



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.

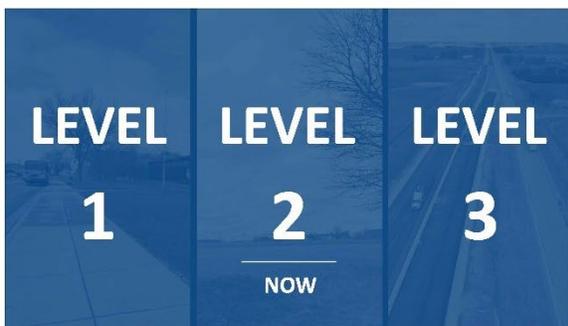
Stay Informed

Get updates on INDOT projects and programs via:

- Facebook: facebook.com/indianadepartmentoftransportation
- Twitter: [@INDOT](https://twitter.com/INDOT)
- TrafficWise: 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

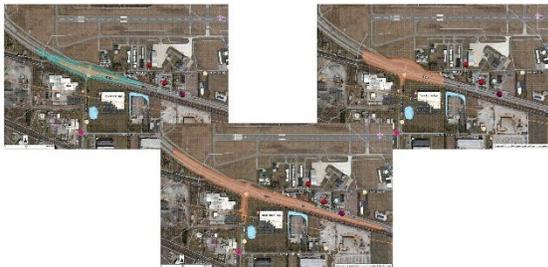
- Porter County**
 - 1 US 30 and SR 49
 - Additional Acceleration/Deceleration Lanes
 - 2 US 30 and Industrial Drive
 - Median Safety Improvements
 - Add/Lengthen Turn Lanes
 - Intersection Improvements
 - 3 US 30 and Porter CR 323 E
 - Median Safety Improvements
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 4 US 30 and Porter CR 400 E
 - Median Safety Improvements
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
 - Conversion to Interchange
 - Intersection Improvements
 - 5 US 30 and County Line Road
 - Median Safety Improvements
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements
- La Porte County**
 - 6 US 30 and Main Street
 - Access Management
 - Add/Lengthen Turn Lanes
 - 7 US 30 and US 421
 - Access Management
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Conversion to Interchange
 - Intersection Improvements
 - 8 US 30 and LaPorte CR 650 W
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
 - 9 US 30 and Thompson Street
 - Add/Lengthen Turn Lanes
 - Intersection Improvements
 - 10 US 30 and Old US 30 West
 - Add/Lengthen Turn Lanes
 - Intersection Improvements
 - 11 US 30 and Laporte CR 800 W
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
 - 12 US 30 and SR 39
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Conversion to Interchange
 - Intersection Improvements
- Stark County**
 - 13 US 30 and US 35
 - Additional Acceleration/Deceleration Lanes
 - 14 US 30 and Starke CR 750 E
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
 - 15 US 30 and SR 23
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Conversion to Interchange
 - Intersection Improvements

US 30 West

- Marshall County**
 - 16 US 30 and Queen Road
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Conversion to Interchange
 - Intersection Improvements
 - 17 US 30 and Pioneer Drive
 - Additional Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Conversion to Interchange
 - Intersection Improvements
 - 18 US 30 and Oak Drive
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 19 US 30 and Michigan Street
 - Additional Acceleration/Deceleration Lanes
 - 20 US 30 and Plymouth Garden Trail
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Conversion to Interchange
 - Cross Road Overpass/Underpass
 - Intersection Improvements
- Marshall County ctd**
 - 21 US 30 and US 31
 - Add/Convert Acceleration/Deceleration Lanes
 - 22 US 30 and King Road
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements
 - 23 US 30 and Fir Road
 - Add/Lengthen 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 31 and Michigan Road North Junction
 - Add/Lengthen Turn Lanes
 - Conversion to Interchange
 - 27 US 31 and 13th Road
 - Add/Lengthen Turn Lanes
 - Add/Convert Acceleration/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 219
 - Interchange Planned Here as Part of Another Project

US 30W: Example

Project	Access Management		Free Flow Facilities		Unsignalized Intersection		Crossroad Overpass/Underpass		Convert to Interchange		Notes
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
US 30W and SR 49	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Industrial Drive	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Porter CR 323 E	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Porter CR 400 E	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and County Line Road	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Main Street	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and US 421	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and LaPorte CR 650 W	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Thompson Street	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Old US 30 West	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Laporte CR 800 W	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and SR 39	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and US 35	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Starke CR 750 E	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and SR 23	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Queen Road	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Pioneer Drive	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Oak Drive	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Michigan Street	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Plymouth Garden Trail	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and US 31	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and King Road	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Fir Road	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and SR 311	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and 9A Road	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and Michigan Road North Junction	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and 13th Road	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and SR 30	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements
US 30W and SR 219	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Intersection improvements



US 30W: Example

US 30 East

Primary Intersection	Primary Concepts																
	CR 200 N	CR 100 N	US 24	Blair Pike Rd	Logansport Rd	Airport Rd	Business 31	CR 400 S	CR 500 S	SR 218 N	SR 218 S	CR 800 S	SR 18	CR 550 N	Division Rd	296th St	
CR 200 N																	
CR 100 N																	
US 24																	
Blair Pike Rd																	
Logansport Rd																	
Airport Rd																	
Business 31																	
CR 400 S																	
CR 500 S																	
SR 218 N																	
SR 218 S																	
CR 800 S																	
SR 18																	
CR 550 N																	
Division Rd																	
296th St																	



US 31 South

Primary Intersections	No Build	Primary Concepts			
		Across Modifications	Unsignalized Intersection Improvements	Grade Separation	
		RCI	Signalization	Overpass	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	
US 31 & CR 500 S	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	x	x		x
US 31 & 296th St	x	x	x		x

US 31 South

Primary Intersections	Complementary Concepts									
	Auxiliary Lanes	Signal Timing Updates	Add/Lengthen Turn Lanes	Acceleration/Deceleration Lanes	Signalized Intersection Improvements	Queue-Free Intersection	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	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		x	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 NORTH / BLAIR PIKE (FULTON COUNTY)	Interchange	Overpass	CR 150 SOUTH / WABASH AVENUE (FULTON COUNTY)	Overpass paired with an RCI at Wabash Avenue	Interchange
CR 100 NORTH / BLAIR PIKE (FULTON COUNTY)	Reduced Conflict Intersection (RCI)	Overpass	CR 150 SOUTH / CR 150 NORTH (FULTON/MIAMI COUNTY)	Reduced Conflict Intersection (RCI)	Interchange
SR 28 INTERCHANGE (FULTON COUNTY)	Ramp Terminal Roundabouts	No Build	SR 18 (MIAMI COUNTY)	Reduced Conflict Intersection (RCI)	Interchange
OLD US 31 / SOUTHWAY (FULTON COUNTY)	Reduced Conflict Intersection (RCI)	Overpass	CR 150 NORTH / MEXICO ROAD (MIAMI COUNTY)	Overpass	Interchange
		No Build		No Build	



**QUESTIONS?
FEEDBACK?**

APPENDIX C: SOCIAL MEDIA POSTS

Propel U.S. 30
Mar 12 · 🌐

TOMORROW! The #US30East study team will be at the #Pierceton 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

Pleasanton Public Library
2160 IN-205
Columbiana City, IN 46725
Wed Mar 06
4-6 PM ET
Mon Mar 25
1-3 PM ET

Pierceton Public Library
101 W Catholic Street
Pierceton, IN 46562
Wed Mar 13
1-3 PM ET

PROPEL
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
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

See translation

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
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](#); join us for our Community Office Hours on April 7, 17, 20 and 24; or go one of libraries in Warsaw, Columbia City, Pierceton, 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/30DOCLIBRARY](#)

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](#).

