@wsp.com)

Shane Peck, Public Involvement  
p. 312.803.6496  
[shane.peck@wsp.com](mailto:shane.peck@wsp.com)

## MEETING NOTES

Date: November 12, 2024

Re: The Warsaw-Fort Wayne Corridor Stakeholder Advisory Committee Meeting 5

### In Attendance:

<i>Joe Hilger</i>	<i>Hilger Family Farm</i>
<i>Dan Avery</i>	<i>Northeastern Indiana Regional Coordinating Council</i>
<i>Rob Parker</i>	<i>Kosciusko County Chamber of Commerce</i>
<i>Cassidy Topel</i>	<i>Patterson Neighborhood HOA Board</i>
<i>Tab Roy</i>	<i>DePuy Synthes/Johnson &amp; Johnson</i>
<i>Brett Allwine</i>	<i>DePuy Synthes/Johnson &amp; Johnson</i>
<i>Milton Thomas</i>	<i>DePuy Synthes/Johnson &amp; Johnson</i>
<i>Melissa Beber</i>	<i>Greater Fort Wayne, Inc.</i>
<i>Sandra Flum</i>	<i>INDOT</i>
<i>Kia Gillette</i>	<i>INDOT</i>
<i>Rusty Holt</i>	<i>WSP</i>
<i>Shane Peck</i>	<i>WSP</i>
<i>Bryan Kapala</i>	<i>WSP</i>
<i>Laura Van Wert</i>	<i>WSP</i>

### MEETING SUMMARY

The Warsaw-Fort Wayne Corridor Stakeholder Advisory Committee (SAC) met virtually on Tuesday, November 12, for an update on the ProPEL US 30 East Study. In this meeting, the study team detailed the draft Level 3 analysis and screening phase process and its public comment period, which began on that day and ran until Friday, December 13, 2025. The study team also prompted stakeholder discussion with questions about the information presented and provided next steps.

### WELCOME AND STUDY OVERVIEW

Rusty Holt, project manager for the ProPEL US 30 East study, began the meeting by welcoming the SAC members and thanking SAC members for their participation. He then provided an overview of the study to date. The four ProPEL studies comprise 180 miles of US 30 and US 31 in northern Indiana. The expanse is divided into four distinct study areas, each with its own dedicated study team. The ProPEL US 30 east study area extends from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with the exclusion of the portions of I-69 and I-469 around the north side of Fort Wayne which are not part of the study. Conducting separate studies has allowed INDOT to gather relevant information from each community.

This is the fifth round of stakeholder meetings for the ProPEL US 30 East study, from our Vision & Scoping meetings in November of 2022 to our Level 2 Report update in April of this year.

[propelUS30.com](http://propelUS30.com)

Now this PEL study is likely different than what you are used to from past INDOT projects. As part of this collaborative process, the study team has been engaging the public and other study stakeholders for two years. Stakeholder and public feedback has been and continues to be vital to the success of the study, and it will help inform and guide the next 20+ years of transportation investments in the corridor.

We do not anticipate that this PEL study will identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call for projects, which is typically a five-year timeline.

#### ALTERNATIVES SCREENING PROCESS

Since the last public information meetings in June 2023, the study team has been working through the alternatives analysis portion of the study. Given the size and complexity of the US 30 East study area, there were three levels of screening potential improvements. At the end of each screening step, there were a smaller number of potential solutions but with an increased level of detail associated with each.

The three needs identified for the study area – safety, local mobility, and regional mobility – were used to screen alternatives at each level of analysis.

- During the Level 1 Universe of Alternatives screening process, the study team identified 55 improvement concepts to address the issues and desired outcomes within the study area. This list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- In Level 2, potential solutions were qualitatively evaluated at 31 primary intersections in the US 30 East study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening evaluates improvement packages in planning segments, or smaller sections of the study area. Planning segments include improvements at the primary intersections, the secondary intersections, and the roadway between them. The Level 3 screening includes both qualitative and quantitative factors to assess the costs, benefits and impacts of future potential improvements.

#### DRAFT LEVEL 3 ALTERNATIVES SCREENING PROCESS

Bryan Kapala, technical lead for the ProPEL US 30 East Study, presented the draft Level 3 screening process. This process consisted of several steps, that began with defining planning segments. Planning segments are sections of US 30 that work as a 'system' to manage access and mobility within a specific area. This approach helped in understanding how changes at one intersection might impact others within the same segment. There were a few considerations when defining a planning segment. These included:

- Identifying Intersections that function together in providing access to adjacent land.
- Considering the potential influence of improvements to adjacent intersections along US 30.
- The grouping of intersections to provide continuity along US 30.
- As well as traffic volume changes in the corridor.

*propelUS30.com*

At the conclusion of Step 1, 13 planning segments were identified across the US 30 East study area. Each segment is about 3 to 5 miles in length, sometimes more, and is named after a nearby town, city, or other notable feature for easy reference.

After defining planning segments, the next step was to create improvement packages for each. Improvement packages bundle together various intersection enhancements that are tailored to each area. The study team developed multiple packages for each segment, with a few key factors guiding our approach. **This includes:**

- **Community context:** We recognize that there are many different communities in the study area, and those differences were considered throughout the analysis.
  - For example, in rural areas, INDOT generally prefers a minimum spacing of three miles between interchanges on non-interstate routes, and as close as one-mile in urban areas.
  - These spacing guidelines were considered in each planning segment to best fit the community's character.
- **The Influence on Adjacent Intersections was also considered:** so, if an interchange was evaluated at a primary intersection, then generally we tried to consolidate access at that interchange by closing nearby secondary intersections
- **With respect to access management guidelines:** Driveway access and median opening spacing was considered based on the facility type.
- **And Finally** Access management principles were considered at secondary intersections to ensure those improvements align with the appropriate access strategies for each facility type. Improvements at secondary intersections typically include:
  - Reconfiguring as right-in/right-out only;
  - Providing a grade separated overpass or underpass; or
  - Closures

A major consideration in developing improvement packages was level of access management. Facility types like “local streets” have a greater level of access but can result in lower levels of mobility, primarily due to stop conditions and turbulence associated with traffic entering and exiting the local street. Whereas expressways and freeways, have a lower degree of access but support increased mobility.

In the study area, US 30 is currently classified as a Major Arterial, which typically provide more mobility with lesser access than other facility types. The level of access along US 30 East is higher than what is recommended by INDOT Access Management Guidelines. A key takeaway is that improving mobility along US 30 requires a balance between access and traffic flow. While access is important, it has an impact on safety and efficiency along the corridor. By applying access management strategies including adjustments to intersections and driveways, mobility on US 30 can be improved while still considering public concerns about access limitations. Achieving this balance involves selecting appropriate facility types based on INDOT guidelines, with input from the community to inform the degree of access control. This Level 3 screening process evaluated a range of facility types in each planning segment. These facility types, and their associated characteristics, are based on guidance found in *INDOT's Access Management Guide and Driveway Permit Manual*.

The evaluation of the improvement packages considered four criteria: Safety, mobility, impacts, and cost. The safety performance of each improvement package was evaluated through the identification of conflict points — these are areas where vehicle paths cross at driveways, intersections, and

*propelUS30.com*

interchanges. Reducing these conflict points is key to enhancing safety, as fewer conflict points mean fewer potential crash locations. In simple terms, minimizing conflict points lowers the crash risk.

The Level 3 safety analysis focused on assessing how each Improvement Package could reduce or eliminate CROSSING conflict points. With respect to mobility, the analysis looked at:

- Access and crossing point spacing;
- Local travel delay;
- Changes in travel time along US 30; and
- Driveway access

As part of the Level 3 screening, each package was reviewed against known environmental constraints to assess the potential impacts to them. The identified impacts from Level 3 are estimated direct permanent impacts. There may be other construction-related impacts that involve temporary or short-term changes which are beyond the scope of this planning study.

The potential impacts as presented in this Level 3 screening are considered preliminary and reflect a conceptual level of design. More detailed design and evaluation typically occur as part of the NEPA process, and that occurs during INDOT's traditional project development process for projects that use federal funds or require federal approvals. Finally, planning-level costs were estimated for each improvement package. These costs will change as more detail becomes available; however, these estimates do provide a way to compare relative costs of the various improvement packages.

Rusty Holt continued to explain the Level 3 screening process. After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:

- **Some packages were eliminated.** This means that, while the package meets the purpose and need established with this study, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related in this planning segment.
- **Some improvement packages were carried forward.** This means that the improvement package meets the purpose and need established with this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
- **Finally, some packages were recommended.** Packages that were recommended meet the purpose and need established with this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.

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. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple

*propelUS30.com*

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 in the future to address the identified transportation needs and support the goals of the study area.

Rusty Holt then showed the group an example of how to reach each of the segment graphics by presenting Planning Segment 4: Warsaw, and its six intersection packages. He then reminded the group that the *Draft Level 3 Screening Report* is available to view at [propelus30.com](http://propelus30.com). In the executive summary, we've included this table that summarizes the results of the Level 3 report. Packages are identified based on the roadway access type, and the rating is listed underneath the package number. Finally, he concluded the technical presentation by showing the interactive map and accompanying segment and package videos that are available to view on the website.

#### NEXT STEPS

Shane Peck, communications and public involvement lead for the ProPEL US 30 East Study, presented next steps. The *Draft Level 3 Screening Report* was released on Tuesday, November 12. It is published on our study website at [propelus30.com](http://propelus30.com) and hard copies are available at locations throughout the study area. In addition to submitting input online, the US 30 East study team staff will continue to host:

- Public Information Meetings in Columbia City and Warsaw on November 19 and 20; and
- Community Office Hours at locations along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL U.S. 30 and ProPEL U.S. 31 social media pages.

INDOT is requesting public feedback on the draft Level 3 reports by Friday, December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports on the website, followed by another public comment period and public meeting to gather input before the final PEL reports are published.

#### DISCUSSION

At the conclusion of the presentation, the study team opened a discussion to solicit feedback from the SAC members. There were no questions or comments stated or typed into the chat feature by SAC members. The meeting concluded at 10:29 a.m. EST.

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## MEETING NOTES

Date: November 12, 2024

Re: The Fort Wayne-Ohio State Line Corridor Stakeholder Advisory Committee Meeting 5

### In Attendance:

<i>Dan Avery</i>	<i>Northeastern Indiana Regional Coordinating Council</i>
<i>Scott Uetrecht</i>	<i>Allen County Sheriff's Office</i>
<i>Ellen Cutter</i>	<i>Greater Fort Wayne, Inc.</i>
<i>Leslie Hickman</i>	<i>Indiana Farm Bureau</i>
<i>Ramadan Abdul-Azeez</i>	<i>Fort Wayne Black Chamber of Commerce</i>
<i>Sandra Flum</i>	<i>INDOT</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>
<i>Adin McCann</i>	<i>HNTB</i>
<i>Rusty Holt</i>	<i>WSP</i>
<i>Shane Peck</i>	<i>WSP</i>
<i>Bryan Kapala</i>	<i>WSP</i>
<i>Laura Van Wert</i>	<i>WSP</i>
<i>Erin Pipkin</i>	<i>Compass Outreach Solutions</i>

### MEETING SUMMARY

The Fort Wayne-Ohio State Line Corridor Stakeholder Advisory Committee (SAC) met virtually on Tuesday, November 12, for an update on the ProPEL US 30 East Study. In this meeting, the study team detailed the draft Level 3 analysis and screening phase process and its public comment period, which began on that day and ran until Friday, December 13, 2025. The study team also prompted stakeholder discussion with questions about the information presented and provided next steps.

### WELCOME AND STUDY OVERVIEW

Rusty Holt, project manager for the ProPEL US 30 East study, began the meeting by welcoming the SAC members and thanking SAC members for their participation. He then provided an overview of the study to date. The four ProPEL studies comprise 180 miles of US 30 and US 31 in northern Indiana. The expanse is divided into four distinct study areas, each with its own dedicated study team. The ProPEL US 30 east study area extends from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with the exclusion of the portions of I-69 and I-469 around the north side of Fort Wayne which are not part of the study. Conducting separate studies has allowed INDOT to gather relevant information from each community.

This is the fifth round of stakeholder meetings for the ProPEL US 30 East study, from our Vision & Scoping meetings in November of 2022 to our Level 2 Report update in April of this year.

Now this PEL study is likely different than what you are used to from past INDOT projects. As part of this collaborative process, the study team has been engaging the public and other study stakeholders for two years. Stakeholder and public feedback has been and continues to be vital to the success of the study, and it will help inform and guide the next 20+ years of transportation investments in the corridor.

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We do not anticipate that this PEL study will identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT's regular call for projects, which is typically a five-year timeline.

#### ALTERNATIVES SCREENING PROCESS

Since the last public information meetings in June 2023, the study team has been working through the alternatives analysis portion of the study. Given the size and complexity of the US 30 East study area, there were three levels of screening potential improvements. At the end of each screening step, there were a smaller number of potential solutions but with an increased level of detail associated with each.

The three needs identified for the study area – safety, local mobility, and regional mobility – were used to screen alternatives at each level of analysis.

- During the Level 1 Universe of Alternatives screening process, the study team identified 55 improvement concepts to address the issues and desired outcomes within the study area. This list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.
- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- In Level 2, potential solutions were qualitatively evaluated at 31 primary intersections in the US 30 East study area. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts.
- The Level 3 screening evaluates improvement packages in planning segments, or smaller sections of the study area. Planning segments include improvements at the primary intersections, the secondary intersections, and the roadway between them. The Level 3 screening includes both qualitative and quantitative factors to assess the costs, benefits and impacts of future potential improvements.

#### DRAFT LEVEL 3 ALTERNATIVES SCREENING PROCESS

Bryan Kapala, technical lead for the ProPEL US 30 East Study, presented the draft Level 3 screening process. This process consisted of several steps, that began with defining planning segments. Planning segments are sections of US 30 that work as a 'system' to manage access and mobility within a specific area. This approach helped in understanding how changes at one intersection might impact others within the same segment. There were a few considerations when defining a planning segment. These included:

- Identifying Intersections that function together in providing access to adjacent land.
- Considering the potential influence of improvements to adjacent intersections along US 30.
- The grouping of intersections to provide continuity along US 30.
- As well as traffic volume changes in the corridor.

At the conclusion of Step 1, 13 planning segments were identified across the US 30 East study area. Each segment is about 3 to 5 miles in length, sometimes more, and is named after a nearby town, city, or other notable feature for easy reference.

After defining planning segments, the next step was to create improvement packages for each.

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Improvement packages bundle together various intersection enhancements that are tailored to each area. The study team developed multiple packages for each segment, with a few key factors guiding our approach. **This includes:**

- **Community context:** We recognize that there are many different communities in the study area, and those differences were considered throughout the analysis.
  - For example, in rural areas, INDOT generally prefers a minimum spacing of three miles between interchanges on non-interstate routes, and as close as one-mile in urban areas.
  - These spacing guidelines were considered in each planning segment to best fit the community's character.
- **The Influence on Adjacent Intersections was also considered:** so, if an interchange was evaluated at a primary intersection, then generally we tried to consolidate access at that interchange by closing nearby secondary intersections
- **With respect to access management guidelines:** Driveway access and median opening spacing was considered based on the facility type.
- **And Finally** Access management principles were considered at secondary intersections to ensure those improvements align with the appropriate access strategies for each facility type. Improvements at secondary intersections typically include:
  - Reconfiguring as right-in/right-out only;
  - Providing a grade separated overpass or underpass; or
  - Closures

A major consideration in developing improvement packages was level of access management. Facility types like “local streets” have a greater level of access but can result in lower levels of mobility, primarily due to stop conditions and turbulence associated with traffic entering and exiting the local street. Whereas expressways and freeways, have a lower degree of access but support increased mobility.

In the study area, US 30 is currently classified as a Major Arterial, which typically provide more mobility with lesser access than other facility types. The level of access along US 30 East is higher than what is recommended by INDOT Access Management Guidelines. A key takeaway is that improving mobility along US 30 requires a balance between access and traffic flow. While access is important, it has an impact on safety and efficiency along the corridor. By applying access management strategies including adjustments to intersections and driveways, mobility on US 30 can be improved while still considering public concerns about access limitations. Achieving this balance involves selecting appropriate facility types based on INDOT guidelines, with input from the community to inform the degree of access control. This Level 3 screening process evaluated a range of facility types in each planning segment. These facility types, and their associated characteristics, are based on guidance found in *INDOT's Access Management Guide and Driveway Permit Manual*.

The evaluation of the improvement packages considered four criteria: Safety, mobility, impacts, and cost. The safety performance of each improvement package was evaluated through the identification of conflict points — these are areas where vehicle paths cross at driveways, intersections, and interchanges. Reducing these conflict points is key to enhancing safety, as fewer conflict points mean fewer potential crash locations. In simple terms, minimizing conflict points lowers the crash risk.

The Level 3 safety analysis focused on assessing how each Improvement Package could reduce or eliminate CROSSING conflict points. With respect to mobility, the analysis looked at:

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- Access and crossing point spacing;
- Local travel delay;
- Changes in travel time along US 30; and
- Driveway access

As part of the Level 3 screening, each package was reviewed against known environmental constraints to assess the potential impacts to them. The identified impacts from Level 3 are estimated direct permanent impacts. There may be other construction-related impacts that involve temporary or short-term changes which are beyond the scope of this planning study.

The potential impacts as presented in this Level 3 screening are considered preliminary and reflect a conceptual level of design. More detailed design and evaluation typically occur as part of the NEPA process, and that occurs during INDOT's traditional project development process for projects that use federal funds or require federal approvals. Finally, planning-level costs were estimated for each improvement package. These costs will change as more detail becomes available; however, these estimates do provide a way to compare relative costs of the various improvement packages.

Rusty Holt continued to explain the Level 3 screening process. After completing the Level 3 analysis, each improvement package was rated using the following terminology and definitions:

- **Some packages were eliminated.** This means that, while the package meets the purpose and need established with this study, it is considered unreasonable due to limited benefits compared to its impacts and/or costs. It will not be evaluated further in this study and likely does not warrant consideration as part of any subsequent NEPA studies related in this planning segment.
- **Some improvement packages were carried forward.** This means that the improvement package meets the purpose and need established with this study; however, in comparison to others, the improvement package is considered to have marginal benefits. In some cases, it may also have higher impacts and/or costs. It will continue to be considered in future studies but requires further analysis to determine if it is a reasonable solution to the segment's transportation needs.
- **Finally, some packages were recommended.** Packages that were recommended meet the purpose and need established with this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.

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. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of 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 in the future to address the identified transportation needs and support the goals of the study area.

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Rusty Holt then showed the group an example of how to reach each of the segment graphics by presenting Planning Segment 4: Warsaw, and its six intersection packages. He then reminded the group that the *Draft Level 3 Screening Report* is available to view at [propelus30.com](http://propelus30.com). In the executive summary, we've included this table that summarizes the results of the Level 3 report. Packages are identified based on the roadway access type, and the rating is listed underneath the package number. Finally, he concluded the technical presentation by showing the interactive map and accompanying segment and package videos that are available to view on the website.

#### NEXT STEPS

Shane Peck, communications and public involvement lead for the ProPEL US 30 East Study, presented next steps. The *Draft Level 3 Screening Report* was released on Tuesday, November 12. It is published on our study website at [propelus30.com](http://propelus30.com) and hard copies are available at locations throughout the study area. In addition to submitting input online, the US 30 East study team staff will continue to host:

- Public Information Meetings in Columbia City and Warsaw on November 19 and 20; and
- Community Office Hours at locations along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL U.S. 30 and ProPEL U.S. 31 social media pages.

INDOT is requesting public feedback on the draft Level 3 reports by Friday, December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports on the website, followed by another public comment period and public meeting to gather input before the final PEL reports are published.

#### DISCUSSION

At the conclusion of the presentation, the study team opened a discussion to solicit feedback from the SAC members. Ellen Cutter from Greater Fort Wayne Inc. asked where she could find information about INDOT's upcoming project in Segment 11, Allen West. Rusty Holt indicated that there are already improvements planned for that area as part of the [US 30 Corridor Improvements Project](#).

There were no questions or comments stated or typed into the chat feature by SAC members. The meeting concluded at 12:34 p.m. EST.

#### DISCUSSION

At the conclusion of the presentation, the study team opened a discussion to solicit feedback from the SAC members. Laura Van Wert, public involvement team member, reminded the group that a full list of the Universe of Alternatives is available online for review at [propelUS30.com](http://propelUS30.com), and physical copies have been placed at the Monroeville Public Library, New Haven Community Center, Northeastern Indiana Regional Coordinating Council (in downtown Fort Wayne), Peabody Public Library (Columbia City), Pierceton Public Library, and the Warsaw Community Library.

