

APPENDIX J: PROPEL US 30 WEST RESOURCE AGENCY, STAKEHOLDER, & PUBLIC INVOLVEMENT SUMMARY #3 (RASPI #3)



US 30 WEST: RESOURCE AGENCY, STAKEHOLDER, & PUBLIC INVOLVEMENT SUMMARY #3

January 31, 2025

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1. STUDY & REPORT OVERVIEW

The ProPEL US 30 and 31 studies are an Indiana Department of Transportation (INDOT) initiative for transportation planning. These studies use the collaborative planning approach of the Planning and Environment Linkages (PEL) process to consider environmental, community, and economic goals early in the planning process. Throughout the PEL studies, INDOT seeks to offer communities and residents the opportunity to envision transportation solutions to create smarter transportation systems that build stronger communities.

The ProPEL US 30 and 31 study areas span 180 miles across 12 counties. The ProPEL US 30 West study area extends from State Route (SR) 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County. It includes Fulton, Porter, Laporte, Starke, Plymouth, and Marshall counties.

This report provides a summary of the public engagement activities since the second public comment period (August 1, 2023 through December 13, 2024) which solicited public feedback on the study's Purpose and Need. This report summarizes public engagement activities during the alternatives development portion of the study, which includes the third, fourth, and fifth public comment periods (November 13 through December 22, 2023; March 28 through April 30, 2024; and November 12 through December 13, 2024). These activities included: three (3) Stakeholder Advisory Committee meetings, two (2) in-person public information meetings, one (1) virtual public information meeting, one (1) resource and agency coordination meeting, thirty-nine (39) in-person office hours and community events, and online and in-person feedback collected from the public through December 13, 2024. Continued public feedback is encouraged and will be accepted through the completion of the PEL study.

2. PURPOSE OF PUBLIC ENGAGEMENT

Engagement and feedback from residents, motorists, businesses, and other stakeholders in the study area are a vital component of the PEL study’s overall success. Along with the other ProPEL study areas, the ProPEL US 30 West study team has worked to consistently gather public feedback throughout the planning process. The first round of public engagement occurred from August through December 2022, as part of the vision and scoping phase of the ProPEL study. The second round of public engagement, from January through July 2023, sought feedback on the development of a purpose and need for the US 30 West study area. This report summarizes outreach completed during the alternatives development phase of the study. The study team conducted outreach at each phase of alternatives development. During the first phase, called the “Universe of Alternatives,” the team sought feedback on improvement concepts to address transportation needs along US 30 and US 31 in the study area. The next phase, called “Level 2 Screening,” the team sought feedback on location-specific improvements proposed at primary intersections identified in the Universe of Alternatives. Building on these location-specific improvements, in the final alternatives development phase, called “Level 3 Screening,” the team sought feedback on the a set of proposed improvement packages for 15 planning segments in the study area.



Figure 1 Anticipated Study Timeline

3. OUTREACH AND ADVERTISEMENT

The US 30 West study team completed three rounds of agency, stakeholder, sensitive communities, and public outreach activities to inform and collect feedback on the Universe of Alternatives (November 13 – December 22, 2023), Level 2 Screening (March 28 – April 30, 2024), and Level 3 Screening (November 12 – December 13, 2024). The purpose of the engagement activities was to raise awareness of the ProPEL US 30 West Study, encourage participation in the planning process, and solicit feedback on the improvement concepts, location-specific improvements, and segment-specific improvement packages.

Throughout the Universe of Alternatives, Level 2, and Level 3, the study team hosted community office hours and events to reach the public as well as stakeholder meetings and resource and agency meetings. **Figures 2, 3, and 4** below list the outreach activities, stakeholders involved, and dates of activities that occurred the three phases of alternatives analysis.

Universe of Alternatives Outreach Activities			
Type	Audience	Location	Date
Direct Outreach – Public Notice	General Public	The Pilot News	11/13/2023
Direct Outreach – Public Notice	General Public	The Times of Northwest Indiana	11/13/2023
Media Briefing	Local Media	Virtual	11/13/2023
US 30 West Stakeholder Meeting	Indiana Legislators	Virtual	11/13/2023
Regional Transportation Stakeholders Meeting	US 30 & 31 Coalition	Virtual	11/13/2023
US 30 West Stakeholder Meeting	Plymouth Chamber of Commerce Annual Meeting	Starke County Library, Knox Branch	11/15/2023
Direct Outreach – Email Blasts	General Public	Stakeholder lists	11/15/2023
Stakeholder Advisory Committee (SAC) Meeting	SAC Members	Virtual	11/16/2023
Community Office Hours/Event	General Public	La Porte County Public Library, Hanna Branch	11/16/2023
Community Office Hours/Event	General Public	Starke County Library, Knox Branch	11/16/2023
Regional Transportation Stakeholders Meeting	US 30 & 31 Coalition	Virtual	11/16/2023
Resource and Agency Notification – Email	Resource Agency representatives for the US 30 West Study Area	Virtual	11/20/2023
US 30 West Stakeholder Meeting	Valparaiso Kiwanis Club Meeting	Valparaiso Eagles Club	11/22/2023
Direct Outreach – Postcards	Sensitive Communities	3,348 residences	11/27/2023
Community Office Hours/Event	General Public	Porter County Public Library	12/02/2023
Community Office Hours/Event	General Public	Argos Public Library	12/02/2023

Universe of Alternatives Outreach Activities			
Type	Audience	Location	Date
Community Office Hours/Event	Valparaiso University community	Valparaiso University	12/04/2023
Direct Outreach – Email Blasts	General Public	Stakeholder lists	12/12/2023
US 30 West Stakeholder Meeting	US31-SR10 Community Advisory Committee (CAC) Meeting	Argos Junior/Senior High School	12/14/2023
Community Office Hours/Event	General Public	Wanatah Public Library	12/16/2023
Community Office Hours/Event	General Public	Plymouth Public Library	12/16/2023
Direct Outreach – Social Media	General Public	Website, Facebook, Instagram, and X	8-12 posts per month

Figure 2 Universe of Alternatives Outreach Efforts

Level 2 Alternatives Screening Outreach Activities			
Type	Audience	Location	Date
US 30 West Stakeholder Meeting	Indiana Legislators	Virtual	3/18/2024
Media Briefing	Local Media	Virtual	3/27/2024
Direct Outreach – Email Blasts	General Public	Stakeholder lists	3/28/2024
Direct Outreach – Public Notice	General Public	The Pilot News	3/28/2024
Direct Outreach – Public Notice	General Public	The Times of Northwest Indiana	4/01/2024
Direct Outreach – Postcards	Sensitive Communities	8,700 residences and businesses	4/1/2024
Community Office Hours/Event	General Public	Hanna United Methodist Church	4/09/2024
Regional Transportation Stakeholders Meeting	US 30 & 31 Coalition	Virtual	4/09/2024
Community Office Hours/Event	General Public	Wanatah Public Library	4/10/2024
Regional Transportation Stakeholders Meeting	US 30 & 31 Coalition	Virtual	4/10/2024
Stakeholder Advisory Committee (SAC) Meeting	SAC Members	Virtual	4/10/2024
Community Office Hours/Event	General Public	Hamlet Fire/Davis Township Community Center	4/16/2024
Community Office Hours/Event	General Public	Stockman Youth Center	4/17/2024
US 30 West Stakeholder Meeting	Bourbon Town Council	Bourbon Town Hall	4/22/2024
Direct Outreach – Email Blasts	General Public	Stakeholder lists	4/29/2024
US 30 West Stakeholder Meeting	Plymouth Common Council	Virtual	5/13/2024

Level 2 Alternatives Screening Outreach Activities			
Type	Audience	Location	Date
US 30 West Stakeholder Meeting	Starke County Commissioners	Starke County Government Building	5/20/2024
US 30 West Stakeholder Meeting	Marshall County Commissioners	Marshall County Building	5/20/2024
US 30 West Stakeholder Meeting	Hamlet Town Council	Hamlet Town Council	5/22/2024
US 30 West Stakeholder Meeting	LaPorte County Council	Virtual	5/29/2024
US 30 West Stakeholder Meeting	Wanatah Town Council	Wanatah Town Hall	6/06/2024
US 30 West Stakeholder Meeting	Porter County Farm Bureau Annual Meeting	Hopewell Mennonite Church	6/18/2024
Direct Outreach – Social Media	General Public	Website, Facebook, Instagram, and X	8-12 posts per month

Figure 3 Level 2 Screening Outreach Efforts

Level 3 Screening Outreach Activities			
Type	Audience	Location	Date
Direct Outreach – Public Notice	General Public	The Pilot News	10/31/2024
Direct Outreach – Public Notice	General Public	The Times of Northwest Indiana	11/01/2024
Direct Outreach – Public Notice	General Public	The Leader	11/07/2024
US 30 West Stakeholder Meeting	Indiana Legislators	Virtual	11/08/2024
Direct Outreach – Postcards	Sensitive Communities	8,700 residences and businesses	11/08/2024
Direct Outreach – Email Blasts	General Public	Stakeholder lists	11/12/2024
Stakeholder Advisory Committee (SAC) Meeting	SAC Members	Virtual	11/12/2024
Regional Transportation Stakeholders Meeting	US 30 & 31 Coalition	Virtual	11/12/2024
Public Information Meeting (PIM)	General Public	Tri-Township Schools	11/13/2024
Public Information Meeting (PIM)	General Public	Plymouth High School	11/14/2024
Community Office Hours/Event	General Public	Hamlet-Davis Volunteer Fire Department	11/18/2024
US 30 West Stakeholder Meeting	Marshall County Commission	Marshall County Building	11/18/2024
Virtual Public Information Meeting (VPIM)	General Public	Virtual	11/18/2024 – 12/13/2024
Direct Outreach – Email Blasts	General Public	Stakeholder lists	11/19/2024
Community Office Hours/Event	General Public	Wanatah Public Library	11/19/2024

Level 3 Screening Outreach Activities			
Type	Audience	Location	Date
US 30 West Stakeholder Meeting	Porter County Commission	Porter County Building	11/19/2024
US 30 West Stakeholder Meeting	Valparaiso Economic Development Corporation	Valparaiso Chamber of Commerce Building	11/21/2024
US 30 West Stakeholder Meeting	La Porter County Council	La Porte County Government Office	11/25/2024
Community Office Hours/Event	General Public	Valparaiso Fire Training Station	12/02/2024
US 30 West Stakeholder Meeting	Starke County Commission	Starke County Government Building	12/02/2024
Direct Outreach – Email Blasts	General Public	Stakeholder lists	12/02/2024
US 30 West Stakeholder Meeting	Farm Bureau District Meeting	Valparaiso	12/03/2024
Resource and Agency Meeting	Resource Agency representatives for the US 30 West Study Area, Economic Development Leaders, Farm Bureau	Virtual	12/04/2024
US 30 West Stakeholder Meeting	Hamlet Town Council	Hamlet Town Hall	12/04/2024
US 30 West Stakeholder Meeting	Wanatah Town Council	Wanatah Town Hall	12/05/2024
US 30 West Stakeholder Meeting	La Porte County Commission	La Porte County Government Office	12/09/2024
US 30 West Stakeholder Meeting	Plymouth Town Council and Public Works	Plymouth Town Hall	12/09/2024
Direct Outreach – Email Blasts	General Public	Stakeholder lists	12/10/2024
Community Office Hours/Event	General Public	Bourbon Town Hall	12/10/2024
US 30 West Stakeholder Meeting	Bourbon Town Council	Bourbon Town Hall	12/10/2024
US 30 West Stakeholder Meeting	Argos Town Council	Argos Town Hall	12/11/2024
US 30 West Stakeholder Meeting	Michiana Council of Governments (MACOG)	Mishawaka City Hall	12/11/2024
US 30 West Stakeholder Meeting	Marshall County Council	Marshall County Building	12/12/2024
US 30 West Stakeholder Meeting	Valparaiso City Council Traffic and Safety Committee	Valparaiso City Hall	12/16/2024
Direct Outreach – Social Media	General Public	Website, Facebook, Instagram, and X	8-12 posts per month
US 30 West Stakeholder Meeting	Amish Community Stakeholders	Etna Green	1/28/2025

Figure 4 Level 3 Screening Outreach Activities

Press releases advertising the public information meetings for US 30 West are shown in **Appendix A**. All social media posts published during the public comment periods are shown in **Appendix B**, and PIM-related email blasts and postcard mailings are in **Appendix C**.

The following sections in this report highlight how the feedback from the activities listed above contributed to the development of identified improvement packages for 15 segments along the US 30 and 31 corridors.

4. STAKEHOLDER ADVISORY COMMITTEE

The US 30 West study team established a stakeholder advisory committee (SAC) to provide local insights into the PEL study in fall of 2022. The SAC includes an array of representatives from local government agencies, community organizations, social service providers, emergency service providers, residents, farmers, businesses, and business organizations.

The US 30 West ProPEL study team hosted three SAC meetings during the alternatives development phase -- on October 16, 2023, April 10, 2024, and November 12, 2024. Meeting attendees included individuals from multiple educational institutions including Marian Ancilla University and Oregon-Davis Schools, representatives from local public services including the Wanatah Library and the Plymouth airport, as well as multiple representatives from larger public entities including the Michiana Area Council of Governments (MACOG) and Starke and Porter counties. Meeting presentation materials and meeting summaries from the SAC meetings are provided in **Appendix D**.

5.ROUNDTABLE DISCUSSIONS

In early 2023, the US 30 West study team reached out to economic development and Indiana Farm Bureau stakeholders in the study area to schedule meetings to discuss their respective areas of interest. The study team hosted four roundtable discussions, on March 31st, April 14th, July 18th, and August 2nd as detailed in the Resource Agency Stakeholder and Public Involvement #2 report. Due to decreasing participation in previous discussions, no additional roundtable discussions were scheduled, and members of the roundtable discussions were instead invited to attend stakeholder advisory committee (SAC) meetings. Meeting presentation materials and meeting summaries from the SAC meetings are provided in **Appendix D**.

6. AGENCY COORDINATION

Throughout the study, the U.S. 30 West study team has coordinated with resource agencies and state elected officials.

On October 5, 2023, just prior to the Universe of Alternatives comment period, the study team hosted a resource agency coordination meeting with federal, state, and local resource agencies, as well as tribal nations. On November 15, 2023, the study team distributed the draft Universe of Alternatives Report to federal, state, and local resource agencies and tribal nations via email for review and comment. The study team also led an Indiana Legislators Briefing on November 13, 2023.

During Level 2 Screening, the study team led an Indiana Legislators Briefing on March 18, 2024. The draft Level 2 Screening Report was distributed to resource agencies and tribal nations for review and comment via email on March 28, 2024. The study team led two US 30 & US 31 Coalition Briefings during Level 2 Screening on April 9 and 10, 2024.

During Level 3 Screening, the study team distributed the draft Level 3 Screening Report to resource agencies for review and comment via email on November 13, 2024, and to tribal nations on December 5, 2024. In addition, the study team hosted a resource agency coordination meeting on December 4, 2024, an Indiana Legislators Briefing on November 8, 2024, and a US 30 & 31 Coalition Briefing on November 12, 2024.

Meeting summaries and available materials for these meetings are contained in **Appendix I**.

7. PUBLIC INFORMATION MEETINGS (PIM)

The US 30 West study team held two in-person public information meetings (PIMs) in November 2024 during the Level 3 alternatives screening phase. The first was on November 13, 2024, at Tri-Township Schools in Wanatah, IN and the second was on November 14, 2024, at Plymouth High School in Plymouth, IN. Both meetings were held from 5:00 PM to 7:00 PM. The purpose of the meeting was to share information on the identified improvement packages at 15 segments along the US 30 and 31 corridors and solicit public feedback on them.

The meetings included a presentation (**Appendix E**) followed by an open house with opportunities to view study information in more detail, interact with the study team, and provide comments. During each PIM, the study team provided an overview of the ProPEL study purpose, its process, how public feedback was being gathered and considered, and the importance of public feedback in the study process. The study team highlighted the need for public input on how the US 30 and 31 corridors fit and function within the community. During the open house, attendees visited topical study stations to share their ideas regarding PEL Study topics. Each station focused on a specific theme and offered maps and display boards (**Appendix F**) that prompted attendees to engage with study team members and share their thoughts and ideas. The information presented at the meeting was organized into the following stations:

1. Station 1: Welcome/Sign-in
2. Station 2: What is PEL? ProPEL US 30 West Map, PEL Timeline
3. Station 3: What We Heard So Far
4. Station 4: Alternatives Analysis
5. Station 5: Improvement Packages for 15 Planning Segments
6. Station 6: Comment Station

Participants were directed to share their comments via a paper comment form computer to make their comments online. In addition, participants could use sticky notes to post their ideas directly on display boards. Photos of these notes are in **Appendix G**, along with the display boards and all primary printed materials for the PIM. Many PIM attendees commented informally through conversations with members of the study team and notes for those discussions are in **Appendix H**. Figure X details attendance for each of the two PIMs.

Public Information Meeting Attendance		
Meeting Date	Meeting Location	Total Attendees
November 13, 2024	Tri-Township Schools, Wanatah, IN	45
November 14, 2024	Plymouth High School, Plymouth, IN	39

Figure 5 Public Information Meeting Attendance

In addition to the in-person PIMs, the US 30 West study team conducted a virtual PIM (VPIM), which was posted on the project website from November 18 through December 13, 2024. The VPIM allowed users to access the same information that was presented at the in-person PIMs and participate on their own schedule. Virtual attendees were also able to view a recording of the presentation that was given by the study team during the first in-person PIM.

8.SENSITIVE COMMUNITIES OUTREACH EFFORTS

To advertise the Universe of Alternatives comment period, the study team mailed 3,348 postcards to residences and businesses to announce the report release, comment period, and describe times and locations people could review the report and/or meet with the study team. The postcard distribution focused on sensitive communities. For the Level 2 and Level 3 phases of alternatives outreach, the study team expanded the mailing distribution to approximately 8,700 addresses, while continuing distribution to sensitive communities. The Level 3 postcard advertised the public meetings in addition to the report release, comment period, and other opportunities to view the report and/or meet with the study team. Copies of these postcards may be found in **Appendix C**.

9.COMMENT SUMMARY

During the alternatives development formal comment periods, the study team received a total of 364 comments. This included 59 comments in the Universe of Alternatives phase, 61 during the Level 2 Screening, and 247 during the Level 3 Screening. Public comments were also encouraged outside of the formal comment periods, and the study team received an additional 124 comments during the alternatives phase from community office hours, events, resource agency meetings, and from the study website. A total of 491 comments were received between August 2023 and December 31, 2024. A full list of comments received are in **Appendix H**.

Following the conclusion of the Universe of Alternatives, Level 2 Screening, and Level 3 Screening public comment periods, the US 30 West study team applied a thematic analysis approach to identify patterns and common concerns across diverse comments and feedback. The analytical process for each set of data was as follows:

1. Data coding: Every two or three lines of text within each comment was coded with handles that identified key words, concepts, images, and reflections. Codes, or topics, are clear and concise phrases that are easily definable and can be identified across all media used in the analysis. The codes became the foundation for the themes.
2. Theme/Topic identification: From the initial coding, patterns emerged that represented the collective concerns from all comments, which were developed into themes. Codes help define similar sentiments that are expressed differently across comments and grouping codes help define themes or topics.
3. Segment Identification (specific to Level 3 Screening): To further analyze public comments received during the Level 3 Screening, the study team categorized each comment by the segment(s) that were referenced. General comments that did not address a particular segment were noted as such.

Note: Many of the public comments addressed multiple topics.

Universe of Alternatives

The study area received a total of 59 public comments during the Universe of Alternatives phase. The comment themes or topics that came up most frequently during the active comment period are organized below:

1. Intersection Improvements (49%)
 - a. Add or Lengthen Turn Lanes
 - b. Add/Extend Acceleration and Deceleration Lanes
 - c. Intersection Sight Distance Improvements
 - d. Traffic Control Visibility Upgrades
 - e. Crossroad Over/Underpass
 - f. Convert to Intersection
 - g. Signalized Improvements
 - h. Unsignalized Improvements
2. Corridor Improvements (47%)
 - a. Added Travel Lanes
 - b. Elevated Lanes
 - c. Access Management
 - d. Auxiliary Lanes

- e. Freeway (Limited Access)
- f. Shoulder Improvements
- g. Bypass
- h. Continuous Roadway Lighting
- i. Median Safety Improvements
- j. Timing Updates/Coordination
- 3. Transit and Non-Motorized (20%)
 - a. Bike and Pedestrian Facilities
 - b. Motorized Accommodations
 - c. Bus Transit
 - d. Passenger Rail
 - e. Freight Rail
- 4. TSMO (12%)
 - a. Speed Management
 - b. Warning Systems
- 5. Spot Improvements (10%)
 - a. Pavement Marking Improvements
 - b. Roadway Signage Improvements
 - c. Railroad Crossing Improvements
 - d. Roadway Drainage Improvements
 - e. Gateway/Corridor Treatments
- 6. No Build/No Change (10%)
- 7. Policy (8%)
 - a. Enforcement
 - b. Incident Management
- 8. Off Corridor-Improvements (5%)
 - a. Parallel Route Improvements
- 9. Interchange Improvements (2%)
 - a. Ramp Metering
 - b. Ramp Terminal Improvements

A full list of comments received during this comment period is listed in **Appendix H**.

Level 2 Screening

The study area received a total of 61 comments during the Level 2 Screening. The comment themes or topics that came up the most across all comments during the Level 2 Screening public comment period are organized below:

- 1. Access (56%)
- 2. Safety (44%)
- 3. Mobility (31%)
- 4. Economic Development (24%)
- 5. Level 2 Screening Report (24%)
- 6. Overall US 30 West Report (13%)
- 7. Farming (13%)
- 8. Corridor Character (10%)
- 9. Environmental (8%)
- 10. Emergency Use and Access (6%)

11. Bike and Pedestrian (3%)
12. Other (3%)

Figure 6 provides a breakdown of the comments received during the second comment period, including the most common themes and the top intersections identified as areas of concern in the US 30 West study area. A full list of comments received during this comment period is listed in **Appendix H**.

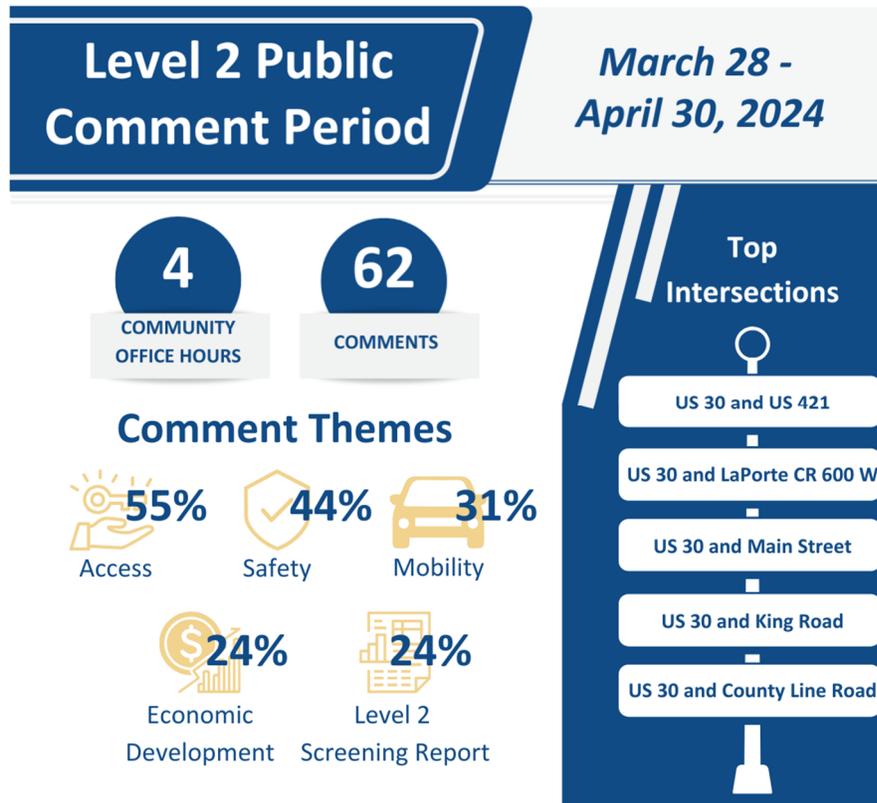


Figure 6 Infographic for the Level 2 Screening Public Comment Period

Level 3 Screening

A total of 247 public comments were received during the Level 3 Screening. The most frequent comment themes or topics across all comments during the active comment period are organized below:

1. No Build/No Change (39%)
2. Community Access (Residences or Businesses) (37%)
3. Safety (30%)
4. School Access (28%)
5. Economic Development (27%)
6. Corridor Character (25%)
7. Traffic and Congestion (18%)
8. Emergency Access (18%)
9. PEL Study/Process (18%)
10. Farming (13%)
11. Truck Traffic (10%)
12. Mobility (9%)
13. Bike and Pedestrian (2%)
14. Other (7%)

The most frequently referenced segments across all comments during the active comment period are organized below:

1. Segment 2 – Wanatah (51%)
2. Segment 7 – West Plymouth (19%)
3. Segment 8 – Plymouth (8%)
4. Segment 1 – Valparaiso (5%)
5. Segment 14 – 13th/Michigan (5%)
6. Segment 3 – Hanna (4%)
7. Segment 9 – East Plymouth (3%)
8. Segment 11 – Bourbon (3%)
9. Segment 15 – South Plymouth (2%)
10. Segment 4 – LaPorte/Starke County Line (1%)
11. Segment 5 – Hamlet (1%)
12. Segment 6 – Grovertown (1%)
13. General Comments (8%)

Figure 7 highlights the comment statistics for those received throughout the Level 3 Screening comment period. A full list of comments received during this comment period is listed in **Appendix H**.



Figure 7 Infographic for the Level 3 Public Comment Period

10. ADDITIONAL STAKEHOLDER OUTREACH

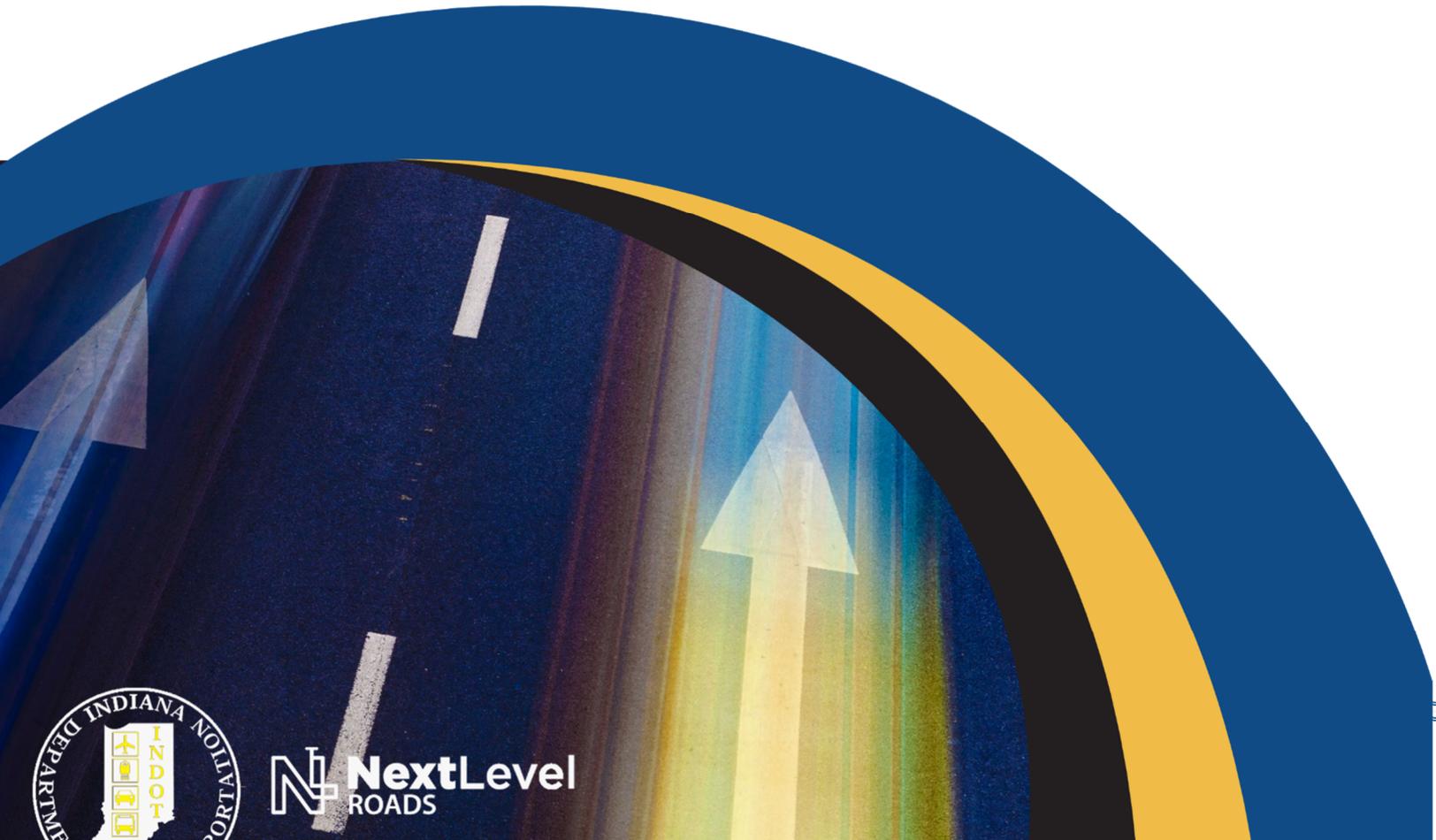
During the Level 3 Screening comment period, the study team conducted considerable outreach to municipal and county government, including commissioners and town councils. Informal conversations and questions from these meetings have been documented to capture additional feedback on the Level 3 Screening. Documentation of these outreach efforts are included in **Appendix J**.