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

Comment on the concepts identified and evaluated in the draft Level 2 Screening Report by Tuesday, April 30, 2024 at [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](#)

See translation

#US30EAST

COMMUNITY OFFICE HOURS

Tue Apr 09 Tuesday, April 9 4-6 PM ET 	Wed Apr 17 Wednesday, April 17 3:30-5:30 PM ET
Sat Apr 20 Saturday, April 20 9 AM-1 PM ET 	Wed Apr 24 Wednesday, April 24 2-4 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](#)

See translation

COMMENT PERIOD ENDING SOON
DRAFT LEVEL 2 SCREENING REPORT

SHARE YOUR FEEDBACK AT [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

Tue Apr 09 Tuesday, April 9 4-5 PM ET	Wed Apr 17 Wednesday, April 17 3:30-5:30 PM ET
Sat Apr 20 Saturday, April 20 9 AM-1 PM ET	Wed Apr 24 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

Tue Apr 09 Tuesday, April 9 4-5 PM ET	Wed Apr 17 Wednesday, April 17 3:30-5:30 PM ET
Sat Apr 20 Saturday, April 20 9 AM-1 PM ET	Wed Apr 24 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

#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

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

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

13 Friday

WHEN: Friday, September 13
11:00 AM–1:00 PM
Eastern Time

WHERE: New Haven
Community Center
7500 State Road 930
Port Wainto, IN 46603

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

“... 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 U.S. 30
Oct 30 · 🌐

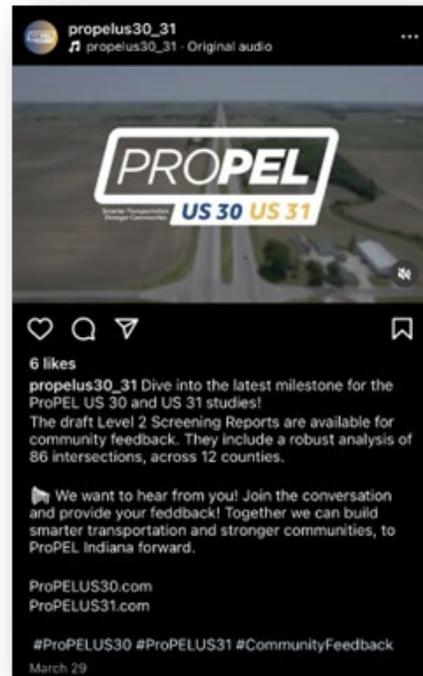
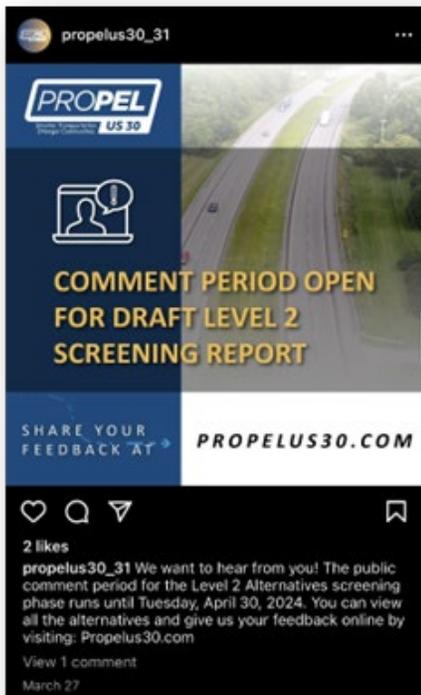
This [#NationalChecklistDay](#), let's ensure that when it comes to the [#US30](#) study, your priorities are on track! Make sure you:

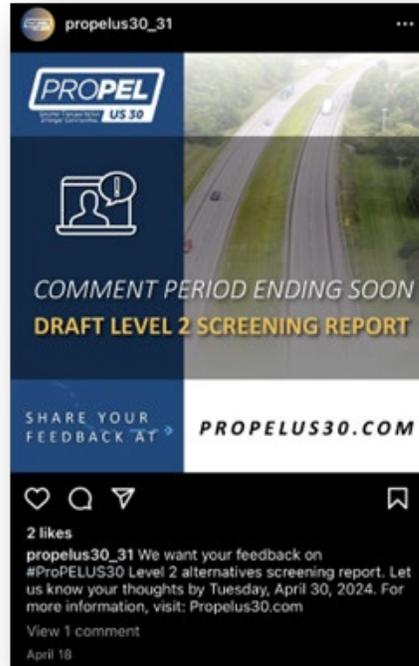
- ✓ Comment on existing conditions of US 30
- ✓ Attend our and Community Office Hours and Public Information Meetings, with details on [propelus30.com](#)

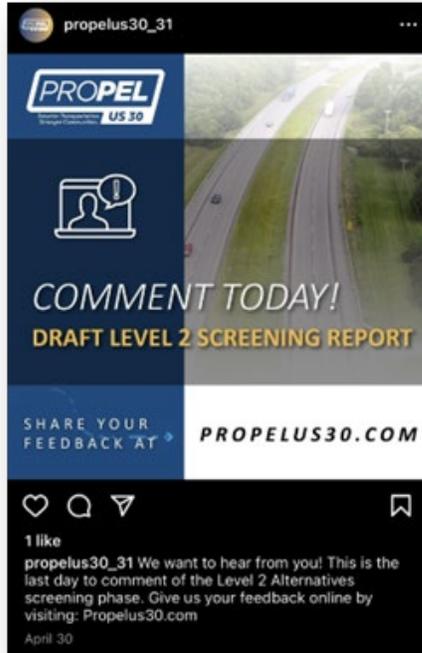
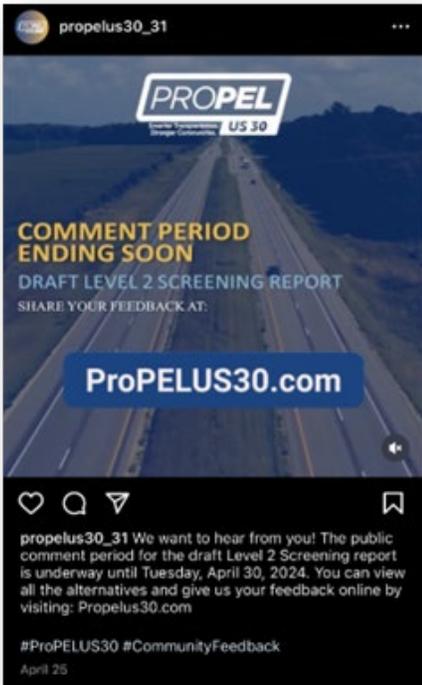
Stay connected by following our social media!