The study team is seeking public input on the universe of alternatives online, in person, and via mail through December 22, 2023. Comments via mail can be sent to WSP's Indianapolis office located at 115 W. Washington Street, Suite 1270S, Indianapolis, IN 46204. The study team will continue to take in-person comments at regular community office hours, held twice monthly. The next community office

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hours will be held on Friday, November 17, from noon to 3 p.m. EST at the Peabody Public Library in Columbia City. In December, the team will host office hours on Tuesday, December 5, from 4 to 6 p.m. EST at the New Haven Community Center, and on Wednesday, December 6, from 11 a.m. to 1 p.m. EST at the Warsaw Community Public Library.

As SAC members, the project team asked the group to:

- Share the universe of alternatives with their networks.
- Share upcoming community office hour information with their networks.
- Consider working with the study team to draft an op-ed regarding the universe of alternatives to help solicit more community engagement. Op-eds will be shared with local media outlets.

Stephane Frijia, of Northeast Indiana Regional Partnership, asked when decisions will be made on environmental assessment needs for each section of the study. Rusty responded that this would occur after the PEL study is completed, as part of the NEPA process.

#### CONCLUSION

Sandra Flum, project manager for INDOT, encouraged the group to review the universe of alternatives document and reach out to the study team if there are any questions, or needs for individual meetings. With your help, we can use the ProPEL US 30 study to build smarter transportation and stronger communities.

# APPENDIX H: AMISH COMMUNITY MEETING MINUTES



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## MEETING NOTES

Date: January 28, 2025

Re: Amish Community Stakeholders – Level 3 Feedback

### In Attendance:

Joe Borkholder	Bremen
Daniel Chupp	Etna Green
Mark Halstetler	Tippecanoe
Norman Hochstetter	Etna Green
Willie Lehman	Nappanee
Kenny Mast	Nappanee
Elmer Miller	Nappanee
Merle Miller	Bremen
Neal Miller	Bremen
Chet Otto	Etna Green
Vernon Schmucker	Leesburg
Jason Schwartz	Warsaw
Lonnie Slabark	Tippecanoe
Dustin New	MACOG
Caitlin Stevens	MACOG
Rusty Holt	WSP
Dan Silverman	WSP
Scott Sandstrom	CDM Smith
Erin Pipkin	Compass Outreach Solutions

## MEETING SUMMARY

The ProPEL US 30 East and West study teams met with a group of 15 Amish stakeholders to discuss the draft Level 3 Screening Report that was published on November 12, 2024. The group represents five church districts and nine cities/towns.

## INTRODUCTION

Rusty Holt and Scott Sandstrom began the presentation by thanking Jason for assembling the group and the attendees for providing their feedback.

INDOT began the PEL studies two years ago. The draft Level 3 Screening Report marks the next-to-last step, and was published earlier this month. Improvement packages were eliminated, carried forward or recommended based on study goals. Only the latter two ratings will be included in the final report.

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## DISCUSSION

Jason Schwartz said The Amish community travels around US 30, but they do not travel on it. For the Amish, RCIs are not only out of their way, but they are also a safety concern. They are not confident that a car or semi entering the RCI's turn lane would see or yield to buggies. He added that many Amish families have students to drive buggies to school, so there are less experienced drivers at risk. Jason prefers a separated overpass like the one near SR 19 that was proposed in the Level 3 Screening Report. Vernon Schmucker asked how wide the overpass would be and if it would accommodate two buggies. Rusty confirmed it would. Jason asked whether that is the only opportunity for a separated overpass and Rusty said he and Scott were there to listen to any other locations that should be considered.

Vernon, who is a member of safety committee, asked if it could be possible to have a buggy crossing every two or three miles? SR 331 in Marshall County would be a priority. Other options could be Fir Road, Hawthorn Road or 5A Road, which would have overpasses if the freeway improvement package was constructed. The group agreed that east of CR 500 West, there is not an Amish population living south of and crossing US 30. Fox Farm Road might be a good location for another overpass, although Rusty said that Warsaw has plans for future development there.

CR 500 West listed an overpass in two packages but the team is redesigning that based on public feedback.

Within the US 30 West study area, the Amish cross at Cedar Road and 9A. They would be fine with overpasses or interchanges there and are especially interested in maintaining access at Cedar. They are fine with the no build recommendation in Bourbon.

In terms of RCIs, they are concerned about entering the turn lane when motorized vehicles could be traveling 50 mph faster.

Elmer Miller asked if they study teams were looking at where future schools might be constructed. Rusty and Scott said they would take any future plans into consideration if new school locations have been identified.

A participant asked how many options will be given to INDOT for final consideration. Rusty and Scott said that several will be carried forward for each improvement package. Caitlin Stevens and Dustin New from MACOG said that once a project is programmed, there will be additional outreach and environmental study.

Jason asked whether any of the improvement packages would result in increased speed limits. Scott said that would be unlikely, especially with the expressway or no build options.

Joseph Borkholder asked about Parker Street at US 30. Several Amish take Parker Street to shop at Menard's. Rusty explained that if Parker Street access is removed at US 30, there will be a local access road connecting Parker to Center and Springhill.

Vernon asked about additional signage denoting this as an area with buggy traffic. Rusty said signage is considered a design element, so that would be determined once a project is programmed.

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Another suggestion for a buggy overpass location is Gumwood, which is a secondary intersection. He said that overall, Amish prefer to use secondary intersections because they avoid that busier roads whenever possible. Scott said that Gumwood is too close to US 31 for an interchange, so an overpass would be considered there.

Jason asked if there will be another comment period for the final report. Rusty said that yes, another public information meeting and comment period will be planned. The timing will likely depend on the legislative session, but it will be in summer or sooner.

Aaron Troyer said that the Amish prefer using less traveled roads. Near Etna Green, they prefer CR 875 instead of CR 800. He added that a lot of people use bicycles in that area as well. He then asked if a non-vehicle overpass is feasible at locations that lack a lot of motorized traffic. Scott said it is feasible to close a crossing to motorized vehicles but leave it open for non-motorized. But that would be designated as a design element and considered once a project was programmed.

Vernon asked how INDOT would restrict access to motorized cars. Rusty and Scott said they could use bollards or gravel, and INDOT would likely seek feedback from the Amish residents before a decision is made.

Daniel Chupp asked about access for farm equipment. Rusty said that the teams have received positive feedback from farmers about the RCI at SR 101. Farm equipment access would be evaluated during project design.

Vernon travels often into Warsaw. He said anything that reduces traffic east of SR 15 is greatly needed. He noted that only one improvement package includes stoplights, and said that truck traffic would flow similar to an interstate.

Another participant asked about Oak Road. Scott said the preferred is a potential boulevard left turn. That is an RCI but it is signalized and through traffic does not need to stop. Oak Road is used often for trips to Aldis and Walmart.

The meeting concluded with refreshments at 7 p.m.

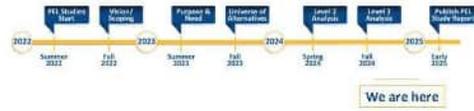
# APPENDIX I: US 30 & 31 COALITION MEETING MATERIALS



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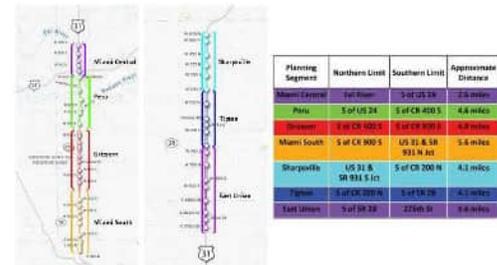
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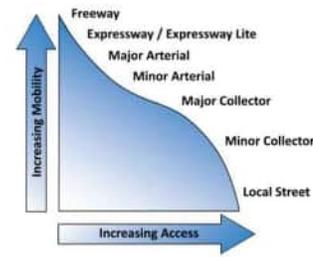


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### How were Improvement Packages created?

- ✓ Influence on adjacent intersections
- ✓ Community context
- ✓ Access management guidelines
- ✓ Improvements at secondary intersections

7



8



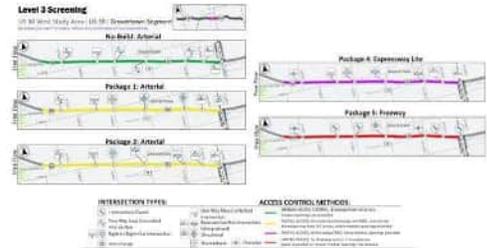
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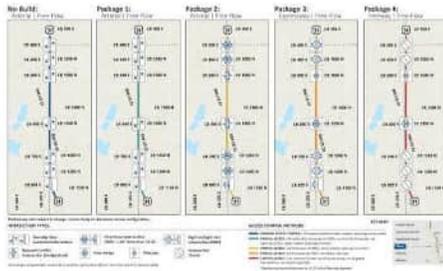
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16

**STUDY ADVISOR**



**MEETING NOTES**

Date: November 12, 2024

Re: Level 3 Screening Overview

**In Attendance:**

- |                               |   |
|-------------------------------|---|
| <i>Joe Thallemer</i>          | <i>US 30 Coalition Member (City of Warsaw)</i>              |
| <i>Mayor Ryan Daniel</i>      | <i>US 30 Coalition Member (City of Columbia City)</i>       |
| <i>Shan Gunawardena</i>       | <i>US 30 Coalition Member (City of Fort Wayne)</i>          |
| <i>Dan Brown</i>              | <i>US 30 Coalition Member (Industry)</i>                    |
| <i>Bill Hartman</i>           | <i>US 30 Coalition Member (Allen County)</i>                |
| <i>Rep. Dave Heine</i>        | <i>US 30 Coalition Member (At-Large Member)</i>             |
| <i>Sen. David Long (ret.)</i> | <i>US 30 Coalition Advisor</i>                              |
| <i>Bill Konyha</i>            | <i>Regional Chamber of Northeast Indiana</i>                |
| <i>Dan Avery</i>              | <i>Northeastern Indian Regional Coordinating Council</i>    |
| <i>Don Parker</i>             | <i>Wanatah Public Library</i>                               |
| <i>Rachel Oesterreich</i>     | <i>Starke County Highway Superintendent</i>                 |
| <i>James Turnwald</i>         | <i>MACOG Executive Director</i>                             |
| <i>Jeremy Skinner</i>         | <i>Warsaw Community &amp; Economic Development Director</i> |
| <i>Allen Stevens</i>          | <i>Previous LaPorte County US 30 Coalition Member</i>       |
| <i>Terry Minix</i>            | <i>Oregon Davis School Board</i>                            |
| <i>Laurie Maudlin</i>         | <i>Appian Advisors</i>                                      |
| <i>Sandra Flum</i>            | <i>ProPEL US 30 PM/US 31 Deputy PM, INDOT</i>               |
| <i>Jonathan Wallace</i>       | <i>ProPEL US 30 Deputy PM/US 31 PM, INDOT</i>               |
| <i>Adin McCann</i>            | <i>ProPEL US 30/US 31 Advisor Team, HNTB</i>                |
| <i>Rusty Holt</i>             | <i>ProPEL US 30 East, WSP</i>                               |
| <i>Scott Sandstrom</i>        | <i>ProPEL US 30 West, CDM Smith</i>                         |
| <i>Rich Zielinski</i>         | <i>ProPEL US 30 West, American Structurepoint</i>           |

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## MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released on the day of the meeting.

### 1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- Public input is an integral part of the PEL studies. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning studies.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the studies are looking at transportation improvements through year 2045.
- The last meeting with the US 31 Coalition was in April 2024, during the second step of the alternatives analysis and screening, which was called the Level 2 analysis.
- The four study teams are currently in the Level 3 phase of alternatives development and screening. The draft Level 3 Screening Reports were released today (November 12, 2024) for public review and comment. Today's meeting will be used to brief attendees on what to expect in the draft reports, including specific examples of content.
- The current schedule anticipates publishing the PEL study report in early 2025.

### 2. LEVEL 3 SCREENING PROCESS

- Given the size and complexity of the study areas, all four studies included three levels of screening potential improvements. At the end of each of those steps, there are a smaller number of potential solutions left to consider. On the other hand, each step of that process increases in the level of detail.
- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or

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extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.

- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- The Level 2 screening considered 86 primary intersections over the four study areas. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts. In Level 2, the potential solutions were qualitatively evaluated at primary intersections in each study area.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within each study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
  - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach also helps to avoid potential negative impacts from focusing only on a single intersection without analyzing the impacts it could have upstream and downstream within the segment. Planning segments were defined based on several criteria, including:
    - Which intersections function together to provide access to adjacent land?
    - Which intersections would influence adjacent intersections if improved?
    - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
    - Where do traffic volumes substantially change?
    - And finally, where does the land use context change? (A slide was shown illustrating the seven planning segments in the US 31 South study area, as well as the limits and approximate length of each segment.)
  - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
    - **Influence on adjacent intersections:** As previously mentioned, it’s important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
    - **Community Context:** The study teams recognize there are differences in the communities along the corridor and we’ve tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.

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- **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
- **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
- Step 3 was to analyze the improvement package's ability to meet purpose and need. More specifically, safety and mobility are the primary transportation need elements common to all four study areas. So, improvement packages were evaluated to understand their safety and mobility benefits.
- In Step 4, we refined the conceptual designs and estimated costs.
- During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
- In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the study area purpose and need.
- Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- A major factor in creating improvement packages for each planning segment was the level of access management or access control. A slide was shown illustrating the balance between mobility and access for different facility types. The following key points were discussed:
  - Facility types that allow full access can have lower levels of mobility due to potential stop conditions and turbulence associated with traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, have a higher degree of access control to preserve greater mobility.
  - To better align corridor mobility and the level of access within the US 30 and 31 corridors, it is necessary to apply some level of access management improvements in conjunction with intersection treatments.
  - For higher-end facilities, such as freeways, expressways, and major arterials, the type and extent of traffic control devices, such as traffic signals, is also a consideration. Freeways, which have no traffic signals, are one example of a free-flow facility – which is a road that has no traffic signals, stop signs, or yield signs. Other facility types shown in this slide can also be free flow under certain conditions.
  - The Level 3 screening process identified a range of facility types, including free flow and non-free flow traffic conditions, that can be applied to the US 30 and 31 studies. These facility types, and their associated characteristics, are based on guidance found in the INDOT Access Management Guide and the INDOT Driveway Permit Manual.

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- Goals were also qualitatively considered as part of the Level 3 screening analysis.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
  - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. The likelihood of crashes at an intersection can be decreased as conflict points are eliminated. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
  - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
  - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
  - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- Two example planning segments were shared with the participants. One example was a planning segment in the US 30 West study area (Grovertown) and another was in the US 31 North study area (Macy). It was noted that the improvement packages considered in each planning segment range from a facility with access similar to existing conditions to a limited access facility (i.e., a freeway).
- It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
- Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited to right-in/right-out and/or directional medians.

### 3. NEXT STEPS

- To help explain the analysis results and enable the public and study stakeholders to ask questions, the study teams are taking the following steps:
  - Seven in-person public information meetings will be held over the next couple of weeks.

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- Each study area will also have an on-demand virtual public meeting that will include the content from the in-person public information meetings – including a recording of the formal presentation.
- The public will also have access to an updated interactive map on the study websites, which includes explanatory videos for the improvement packages that are carried forward or recommended. These materials will be made available on the study websites. (An example of an explanatory video was played to give the attendees an idea of what the videos look like and the level of detail they include.)
- We know study stakeholders and the public may see some alternatives they support and others they do not like. It's important to include both as we are required to have a thorough review of all options, including a meaningful opportunity for those interested to provide feedback on our analysis. This is why public feedback has been and will continue to be vital to the ProPEL US 30 and US 31 studies until they are completed.
- Beginning today, the Draft Level 3 Screening Reports for each study area will be available online on the ProPEL US 30 and US 31 websites, and hard copies can be found at locations throughout the study areas.
- In addition to submitting input online, the study teams are visiting communities along the study corridors multiple times during the months of November and December as part of our community office hours events. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.
- Study teams will also be conducting stakeholder meetings with organizations such as local farm bureau and economic development representatives, in addition to briefing local elected officials.
- INDOT is requesting public comments feedback on the draft Level 3 reports by December 13, 2024.
- After public feedback is considered, INDOT will publish final Level 3 screening reports on the study websites.

#### 4. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with US 30 Coalition members where their questions were addressed.

- An attendee asked when publication of the final report is expected.
  - Publication of the final Level 3 report is anticipated for early 2025, but there is no firm date. The nature of the public comments received over the next month will play a role in that timeline.
- An attendee asked: From a decision-making standpoint, how much weight is going to be given to the entire solution, the entire length of the roadway, and how it will function vs. maybe some hot spots where there's a fair amount of controversy? Will they yield to those areas and create alternatives that may have reduced impact on the overall flow of the road?
  - The study teams have attempted to consider how the planning segments fit and how they work together as system.

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- The ProPEL US 30 and 31 studies will not identify or recommend a single build alternative. They are planning studies to inform future work and project development.
- The Level 3 reports are set up to give INDOT a “menu” of options for the future, which is intended to provide flexibility. These options could be mixed and matched in different ways. On the other hand, the improvement packages could go forward as-is.
- An attendee asked about the configurations included in the expressway option presented for US 30 West. He asked if the recommendations included “J-turns”.
  - “J-turns” are one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). There are improvement packages in all ProPEL US 30 and US 31 studies that RCIs; however, RCIs are not the only thing recommended in those planning segments.
  - The study teams did hear concerns about RCIs and have attempted to refine the conceptual design to address them. One specific refinement incorporated into the study was a bulb-out of pavement at the u-turn location (called a loon).
- The same attendee asked if INDOT and the study teams would acknowledge that RCIs are wildly unpopular. The attendee expressed disappointment they were included as an option because of the opposition to them.
  - The study team is aware of the potential concerns regarding RCIs and have attempted to work proactively at addressing them. At the same time, the study teams felt RCIs should remain in consideration due to the safety benefits they can provide.
  - INDOT recently completed a before-and-after study of the 11 RCIs in operation around the state. It showed a nearly 80% reduction in injury and fatal crashes, a 30% reduction in property damage crashes, and over a 50% reduction of crashes of all severities.
- Another attendee asked what those INDOT RCI safety figures were comparing. More specifically, what was the intersection configuration prior to conversion to an RCI?
  - The study teams did not have that data readily available for this discussion, but could follow-up, if needed.
  - The INDOT study included data from the same number of years before and after the installation of the RCI at the intersections.
- The same attendee asked for clarification on the conflict reduction analysis. More specifically, they wondered how the percent reduction in conflict points is greater with an RCI than with a freeway. The attendee was reviewing the ProPEL US 30 West study when asking this question.
  - The US 30 West study manager clarified that most interchanges will still have ramp terminal intersections that are stop-controlled. Therefore, there would still be crossing conflict points at those intersections and they were considered as part of the analysis, even though they are not located on US 30 or US 31 the main line.
- The same attendee said he didn’t see how an RCI would lead to less crashes with more conflict points.
  - The Level 3 report includes a discussion on methodology for each analysis, which may provide further insight and help answer the question.
- An attendee asked about the size of the truck that was used to evaluate the RCIs.