The US 30 East and US 30 West study teams coordinated closely to ensure that there was effective engagement with the Amish communities who live and work in northeastern Indiana. The study teams connected with the Amish communities through a hotline news service, a pop-up event in Spring 2024, and presenting to Amish leadership during a small group meeting on January 28, 2025. The meeting summary is provided in **Appendix J**.



US 30 WEST: RESOURCE AGENCY,
STAKEHOLDER & PUBLIC INVOLVEMENT #3
APPENDICES

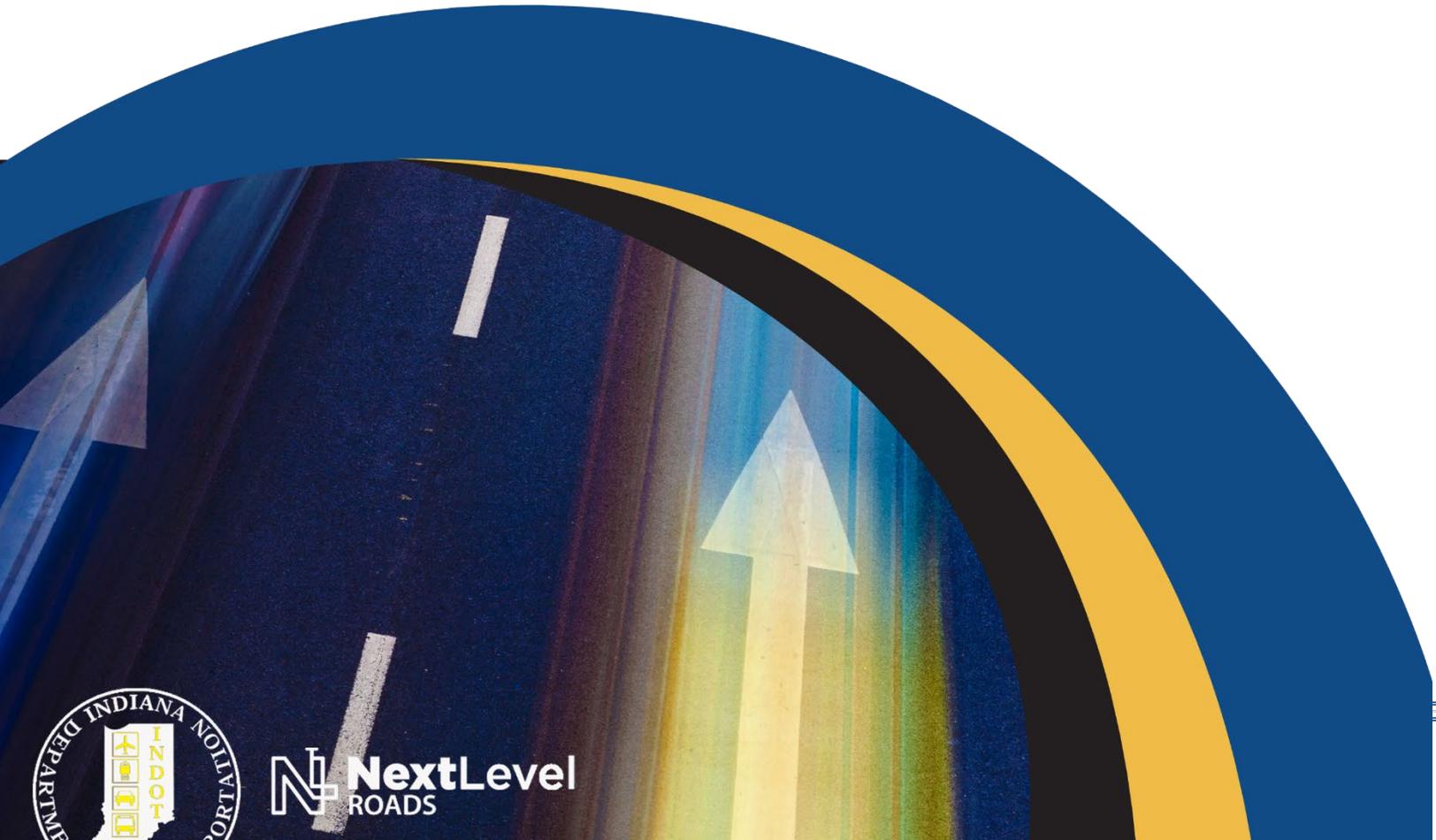
January 31, 2025





US 30 WEST: RESOURCE AGENCY,
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APPENDICES

January 31, 2025



APPENDIX A: PRESS RELEASE

Level 3 Screening Press Release

DES# 2100113

NOTICE OF PROPEL US 30 WEST STUDY PUBLIC MEETING AND COMMENT PERIOD

ProPEL US 30 is Hosting Two Public Information Meetings for the ProPEL US 30 West Study

The ProPEL US 30 study team is hosting a third round of Public Information Meetings for Hoosiers to provide their input on proposed improvement packages along US 30 and 31 as part of the ProPEL US 30 West Study. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

The purpose of the meeting is to share the proposed improvement packages for 15 planning segments along the US 30 West study area and seek public feedback to further refine these improvement packages before recommendations are made in the final study report. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted by the National Environmental Policy Act (NEPA). The same information will be covered at each meeting to be held:

Wednesday, November 13, 2024, from 5 to 7 p.m. Central Standard Time

Presentation at 5:30 p.m.

Tri-Township Schools, 309 School Dr., Wanatah, IN 46390

Thursday, November 14, 2024, from 5 to 7 p.m. Eastern Standard Time

Presentation at 5:30 p.m.

Plymouth High School, 1 Big Red Dr., Plymouth, IN 46563

The ProPEL US 30 West study team is requesting public comment on the draft Level 3 screening report that has identified improvement packages for 15 segments along the US 30 and 31 corridors. Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before and after the presentation. To accommodate those unable to attend, a virtual meeting will be available by November 14th on the project website at <https://propelus30.com>. A recording of the in-person presentation will be made live at that time. The virtual meeting and public comment period will be open until December 13, 2024.

The draft Level 3 Screening Report is available on the project website at <https://ProPEL30.com> and at the library locations listed below. Comments may be submitted online to the project website or by calling 843-972-4559.

The public will have the opportunity to view the report on the project website and at the libraries listed below:

Argos Public Library

142 N. Michigan St., Argos, IN 46501

Bourbon Public Library

307 N. Main St., Bourbon, IN 46504

Starke County Public Library, Koontz Lake

7954 North State Road 23, Walkerton, IN 46574

Christopher Center Library

1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna

108 W. West St., Hanna, IN 46340

Marian University's Ancilla College

20097 9B Rd., Plymouth, IN 46563

Plymouth Public Library

201 N. Center St., Plymouth, IN 46563

Starke County Public Library, Knox

152 W. Culver Rd., Knox, IN 46534

Starke County Public Library, Hamlet

6 N. Starke St., Hamlet, IN 46532

Valparaiso Public Library

103 Jefferson St., Valparaiso, IN 46383

Wanatah Public Library

114 S. Main St., Wanatah, IN 46390

In addition, members of the project team will be on hand to field Level 3 alternative screening questions and collect comments at the following dates and times at these four locations:

Monday, November 18

1 p.m. to 5 p.m. CT

Hamlet-Davis Vol. Fire Dept. Inc.,

15 W. Indiana Ave., Hamlet, IN 46532

Tuesday, November 19

1 p.m. to 5 p.m. CT

Wanatah Public Library,

114 S. Main St., Wanatah, IN 46390

Monday, December 2
1 p.m. to 5 p.m. CT
Valparaiso Fire Training Station,
355 W. Evans Ave., Valparaiso, IN 46383

Tuesday, December 10
1 p.m. to 5 p.m. ET
Bourbon Town Hall
104 E. Park Ave., Bourbon, IN 46504

In the event of inclement weather resulting in hazardous driving conditions, please check the project website (<https://propelus30.com>) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time, and location to be determined.

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 Michelle Brazeau, 843-972-4559 or brazeaumv@cdmsmith.com, to coordinate 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/>.

NOTICE OF PROPEL US 30 WEST STUDY PUBLIC COMMENT PERIOD

ProPEL US 30 West is seeking comments on Potential Improvement Alternatives to US 30 and US 31

The ProPEL US 30 West study team has released a draft Level 2 Screening Report for public review and comment. The report describes a range of potential improvements (alternatives) that could be implemented to improve mobility and safety along US 30 and US 31.

The study team is seeking feedback on the draft Level 2 Screening Report to help identify the alternatives that are best suited to meet the purpose and needs of the study area, which extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County. Feedback received will help to narrow the range of alternatives to be recommended in the planning study. **Please share your thoughts on this phase of the alternatives development and screening process between now by April 30, 2024.**

The draft Level 2 Screening Report is available on the project website at <https://ProPEL30.com> and at the library locations listed below. Comments may be submitted online to the project website or via the project hotline at (219) 292-4362.

The public will have the opportunity to view the report on the project website and at the libraries listed below:

Argos Public Library

142 N. Michigan St., Argos, IN 46501

Bourbon Public Library

307 N. Main St., Bourbon, IN 46504

Starke County Public Library, Koontz Lake

7954 North State Road 23, Walkerton, IN 46574

Christopher Center Library

1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna

108 W. West St., Hanna, IN 46340

Marian University's Ancilla College

20097 9B Road, Plymouth, IN 46563

Plymouth Public Library

201 N. Center St., Plymouth, IN 46563

Starke County Public Library

152 W. Culver Road, Knox, IN 46534

Starke County Public Library, Hamlet

6 N. Starke St., Hamlet, IN 46532

Valparaiso Public Library

103 Jefferson St., Valparaiso, IN 46383

Wanatah Public Library

114 S. Main St., Wanatah, IN 46390

In addition, a member of the project team will be on hand to field Level 2 Alternative Screening questions and collect comments at the following dates and times at these four locations:

Tuesday, April 9

Time: 3 p.m. to 7 p.m., local time

Hanna United Methodist Church

101 W. Hopper St, Hanna, IN 46340

and

Wednesday, April 10

Time: 3 p.m. to 7 p.m., local time

Wanatah Public Library

114 S. Main St., Wanatah, IN 46390

and

Tuesday, April 16

Time: 3 p.m. to 7 p.m., local time

Hamlet Fire/Davis Township Community Center

15 W. Indiana Ave, Hamlet, IN 46532

and

Wednesday, April 17

Time: 3 p.m. to 7 p.m., local time

Stockman Youth Center behind Plymouth Community Church

11802 Lincoln Hwy E. Plymouth, IN 46563

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).

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 Michelle Brazeau, (219) 292-4362 or brazeaumv@cdmsmith.com, to coordinate language, visual, and audio interpretation services.

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NOTICE OF PROPEL US 30 WEST STUDY PUBLIC COMMENT PERIOD

**ProPEL US 30 West is seeking comments on a
Universe of Alternatives Screening Technical Memorandum**

The ProPEL US 30 West study team has released a draft Universe of Alternatives Screening Report for public review and comment. The report describes a wide range of improvements (alternatives) that could be implemented to improve mobility and safety along US 30 and US 31.

The study team is seeking feedback on the draft Universe of Alternatives Report to help identify the alternatives that are best suited to meet the purpose and needs of the study area, which extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County. Feedback received will help to narrow the range of alternatives to be pursued into the next phase of the study. **Please share your thoughts on this phase of alternatives development between now and December 22, 2023.**

The draft Universe of Alternatives Report is available on the project website at <https://propelus30.com/us-30-west> and at the library locations listed below. The public will have opportunity to comment on the report on the project website and at the libraries listed below:

Argos Public Library (Marshall County)

142 N Michigan St., Argos, IN 46501

Knox Branch of the Starke County Library

152 W Culver Rd., Knox, IN 46534

Hanna Public Library (Laporte County)

108 W, West St., Hanna, IN 46340

Christopher Center Library, Valparaiso University

1410 Chapel Dr., Valparaiso, IN 46383

Porter County Public Library

103 Jefferson St., Valparaiso, IN 46383

In addition, a member of the project team will be on hand to field Universe of Alternative questions and collect comments in the following dates and times and at these four locations:

Saturday, November 18

Time: 9 a.m. to 11:30 a.m. CT

Hanna Public Library (Laporte County)

108 W, West St., Hanna, IN 46340

and

Saturday, November 18

Time: 12:30 p.m. to 3 p.m. CT
Knox Branch of the Starke County Library
152 W Culver Rd, Knox, IN 46534

Date: Saturday, December 2

Time: 10:30 a.m. to 1 p.m. ET
Argos Public Library (Marshall County)
142 N Michigan St., Argos, IN 46501

and

Date: Saturday, December 2

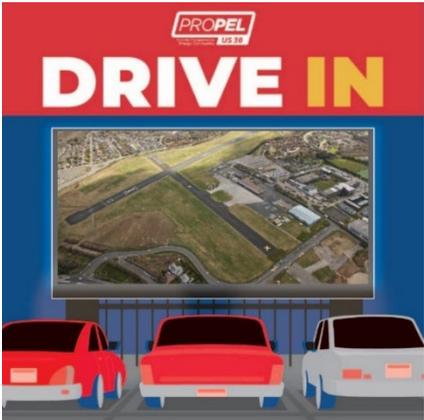
Time: 2 p.m. to 5 p.m. CT
Porter County Public Library
103 Jefferson St., Valparaiso, IN 46383

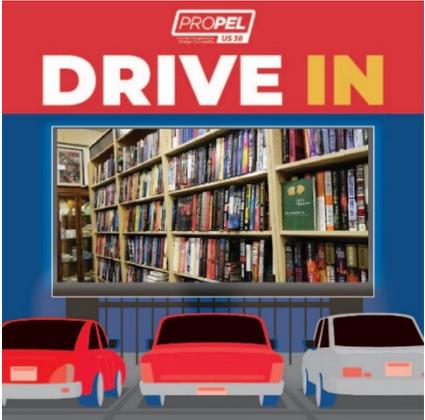
INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

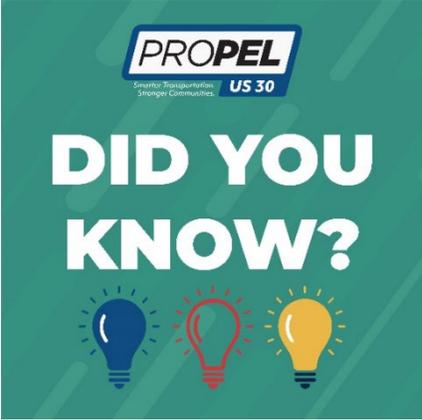
In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Melissa Santley, (860) 808-2279 or santleyml@cdmsmith.com, to coordinate language, visual, and audio interpretation services.

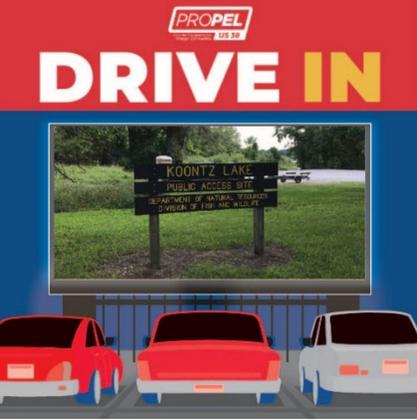
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APPENDIX B: SOCIAL MEDIA POSTS

August 2023		
<p>August 17, 2023</p> <p>Yellowstone Trail fest</p>	<p>Are you heading to the Yellowstone Trail Fest, Hamlet, Indiana this Sunday? We'll see you there! The ProPEL US 30 West study team will be on hand to answer questions and take your comments about the transportation study and the future of US 30 in your community. propelus30.com</p>	
<p>August 19, 2023</p> <p>National Aviation Day</p>	<p>Today is #NationalAviationDay! Did you know that the @Indiana Department of Transportation maintains 127 aviation facilities across the state and several in the US 30 West study area? The Plymouth Municipal Airport supports recreational, corporate and business flights, aerial photography, and occasional aerial agricultural operations and boasts on on-site flight school! propelus30.com</p>	
<p>August 22, 2023</p> <p>Community Office Hours</p>	<p>The US 30 East study team will be at the Valpo Car Show, Swap Meet & Motorcycle Show this weekend! Stop by on Sunday to speak with study team members, ask any questions and leave your official public comment, and grab a free tote bag. See you there! www.propelus30.com</p>	
<p>August 23, 2023</p> <p>FAQs</p>	<p>We developed our FAQs based on YOUR questions.</p> <p>Find answers to your Frequently Asked Questions on propelus30.com.</p>	

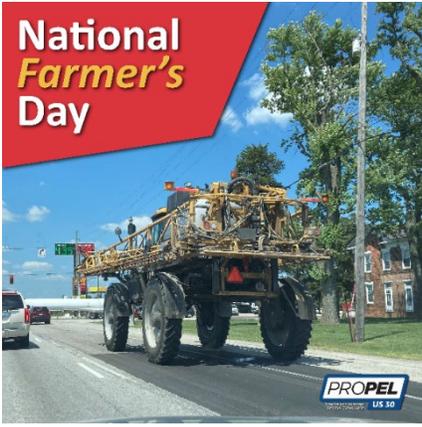
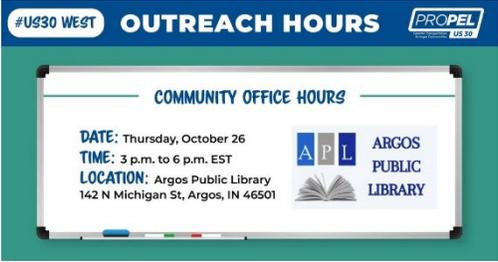
<p>August 29, 2023</p> <p>Summer Road Trip</p>	<p>The Bookworm is a La Porte County fixture celebrating its 50th anniversary in 2024! The spacious antique shop is full of treasures and rare finds where you'll find something for everyone, including an ever-changing selection of glassware, heirlooms, hard-to-find books and one-of-a-kind accent pieces. Make it part of your #laborday #summerroadtrip! propelus30.com/roadtrip30west</p>	
<p>September 2023</p>		
<p>September 1, 2023</p> <p>Summer Road Trip</p>	<p>Located on the Valparaiso University campus, the nationally-recognized Brauer Museum of Art educates and inspires the community with more than 5,000 original works of American art and international religious art from the 19th, 20th, and 21st centuries. #summerroadtrip propelus30.com/roadtrip30west</p>	
<p>September 6, 2023</p> <p>National Read a Book Day</p>	<p>Today is National Read a Book Day!</p> <p>A perfect day to check out The Bookworm, one of the featured stops on the #US30West Summer Road Trip series.</p> <p>Visit them here: https://propelus30.com/roadtrip30west/</p>	

<p>September 10, 2023</p> <p>National Swap Ideas Day</p>	<p>It's #NationalSwapIdeasDay! For the #US30East and #US30West studies, that means that your feedback is VITAL to successfully find solutions to both corridors' challenges. We're entering the Universe of Alternatives phase of ProPEL, so you'll be seeing shortly how swapping ideas will narrow down those solutions. For more information, visit propelus30.com.</p>	 <p>A graphic for National Swap Ideas Day featuring a map of the US 30 corridor and the ProPEL logo. The text reads: "Public feedback informs the potential solutions for the US 30 and 31 corridors."</p>
<p>September 11, 2023</p> <p>Community Office Hours</p>	<p>Get ready for spooky season with the US 30 West study team at Wanatah's Scarecrow Festival! Tell us your vision of the US 30 corridor! #US30West</p>	 <p>A graphic for #US30 WEST OUTREACH HOURS at the WANATAH SCARECROW FEST. It lists the date as Friday, Sept. 22, time as 4 to 9 p.m., CDT, and location as the vendor area near Ohio and High Streets. It also includes a small image of the festival poster.</p>
<p>September 12, 2023</p> <p>Community Engagement - Video</p>	<p>Community engagement is at the heart of our study. During the Purpose and Need phase, you shared with the US 30 West study team your priority needs during community events. You also provided comments online and shared with us your thoughts. Thank you for engaging with our study and sharing your vision of the US 30 corridor. Visit https://propelus30.com/us-30-west/ and submit your feedback.</p>	 <p>A video thumbnail titled "Explaining Purpose and Need" showing people at a community meeting looking at a map.</p>
<p>September 21, 2023</p> <p>Universe of Alternatives</p>	<p>The #ProPELUS30 study teams are in the process of evaluating all the possibilities for US 30. All alternatives must meet the purpose and need to be carried forward. Visit https://propelus30.com/ and stay up to date with the study.</p>	 <p>A graphic with the text "DID YOU KNOW?" and three lightbulb icons (blue, red, yellow) below it. The ProPEL logo is at the top.</p>

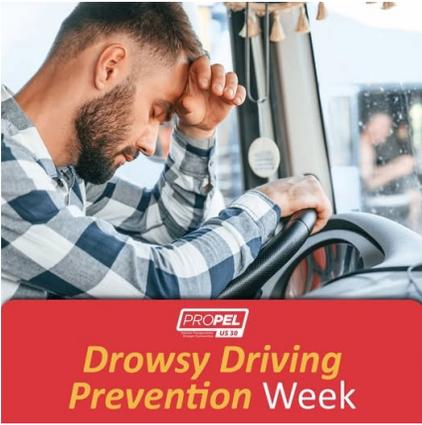
<p>September 23, 2023</p> <p>National Seat Check Day</p>	<p>Buckle Up for Safety - It's National Seat Check Day!</p> <p>Today serves as a reminder to ensure the safety of your little ones. Take a moment to inspect your child safety seats - a small effort that can make a huge difference in preventing injuries in young children.</p> <p>#NationalSeatCheckDay #SafetyFirst</p>	 <p>A graphic with a yellow background and a blue top banner containing the PROPEL logo. The text 'NATIONAL SEAT CHECK SATURDAY' is written in large, bold, blue letters. Below the text is an illustration of a child in a car seat on a brown car seat.</p>
<p>September 24, 2023</p> <p>National Hunting and Fishing Day</p>	<p>Today is National Hunting and Fishing Day!</p> <p>A perfect day to check out Starke County's Koontz Lake, one of the featured stops on the #US30West Summer Road Trip series: https://propelus30.com/roadtrip30west/</p>	 <p>A graphic with a red top banner containing the PROPEL logo and the text 'DRIVE IN' in large white letters. Below is a photo of a sign for 'KOONTZ LAKE' with a car in the background. At the bottom, three cars (red, red, white) are shown from a rear perspective.</p>
<p>September 28, 2023</p> <p>National Good Neighbor Day</p>	<p>It's #NationalGoodNeighborDay! As good neighbors, the #US30East and #US30West study teams work collaboratively to find solutions to both corridors' biggest transportation challenges. Stay tuned as we get ready to share the Universe of Alternatives report. Visit propelus30.com.</p>	 <p>A graphic with a blue and yellow brick pattern background. It features a window with two people talking. The text 'NATIONAL GOOD NEIGHBOR DAY' is at the top. The PROPEL logo is in the center. At the bottom, there are two buttons: 'Visit our website to learn more!' and 'ProPELUS30.com'.</p>
<p>September 29, 2023</p> <p>Community Office Hours</p>	<p>Join members of our study team TOMORROW morning at the Plymouth Farmers Market.</p> <p>This is a great opportunity to ask questions, provide input, and learn more about the project.</p>	 <p>A graphic with a blue top banner containing the PROPEL logo and the text '#US30 WEST OUTREACH HOURS'. Below is a whiteboard with the text: 'PLYMOUTH FARMERS MARKET', 'DATE: Saturday, Sept. 30', 'TIME: 7:30 to 11:30 a.m., EST', 'LOCATION: Garro St. and Rivers St. Plymouth, IN'. There is also a logo for 'PLYMOUTH FARMERS MARKET' with 'RIVER PARK SQUARE' below it.</p>

October 2023

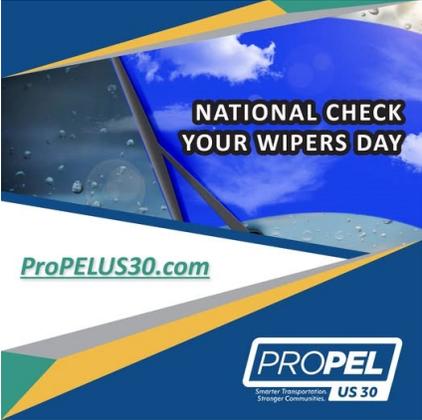
<p>October 4, 2023</p> <p>National Walk or Bike to School Day</p>	<p>Today is National Walk or Roll to School Day!</p> <p>Join us in encouraging our young trailblazers to embrace eco-friendly commutes. Whether they walk, roll, or bike, they're setting the pace for a healthier, cleaner tomorrow.</p> <p>The US 30 study is committed to #accessibility and #mobility and together we can create stronger communities. #WalkRollToSchoolDay www.propelus30.com</p>	 <p>A graphic for National Walk or Roll to School Day. It features a group of diverse children walking on a paved path. The ProPEL logo is in the top left corner. At the bottom, a yellow banner contains the text "National Walk or Roll to School Day" in blue and black.</p>
<p>October 10, 2024</p> <p>Community Office Hours</p>	<p>The US 30 West study team is delighted to be part of a great Autumn tradition in the heart of Marshall County.</p> <p>Stop by to speak with a ProPEL 30 study member.</p> <p>This is a great opportunity to ask questions and leave a comment. #US30West</p>	 <p>A graphic for Culver Fall Fest Outreach Hours. It features a white sign with a green border. The sign says "CULVER FALL FEST" and lists the date as Friday, October 13, time as 4 p.m. to 8 p.m. EST, and location as Culver Main Street at the intersection of Main and Jefferson Streets. The ProPEL logo is in the top right corner.</p>
<p>October 11, 2023</p> <p>Community Office Hours</p>	<p>🚨🚨 Due to the threat of inclement weather, the US 30 West study team will not be able to attend the Valparaiso Fall Harvest Festival. 🚨🚨</p> <p>Pumpkin painting, apple cider, caramel apples, bounce houses and face painting are on the agenda at this weekend's Valparaiso Fall Harvest Festival – and so is information about Propel Pumpkin painting, apple cider, caramel apples, bounce houses and face painting are on the agenda at this weekend's Valparaiso Fall Harvest Festival – and so is information about ProPEL#us30west US 30!</p> <p>A project team member will be in attendance. We hope to see you there! #US30West</p>	 <p>A graphic for Valparaiso Fall Harvest Festival Outreach Hours. It features a white sign with a green border. The sign says "VALPARAISO FALL HARVEST FESTIVAL" and lists the date as Saturday, October 14, time as 10 a.m. to 2 p.m. EST, and location as Central Park Plaza. The ProPEL logo is in the top right corner.</p>