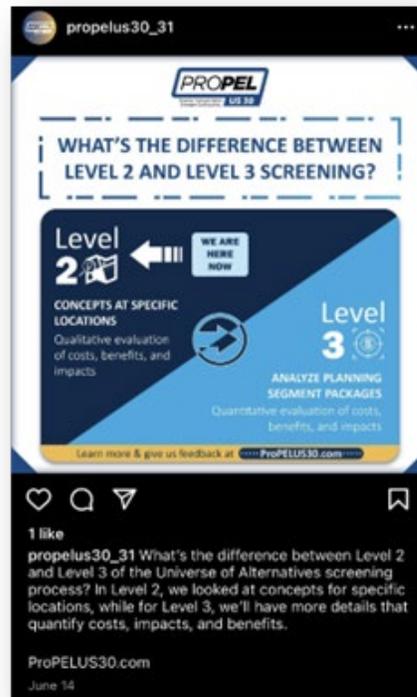
See translation

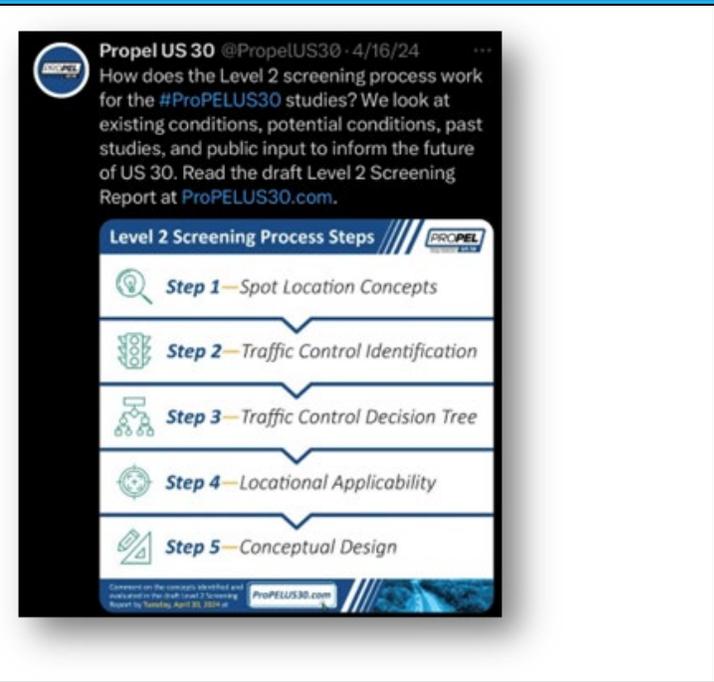
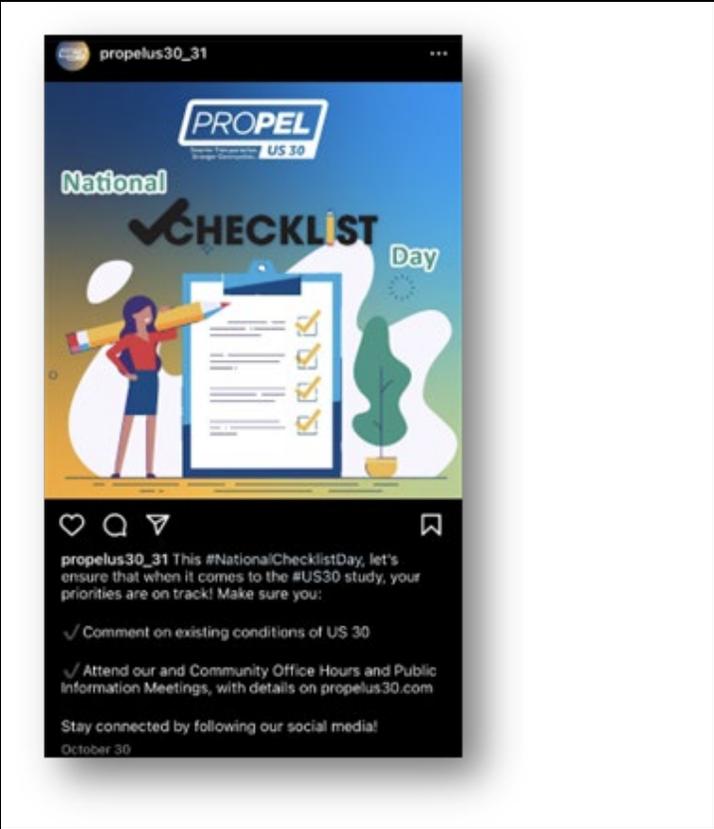
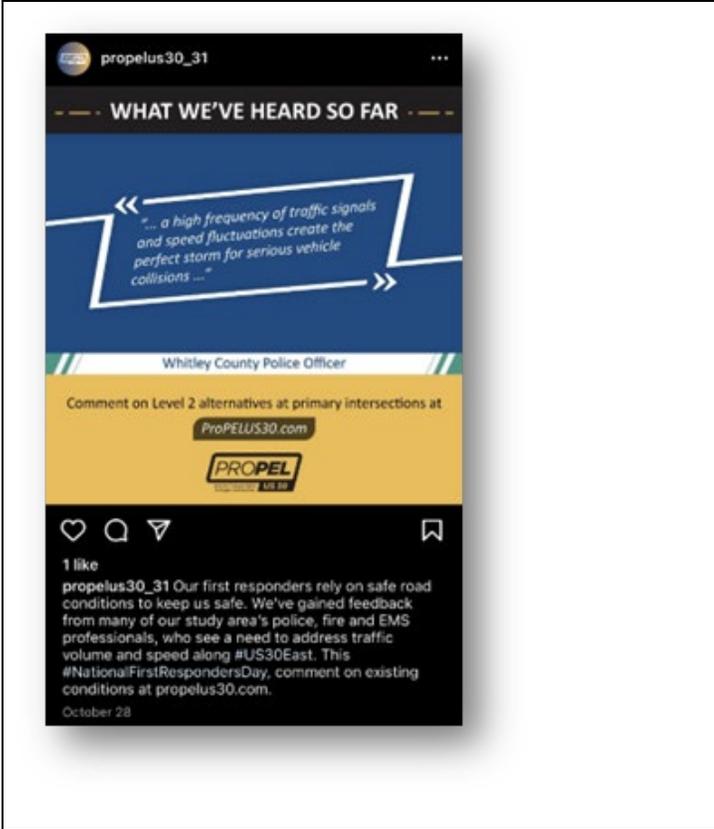
National CHECKLIST Day











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

#US30EAST			
COMMUNITY OFFICE HOURS			
Tue Apr 09 Tuesday, April 9 4–5 PM ET	Wed Apr 17 Wednesday, April 17 3:30–5:30 PM ET		
Sat Apr 20 Saturday, April 20 9 AM–1 PM ET	Wed Apr 24 Wednesday, April 24 2–4 PM ET		

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

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.

#US30EAST			
COMMUNITY OFFICE HOURS			
Tue Apr 09 Tuesday, April 9 4–5 PM ET	Wed Apr 17 Wednesday, April 17 3:30–5:30 PM ET		
Sat Apr 20 Saturday, April 20 9 AM–1 PM ET	Wed Apr 24 Wednesday, April 24 2–4 PM 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.