- The US 30 West study manager indicated that a WB-65 design vehicle was used for the RCI conceptual design. The WB-65 is equivalent to an interstate semitrailer that is over 70 feet in length.
- The same attendees noted that after the u-turn, the truck would then have to get back up to speed to merge with higher-speed traffic on the mainline.
  - The US 30 West study manager noted that the RCI concepts included an acceleration lane on the outside of the roadway to help facilitate this movement. In general, the acceleration lane on the outside would function similarly to an interchange entrance ramp and the merging distance it provides.
- An attendee expressed further concerns about RCIs and said they seem contrary to what the US 30 Coalition believes should be accomplished to improve the safety, mobility, and efficiency of the road. He cited an example of a RCI by Peru on SR 24 where it was believed a large truck was trying to make the u-turn, but was creating an unsafe condition with its trailer sticking out into eastbound traffic.
- Another attendee noted that the US 30 corridor is in its current condition because the state cut costs and cut corners. No one questions the importance of safety, but it feels like a step backward when the ProPEL US 30 studies recommend an RCI in the US 30 corridor. The attendee hopes that INDOT and the study teams carefully consider the many comments expressing the sentiment that RCIs are a bad idea.
- An attendee wanted to know about the implementation timeline and how that will work with the INDOT districts. The INDOT districts are currently programming projects out to 2030 or 2031. At that point, the window to implement these projects would only be 10 to 15 years – which indicates the projects would be smaller-scale.
  - The studies are evaluating a planning horizon of 2045, which means they are looking at roadway operations in the year 2045. It's not necessarily the implementation timeline for projects.
  - At the conclusion of the studies, any recommendations will be considered by INDOT as part of the statewide call for projects, which matches priorities across the state with available funding.
- The same attendee asked if the recommendations would compete as part of a safety call or a mobility call for projects within each district. If so, there is concern as to whether the districts' funding would be sufficient to implement the scope of improvements needed. If funding is not sufficient, this would result in smaller projects. The attendee suggested that the improvements from the ProPEL US 30 studies might be better slated for a larger capital budget, which typically comes from INDOT Central Office.
  - INDOT indicated these are great comments for the US 30 Coalition to consider submitting as official comments on the draft Level 3 screening reports. INDOT is not sure the planning study can directly address this comment, but the study teams can pass along this type of feedback for agency consideration as it relates to the implementation of the study recommendations.
- An attendee asked how long it would take for INDOT to come up with some sort of prioritization or implementation plan to get the NEPA studies underway. The US 30 Coalition would like to understand specific next steps and timelines. The US 30 Coalition would like to understand where we are going

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with this report other than just a menu of options. Prioritizing areas where there are safety concerns would seem important.

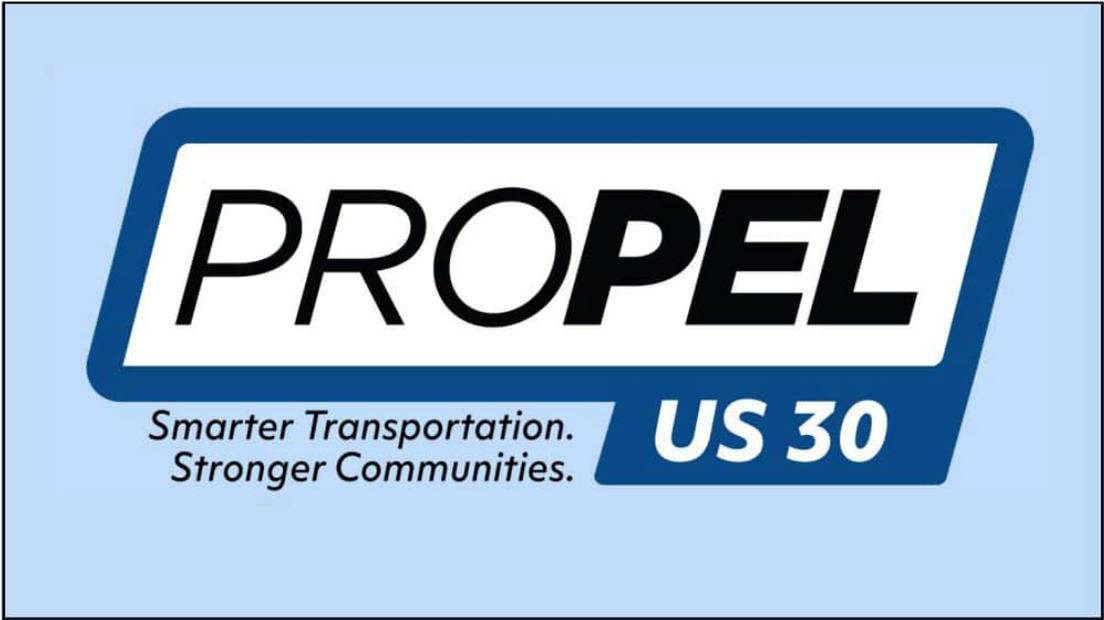
- The study teams do not have any further information to share on next steps and timeline. This may be something INDOT considers as part of the PEL report or it may occur after the PEL studies are completed.
- The US 30 Coalition is concerned regarding increased traffic congestion and safety issues that exist within the corridor. The Coalition acknowledges the improvements needed cannot be done at one time; however, they believe it's important that clear next steps and timeline be identified to clearly define the process. This would include prioritizing areas requiring more immediate safety improvements.
- Another attendee believes some concern may be coming from the idea of mixing and matching improvement packages across planning segments. For example, the expressway lite facility type mixes improvements such as RCIs and interchanges together, which could create inconsistency in terms of driver expectations. The US 30 Coalition would be open to smaller planning segments, but a greater consistency or alignment of future facility type across planning segments. Is there a way that the information in the report could be translated to something like that (as opposed to a piecemeal approach – e.g., interchange at intersection X, RCI at intersection Y)?
  - Possibly. The Level 3 report presents the beginnings of a coordinated plan for each study area. Separating the study areas into planning segments was an intentional approach that was meant to be more reflective of how potential future projects would be implemented. Because there are multiple questions yet to be answered about next steps and timeline, the study teams attempted to provide INDOT with a menu of options that provides flexibility to adapt as those questions are answered. This will likely require further analysis that is not possible at this time as part of the planning study.
  - Specific to the expressway lite facility type – study stakeholders want improved safety and mobility within the study corridor. At the same time, there is also a need to maintain local access and mobility across the corridor. The expressway lite facility type was an attempt to balance those considerations and move incrementally toward a higher-level facility type.
- An attendee asked how job growth and economic development are seen as matching up with the different alternatives.
  - Economic development was not part of the purpose and need for each study area, but supporting existing and planned economic development is a goal for each study area. Within each study area, improvement packages were evaluated qualitatively against that goal as part of the Level 3 analysis. This evaluation was considered by study teams when making recommendations in the Level 3 reports.
- Another attendee asked about a cost-benefit analysis.
  - To date, a traditional cost-benefit analysis has not been completed. That said, the report includes a cost-effectiveness index (CEI), which is similar but is primarily focused on the safety benefits of the packages as compared to the costs. The CEI helps normalize the comparison of improvement packages.

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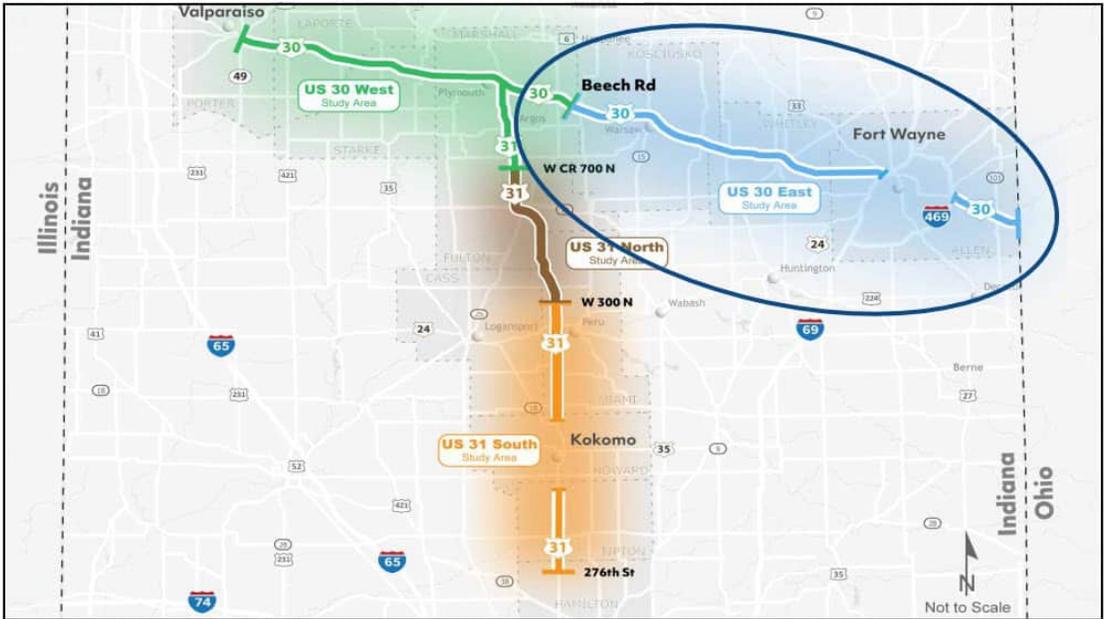
- The attendee said he believes a cost-benefit analysis was done around 2015 as part of the Blue-Ribbon Panel's report and it showed either a 3-to-1 or 4-to-1 return on investment in constructing a freeway on US 30.
- The attendee noted the safe movement of freight is critical and asked if there was a way to do a cost-benefit analysis as part of the studies.
- The study teams are still discussing this topic with INDOT and whether it will be done as part of the ProPEL US 30 and US 31 studies. An initial look at the data needed to do a CBA indicated there were some data gaps that needed to be addressed to provide this type of information.
- The US 30 Coalition thanked INDOT and the study teams for the work that's been done to date on the ProPEL US 30 studies.

# APPENDIX J: RESOURCE AGENCY COORDINATION MEETING MATERIALS

## PRESENTATION



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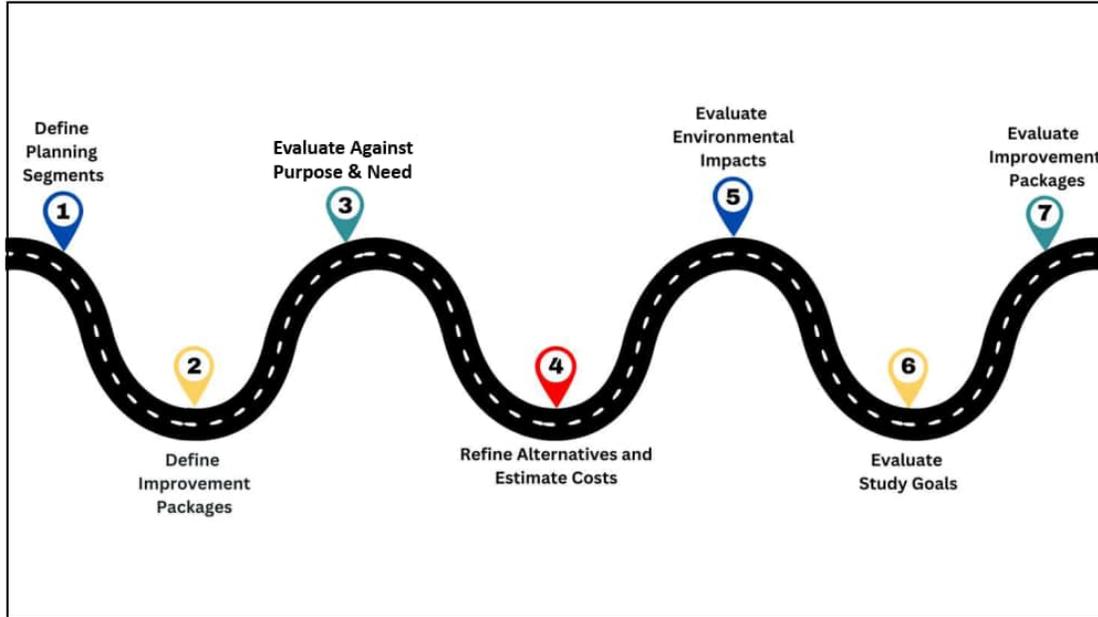
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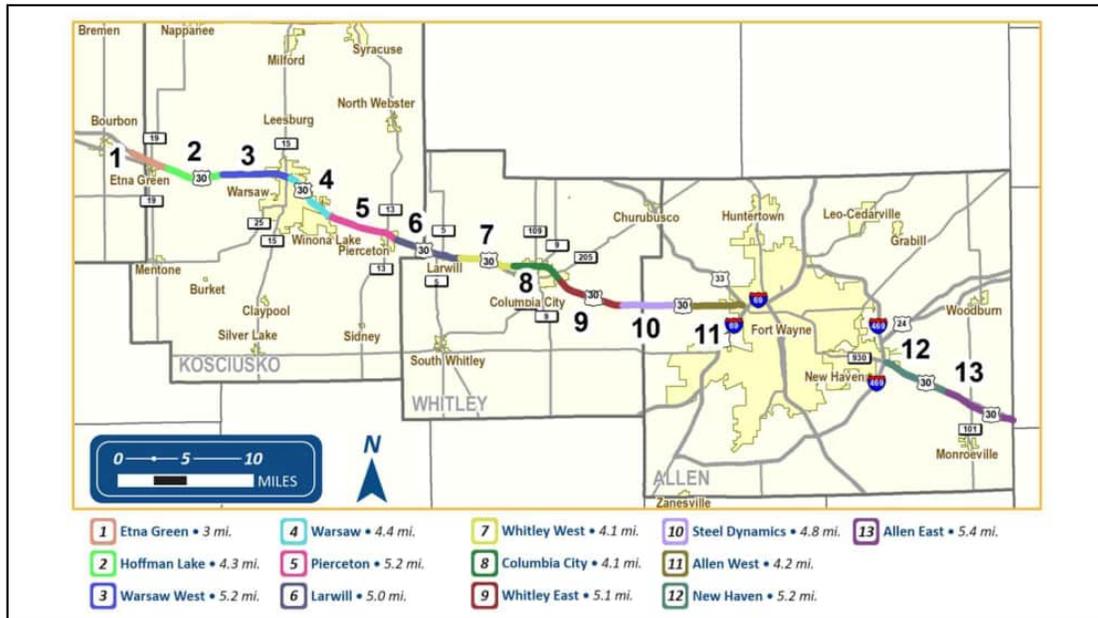
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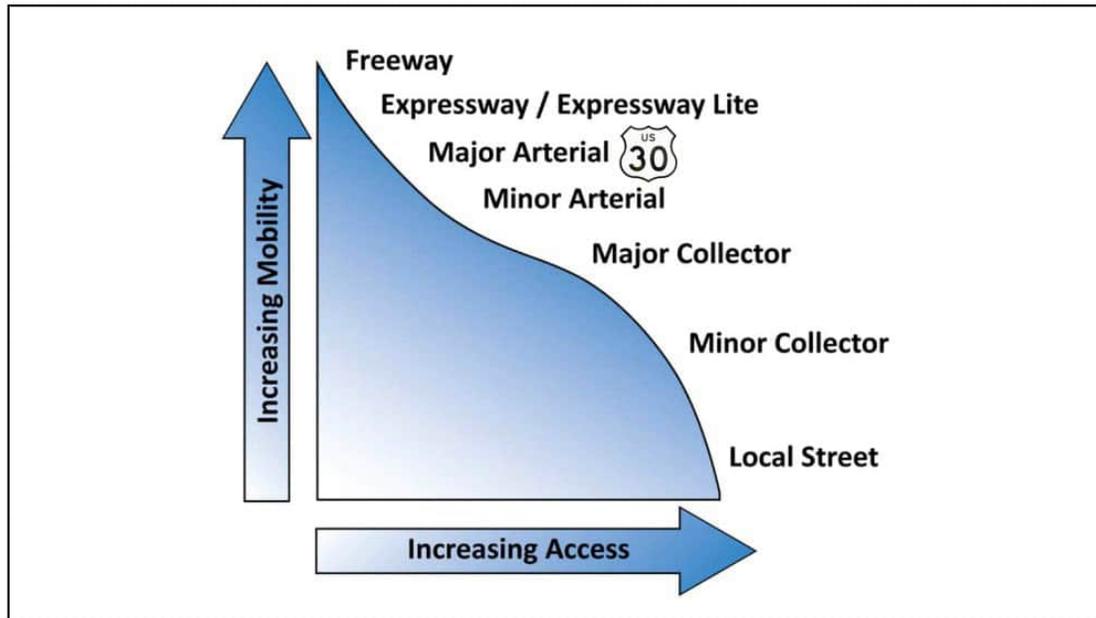


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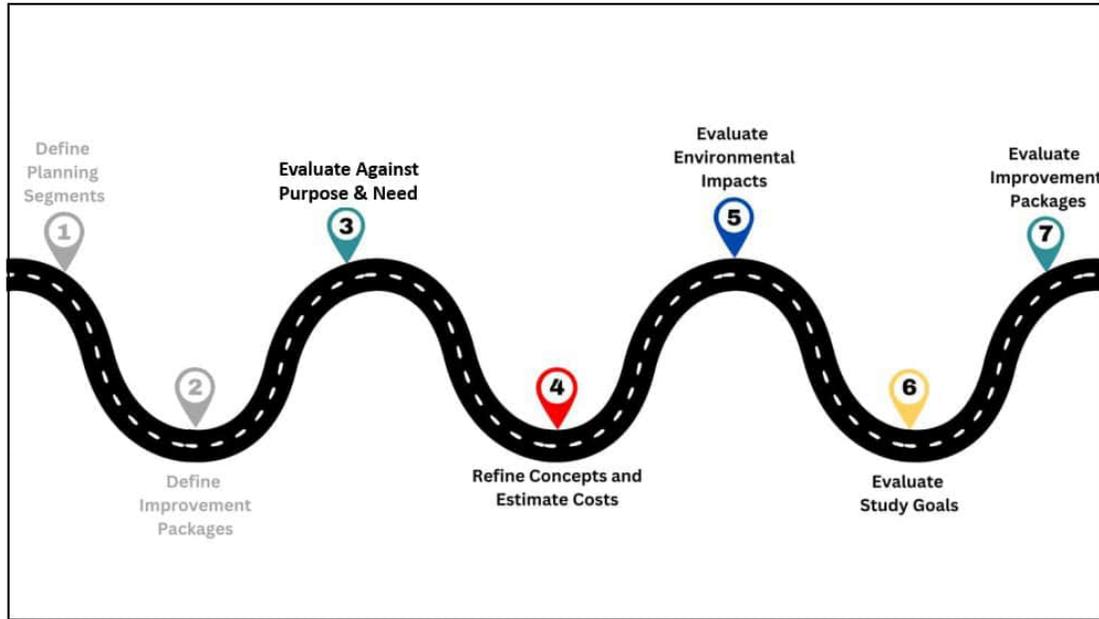
## Defining Improvement Packages

- Community context
- Influence on adjacent intersections
- Access management guidelines
- Improvements at secondary intersections

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10

# Environmental Resources

## Natural Resources

- NWI Wetlands
- Rivers and Streams
- Floodplains
- Forested Areas

## Cultural Resources

- Aboveground Resources & Archaeological Sites
- Cemeteries

## Community & Socioeconomic Resources

- Residential & Business Relocations
- New Right-of-Way Acquisition
- Potential Risk of Disproportionate Impacts to Environmental Justice Communities
  - Right-of-Way Acquisition
  - Potential Relocations
- Farmland
- Section 4(f) Resources
- Hazardous Material Sites
- Greenhouse Gas (GHG) Emissions

11

## Warsaw Planning Segment Comparison Matrix

Planning Segment: 04 - Warsaw		No Build	Improvement Package							
Measures of Effectiveness		Facility Type → Traffic Flow → Access Control →	1 Arterial Non-Free Flow Partial Access	2 Arterial Non-Free Flow Partial Access	3 Expressway Lite Free Flow Partial Access	4 Expressway Free Flow Partial Access	5 Freeway w/ Pkgs Free Flow Full	6 Freeway Free Flow Full		
Environmental Resource Impacts	Natural Resources	NWI Wetlands Impact	Acres	-	0	0	1	1	0.5	0
		Rivers & Streams Impact	Feet	-	0	0	1,700	1,700	1,800	1,700
		Floodplain Impact	Acres	-	0	0	0	0	4	0
		Forested Area Impact	Acres	-	0	< .5	< .5	< .5	2.5	< .5
	Cultural Resources	Potential Impacts to Above Ground Resources	Yes / No	-	No	No	No	No	No	No
		Potential Impacts to Known Archeological Sites	Yes / No	-	No	No	No	No	No	No
		Cemeteries	Yes / No	-	No	No	No	No	No	No
	Socioeconomic Impacts	Total New ROW Acquisition	Acres	-	0.5	3	15	15	9.5	8.5
		Residential Relocations	#	-	0	0	2	2	1	2
		Business Relocations	#	-	0	0	3	8	1	8
		Farmland Impact	Acres	-	0	0	0	0	< .5	0
		Farmland Access Impact	#	-	No	No	No	No	No	No
		Potential Hazardous Materials Sites	#	-	1	3	2	2	11	3
		Potential Impacts to Other Section 4(f) Resources	Yes / No	-	Yes	Yes	Yes	Yes	Yes	Yes
		Potential Impacts to Communities with EJ Concerns	Acres	-	< .5	1	5.5	5.5	4	5.5
Potential Relocations in Communities with EJ Concerns	#	-	0	0	3	3	0	3		
Potential Risk of Disproportionate Impact to EJ Populations	Yes / No	-	No	No	Yes	Yes	No	Yes		
Relative Cumulative Change (2022-2045) in Peak Hour GHG Emissions as Compared to No Build (Decrease, No Change, Increase)			-	Increase	Increase	Decrease	Decrease	Decrease	Decrease	
Level 3 Screening Result			Carried Forward	Carried Forward	Eliminated	Recommended	Recommended	Eliminated	Recommended	

12



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## MEETING NOTES

Date: December 4, 2024

Re: Level 3 Resource Agencies and Cultural Resources Update

### In Attendance:

<i>Elizabeth Atkins</i>	
<i>Dan Avery</i>	<i>Northeastern Indiana Regional Coordinating Council</i>
<i>Jeff Blair</i>	<i>Lincoln Highway Association</i>
<i>Toni Giffin</i>	<i>Indiana Department of Natural Resources</i>
<i>Jim Grey</i>	
<i>Rodney Renkenbe</i>	
<i>Rachel VanVoorhis</i>	<i>Indiana Department of Natural Resources</i>
<i>Matt Sandy</i>	
<i>Dave Schaab</i>	<i>Allen County Planning</i>
<i>Mike Walker</i>	<i>US Coast Guard</i>
<i>Matt Coon</i>	<i>INDOT</i>
<i>Sandra Flum</i>	<i>INDOT</i>
<i>Laura Hilden</i>	<i>INDOT</i>
<i>Clint Kelly</i>	<i>INDOT</i>
<i>Cindy Nunley</i>	
<i>Jamie Bents</i>	<i>WSP</i>
<i>Bryan Kapala</i>	<i>WSP</i>
<i>Erin Pipkin</i>	<i>Compass Outreach Solutions</i>

### MEETING SUMMARY

The ProPEL US 30 East study team presented an update and solicited feedback on the draft Level 3 analysis and screening phase process to the resource agency and cultural resources group (RAC).