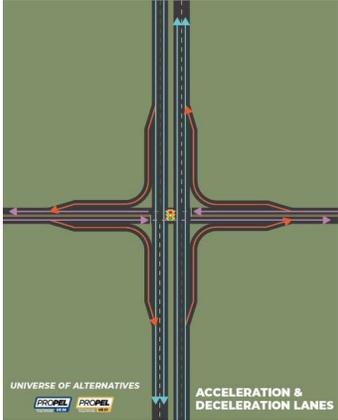
<p>October 12, 2023</p> <p>National Farmer's Day</p>	<p>Today is National Farmer's Day, celebrating farmers for their hard work.</p> <p>October is a prime harvest season, so be aware of equipment sharing the road. www.propelus30.com</p>	
<p>October 17, 2023</p> <p>National Bus Safety Week</p>	<p>Red isn't the only color that means stop.</p> <p>If you see a yellow school bus in the process of picking up or letting off students, make sure you stop and pay attention.</p> <p>Most school bus loading fatalities are caused by illegal school bus passing. #safety #ProPEL www.propelus30.com</p>	
<p>October 23, 2023</p> <p>Community Office Hours</p>	<p>The US 30 West study team will be at the Argos Public Library this Thursday, Oct 26 for Community Office Hours from 3 p.m. - 6 p.m. Stop by to ask questions about the study and leave your feedback. See you there! propelus30.com</p>	
<p>October 31, 2023</p> <p>Halloween</p>	<p>Happy Halloween!</p> <p>Remember to be on the lookout for trick-or-treaters crossing the roads.</p>	

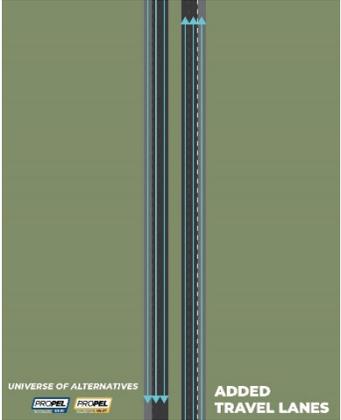
November 2023

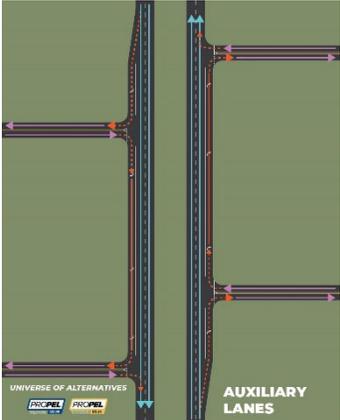
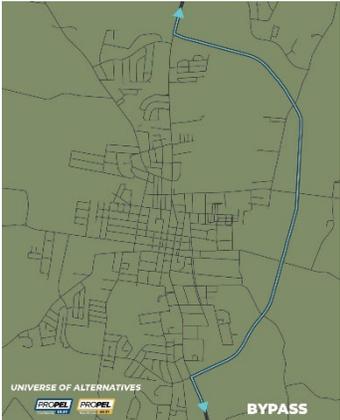
<p>November 4, 2023</p> <p>Daylight Savings Time</p>	<p>Your drive on #US30 may look a bit different come Monday! Don't forget to FALL Back! Daylight Saving Time ends at midnight! Set your clocks back an hour before bed! And while enjoying that extra hour- don't forget to check out: Propelus30.com</p>	
<p>November 6, 2023</p> <p>Drowsy Driving Prevention Week</p>	<p>While #safety is an INDOT priority, it's essential to acknowledge that safe driving is everyone's responsibility. Feeling too tired to drive? #DrowsyDriving is dangerous and preventable. If you're too tired to drive, don't push through it. It could save a life!</p> <p>#ProPELUS30 #DrowsyDrivingPreventionWeek #SleepFirst #DriveAlert</p>	
<p>November 9, 2023</p> <p>Stay Involved</p>	<p>Stay up to date with the latest project news and information.</p> <p>Sign up for email updates at: https://pima.indot.in.gov/public/subscribe/search...</p> <p>propelus30.com</p>	

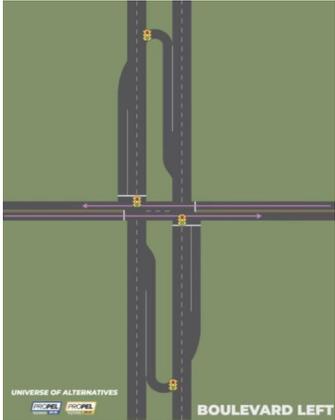
<p>November 11, 2023</p> <p>Veterans Day</p>	<p>Today, we honor the men and women who dedicate their lives to protecting our country. A great way to honor them is to attend one of the many events happening in the #US30 area. Thank you to all who have served.</p>	
<p>November 13, 2023</p> <p>PEL Study Schedule</p>	<p>Your feedback is shaping the future of #US30 and #US31 corridors.</p> <p>What's next in the PEL study schedule? We're heading into an exciting phase of the study, the Universe of Alternatives - a galaxy of possibilities and solutions to tackle our identified needs.</p> <p>Your active participation and input is key - Stay Involved!</p> <p>https://propelus30.com/30doclibrary/ https://propelus31.com/31doclibrary/</p>	
<p>November 14, 2023</p> <p>National Seat Belt Day</p>	<p>As INDOT and #ProPELUS30 work to make the roadway safer, it's everyone's responsibility to be a safe driver. #BuckleUp Every Time. It's National Seat Belt Day. Remember, even if it's a quick trip down the road, always make sure everyone is buckled up. It could save a life.</p>	

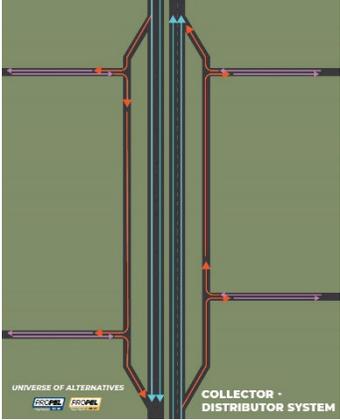
<p>November 14, 2023</p> <p>Universe of Alternatives</p>	<p>We want to hear from you! The public comment period for the Universe of Alternatives runs from November 13, 2023, to December 22, 2023. You can view all the alternatives and give us your feedback online by visiting: Propelus30.com</p>	 <p>The graphic features the PROPEL US 30 logo at the top left. Below it is an icon of a person at a computer with a speech bubble. The main text reads "COMMENT TODAY! UNIVERSE OF ALTERNATIVES" in bold yellow and white. At the bottom, it says "SHARE YOUR IDEAS AT PROPELUS30.COM".</p>
<p>November 15, 2023</p> <p>Community Office Hours</p>	<p>With your help, we've made progress on identifying the transportation needs of the #US30W corridor in Porter, LaPorte, Starke and Marshall counties. Now we welcome your ideas and input as our study moves to the next phase known as Universe of Alternatives.</p> <p>View the report and provide your comments at propelus30.com/us-30-west/#UofAWest</p>	 <p>The graphic shows a library interior with bookshelves. The text says "View The Universe of Alternatives Report". Below this is a list of libraries with their addresses: Argos Public Library (142 N Michigan St., Argos, IN 46501), Starke County Public Library (152 W Culver Rd., Knox, IN 46534), La Porte County Public Library, Hanna Branch (108 West St., Hanna, IN 46340), Christopher Center Library (1410 Chapel Dr., Valparaiso, IN 46383), and Valparaiso Public Library (103 Jefferson St., Valparaiso, IN 46383). The PROPEL US 30 logo is at the bottom left.</p>
<p>November 16, 2023</p> <p>National Check Your Wipers Day</p>	<p>It's National Check Your Wipers Day – and a good reminder to check and make sure those wiper blades are winter ready. If your wipers have signs of streaking, squeaking or smearing, it's a time for a new pair!</p>	 <p>The graphic features a close-up of a wiper blade on a windshield with water droplets. The text reads "NATIONAL CHECK YOUR WIPERS DAY". Below the image is the website ProPELUS30.com and the PROPEL US 30 logo.</p>

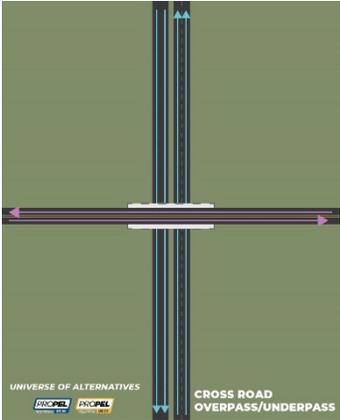
<p>November 17, 2023</p> <p>Alternatives A-Z</p>	<p>Introducing Alternatives, A to Z! Universe of Alternatives looks at all the potential solutions that address challenges and identified needs along the US 30 corridor. The first concept to explore is: Acceleration and Deceleration lanes. These lanes enhance safety by separating mainline traffic from vehicles entering or exiting the corridor.</p> <p> Your feedback matters! To review the report and learn more about each alternative visit: propelus30.com/uofa30/</p> <p>Stay involved and share your ideas as we navigate through the exciting possibilities for the #US30 corridor.</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityEngagement</p>	
<p>November 17, 2023</p> <p>Community Office Hours</p>	<p>55 improvement concepts are included in the just-released Universe of Alternatives Report, a starting point for a robust conversation about the future of US30-31! Review it, talk to a project team member this Saturday at libraries in Hanna and Knox, and provide your comment.</p> <p>https://propelus30.com/30doclibrary/</p> <p>#ProPELUS30 #UniverseOfAlternatives #CommunityFeedback</p>	

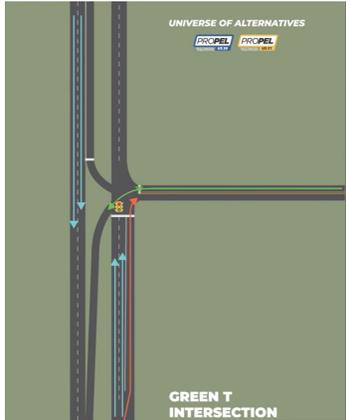
<p>November 17, 2023</p> <p>Alternatives A-Z</p>	<p>Universe of Alternatives: Access Management</p> <p>This concept involves controlling entry and exit points along a roadway to enhance safety, eliminate conflict points, and reduce delays.</p> <p>Two main types:</p> <p>1 - Partial Control: Connections with specific public roads, consolidating driveways, and potentially closing median openings.</p> <p>2- Full Control: Selective connections with public roads; all other median openings closed.</p> <p>Your input matters! 🗣️ Dive into the details at propelus30.com/uofa30/</p> <p>Share your thoughts as we explore the possibilities for #US30.</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityFeedback</p>	
<p>November 18, 2023</p> <p>Alternatives A-Z</p>	<p>Presenting the next alternative: Added Travel Lanes! 📁</p> <p>Added Travel Lanes are additional lanes of traffic constructed to address existing and/or future roadway capacity needs. Added Travel Lanes can be built throughout the entire corridor, or within specific segments.</p> <p>🗣️ Explore this concept at propelus30.com/uofa30/</p> <p>Share your insights as we navigate possibilities for #US30</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityFeedback</p>	

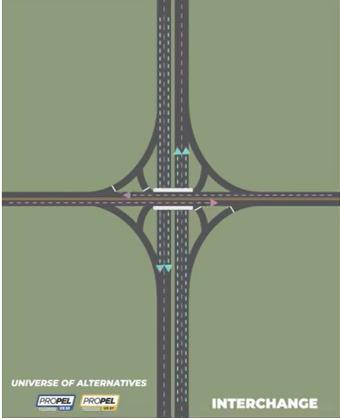
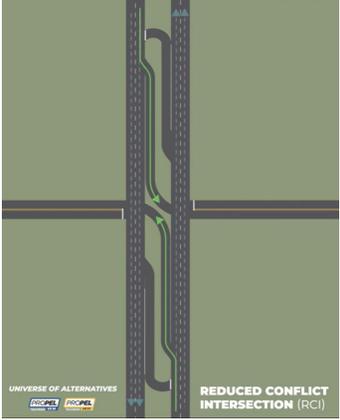
<p>November 20, 2023</p> <p>Alternatives A-Z</p>	<p>Next in our exploration of the #UniverseOfAlternatives is: Auxiliary Lanes. These outer lanes on the right side of the roadway serve as vital connectors, starting at a crossroad and ending at the next one.</p> <p>Why Auxiliary Lanes?</p> <ul style="list-style-type: none"> 🚗 Smooth traffic flow 🚗 Dedicated space for entering and exiting the highway <p>Join the conversation! 👤 Explore this concept at propelus30.com/uofa30/. Share your thoughts as we envision possibilities for #US30.</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityFeedback</p>	 <p>The diagram illustrates a highway with a main travel lane and an auxiliary lane on the right. Arrows indicate traffic flow: entering the highway from a crossroad into the auxiliary lane, and exiting the highway from the auxiliary lane back to the crossroad. The main highway lanes are shown with blue arrows pointing in the direction of travel. The text 'UNIVERSE OF ALTERNATIVES' and 'PROPTEL' logos are visible at the bottom left, and 'AUXILIARY LANES' is written at the bottom right.</p>
<p>November 21, 2023</p> <p>Alternatives A-Z</p>	<p>Introducing alternatives #AtoZ, next concept: a Bypass.</p> <p>This new road or highway strategically circumvents built-up areas like towns, aiming to reduce traffic congestion and offer a quicker route for long-distance journeys.</p> <p>Key Features:</p> <ul style="list-style-type: none"> 🚦 Limited traffic signals 🚗 Potential expressway design for high-speed travel 🌍 Length varies from a few yards to many miles <p>Your insights matter! 👤 Explore this alternative at propelus30.com/uofa30/. Share your feedback with the #US30 study team.</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityFeedback</p>	 <p>The map shows a town with a grid of streets. A blue line represents a bypass route that starts from the left, goes around the town to the right, and then returns to the main road. The text 'UNIVERSE OF ALTERNATIVES' and 'PROPTEL' logos are visible at the bottom left, and 'BYPASS' is written at the bottom right.</p>

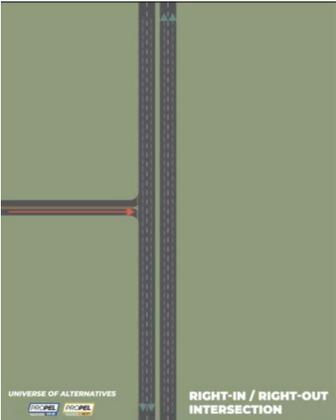
<p>November 22, 2023</p> <p>Thanksgiving</p>	<p>Going over the river and through the woods for Thanksgiving? Remember to make sure your car is road ready, avoid distracted driving, and follow the rules of the road so everyone can enjoy the holiday safely.</p>	 <p>A poster with a blue sky background and a road leading towards the horizon. A turkey is on the road, and a red car with a pumpkin on its roof is in the foreground. Text reads: "HAPPY THANKSGIVING ...and travel safe this holiday season!" and "PROPEL US 30".</p>
<p>November 22, 2023</p> <p>Alternatives A-Z</p>	<p>Presenting the Next Concept: Boulevard Left Turn/Median U-Turn Intersection! 📁</p> <p>In our journey through the Universe of Alternatives, we explore the Boulevard Left Turn concept. Left turns at the main intersection are redirected through dedicated median openings, reducing delays and enhancing safety by minimizing conflict points.</p> <p>Key Benefits:</p> <ul style="list-style-type: none"> ✅ Removes left-turns from the main intersection 📈 Improves capacity by 20 to 50 percent 🚗 Smoother traffic flow <p>Dive into the details at propelus30.com/uofa30/ and propelus31.com/uofa31/. Share your thoughts as we shape the future for #US30 and #US31!</p> <p>#TransportationImprovements #CommunityFeedback</p>	 <p>A technical diagram showing a road layout with a median opening for left turns. Text at the bottom reads: "UNIVERSE OF ALTERNATIVES" and "BOULEVARD LEFT".</p>
<p>November 23, 2023</p> <p>Thanksgiving</p>	<p>Happy Thanksgiving from the #ProPELUS30 team!</p>	 <p>An illustration of four people sitting around a table with food and drinks, looking at documents. Text reads: "HAPPY THANKSGIVING" and "PROPEL US 30".</p>

<p>November 23, 2023</p> <p>Alternatives A-Z</p>	<p>Unveiling the next concept: Collector-Distributor System! 🏗️</p> <p>Embark on the exploration of the Universe of Alternatives as we look at a Collector-Distributor System. This road runs parallel to the highway, minimizing interactions between through traffic and vehicles entering or exiting. It acts as a traffic liaison, collecting vehicles from on-ramps and distributing them to off-ramps, enhancing efficiency and safety.</p> <p>Key Features:</p> <ul style="list-style-type: none"> 🚗 Minimizes interactions between through traffic and ramps 🔄 Efficiently collects and distributes vehicles 🏗️ Enhances traffic flow and safety <p>Learn more at propelus30.com/uofa30/ and propelus31.com/uofa31/. Share your thoughts as we shape the future for #US30 and #US31!</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityEngagement</p>	 <p>The diagram illustrates a Collector-Distributor System. It features a central vertical road with multiple lanes. On either side of this central road, there are horizontal roads representing on-ramps and off-ramps. Arrows indicate the direction of traffic flow: entering from the horizontal roads into the central road, and exiting from the central road to the horizontal roads. The diagram is set against a green background. At the bottom left, it says 'UNIVERSE OF ALTERNATIVES' with logos for 'US30' and 'PROPEL'. At the bottom right, it says 'COLLECTOR - DISTRIBUTOR SYSTEM'.</p>
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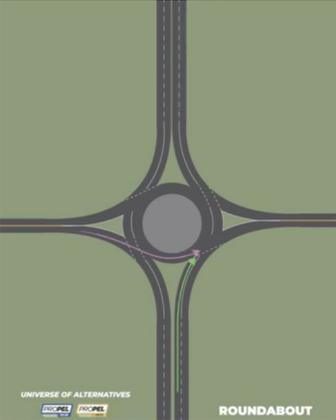
<p>November 24, 2023</p> <p>Alternatives A-Z</p>	<p>Alternatives AtoZ: Cross Road Overpass/Underpass!</p> <p>These structures physically separate intersecting roadways, ensuring a free-flow for both corridor and cross-street traffic.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Underpasses and overpasses for traffic separation  Uninterrupted flow for corridor and cross-street traffic <p>Important to note: Access to the primary roadway is removed with the removal of the intersection.</p> <p>Read more about this alternative s at propelus30.com/uofa30/. Share your insights as we shape the future for #US30!</p> <p>#UniverseOfAlternatives #TransportationImprovements #CommunityFeedback</p>	
<p>November 25, 2023</p> <p>Alternatives A-Z</p>	<p>Exploring the Next Alternative: Free-Flow Facility!</p> <p>This type of roadway offers an uninterrupted journey, where users aren't required to stop.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Users enjoy a continuous, stop-free experience  Commonly found in interstates or freeways with restricted access  Can also exist as lower-classification roads with fewer stop conditions and enhanced local network access <p>Discover more at propelus30.com/uofa30/ and leave your public comment!</p> <p>#UniverseOfAlternatives #TransportationImprovements #CommunityEngagement</p>	

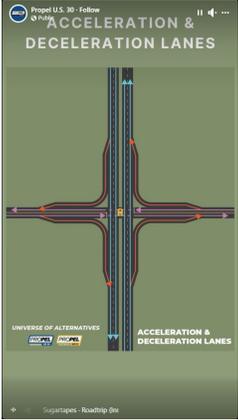
<p>November 27, 2023</p> <p>Alternatives A-Z</p>	<p>Alternatives AtoZ: Green Tee Intersection!</p>  <p>This 3-leg intersection offers a unique flow, where one direction doesn't need to stop.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Deceleration and acceleration lanes for left turns  Traffic signal controls the opposite direction  Streamlined left turns like a traditional intersection <p>Read more about this transportation improvement concept at propelus30.com/uofa30/. Share your insights as we shape the future for #US30 corridor!</p>	
<p>Friday, November 28</p> <p>Community Office Hours</p>	<p>55 improvement concepts are included in the just-released Universe of Alternatives Report, a starting point for a robust conversation about the future of US30-31! Review it, talk to a project team member this Saturday at libraries in Argos and Valparaiso, and provide your comment. propelus30.com/us-30-west/</p>	

<p>November 28, 2023</p> <p>Alternatives A-Z</p>	<p>Next Concept on the Universe of Alternatives: Interchange</p> <p>This road junction features a major road crossing over a minor road, creating a seamless flow.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Grade separation for major and minor roads  Crossings occur over bridges  Tailored interchange types based on site needs and constraints <p>Want to learn more? Visit propelus30.com/uofa30/.</p> <p>Public comments on the Draft Universe of Alternatives will be accepted until December 22, 2023.</p> <p>#UniverseOfAlternatives #TransportationImprovements #CommunityEngagement</p>	 <p>UNIVERSE OF ALTERNATIVES PROPEL INTERCHANGE</p>
<p>November 28, 2023</p> <p>Alternatives A-Z</p>	<p>Introducing the next improvement concept: Reduced Conflict Intersection!</p> <p>This intersection design can reduce – or even eliminate – a significant number of severe crashes common when drivers must cross-over high traffic areas.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Right turns align with traffic flow  Merge into the left lane  Make a U-turn in the intended travel direction <p>Read more about this concept at propelus30.com/uofa30/. Share your feedback as we envision possibilities for the #US30 corridor!</p>	 <p>UNIVERSE OF ALTERNATIVES PROPEL REDUCED CONFLICT INTERSECTION (RCI)</p>
<p>November 30, 2023</p> <p>Universe of Alternatives</p>	<p>Hoosiers – we want to hear from you! The public comment period for the Universe of Alternatives is underway until December 22. You can view all the alternatives and give us your feedback online by visiting: Propelus30.com</p>	 <p>PROPEL Greater Transportation Strategic Collaborations US 30</p> <p>ENDING SOON! COMMENT ON THE UNIVERSE OF ALTERNATIVES</p> <p>SHARE YOUR IDEAS AT PROPELUS30.COM</p>

<p>November 30, 2023</p> <p>Alternatives A-Z</p>	<p>Unveiling the next alternative: Right-In/Right-Out Intersection!</p> <p>This design eliminates left turns into and out of the side road, enhancing safety and traffic flow.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Reduces conflict points  Curbed median barrier on the mainline  Physically blocks left turns at the intersecting street <p>Explore this alternative at propelus30.com/uofa30/. Share your insights as we shape the future for the #US30 corridor.</p> <p>#AlternativesAtoZ #TransportationImprovements #CommunityEngagement</p>	
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December 2023

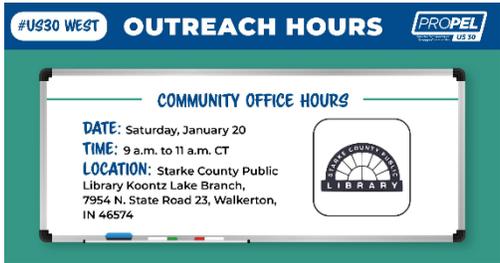
<p>December 1, 2023</p> <p>Alternatives A-Z</p>	<p>Presenting the next alternative: Roundabout</p> <p> </p> <p>This intersection of three or more roads encourages traffic to circulate around a central island, fostering safety and efficiency.</p> <p>Key Features:</p> <ul style="list-style-type: none">  Traffic must navigate around a center island  Entering traffic yields to vehicles already in the roundabout  Reduces collision likelihood and severity <p>Visit propelus30.com/uofa30/ and share your feedback. Public comments on the Draft Universe of Alternatives will be accepted until December 22, 2023.</p> <p>#UniverseOfAlternatives #TransportationImprovements #CommunityEngagement #ProPELUS30</p>	
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<p>December 6, 2023</p> <p>Alternatives (Reel)</p>	<p>N/A</p>	
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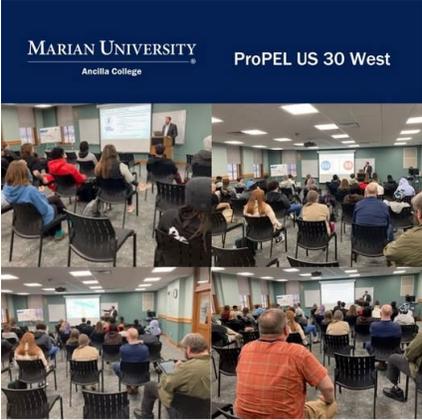
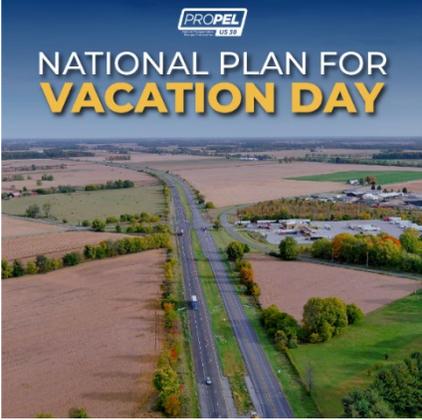
<p>December 14, 2023</p> <p>Community Office Hours</p>	<p>Join the #US30West study team during Community Office Hours this Saturday in Plymouth and Wanatah. Stop by to ask questions about the Universe of Alternatives and leave your official feedback.</p> <p>propelus30.com</p> <p>#CommunityEngagement #CommunityOfficeHours #ProPELUS30</p>	
<p>December 18, 2023</p> <p>Universe of Alternatives</p>	<p>You can find hard copies and comment forms available at several locations along the #US30W corridor. We welcome your ideas and input as we explore potential solutions for the Universe of Alternatives. You can also view the report and provide your comments online at propelus30.com/us-30-west/#UofAWest Public comments on the Draft Universe of Alternatives will be accepted until December 22, 2023.</p>	
<p>December 21, 2023</p> <p>Winter Solstice</p>	<p>The winter solstice marks the longest night and shortest day of the year.</p> <p>Please stay alert while driving and as a courtesy to other motorists, please use your headlights.</p>	

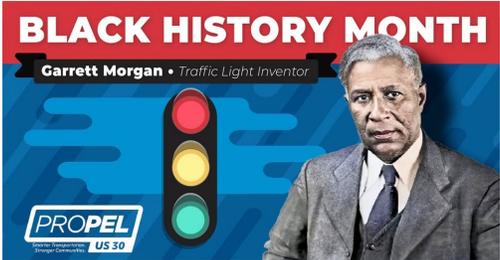
<p>December 24, 2023</p> <p>Happy Holidays</p>	<p>Enjoy the holidays and celebrate safely when traveling to visit friends and loved ones.</p> <p>Whether a short trip or long vacation, make sure to buckle up.</p>	 <p>A festive graphic with a green background and white, cursive text that reads "Happy Holidays". The text is surrounded by small, colorful icons of stars, leaves, and berries. In the bottom right corner, there is a logo for "PROPEL US 30" with the tagline "Greater Performance. Energy. Confidence." below it.</p>
<p>December 27, 2023</p> <p>Drive Safe</p>	<p>Stay safe while traveling, Hoosiers! Plan ahead and stay alert so that weather, increased traffic volumes, and wildlife don't take the joy out of your celebrations.</p>	 <p>A winter-themed graphic showing a red car driving on a snowy road through a forest of evergreen trees. The sky is light blue with falling snow. In the top right corner, there is a logo for "PROPEL US 30" with the tagline "Greater Performance. Energy. Confidence." below it. At the bottom, there is a blue banner with a white snowflake icon and the text "Drive Safe This Holiday Season!".</p>