#US30EAST			
COMMUNITY OFFICE HOURS			
Tue Apr 09 Tuesday, April 9 4–5 PM ET	Wed Apr 17 Wednesday, April 17 3:30–5:30 PM ET		
Sat Apr 20 Saturday, April 20 9 AM–1 PM ET	Wed Apr 24 Wednesday, April 24 2–4 PM ET		

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

#ProPELUS30 #CommunityFeedback



COMMENT PERIOD ENDING SOON
DRAFT LEVEL 2 SCREENING REPORT
SHARE YOUR FEEDBACK AT:
[ProPELUS30.com](https://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



COMMENT TODAY!
DRAFT LEVEL 2 SCREENING REPORT
SHARE YOUR FEEDBACK AT [PROPELUS30.COM](https://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

<p>Mon Jun 10</p> <p>Monday, June 10 3-5 PM ET</p> <p>Kosciusko County Farm Bureau 7188 N. Bassett Dr Warsaw, IN 46582</p>	<p>Wed Jun 26</p> <p>Wednesday, June 26 11 AM-1 PM ET</p> <p>New Haven Community Center 7500 N. 830 East Fort Wayne, IN 46803</p>
---	--

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 involves a 'Qualitative evaluation of costs, benefits, and impacts'. Level 3 is labeled 'ANALYZE PLANNING SEGMENT PACKAGES' and involves a 'Quantitative evaluation of costs, benefits, and impacts'. A 'WE ARE HERE NOW' marker points to Level 2. A call to action at the bottom says 'Learn more & give us feedback at ProPELUS30.com'.

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 center building. Text specifies: WHEN: Friday, September 13, 11:00 AM - 1:00 PM Eastern Time; WHERE: New Haven Community Center, 7500 State Road 190, Fort Wayne, IN 46813. A call to action says 'Check out ProPELUS30.com for more.' The ProPEL US 30 logo is 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

The graphic features a quote in a speech bubble: "... a high frequency of traffic signals and speed fluctuations create the perfect storm for serious vehicle collisions ...". Below the quote is the name 'Whitley County Police Officer' and a call to action: 'Comment on Level 2 alternatives at primary intersections at ProPELUS30.com'. The ProPEL US 30 logo is at the bottom.

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 holding a large yellow pencil, pointing to a checklist on a board. The checklist has several items with checkmarks. The text 'National CHECKLIST Day' is prominent. The ProPEL US 30 logo is at the top.

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
- Comment online at 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 through Tuesday, April 30, 2024.



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

1 message

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
- Comment online at 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 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>

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
- Comment online at 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 through Tuesday, April 30, 2024.



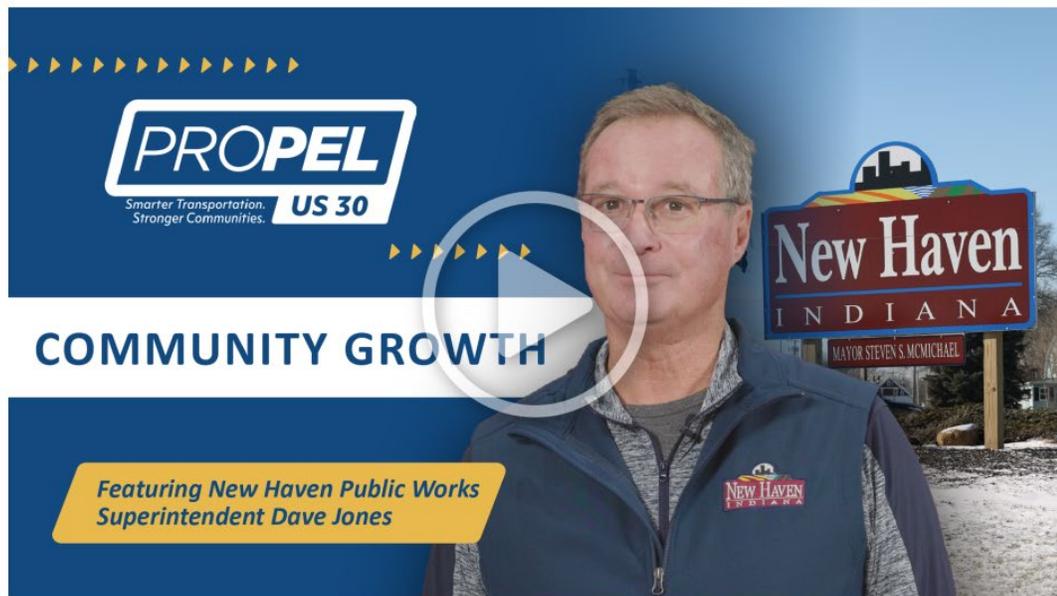
Watch our video about community growth along US 30!

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
- Comment online at: 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/
- Comment online at: 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
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 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 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/
- Comentario online en: 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 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 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. 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



APPENDIX G: LEVEL 2 SCREENING BROCHURE

Together we can *ProPEL* Indiana forward!

Comment Online

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. Beech Road

Kosciusko County

2. State Road 19
3. County Road 800 West
4. Fox Farm Road
5. County Road 150 West
6. State Road 15 North Junction
7. State Road 15 South Junction
8. County Road 200 North
9. Meijer Road
10. Springhill Road
11. Parker Street
12. Center Street
13. Old Route 30
14. Commerce Drive

Whitley County

15. County Road 250 East
16. State Road 13
17. State Road 5
18. Van Buren Street
19. Lincolnway
20. Armstrong Drive
21. State Road 109
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

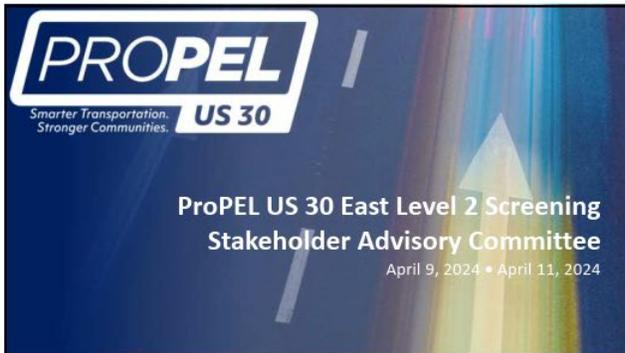
27. Doyle Road
28. Ryan Road
29. Webster Road
30. State Road 101
31. State Line Road

Level 2 Screening Results

A summary of the Primary and Complementary Concepts recommended for consideration in the Level 3 screening at each of the 31 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		Beech Rd	SR 19	CR 800W	Fox Farm Rd	CR 150W	SR 15 North Jct	SR 15 South Jct	CR 200N	Meijer Rd	Springhill Rd	Parker St	Center St	Old Route 30	Commerce Dr	CR 250E	SR 13	SR 5	Van Buren St	Lincolnway	Armstrong Dr	SR 109	SR 9	SR 205	CR 300E	CR 600E	CR 800E	Doyle Rd	Ryan Rd	Webster Rd	SR 101	State Line Rd				
		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	31						
Existing Traffic Control		STOP	STOP	STOP																	STOP																	
Primary Concepts	Unsignalized Improvements	Roundabout																																				
		RCI - Reduced Conflict Intersection																																				
		RCI - Variant																																				
	Signalized Improvements	Traffic Signal Improvements																																				
		Green-T Intersection																																				
		Partial Median U-Turn																																				
		RCUT - Restricted Crossing U-turn																																				
	Other	Boulevard Left																																				
		Interchange																																				
		Access Management																																				
Complementary Concepts	Add or Lengthen Turn Lanes																																					
	Overpass/Underpass																																					
	Adjacent Intersection Improvements																																					
	Realign Skewed Intersection																																					
	Add / Extend Accel. / Decel. Lanes																																					
Warning Systems																																						