### WELCOME AND STUDY OVERVIEW

Bryan Kapala, technical lead for the ProPEL US 30 East study, began the meeting by welcoming the RAC representatives and thanking them for their participation. He then provided an overview of the study to date. The four ProPEL studies comprise 180 miles of US 30 and US 31 in northern Indiana. The expanse is divided into four distinct study areas, each with its own dedicated study team. The ProPEL US 30 east study area extends from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with the exclusion of the portions of I-69 and I-469 around the north side of Fort Wayne which are not part of the study. Conducting separate studies has allowed INDOT to gather relevant information from each community.

This PEL study will not identify or recommend a single alternative, but rather a set of reasonable alternatives that could move forward as part of INDOT’s regular call for projects, which is typically a five-year timeline.

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### ALTERNATIVES SCREENING PROCESS

Since the last public information meetings in June 2023, the study team has been working through the alternatives analysis portion of the study. Given the size and complexity of the US 30 East study area, there were three levels of screening potential improvements. At the end of each screening step, there were a smaller number of potential solutions but with an increased level of detail associated with each.

The three needs identified for the study area – safety, local mobility, and regional mobility – were used to screen alternatives at each level of analysis.

### DRAFT LEVEL 3 ALTERNATIVES SCREENING PROCESS

Kapala then presented the draft Level 3 screening process consisting of several steps, which began with defining planning segments. Planning segments are sections of US 30 that work as a 'system' to manage access and mobility within a specific area. This approach helped in understanding how changes at one intersection might impact others within the same segment. There were a few considerations when defining a planning segment. These included:

- Identifying intersections that function together in providing access to adjacent land
- Considering the potential influence of improvements to adjacent intersections along US 30
- The grouping of intersections to provide continuity along US 30
- As well as traffic volume changes in the corridor

At the conclusion of Step 1, 13 planning segments were identified across the US 30 East study area. Each segment is about three to five miles in length, sometimes more, and is named after a nearby town, city or other notable feature for easy reference.

After defining planning segments, the next step was to create improvement packages for each. Improvement packages bundle together various intersection enhancements that are tailored to each area. The study team developed multiple packages for each segment, with a few key factors guiding our approach. This includes:

- Community context: We recognize that there are many different communities in the study area, and those differences were considered throughout the analysis.
  - For example, in rural areas, INDOT generally prefers a minimum spacing of three miles between interchanges on non-interstate routes, and as close as one-mile in urban areas.
  - These spacing guidelines were considered in each planning segment to best fit the community's character.
- The influence on adjacent intersections was also considered: so, if an interchange was evaluated at a primary intersection, then generally we tried to consolidate access at that interchange by closing nearby secondary intersections
- With respect to access management guidelines: Driveway access and median opening spacing was considered based on the facility type.
- Access management principles were considered at secondary intersections to ensure those improvements align with the appropriate access strategies for each facility type. Improvements at secondary intersections typically include:
  - Reconfiguring as right-in/right-out only
  - Providing a grade separated overpass or underpass
  - Closures

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A major consideration in developing improvement packages was level of access management. Facility types like “local streets” have a greater level of access but can result in lower levels of mobility, primarily due to stop conditions and turbulence associated with traffic entering and exiting the local street. Whereas expressways and freeways, have a lower degree of access but support increased mobility.

In the study area, US 30 is currently classified as a Major Arterial, which typically provide more mobility with lesser access than other facility types. The level of access along US 30 East is higher than what is recommended by INDOT Access Management Guidelines. A key takeaway is that improving mobility along US 30 requires a balance between access and traffic flow.

The evaluation of the improvement packages considered four criteria: Safety, mobility, impacts, and cost. The safety performance of each improvement package was evaluated through the identification of conflict points — these are areas where vehicle paths cross at driveways, intersections, and interchanges. Reducing these conflict points is key to enhancing safety, as fewer conflict points mean fewer potential crash locations. In simple terms, minimizing conflict points lowers the crash risk.

#### ENVIRONMENTAL RESOURCE IMPACTS

Jamie Bents, the environmental lead for the ProPEL US 30 East study, introduced the classifications of the environmental resources analyzed as part of the Level 3 screening process. These include:

- Natural Resources
  - NWI Wetlands
  - Rivers and Streams
  - Floodplains
  - Forested Areas
- Cultural Resources
  - Aboveground Resources & Archaeological Sites
  - Cemeteries
- Community & Socioeconomic Resources
  - Residential & Business Relocations
  - New Right-of-Way Acquisition
  - Potential Risk of Disproportionate Impacts to Environmental Justice Communities
  - Right-of-Way Acquisition
  - Potential Relocations
  - Farmland
  - Section 4(f) Resources
  - Hazardous Material Sites
  - Greenhouse Gas (GHG) Emissions

Kapala continued to explain that each of the improvement packages were placed in the planning segment comparison matrix. He provided an overview of the Warsaw Planning Segment and presented the aerial maps for the intersection of US 30 and CR 250.

As part of the Level 3 screening, each package was reviewed against known environmental constraints to assess the potential impacts to them. The identified impacts from Level 3 are estimated direct

permanent impacts. There may be other construction-related impacts that involve temporary or short-term changes which are beyond the scope of this planning study.

The potential impacts as presented in this Level 3 screening are considered preliminary and reflect a conceptual level of design. More detailed design and evaluation typically occur as part of the NEPA process, and that occurs during INDOT's traditional project development process for projects that use federal funds or require federal approvals. Finally, planning-level costs were estimated for each improvement package. These costs will change as more detail becomes available; however, these estimates do provide a way to compare relative costs of the various improvement packages.

After completing the Level 3 analysis, each improvement package was eliminated, carried forward or recommended. Packages that were recommended meet the purpose and need established with this study and are considered reasonable and feasible. Recommended improvement packages are considered among the best within a planning segment at addressing the identified needs with limited impacts and without extraordinarily high costs. Recommended packages will continue to be considered in this study and likely warrant consideration as part of any subsequent NEPA studies in this planning segment.

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. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of 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 in the future to address the identified transportation needs and support the goals of the study area.

#### NEXT STEPS

The *Draft Level 3 Screening Report* was released on Tuesday, November 12. It is published on our study website at [propelus30.com](http://propelus30.com) and hard copies are available at locations throughout the study area. In addition to submitting input online, the US 30 East study team staff will continue to host community office hours at locations along the corridor on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL U.S. 30 and ProPEL U.S. 31 social media pages.

INDOT is requesting public feedback on the draft Level 3 reports by Friday, December 13. After public feedback is considered, INDOT will publish final Level 3 screening reports on the website, followed by another public comment period and public meeting to gather input before the final PEL reports are published.

#### DISCUSSION

Matt Blair of the Lincoln Highway Association asked how to submit comments. Kapala responded that they could be emailed to [erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com), submitted via the online form at [propelus30.com](http://propelus30.com) or mailed to WSP at 115 W Washington St #1270s, Indianapolis, Ind. 46204.

*[propelus30.com](http://propelus30.com)*

## Agency Comments

RE: INDOT ProPEL US 30 East - Archaeological Cultural Resources Identification Memorandum - Message (HTML)

File Message Help Acrobat ProjectWise PDF-XChange Tell me what you want to do

Delete Reply Reply All Forward All Apps Mark Unread Find Zoom

**RE: INDOT ProPEL US 30 East - Archaeological Cultural Resources Identification Memorandum**



**Benjamin Rhodd** <Benjamin.Rhodd@fcp-nsn.gov>  
To: Coon, Matthew

Reply Reply All Forward

Thu 11/30/2023 8:19 AM

---

**From:** Coon, Matthew <mcoon@indot.IN.gov>  
**Sent:** Monday, October 2, 2023 6:37 AM  
**To:** snease@astribe.com; cspeck@delawarenation-nsn.gov; sbachor@delawaretribe.org; thpo@estoo.net; Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>; thpo@miamination.com; Burgundy Fletcher <bfletcher@peoriatribe.com>; Matthew Bussler <Matthew.Bussler@pokagonband-nsn.gov>; Section106@shawnee-tribe.com; sclemons@wyandotte-nation.org  
**Cc:** Hilden, Laura <lhilden@indot.IN.gov>; Kelly, Clint <CKelly1@indot.IN.gov>; Flum, Sandra <SFlum@indot.IN.gov>; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Adin McCann <amccann@hntb.com>; Jamie.Bents@wsp.com; Holt, Rusty <rusty.holt@wsp.com>; Kapala, Bryan <Bryan.Kapala@wsp.com>; Kia Gillette - HNTB Corporation (kgillette@hntb.com) <kgillette@hntb.com>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>  
**Subject:** INDOT ProPEL US 30 East - Archaeological Cultural Resources Identification Memorandum

Dear Tribal Nation Partners,

Attached is the INDOT ProPEL US 30 East - Archaeological Cultural Resources Identification Memorandum if you wish to review and provide comments.

The following documents are also available on the ProPEL US 30 East website for review and reference: <https://propelus30.com/30doclibrary/>

- ProPEL US 30 East – Draft Purpose & Need Report
- ProPEL US 30 East – Existing Transportation Conditions Report

**Tribal Contacts please respond to INDOT’s Acting Tribal Liaison, Matt Coon** at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752) with any responses pertaining to this study including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input,

**Matt Coon**  
*Manager, Cultural Resources Office*  
*Interim Archaeology Team Lead*  
*Acting Tribal Liaison*  
 Indiana Department of Transportation  
 100 North Senate Ave., N758 — Environmental Services  
 Indianapolis, IN 46204  
**Phone:** 317-697-9752  
**Email:** [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov)








RE: INDOT ProPEL US 30 East - Archaeological Cultural Resources Identification Memorandum



Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>  
To: Coon, Matthew

Reply Reply All Forward

Thu 11/30/2023 8:19 AM

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

Mr. Coon,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for this project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO has a concern as to the sheer density of sites, both pre-historic and historic located along the routing of US 30. Should projects arise that will impact the areas of the sites listed, it is the recommendation of the FCPC HPO that intensive additional survey (for relocation and assessment purposes) be conducted by an SOI Qualified researcher and the results sent to the respective Tribes with interest in this area.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeologically significant materials are exposed as a result of project activities, work should cease immediately. The Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of an ID find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA, Tribal Historic Preservation Officer  
Forest County Potawatomi  
Historic Preservation Office  
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520  
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474  
Email: [Benjamin.Rhodd@fcp-nsn.gov](mailto:Benjamin.Rhodd@fcp-nsn.gov)  
[www.fcpotawatomi.com](http://www.fcpotawatomi.com)

## Elected Official Letters

### US 30 COALITION

Ms. Sandra Flum  
Indiana Department of Transportation  
100 N. Senate Avenue  
Indianapolis, IN 46204

RE: US 30 PEL Level 3 Screening

Dear Ms. Flum

Thank you for the opportunity to comment on the Indiana Department of Transportation (INDOT) Level 3 Screening of Alternatives related to the US 30 Planning and Environmental Linkage Study (PEL). The US 30 Coalition has several comments for the record regarding these recommendations.

First and most notable, the US 30 Coalition and the communities we represent are unwavering in our belief that a FREEWAY best meets the needs of the counties, cities and towns along the US 30 Corridor. A Freeway alternative is included in every segment of the draft document, of which we are appreciative. We feel it is imperative that this be continued through the Final Report.

While we acknowledge that the financial constraints facing INDOT are challenging and will require time to navigate, maintaining a corridor-wide Freeway alternative in the Final Report will ensure a long-term comprehensive vision that is focused for the benefit of both government and private industry.

In addition, we do have serious concerns with the continued inclusion of RCI's, right-in/right-outs, and other similar methods of traffic management. Members of our communities have been outspoken in their opposition to the use of such measures along the Corridor. We believe these at-grade intersection alternatives will hamper, rather than enhance, the Corridor's growth, utility, and safety in the decades to come.

The Coalition also strongly objects to the assumptions concerning economic development, equity in transportation and driver expectation elements made in each segment. For example, the Expressway and Expressway Light options are projected to enhance these elements while the Freeway option is considered as neutral or even diminishing them. Yet business and industry all along the Corridor have been explicit and consistent in their belief that a Freeway is critical to the future maintenance and growth of their facilities as well as safety for their employees.

Further, to assign a neutral value in driver expectation for the Freeway option, but to assume an Expressway/Expressway Light option enhances such expectations, makes no sense and is inconsistent with public comment.

Given the importance and scope of this major transportation project, its potential cost, while important, is not the only variable of the equation to be considered. Yet the PEL Study infers that the high costs of construction associated with a Freeway alternative, diminishes its priority of inclusion in the Plan, with no regard given to the benefits and return on investment that a comprehensive Freeway solution would provide. The PEL should therefore include the economic benefits of the Freeway alternative. Indeed, INDOT's own study in 2013 showed that a US 30 Freeway will:

- a) Create 10,572 jobs;
- b) Increase GRP by \$959 million;
- c) Increase personal income by \$942 million;
- d) Save over 18,000 hours of travel delay daily; and
- e) Save over \$715 million in accident cost savings.

We respectfully request that this information and analysis be included in the Final Report.

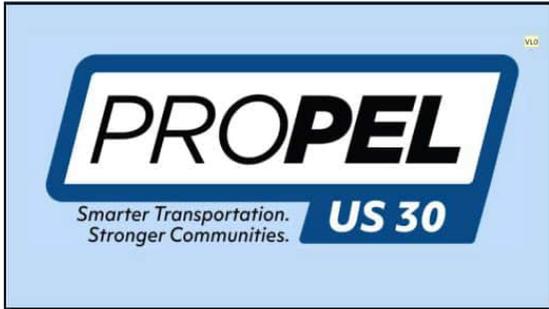
I moved to Warsaw in 1972, the year the final segment of US 30 was opened and have witnessed the prosperity our communities enjoyed along the corridor for the last 52 years. I have also seen the efficiency of transportation erode and become more dangerous as the result of this growth. I most likely won't be around for another 52 years but I would like to insure that those who will, are able to benefit from the safety and prosperous growth that only Freeway US 30 will provide!

We appreciate the significant work that has gone into the PEL study, as well as the opportunity to provide comment on the impact of this Project upon our communities. If we can provide any additional information, please do not hesitate to contact us.

Sincerely,

Joseph M. Thallemer  
US 30 Coalition, Chairman

# APPENDIX K: PUBLIC INFORMATION MEETING MATERIALS



1



2



3



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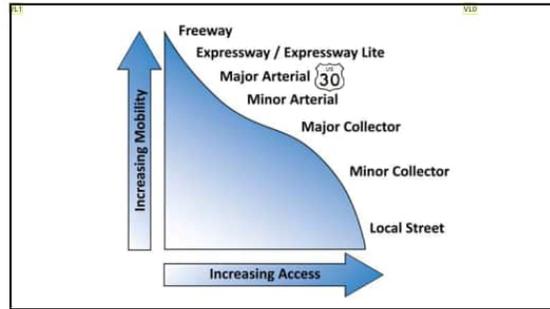


6

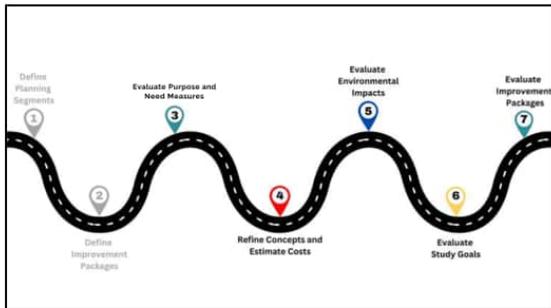
## IMPROVEMENT PACKAGES

- Community Context
- Influence on adjacent intersections
- Access management guidelines
- Improvements at secondary intersections

7



8



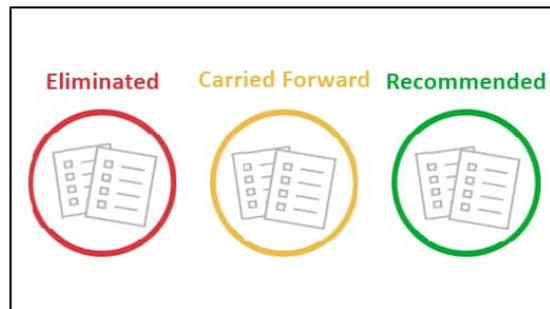
9



10



11



12



13

Draft Level 3 Screening Report  
Executive Summary Table

View this table online:  
[www.propelus30.com](http://www.propelus30.com)

PLANNING SEGMENT	INTERSECTION	PROPEL				TOTAL
		Package 1	Package 2	Package 3	Package 4	
1	A	1	1	1	1	4
	B	1	1	1	1	4
	C	1	1	1	1	4
	D	1	1	1	1	4
	E	1	1	1	1	4
	F	1	1	1	1	4
	G	1	1	1	1	4
	H	1	1	1	1	4
	I	1	1	1	1	4
	J	1	1	1	1	4

14



15

Join Us at Our Public Information Meetings

**Tuesday, November 19, 2024, 5 to 7 p.m. EST**  
Presentation at 5:30 p.m. EST  
Indian Springs Middle School 1692 IN-9  
Columbia City, IN 46725

**Wednesday, November 20, 5 to 7 p.m. EST**  
Presentation at 5:30 p.m. EST  
Lincoln Elementary School  
203 N Lincoln Street  
Warsaw, IN 46580

16

Stay in touch!

Scan to leave your public comment.

[www.propelus30.com](http://www.propelus30.com)

[@PropelU.S.30](https://www.facebook.com/PropelU.S.30)

[@PropelUS30](https://twitter.com/PropelUS30)

[@propelus30\\_31](https://www.instagram.com/propelus30_31)

17

Prompting Questions

1. What do you like the most about the packages that INDOT recommends?
2. What do you like the least about the packages that INDOT recommends?
3. What do you like the most about the packages that INDOT will carry forward?
4. What do you like the least about the packages that INDOT will carry forward?
5. Do you have other comments to share with the study team regarding packages?

18

# PUBLIC INFORMATION MEETING

## MAP OF THE ROOM



### How to Navigate This Public Information Meeting

Welcome to the draft Level 3 Screening Public Information Meeting for the ProPEL US 30 East Study! Please use this map as a guide to navigate the room and stations, each full of information and opportunities to provide your feedback. Each station represents a different planning section along US 30 East. You will find:

**Information to view and take with you**

**Staff ready to answer questions**

**Comment cards to provide feedback**

View videos of each package of improvements for the planning segments at the video station. Scan the QR on the segment display boards and handouts to view them on your mobile device.