January 2024

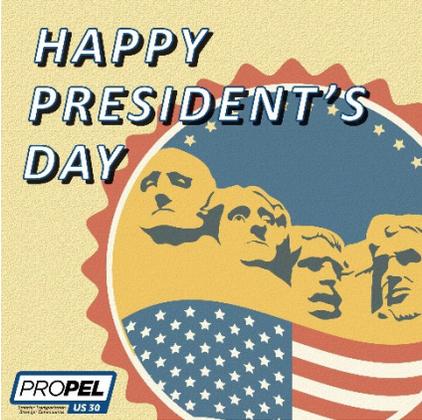
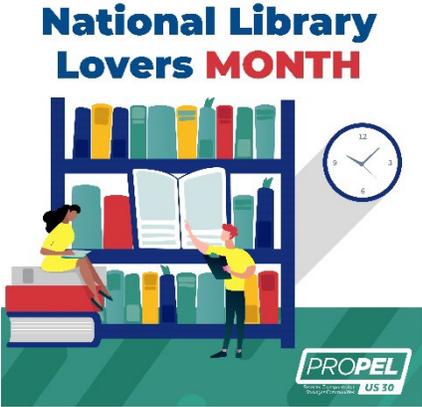
<p>January 1, 2024 New Years Day</p>	<p>Welcome to 2024 – a decisive year for the ProPEL study. Start off your new year in-the-know by signing up for email updates.</p>	
<p>January 17, 2024 Community Office Hours</p>	<p>EDIT: The following Community Office Hours on January 20th have been cancelled due to inclement weather. Stay tuned as we work to reschedule. propelus30.com</p>	 

<p>January 19, 2024</p> <p>Community Office Hours</p>	<p>RESCHEDULED: Due to inclement weather, the US 30 West Study Team will hold Community Office Hours on Wednesday, January 24. Come and join us, ask questions, share feedback and learn more about the study.</p>	
<p>January 21, 2024</p> <p>World Snow Day</p>	<p>Today is World Snow Day.</p> <p>Winter weather offers recreation, but road conditions can be treacherous.</p> <p>Follow these winter driving tips to be ready for the cold: https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/14970-winter_driving_tips_2020-2021_111202_v2_tag.pdf</p>	
<p>January 22, 2024</p> <p>National Passenger Safety Week</p>	<p>It's Passenger Safety Week! Join us in promoting awareness and responsible driving habits. Buckle up, stay alert, and make every journey a safe one!</p> <p>#PassengerSafetyWeek #DriveSafe #ProPELUS30Study</p>	

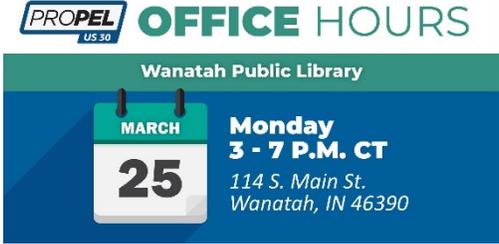
<p>January 26, 2024</p> <p>Reposted from Marian University's Ancilla College</p>	<p>REPOST: Today, January 26, the ProPEL US 30 West team visited campus as part of their public outreach. This study of our 65 miles of US 30 and US 31 needs everyone's input to help shape the outcomes of local transportation infrastructure for the coming decades. Thanks to all our friends at the Indiana Department of Transportation Propel U.S. 30 for visiting campus and seeking feedback!</p>	
<p>January 30, 2024</p> <p>National Plan For Vacation Day</p>	<p>There is no better time to start planning a vacation or 'staycation' than on national plan for vacation day.</p> <p>Many people drive to their destination, so whether you are going east or west along US 30 (or south on US 31) tell us about your journey!</p>	
<p>February 2024</p>		
<p>February 1, 2024</p> <p>Website Promotion</p>	<p>Continue to find ProPEL US 30 West news updates and read reports from the study team https://propelus30.com/us-30-west/</p>	

<p>February 5, 2024</p> <p>US 30 West Overview (Video)</p>	<p>Our PEL #US30 West transportation study involves multiple miles and many intersections. While our pursuit is guided by economic development, community and environmental goals while improving the quality of life, improvements to each area are locally driven. As this video from U.S. 30 in Hanna, Indiana shows, we're taking the long view.</p>	
<p>February 5, 2024</p> <p>Black History Month</p>	<p>The three-position traffic signal, a fundamental predecessor to the traffic light used every day, was invented by Garrett Morgan.</p> <p>Black History Month serves as a reminder of the undeniable contributions African Americans have made to transportation in general and infrastructure in particular.</p>	
<p>February 6, 2024</p> <p>Community Office Hours</p>	<p>The #US30West ProPEL study team will have a project member on site at two locations to answer any questions and submit a comment, as we continue our public outreach. Please join us!</p>	

<p>February 9, 2024</p> <p>Community Office Hours</p>	<p>While enjoying the great food and activities at Culver Winterfest this weekend, you are welcome to stop by our booth to learn more and provide feedback!</p>	
<p>February 11, 2024</p> <p>The Big Game</p>	<p>The “Big Game” is on tonight.</p> <p>Have a ball while watching the contest and play it safe - find a designated driver or alternate means home if you intend to drink alcoholic beverages.</p>	
<p>February 14, 2024</p> <p>Valentine’s Day</p>	<p>When it comes to the #ProPELUS30 studies East ❤️ West!</p> <p>The #US30East and #US30West study teams work collaboratively together to find solutions to both areas’ biggest transportation challenges.</p>	

<p>February 18, 2024</p> <p>Website Promotion</p>	<p>Continue to find ProPEL US 30 West news updates and read reports from the study team https://propelus30.com/us-30-west/</p>	 <p>A graphic for the ProPEL US 30 Website. It features a blue background with the text 'ProPEL US 30 Website' at the top. Below the text is a laptop displaying a website interface with a 'GET INVOLVED' section. The interface includes a 'Submit a Comment' button and a 'Sign Up to Receive Email Updates' button. At the bottom of the graphic is the ProPEL US 30 logo.</p>
<p>February 19, 2024</p> <p>President's Day</p>	<p>Did you know: Former Indiana Governor and America's 28th Vice President Riley Marshall lived in a home that's now headquarters for the Whitley County Historical Society and Whitley County Historical Museum. Happy President's Day – from #ProPELUS30!</p>	 <p>A graphic for Happy President's Day. It features a yellow background with the text 'HAPPY PRESIDENT'S DAY' in large, bold, blue letters. Below the text is a circular graphic containing a stylized illustration of the Mount Rushmore faces. At the bottom left of the graphic is the ProPEL US 30 logo.</p>
<p>February 22, 2024</p> <p>National Library Lovers Month</p>	<p>Knowledge is power and libraries in our transportation study areas are connecting people to information.</p> <p>Thanks to all the libraries that have hosted our community office hours for the past year.</p>	 <p>A graphic for National Library Lovers Month. It features a white background with the text 'National Library Lovers MONTH' at the top. Below the text is an illustration of a library with bookshelves, a person sitting on a stack of books, and a clock. At the bottom right of the graphic is the ProPEL US 30 logo.</p>

<p>February 29, 2024</p> <p>Leap Day</p>	<p>#LeapDay only happens once every four years, so make sure to use this bonus day to give your feedback on the #ProPELUS30 studies: propelus30.com</p>	 <p>The graphic features the ProPEL logo at the top left, with the text 'today is leap day' in a large, white, handwritten font. To the right is a calendar-style graphic for February 29, Thursday. At the bottom, it says 'Hop on over to ProPELUS30.com to learn more about the study!'.</p>
<p>March 2024</p>		
<p>March 17, 2024</p> <p>St. Patrick's Day</p>	<p>On this Happy St. Patrick's Day you won't need the luck of the Irish – just a good plan.</p> <p>Make your fellow motorists green with envy by celebrating safely.</p> <p>Depending on your choice of beverage, determine a designated driver ahead of time.</p>	 <p>The graphic features a green background with a white shamrock in the center. Inside the shamrock, the words 'SAINT Patrick's DAY' are written in a mix of green and white fonts. Above the shamrock are colorful bunting flags. The ProPEL logo is in the bottom left corner.</p>
<p>March 18</p> <p>Transit Driver Appreciation Day</p>	<p>We are grateful for the transit drivers who get us where we need to go whether it's in town on the bus or motor coach operator going up and back on US30.</p> <p>Thank you for making traveling just a little easier with your dedication behind the wheel.</p>	 <p>The graphic shows a smiling transit driver in an orange safety vest and cap sitting in the driver's seat of a vehicle. Text at the top reads 'TRANSIT DRIVER APPRECIATION DAY' and 'Thank a Driver Today' is written on a green ribbon. The ProPEL logo is in the bottom left corner.</p>

<p>March 19, 2024</p> <p>First day of Spring</p>	<p>The groundhog was right – spring is here!</p> <p>propelus30.com</p>	
<p>March 24, 2024</p> <p>Community Office Hours</p>	<p>N/A</p>	
<p>March 27, 2024</p> <p>Access Points (Video)</p>	<p>When vehicles directly access #US30West via driveways and intersections it can disrupt the flow of traffic.</p> <p>Safety on US 30 has been the most often mentioned concern by members of the public and ProPEL aims to find solutions that address these challenges.</p> <p>propelus30.com</p>	

<p>March 27, 2024</p> <p>Level 2 Comment Period</p>	<p>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</p>	 <p>The graphic features the ProPEL logo at the top left, with the tagline 'Smarter Transportation. Stronger Communities.' and 'US 30'. Below the logo is an icon of a person with a speech bubble. The main text reads 'COMMENT PERIOD OPEN FOR DRAFT LEVEL 2 SCREENING REPORT' in yellow and white. At the bottom, it says 'SHARE YOUR FEEDBACK AT > PROPELUS30.COM'. The background shows a road curving through a green landscape.</p>
<p>March 29, 2024</p> <p>Level 2 Promotion (Video)</p>	<p>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.</p> <p>🗨️ 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.</p> <p>ProPELUS30.com ProPELUS31.com #ProPELUS30 #ProPELUS31 #CommunityFeedback</p>	 <p>The video thumbnail shows an aerial view of a road intersection. Overlaid on the image is the ProPEL logo in a white box, with the tagline 'Smarter Transportation. Stronger Communities.' and 'US 30 US 31' in yellow and white.</p>

April 2, 2024
Level 2 Report
in Libraries

Our Level 2 report, data-driven and fueled by feedback, is out.

You'll want to see how the teams identified concepts for specific locations, including 29 major intersections in the #US30West corridor.

Go online or in person to one of these libraries and provide feedback through April 30.

Argos Public Library
142 N. Michigan St., Argos, IN 46501

Bourbon Public Library
307 N. Main St., Bourbon, IN 46504

Christopher Center Library
1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna Branch
108 W. West St., Hanna, IN 46340

Marian University's Ancilla College
20097 9B Road, Plymouth, IN 46563

Plymouth Public Library
201 N. Center St., Plymouth, IN 46563

Starke County Public Library
152 W. Culver Road, Knox, IN 46534

Valparaiso Public Library
103 Jefferson St., Valparaiso, IN 46383

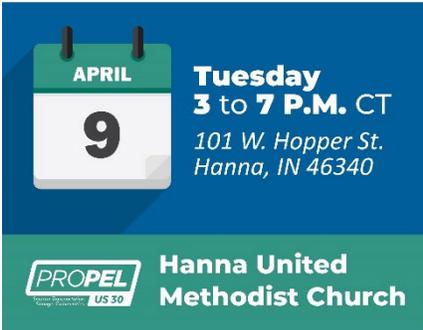
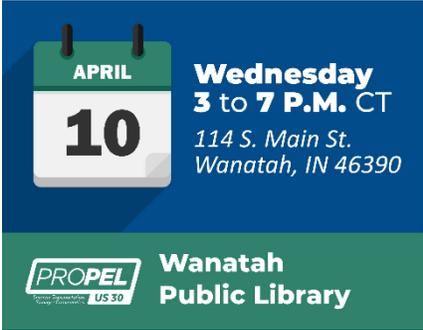
Wanatah Public Library
114 S. Main St., Wanatah, IN 46390

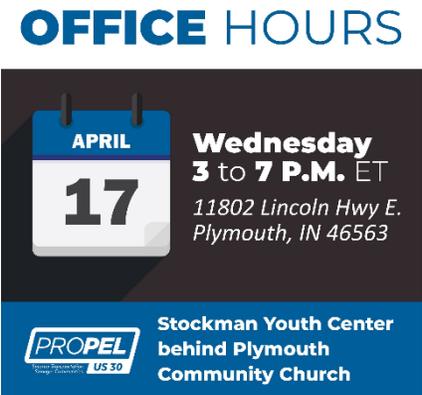
Starke County Public Library, Koontz Lake
7954 North State Road 23, Walkerton, IN 46504

Starke County Public Library, Hamlet
6 N. Starke St., Hamlet, IN 46532



Or join us at community office hours.
Find locations at [ProPELUS30.com](https://propelUS30.com).

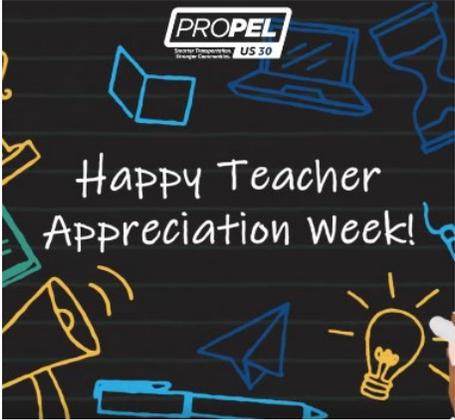
<p>April 3, 2024</p> <p>Distracted Driving Awareness Month</p>	<p>April is distracted driving awareness month.</p> <p>In support of @INDOT #BuckleUp #PhoneDown remember to keep your eyes on the road and keep your hands on the wheel.</p> <p>#US30West #US30East</p>	 <p>DISTRACTED DRIVING Awareness Month</p> <p>PROPEL US 30</p>
<p>April 7, 2024</p> <p>Community Office Hours</p>	<p>Join us for a special two-part office hours and share your feedback directly with a study team member: on Tuesday, April 9 from 3 to 7 p.m. at Hanna United Methodist Church or on Wednesday, April 10 from 3 to 7 p.m. at Wanatah Public Library. Review the Level 2 report and help us identify the concepts and alternatives to take forward!</p>	<p>OFFICE HOURS</p>  <p>OFFICE HOURS</p> 
<p>April 12, 2024</p> <p>Stakeholder Interview (Video)</p>	<p>We've spent a lot of time in the #US30West corridor, talking to locals and leaders about ProPEL. This winter we dug deeper and invited folks to share their thoughts about different aspects of the transportation study. Tune in to one of those conversations here.</p> <p>Our #datadriven efforts are fueled by locally focused feedback. Stay part of the discussion: propelus30.com/us-30-west/</p>	 <p>FOCUSED FEEDBACK</p> <p>Don Parker Director, Wanatah Public Library</p> <p>PROPEL US 30</p>

<p>April 15, 2024</p> <p>Community Office Hours</p>	<p>Join us for a special two-part office hours and share your feedback directly with a study team member: on Tuesday, April 16 from 3 to 7 p.m. CT at the Hamlet Fire/Davis Township Community Center or on Wednesday, April 17 from 3 to 7 p.m. ET at Stockman Youth Center in Plymouth to discuss the draft Level 2 Alternatives Screening Report with a project team member. We need your help again to identify the best intersection improvement alternatives to take forward.</p>	 
<p>April 16, 2024</p> <p>Level 2 Screening</p>	<p>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.</p>	

<p>April 18, 2024</p> <p>Level 2 Comment Period</p>	<p>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</p>	 <p>The graphic features the ProPEL US 30 logo at the top left. On the right is an aerial view of a multi-lane highway with cars. On the left, a dark blue vertical bar contains a white icon of a person with a speech bubble. Below the icon, the text reads 'COMMENT PERIOD ENDING SOON' in white and 'DRAFT LEVEL 2 SCREENING REPORT' in yellow. At the bottom, it says 'SHARE YOUR FEEDBACK AT' with a right-pointing arrow, followed by 'PROPELUS30.COM' in white.</p>
<p>April 22, 2024</p> <p>Earth Day</p>	<p>On this Earth Day, the ProPEL #US30West #US30East teams pay homage to the roads built from materials that come from the Earth - that take us to our work, play and destinations.</p>	 <p>The graphic has a green top section with the ProPEL US 30 logo. Below is a dark blue horizontal band with the text 'HAPPY EARTH DAY' in white. The bottom section is light green and features a stylized illustration of a yellow bird, green leaves, a blue globe, and green trees.</p>
<p>April 22, 2024</p> <p>Stakeholder Interview (Video)</p>	<p>Our continuing video series on ProPEL includes a visit with an elected leader, <u>Starke County</u> Commissioner Mark Gourley. His perspective on #US30West is in its potential. We invite you to listen in.</p> <p>Our #datadriven efforts are fueled by locally focused feedback. Stay part of the discussion: propelus30.com/us-30-west/</p>	 <p>The graphic features the ProPEL US 30 logo at the top left. The main part is a portrait of Mark Gourley, Starke County Commissioner, wearing a maroon sweater over a white shirt and tie. A dark blue horizontal band across the middle contains the text 'FOCUSED FEEDBACK' in white. Below the portrait, his name 'Mark Gourley' and title 'Starke County Commissioner' are listed next to the official Starke County seal.</p>

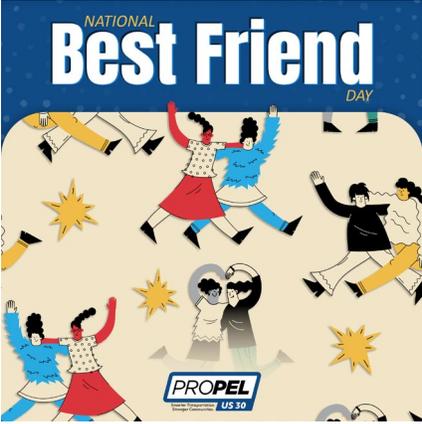
<p>April 25, 2024</p> <p>Level 2 Comment Period</p>	<p>We want to hear from you! The public comment period for the draft Level 2 Screening report is underway until Tuesday, April 30, 2024. You can view all the alternatives and give us your feedback online by visiting: Propelus30.com</p> <p>#ProPELUS30 #CommunityFeedback</p>	
<p>April 26, 2024</p> <p>Stakeholder Interview (Video)</p>	<p>Our continuing video series on ProPEL includes a visit with a business leader in Plymouth and Argos talking about what's paramount in the discussion of #US30West – safety and economic development.</p> <p>Our #datadriven efforts are fueled by locally focused feedback. Stay part of the discussion: propelus30.com/us-30-west/</p>	
<p>April 29, 2024</p> <p>Level 2 Improvement Concepts</p>	<p>The #US30West study team has identified design concepts to address safety and performance at 29 intersections in Porter, La Porte, Starke, and Marshall counties.</p> <p>We need your help again to identify the best improvement alternatives.</p> <p>View the full Level 2 report at ProPELUS30.com and provide your feedback.</p>	

<p>April 30, 2024</p> <p>Level 2 Comment Period</p>	<p>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</p>	
<p>May 2024</p>		
<p>May 3, 2024</p> <p>Stakeholder Interview (Video)</p>	<p>Our continuing video series about the importance of public participation in the ProPEL transportation study includes a stop at Marian University's Ancilla College in the Plymouth area. The future of #US30West is all about access, growth and economic development for the college, according to one of its esteemed academic leaders. Our #datadriven efforts are fueled by locally focused feedback. Stay part of the discussion: propelus30.com/us-30-west/</p>	
<p>May 5, 2024</p> <p>Construction Safety Week</p>	<p>Construction Safety Week is an annual reminder to everyone from the construction industry that commitment to safety at the job site is ongoing.</p>	

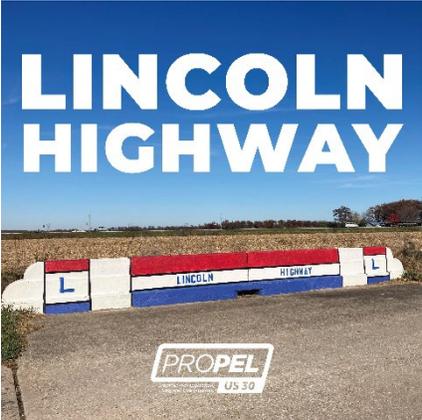
<p>May 6, 2024</p> <p>Teacher Appreciation Week</p>	<p>This #TeacherAppreciationWeek, we say thank you to all the educators who work hard to make an impact on our children’s lives. Education and engagement are key – just as they are to the success of the ProPEL US 30 Study.</p>	 <p>A graphic for Teacher Appreciation Week featuring a dark background with white and yellow chalk-style drawings of a laptop, a pencil, a lightbulb, and a paper airplane. The ProPEL US 30 logo is in the top left, and the text 'Happy Teacher Appreciation Week!' is written in a white, handwritten font.</p>
<p>May 12, 2024</p> <p>Mother’s Day</p>	<p>Happy Mother's Day!</p>	 <p>A graphic for Mother's Day with a blue background and white hearts. The ProPEL US 30 logo is in the top left, and the text 'Happy MOTHER'S DAY' is written in white, bold, sans-serif font.</p>
<p>May 14, 2024</p> <p>Level 2 Feedback</p>	<p>Thank you to everyone during the month of April for helping the project team carry forward the best possible potential improvement alternatives.</p> <p>Our efforts then and now are data driven, locally focused and fueled by feedback.</p>	 <p>A graphic for Level 2 Feedback with a blue background and white text. The ProPEL US 30 logo is in the top left, and the text 'THANK YOU FOR YOUR LEVEL 2 FEEDBACK' is written in white, bold, sans-serif font. A large white number '2' is prominently displayed in the center.</p>

<p>May 16, 2024</p> <p>Stakeholder Interview (Video)</p>	<p>Our continuing video series on ProPEL includes a visit with a @MACOGplan leader, talking about the connection between #US30West planning and how it leads to stronger communities.</p> <p>Our #datadriven efforts are fueled by locally focused feedback. Stay part of the discussion: propelus30.com/us-30-west/</p>	
<p>May 21, 2024</p> <p>Community Office Hours</p>	<p>Join us for office hours at a new location: Coffee Creek Farmers Market.</p> <p>This is your chance to have an informal, in-person conversation with a study team member.</p> <p>Ask questions and receive project updates.</p>	
<p>May 22, 2024</p> <p>Motorcycle Safety Awareness Month</p>	<p>N/A</p>	

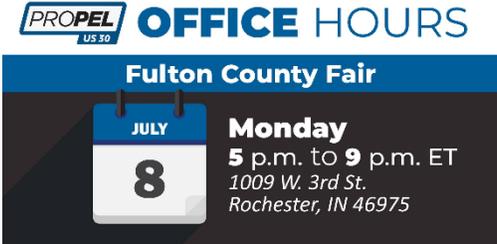
<p>May 27, 2024</p> <p>Memorial Day</p>	<p>This Memorial Day, we remember and honor our fallen service members.</p>	
<p>June 2024</p>		
<p>June 4, 2024</p> <p>Thank You For Level 2 Comments</p>	<p>Thank you for all your feedback on the Level 2 Screening Report for US 30 and 31 in our #US30West transportation study area.</p> <p>We're hard at work on the next milestone.</p> <p>You can still read the report here: https://propelus30.com/wp-content/uploads/2024/03/US30WPEL_Level-2-Screening_RP_FHWA.pdf</p>	
<p>June 5, 2024</p> <p>Fishing and Boating Week</p>	<p>From Lake Winona in Warsaw to Koontz Lake, the #ProPELUS30 study teams hope that you have fun celebrating #Fishing&BoatingWeek! Fishing and boating are huge tourist draws along US 30, so we need alternatives that address safety and mobility for all motorists.</p>	

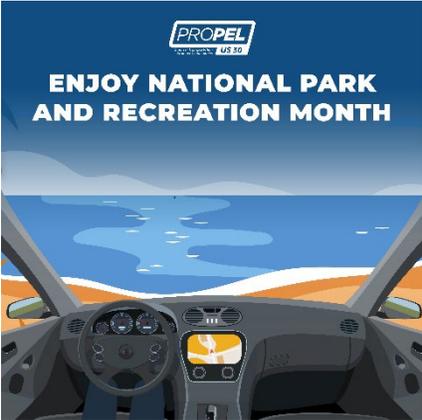
<p>June 8, 2024</p> <p>National Best Friend Day</p>	<p>It's #NationalBestFriendsDay! Like you and your BFF, our two studies for the US 30 corridor work together and complement each other. Both capture what makes the people and communities distinctly different. Tell us what makes your community special and how smart transportation can make it stronger at propelus30.com</p>	
<p>June 9, 2024</p> <p>National Safety Month</p>	<p>We join the National Safety Council this month in recognizing National Safety Month – the annual observance to help keep each other safe from the workplace to anyplace.</p> <p>On behalf of the men and women who help maintain US 30 and 31 and those who use our roads as part of their livelihood, let's work together to make people safer this June and all year long!</p>	
<p>June 14, 2024</p> <p>Level 2 v. Level 3</p>	<p>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. Look out for our Level 3 public comment period in August 2024!</p>	

<p>June 16, 2024 Father's Day</p>	<p>Happy Father's Day! We appreciate all the dads and father figures out there!</p>	 <p>A blue square graphic with a white border. At the top left is the ProPEL US 30 logo. The text 'HAPPY FATHER'S DAY' is written in white, with 'FATHER'S' in a larger, bold font. Below the text is a black silhouette of a mustache.</p>
<p>June 19, 2024 Juneteenth</p>	<p>Happy #Juneteenth! The #ProPELUS30 study teams celebrate Freedom Day for all!</p>	 <p>A white graphic with a dashed black border. It features a row of colorful triangles (red, yellow, green) at the top and another row at the bottom. The text 'JUNETEENTH' is in large, colorful, textured letters. Below it, 'FREEDOM DAY' is written in purple, and 'JUNE 19' is on the right. The ProPEL US 30 logo is at the bottom center.</p>
<p>June 20, 2024 First Day of Summer</p>	<p>Today is the summer solstice, the longest period of daylight all year that ushers in summer. A great day for a long drive thanks to this astronomical phenomenon!</p>	 <p>A yellow square graphic with a white border. The word 'Summer' is written in a white, cursive font with a sunburst above it and small stars around it.</p>

<p>June 23, 2024</p> <p>Community Office Hours</p>	<p>Do you enjoy a freshly fried elephant ear, watching livestock judging or a piece of handcrafted jewelry? So do we. You'll find the ProPEL team at the Starke County 4-H Fair. Join us to learn more about the project's progress.</p>	
<p>June 24, 2024</p> <p>Lincoln Highway</p>	<p>Remnants of the old Lincoln Highway are traveled on today. Just look at this image taken just south of US30 in Hanna. Cheers to the Lincoln Highway Association on their conference being held in Elkhart this week.</p>	
<p>June 28, 2024</p> <p>Interactive Map</p>	<p>Fun Fact: The ProPEL US 30 East-West study area extends from Valparaiso (in the west) to the Indiana/Ohio state line (in the east). Check out the interactive map of the study area at propelus30.com.</p>	

July 2024

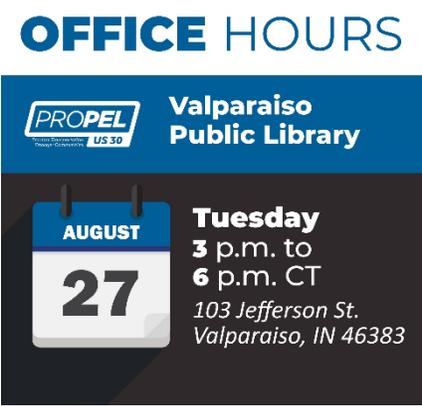
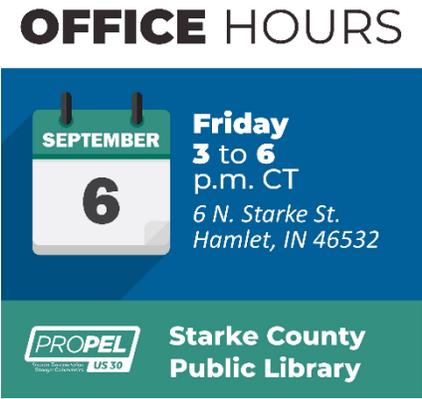
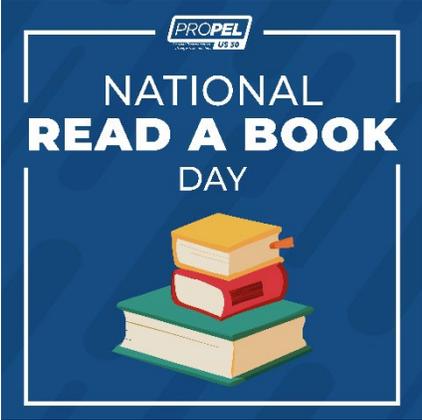
<p>July 4, 2024 Independence Day</p>	<p>Happy Independence Day from the project team at ProPEL.</p> <p>From town halls to farmers markets and summers at great county fairs, we've enjoyed getting to know you.</p> <p>Wishing all a safe holiday celebrating under the star-spangled banner!</p>	
<p>July 8, 2024 Community Office Hours</p>	<p>Visit the #ProPELUS30 West team's office hours at the Fulton County Fair on Monday, July 8.</p> <p>Come learn from a study team member about the progress we've made and designs that are in the works.</p> <p>We can't wait to see you there!</p>	
<p>July 12, 2024 Community Office Hours</p>	<p>We are excited to attend the Marshall County Fair again this summer.</p> <p>Learn about the latest from ProPEL from a US30West study team member.</p> <p>Your input matters to us. See you there.</p> <p>#MarshallCountyFair</p>	