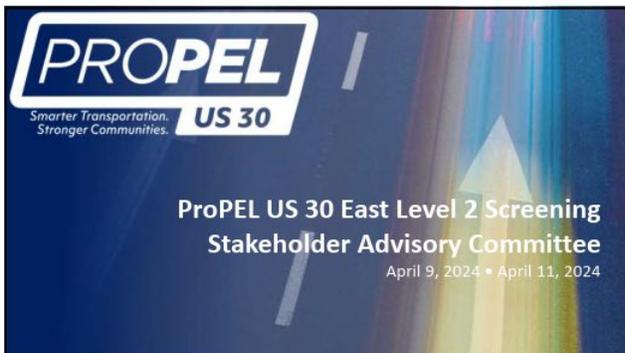
APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS



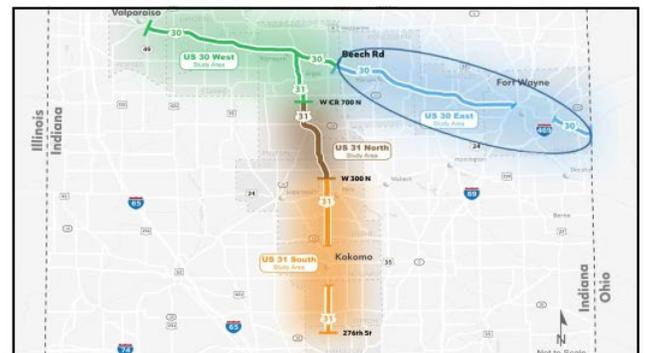
1



2



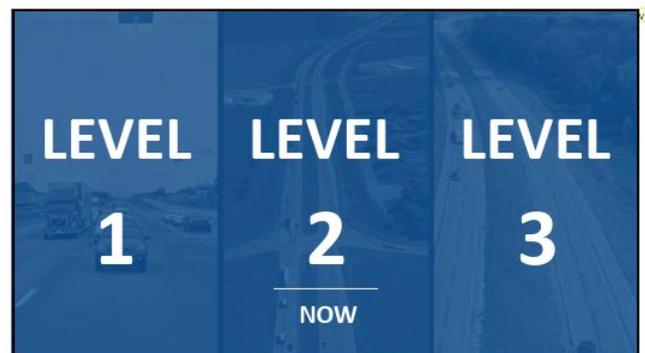
3



4



5



6

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

7



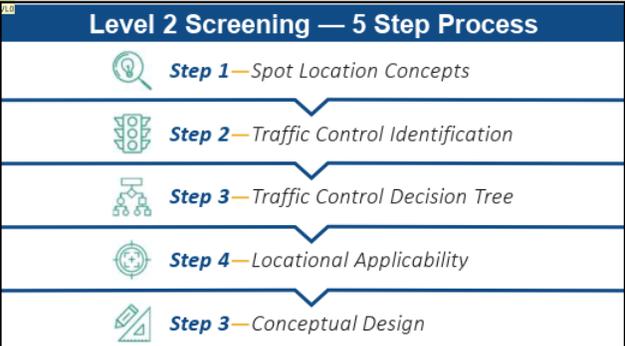
8

LEVEL 2

9



10



11

STEP 1 Spot Location Concepts

17

Concepts Advancing From the Universe of Alternatives

10 Concepts

Spot location / Stand-Alone Intersections

Continue to Step 2

12

STEP 2 Identify Traffic Control Concepts

10
Concepts

Spot location / Stand-alone intersections

Traffic Control Concepts

Signalized Improvements

Unsignalized Improvements

Interchanges

Overpass / Underpass

Access Management

STEP 3
Traffic Control Consideration

Other Concepts

Turn Lanes

Adjacent Intersections

Skewed Intersections

Acad/Decel Lanes

Warning Systems

STEP 4
Location Assessment

13

STEP 3 Traffic Control Selection

CR 150 W Example (Silveus Crossing)

Step 3 - Traffic Control Decision Tree

Decision Flow Chart

Is a Signal Warranted?	No	Access Management Unsignalized Improvements Unsignalized Interchanges
Other factors support interchange?	Yes	Access Management Signalized Improvements Signalized Interchanges Unsignalized Interchanges
Existing signal?	No	Convert to interchange
Other factors support interchange?	Yes	Convert to interchange
Is Signal Warranted or Needed?	No	Access Management Unsignalized Improvements
Is Access to US 30 Important?	No	Access Management Unsignalized Improvements Signalized Improvements
	Yes	Signalized Improvements Signalized Interchanges

In Appendix B

14

STEP 4 Locational Applicability

CR 150 W Example

Primary and Complementary Concepts From Step 2	Feasible	Applicable	STEP 4: Locational Applicability	Carry Forward to Level 2
No Build	Yes	Yes	Does not address the safety and mobility needs in the study area. Carry forward as a baseline for comparison to build alternatives. Road network connectivity to US 30 at the location and provide free flow conditions on US 30, eliminating all intersection conflict points and improving safety. Consistent to consider with long plans to construct as part of a US 30 East improvement alternative. The proposed intersection location should accommodate the proposed Silverus Side Path that parallels US 30 to the north, and it may affect access to the Marketplace facility in the northeast intersection quadrant, a sign station in the northeast intersection quadrant, and an industrial property in the northeast intersection quadrant.	Yes
Overpass/Underpass	Yes	Yes	Consider whether a US 30 interchange would be feasible at this location.	Yes
Access Management (PRD 2-WP)	Yes	Yes	Consider whether a US 30 interchange would be feasible at this location.	Yes
Traffic Signal Improvements	Yes	Yes	Traffic signal improvements are not applicable to this location.	Yes
Partial Median to Turn (Signal)	Yes	Yes	Partial median to turn is not applicable to this location.	Yes
SCUT - Restricted Crossing (No Turn Signal)	Yes	Yes	SCUT - Restricted Crossing is not applicable to this location.	Yes
Interchanges	Yes	Yes	Interchanges are not applicable to this location.	Yes
Overpass/Underpass	Yes	Yes	Overpass/Underpass is not applicable to this location.	Yes
Access Management	Yes	Yes	Access Management is not applicable to this location.	Yes
Turn Lanes	Yes	Yes	Turn Lanes are not applicable to this location.	Yes
Adjacent Intersections	Yes	Yes	Adjacent Intersections are not applicable to this location.	Yes
Skewed Intersections	Yes	Yes	Skewed Intersections are not applicable to this location.	Yes
Acad/Decel Lanes	Yes	Yes	Acad/Decel Lanes are not applicable to this location.	Yes
Warning Systems	Yes	Yes	Warning Systems are not applicable to this location.	Yes