#### Provide Feedback Today by:

- Scanning the QR code to view the online comment form
- Visiting this link: [bit.ly/ProPELUS30EastComment](https://bit.ly/ProPELUS30EastComment)
- Filling out a physical comment form



- ProPELUS30.com
- propelus30\_31
- Propel U.S. 30
- @PropelUS30



# PUBLIC INFORMATION MEETING

## COMMENT FORM

Which **segment** are you submitting feedback for? *(circle your answer)*

- 1   2   3   4   5   6   7  
 8   9   10   11   12   13

Which **package** are you submitting feedback for? *(circle your answer)*

- 1   2   3   4   5   6

Name \_\_\_\_\_

Email \_\_\_\_\_

Address/ZIP \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Which **segment** are you submitting feedback for? *(circle your answer)*

- 1   2   3   4   5   6   7  
 8   9   10   11   12   13

Which **package** are you submitting feedback for? *(circle your answer)*

- 1   2   3   4   5   6

Name \_\_\_\_\_

Email \_\_\_\_\_

Address/ZIP \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
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 \_\_\_\_\_  
 \_\_\_\_\_

Which **segment** are you submitting feedback for? *(circle your answer)*

- 1   2   3   4   5   6   7  
 8   9   10   11   12   13

Which **package** are you submitting feedback for? *(circle your answer)*

- 1   2   3   4   5   6

Name \_\_\_\_\_

Email \_\_\_\_\_

Address/ZIP \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
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 \_\_\_\_\_  
 \_\_\_\_\_

## LEVEL 3 SCREENING: Packages of Improvements

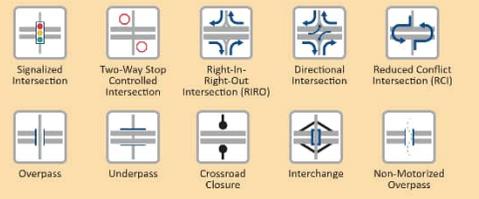
### US 30 East | Planning Segment 1: Etna Green




### INTERSECTION PACKAGES

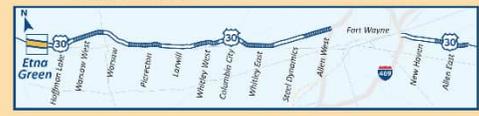
	A Beech Rd	B Apple Rd	C SR 19	D CR 950 W
<b>NO BUILD</b> ARTERIAL* <i>Non-Free Flow</i>				
<b>1</b> ARTERIAL <i>Free Flow</i>				
<b>2</b> EXPRESSWAY <i>Free Flow</i>				
<b>3</b> EXPRESSWAY <i>Free Flow</i>				
<b>4</b> FREEWAY <i>Free Flow</i>				

### 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

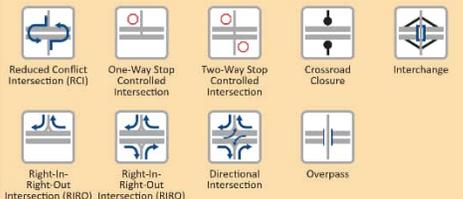


\* No Existing Driveway Connections

### INTERSECTION PACKAGES

	A CR 300N	B CR 875W	C CR 800W	D Grandview Dr	E CR 700W	F CR 650W (K)
<b>EXISTING</b> ARTERIAL* 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



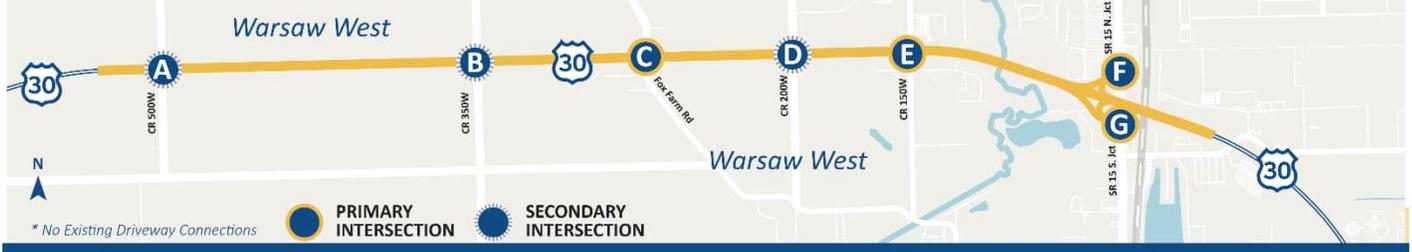
### ACCESS CONTROL METHODS

- 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 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** (Dotted line): Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL** (Dashed line): Commercial driveways full or RIRO access, residential driveways RIRO only; at grade intersections allowed, median openings allowed
- PARTIAL** (Solid line): No driveway access, at grade crossroad intersections allowed, median openings not allowed
- FULL** (Thick solid line): No driveway access, crossroads are grade separated or closed; median openings not allowed



## LEVEL 3 SCREENING: Packages of Improvements

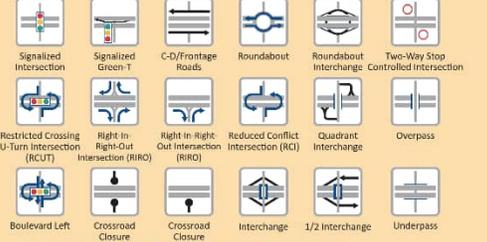
### US 30 East | Planning Segment 4: Warsaw



### 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 Non-Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>1</b> ARTERIAL Non-Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>2</b> ARTERIAL Non-Free Flow	[Diagram]	[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]	[Diagram]
<b>4</b> EXPRESSWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>5</b> Frontage/ Frontage Roads Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]
<b>6</b> FREEWAY Free Flow	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]

### INTERSECTION TYPES



### ACCESS CONTROL METHODS

- MINIMAL**  
Retains existing driveway access; at grade intersections allowed, median openings allowed
- PARTIAL**  
Commercial driveways full or RRIO access, residential driveways RRIO only; at grade intersections allowed, median openings allowed
- PARTIAL**  
RRIO 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	B	C	D	E	F	G	H	I
	CR 325E	CR 450E	Van Ness Rd W	Van Ness Rd E	CR 2005	Tulip St	SR 13	Matchette Industrial Park Rd	CR 2505
<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

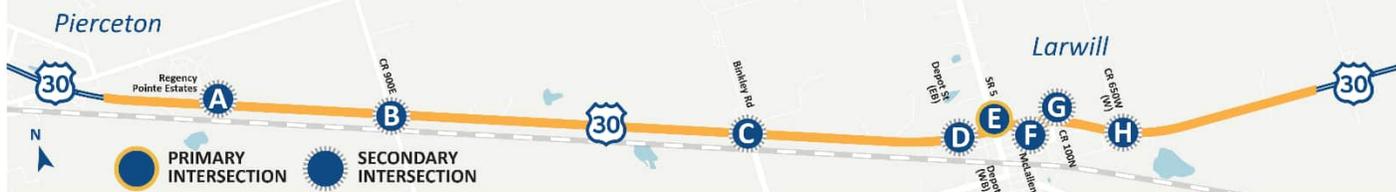
- Signalized Intersection
- Reduced Conflict Intersection (RCI)
- Underpass
- Overpass
- Crossroad Closure
- Crossroad Closure
- Two-Way Stop Controlled Intersection
- Right-In-Right-Out Intersection (RIRO)
- One-Way Stop Controlled Intersection
- Right-In-Right-Out Intersection (RIRO)
- Interchange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



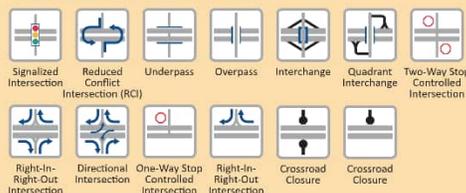
## LEVEL 3 SCREENING: Packages of Improvements US 30 East | Planning Segment 6: Larwill



### INTERSECTION PACKAGES

	A Regency Pointe Estates	B CR 900E	C Binkley Rd	D Depot St	E SR 5	F McLallen St	G CR 100N	H 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**  
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

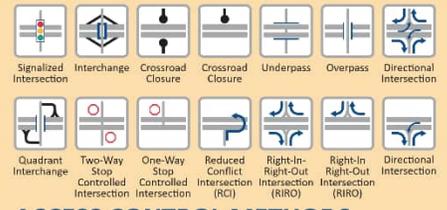
### US 30 East | Planning Segment 7: Whitley West



### 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 <i>Free Flow</i>								
<b>1</b> ARTERIAL <i>Free Flow</i>								
<b>2</b> ARTERIAL <i>Free Flow</i>								
<b>3</b> EXPRESSWAY LITE <i>Free Flow</i>								
<b>4</b> EXPRESSWAY <i>Free Flow</i>								
<b>5</b> FREEWAY <i>Free Flow</i>								

### INTERSECTION TYPES



### 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 8: Columbia City




### INTERSECTION PACKAGES

	A Lincolnway	B Armstrong Dr	C SR 109	D SR 9	E SR 205
<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 <i>Free Flow</i>					

### 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



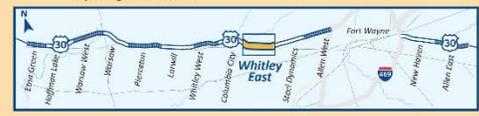

### INTERSECTION PACKAGES

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

### INTERSECTION TYPES

### 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 Non Free Flow					
<b>1</b> ARTERIAL Free Flow					
<b>2</b> EXPRESSWAY LITE Free Flow					
<b>3</b> EXPRESSWAY Free Flow					
<b>4</b> FREEWAY Free Flow					

### INTERSECTION TYPES

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

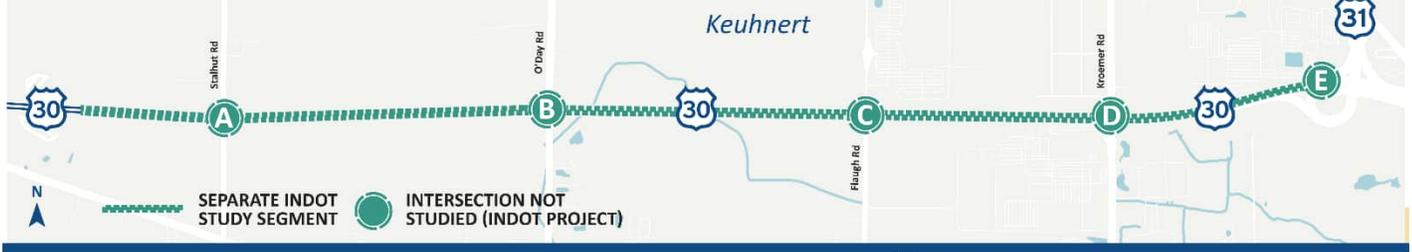
### ACCESS CONTROL METHODS

- 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

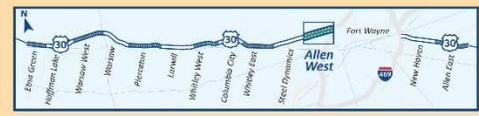
	A Stalhut Rd	B O'Day Rd	C Flaugh Rd	D Kroemer Rd	E US 33
<b>NO BUILD</b> ARTERIAL <i>Non-Free Flow</i>					
<b>PLANNED</b> EXPRESSWAY <i>Free Flow</i>					
<b>1</b> FREEWAY <i>Free Flow</i>					

### 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

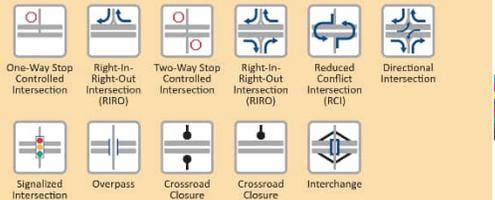
### US 30 East | Planning Segment 12: New Haven



### 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



### 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	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
<b>1</b> ARTERIAL Free Flow	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
<b>2</b> ARTERIAL Free Flow	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
<b>3</b> EXPRESSWAY LITE Free Flow	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
<b>4</b> EXPRESSWAY Free Flow	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
<b>5</b> FREEWAY Free Flow	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]

### INTERSECTION TYPES

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

ProPEL US 30 East

# WELCOME

Level 3 Screening Public Information Meeting

Public Meeting: 5-7 PM ET | Presentation at 5:30 PM



**LEVEL 3 SCREENING**



*Together we can ProPEL Indiana forward!* →→→

We're working with you to identify transportation solutions as we study US 30 East.

**Comment Online**

**Level 3 presents improvement alternatives from the Level 2 screening process, secondary intersections, and roadway segments between them both.**

The Level 3 screening—the final screening step for this study—presents improvement packages for sections of US 30 East study area. These sections, called planning segments, include improvements identified from Level 2, previous US 30 studies, and community input, as well as industry guidelines and solutions.

Level 3 alternatives development and evaluation includes

- 31** primary intersections    **49** secondary intersections
- 13** planning segments    **58** packages of improvements

The study, and its identified Purpose and Need, evaluated packages of improvements for:

- Impacts**
- Costs**
- Goals**

The ProPEL US 30 East team recommends a range of improvements for further consideration as part of more detailed analyses beyond this PEL study.

Learn more about the process in the *Draft Level 3 Screening Report*.

**Study Timeline**



## Level 2 Screening

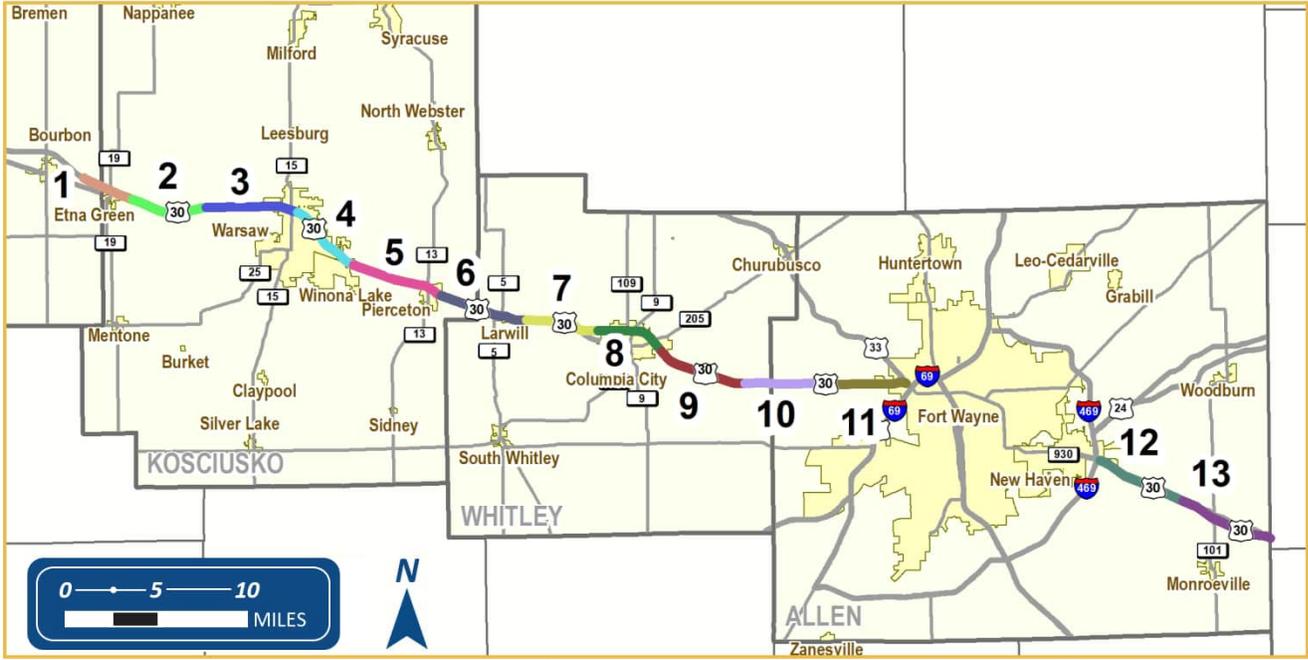
### Summary

In the Level 2 screening step, the study team identified 17 Primary and Complementary Concepts (including the No-Build condition) from the Universe of Alternatives. They then qualitatively evaluated the primary intersections, which are locations where US 30 intersects one of the following: a Minor Arterial, Major Collector, Principal Arterial, or an existing signalized intersection. Level 3 is an expansion to the secondary intersections from Level 2. This both addresses how the local system interacts with US 30 and measures against the study's Purpose and Need.

## Level 3 Screening Process



**Planning Segments**



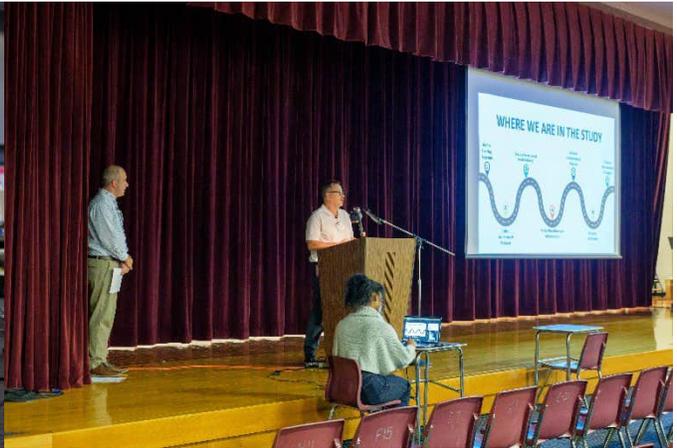
- |                                 |                               |                                  |                                    |                                |
|---------------------------------|-------------------------------|----------------------------------|------------------------------------|--------------------------------|
| <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> Piercetown • 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.      |                                |

## Level 3 Screening Results

This table summarizes the improvement packages considered in each planning segment. There are 58 packages of improvements developed across the 13 planning segments. The packages include 187 intersection alternatives applied to the 80 intersections evaluated within the US 30 East study area.

PLANNING SEGMENT	Flow Cond. →	PACKAGE										
		Facility Type →	Non-Free Flow				Free Flow					
			Arterial				Expressway Lite <sup>1</sup>	Expressway		Frontage Rds.	Freeway	
			Access Cntrl. →	Minimal	Partial		Minimal	Partial		Full		
1 Etna Green	3.0 mi.	No Build			1			2	3		4	
	Carried Forward				Carried Forward			Recommended		Carried Forward		
2 Hoffman Lake	4.3 mi.	No Build			1			2	3		4	
	Carried Forward				Carried Forward			Recommended		Carried Forward		
3 Warsaw West	5.2 mi.	No Build	1			2		3		4		
	Carried Forward	Eliminated				Recommended		Recommended		Carried Forward		
4 Warsaw	4.4 mi.	No Build		1 2			3	4	5	6		
	Carried Forward		Carried Forward	Eliminated			Recommended	Recommended	Eliminated	Recommended		
5 Pierceton	5.2 mi.	No Build			1	2	3	4		5		
	Carried Forward				Recommended	Recommended	Carried Forward	Carried Forward		Carried Forward		
6 Larwill	5.0 mi.	No Build			1	2	3	4		5		
	Carried Forward				Recommended	Recommended	Carried Forward	Carried Forward		Carried Forward		
7 Whitley West	4.1 mi.	No Build			1	2	3	4		5		
	Carried Forward				Recommended	Recommended	Carried Forward	Carried Forward		Carried Forward		
8 Columbia City	4.1 mi.	No Build		1 2			3	4		5		
	Carried Forward		Carried Forward	Eliminated			Recommended	Recommended		Carried Forward		
9 Whitley East	5.1 mi.	No Build			1	2	3	4		5		
	Carried Forward				Carried Forward	Recommended	Recommended	Recommended		Recommended		
10 Steel Dynamics	4.8 mi.	No Build				1	2	3		4		
	Carried Forward					Carried Forward	Recommended	Recommended		Carried Forward		
11 Allen West	4.2 mi.	No Build								1		
	Carried Forward									Carried Forward		
12 New Haven	5.2 mi.	No Build			1	2	3	4		5		
	Carried Forward				Recommended	Recommended	Carried Forward	Carried Forward		Carried Forward		
13 Allen East	5.4 mi.	No Build			1	2	3	4		5		
	Carried Forward				Recommended	Recommended	Carried Forward	Carried Forward		Carried Forward		

<sup>1</sup>The Expressway Lite facility type includes the following elements: No traffic signals, Partial control of access, Limited median openings for U-turn movements between intersections, and Right-in/right-out only access for residential and commercial driveways.