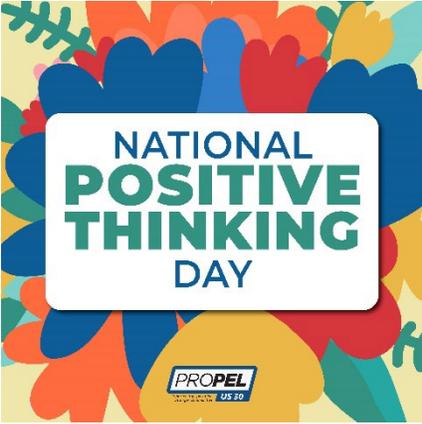
<p>July 17, 2024</p> <p>World Emoji Day</p>	<p>Happy #WorldEmojiDay! 🚗 🚚 🚛 🚝</p> <p>Try to figure out these phrases about #ProPELUS30 from the emojis, and check the comments tomorrow to see if you're correct!</p>	
<p>July 22, 2024</p> <p>National Parks and Recreation Month</p>	<p>Discover the beauty of Indiana's parks during national Park and Recreation Month. We hope the lure of enjoying the corridor's lovely lakes and outdoor public gathering spaces drives you to seek adventure, whether on land or in the water.</p>	

<p>July 26, 2024</p> <p>National Disability Independence Day</p>	<p>It's #NationalDisabilityIndependenceDay! On this pivotal day, we recognize the importance of inclusive transportation so that all travelers may move safely, affordably, and consistently for an enhanced quality of life.</p>	 <p>The graphic features the PROPEL US 30 logo at the top left. Below it, the text reads "NATIONAL DISABILITY INDEPENDENCE DAY" followed by "July 26" in a blue box. At the bottom is the website "ProPELUS30.com". On the right side, a yellow arrow-shaped graphic contains icons for a lightbulb, a wheelchair, a person with a cane, a person with a walker, a hand with Braille dots, an eye, and a hand with fingers spread.</p>
<p>July 28, 2024</p> <p>Level 2 vs. Level 3</p>	<p>Two years after we kicked off the US30 West Transportation Study, we're on the cusp of a major milestone —Level 3, where we expand the number of intersections and entry points screened and evaluated.</p>	 <p>The graphic shows the PROPEL US 30 logo at the top. Below it are four horizontal bars representing different levels: "LEVEL 1" (dark blue), "LEVEL 2" (dark blue), "LEVEL 3" (yellow), and "LEVEL 4" (dark blue). The "LEVEL 3" bar is highlighted with a yellow background.</p>

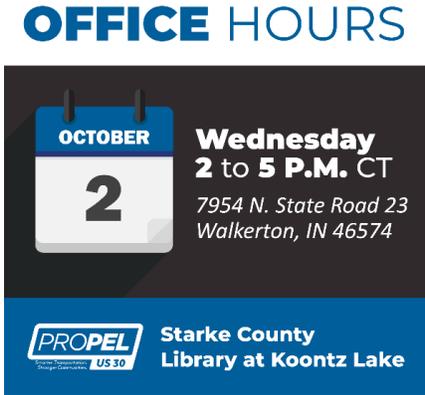
August 2024

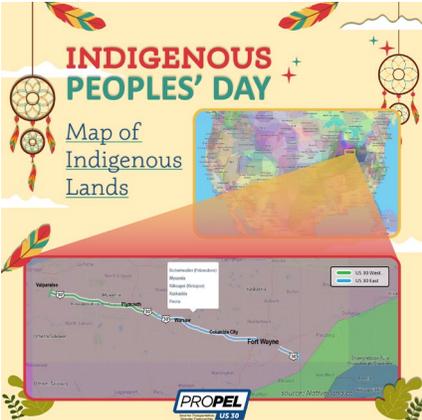
<p>August 7, 2024 Back to School</p>	<p>Back to school season is around the corner. Remember to slow down in school zones, keep an eye out for student drivers, and watch for children crossing the roads.</p>	
<p>August 12, 2024 Engagement Recap (Video)</p>	<p>The ProPEL US 30 West team visited multiple county fairs in our transportation study area to discuss the study and have conversations about safety, access, solutions. Watch the short video below to learn about the project team’s community outreach.</p>	
<p>August 26, 2024 Community Office Hours</p>	<p>Have a comment or a question about #US30West? Bring them to the library! ProPEL US 30 team members will be at Argos Public Library today, August 26th from 3 to 6 p.m. See you there!</p>	

<p>August 27, 2024</p> <p>Community Office Hours</p>	<p>Have a comment or a question about #US30West? Bring them to the library! Join study team members at our community office hours at Valparaiso Public Library from 3 to 6 p.m. today, August 27th.</p>	
<p>September 2024</p>		
<p>September 5, 2024</p> <p>Community Office Hours</p>	<p>Community Office Hours are a great opportunity to have face-to-face conversations with a study team member.</p> <p>Join the #US30West study team at the Starke County Public Library in Hamlet from 3 to 6 p.m. CT, on Friday, September 6.</p>	
<p>September 6, 2024</p> <p>National Read A Book Day</p>	<p>On #NationalReadaBookDay, we thank more than two dozen public libraries in the #US30West and #US30East study areas for hosting our project documents and reports, as well as our monthly Community Office Hours.</p>	

<p>September 7, 2024</p> <p>Community Office Hours</p>	<p>Do you have questions on the #ProPELUS30 study or have suggestions for the study team?</p> <p>We have office hours from 10 a.m. to 1 p.m. CT, on Saturday, September 7, at the Hanna Public Library.</p>	
<p>September 13, 2024</p> <p>National Positive Thinking Day</p>	<p>Two years after we launched the Planning and Environmental Linkages study for #US30West, we're more optimistic than ever that those who use the highway can look forward to a safer future.</p> <p>Thank you for participating in the ProPEL US 30 study.</p>	
<p>September 17, 2024</p> <p>Child Passenger Safety Week</p>	<p>According to the National Digital Car Seat Check Form, more than 60% of car seats inspected are improperly installed or misused.</p> <p>National Seat Check Saturday is a good time to have your car seats checked by a certified professional.</p> <p>Here are free resources to learn more: https://www.nhtsa.gov/vehicle-safety/car-seats-and-booster-seats</p>	

<p>September 21, 2024</p> <p>World Gratitude Day</p>	<p>The study teams appreciate all the feedback we've received that will lead to potential transportation solutions for the #US30West corridor.</p> <p>Our objectives from the beginning have been to improve access management, safety, regional and local mobility, and connectivity.</p>	 <p>A graphic for World Gratitude Day. At the top is the PROPEL logo with 'US 30' and 'Statewide Transportation Planning Strategic Connectivity' below it. The main text reads 'WORLD GRATITUDE DAY' in large white letters on a green background, followed by 'THANK YOU' in white letters on a blue background.</p>
<p>September 22, 2024</p> <p>First Day of Fall</p>	<p>Pumpkin spice in your coffee; A road trip to see tree leaves change colors; A high school football game night in the chilly air?</p> <p>However you celebrate Fall, make it a happy one!</p>	 <p>A graphic for 'Fall is here'. It features a colorful illustration of a forest path with trees in autumn colors (yellows, oranges, reds) and green evergreens. Below the illustration is the PROPEL logo with 'US 30' and 'Statewide Transportation Planning Strategic Connectivity' below it, and the text 'Fall is here' in a bold, colorful font.</p>
<p>September 28, 2024</p> <p>National Good Neighbor Day</p>	<p>This #NationalGoodNeighborDay, the study teams at #US30East and #US30West want to ensure we are the best neighbors we could be! We are dedicated to collaboration and finding the best solutions to transportation challenges across the study area.</p>	 <p>A graphic for National Good Neighbor Day. It features a photo of a man in a plaid shirt holding a basket of fresh produce. The text includes the PROPEL logo with 'US 30' and 'Statewide Transportation Planning Strategic Connectivity' below it, 'National GOOD NEIGHBOR Day' in large letters, and the website 'ProPELUS30.com' at the bottom right.</p>

<p>September 26, 2024</p> <p>Level 2 Concept Explanation</p>	<p>We're taking more time to allow residents and property owners the opportunity to tell us their thoughts about the ProPEL objectives of smarter transportation and stronger communities.</p> <p>Provide a comment and submit your feedback on the Level 2 alternatives here: Indiana DOT Public Forms</p> <p>Thank you for your participation.</p>	
<p>October 2024</p>		
<p>October 2, 2024</p> <p>Community Office Hours</p>	<p>Start October right by joining us at the Starke County Library at Koontz Lake for office hours.</p> <p>Discuss the project and give us your feedback.</p> <p>The ProPEL #US30West team wants to hear from you! Hope to see you there.</p>	
<p>October 9, 2024</p> <p>National Walk or Ride To School Day</p>	<p>Put on your best walking shoes and be the engine of your commute by walking, skipping, riding your bike, rollerblading or scooting your way to school.</p> <p>Learn more: https://www.walkbiketoschool.org/</p>	

<p>October 12, 2024</p> <p>National Farmer's Day</p>	<p>Today is National Farmer's Day which honors the hard-working men and women who've dedicated their lives to feeding and supplying a nation.</p> <p>Whether traveling in the #US30East or #US30West study areas, remember to share the road with combines and other farm equipment.</p> <p>Give our friends in agriculture the space they need.</p>	
<p>October 14, 2024</p> <p>Indigenous People's Day</p>	<p>It's #IndigenousPeoples'Day! We recognize that the US 30 roadway lies on the sacred land of the Peoria Tribe of Indians of Oklahoma (which contains Kaskaskia and Peoria Indians,) Bodwéwadmi (Potawatomi,) Kiikaapoi (Kickapoo,) and the Myaamia. Their lived experiences and contributions shape the communities along the study area.</p>	
<p>October 20, 2024</p> <p>National Teen Driver Safety Week</p>	<p>Motor vehicle crashes are the leading cause of fatality for teens (15-18 years old).</p> <p>This week is a great time to educate them about wearing a seatbelt, not texting behind the wheel, and being courteous drivers.</p> <p>While you're at it, remember #buckleup and #phonedown are great tips for drivers of all ages!</p> <p>#ProPEL #US30West #US30East</p>	

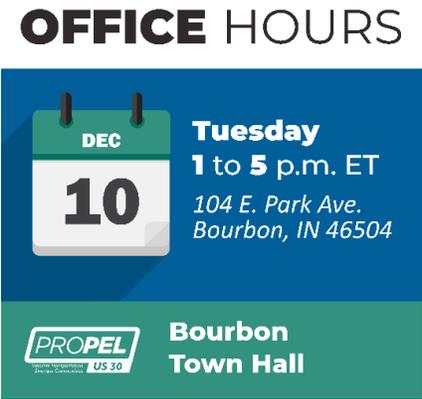
<p>October 23, 2024</p> <p>National School Bus Safety Week</p>	<p>National School Bus Safety Week is a good time to relearn the rules around school bus safety – both for the riders and drivers.</p> <p>Play it safe! #ProPEL #US30West #US30East</p> <p>https://www.weareteachers.com/national-school-bus-safety-week/</p>	
<p>October 26, 2024</p> <p>National Make a Difference Day</p>	<p>Happy #NationalMakeADifferenceDay! Today, we recognize everyone—our study team, stakeholders, decision-makers, and community members alike—who engages with the #US30 studies. Your contributions aim to make US 30 safer for all motorists, residents, workers and communities.</p>	
<p>October 29, 2024</p> <p>National Internet Day</p>	<p>Today we celebrate National Internet Day, as the first-ever electronic message was shared on this day in 1969.</p> <p>The internet allows us to access information at our fingertips, including everything you need to know about the ProPEL #US30West and #US30East studies.</p> <p>Learn more by visiting: https://propelus30.com/</p>	

<p>October 30, 2024</p> <p>National Checklist Day</p>	<p>This #NationalChecklistDay, let's ensure that when it comes to the #US30 study, your priorities are on track! Make sure you:</p> <p>Comment on existing conditions of US 30</p> <p>Attend our and Community Office Hours and Public Information Meetings, with details on propelus30.com</p> <p>Stay connected by following our social media!</p>	
<p>October 31, 2024</p> <p>Halloween</p>	<p>Happy Halloween!</p> <p>Remember to be on the lookout for trick-or-treaters crossing the roads.</p>	
<p>November 2024</p>		
<p>November 7, 2024</p> <p>PIM Promotion</p>	<p>Join the #US30West study team at our Public Information Meetings, 5-7 p.m. local time on Wednesday, November 13, in #Wanatah, or Thursday, November 14, in #Plymouth, to learn more about the Draft Level 3 Screening Report.</p> <p>Visit ProPELUS30.com and stay updated with the study.</p>	

<p>November 11, 2024</p> <p>Veterans Day</p>	<p>The #ProPELUS30 study teams honor everyone who served our country. Thank you for your time, dedication, and sacrifices.</p>															
<p>November 18, 2024</p> <p>Virtual Public Meeting</p>	<p>Did you miss our in-person Public Information Meetings? You can see the recorded version of the presentation, access meeting materials, read project documents, and submit a comment, all just a mouse click away. Visit our Virtual Public Information Meeting at propelus30.com</p>															
<p>November 19, 2024</p> <p>Library Promotion</p>	<p>The Draft Level 3 Screening Report is available in-person at public libraries in #Porter, #LaPorte, #Starke and #Marshall counties.</p> <p>The report identifies potential improvements to the ProPEL #US30West study area.</p> <p>Find an online version here: propelus30.com</p>	 <table border="1"> <thead> <tr> <th colspan="2">LEVEL 3 LIBRARIES</th> </tr> </thead> <tbody> <tr> <td>Wanatah Public Library</td> <td>Starke County Public Library, Hamlet</td> </tr> <tr> <td>Starke County Public Library, Knox</td> <td>Bourbon Public Library</td> </tr> <tr> <td>Valparaiso Public Library</td> <td>Starke County Public Library, Koontz Lake</td> </tr> <tr> <td>Plymouth Public Library</td> <td>Christopher Center Library at Valparaiso University</td> </tr> <tr> <td>Marian University's Ancilla College</td> <td></td> </tr> <tr> <td>La Porte County Public Library, Hanna</td> <td>Argos Public Library</td> </tr> </tbody> </table>	LEVEL 3 LIBRARIES		Wanatah Public Library	Starke County Public Library, Hamlet	Starke County Public Library, Knox	Bourbon Public Library	Valparaiso Public Library	Starke County Public Library, Koontz Lake	Plymouth Public Library	Christopher Center Library at Valparaiso University	Marian University's Ancilla College		La Porte County Public Library, Hanna	Argos Public Library
LEVEL 3 LIBRARIES																
Wanatah Public Library	Starke County Public Library, Hamlet															
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Plymouth Public Library	Christopher Center Library at Valparaiso University															
Marian University's Ancilla College																
La Porte County Public Library, Hanna	Argos Public Library															

<p>November 28, 2024</p> <p>Thanksgiving</p>	<p>The #ProPELUS30 study teams hope that you have a safe and happy Thanksgiving! We're thankful for your feedback and contributions to improving quality of life along US 30.</p>	
<p>December 2024</p>		
<p>December 4, 2024</p> <p>Farm Bureau Thank You</p>	<p>One of the unique features of #US30 and #US31 is seeing all the high-tech and big-wheel agricultural vehicles we share the road with.</p> <p>Our study has been made better thanks to input from Farm Bureaus in counties crisscrossing the region.</p> <p>Thanks for coming to our Draft Level 3 Screening Report-related office hours and for letting us come to your events.</p>	
<p>December 4, 2024</p> <p>Virtual Public Meeting (Video)</p>	<p>Missed the in-person public meeting or want a recap? We've got you covered! 📺 Watch the virtual meeting anytime on our website. Stay informed with the recorded presentation, access meeting materials, review study documents, and share your feedback—all in one place at ProPELUS30.com.</p> <p>Reminder! Public comments on the Draft Level 3 Screening Report will be accepted until December 13, 2024.</p>	

<p>December 8, 2024</p> <p>National Crossword Solvers Day</p>	<p>The #ProPELUS30 study team challenges you to solve this puzzle for #NationalCrosswordSolversDay! Answer clues can be found across the study website and in the Draft Level 3 Screening Report at ProPELUS30.com.</p>	
<p>December 9, 2024</p> <p>Virtual Public Meeting</p>	<p>During the Draft Level 3 Screening Report comment period, we're focusing on location-specific alternatives that advanced from the Level 2 screening.</p> <p>Check out our interactive map and view the 43 videos that showcase potential improvements in the #US30West corridor: https://propelus30.com/alternatives3/</p>	

<p>December 10, 2024</p> <p>Community Office Hours</p>	<p>Join members of the US 30 West study team for community office hours to be held Tuesday, December 10 from 1 to 5 p.m. local time at Bourbon Town Hall.</p> <p>This is your opportunity to ask questions, provide input and learn more about the Draft Level 3 Screening Report.</p>	 <p>OFFICE HOURS</p> <p>Tuesday 1 to 5 p.m. ET 104 E. Park Ave. Bourbon, IN 46504</p> <p>Bourbon Town Hall</p>
<p>December 13, 2024</p> <p>End of the Comment Period</p>	<p>Today is the last day of the comment period for the Draft Level 3 Screening Report! Don't miss an opportunity to contribute to the study. The comment form is available at ProPELUS30.com!</p>	 <p>THE PROPEL US 30 COMMENT PERIOD ENDS DECEMBER 13.</p> <p>SHARE YOUR IDEAS AT PROPELUS30.COM</p>
<p>December 16, 2024</p> <p>Level 3 Thank You</p>	<p>While our project team has been driving toward completion of the #US30 West Transportation Study, we are so appreciative that many of you have been along for the ride.</p> <p>Thank you for your continued participation.</p> <p>To see the Draft Level 3 Screening Report, interactive map, and useful recordings, and provide comments, go here: https://propelus30.com/us-30-west/</p>	 <p>THANK YOU FOR YOUR LEVEL 3 FEEDBACK</p>

<p>December 23, 2024</p> <p>Happy Holidays</p>	<p>No matter what traditional occasion you're celebrating, we're glad to see the get-togethers and we're committed to making travel to the holidays safer and more efficient.</p>	
<p>December 31, 2024</p> <p>New Years Eve</p>	<p>As we look back on the old year and look forward to the turn of the calendar, we thank all of you for helping us make US30West study area your top priority.</p> <p>The future of the corridor is No.1 for us, too.</p>	

APPENDIX C: PUBLIC OUTREACH

Universe of Alternatives

Email Blast #1 – November 15, 2023

To:
Cc:
Bcc:
Subject: ProPEL US 30West Releases "Universe of Alternatives" to Address Mobility Needs

PROPEL US 30 West

ProPEL US 30West Releases "Universe of Alternatives" to Address Mobility Needs

The ProPEL US 30 West Planning and Environment Linkages (PEL) study team has identified a wide range of improvements (alternatives) that could be considered to improve mobility in the US 30 West study area. The study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beach Road in Marshall County.

The study team used data and public feedback to identify potential alternatives that could meet the issues and desired outcomes for US 30 and 21.

We want your feedback on the potential solutions. Follow the link below to view the universe of alternatives and tell us which ones best meet local needs.

Please share your thoughts on this phase of alternative development between now and December 22, 2023.

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

Submit Your Comments

There are several ways to submit your comments:

- Comment through the study website - PropelUS30.com
- Mail your comments to:
CDM Smith Attn: ProPEL US 30 West Study
211 N Pennsylvania St Suite 1750
Indianapolis, IN 46204
- Provide comments at an upcoming Community Office Hours event (see below).

View the Document in Person

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

Argos Public Library
142 N Michigan St., Argos, IN 46201

Knorr Branch of the Starke County Library
152 W Culver Rd., Knox, IN 46534

Hanna Public Library
108 W. West St., Hanna, IN 46340

Christopher Center Library, Valparaiso University
1410 Chapel Dr., Valparaiso, IN 46383

Porter County Public Library
103 Jefferson St., Valparaiso, IN 46363

Visit us at Community Office Hours!

In addition, physical copies of the Universe of Alternatives (Level 1) Screening Report will be available to view at our Community Office Hours on Saturday, Nov. 16:

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

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

Help Us Chart the Course

Draft Universe of Alternatives Report Available for Public Review

Provide Feedback Nov. 13-Dec. 22

Draft Universe of Alternatives Report Available for Public Review, at [ProPELus30.com](https://propelus30.com) or scan the QR code below:



Review the Report in Person at:

Argos Public Library (Marshall County)
142 N. Michigan St., Argos, IN 46501

Knox branch (Starke County)
152 W. Culver Road, Knox, IN 46534

Hanna Public Library (La Porte County)
108 W. West St., Hanna, IN 46340

Christopher Center Library
1410 Chapel Dr., Valparaiso, IN 46383

Porter County Public Library
103 Jefferson St., Valparaiso, IN 46383

Charting the Next Course of Action

With your help, we've made progress on identifying the future of the US 30 West corridor in Porter, La Porte, Starke and Marshall counties. The Draft Universe of Alternatives Report contains the wide range of improvements under consideration to improve highway mobility and meet local needs.

Scan the QR code on the front of this postcard to access the document online (or visit [ProPELus30.com](https://propelus30.com)). After you've reviewed it, submit a comment electronically. If you'd prefer to read a paper copy, visit one of the 5 libraries hosting the Universe of Alternatives and submit a comment on paper.



Level 2 Screening

Email Blast #1 – March 28, 2024

To: [redacted]
 Cc: [redacted]
 From: [redacted]
 Subject: Comment Now: ProPEL US 30 West Draft Level 2 Report Now Available



ProPEL US 30 West Releases Draft Level 2 Screening Report

The ProPEL US 30 West Study Team has been hard at work this winter finalizing the Level 2 Alternatives Report. The Level 2 Report is the second step in a three-step alternatives development and screening process.

During Level 1 we considered all improvement alternatives that could meet local needs. These alternatives have since been further evaluated based on planning data and public input for their potential to improve operations and safety at 29 intersections along the US 30 and 31 corridor. The study team used data and public feedback to identify potential alternatives that could meet the issues and desired outcomes for US 30 and 31.

We need your help to identify the best intersection improvement alternative to take forward. **Please share your thoughts on this phase of alternative development between 12:00 PM April 23, 2024.**



Submit Your Comments

There are several ways to submit your comments:

- On the study website – [PropelUS30.com/us-30-west](https://propelUS30.com/us-30-west). Mail your comments to:
 CD46 South Area, ProPEL US 30 West Study
 211 N Pennsylvania St Suite 1750
 Indianapolis, IN 46204
- Call the project hotline at (216) 262-1362.
- Attend an upcoming Community Office Hours event (see below).

Visit us at Community Office Hours!

A member of the project team will be on hand to field Level 2 Alternative Screening questions and collect comments at the following dates and times at these four locations:

Tuesday, April 2, 2024

Time: 2 p.m. to 7 p.m., local time
 Hanna United Methodist Church
 101 W. Hopper St., Hanna, IN 46340

Wednesday, April 10, 2024

Time: 2 p.m. to 7 p.m., local time
 Waukegan Public Library
 114 S. Main St., Waukegan, IN 46390

Tuesday, April 16, 2024

Time: 2 p.m. to 7 p.m., local time
 Hamilton Fire/EMS Township Community Center
 15 W. Indiana Ave., Hamlet, IN 46532

Wednesday, April 17, 2024

Time: 2 p.m. to 7 p.m., local time
 Stockman Youth Center Behind Plymouth Community Church
 11502 Lincoln Hwy. E., Plymouth, IN 46343

View the Document in Person

View the Draft Level 2 Screening Report at the following locations throughout the public comment period:

Angola Public Library
 101 N. Michigan St., Angola, IN 46201

Darbin Public Library
 327 N. Main St., Bourdon, IN 46504

Scariw County Public Library, Kountz Lake
 7854 North State Road 23, Winkerton, IN 46274

Christopher Center Library
 1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna
 108 W. West St., Hanna, IN 46340

Marian University's Ancilla College
 30297 88 Road, Plymouth, IN 46363

Plymouth Public Library
 201 N. Cedar St., Plymouth, IN 46363

Scariw County Public Library
 101 N. Center Road, Ellettsville, IN 46034

Scariw County Public Library, Hamlet
 8 N. Geneva St., Hamlet, IN 46532

Valparaiso Public Library
 103 Jefferson St., Valparaiso, IN 46383

Waukegan Public Library
 114 S. Main St., Waukegan, IN 46390

Best,

The ProPEL US 30 West Study Team

If you need the brochure for this phase visit [here](#)

If you need the brochure for this phase visit [here](#)

Email Blast #2 – April 29, 2024

To:
Cc:
cc: jledaniel5@gmail.com, alexmita22@gmail.com, hork@mlambertson.com, net_freguy115@yahoo.com, kbrown18@itsa.pj.com, james9@gmail.com, drewd@valpo.us, gjambrosia@walehgroup.com, nbrook@aportelibrary.org, doulozaplatou@yahoo.com

Subject: Final Call for Public Comments on ProPEL US 30 West Draft Level 2 Screening Report



Final Call for Public Comments on the ProPEL US 30 West Draft Level 2 Screening Report

Earlier this month, the ProPEL US 30 West Study Team released the Draft Level 2 Alternatives Report. The Level 2 Report is the second step in a three-level alternative development and screening process.

During Level 1 we considered all improvement alternatives that could meet local needs. These alternatives have since been further evaluated based on planning data and public input for their potential to improve operations and safety at 29 intersections along the US 30 and 31 corridors. The study team used data and public feedback to identify potential alternatives that could meet the issues and desired outcomes for US 30 and 31.

We need your help to identify the best intersection improvement alternatives to take forward and **DOWNLOAD** is the **LAST DAY** of the public comment period. **Please share your thoughts on this phase of alternative development by tomorrow, 7/27/24, at 4:00 PM!**

View the Draft Level 2 Screening Report Here!



Submit Your Comments

There are several ways to submit your comments:

- On the study website - [PropelUS30.com/us-30-west](http://propelUS30.com/us-30-west)
- Mail your comments to:
CDM Smith Attn: ProPEL US 30 West Study
211 N Pennsylvania St Suite 1750
Indianapolis, IN 46204
- Call the project hotline at (219) 262-4362.
- View the documents in person and complete a written comment form.

View the Document in Person

View the Draft Level 2 Screening Report at the following locations throughout the public comment period:

Argos Public Library
142 N Michigan St., Argos, IN 46501

Darbin Public Library
307 N. Main St., Bourbon, IN 46504

Stark County Public Library, Koontz Lake
7854 North State Road 23, Walkerton, IN 46574

Christopher Center Library
1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna
108 W. West St., Hanna, IN 46340

Marian University/Ancilla College
20087 66 Road, Plymouth, IN 46563

Plymouth Public Library
201 N. Center St., Plymouth, IN 46563

Stark County Public Library
152 W. Cable Road, Knox, IN 46534

Stark County Public Library, Hanna
6 N. Stark St., Hanna, IN 46332

Valparaiso Public Library
103 Jefferson St., Valparaiso, IN 46383

Wanatah Public Library
114 S. Main St., Wanatah, IN 46390

Best,

The ProPEL US 30 West Study Team



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

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

Fueled by Feedback

The Draft Level 2 Alternatives Screening Report is available for public review.