In Appendix B

15

STEP 5 Concept Development

CR 150 W Example

16

Qualitative Comparison of Concepts – CR 150 W Example

Table 4.1 - CR 150 W @ US 30 Qualitative Comparison of Intersection Alternatives

Location & Alternative	Purposes and Need		Environmental Considerations					Relative Cost	Carry Forward to Level 2	Notes
	Safety (pedestrian, bicyclist, wheelchair, etc.)	Local Mobility (access to destinations, etc.)	Regional Mobility (access to regional destinations, etc.)	Access to Public Transit	Access to Employment	Access to Recreation	Access to Services			
CR 150 W										
No Build	NO	YES	NO/UTILE	N/A	N/A	N/A	N/A	N/A	YES	Should not address the safety and mobility needs in the study area. Carry forward as a baseline for comparison to build alternatives. Road network connectivity to US 30 at the location and provide free flow conditions on US 30, eliminating all intersection conflict points and improving safety. Consistent to consider with long plans to construct as part of a US 30 East improvement alternative. The proposed intersection location should accommodate the proposed Silverus Side Path that parallels US 30 to the north, and it may affect access to the Marketplace facility in the northeast intersection quadrant, a sign station in the northeast intersection quadrant, and an industrial property in the northeast intersection quadrant.
Overpass/Underpass	YES	NO	YES	LOW	NO	NO	MEDIUM	MEDIUM	YES	Should retain some connectivity at the location but would eliminate all left turns and through traffic on CR 150 W at US 30. PRD 2-WP would reduce the number of intersection conflict points while providing a free flow condition on US 30. PRD 2-WP will be considered as part of US 30 East. High mobility alternative is a traffic signal at the location which would maintain the current interchanged flow condition on US 30. Level 2 screening and study a more detailed analysis of the signal operation is warranted if alternatives can be made to further improve conditions and safety at the location. Expected to improve safety by reducing conflict points while maintaining access for all movements. Identifies interchanged flow conditions for US 30.
Access Management (PRD 2-WP)	YES	NO	YES	LOW	NO	NO	LOW	LOW	YES	Should retain some connectivity at the location but would eliminate all left turns and through traffic on CR 150 W at US 30. PRD 2-WP would reduce the number of intersection conflict points while providing a free flow condition on US 30. PRD 2-WP will be considered as part of US 30 East. High mobility alternative is a traffic signal at the location which would maintain the current interchanged flow condition on US 30. Level 2 screening and study a more detailed analysis of the signal operation is warranted if alternatives can be made to further improve conditions and safety at the location. Expected to improve safety by reducing conflict points while maintaining access for all movements. Identifies interchanged flow conditions for US 30.
Traffic Signal Improvements	NO	YES	NO/UTILE	LOW	NO	NO	LOW	LOW	YES	Should retain some connectivity at the location but would eliminate all left turns and through traffic on CR 150 W at US 30. PRD 2-WP would reduce the number of intersection conflict points while providing a free flow condition on US 30. PRD 2-WP will be considered as part of US 30 East. High mobility alternative is a traffic signal at the location which would maintain the current interchanged flow condition on US 30. Level 2 screening and study a more detailed analysis of the signal operation is warranted if alternatives can be made to further improve conditions and safety at the location. Expected to improve safety by reducing conflict points while maintaining access for all movements. Identifies interchanged flow conditions for US 30.
Partial Median to Turn (Signal)	YES	YES	NO/UTILE	LOW	NO	NO	LOW	LOW	YES	Should retain some connectivity at the location but would eliminate all left turns and through traffic on CR 150 W at US 30. PRD 2-WP would reduce the number of intersection conflict points while providing a free flow condition on US 30. PRD 2-WP will be considered as part of US 30 East. High mobility alternative is a traffic signal at the location which would maintain the current interchanged flow condition on US 30. Level 2 screening and study a more detailed analysis of the signal operation is warranted if alternatives can be made to further improve conditions and safety at the location. Expected to improve safety by reducing conflict points while maintaining access for all movements. Identifies interchanged flow conditions for US 30.
SCUT - Restricted Crossing (No Turn Signal)	YES	YES	NO/UTILE	LOW	NO	NO	LOW	LOW	YES	Should retain some connectivity at the location but would eliminate all left turns and through traffic on CR 150 W at US 30. PRD 2-WP would reduce the number of intersection conflict points while providing a free flow condition on US 30. PRD 2-WP will be considered as part of US 30 East. High mobility alternative is a traffic signal at the location which would maintain the current interchanged flow condition on US 30. Level 2 screening and study a more detailed analysis of the signal operation is warranted if alternatives can be made to further improve conditions and safety at the location. Expected to improve safety by reducing conflict points while maintaining access for all movements. Identifies interchanged flow conditions for US 30.

17

US 30 East Level 2 Summary

Primary Intersection	Existing Traffic Control		Proposed Traffic Control																			
	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange		
CR 150 W @ US 30	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange		
	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange		
	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange		
	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange	Signal	Interchange		

18

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?



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

Shane Peck, Public Involvement
p. 312.803.6496
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:

Full Name	Organization
<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>
<i>Brett Lackey</i>	<i>CDM Smith</i>

MEETING SUMMARY

The Stakeholder Advisory Committee (SAC) met virtually with the ProPEL US 30 East Study team to present the draft Level 2 Screening Report. The Study team discussed the decision-making process and screening results of potential alternatives to address transportation needs within the ProPEL US 30 East Study area.

WELCOME AND STUDY OVERVIEW

Laura Van Wert welcomed attendees, thanked them for their participation, and provided engagement instructions for the meeting. Shane Peck provided a brief overview of the ProPEL US 30 East Study area, reminding attendees that multiple Planning and Environmental Linkages (PEL) studies are underway along a 180-mile expanse of US 30 and US 31. This study encompasses US 30 from Beech Road in Marshall County to the Ohio state line in Allen County, excluding portions of I-69 and I-469 around the north side of Fort Wayne. The 180-mile expanse is divided into four study areas, and each has its own dedicated study team, and unique goals and objectives.

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.

At the last SAC meeting in November 2023, the group discussed the first step of our analysis of potential solutions known as the Universe of Alternatives. We're now in the second phase of alternatives development and screening, known as Level 2. The draft Level 2 Screening Report was released at the end of March and teams are taking public comments pertaining to the Report through Tuesday, April 30.

SCREENING PROCESS

Study manager Rusty Holt provided an overview of how the screening process works, noting that conceptual details will continue to increase with each level. During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts.

The draft Level 2 Screening Report includes initial evaluations of concepts that focus on specific intersections within the US 30 East Study area. For the next and final Screening (Level 3), we'll evaluate improvements along all of US 30 East - including combinations of intersection improvements and access management approaches.

Rusty provided an overview of a few common improvement concepts that are being considered:

- **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.

- **Intersection Improvements** include improvements, modifications and/or reconfigurations to existing signalized or non-signalized intersections.

propelUS30.com

It could include adding or extending turn lanes to help with safety and operations. It could also include implementing innovative intersections such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. All improvements would aim to address any identified safety and operational issues.

- **Crossroad overpasses and underpasses** are where intersecting roadways are physically separated and both the highway and crossroad traffic are free-flowing. This would improve safety by reducing conflict points. However, access is reduced because the connection between the highway and the crossroad would be eliminated.
- **Interchanges** would include modifying at-grade intersections to separate the traffic flow on the major roadway and the crossroad. This would improve safety by reducing conflict points. The major roadway would also be free-flowing, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.