# APPENDIX L: PUBLIC COMMENT SUMMARY TABLE

Table 1: PIMA Comments (November 12, 2024, to December 13, 2024)

**NOTE:** Public comments are presented verbatim from what was submitted to the study team.

1.	I'm concerned that the Warsaw West recommended options do not provide enough access north of 30. Additionally, road improvements that would be needed to carry traffic from rerouted intersections were not mentioned at all. For example, 300N is a gravel road west of Madison elementary but that's the most direct route from the nearest intersection to the west. The Warsaw east recommendations look ok for the intersections but again I have concerns the side roads needed to carry traffic to and across 30 are not adequate. Big fan of this project and want to see it move forward asap.
2.	How have you considered access to businesses north of U.S. 30?
3.	3 or 4 build plan would be best. 205 is incredibly dangerous and should be top priority to improve.
4.	A lot to digest. What and where do I find the "separate INDOT study" that is referred to concerning the intersections between CR 700 and Leesburg Rd. Intersection in Allen County?
5.	Upon reviewing all packages for #5 Pierceton Planning in US 30 East segment - Package 1 is the only agreeable one to me - if you go to Package 2 or above, you might as well build a whole new interstate to the south that connects Valparaiso to Ohio bypassing the existing US30 and make it a true interstate right off with 3 lanes. Going to cost more to piece meal it. Trying to turn it into a limited access at this point impacts the quality of life for the existing people who live in that area. Package 2 and above is going to create more issues for the people of this area than it is going to solve. I see a lot of Right In/Right Out - that will not cut down on accidents as traffic on US 30 flows at the rate of 70 - 80+ MPH now and I didn't see any right turn lanes to get the turners out of the flow for the turn. If the access is limited and traffic knows it, the rate of flow will increase to 75 - 90+ MPH. Just go out on any interstate now, especially any two lane interstate - it is just another Nascar racetrack and Pkg 2+ will make it worse. The more access is limited, it will cause bottlenecks at the locations you can actually get on to US 30, so it only moves the locations of the accidents. The Right In/Right out will put more traffic on the county roads - the existing county roads can't handle more traffic - there will be more accidents, risking the death of more wildlife, cause medical response to take longer and risking the life of the people who live in those areas. It will cause people to go out of their way to get to the same place they get to now, costing more in fuel prices and vehicle repair due to poor conditions of county roads. Limited access as described will move the issues to the county roads. Kosciusko doesn't have a lot of good East-West travel options. From my current US30 access point, if it becomes Right in/Right out or is closed, an ambulance for my neighborhood would have to travel miles East to be able to turn back West to get to our neighborhood, that costs valuable time. For anyone in my neighborhood to go East we would have to travel West for miles to turn East to then go the direction we need to. Or in both cases, would have to travel county roads out of the way to get to our location. To travel the county roads puts more obstacles in our path. There will be more traffic on county roads than what exists now, a lot more wildlife on the county roads - nowhere to pull off if an ambulance is coming as there will be more ambulances on the county roads due to the US 30 limitations - the roads are not in the best travel conditions causing vehicle damage or harm to the person in the ambulance as it hits the rough bumps. Causing people to have to pay higher taxes to keep up with the increased wear and tear on the county roads we will be forced to travel on. We will have to travel miles out of our way just to get to the other side of US 30. Bikeways are on the county roads - the limited access will put more traffic on the county roads competing with the Bikes. Why did it take to level3 to even find out what was in the recommendations for the county roads along US30? Bottom line, if you want a true interstate in Indiana for US30, then build a new one, with 3 lanes each direction, south of the existing US30 instead of upending the lives of the ones who live along the existing US 30. The limitations will impact their cost of living of just trying to do their normal living. If there were other viable travel routes for east/west it would be different.
6.	We wouldn't be having these issues if the previous governors had turned the toll road into a freeway like they promised and then reneged on. Has anyone considered giving the trucks and semis some kind of free access to the tollway to get the thru traffic off of 30? Oh, I guess the governor at the time sold the tollway, didn't he? This entire mess is the result

- of politics. I suppose given the situation we are stuck with, plan 3 or 4 are the best options. That is other than getting some responsible people in the governor's mansion.
7. Overpass option at Doyle Rd would limit accessibility for the gas station at this location.
  8. I WANT TO KNOW HOW HAVING LIMITED ACCESS TO US 30 IS HELPING ?? YOU ARE JUST MAKING THINGS WORSE !! ALL THE LOCAL AND THRU TRAFFIC STILL HAS TO USE US 30 TO GO TO WORK AND GET TO BUSINESS'S SHOPPING AND GAS STATIONS AND OTHER THINGS !! WHAT ABOUT EMS SERVICES TO THOSE ROADS YOU ARE CLOSING ?? ALSO YOU STILL HAVE TO DEAL WITH THRU TRAFFIC THAT DOES NOT EVEN STOP IN THESE TOWNS AND CITY'S !! YOU NEED TO JUST BUILD A 6 LANE HIGHWAY FROM OHIO LINE TO ILLINOIS LINE OUT THRU THE COUNTRY !! BY PASS ALL TOWNS AND CITIES AND DON" T LET ANY BUSINESS BUILD UP ON IT LIKE YOU LET THEM BUILD UP ON US 30 !!
  9. My neighbors are quite concerned with the closing of Stalhut Road in segment 11 Allen County
  10. There has to be a way to move large farm equipment across 30 between Pierceton and Larwill.
  11. My concerns are mostly with the Whitley County portion. Most of the level 3 or 4 packages make the most sense. Lincolnway, 109, 9, and 205 in Columbia City should have some form of access. Biggest concern would be 205 where the hospital is located and having access to the highway, which is only offered in level 5. Next would be in the eastern and Steel Dynamics portion, my primary concern is with Business 30/300E and 600E. I can see that 600 would not have room for an interchange so an underpass makes sense as long as the underpass provides plenty of room for farm equipment and trucks traffic to the industrial park there and that Old 30 would have the improvements needed to maintain that new level of traffic. Business 30/300E should have an interchange as that is a primary feeder into Columbia City and would help support the changes made in town. I also would have concern at 500E thinking that it needs to remain a RCI as the fire station is on the south side of the highway and the industrial park is on the north side, as well as providing access to 30 in the instance of emergency services.
  12. My comments apply specifically to segment 8, Columbia City, in the Draft Level 3 Report. Recognizing that safety is a considerable driver in the choices and presentation, and for good reason due to the high collision rates along US 30, the recommended options, 3 & 4, for segment 8 do not adequately address local traffic conditions within Columbia City. These options both boast significant collision reduction rates at intersections along US 30, which seems very likely to be accurate, however, the increase in collisions along surface streets must be addressed as well. One example is that the traffic flow from southbound 109 flows primarily to the left and right onto US 30, not continuing south into downtown. In options 3 and 4, that option is eliminated, which will cause most traffic to naturally flow along frontage road, a very low capacity road to IN-9, then south to US 30. That intersection is already very awkward and cannot support the additional traffic flow, which will imply that there are secondary effects that have not yet been considered.
  13. Instead of bypass routes or changing signals and lights what should be done is to build an elevated expressway that runs with us30 from 250 east to the last light west of town. The elevated expressway could be built between the eastbound and westbound lanes.
  14. We transit the Columbia City corridor about once a week during May through October, generally lunch and dinner-time. I would prefer to see package 5 along that stretch with fairly long merge lanes at Lincolnway and SR205. To grade-separate at those two locations with no access to US 30 would be great disservice, from what I see. With the hospital at SR205, access to and from US30 is a must, there is no good alternative close by. I also see a lot of traffic on Lincolnway turning onto US30 either direction, which is why the traffic lights for Lincolnway are staggered. Adding right-in, right-out at Armstrong Drive and SR109 would not hurt, either. On the Pierceton segment, there is no difference in the intersections between package 3 or 4, and SR13 needs a grade-separated diamond, as shown. That's one busy intersection with some of the sightlines suboptimal!
  15. The US 30 corridor project needs to be linked with and coordinated with the Midwest Connect corridor I. D. passenger rail project which will run parallel to the highway between Fort Wayne and Valparaiso. Developing these two transportation and economic development projects together will make the very best use of planning time and taxpayer funds.
  16. A large group of Midwest Connect Passenger Rail Corridor ID study supporters gathered at Fort Wayne's Baker Street Station on October 27th. Visit @NIPRARAIL Facebook page for a recap of this event. Please include the possible opportunities for coordination and benefits of additional passenger rail service from Chicago to Pittsburgh via ValpoPlymouth/Warsaw/Fort Wayne transportation alternative in your ProPel planning process. We hope to have a report to share with you in a few months. In the meantime, please coordinate with Paul Spoelhof, City of Fort Wayne Planner at Paul.spoelhof@cityoffortwayne.org with any questions or updates on the Midwest Connect project.

17. This option (segment 8, package 4) will prioritize flow
18. Segment 8, Package 3/4 These packages would push traffic back into town. Lots of people want to use US 30 to connect to SR 205. Like package options 1 and 5. Bowen Health is now off SR 205 where there was previously a parking lot.
19. Segment 3, Package 2/3 She is a member of the country trails group. Interested in opportunities for trail connections near SR 15
20. 200 is busier than Fox Farms. If one of them are going ot close it should be Fox Farm, not 200.
21. Segment 2 CR 650 W is at a dirt road! That accesses little to the north. It does access old Rd 30 to the South.
22. Segment 8, package 4 Could be useful from a driver standpoint, not for business owners maybe
23. Segment 8, package 4 Roundabouts help a lot; US 30 makes a lot of noise
24. Segment 3, Package3 Concerned about access onto 30 at 500 W. Shipping concerns as well.
25. Segment 10, Package 2/3/4 700 E. going South, Private Property. Going North only 2 miles into a Tee road. Most big truck spi use 800 F. 700 E. very little truck use.
26. Segment 4, Package 1/2/3/4/5/6 As a board member of Kosciusko County Velo-Ride-Walk, I just wanted to reiterate the need for providing a path for walking/biking at Parker St.-Springhill Dr. We would like to expand the trail at the Breyer Farm path to the YMCA-Harrison Elementary. To do this, we need cross traffic at both locations. I appreciate the recommendations at these locations
27. Segment 1, Package 2/3/4/5/6 I appreciate the addition of an overpass for buggies at Etna Green.
28. Segment 4 Springhill Intersection C. All the traffic goes through either a housing addition or the large medical campus. This is not a good place to push local traffic.
29. Segment 9, Package 1 Would rather see a RCI at CR 600 E - for better business access
30. We feel a clover leaf at the US 30 and SR 13 intersection would be best due to the amount of traffic using that intersection.
31. Segment 1/2/3, packages 2/3 Great concern for the Amish community along both sides of US 30 from Bourbon to Warsaw, 2-4 miles out of the way is huge with a horse and buggy and making a left and then a J-turn is not a good plan with a buggy. People cross daily for work, school, church and many occasions along these 20 plus miles from SR 15 all the way to King Rd. in Marshall County. Please consider our way of life. We don't want to be a burden but neither do we want to be a hazard.
32. It appears that the goal of the project is to accommodate the movement of interstate E/W traffic (trucks) at the extreme inconvenience of local residents who do pay taxes.
33. I would like to see 30 a limited access highway.
34. There is an industrial park between 400E and 500E. It appears all of this traffic will be pushed to 300E or 600E. Have you considered the affect of the extra traffic, including semi-truck traffic on Lincolnway?
35. All the roads that are proposed to close from 550W moving east is ridicules and there are no plans for those folks to access US30
36. Amish should be considered, need more multimodal consideration
37. Segment 4, package 3 Parker St alternatie would be good, can solve a lot of problems, would be safer, would help people get across safer
38. Segment 4, Package 6 Old US 30 needs connection to a frontage road
39. Parker St is very congested, this option (Segment 4, Package 6) wouldn't help the businesses. Husky Trail/100 E is heavily trafficed from N; How would impact surrounding businesses.
40. Segment 4, package 3 This would be a cheaper option compared to package 4, maybe not the safety
41. segment 3, Packaes 1/2/3/4 SR 15 no good a lot of traffic already
42. Segment 3, packages 1/2/3/4 Trucks making lefts off at 600 W. How do we make left turns?
43. Being a commercial and industrial real estate broker, I would think the expressway option would be the most damaging to local commerce that have invested major dollars in obtaining the location to secure the 30 traffic/business to their established businesses. It seems, at this point, and from my limited knowledge of the options for the Arterial, Arterial (non-free flow), and expressway light are the best options for the concerns listed above and future growth of Warsaw. I look forward to obtaining additional information. If possible, I would like to be added to an email information list, if applicable.
44. Segment 6, Package 1/2 There has to be a safe way to move farm equipment across 30 between Pierceton and Larwill. Neither package 1 or 2 allows that. There needs to be an overpass on 900E.

- 45. SR 109 gets lots of traffic because of the Walmart
- 46. Police Intervention could help accidents at intersections or cameras
- 47. (Segment 3, Package 2): Package 2 allows no safe crossings for non-motorized vehicles (buggies, bicycles, pedestrians) this could create a minimum 5 mile detour, depending on other package choices on other segments. No non-cars use SR 15 now. (Segment 3, Package 3): Overpasses allow greenway/trail/cycling/pedestrian safe crossings
- 48. I manage a business at 600 E in Whitley county (Alliance Feed)that averages 110 trucks in and 110 trucks out per day Monday - Friday. Most use the intersection at US 30. I am concerned that cutting off our access to US 30 will negatively affect our business, neighboring businesses, and neighboring residents. If our access is cut off, all of our semi truck traffic will be forced to use county roads, which are narrow, and have dangerous intersections. Please consider keeping our access to US 30.
- 49. Limiting access to Highway 30 within Whitley County to SR 9 will have significant impact on the traffic flow within the county, congesting the traffic in may areas as it is all pushed to accessing HWY 30 via SR 9. Access to Hwy 30 should remain via Lincolnway west of Columbia City and via SR 205 east of Columbia City. Rerouting all of that traffic flow will have significant negative impact. Has there been a study done on the impact of the traffic flow that can no longer access HWY 30 via these routes?
- 50. I commend the work that's been completed thus far. My comments will be specifically for the segments within Kosciusko County and related to non-motorized (bicycles, pedestrians, horse & buggies) traffic crossings. As a representative of the K County Parks and Rec Board, we are looking to ensure safe crossings across 30 for greenway and trails systems. Generally we are looking for 1-2 safe crossings in each segment. Segment 2: Package 3 - Offers no safe crossing for non-motorized traffic. J-turns are dangerous for these users. Alternate routes could take 4-5 mile detours. Segment 3: Package 2 - No safe crossing for non-motorized traffic. SR 15 is a 4 lane, curbed route with no current safe pedestrian or bike utilization. Segment 2: Package 3 - If a greenway/trail space is included on the overpasses, these could work well. Segment 4, Package 2 - If the large roundabouts are incorporated, an overpass or underpass with a safe route at the next intersection would be needed. Segment 4, Package 3 - This should allow safe options for active routes/crossings. Segment 5, Package 2 - Eliminates any crossings for non-motorized traffic. Unacceptable. Segment 5, Package 3 - Only 1 possible safe crossing with large distances for detours. Unacceptable. Segment 5, Package 4 - Only 1 possible safe crossing with large distances for detours. Unacceptable. Segment 6, Package 2 - Eliminates and safe crossing for non-motorized traffic in segment. Segment 6, Package 3 - May be workable for non-motorized traffic, dependent on nearby segment crossings.
- 51. A bike/pedestrian path is requested to safely cross US 30. A location as close to the Kosciusko YMCA as possible would be preferred. In addition, a location near Pierceton, Indiana would be used to eventually tie into a trail system in North Webster/Syracuse, Indiana.
- 52. Was at the meeting in Columbia City the other day and saw some renderings of the plan for in town that are not shown here. I believe the plan is to make Line street an underpass with no access to US 30 and all the traffic from there would have to go down Frontage Rd to get to 30. That road is very close to 30 and seems would create a lot of congestion right there. It gets backed up already on Line st just with people trying to get to Walmart on Plaza dr.Would it be better to build a new road from 109 to 9 a little north of town come from 109 and connect to 9 north of Mizpah shrine or depends what land can be acquired south of there. That would get all the traffic from and too us33 Ligonier etc to Huntington on the us 9 and less congestion at Pizza Hut area and that road. Pizza hut the bank may need to relocate to drive to walmart, maybe the hotel removed or they move entry to west side and parking lot. This way all the traffic and trucks that come from 109 and pass plaza drive are already on 9 north of town and better free flow east of Frontage Rd. US 30 would be built up and the traffic for 9 goes under and there is open land on 3 corners of that intersection. So lights would be needed there or could a roundabout be done under 30 for traffic to flow to go to/from 30 to 9 and vice versa.
- 53. We have roughly 2,000 truck loads annually that need access to and from US 30 on 500W from both East and West. Both customers bringing grain and inputs coming into our facility as well as products and good going out to service our customers. If it becomes a challenge to get to or from our facility we could lose substantial business as time is money and convenience is key to a planting and harvest season. Our company provides goods and services to the Agricultural community that constitutes around 70 million dollars in revenue annually. Taking away our access at 500W would be devastating to the future of our business.

54. Hello. Please consider the impact of not having Parker Street cross traffic over US 30 in Warsaw. This road services Hospitals, Businesses, and Residential areas. There are no reasonable alternate routes to these areas if this crossing were closed, causing significant impact to the local area and Warsaw as a whole.
55. We own a business on 500 W. Access to US30 is extremely important to us. We have anywhere from 15 to 20 delivery trucks coming in and out on any given day. Closing access or reduced access would create a logistic nightmare and a financial setback.
56. I think roundabouts being installed at the state road 15 and US 30 intersections should not be an option. With the heavy amount of traffic on 15, it will be very difficult for a loaded semi to merge into what will be a constant flow of traffic, especially after stopping because of congestion. It will only get worse as time progresses and traffic gets heavier. I have been driving semi for about 48 years, and encountered an increasing number of roundabouts. I believe they work in some locations, but are not good for others.
57. There needs to be at least two Bike / Pedestrian crossings in the Warsaw area of US 30. This should be done as soon as possible!! Don't wait for the US30 upgrade.
58. Warsaw West Select a package to review \_Package 3: Expressway Free Flo Provide your feedback on this package Fox Farm road has no connection to US30 in package 3. The state highway garage and salt supply is at Fox Farm road. If you implement this package, it will force the state to plow literally MILES of secondary roads to even REACH US30 to plow it! This will greatly increase both cost and time to get 30 cleared during snowstorms and/or icing conditions BAD PLAN! Package 2 or 4 is better as far as treatment of Fox Farm intersection.
59. I like the Parker St intersection proposal with the frontage roads running parallel to US 30 with roundabouts on North and South. Our community needs safe pedestrian and cyclist crossings along the corridor.
60. "Safety" and "Mobility" are two of the four priorities in the ProPEL US 30 East plan, yet I did not see any plans for non-motorized traffic to get across US 30 in Warsaw with either safety or mobility in mind. Bicyclists and pedestrians need a dedicated, north-south trail bridge not only for their safety and mobility but for the safety and mobility of motorized traffic as well. At age 71, I drive 20,000 miles/year and bike 1,000 miles/year. As a driver, I do not want bicycles on crowded, busy roads; as a cyclist, I do not want cars and trucks on my path. I would think there would be near unanimity with this thinking. And yet, the ProPEL plan fails to propose solutions to getting across US 30 for non-motorized travelers. Page 51 of the plan states "Warsaw is an incredibly congested and unsafe area along US 30." The plan repeatedly (twelve times) acknowledges "Crossing US 30 by bicycle is dangerous." It mentions the danger of crossing by foot once. The plan addresses its "potential to impede pedestrian and cycling crossing of US 30," (page 58), but it contains no language facilitating pedestrian and cyclist crossing US 30. In fact the plan explicitly states, "The need for bicycle and pedestrian facilities within the study area have not been identified in this study" (page 10). When I ride my bicycle to Washington, D.C. or New York, I ride through multiple communities that have installed designated bicycle/pedestrian bridges securing the safety and mobility of all traffic. Designated pathways for those who value exercise and recreation increase safety and lower risk. Additionally, these pathways raise economic value for all in our Warsaw community by attracting those outside our community to our community. This is a once in a half-century opportunity to get this right. Let's get it right. Thank you. Richard Rooker 574-549-2707
61. Warsaw Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package I'm very concerned with the proposed closure of Parker Street. It would channel a huge volume of traffic onto the collector roads and eventually onto side streets. Early morning, noon, and late afternoon rush hour traffic would be largely impossible. More concerning, though, is cutting off the primary route to and from both area hospitals, increasing the risk to critical patients. Fire and police assistance across Highway 30 would be delayed significantly. If there's one arterial that needs to be kept open, it's Parker Street. Reconfigure it, but don't close it.
62. Warsaw Select a package to review \_Package 6: Freeway Free Flow Provide your feedback on this package I'm very concerned with the proposed closure of Parker Street. It would channel a huge volume of traffic onto the collector roads and eventually onto side streets. Early morning, noon, and late afternoon rush hour traffic would be largely impossible. More concerning, though, is cutting off the primary route to and from both area hospitals, increasing the risk to critical patients. Fire and police assistance across Highway 30 would be delayed significantly. If there's one arterial that needs to be kept open, it's Parker Street. Reconfigure it, but don't close it.
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More concerning, though, is cutting off the primary route to and from both area hospitals, increasing the risk to critical patients. Fire and police assistance across Highway 30 would be delayed significantly. If there's one arterial that needs to be kept open, it's Parker Street. Reconfigure it, but don't close it.