Review the Report *Online*



Visit ProPELUS30.com or scan the QR code to review the full report. Be sure to submit a comment by **April 30**.



Review 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, Koontz 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	⌚ Or join us at community office hours. Find locations at ProPELUS30.com .

Help Us ProPEL the Future of US 30

INDOT is currently **analyzing potential improvements to the US 30 and US 31 corridors**. They have been evaluated based on planning data and public input for their potential to improve operations and safety. The team identified 29 primary intersections in Porter, La Porte, Starke, and Marshall counties.

We need your help again to identify the best intersection improvement alternatives to take forward.



Review the Report with Our Team

Join us at Office Hours, 3 to 7 p.m., local time

April 9:	Hanna United Methodist Church 101 W. Hopper St., Hanna, IN 46340
April 10:	Wanatah Public Library 114 S. Main St., Wanatah, IN 46390
April 16:	Hamlet Fire / Davis Township Community Center 15 W. Indiana Ave., Hamlet, IN 46532
April 17:	Stockman Youth Center behind Plymouth Community Church 11802 Lincoln Hwy E., Plymouth, IN 46563

Want to learn more? Visit ProPELUS30.com

Primary Intersection Improvement Alternatives

The following alternatives are being considered to improve 29 primary intersections in the US 30 West study area. More information regarding each of these alternatives can be found in the full Level 2 Alternatives Report at ProPELUS30.com.

ACCESS MANAGEMENT

ADD OR LENGTHEN TURN LANES

MEDIAN SAFETY IMPROVEMENTS

CROSS ROAD OVERPASS/ UNDERPASS

ADD/EXTEND ACCELERATION/ DECELERATION LANES

INTERSECTION IMPROVEMENTS

INTERCHANGES

Visit our website to learn more about each potential alternative!

We need your feedback to fuel the future of US 30 West!



Together, we can ProPEL Indiana forward.

ProPEL is an INDOT planning initiative that uses a collaborative process to recommend transportation improvements that will meet local environmental, community, and economic goals.

Where are we now?

The ProPEL study team is currently conducting a Level 2 analysis of potential improvements to the US 30 and US 31 corridors. This is the second step in a three-level alternatives development and screening process. Level 1 concepts were presented to the public in December 2023. They have since been evaluated based on planning data and public input for their potential to improve operations and safety along the US 30 and US 31 corridors in Laporte, Porter, Starke, and Marshall counties. **We need your help again to identify the best intersection improvement alternatives to take forward.**

Where do we go from here?

The next step will be a Level 3 analysis, where intersection improvement alternatives will be further evaluated and packaged with supporting improvements along the roadway and at smaller intersections and access points.

Level 3 alternatives will be identified and evaluated based on:

Study Needs

Stakeholder and Community Feedback

Cost

Community and Environmental Impacts

Feedback fuels the path forward! Comment through April 30, 2024!

Alternatives Screening Process



Stay in Touch! [f](https://www.facebook.com/propelUS30) [i](https://www.instagram.com/propelUS30) [@propelUS30](https://www.tiktok.com/@propelUS30) [@propel30_31](https://www.youtube.com/@propel30_31)



Primary Intersection Improvement Alternative Locations



Your feedback fuels the future. Scan here to comment and view the full report!

Porter County

- 1 US 30 and SR 49
- 2 US 30 and Industrial Drive
- 3 US 30 and Porter CR 325 E
- 4 US 30 and Porter CR 400 E
- 5 US 30 and County Line Road

La Porte County

- 6 US 30 and Main Street
- 7 US 30 and US 421
- 8 US 30 and LaPorte CR 600 W
- 9 US 30 and Thompson Street
- 10 US 30 and Old US 30 West
- 11 US 30 and Laporte CR 300 W
- 12 US 30 and SR 39

Starke County

- 13 US 30 and US 35
- 14 US 30 and Starke CR 750 E
- 15 US 30 and SR 23

Marshall County

- 16 US 30 and Queen Road
- 17 US 30 and Pioneer Drive
- 18 US 30 and Oak Drive
- 19 US 30 and Michigan Street
- 20 US 30 and Plymouth Goshen Trail
- 21 US 30 and US 31
- 22 US 30 and King Road
- 23 US 30 and Fir Road
- 24 US 30 and SR 331
- 25 US 31 and 9A Road
- 26 US 31 and Michigan Road North Junction
- 27 US 31 and 13th Road
- 28 US 31 and SR 10
- 29 US 31 and SR 110



Primary Intersections by County

Starke County

- 13 US 30 and US 35
 - Add/Extend 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/Extend Acceleration/Deceleration Lanes
 - Convert to Interchange
 - Intersection Improvements

Marshall County

- 16 US 30 and Queen Road
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Convert to Interchange
 - Intersection Improvements
- 17 US 30 and Pioneer Drive
 - Add/Extend Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Convert to Interchange
 - Intersection Improvements
- 18 US 30 and Oak Drive
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements
- 19 US 30 and Michigan Street
 - Add/Extend Acceleration/Deceleration Lanes
- 20 US 30 and Plymouth Goshen Trail
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements

Marshall County ctd

- 21 US 30 and US 31
 - Add/Extend Acceleration/Deceleration Lanes
- 22 US 30 and King Road
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Intersection Improvements
- 23 US 30 and Fir Road
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
- 24 US 30 and SR 331
 - No Intersection Alternatives
- 25 US 31 and 9A Road
 - Cross Road Overpass/Underpass
- 26 US 31 and Michigan Road North Junction
 - Add/Lengthen Turn Lanes
 - Convert to Interchange
- 27 US 31 and 13th Road
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration/Deceleration Lanes
 - Cross Road Overpass/Underpass
 - Convert to Interchange
 - Intersection Improvements
- 28 US 31 and SR 10
 - Interchange Planned Here as Part of Another Project
- 29 US 31 and SR 110
 - Interchange Planned Here as Part of Another Project

Primary Intersections by County

Porter County

- 1 US 30 and SR 49
 - Add/Extend Acceleration/Deceleration Lanes
- 2 US 30 and Industrial Drive
 - Median Safety Improvements
 - Add/Lengthen Turn Lanes
 - Intersection Improvements
- 3 US 30 and Porter CR 325 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
 - Convert 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/Extend Acceleration/Deceleration Lanes
 - Convert to Interchange
 - Intersection Improvements
- 8 US 30 and LaPorte CR 600 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
 - Limit Access
 - Convert to Interchange
- 11 US 30 and Laporte CR 300 W
 - Add/Lengthen Turn Lanes
 - Cross Road Overpass/Underpass
- 12 US 30 and SR 39
 - Add/Lengthen Turn Lanes
 - Add/Extend Acceleration/Deceleration Lanes
 - Convert to Interchange
 - Intersection Improvements

These alternatives passed the Level 2 screening process. Now, we need your help to identify the best alternatives to take forward!

Scan here to comment through April 30, 2024!



ProPELUS30.com

US 30 West Study Area



Data Driven, Fueled by Feedback.

ProPEL is an INDOT transportation planning initiative that uses a collaborative process to recommend transportation improvements that aim to:



Enhance safety for all users



Provide equitable transportation solutions



Reflect the character of local communities



ProPEL seeks to create smarter transportation systems that build stronger communities and we need YOUR input!



We want your feedback on potential improvements.

INDOT has evaluated potential improvements to 29 primary intersections along the US 30 and US 31 corridors in La Porte, Porter, Starke, and Marshall counties based on planning data and public input. We need your help to identify the best alternatives to take forward.

Scan the QR code to learn about the potential alternatives and comment on them through April 30, 2024!
or call us at (219) 292-4362 with your ideas



ProPELUS30.com

Stay in Touch!



@propelUS30



@propel30_31

Level 3 Screening

Email Blast #1 – November 12, 2024

To:
Cc: bfletcher@peoriatribe.com, firechief@townofargos.com, Hannaff407@gmail.com,
rjohnson1966@hotmail.com, rdaniel@columbiacity.net, bretwbaker@gmail.com, katnicole@aol.com,
cslider@dnr.IN.gov, lincolnhighwaysoc.office@yahoo.com, dbrier@dnr.in.gov



Subject: **INDOT to host public information meetings for the ProPEL US 30 West study**



INDOT to host public information meetings for the ProPEL US 30 West study

Dear Stakeholder,

The Indiana Department of Transportation (INDOT) is completing Planning and Environment Linkages (PEL) studies along the US 30 corridor in central and northern Indiana. Please join us for a public information meeting to hear the latest information on the ProPEL US 30 West Study. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

INDOT is hosting two public information meetings, one in Wanatah and another in Plymouth, to share and gather feedback on the Draft Level 3 Screening Report. The meetings, which will present the same information, will occur:

Wednesday, November 13, 2024, from 5 to 7 p.m. Central Standard Time
Presentation at 5:30 p.m.
Tri-Township Schools, 309 School Dr., Wanatah, IN 46390

Thursday, November 14, 2024, from 5 to 7 p.m. Eastern Standard Time
Presentation at 5:30 p.m.
Plymouth High School, 1 Big Red Dr, Plymouth, IN 46563

In addition to a formal presentation, meeting attendees can view informational display boards, participate in engagement activities, speak with study team representatives, and provide comments. To accommodate those unable to attend in person, a recorded presentation and opportunities to comment will be available after the meeting at www.propelus30.com on November 14th. Public comments will be accepted through December 13, 2024.

Once the study is completed, any recommended projects will be considered by INDOT as part of its traditional project development process. INDOT uses an objective, needs-based approach for new projects, so areas of highest need are addressed as funding is available. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform decisions about the statewide infrastructure program which will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

View the Virtual Public Information Meeting!

Can't make it to our in-person meetings? All the information that is shown in-person will be available online at ProPELUS30.com on November 14th!

Visit us at Community Office Hours!

Members of the project team will be on hand to field questions and collect comments on the Draft Level 3 Screening Report at the following dates and times during the public comment period:

Monday, November 18
1 p.m. to 5 p.m. CT
Hamlet-Davis Vol. Fire Dept. Inc.,
15 W. Indiana Ave., Hamlet, IN 46532

Tuesday, November 19
1 p.m. to 5 p.m. CT
Wanatah Public Library,
114 S. Main St., Wanatah, IN 46390

Monday, December 2
1 p.m. to 5 p.m. CT
Valparaiso Fire Training Station,
355 W. Evans Ave., Valparaiso, IN 46383

Tuesday, December 10
1 p.m. to 5 p.m. ET
Bourbon Town Hall
104 E. Park Ave., Bourbon, IN 46504

Please let us know if you have any questions or concerns or would like additional information to share with your constituents. You can also find the latest information on the study website or social media accounts below:

ProPEL US 30
Website: www.propelus30.com
Facebook: Facebook.com/PropelUS30
X: [@PropelUS30](https://twitter.com/PropelUS30)
Instagram: [@propelus30_30](https://Instagram.com/propelus30_30)

Thank you,
The ProPEL US 30 West Study Team



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

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

Email Blast #2 – November 19, 2024

To: ciacciarellaam@cdmsmith.com, hullmm@cdmsmith.com

Cc:

joeforlaporte@gmail.com, deondittmar@hotmail.com, athornton32@att.net, ret_fireguy615@yahoo.com, Michelle.Clancy@portercoco.org, jthomas6351@yahoo.com, dpeeler@hebronindiana.org, mmertes60@gmail.com, griegerde@gmail.com, ryan@elainska.com



Subject: Comment Now: ProPEL US 30 West Study Accepting Public Comments



Comment Now on the ProPEL US 30 West Draft Level 3 Screening Report

Last week the ProPEL US 30 West Study Team hosted a pair of public information meetings to present the results of the Draft Level 3 Screening Report. Our virtual public information meeting is now available at propelUS30.com/us-30-west/#PIM3! We also will be hosting three community office hours (including one this evening!) if you would like to speak with a member of the project team, see dates and times below. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

We still want to hear from you! Tell us what you think about the improvement alternatives. Please share your thoughts between now and December 13, 2024.

Submit Your Comments

You can submit comments via:

- The study website: propelUS30.com/us-30-west
- Mail your comments to:
CDM Smith Attn: ProPEL US 30 West Study Team
211 N Pennsylvania St Suite 1750
Indianapolis, IN 46204
- Call (843) 972-4559
- Attend an upcoming Community Office Hours event (see below)

View the Virtual Public Information Meeting!

Couldn't make it to one of our in-person meetings? All the information that was shared in-person is now available online at propelUS30.com/us-30-west/#PIM3!

Visit us at Community Office Hours!

Members of the project team will be on hand to field questions and collect comments on the Draft Level 3 Screening Report at the following dates and times during the public comment period.

Tuesday, November 19
1 p.m. to 5 p.m. CT
Wanatah Public Library
114 S. Main St., Wanatah, IN 46390

Monday, December 2
1 p.m. to 5 p.m. CT
Valparaiso Fire Training Station,
355 W. Evans Ave., Valparaiso, IN 46383

Tuesday, December 10
1 p.m. to 5 p.m. ET
Bourbon Town Hall
104 E. Park Ave., Bourbon, IN 46504

View the Document in Person!

View the Draft Level 3 Screening Report at the following locations until December 13th.

Argos Public Library
142 N Michigan St., Argos, IN 46501

Bourbon Public Library
307 N. Main St., Bourbon, IN 46504

Starke County Public Library, Koontz Lake
7954 North State Road 23, Walkerton, IN 46574

Christopher Center Library
1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna
108 W. West St., Hanna, IN 46340

Marian University's Ancilla College
20097 9B Rd., Plymouth, IN 46563

Plymouth Public Library
201 N. Center St., Plymouth, IN 46563

Starke County Public Library
152 W. Culver Rd., Knox, IN 46534

Starke County Public Library, Hamlet
6 N. Starke St., Hamlet, IN 46532

Valparaiso Public Library
103 Jefferson St., Valparaiso, IN 46383

Wanatah Public Library
114 S. Main St., Wanatah, IN 46390

Best,

The ProPEL US 30 West Study Team



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

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



Comment Now on the ProPEL US 30 West Draft Level 3 Screening Report

During November we hosted two public information meetings for the ProPEL US West study area. Couldn't make it? You can visit our website (ProPELUS30.com) to watch the recorded presentation or view meeting materials. Do you still want the chance to talk with a member of the study team? We have one more community office hour session left during the public comment period, see below. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

We still want to hear from you! Tell us what you think about the improvement alternatives. Please share your thoughts between now and December 13, 2024.

Visit us at Community Office Hours!

Members of the project team will be on hand to field questions and collect comments on the Draft Level 3 Screening Report at the following date and time during the public comment period:

Tuesday, December 10
1 p.m. to 5 p.m. ET
Bourbon Town Hall
104 E. Park Ave., Bourbon, IN 46504

Submit Your Comments

You can submit comments via:

- The study website: proPELUS30.com/us-30-west
- Mail your comments to:
CDM Smith Attn: ProPEL US 30 West Study Team
211 N Pennsylvania St Suite 1750
Indianapolis, IN 46204
- Call (843) 972-4559
- Attend an upcoming Community Office Hours event

View the Document in Person!

View the Draft Level 3 Screening Report at the following locations until December 13th:

Argos Public Library
142 N Michigan St., Argos, IN 46501

Bourbon Public Library
307 N. Main St., Bourbon, IN 46504

Starke County Public Library, Koontz Lake
7954 North State Road 23, Walkerton, IN 46574

Christopher Center Library
1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna
108 W. West St., Hanna, IN 46340

Marian University's Ancilla College
20097 9B Rd., Plymouth, IN 46563

Plymouth Public Library
201 N. Center St., Plymouth, IN 46563

Starke County Public Library
152 W. Culver Rd., Knox, IN 46534

Starke County Public Library, Hamlet
6 N. Starke St., Hamlet, IN 46532

Valparaiso Public Library
103 Jefferson St., Valparaiso, IN 46383

Wanatah Public Library
114 S. Main St., Wanatah, IN 46390

Best,

The ProPEL US 30 West Study Team



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

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

Email Blast #4 – December 12, 2024

To:
Cc:
Bcc: rdaniel@columbiacity.net, harmanforstaterep@yahoo.com, katnicolet@aol.com,
publicworks@plymouthin.com, anthony.pakeltis@parsons.com, eferch10@hotmail.com,
ebilderback@laporteco.in.gov, SANagel06@gmail.com, Annkikikennedy@yahoo.com, griegerde@gmail.com



Subject: Final Call for Public Comments on the ProPEL US 30 West Draft Level 3 Screening Report



Final Call for Public Comments on the ProPEL US 30 West Draft Level 3 Screening Report

Last month, the ProPEL US 30 West Study Team released the Draft Level 3 Alternatives Report. The Level 3 Screening Report considers improvement packages for their potential to increase safety and efficiency along US 30 and US 31. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

TOMORROW is the last day of the public comment period. Please share your thoughts on this phase of alternatives development by tomorrow, December 13, 2024!

[View the Draft Level 3 Screening Report Here!](#)



Submit Your Comments

You can submit comments via:

- The study website: ProPELUS30.com/us-30-west
- Mail your comments to:
CDM Smith Attn: ProPEL US 30 West Study Team
211 N Pennsylvania St Suite 1750
Indianapolis, IN 46204
- Call (843) 972-4559

View the Document in Person!

View the Draft Level 3 Screening Report at the following locations until December 13th:

Argos Public Library
142 N Michigan St., Argos, IN 46501

Bourbon Public Library
307 N. Main St., Bourbon, IN 46504

Starke County Public Library, Koontz Lake
7954 North State Road 23, Walkerton, IN 46574

Christopher Center Library
1410 Chapel Dr., Valparaiso, IN 46383

La Porte County Public Library, Hanna
108 W. West St., Hanna, IN 46340

Marian University's Ancilla College
20097 9B Rd., Plymouth, IN 46563

Plymouth Public Library
201 N. Center St., Plymouth, IN 46563

Starke County Public Library
152 W. Culver Rd., Knox, IN 46534

Starke County Public Library, Hamlet
6 N. Starke St., Hamlet, IN 46532

Valparaiso Public Library
103 Jefferson St., Valparaiso, IN 46383

Wanatah Public Library
114 S. Main St., Wanatah, IN 46390

Michigan City Public Library
100 E 4th St, Michigan City, IN 46360

La Porte County Public Library
904 Indiana Ave, La Porte, IN 46350

Best,

The ProPEL US 30 West Study Team



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

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

Connect and Collaborate

The Draft Level 3 Screening Report arrives Nov. 12.



Your feedback fuels the future.

Join us at one of our Public Information Meetings on November 13th and 14th! **SCAN THE CODE** or go to **PROPELUS30.COM** to access meeting materials, read the report and submit a comment.



Submit report comments between **Nov. 12** and **Dec. 13**.



Meeting Locations



Wednesday, Nov. 13 Tri-Township Schools

309 School Drive, Wanatah, IN 46390

5 to 7 p.m. CT with presentation to begin at 5:30 p.m.



Thursday, Nov. 14 Plymouth High School

1 Big Red Drive, Plymouth, IN 46563
(Enter by entrance 5)

5 to 7 p.m. ET with presentation to begin at 5:30 p.m.



EXPLORE OUR VIRTUAL PUBLIC MEETING: Can't attend in person? Visit our website to view all of the materials presented at the in-person meetings, watch a recording of the meeting presentation, read the Draft Level 3 Screening Report, explore our virtual map and watch videos to see what's included in each improvement package.

Connect and Collaborate

The Draft Level 3 Screening Report arrives Nov. 12.

The Draft Level 3 Screening Report will be available in-person at the following libraries:

Wanatah Public Library

Starke County Public
Library, Knox

Valparaiso Public
Library

Plymouth Public Library

Marian University's
Ancilla College

La Porte County Public
Library, Hanna

Starke County Public
Library, Hamlet

Bourbon Public Library

Starke County Public
Library, Koontz Lake

Christopher Center
Library at Valparaiso
University

Argos Public Library

DRIVE THE FUTURE: The **Draft Level 3 Screening Report**

identifies potential improvements to the ProPEL US 30 West study area in Porter, La Porte, Starke and Marshall counties. Data driven, fueled by feedback and locally focused, these potential improvements address access management, safety, regional and local mobility and connectivity. Our study teams will use your feedback to ProPEL the future of transportation in this corridor.



Together, we can ProPEL Indiana forward.
STUDY OVERVIEW | NOVEMBER 2024

Study Overview

The ProPEL US 30 and ProPEL US 31 studies span 180 miles across 12 counties. There are four study teams that are focusing on specific transportation needs and community goals in each of the four study areas. Public feedback plays an important role in developing transportation solutions.



Purpose and Need

The purpose of transportation improvements along the US 30 West corridor is to improve regional mobility and safety along US 30 and US 31 and preserve both as vital statewide transportation corridors for moving people and goods. Transportation improvements in the corridor should address the following needs on the corridor:

- Regional and statewide mobility
- Corridor access
- Safety along US 30 and US 31
- Roadway deficiencies

Study Goals

Study goals were identified based on input from the community. Each are being considered when developing potential transportation solutions for the study area.

ECONOMIC DEVELOPMENT	EQUITY IN TRANSPORTATION	MULTIMODAL ACCESS & CONNECTIONS	CORRIDOR CHARACTER	EMERGING TECHNOLOGIES	FISCAL & ENVIRONMENTAL PRACTICALITY	LOCAL ACCESS

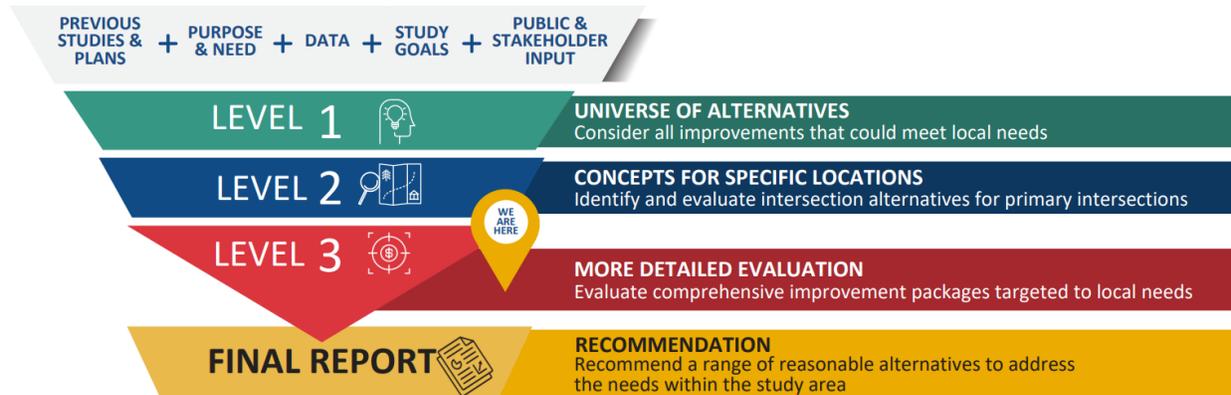


Comment now! Level 3 Improvement packages are available! Visit ProPELUS30.com to review the improvement packages and provide your feedback!

Alternatives Analysis

The ProPEL US 30 West study is using a three-level screening process, depicted in the figure below, to identify improvement packages for the study area. The Level 3 screening evaluates alternatives advancing from the Level 2 screening at the primary intersections, improvements at secondary intersections, and the roadway sections between them.

Alternatives Screening Process



Level 3 alternative development and evaluation includes:

29 Primary Intersections

55 Secondary Intersections

15 Planning Segments

60 Improvement Packages

The Level 3 screening – the final screening step for this study – presents improvement packages for sections of US 30 West study area. These sections, called planning segments, include improvements identified from Level 2, previous studies, and community input, as well as industry guidelines and solutions. These screening results are summarized in the Draft Level 3 Screening Report which you can read by visiting www.ProPELUS30.com.



Want to learn more?

www.ProPELUS30.com



SCAN HERE
Visit the study website
to find study FAQs and
more information.



No internet access? Call us at (843) 972-4559

US 30 West Study Area



A Local Approach

ProPEL is an INDOT transportation planning initiative that:



Uses a Collaborative Process



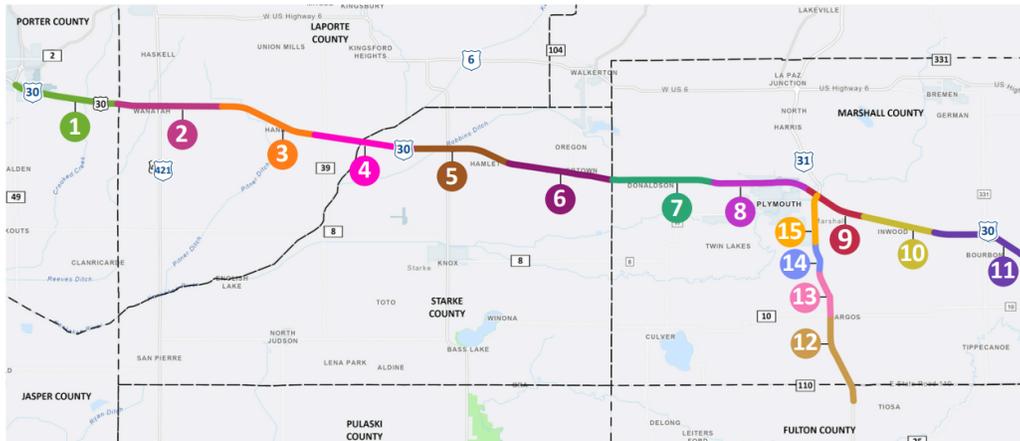
To Recommend Smarter Transportation Systems



That Help Build Stronger Communities

We want your feedback on improvement packages!

To focus on local needs, **US 30 and 31 were divided into 15 planning segments** shown below. Several sets of improvement packages are being considered for each segment. Improvement packages evaluate potential changes to increase safety and efficiency along the corridor.



Scan the QR code to learn about each improvement package and comment through December 13, 2024!
or call us at (843)-972-4559 with your ideas



ProPELUS30.com

Stay in Touch!



@propelUS30



@propel30_31

APPENDIX D: STAKEHOLDER ADVISORY COMMITTEE

Stakeholder Advisory Committee (SAC) Meeting #3 – November 16, 2023

**US 30 WEST
STAKEHOLDER ADVISORY COMMITTEE MEETING BRIEFING**

The meeting will begin at 1:00PM EDT

Having technical difficulties? Contact Melissa Santley at:
santleym@cdmsmith.com or 860.808.2279



1



4



ProPEL US 30 West Universe of Alternatives
Stakeholder Advisory Committee Briefing
November 16, 2023

2

ProPEL US 30 & 31 Study Schedule



PEL Study Starts
 Vision / Scoping
 Purpose & Need
 Alternatives Analysis
 PEL Study Complete

NOW

5

WELCOME!