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.
- **Step 2:** Identify location-specific concepts related to traffic control to assess their applicability.
- **Step 3:** Apply concepts to a traffic control decision tree.
- **Step 4:** Use results of the decision tree to assess the applicability of specific improvement concepts. This step includes considerations for each intersection location (such as high-level traffic evaluations, existing conditions and other factors that are qualitatively assessed).
- **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.

propelUS30.com

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.

Additionally, the Study Team is holding regular office hours throughout the Level 2 comment period to discuss the report in person, including:

- April 9, 4 to 6 p.m. at New Haven Community Center
- April 17, 3:30 to 5:30 p.m. at Warsaw Community Public Library
- April 20, 9 a.m. to 1 p.m. at the Kosciusko County Farmers and Artisans Winter Market
- April 24, 2 to 4 p.m. at Peabody Public Library in Columbia City

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
p. 317.972.8571
rusty.holt@wsp.com

Shane Peck, Public Involvement
p. 312.803.6496
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:

Full Name	Organization
<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>
<i>Rusty Holt</i>	<i>WSP</i>
<i>Bryan Kapala</i>	<i>WSP</i>
<i>Israel Ramirez</i>	<i>WSP</i>
<i>Shane Peck</i>	<i>WSP</i>
<i>Laura Van Wert</i>	<i>WSP</i>
<i>Brett Lackey</i>	<i>CDM Smith</i>
<i>Whitney Pflanzner</i>	<i>Compass Outreach Solutions</i>

propelUS30.com

MEETING SUMMARY

The Stakeholder Advisory Committee (SAC) met virtually with the ProPEL US 30 East Study team to present the draft Level 2 Screening Report. The Study team discussed the decision-making process and screening results of potential alternatives to address transportation needs within the ProPEL US 30 East Study area.

WELCOME AND STUDY OVERVIEW

Laura Van Wert welcomed attendees, thanked them for their participation, and provided engagement instructions for the meeting. Shane Peck provided a brief overview of the ProPEL US 30 East Study area, reminding attendees that multiple Planning and Environmental Linkages (PEL) studies are underway along a 180-mile expanse of US 30 and US 31. This study encompasses US 30 from Beech Road in Marshall County to the Ohio state line in Allen County, excluding portions of I-69 and I-469 around the north side of Fort Wayne. The 180-mile expanse is divided into four study areas, and each has its own dedicated study team, and unique goals and objectives.

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.

At the last SAC meeting in November 2023, the group discussed the first step of our analysis of potential solutions known as the Universe of Alternatives. We're now in the second phase of alternatives development and screening, known as Level 2. The draft Level 2 Screening Report was released at the end of March and teams are taking public comments pertaining to the Report through Tuesday, April 30.

SCREENING PROCESS

Study manager Rusty Holt provided an overview of how the screening process works, noting that conceptual details will continue to increase with each level. During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts.

The draft Level 2 Screening Report includes initial evaluations of concepts that focus on specific intersections within the US 30 East Study area. For the next and final Screening (Level 3), we'll evaluate improvements along all of US 30 East - including combinations of intersection improvements and access management approaches.

Rusty provided an overview of a few common improvement concepts that are being considered:

- **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.

- **Intersection Improvements** include improvements, modifications and/or reconfigurations to existing signalized or non-signalized intersections.

propelUS30.com

It could include adding or extending turn lanes to help with safety and operations. It could also include implementing innovative intersections such as reduced conflict intersections (RCIs), roundabouts, and Green-T intersections. All improvements would aim to address any identified safety and operational issues.

- **Crossroad overpasses and underpasses** are where intersecting roadways are physically separated and both the highway and crossroad traffic are free-flowing. This would improve safety by reducing conflict points. However, access is reduced because the connection between the highway and the crossroad would be eliminated.
- **Interchanges** would include modifying at-grade intersections to separate the traffic flow on the major roadway and the crossroad. This would improve safety by reducing conflict points. The major roadway would also be free-flowing, which improves efficiency. Access to and from the major roadway would be provided via a series of entrance and exit ramps.

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.
- **Step 2:** Identify location-specific concepts related to traffic control to assess their applicability.
- **Step 3:** Apply concepts to a traffic control decision tree.
- **Step 4:** Use results of the decision tree to assess the applicability of specific improvement concepts. This step includes considerations for each intersection location (such as high-level traffic evaluations, existing conditions and other factors that are qualitatively assessed).
- **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.

propelUS30.com

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.

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.

Additionally, the Study Team is holding regular office hours throughout the Level 2 comment period to discuss the report in person, including:

- April 9, 4 to 6 p.m. at New Haven Community Center
- April 17, 3:30 to 5:30 p.m. at Warsaw Community Public Library
- April 20, 9 a.m. to 1 p.m. at the Kosciusko County Farmers and Artisans Winter Market
- April 24, 2 to 4 p.m. at Peabody Public Library in Columbia City

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.