64. I appreciate the thorough evaluation that has occurred intersection-by-intersection. My overall recommendation and encouragement when looking at the design packages is to continue a focus on fewer stoplights and maximizing overpasses/underpasses where feasible. We've got to get this highway right. I am skeptical of the proposed directional intersection at SR13, as I commute S on SR13 to turn east onto US30 (if I understand correctly, a directional intersection would forbid travel to EB US 30 from SB SR13.) I would prefer the RIRO, which would permit a U-turn down the road. I am positively intrigued by the option of an interchange at SR5, but I very much aware of the cost concerns there and thus agree with Package 1 or 2 being sufficient. In my commutes on US 30, I rarely encounter traffic crossing US30 via SR5. As I commute out of Columbia City via Van Buren St, and RCI would indeed perform well at that location, as there is lots of traffic that attempts to move onto WB US30. If funds are available, it would be outstanding to realign Business 30 and Van Buren St. I think that such a change would improve movement between Van Buren St and Lincolnway significantly (thus altering the needs at the existing W Lincolnway Intersection). This would also allow for seamless merging onto US 30. If completed, this interchange would be a huge boon to the west side of Columbia City. While package 1 for Columbia City would understandably meet the needs to the US30 project, I would argue it does not think big enough and does not successfully remove stoplight from US 30. Package 1 only removes 1 stoplight. Package 2 is better, except for the public's distaste of roundabouts which would be step backward in this project. An underpass would be outstanding at Lincolnway (or see comment above about an interchange) or the quadrant interchange. An underpass at SR109 would be outstanding. Motorists interested in accessing US 30 could do so via existing frontage roads (Frontage Rod, Plaza Drive, or Walker Way). The RAB interchange at SR9 would be a great pairing with the underpass at SR109 as the RAB Interchange would clean-up existing traffic challenges from the Frontage Road and Walker Way with SR9. At 205, the unfortunate new construction of the Bowen Health Center on the northwest quadrant of the intersection likely puts and end to the idea of a quadrant interchange. This would work very well, allowing free-flow traffic and access to Whitley Hospital. I worry that just an overpass would negatively impact traffic into the Hospital as one would have to detour notably off of US 30 to get to the hospital. Therefore, at SR205, a boulevard left is perhaps the best option, though once again, I would like to see fewer stop lights on US 30 and the boulevard left doesn't quite meet that objective.
65. I applaud your work to make US 30 in Kosciusko safer and less congested, however, there is no plan that will allow cyclists and pedestrians to cross US 30 safely. Please consider adding this important segment to your plan. I cycle 2500-3000 miles a year and 90% of my rides include crossing US 30. Please help make this safer.
66. Columbia City Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package Segment 8 " Columbia City Package 3 or 4 (green recommended) With underpass at SR 109 With an interchange at SR 9 With an underpass at SR 205
67. Columbia City Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package What I like. Segment 8 " Columbia City Package 3 or 4 (green recommended) With underpass at SR 109 With an interchange at SR 9 With an underpass at SR 205 Drivers on State Roads can cross US 30, and those on SR 109 or SR 205 can get on US 30 at SR 9
68. Etna Green Select a package to review \_Package 3: Expressway Free Flo Provide your feedback on this package Segment 1 " Etna Green Package 3 (green recommended) with an underpass for SR 19, so SR 19 can cross US 30
69. Larwill Provide your feedback on this package Segment 6 " Larwill Package 3 or 4 (yellow carried forward) With quadrant interchange at SR 5 Select a package to review \_Package 3: Expressway Lite Fre
70. Pierceton Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package Segment 5 " Pierceton Package 3 or 4 (yellow carried forward) With an interchange at SR 13
71. Larwill Provide your feedback on this package What I like. Segment 6 " Larwill Package 3 or 4 (yellow carried forward) With quadrant interchange at SR 5, drivers on a State Road should be able to cross US 30 Select a package to review \_Package 3: Expressway Lite Fre
72. Warsaw West Select a package to review \_Package 2: Arterial Free Flow Provide your feedback on this package What I like. Segment 3 " Warsaw West Package 2 (green recommended) With a directional intersection at Fox Farm With a right-in, right-out at 150 W Keeping an interchange at SR 15

- 73. Pierceton Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package What I like. Segment 5 “ Pierceton Package 3 or 4 (yellow carried forward) With an interchange at SR 13, drivers on a State Road should be able to cross US 30
- 74. Warsaw Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package Segment 4 “ Warsaw Package 3 or 4 (green recommended) With a grade separation at Anchorage With an interchange at Springhill With grade separation and frontage roads at Parker With an interchange at Center With right-in, right-out at Old US 30 With quadrant interchange at 250 E
- 75. Warsaw Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package What I like. Segment 4 “ Warsaw Package 3 or 4 (green recommended) With a grade separation at Anchorage With an interchange at Springhill With grade separation and frontage roads at Parker With an interchange at Center With right-in, right-out at Old US 30 With quadrant interchange at 250 E
- 76. Etna Green Select a package to review \_Package 3: Expressway Free Flo Provide your feedback on this package What I like. Segment 1 “ Etna Green Package 3 (green recommended) with an underpass for SR 19, so SR 19 can cross US 30
- 77. Warsaw West Select a package to review \_Package 2: Arterial Free Flow Provide your feedback on this package Segment 3 “ Warsaw West Package 2 (green recommended) With a directional intersection at Fox Farm With a right-in, right-out at 150 W Keeping an interchange at SR 15
- 78. Kosciusko County Community Talking Points for US 30 Redevelopment Primary Goal: Safety First “ Improving Safety: Safety for all users is the top priority of this project. “ Current Danger: o Crash Frequency: US 30 East sees an average of 1.5 crashes per day, with a 73% chance of an accident on any given day. o Crash Severity: Kosciusko County intersections have the highest frequency and severity of crashes compared to any other county in the study. o Intersections at Risk: 66 intersections along US 30 have elevated crash frequency and severity levels above state averages. o City of Warsaw Impact: Of the four intersections operating at unacceptable levels of service, three are in the City of Warsaw. The Case for a Comprehensive Solution “ Doing Nothing is Not an Option: The status quo is failing and will continue to worsen with increased traffic congestion and truck volumes. “ Reject Short-Term Fixes: Inexpensive solutions like j-turns fail to address the long-term safety, accessibility, and mobility needs of our community. “ The Only Viable Solution: A well-planned freeway (including new access roads) is the only alternative that can drastically reduce safety risks and enhance mobility. Economic Impact and Regional Mobility “ Key Corridor for Business: o US 30 is the lifeblood of local business logistics, supporting the transportation of raw materials, finished products, and employees. o The road connects Kosciusko County to major economic hubs like Fort Wayne (via I-69) and Valparaiso (via I-65 and the 80/90 Toll Road). “ High Truck Traffic Volume: US 30 rivals interstate highways in the amount of freight traffic it supports, making it vital for regional commerce. “ Job Growth and Industry: The majority of job growth in Kosciusko County is occurring within two miles of US 30, underscoring its importance as an economic driver. Concerns with Proposed J-Turns “ Increased Local Congestion: J-turns will add travel time and congestion to local roads, negatively impacting mobility for residents and businesses. “ Disruption to Daily Routines: While addressing immediate inconveniences is important, they should not outweigh the long-term benefits of safety and reliability improvements. Call to Action: Advocate for the Community’s Future “ Focus on Safety and Reliability: Emphasize the urgent need for a safer, more reliable corridor to protect lives and enhance regional mobility. “ Look Beyond Immediate Inconveniences: Encourage community members to prioritize the broader, long-term benefits of a comprehensive freeway solution over short-term disruptions. “ Engage and Provide Feedback: Share these priorities with INDOT and advocate for a forward-thinking solution that reflects the needs of Kosciusko County. Optional Talking Point for Community Leaders The US 30 corridor is not just a road—it’s a critical economic and social connector. By investing in comprehensive improvements today, we are setting the foundation for safer travel, regional growth, and Kosciusko County Community Talking Points for US 30 Redevelopment Primary Goal: Safety First “ Improving Safety: Safety for all users is the top priority of this project. “ Current Danger: o Crash Frequency: US 30 East sees an average of 1.5 crashes per day, with a 73% chance of an accident on any given day. o Crash Severity: Kosciusko County intersections have the highest frequency and severity of crashes compared to any other county in the study. o Intersections at Risk: 66 intersections along US 30 have elevated crash frequency and severity levels above state averages. o City of Warsaw Impact: Of the four intersections operating at unacceptable levels of service, three are in the City of Warsaw. The Case for a Comprehensive Solution “ Doing Nothing is Not an Option: The status quo is failing and will continue to worsen with increased traffic congestion and truck volumes. “ Reject Short-Term Fixes: Inexpensive solutions like j-turns fail to address the long-term safety, accessibility, and mobility needs of our community. “ The Only Viable Solution: A well-planned freeway (including new access roads) is the only alternative that can

drastically reduce safety risks and enhance mobility. Economic Impact and Regional Mobility – Key Corridor for Business:

- o US 30 is the lifeblood of local business logistics, supporting the transportation of raw materials, finished products, and employees.
- o The road connects Kosciusko County to major economic hubs like Fort Wayne (via I-69) and Valparaiso (via I-65 and the 80/90 Toll Road).

– High Truck Traffic Volume: US 30 rivals interstate highways in the amount of freight traffic it supports, making it vital for regional commerce.

– Job Growth and Industry: The majority of job growth in Kosciusko County is occurring within two miles of US 30, underscoring its importance as an economic driver.

Concerns with Proposed J-Turns – Increased Local Congestion: J-turns will add travel time and congestion to local roads, negatively impacting mobility for residents and businesses.

– Disruption to Daily Routines: While addressing immediate inconveniences is important, they should not outweigh the long-term benefits of safety and reliability improvements.

Call to Action: Advocate for the Community’s Future – Focus on Safety and Reliability: Emphasize the urgent need for a safer, more reliable corridor to protect lives and enhance regional mobility.

– Look Beyond Immediate Inconveniences: Encourage community members to prioritize the broader, long-term benefits of a comprehensive freeway solution over short-term disruptions.

– Engage and Provide Feedback: Share these priorities with INDOT and advocate for a forward-thinking solution that reflects the needs of Kosciusko County.

Optional Talking Point for Community Leaders The US 30 corridor is not just a road—it’s a critical economic and social connector. By investing in comprehensive improvements today, we are setting the foundation for safer travel, regional growth, and economic vitality for generations to come.

79. Hello Team, I want to sincerely thank you all for hearing our neighborhood's concerns (originally detailed in this change.org site: <https://www.change.org/p/save-parker-street-access-to-us-30>). Although the East Report 3 felt a little bit confusing to interpret, it appears that all the remaining possibilities to Segment 4 (3.4 Warsaw section), if Parker St is closed, involve frontage roads to get folks from BOTH Center St and Springhill to the Menards Shopping Complex. THANK YOU! If I understanding this, despite the fact that US30 will be closing at Parker St, all US30 traffic coming from either US30 East or US30 West will have some way to get to the Menards Shopping Complex from an adjacent intersection instead of traffic from US30 needing to take the back access roads for Lincoln Park, Paths of Deerfield, Timber Ridge, and Patterson Place neighborhoods. Thank you again, this is such a relief! We know this comes with some tradeoffs in convenience, but the only thing we couldn't live with is if our access roads became the on-ramp or off-ramp for US30. This previous concern appears to be eliminated in Report 3 as an option, with instead frontage roads being planned from both directions (East and West). If by chance I have misunderstood Report 3 in this regard, would someone please email me at [cassidy.1111@icloud.com](mailto:cassidy.1111@icloud.com) to explain what I missed? With kindest regards and deepest appreciation! Cassidy Topel 574 268-8069
80. Pertaining to CR 500 Warsaw west intersection. Our shop/office is located at 2208 N 500 W Warsaw for Ideal Construction. We have numerous trucks and traffic daily that use US 30 to access our location. Not having access to US 30 would most likely hurt our businesses that use US 30 access to 500. We would like to petition an entry to US 30. Thanks
81. The US 30 and State Road 101, Webster Road and US 30 and Ryan Road US 30 should remain open and made into cloverleaves for access to the farmland that's only accessible by US 30. The at grade crossing are very dangerous and Ohio is shown that there's many accidents along 24 with the at grade crossings
82. Robert is part owner of a veterinary clinic on CR 500 E in Whitley County. He would like to see access maintained to CR 500 E, even if it just a RIRO. He is opposed to the freeway options that eliminate access to CR 500 E. South of US 30, the bridge near the railroad tracks is in poor condition. People don't want to cross it while hauling trailers because it bottoms out. And there's not another good way to get there.
83. I would like to know how Governor Holcomb's recent announcement with Steel Dynamics impacts this study. Is there going to be a new overpass at CR 600E? The project announced is a horrible idea. Many people from Columbia City were very involved in the Whitley County study several years ago and it's like their opinions didn't matter. And now some of them are dead, so they can't come here and restate their concerns. Traffic heading north of US 30 will be a nightmare if they make CR 600 E an overpass. There's no planning ahead.
84. We would not have any of the problems on US 30 if trucks were forced to use the Toll Road. I'm sure that there was some clause in their contract that said they have to keep it in decent shape and affordable. The Toll Road is almost undrivable and the stops are awful. I think INDOT should pursue breach of contract with that company and take the Toll Road back over. If you make all trucks use it, US 30 will be solved.
85. I attended one of the first PEL meetings and people said then, "No J turns." And you've had how many of these meetings and you're still recommending J turns? Why even ask us? I think J turns are dangerous because people have to slow

<p>down in the fast lane to get over and sometimes trucks get caught in the median. No one wanted the J turn at Coesse and no one wants any more on US 30.</p>
<p>86. Warsaw segments 3 and 4 should be freeway.</p>
<p>87. Warsaw segments 3 &amp; 4 should be freeway.</p>
<p>88. Thomas said that INDOT will "undo" the positive improvements with packages 1 and two at SR 13 (planning segment 13, Allen East). Thomas doesn't believe these concepts will improve safety at US 30/SR 13 due to the volume of traffic on SR 13. Ryan explained that an RCI will still be capable of handling traffic capacity on SR 13. Thomas discussed driveway access for property owners at US 30/East Van Ness Rd., as this is where he lives. He also asked about access to/from the substation near East Van Ness Rd. While reviewing the Warsaw package options, Thomas commented on the proposed package 4 configuration at Old US 30 by asking about .... Thomas asked about the proposed speed limit for an expressway, and Ryan replied it would likely be around 55 mph.</p>
<p>89. Jennifer used to be a delivery driver and said packages 1 and 2 at SR 13 (planning segment 5) will not be ideal. Ryan explained that these options will maintain free flow on US 30 without the cost of a full interchange.</p>
<p>90. Tim has concerns about the Etna Green area, noting that SR 19 is arguably one of the most dangerous intersections along US 30. Tim is a retired semi-truck driver and noted that trucks aren't using the Toll Road, increasing the truck volume along US 30. He also noted that grade separation at US 30/Binkley Road would be ideal to deter truck traffic from using Binkley Road. Tim suggested quicker turnaround on smaller improvements, like deceleration lanes at locations like US 30/East Van Ness Road. He is also concerned that no actual projects will come to fruition after the PEL studies are complete. The team encouraged him to reach out to his local elected officials.</p>
<p>91. Cheryl owns a building located at 610 N First Street, Pierceton. She was interested in seeing how the various package options for Segment 5 would impact this property.</p>
<p>92. As an avid bicyclist it is imperative that provision is placed in the plans for safe bike traffic.</p>
<p>93. Would like to make US 30 a complete "Freeway" without J-turns. As a business owner we see benefits of over/under passes and righthand exchanges. Making this a freeway will assist in transportation of products through Northern Indiana.</p>
<p>94. US 30 and State Road 101 there should be a Cloverly the J turn is not working out like it should. We need to keep as many county roads open as possible because that's the only access to Farmfield we have is from all US 30.</p>
<p>95. In reviewing the recommended options for SR 19 it appears neither option is ideal. Given that this is a state road north south mobility is crucial. Additionally, where as it has been noted that RCI's reduce fatal accidents it has also been noted that they may increase non fatal accidents. Whereas loss of life is crucial to avoid what is the threshold of damages and injuries that is acceptable. Consulting any reasonable person it would be noted any accident is unacceptable and this logic would seem contradictory to improving safety. The proposed non-motorized crossing also seem impractical in that if money is to be spent for an overpass and new right-of-way it would make more sences to keep this on route and designed for all traffic. Again this is a state road. It would also appear that both recommended options will drastically hinder any future development north of US 30. In referencing the 2022 Comprehensive Plan the area north of 30 was identified as mixed commercial and industrial use. This plan is available on the Kosciusko County Area Plan Commission website.</p>
<p>96. Looking at the recommended options for the Warsaw West section it appears the proposal for the area of Fox Farm is not taking into consideration any future industrial growth. The area has been identified since 1987 through the Industrial Corridor Plan, as being an area of continued growth and expansion. This was reiterated and expanded upon in the 2022 Kosciusko County Comprehensive Plan. Anything other than a interchange in this area will significantly hinder industrial economic growth both north and south of US 30 which in turn will impact both the City of Warsaw and the County as a whole. This growth is evident in the expansion and investment of infrastructure west of SR 15 from Warsaw on both sides of US 30 in recent years.</p>
<p>97. Reviewing East US 30 segment 5 it appears there would be minimal changes based on the recommended options. Given that this is a sparsely populated area and there are east/west routes in both direction it would only be logical to try and eliminate more points of conflict by closing intersections as noted in package 5. Looking directly at the Pierceton area it appears at Van Ness E it is recommended to close this intersection. This ultimately will push the established industrial traffic through a city street which is not designed nor navigable for truck traffic. It then creates a further issue by creating a situation where said traffic must maneuver onto SR 13 at an signalized intersection with marginal visibility. Whereas a intersection would not be necessary an overpass would allow the traffic to cross to the north and a new</p>

connection road between Van Ness and 200 S (less than .25 mile separation) could be created allowing for a safe and controlled access to SR 13 on the north side. This would also retain the potential of future industrial/commercial growth on the north side of US 30. Whereas the area is currently out of the Corporate limits of Pierceton in the Kosciusko County 2022 Comprehensive plan under Land Use and Growth Objectives for the Town of Pierceton it notes "Along the US 30 corridor, support the implementation of economic development tools including TIF Districts to fund future infrastructure improvements". Focusing on the SR 13 intersection given that this is a state road, north/south mobility is crucial. This is a main artery to the north and the Lake Areas of our county, a crucial component to the County's economic health. This is crucial to understand in that the traffic turning onto and traveling along SR 13 significantly increases between May and October. Additionally, where as it has been noted that RCI's reduce fatal accidents it has also been noted that they may increase non fatal accidents. Loss of life is crucial to avoid however what is the threshold of damages and injuries that is acceptable. Consulting any reasonable person it would be noted any accident is unacceptable and this logic of creating potential for more accidents would seem contradictory to improving safety. Again this is a state road and anything other than an interchange would seem impractical not just for mobility and safety but also it would drastically hinder any future development north of US 30.