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Please try to hold questions/comments until the discussion portion of the presentation
- Use the **chat function** to ask a question or **raise your virtual hand**



NOTE: Comments are visible to the entire group

3

Screening Methodology

- ✓ Purpose and Need elements
- ✓ Practicality

Yes No Neutral

6



7



10



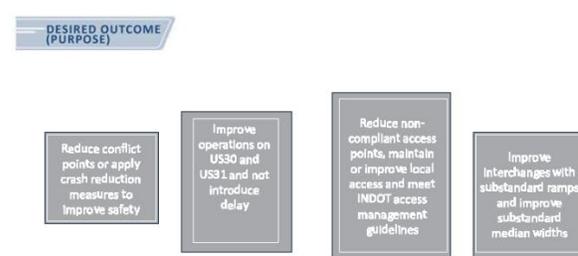
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11



9



12

Primary Concepts (US 30)

Access Management
Free Flow
Median Safety Improvements
Add/Lengthen Turn Lanes
Add/Extend Acceleration/Deceleration Lanes
Cross Road Overpass/Underpass
Convert to Interchange
Signalized Intersection Improvements
Unsignalized Intersection Improvements

13

Complementary Concepts (US 31)

Realign Skewed Intersections
Intersection Sight Distance
Improvements
Auxiliary Lanes
Median Safety Improvements
Wildlife Crossing

Spot Roadway Lighting
Warning Systems
Enforcement
Bike/Pedestrian Facilities
Non-Motorized Accommodations

16

Primary Concepts (US 31)

Access Management
Free Flow
Add/Lengthen Turn Lanes
Add/Extend Acceleration/Deceleration Lanes
Cross Road Overpass/Underpass
Convert to Interchange
Unsignalized Intersection Improvements

14

Design Elements (US 30 & 31)

Collector Distributor
Adjacent Intersection Improvements
Traffic Control Visibility Upgrades
Pavement Marking Improvements
Roadway Signage Improvements
Roadway Drainage Improvements

Gateway/Corridor Treatments
Speed Management
Alternative Fuel/Electric Vehicle
Considerations
Demand-Based Services

17

Complementary Concepts (US 30)

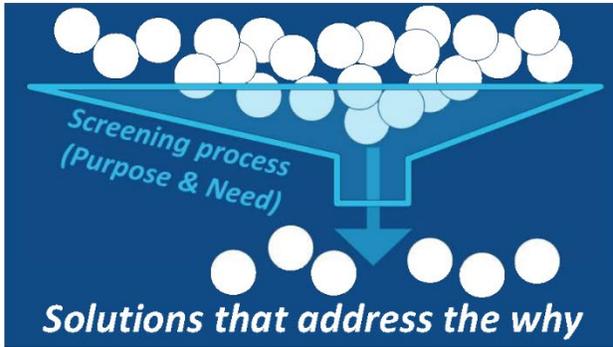
Realign Skewed Intersections
Intersection Sight Distance
Improvements
Auxiliary Lanes
Bypass
Signal Timing Updates
Add Capacity to Movements
Ramp Terminal Intersection
Improvements
Wildlife Crossing

Railroad Crossing Improvement
Spot Roadway Lighting
Warning Systems
Freight Priority System
Enforcement
Bike/Pedestrian Facilities
Non-Motorized Accommodations

15

WHAT'S
NEXT?

18



19



22



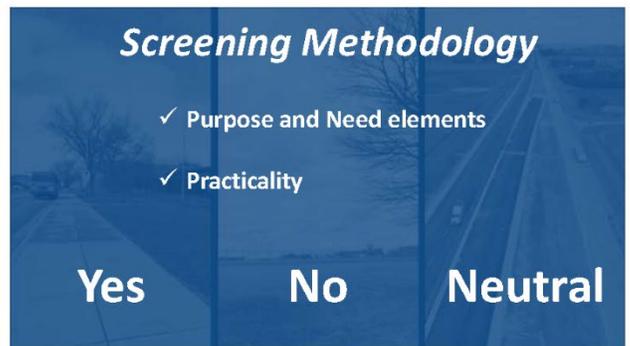
20



23



21



24

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

25

No comments were received during this SAC briefing update.

SAC Meeting #4 – April 10 , 2024

Brazeau, Michelle V.

From: Brazeau, Michelle V. <brazeaumv@cdmsmith.com>
Sent: Thursday, March 21, 2024 2:00 PM
To: Brazeau, Michelle V.
Subject: ProPEL US 30 West Stakeholder Advisory Committee Meeting #4 - Follow Up

Dear ProPEL US 30 West Stakeholder

Thank you for your participation in the ProPEL US 30 West Study. I am following up on a scheduling request for the next Study Advisory Committee meeting. (See original email below).

Please take this [doodle poll](#) by Monday, March 25th to indicate your availability for an early April meeting date.

Please don't hesitate to reach out to me if you have any questions – brazeaumv@cdmsmith.com or (219) 292-4362.

Thank you and see you soon!

Best,
Michelle and the ProPEL US 30 West Study Team

Michelle Brazeau
Public Involvement Specialist
CDM Smith
421 Wando Park Blvd., Suite 210; Mount Pleasant, SC 29464
843-972-4559



From: Brazeau, Michelle V. <brazeaumv@cdmsmith.com>
Sent: Thursday, March 14, 2024 11:05 AM
To: Brazeau, Michelle V. <brazeaumv@cdmsmith.com>
Subject: ProPEL US 30 West Stakeholder Advisory Committee Meeting #4

Dear ProPEL US 30 West Stakeholder,

Happy March! The ProPEL US 30 West Study Team has been hard at work this winter finalizing the Level 2 Alternatives Report, which is anticipated to be released at the end of the month! The Level 2 Report is the second step in a three-level alternatives development and screening process.

When we last met with the Study Advisory Committee in November, we discussed the universe of alternatives. These alternatives have since been further evaluated based on planning data and public input for their potential to improve operations and safety at 29 intersections along the US 30 and 31 corridors. We need your help to identify the best intersection improvement alternatives to take forward.

Please take this [doodle poll](#) to indicate your availability in early April and expect an invitation for a virtual meeting in the coming weeks. **Please respond by Monday, March 18.**

1

Please don't hesitate to reach out to Michelle Brazeau if you have any questions – brazeaumv@cdmsmith.com or (219) 292-4362.

Thank you and see you soon!

Best,
Michelle and the ProPEL US 30 West Study Team

Michelle Brazeau
Public Involvement Specialist
CDM Smith
421 Wando Park Blvd., Suite 210; Mount Pleasant, SC 29464
843-972-4559



Brazeau, Michelle V.

Subject: US 30 West ProPEL SAC Meeting #4
Location: Microsoft Teams Meeting

Start: Wed 4/10/2024 12:00 PM
End: Wed 4/10/2024 1:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Brazeau, Michelle V.

Dear ProPEL US 30 West Stakeholder Advisory Committee Member,

Thank you for your involvement in the US 30 ProPEL Study. The study team has finalized the Level 2 alternatives report, which describes potential improvements to 29 major intersections in the study area. We want your feedback on the intersection improvement alternatives being considered. Please join us virtually for our fourth committee meeting that will be held through Microsoft Teams on **Wednesday, April 10, 2024, from 12:00-1:00 PM (EST)**.

You may accept or decline this meeting using Outlook menu options. Please sign onto the meeting five minutes before the start to adjust any audio/video settings using the link below.

If you are unable to access Outlook, please call or email Michelle Brazeau at (219) 292-4362 or brazeaumv@cdmsmith.com to RSVP. Michelle will also be available to troubleshoot any technical issues with Microsoft Teams and can be reached by phone or email before and during the meeting. A meeting reminder will be emailed to all SAC members a day before the meeting.

We look forward to seeing you on April 10!

The ProPEL US 30 Study Team

Microsoft Teams [Need help?](#)

Brazeau, Michelle V.

From: Brazeau, Michelle V. <brazeaumv@cdmsmith.com>
Sent: Tuesday, April 9, 2024 9:14 AM
To: Brazeau, Michelle V.
Subject: US 30 West ProPEL SAC Meeting #4 - Tomorrow!
Attachments: US30W_Level 2 Handout.pdf

Dear ProPEL US 30 West Stakeholder Advisory Committee Member,

We are following up to remind you that our 4th Stakeholder Advisory Committee Meeting will be tomorrow, Wednesday, April 10, 2024, from 12:00-1:00 PM (EST) via Microsoft Teams. Please make sure that you RSVP to let us know if you plan to attend our meeting.

As a reminder, the study team will be providing updates on the Level 2 alternatives screening process and will allow time for questions and comments. As you prepare for our meeting tomorrow, we wanted to remind you to read the attached draft Level 2 Alternatives Screening Handout, which provides a high-level overview of how we analyzed and advanced alternatives for 29 major intersections. For more information, you can view the full Level 2 Report or an interactive map here: <https://propelus30.com/us-30-west/>

The ProPEL interactive mapping feature on our website allows you to view specific screening information for each of US 30 West’s 29 intersections – or the intersections in the other three ProPEL study areas.

Can’t make the meeting? The ProPEL US 30 West study team invites you to submit public comments for the draft Level 2 Screening Report through Tuesday, April 30, 2024. Comment online at: https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=106

Thank you for helping ProPEL Indiana forward!

Best,
Michelle and the ProPEL US 30 West Study Team

Michelle Brazeau
Public Involvement Specialist
CDM Smith
421 Wando Park Blvd., Suite 210; Mount Pleasant, SC 29464
843-972-4559



Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 257 771 505 399

US 30 WEST STAKEHOLDER COMMITTEE MEETING

The meeting will begin at 12:00PM Eastern Time

Having technical difficulties? Contact Michelle Brazeau at: brazeaumv@cdmsmith.com or (219)-292-4362

1



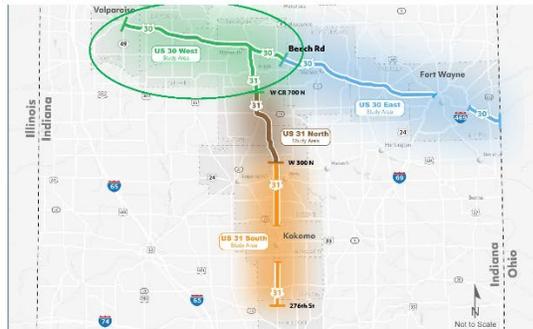
4

WELCOME!

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Chat comments and questions are welcome throughout the presentation. Please hold verbal questions and comments until the end.
- Use the chat function to ask a question or raise your virtual hand

NOTE: Comments are visible to the entire group

2



5

US 30 West ProPEL SAC Meeting #4
April 10, 2024

3

16 Community Office Hours

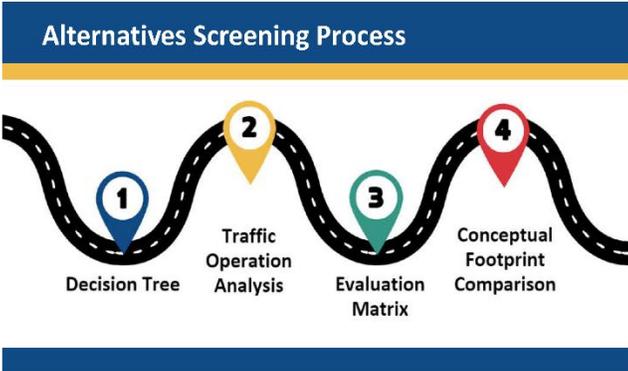
8 Libraries Hosted our Level 1 Report

6 Presentations

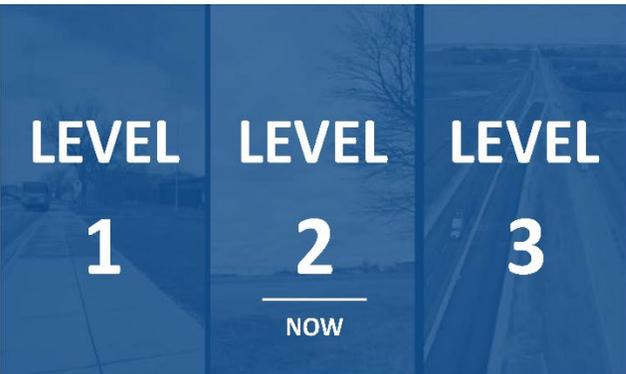
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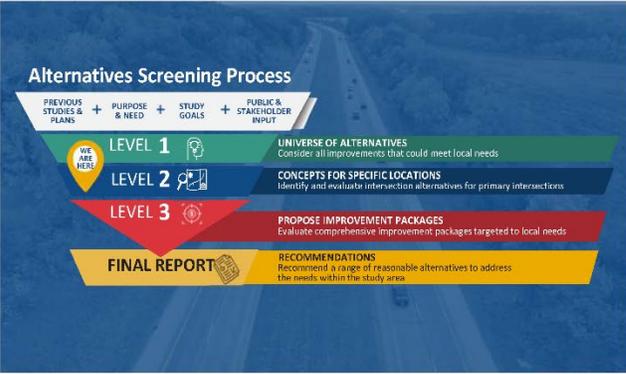
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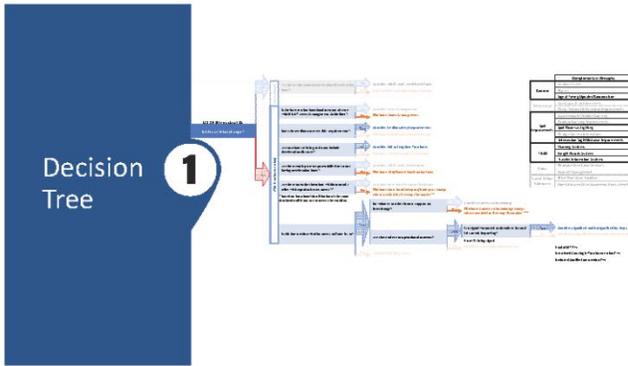
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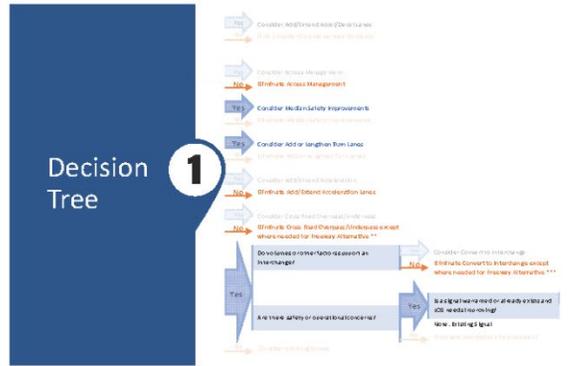
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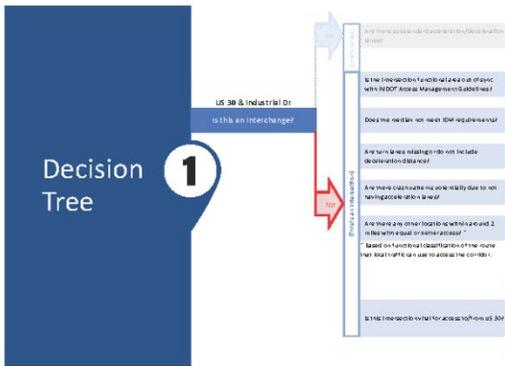
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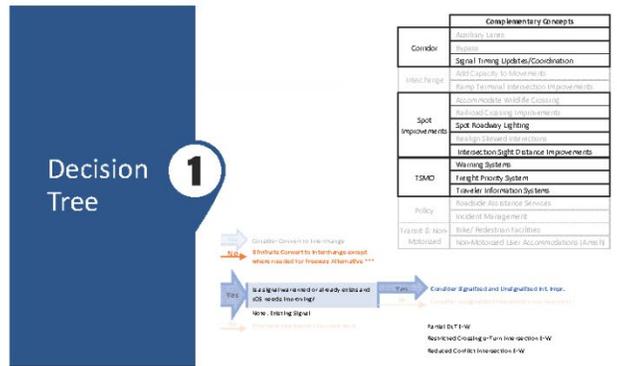
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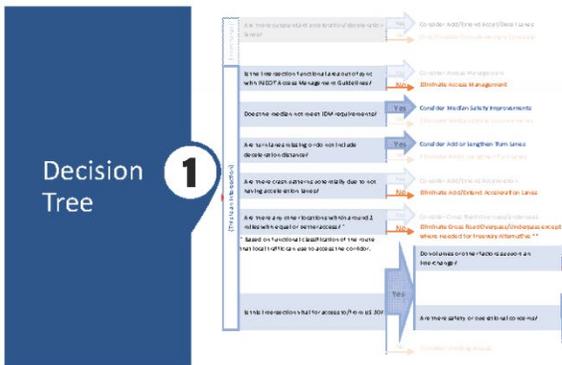
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Traffic Operation Analysis

Project Name	US 30 Street P&ID Studies
Proposed	3
Existing	1
Other	0
Total	4

TYPE OF INTERSECTION	Proposed	Existing	Predicted	Capacity
Signalized Left Turn	4:00	4:00	4:00	4:00
Signalized Right Turn	4:00	4:00	4:00	4:00
Signalized Through	4:00	4:00	4:00	4:00
Signalized Left Turn	4:00	4:00	4:00	4:00
Signalized Right Turn	4:00	4:00	4:00	4:00
Signalized Through	4:00	4:00	4:00	4:00
Signalized Left Turn	4:00	4:00	4:00	4:00
Signalized Right Turn	4:00	4:00	4:00	4:00
Signalized Through	4:00	4:00	4:00	4:00

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Traffic Operation Analysis

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Evaluation Matrix

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ROW	Railroad	Cost	Advance	Priority	Notes/Comments
Low	Low	Medium	Medium	Yes	Without Median would provide improved safety at the intersection by increasing separation between opposing travel lanes.
Low	Low	Low	Low	Yes	Lengthened U-Turn and right-turn lanes turn - based signal improve intersection safety by providing sufficient deceleration length to meet 50th percentile and reduce the risk of rear end crashes.
Medium	Medium	Medium	Medium	No	Alternative eliminated because of the cost and right-of-way impacts.
Low	Low	Medium	Low	Yes	Improves safety by reducing conflicting movements and reduces delay by reducing the number of required signal phases.
Low	Low	Medium	Low	Yes	Improves safety by reducing conflicting movements.
Low	Low	Low	Low	Yes	Potential to improve safety and reduce congestion. Right-of-way can be acquired to be more efficient but needs to be carefully evaluated to ensure close enough for coordination.
Low	Low	Low	Low	Yes	Provides lighting for alternative per ADOT guidelines.
Low	Low	Low	Low	Yes	Costs associated with implementing traffic to improve safety.
Low	Low	Low	Low	Yes	Can reduce delay for trucks by providing green time. Can be applied through signal control.

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Evaluation Matrix

3

Category	Item	Yes	No	NA	Other	Notes
US10 x Industrial Drive	Applies Safety Concept: Bypass	Yes	No	NA	NA	
	Applies Safety Concept: Bypass	Yes	No	NA	NA	
Primary Concepts	Median Safety Improvements	Yes	No	NA	NA	
	Add or Lengthen Turn Lanes	Yes	No	NA	NA	
Signalized Intersection Improvements	Partial DLT or	Yes	No	NA	NA	
	Restricted Crossing U-Turn Intersection	Yes	No	NA	NA	
Unsignalized Intersection Improvements	Reduced Conflict Intersection	Yes	No	NA	NA	
	Complementary Concepts	Yes	No	NA	NA	
Complementary Concepts	Signal Timing Updates/Coordination	Yes	No	NA	NA	
	Smart Roadway Lighting	Yes	No	NA	NA	
Warning Systems	Warning Systems	Yes	No	NA	NA	
	Freight Priority System	Yes	No	NA	NA	

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Conceptual Footprint Comparison

4



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Evaluation Matrix

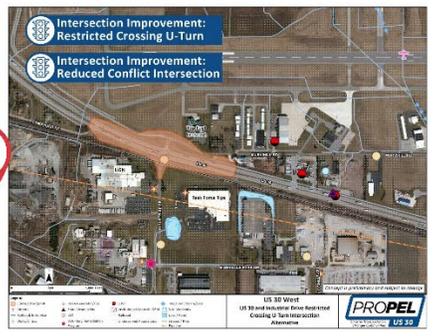
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Category	Item	Yes	No	NA	Other	Notes
US10 x Industrial Drive	Applies Safety Concept: Bypass	Yes	No	NA	NA	
	Applies Safety Concept: Bypass	Yes	No	NA	NA	
Primary Concepts	Median Safety Improvements	Yes	No	NA	NA	
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	Restricted Crossing U-Turn Intersection	Yes	No	NA	NA	
Unsignalized Intersection Improvements	Reduced Conflict Intersection	Yes	No	NA	NA	
	Complementary Concepts	Yes	No	NA	NA	
Complementary Concepts	Signal Timing Updates/Coordination	Yes	No	NA	NA	
	Smart Roadway Lighting	Yes	No	NA	NA	
Warning Systems	Warning Systems	Yes	No	NA	NA	
	Freight Priority System	Yes	No	NA	NA	

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Conceptual Footprint Comparison

4



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Conceptual Footprint Comparison

4



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Read the Report in Person

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

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Primary Intersections	US 30																		US 31	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Existing Traffic Control	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Access Management	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Land Access	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADD/Lengthen Turn Lanes	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADD/Extend Access/Obst. Lanes	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Median Safety Improvements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Convert to Interchange	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADD Crossroad Overpass/Underpass	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Signalized Intersection	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Partial Signalized Left Turn	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Roundabout Left Turn Intersection	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Restrictive Crossing or Turn Intersection	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Quadrant Roadway Intersection	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Unsignalized Improvements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Roundabout	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Reduced Conflict Intersection	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Interchange Project Already Planned	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
No Intersection Alternatives	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

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Discuss the Report with Our Team

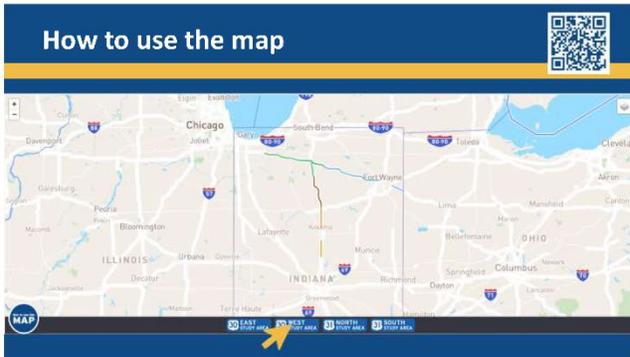
April 9:	Hanna United Methodist Church 101 W. Hopper St., Hanna, IN 46340
April 10:	Wanatah Public Library 114 S. Main St., Wanatah, IN 46390
April 16:	Hamlet Fire / Davis Township Community Center 15 W. Indiana Ave., Hamlet, IN 46532
April 17:	Stockman Youth Center behind Plymouth Community Church 11802 Lincoln Hwy E., Plymouth, IN 46563

Each office hour session is 3-7 PM Local Time

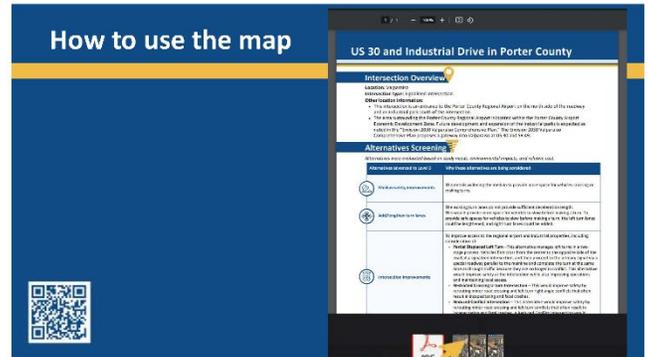
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Interactive Map

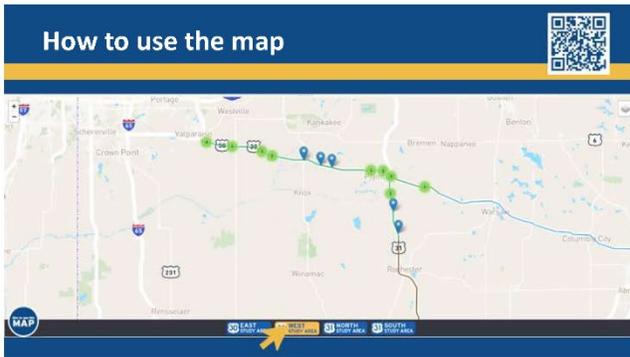
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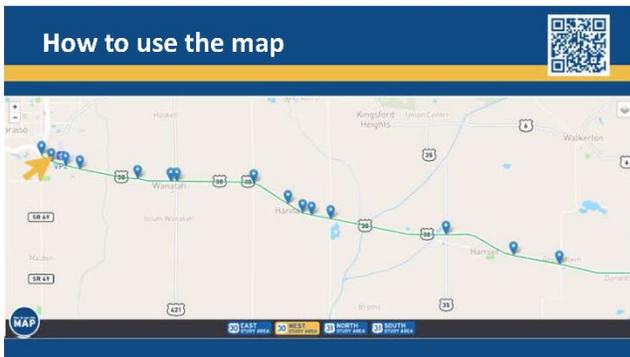
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How to use the map

Insert Web Page

This app allows you to insert secure web pages starting with https:// into the slide deck. Non-secure web pages are not supported for security reasons.

Please enter the URL, below:

Note: Many popular websites allow secure access. Please click on the preview button to ensure the web page is accessible.

[Web View](#) [Terms](#) [Privacy & Cookies](#) [Preview](#)

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Primary Concepts	US 30																				US 31		
	US 30	US 31	US 31																				
Existing Traffic Control																							
Access Management																							
Limit Access																							
Add/Lengthen Turn Lanes																							
Add/Extend Access/Decel. Lanes																							
Median Safety Improvements																							
Convert to Interchange																							
Add Crossroad																							
Change/Upgrade																							
Signalized Intersection																							
Partial Displaced Left Turn																							
Boleaved Left Turn Intersection																							
Retained Crossing Left-Turn Intersection																							
Quadrant Roadway Intersection																							

MEETING NOTES

Date: April 10, 2024, 12PM-1PM EST

Re: Stakeholder Advisory Committee Meeting #4 (West)

In Attendance:

<i>Brett Lackey</i>	<i>CDM Smith</i>	<i>Rusty Holt</i>	<i>WSP</i>
<i>Marian Hull</i>	<i>CDM Smith</i>	<i>Kyle Kuebler</i>	<i>Porter County Regional Airport</i>
<i>Michelle Brazeau</i>	<i>CDM Smith</i>	<i>Alexander Lee</i>	<i>Parsons</i>
<i>Anna Ciacciarella</i>	<i>CDM Smith</i>	<i>Scott Weber</i>	<i>Northwest Indiana Regional Planning Commission</i>
<i>Scott Sandstrom</i>	<i>CDM Smith</i>		
<i>Sandra Flum</i>	<i>INDOT</i>	<i>Michael Pupillo</i>	<i>Farm Bureau</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>	<i>Jennifer Piatt</i>	<i>Indiana Motor Trucking Association</i>
<i>Betsy Whitmore</i>	<i>INDOT</i>		
<i>Lance Bella</i>	<i>Porter County</i>	<i>Matthew Hassel</i>	<i>Marshall County</i>
<i>Tori Chessor</i>	<i>Starke County</i>	<i>Max Rehlander</i>	<i>City of Valparaiso</i>
<i>Edwin Buswell</i>	<i>KIRPC</i>	<i>Harold Parker</i>	<i>Farm Bureau</i>
<i>Don Parker</i>	<i>Wanatah Library</i>		
<i>Stacey Osburn</i>	<i>HNTB</i>	<i>+1 (###) ###-####</i>	<i>Unknown</i>

GENERAL SUMMARY

The fifth Stakeholder Advisory Committee (SAC) meeting for ProPEL US 30 West was held virtually through Microsoft Teams on Tuesday, November 12th. ProPEL US 30 West SAC members, Economic Roundtable members, and study area Farm Bureau representatives received invitations to the meeting.

Marian Hull of CDM Smith began the meeting by greeting the attendees, introducing staff and SAC members, and reviewing various housekeeping items about virtual meeting etiquette. M. Hull then provided a brief review of the ProPEL study area, the PEL process, and recent public involvement activities. She shared the study schedule, summarized past milestones, and informed the attendees of where the study currently stands in the overall process.

M. Hull turned the presentation over to Scott Sandstrom of CDM Smith to provide a more in-depth look at the Draft Level 3 Screening Report. S. Sandstrom began by detailing each level of the study that has been completed. He then discussed the Level 3 alternatives screening process and what went into the evaluation process.

S. Sandstrom then described what the planning segments are and how they are used as part of the current Draft Level 3 Screening Report. S. Sandstrom outlined how the improvement packages in each segment were evaluated. To provide more detail, S. Sandstrom highlighted Segment 2 in Wanatah and Segment 15 in Plymouth. He then played a video of Segment 15, Package 4 for the audience.

S. Sandstrom then returned the meeting's facilitation to M. Hull.

M. Hull then went into detail regarding the upcoming public comment period. She shared details regarding the two upcoming public information meetings, the virtual meeting, community office hours, as well as the process for submitting public comments. M. Hull also shared library locations throughout the study area where stakeholders may read the report in person and pick up a physical comment form or scan a QR code to access the comment form via the study website. M. Hull mentioned that the public comments for the Draft Level 3 Screening Report are being accepted through December 13 to guide any report revisions before the report is finalized and published to the study website.