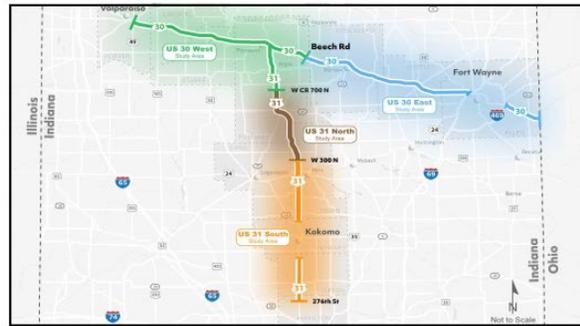
CONCLUSION

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

APPENDIX H: US 30 & 31 COALITION MEETING MATERIALS



1



2



3



4



5



6



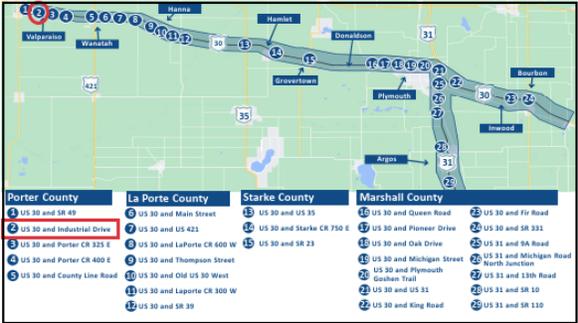
7



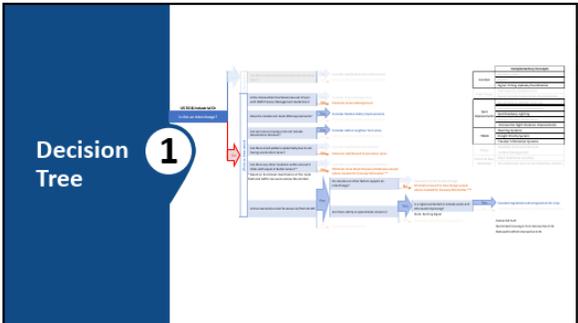
8



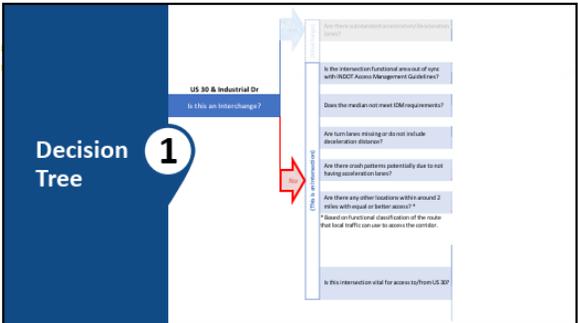
9



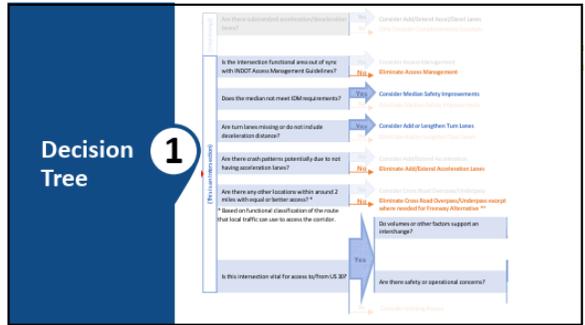
10



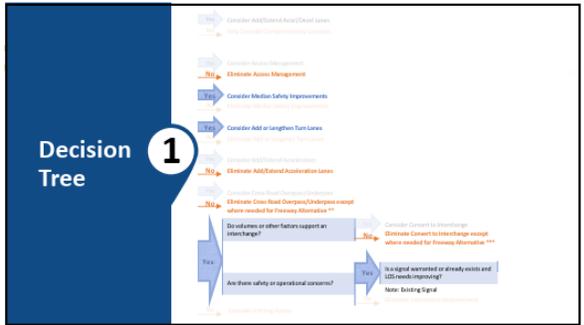
11



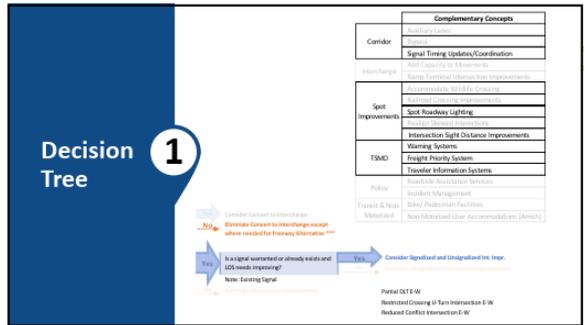
12



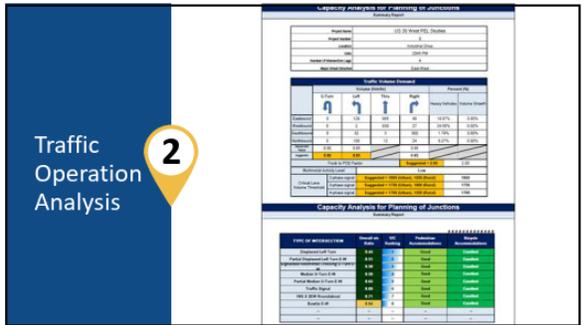
13



14



15



16

Evaluation Matrix 3

Concept	Priority	Cost	Impact	Feasibility	Performance	Operational	Construction	Maintenance	Other
US 30 Industrial Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Median Safety Improvements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Add or Lengthen Turn Lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signalized Intersection Improvements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Unsignalized Intersection Improvements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Complementary Concepts	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal Timing	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Warning Systems	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freight Priority System	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

17

Evaluation Matrix 3

Concept	Safety	Traffic	Access	Efficiency	Environmental Impacts
US 30 Industrial Drive	Yes	Yes	Yes	Yes	Yes
Median Safety Improvements	Yes	Yes	Yes	Yes	Yes
Add or Lengthen Turn Lanes	Yes	Yes	Yes	Yes	Yes
Signalized Intersection Improvements	Yes	Yes	Yes	Yes	Yes
Unsignalized Intersection Improvements	Yes	Yes	Yes	Yes	Yes
Complementary Concepts	Yes	Yes	Yes	Yes	Yes
Signal Timing	Yes	Yes	Yes	Yes	Yes
Warning Systems	Yes	Yes	Yes	Yes	Yes
Freight Priority System	Yes	Yes	Yes	Yes	Yes

18

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, Koozts 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 9B Road, Plymouth, IN 46563	

25

THANK YOU!

www.ProPELUS30.com
@PropelUS30
Propel U.S. 30
@propelus30_31

**Comment through
April 30, 2024**

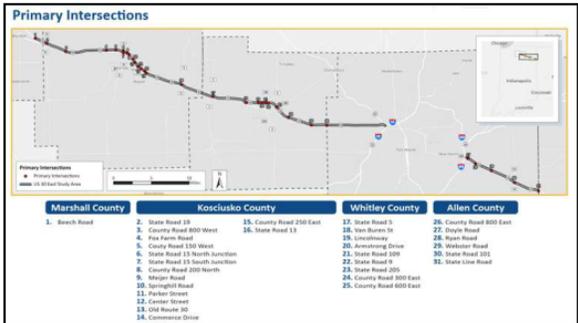
26

US 30 East

27



28



29

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/m4map

Interactive Map for Draft Level 2 Results

Level 2 Screening - Primary Intersection Screening Summary
 See the US 30 East Level 2 Screening Report for more information at propelus30.com

DOYLE ROAD

Overview & Status

- Intersecting Corridor Signal
- Accommodate through operators along US 30 for forecast year (2041)
- Element Cost: Cost (2021) value indicates opportunity for safety improvements

Other Information

- Doyle Road provides access to several industrial land uses to the north and south. There is a truck stop located to the north.
- A existing 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 2

Concept	US 30 Flow	Project and Road Cost (2021)	Impact Potential	Cost
Chopped/Overpass	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Access Management (Right-of-Way)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Traffic Signal Improvements	Not Applicable	Not Applicable	Not Applicable	Not Applicable
RTD/RTM - Roadway Clearing Chain	Not Applicable	Not Applicable	Not Applicable	Not Applicable
RTD/RTM - Roadway Clearing Chain	Not Applicable	Not Applicable	Not Applicable	Not Applicable
RTD/RTM - Roadway Clearing Chain	Not Applicable	Not Applicable	Not Applicable	Not Applicable

37

US 30 East Level 2 Summary

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
Primary Concepts	Building Traffic Control																											
	Roundabout																											
	RTD - Roadway Clearing Chain																											
	RTD - Roadway Clearing Chain																											
Other Concepts	Traffic Signal Improvements																											
	Green-T Intersections																											
	Public Mobility Turn																											
	RTD - Roadway Clearing Chain																											
Complementary Concepts	Access Management																											
	Interchange																											
	Access Management																											
	Add or Complete Turn Lanes																											

38

Read the Report in Person

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

39

Discuss the Report with Our Team

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

40

QUESTIONS?

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>
Sent: Tuesday, April 30, 2024 12:46 PM
To: Bents, Jamie <Jamie.Bents@wsp.com>
Cc: Kapala, Bryan <Bryan.Kapala@wsp.com>; Wallace, Jonathan N <jwallace2@indot.in.gov>; Stanifer, William B CIV DHS (USA) <William.B.Stanifer@uscg.mil>; Soule, Lee D CIV USCG D9 (USA) <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



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

Reply Reply All Forward

Tue 4/30/2024 12:49 PM

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.

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

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.

10. Warsaw: Please, please, PLEASE, do the local infrastructure first. Consider a safer way to cross us30 via foot or bike
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.
12. I would like to know the plan
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.
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.
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
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.
17. I'm on the county parks and rec board and I appreciate how many narratives acknowledged potential trails that could be incorporated.
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?
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>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???