98. I am very concerned about the proposal for US 30 and St Rd 13 at Pierceton. I feel we need the third option, an actual interchange at this location. From May to October, the amount of traffic is much much higher with cars and trucks pulling campers and boats to the lakes, and the semi's with their seeds and crops. The first two options in the proposal would create a bottleneck with traffic trying to cross two lanes of traffic to make "U" turns. Slower, longer vehicles will create a much higher safety issue and backup if traffic trying to get back in US 30. We must have exit and entrance ramps somehow.
99. I represent the Indiana Lincoln Highway Association (INLHA). In Indiana the coast-to-coast Lincoln Highway (LH) enjoys BYWAY status and our desire would be to preserve the highway as close to its original routing as possible yet maintaining awareness of both safety and mobility. .I admit to being somewhat of a novice reviewing the options, so I apologize if my questions appear simplified. Across the study geography the actual 1920s LH is adjacent to US 30-- sometimes south of 30 by a mile or so, sometimes north of 30. US 30 currently crosses the original LH at CR 300E just east of Columbia City (Segment 9), at Lincolnway just west of Columbia City (Segment 8, north of the fairgrounds), and on the east side of Warsaw at Center Street (Segment 4).The BYWAY is clearly marked for the LH traveler all across Indiana so our questions surround what recommended changes have on the intersections noted or what impacts would such changes have on the traveler or resident along the LH, either at or near the crossings or even a mile or more away if traffic is then diverted to the LH. Make Sense? Very happy to learn more and discuss our thoughts as your time permits.
100. Allen East Select a package to review \_Package 1: Arterial Free Flow Provide your feedback on this package OPTION 5 IS THE BEST BECAUSE OF THE DEATHS AND HEAVY NATURAL OF THE VEHICLES
101. Allen West Select a package to review \_Package 1: Freeway Free Flow Provide your feedback on this package NO BUILD IS NOT AN OPTION THAT WOULD BE CRAZY. 1 FREEWAY IS IT
102. Columbia City Select a package to review \_Package 5: Freeway Free Flow Provide your feedback on this package VERY, VERY HEAVY NATURE OF THE TRAFFIC, HIGH VOLIUME OF MIXED SEMIS, SERVICE, AND HIGH VOLUME OF AUTOS WITH FAMILIES
103. Larwill Provide your feedback on this package FREE FLOW ON/OFF RAMPS/OVER OR UNDER PASS Select a package to review \_Package 5: Freeway Free Flow
104. Whitley East Select a package to review \_Package 5: Freeway Free Flow Provide your feedback on this package 5 IS THE ONLY CHOICE; THIS AREA IS EXTREMELY DANGEROUS MOST OF THE DAY AND EVENING
105. Whitley West Select a package to review \_Package 5: Freeway Free Flow Provide your feedback on this package FREE FLOW
106. Warsaw Select a package to review \_Package 6: Freeway Free Flow Provide your feedback on this package FREE FLOW CONTROLLED
107. Steel Dynamics Select a package to review \_Package 4: Freeway Free Flow Provide your feedback on this package LEVEL 5 WITH OVER OR UNDER PASS NO OTHER ACCESS
108. Etna Green Select a package to review \_Package 4: Freeway Free Flow Provide your feedback on this package LEVEL 5 - ME AND MY SON WERE IN A SERIOUS ACCIDENT HERE. WE AND OTHER DRIVERS WERE VERY FORTUATE AFTER A VAN PULLED OUT FROM THE MEDIAN IN MY PATH i COULD NOT AVOID IT, HIT IT ON THE BACK WHEEL SENT THAT VAN AIRBORNE ROLLING AND THEN ROLLING OVER A VAN SITTING SOUTH BOUND. FREE FLOW

109. Pierceton Select a package to review \_Package 5: Freeway Free Flow Provide your feedback on this package SAME AS LARWEL

110. 1...Ideally, for the overall safety of those traveling on our roadways, like most, I advocate for US30 to be upgraded to freeway standards. Freeway status has the least amount of traffic conflicts and allows for high regional mobility. (IMO its a shame that the option of moving US30 (bypass) has essentially been nixed). 2...Keep in mind that in all the jurisdictions bisected by US30 throughout the entire length of Kosciusko County, every fire station is located on the south side of US30, including Warsaw. This is of concern for all of public safety (police, fire, EMS) where crossroads are closed potentially increasing response times. However, this is of significant concern for the fire service and homeowners because homeowners insurance fire protection class ISO rating is based on its fire protection capabilities, which is used by insurance companies to determine homeowners insurance premiums. Increased response times will negatively affect this rating. 3...I noticed in the renderings that the right-in right-out intersection options do not show acceleration or deceleration lanes. For this option, I would require appropriate length acceleration lanes where traffic can get up to speed before merging into traffic. Likewise, deceleration lanes should be required to separate the slowing/turning traffic from thru traffic. 4...I am not an advocate of RCI, RCUT, or Boulevard Lefts and I do not envision use of these as a long term solution for the future of Kosciusko. They simply do not reduce the amount of conflict points and only serve to potentially reduce severity, and that is debatable. Where these might be utilized with the major road still traveling at highway speed is a tragedy waiting to happen. I consider these options a "band aid" instead of truly fixing the problem with an interchange, overpass, or underpass.

111. I am a veteran law enforcement officer and I have personally seen the increase in accidents and traffic on US 30 in the city limits of Warsaw for many many years. My recommendation for the safest means for US 30 is for Freeway 4 Recommendation for Warsaw West and Freeway Recommendation 6 for Warsaw. Limit the access points. I would also recommend a frontage road throughout the Warsaw City limits. I would have a full interchange at 250 East, Center St., Springhill Rd., State Rd. 15, and Fox Farm Rd. I would have frontage roads from 250 East to Center St, and Center St., to Parker St., Parker St. to Meijer's entrance. I would not recommend an underpass at Circle Dr. for 12 houses. What an expense. In fact how are the people in the trailer court right next to Circle Dr. supposed to get around? Springhill Road should have an access point to get to Parkview Hospital. I don't like the idea of Right in, Right out's. I think this will cause more accidents. Vehicles pulling out into a non slowing traffic flow, just says accidents all over it. Overpass for 200 North, and underpass for Parker St.. Pinch down US 30 by taking out the median and put the frontage roads next to them. Thank you for your time.

112. Both east and west need to review the pedestrian and cyclist safe crossing access for Warsaw. We have a newer YMCA that is not accessible via pedestrian or cyclist if you live "in town" because of US30. I would not send my child or advice anyone to try to cross US30 via foot or bicycle. Trucks are constantly running red lights.

113. Generally, there is a significant need for renovation of US 30. Trucks specifically are definitely burdened by the current flow. Also, this tends to create risks during high local traffic times for everyone. This needs to be balanced with the business needs that have developed along these roads, so complete blockage is not reasonable and would be detrimental in various other ways (and can even be more costly in the long run). And there is a need for pedestrian traffic (both foot and bike) and consideration of how to accomplish that (one simple place could be at the intersection of US 30 and St Rd 15). I do feel the various suggested versions are beneficial to consider, but that extremes are not warranted (such as leave as is or completely terminating crossing flow at several locations). Options like an overpass and some limited access points are less disruptive and so much better because they balance the competing objectives. Also, keeping it consistent with the current path is much appreciated.

114. We need to the roads open in Eastern Allen county for safety and access to our property

115. segment 3 Of all the intersections in this segment, excluding SR 15, my observation is that CR 150W is the most utilized of all intersections and used more extensively for north/south travel across and access to US 30. No proposed packages suggest this but I would suggest this as an alternative. My thought is that package 2 is closest to what I believe makes better sense with primarily RI/RO intersections, but with the addition of an interchange at CR 150W or alternately at CR200W if space is an issue. In regards to SR 15, just leave the current traffic lights on SR 15 exist as is and save the expense of building roundabouts. Segment 4 In reviewing the package options, I believe package 4 makes the most sense of those recommended, but with a few needed changes. The first change would be at Old US 30. This intersection is heavily used and closure would drive more traffic through residential areas. Instead, I would suggest this particular intersection be done in a creative blend of an over/underpass and if possible, include Right In, Right Out (RI/RO). Absent the RI/RO option, the over/underpass will allow traffic to flow south to a connecting frontage road for



<p>access could go under the highway and if it is feasible to do so. Not only for safety reasons and also to continue promoting outside activities of all opportunities that do not involve vehicle movement we should ask for more access points to allow for buggy-bicycle-pedestrian traffic to cross over.</p>
<p>123. I favor the following packages for the listed segments: Etna Green - pkg 3, Hoffman Lk - pkg 2, Warsaw West - pkg 1, Warsaw - pkg 3, Pierceton - pkg 3, Col. City - pkg 3. It is my personal opinion that for any of the segments, a freeway option should NOT be approved for construction.</p>
<p>124. We need to ensure that there is infrastructure in place in Warsaw that bikes and pedestrians can safely cross US 30. We only have 1 chance to do this right in the next 50 years. There have been multiple bike accidents on Parker St crossing US 30 and 250E and Center St are also extremely dangerous to cross. This has to be a priority in the plan.</p>
<p>125. Denny was interested in the Level 3 review of Ternet Road near his home off Tillman Road. After reviewing segment 13 packages, he said 2, 3 or 4 - with the RIRO movement package (or cul-de-sac) will help alleviate the issues he's having with semis using Tillman Road.</p>
<p>126. Dustin is very angry about Parker Street being potentially closed at US 30 because he's developing a business at US 30. He wanted to know why the packages have "changed" from leaving access open to now having frontage roads at Parker Street. He said "I don't know what to believe since you told me last time." He also noted that his feedback "doesn't matter" and he's "screwed."</p>
<p>127. I am a Warsaw resident and currently very concerned about safety in the US 30 corridor. I am all for the recommendations that include eliminating stop lights and making crossings safer for vehicles and also for non-motorized travel (bikes, pedestrians, etc.) Currently it is next to impossible to cross US 30 without being in a vehicle, and this diminishes options for recreation and connecting communities.</p>
<p>128. As a business owner of American Table restaurant on US 30 that has been in operation since 1987 the current proposals will absolutely decimate my business. Having no frontage roads to access my restaurant and closing off old 30 will make it nearly impossible for people to visit an institution that's been a community staple for almost 40 years. PLEASE look at options to possibly eliminate the median and to allow a frontage road between 250 E. and old 30 on the North side. Also, please look at options to allow old 30 to continue under the proposed highway to access the shopping area to the south.</p>
<p>129. My job is located on 500 W directly off of US 30. If this access were closed it would affect my daily commute to work. Not to mention the negative impact the access closure would have on the company I work for. If there would be a way to still have access to US 30 from 500 W that would be amazing!</p>
<p>130. Would ask that you consider public safety response when closing or limiting access to US 30 in western Whitley County. Totally removing access to US 30 to the county roads may significantly increase fire department and EMS response times especially during inclement weather. Namely snow and wind conditions that make county roads nearly impassible during the overnight hours. Emergency response vehicles will be forced to go at minimum two extra miles on US 30 to get to an emergency or traverse narrow county roads and steep rail crossings to get to their dispatched location. In addition, some locations may be totally cut off from any response if the railroad has a train stopped at a crossing. Thank you.</p>
<p>131. Us 30 corridor needs to be as close to limited access freeway as possible. Interchanges with highways and other alternatives only with county road access</p>
<p>132. Review the US 30 interchanges</p>
<p>133. We are grateful for the effort that has gone into the study and trust there will be an appropriate balance of evaluating where we have been, where we are, and where we have the opportunity to go. While safety remains of utmost importance, we also believe there must be significant consideration given to the economic opportunity that exists by making US 30 an efficient transportation thoroughfare whereby the businesses and their respective employees, suppliers, and customers can benefit from the proper long-term investment in this critical corridor. We also believe this will be a win-win for the citizens in the surrounding area and the state through the increased taxbase and revenues that will be generated from such an investment. While the orthopedic industry has between one-third to one-half of its \$60 billion in annual revenue based in Northeast Indiana and employs in excess of 20 thousand higher than average income workers, these figures only have the opportunity to grow significantly with the right long-term investment and plan that removes the stoplights and improves the efficiency and safety of this corridor. To do nothing or short-change the level of investment made would be detrimental and could put this industry at risk for the future in our region and state.</p>

- 134. Etna Green Select a package to review \_Package 1: Arterial Free Flow Provide your feedback on this package Needs to be an interchange
- 135. Etna Green Select a package to review \_Package 4: Freeway Free Flow Provide your feedback on this package This needs to be an interchange intersection
- 136. Etna Green Select a package to review \_Package 4: Freeway Free Flow Provide your feedback on this package Has to be an interchange at SR19
- 137. Etna Green Select a package to review \_Package 2: Expressway Free Flo Provide your feedback on this package C state road 19 intersection needs to be an interchange
- 138. Etna Green Select a package to review \_Package 4: Freeway Free Flow Provide your feedback on this package Has to have an interchange at SR 19
- 139. Pierceton Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package G State Road 13 needs to be an interchange
- 140. Pierceton Select a package to review \_Package 4: Expressway Free Flo Provide your feedback on this package G St Rd 13 needs to be an interchange
- 141. Warsaw Select a package to review \_Package 6: Freeway Free Flow Provide your feedback on this package Some sort of on off at Old Rd 30. In package 6
- 142. For Warsaw West it seems to me that it would make more sense to have an interchange at either 350 W and/or 150 W. Current proposal has an interchange at Fox Farm Road. 350 W and 150W have a lot more traffic and flow would benefit from being at one of those roads over Fox Farm. The remaining Warsaw area I would think would benefit from frontage to road so no businesses lose complete access to the road. Current proposal has several roads cut off that would kill a lot of businesses in Warsaw. Saw one proposal that had a frontage road running through Warsaw but didn't see it listed under recommended or carried forward.
- 143. I work for Northern Indiana Truss Co. as the Transportation Manager. County Road 500 West at the intersection of US 30, needs to access to US 30 both East and West bound. We as a Company need easy access to US 30 for both inbound and out bound loads. We have over 1100 loads a year leaving out of our location. Plus some of our loads could be 14 foot wide and over a 110 foot total length leaving our yard at any giving time. It would not be easy for us to get around the County Roads to get back on US 30. Please feel free to contact me @ 574-526-4954 or You can email me.
- 144. As a passionate citizen and local business owner in Kosciusko County, I am writing to advocate strongly for the development of US 30 into a well-planned freeway. The current state of US 30 poses significant safety risks and stifles the economic potential of our region. With Warsaw serving as the Orthopedic Capital of the World, home to billion-dollar companies like Zimmer Biomet and Johnson & Johnson, it is critical that we prioritize infrastructure that supports both safety and economic growth. From a safety perspective, the statistics are undeniable. A staggering 73% chance of an accident occurring on US 30 each day and 1.5 crashes daily on average highlight the urgent need for action. The PEL Study has further revealed that Kosciusko County intersections experience the highest frequency and severity of crashes in the entire study area, with three of the most dangerous intersections located right in Warsaw. This is unacceptable for our community, and temporary fixes like J-turns fail to address the systemic issues. We need a comprehensive, long-term solution that protects our residents and ensures safe travel for everyone who uses this vital corridor. Beyond safety, the economic impact of improving US 30 cannot be overstated. Warsaw's orthopedic companies depend on reliable and efficient transportation to move employees, raw materials, and products. Freeway access to Fort Wayne International Airport would be a game-changer, allowing our businesses to thrive in a global economy by reducing logistical bottlenecks and improving connectivity. The volume of truck traffic on US 30 rivals that of many interstates, underscoring its role as an economic artery for our county. Additionally, the majority of job growth in Kosciusko County is occurring within two miles of US 30. Investing in a freeway not only supports our existing industries but also positions our region as a hub for future business and workforce development. Finally, transforming US 30 into a freeway is about more than just improving transportation—it's about securing a better future for Kosciusko County. By making this investment, we enhance the quality of life for residents, attract new businesses, and ensure the safety of our roads for generations to come. Doing nothing is simply not an option. This is an opportunity to address decades of challenges and create an infrastructure that supports the incredible potential of our community. I urge INDOT and the leaders involved in this process to prioritize the safety, mobility, and economic vitality of Kosciusko County. Let's work together to build a freeway that truly reflects the needs and aspirations of our community.

145. I have a concern on the impact of local traffic changes with the proposed overpass at Anchorage Road. In order to access the businesses and homes located on Anchorage Road, local traffic would need to come off of 15 onto small arterial roads that both have to cross train tracks (that are very active) and located very close to 15. Two major concerns: if there was an emergency in that area on Anchorage road between the train tracks and the overpass, it would be challenging for emergency personnel to get to that location if there was a train, and very difficult for someone to travel west bound, if not impossible (if package 6 was implemented with no access to 30 east bound on Meijer road.) My second concern is traffic backup and flow on 15 to access Anchorage road and/or E 250 N when there is a train on the tracks. Currently, this starts to become an issue and many people will get on 30 to avoid this traffic jam if there is a train. I am not opposed to the overpass, but very concerned about the impact this has on local roads, especially with the train crossing. I would be worried this shift and increase in local traffic flow would lead to accidents at 15 at both Anchorage Road and E 250 N. For these reasons above, I do not support package 6, I believe having the right turn in and out of Meijer Drive is necessary.

146. After attending public hearings, reviewing related materials, and speaking with many neighbors in the area between County Roads 800 and 300 as bordered by Old Trail Road and Lincolnway, the major concerns among residents in this sector can be summarized as follows: The recommendations of closing CR 800 at U.S.30, installing an interchange at CR 700 and constructing an overpass at CR 600 have many local citizens concerned about the impact these improvement projects will have on area traffic patterns. There is sincere worry that these efforts to prioritize the thru traffic will disadvantage local traffic. As many current local access points to U.S. 30 are shut down and replaced by fewer and larger access points, residents are concerned that these changes will force local drivers out of their way in order to enter U.S. 30. In this regard, many have asked if there could be a sufficient balance of new access points along U.S. 30, so that no one interchange, such as CR 700, would have to do so much heavy lifting. Traffic flow would also naturally increase along Old Trail road, which is not currently engineered for substantial traffic. Moreover, there is concern that these proposed redirections of traffic flows will put added pressure on Old Trail Road but especially Lincolnway as area drivers are funneled to CR 700 for access to U.S. 30. Lincolnway/Lincoln Highway was the first transcontinental highway in the country, and it continues to be such a revered piece of Americana that, as recently as 2021, it was the subject of Amor Towles bestselling book and hit movie, The Lincoln Highway. I have been in touch with Jeff Blair, who has been a leading force behind The Lincoln Highway Association and the preservation of this historic highway, and Jeff is equally concerned that, going forward, its preservation be considered as improvements are implemented along U.S. 30. Like everyone else I spoke to, he wants to see this historic two-lane highway maintained and not destroyed by increased usage or expanded by more lanes. Concerns about the potential negative impact on Lincolnway are exacerbated by a Whitley County Redevelopment Project due for construction at a future date between County Roads 600 and 700. It is feared that even more trucks and related commercial and patron vehicles will need to access this Redevelopment, thus putting added pressure on local roads in the vicinity. There are other cultural and historical features of this area, such as the Union Township Cemetery that Columbia City residents have noted as also worthy of respect in this upgrading process. Lastly, many local citizens also share my hope that the proposed improvements to U.S.30 are accompanied by appropriate buffering measures, such as berms, tree and shrub plantings, and sound and light pollution initiatives, so as to protect a) the agricultural character and way of life of the active farms and rural residences just north of Lincolnway and along the commercial corridor between County Road 800 to Columbia City and b) the civic and commercial vitality of this wonderful city. Good luck as your work continues and thank you and your team for your consideration. Sincerely, Diana du Pont Whitley County Resident

147. Hoffman Lake Select a package to review \_Package 4: Freeway Free Flow Provide your feedback on this package Package 2 would be ideal. Needs to be an Interchange at 800 W for safety.

148. Pierceton Select a package to review \_Package 3: Expressway Lite Fre Provide your feedback on this package SR 13 needs to be an interchange. This is a high volume intersection.

149. In the Columbia City section, State Road 205 intersection must have total access full exchange. Reason is the Parkview Hospital at that intersection. If the Hospital access is cut off from 30, any east or west emergency route off 30 would be drastically lengthened by several minutes through city streets or rough county roads.

150. State Road 15 can be crazy busy most times. Closing 200 West, 150 West and Anchorage Road to access US 30 will require all that traffic to go to State Road 15 creating an even more busy and congested area. I think if US 30 would be widened to make it three lane, restrict semi use to the right two lanes, with strict enforcement, and put warning lights for the traffic lights like Ohio has, would help traffic flow immensely. An overpass or interchange at Parker and US 30 would eliminate tremendous traffic issues. The lights at Spring Hill Road could be eliminated, making the area a little less congested with traffic stops along the US 30 route.

151. Warsaw section Springhill and Parker areas look good with expressway lite. The Center St. and Old 30 intersections need more work for an improved area. The problem is the volume of traffic to and from Center St. from both CR 175E and Old 30. Old 30 needs to be able to access Center St, and visa-versa, or the residential side street Kosciusko Drive, which is certainly not equipped to safely handle that volume of traffic, will become used as the connector to Center intersection. Old 30 connects to a large amount of housing areas, the Chapman Lake areas, and also to IN13 to North Webster and Syracuse.

152. I think it is prudent to start with the least expensive and least disruptive option and see how that works. If more improvement is needed then that can be decided later. My house is near highway 30 and I do not want it in my front yard. The neighborhoods along highway 30 deserve a sound barrier like other cities have and a walking/biking bridge across highway 30 to the shopping areas for kids and pedestrians.