M. Hull described the resources available on the virtual public information meeting including the Draft Level 3 Screening report, the ProPEL US 30 West Study Level 3 handout, and the interactive map for all study teams. M. Hull encouraged attendees to share their thoughts either during the meeting, at upcoming community office hours, or by submitting a comment. She shared that members of the study team can present at upcoming meetings and to groups if desired.

DISCUSSION

M. Hull then opened the meeting up for discussion.

- Jay Grossman (via Chat): When does the public comment period end?**
 - o **Sandra Flum (via Chat): December 13th 10.**
- James Turnwald (MACOG): I understand from the presentation that there might be a mix and match approach with the planning segments as funding and priorities become available, but could you walk us through that within a planning segment? Would you foresee there being a mixing and matching within a planning segment? Like so within Section 8, they might build package three or they might pull three and four together and mix and match if that makes sense.**
 - o **S. Sandstrom: Yeah, I think I'm following. So there might be differences between segments, but it is also possible that there may be mixing and matching within the packages themselves. So we show three packages, but there's obviously different combinations that could occur. So if there there's a need that's shown down the line when that's being studied further, that could happen.**
 - o **M. Hull: Does that answer your question, James?**
 - o **J. Turnwald: Yeah, I think so. So essentially, if a location showed an interchange today in build package 3, they could change that to a J-Turn if they wanted to.**
 - o **S. Sandstrom: None of the scenarios are set in stone. They're set in the sense that certain improvements are more appropriate for certain facility types.**
 - o **J. Turnwald: So, some are more complimentary of each other than others, right? But outside of that, some scenarios that could happen, but nothing is guaranteed and everything's still on the table.**
 - o **S. Sandstrom: I wouldn't say everything else on the table because we did go through those previous alternative analysis screenings, however. These are not set in stone packages. This is what they will have to choose from in the future, if something moves forward.**

M. Hull repeated the following question which was sent via chat.

- **Michael Pupillo (via Chat):** Could you go into the proposed solutions for the 30/35 intersection in Starke County? Is the intention still to simply expand acceleration lanes?
 - **S. Sandstrom:** Yeah, that right now is the only improvement shown at that interchange. It's performing well from what we've seen in our analysis. However, some of the acceleration/deceleration lanes were substandard. So that was seen as a potential improvement safety wise. So that is currently the only other than the no build which obviously leaves it in as is. That's the only current improvement at that location.

M. Hull asked for more questions, acknowledging that the report just came out this morning and that they may not have had the chance to review it yet.

- **Harold Parker:** What did we ever do at South Central. Did we give an overpass or did we just? You were talking pretty cheap there for a while, just on and then off. I think it's near 600, on that graphic you were showing.
 - **S. Sandstrom:** Yeah, so it's in a different segment than we're showing here, but I believe if I remember correctly, it's mostly left as is. In some of the packages there's an overpass, I believe in the more limited access situations. I can try to find it.
 - **Jonathan Wallace:** I think all that information is in the report.
 - **S. Sandstrom:** Yes, it's all in the report, Harold. Thank you.
 - **H. Parker:** Ok, I will read it then.
 - **S. Sandstrom:** Yeah, this was only an example of two segments just to show you how they look.
 - **H. Parker:** Well, there's just a lot of kids right there and I don't want to see anybody get hurt.

M. Hull repeated the following question which was sent via chat:

- **J. Grossman (via Chat):** Once final recommendations are made next year, what is INDOT's plan to move forward? Is there any future funding allocated/planned to start any of the recommended projects? Is there an expected time frame for these improvements?
 - **S. Sandstrom:** So the study itself used a 20-year horizon for the data part, the traffic data. But there's not to my knowledge any set plan that INDOT has as far as when these things would happen. Other than we know if something was to move forward, it would go through the normal project call process which could take five years and there would be NEPA studies done at that time. So I'm not sure if that answers your question or if Aidan or Sandra want to add anything to that.
 - **S. Flum:** No, that's the basics. This is a planning study, and it lays out some options. The program development at INDOT takes about five years or so. The way it's set up right now is that these alternatives, that are either carried forward or recommended, would go into a call for projects and compete statewide for whether or not they can be funded and at that point would become what you're more familiar, a traditional INDOT project.
 - **J. Grossman:** Sandra, I guess a follow up on that. You know if this report is splitting all the projects into these segments. Would you know, could there be like three or four more intersections in a single segment? I was just curious, do you think INDOT would take an entire segment to make the improvements? Because sometimes the adjacent intersections are very closely related as far as improvement through that. Or would they split like where it's just individual intersections would compete?

- **S. Flum: I wish I had a crystal ball. I will say that the reports are set up such that if we identify a high-impact dangerous intersection that needs to be modified, they could pluck that out and take care of it. Or look at the at the system-wide, hey this is a three-mile segment that could work more efficiently together. I haven't seen us, in my years at INDOT, pull 1 intersection without at least making sure that we've addressed any complimentary concerns, adjacent to it.**

ADJOURN

Following the questions from M. Hull summarized the public comment period again and encouraged attendees to reach out to the study team should they have any questions. She invited members to join us at the upcoming public meetings and encouraged them to stay engaged and make a comment once they have had a chance to review the materials.

SAC Meeting #5– November 12, 2024

Brazeau, Michelle V.

Subject: ProPEL US 30 West SAC Meeting #5
Location: Microsoft Teams Meeting

Start: Tue 11/12/2024 3:00 PM
End: Tue 11/12/2024 4:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Ciacciarella, Anna M.

Dear ProPEL US 30 West Stakeholder Advisory Committee Member,

The ProPEL US 30 West Study Team has been hard at work since we last met to prepare the Level 3 Alternatives Report, which is anticipated to be released on November 12! The Level 3 Report is the final step in a three-level alternatives development and screening process.

When we last met with the Study Advisory Committee in April, we discussed the Level 2 report, which proposed alternatives at primary intersections along the study corridor. Since then, the primary intersections have been bundled with secondary intersections to divide the study area into 15 planning segments. Alternatives were further evaluated based on planning data and public input to propose a set of improvement packages for each segment. We need your help to identify which improvement packages to include in the final recommendations.

Please join us virtually for our fifth committee meeting that will be held through Microsoft Teams on **Tuesday, November 12, 2024, from 3:00-4:00 PM (EST).**

You may accept or decline this meeting using Outlook menu options. Please sign onto the meeting five minutes before the start to adjust any audio/video settings using the link below.

If you are unable to access Outlook, please call or email Michelle Brazeau at (843) 972-4559 or brazeaumv@cdmsmith.com to RSVP. Michelle will also be available to troubleshoot any technical issues with Microsoft Teams and can be reached by phone or email before and during the meeting. A meeting reminder will be emailed to all SAC members a day before the meeting.

We look forward to seeing you on November 12!

The ProPEL US 30 Study Team

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

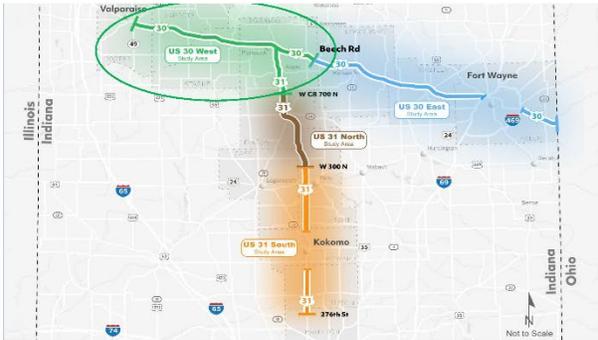
Meeting ID: 258 235 660 906



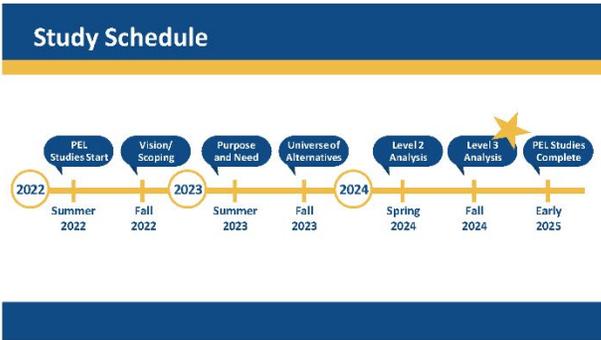
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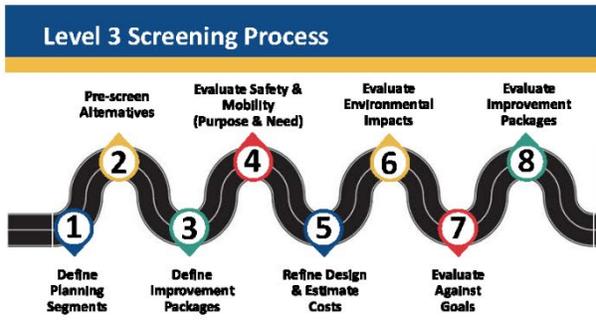
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The purpose of transportation improvements along the US 30 West corridor is to **improve regional mobility and safety along US 30 and US 31** and preserve both as vital statewide transportation corridors for **moving people and goods.**

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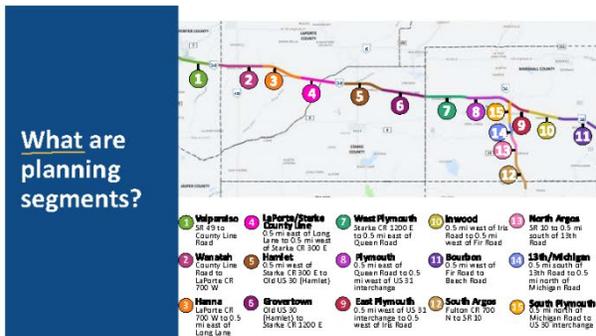
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Study Goals

How did we evaluate improvement packages?

13

Segment 2 - Wanatah

How did we evaluate planning segments?

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

16

How did we evaluate improvement packages?

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Segment 15 - South Plymouth

How did we evaluate planning segments?

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

17

Segment 2 - Wanatah

How did we evaluate planning segments?

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

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Attend a Public Information Meeting

 **Wednesday, Nov. 13, 5-7 P.M. CT**
Presentation at 5:30 P.M.
Tri-Township Schools
309 School Drive, Wanatah, IN

 **Thursday, Nov. 14, 5-7 P.M. ET**
Presentation at 5:30 P.M.
Plymouth High School
1 Big Red Drive, Plymouth, IN

 **Virtual Public Information Meeting**
ProPELUS30.com



Scan to learn more!

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Read the report



ProPELUS30.com



Watch our videos



Explore our virtual public meeting!

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Discuss the Report with Our Team

Community Office Hours

Nov 18, 1-5 PM C.T.	Hamlet-Davis Vol. Fire Dept. Inc. 15 W. Indiana Ave., Hamlet, IN 46532
Nov 19, 1-5 PM C.T.	Wanatah Public Library 114 S Main St., Wanatah, IN 46390
Dec 2, 1-5 PM C.T.	Valparaiso Fire Training Station 355 W. Evans Ave., Valparaiso, IN 46383
Dec 10, 1-5 PM E.T.	Bourbon Town Hall 104 E. Park Ave., Bourbon, IN 46504

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Read the Report in Person

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

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THANK YOU!

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Comment through December 13, 2024

24

Meeting Notes

Date: November 12, 2024, 3PM-4PM EST

Re: ProPEL US 30 West Stakeholder Advisory Committee Meeting #5 (West)

In Attendance:

<i>Scott Sandstrom</i>	<i>CDM Smith</i>	<i>Caitlin Stevens</i>	<i>MACOG</i>
<i>Marian Hull</i>	<i>CDM Smith</i>	<i>James Turnwald</i>	<i>MACOG</i>
<i>Michelle Brazeau</i>	<i>CDM Smith</i>	<i>Natalie Tucker</i>	<i>Marian University's Ancilla College</i>
<i>Anna Ciacciarella</i>	<i>CDM Smith</i>	<i>Ty Adley</i>	<i>Marshall County</i>
<i>Sandra Flum</i>	<i>INDOT</i>	<i>Tom Vander Woude</i>	<i>NIRPC</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>	<i>William Bennet</i>	<i>Oregon-Davis Schools</i>
<i>Betsy Whitmore</i>	<i>INDOT</i>	<i>Kyle Kuebler</i>	<i>Porter County Regional Airport</i>
<i>Adin McCann</i>	<i>HNTB</i>	<i>Steve Holm</i>	<i>Plymouth Fire Department</i>
<i>Bryan Kapala</i>	<i>WSP</i>	<i>Tori Chessor</i>	<i>Starke County</i>
<i>Alexander Lee</i>	<i>Parsons</i>	<i>Mike Shireman</i>	<i>Starke County</i>
<i>Rich Zielinski</i>	<i>Structurepoint</i>	<i>Jay Grossman</i>	<i>Valparaiso University</i>
<i>Michael Pupillo</i>	<i>Farm Bureau</i>	<i>Don Parker</i>	<i>Wanatah Library</i>
<i>Harold Parker</i>	<i>Farm Bureau</i>		
<i>Korbin Smith</i>	<i>Farm Bureau</i>		
<i>Gary Langston</i>	<i>Indiana Motor Truck Association</i>		
<i>Edwin Buswell</i>	<i>KIRPC</i>		
<i>Aaron Case</i>	<i>Kankakee Valley School Corporation</i>		

General Summary

The fifth Stakeholder Advisory Committee (SAC) meeting for ProPEL US 30 West was held virtually through Microsoft Teams on Tuesday, November 12th. ProPEL US 30 West SAC members, Economic Roundtable members, and study area Farm Bureau representatives received invitations to the meeting.

Marian Hull of CDM Smith began the meeting by greeting the attendees, introducing staff and SAC members, and reviewing various housekeeping items about virtual meeting etiquette. M. Hull then provided a brief review of the ProPEL study area, the PEL process, and recent public involvement activities. She shared the study schedule, summarized past milestones, and informed the attendees of where the study currently stands in the overall process.

M. Hull turned the presentation over to Scott Sandstrom of CDM Smith to provide a more in-depth look at the Draft Level 3 Screening Report. S. Sandstrom began by detailing each level of the study that has been completed. He then discussed the Level 3 alternatives screening process and what went into the evaluation process.

S. Sandstrom then described what the planning segments are and how they are used as part of the current Draft Level 3 Screening Report. S. Sandstrom outlined how the improvement packages in each segment were evaluated. To provide more detail, S. Sandstrom highlighted Segment 2 in Wanatah and Segment 15 in Plymouth. He then played a video of Segment 15, Package 4 for the audience.

S. Sandstrom then returned the meeting's facilitation to M. Hull.

M. Hull then went into detail regarding the upcoming public comment period. She shared details regarding the two upcoming public information meetings, the virtual meeting, community office hours, as well as the process for submitting public comments. M. Hull also shared library locations throughout the study area where stakeholders may read the report in person and pick up a physical comment form or scan a QR code to access the comment form via the study website. M. Hull mentioned that the public comments for the Draft Level 3 Screening Report are being accepted through December 13 to guide any report revisions before the report is finalized and published to the study website.

M. Hull described the resources available on the virtual public information meeting including the Draft Level 3 Screening report, the ProPEL US 30 West Study Level 3 handout, and the interactive map for all study teams. M. Hull encouraged attendees to share their thoughts either during the meeting, at upcoming community office hours, or by submitting a comment. She shared that members of the study team can present at upcoming meetings and to groups if desired.

Discussion

M. Hull then opened the meeting up for discussion.

- Jay Grossman (via Chat):** When does the public comment period end?
 - o **Sandra Flum (via Chat):** December 13th 11.
- James Turnwald (MACOG):** I understand from the presentation that there might be a mix and match approach with the planning segments as funding and priorities become available, but could you walk us through that within a planning segment? Would you foresee there being a mixing and matching within a planning segment? Like so within Section 8, they might build package three or they might pull three and four together and mix and match if that makes sense.
 - o **S. Sandstrom:** Yeah, I think I'm following. So there might be differences between segments, but it is also possible that there may be mixing and matching within the packages themselves. So we show three packages, but there's obviously different combinations that could occur. So if there there's a need that's shown down the line when that's being studied further, that could happen.
 - o **M. Hull:** Does that answer your question, James?
 - o **J. Turnwald:** Yeah, I think so. So essentially, if a location showed an interchange today in build package 3, they could change that to a J-Turn if they wanted to.
 - o **S. Sandstrom:** None of the scenarios are set in stone. They're set in the sense that certain improvements are more appropriate for certain facility types.

- o **J. Turnwald:** So, some are more complimentary of each other than others, right? But outside of that, some scenarios that could happen, but nothing is guaranteed and everything's still on the table.
- o **S. Sandstrom:** I wouldn't say everything else on the table because we did go through those previous alternative analysis screenings, however. These are not set in stone packages. This is what they will have to choose from in the future, if something moves forward.

M. Hull repeated the following question which was sent via chat.

- **Michael Pupillo (via Chat):** Could you go into the proposed solutions for the 30/35 intersection in Starke County? Is the intention still to simply expand acceleration lanes?
 - o **S. Sandstrom:** Yeah, that right now is the only improvement shown at that interchange. It's performing well from what we've seen in our analysis. However, some of the acceleration/deceleration lanes were substandard. So that was seen as a potential improvement safety wise. So that is currently the only other than the no build which obviously leaves it in as is. That's the only current improvement at that location.

M. Hull asked for more questions, acknowledging that the report just came out this morning and that they may not have had the chance to review it yet.

- **Harold Parker:** What did we ever do at South Central. Did we give an overpass or did we just? You were talking pretty cheap there for a while, just on and then off. I think it's near 600, on that graphic you were showing.
 - o **S. Sandstrom:** Yeah, so it's in a different segment than we're showing here, but I believe if I remember correctly, it's mostly left as is. In some of the packages there's an overpass, I believe in the more limited access situations. I can try to find it.
 - o **Jonathan Wallace:** I think all that information is in the report.
 - o **S. Sandstrom:** Yes, it's all in the report, Harold. Thank you.
 - o **H. Parker:** Ok, I will read it then.
 - o **S. Sandstrom:** Yeah, this was only an example of two segments just to show you how they look.
 - o **H. Parker:** Well, there's just a lot of kids right there and I don't want to see anybody get hurt.

M. Hull repeated the following question which was sent via chat:

- **J. Grossman (via Chat):** Once final recommendations are made next year, what is INDOT's plan to move forward? Is there any future funding allocated/planned to start any of the recommended projects? Is there an expected time frame for these improvements?
 - o **S. Sandstrom:** So the study itself used a 20-year horizon for the data part, the traffic data. But there's not to my knowledge any set plan that INDOT has as far as when these things would happen. Other than we know if something was to move forward, it would go through the normal project call process which could take five years and

there would be NEPA studies done at that time. So I'm not sure if that answers your question or if Aidan or Sandra want to add anything to that.

- o **S. Flum:** No, that's the basics. This is a planning study, and it lays out some options. The program development at INDOT takes about five years or so. The way it's set up right now is that these alternatives, that are either carried forward or recommended, would go into a call for projects and compete statewide for whether or not they can be funded and at that point would become what you're more familiar, a traditional INDOT project.
- o **J. Grossman:** Sandra, I guess a follow up on that. You know if this report is splitting all the projects into these segments. Would you know, could there be like three or four more intersections in a single segment? I was just curious, do you think INDOT would take an entire segment to make the improvements? Because sometimes the adjacent intersections are very closely related as far as improvement through that. Or would they split like where it's just individual intersections would compete?
- o **S. Flum:** I wish I had a crystal ball. I will say that the reports are set up such that if we identify a high-impact dangerous intersection that needs to be modified, they could pluck that out and take care of it. Or look at the at the system-wide, hey this is a three-mile segment that could work more efficiently together. I haven't seen us, in my years at INDOT, pull 1 intersection without at least making sure that we've addressed any complimentary concerns, adjacent to it.

Adjourn

Following the questions from M. Hull summarized the public comment period again and encouraged attendees to reach out to the study team should they have any questions. She invited members to join us at the upcoming public meetings and encouraged them to stay engaged and make a comment once they have had a chance to review the materials.

APPENDIX E: PUBLIC MEETING PRESENTATION



1



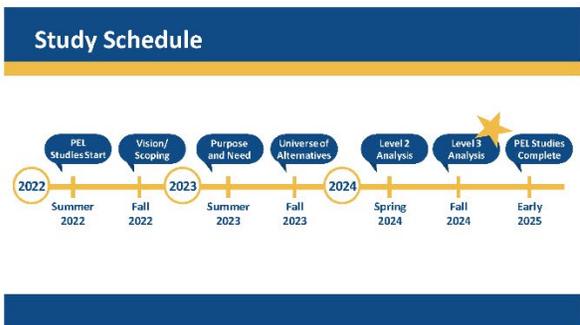
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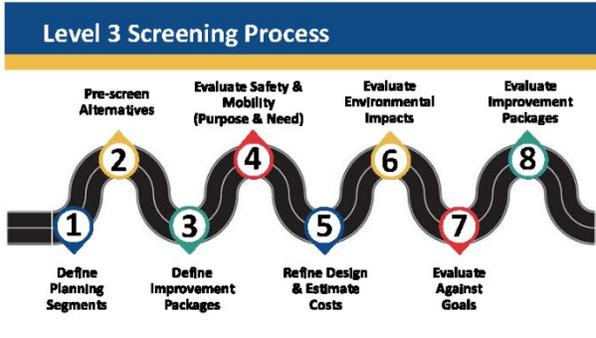
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5



6



7

What are planning segments?

1 Welparino SR 89 to County Line Road	4 LaPorte/Sherba County Line 0.5 mi east of Long Lane to 0.5 mi west of Sanka CR 300 E	7 West Plymouth Sanka CR 300 E to 0.5 mi east of Queen Road	10 Inwood 0.5 mi west of the Road to 0.5 mi west of Fir Road	13 North Argos SR 3014 0.5 mi south of SR Road
2 Wenatch County Line Road to LaPorte CR 700 W	5 Hemlet 0.5 mi east of Sanka CR 300 E to Old US 30 (Hamlet)	8 Plymouth 0.5 mi east of Queen Road to 0.5 mi east of US 33 interchange	11 Bourbon 0.5 mi west of Fir Road to Beach Road	14 13th/Michigan 0.5 mi south of 13th Road to 0.5 mi north of Michigan Road
3 Hanna Argos CR 700 W to 0.5 mi east of Long Lane	6 Governor Old US 30 (Hamlet) to Sanka CR 300 E	9 East Plymouth 0.5 mi east of US 33 interchange to 0.5 west of the Road	12 South Argos Sanka CR 700 N to SR 30	15 South Plymouth 0.5 mi north of Michigan Road to US 30 interchange

8

How did we form the improvement packages?

9

What are improvement packages?

Freeway

Expressway/Expressway Lite

Major Arterial

Minor Arterial

Major Collector

Minor Collector

Local Street

Increasing Mobility ↑

Increasing Access →

10

How did we evaluate improvement packages?

Safety

Mobility

11

How did we evaluate improvement packages?

Cost

Environmental Resources

12

Study Goals

How did we evaluate improvement packages?

13

How did we evaluate improvement packages?

14

Segment 2 - Wanatah

How did we evaluate planning segments?

High Access/Low Cost/Low Impact

Low Access/High Cost/High Impact

No-Build: Arterial - Carry Forward

Package 1: Arterial - Carry Forward

Package 2: Arterial - Eliminated

Package 3: Arterial - Eliminated

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

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Segment 2 - Wanatah

How did we evaluate planning segments?

High Access/Low Cost/Low Impact

Low Access/High Cost/High Impact

Package 4: Expressway Lite - Recommended

Package 5: Freeway - Eliminated

Package 6: Freeway - Carry Forward

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

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Wanatah Segment 2 Video

17

Segment 15 - South Plymouth

How did we evaluate planning segments?

High Access/Low Cost

Low Access/High Cost

No-Build: Arterial - Carry Forward

Package 1: Expressway - Recommended

Package 2: Expressway - Carry Forward

Package 3: Freeway - Carry Forward

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

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APPENDIX F: PUBLIC MEETING DISPLAY BOARDS

WELCOME!



PUBLIC INFORMATION MEETING: Draft Level 3 Screening Report

US 30 West
November 2024



What is ProPEL?

US 30 West



US 30 West

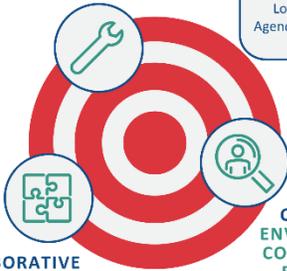
WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY?



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

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

EFFICIENT
TRANSPORTATION
PLANNING



COLLABORATIVE
& INTEGRATED
APPROACH TO
DECISION-MAKING

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

CONSIDERS
ENVIRONMENT,
COMMUNITY &
ECONOMY

PEL Benefits

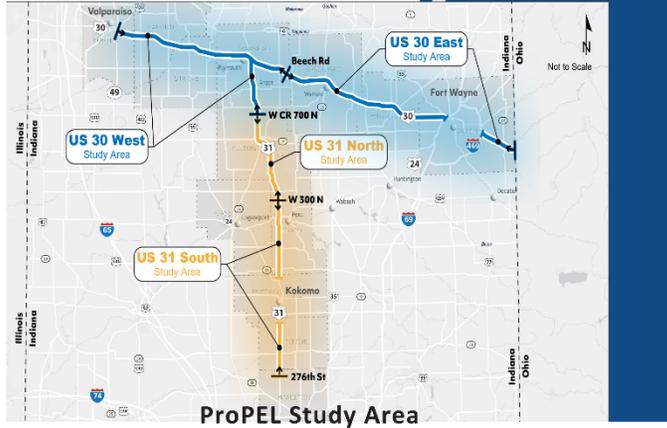
- Gives flexibility to agencies
- Encourages early, meaningful public engagement
- Promotes environmental stewardship



TOGETHER, WE CAN PROPEL INDIANA FORWARD



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



What We've Heard So Far

US 30 West



What we heard

This is What YOU Told Us!

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



Draft Level 2 Screening Report Comment Period

March 27 - April 30, 2024



Total Comments Received:

61



Methods of Collection:

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

Feedback Themes

Top 3



77%
Mobility



44%
Safety



25%
Economic Development



Farming and Rural Character



Emergency Use and Access



Multimodal Infrastructure



Environmental Concerns



Other



NextLevel
ROADS



Alternatives Analysis

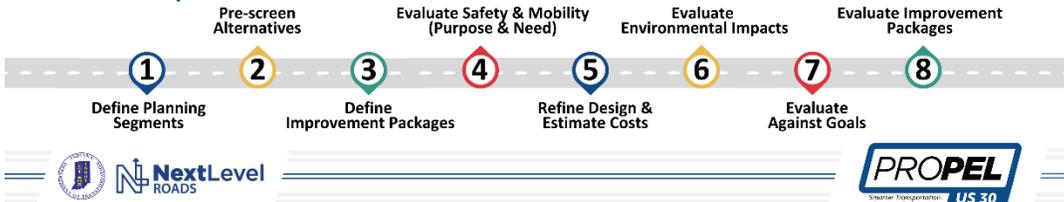
How did we get to the Draft Level 3 Screening Report?

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

Alternatives Screening Process



Level 3 Analysis Process



NextLevel
ROADS



US 30 West

Planning Segments



Where are the planning segments?

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



- 1 Valparaiso**
SR 49 to County Line Road
- 2 Wanatah**
County Line Road to LaPorte CR 700 W
- 3 Hanna**
LaPorte CR 700 W to 0.5 mi east of Long Lane
- 4 LaPorte/Stark County Line**
0.5 mi east of Long Lane to 0.5 mi west of Stark CR 300 E
- 5 Hamlet**
0.5 mi west of Stark CR 300 E to Old US 30 (Hamlet)
- 6 Grovertown**
Old US 30 (Hamlet) to Stark CR 1200 E
- 7 West Plymouth**
Stark CR 1200 E to 0.5 mi east of Queen Road
- 8 Plymouth**
0.5 mi east of Queen Road to 0.5 mi west of US 31 interchange
- 9 East Plymouth**
0.5 mi west of US 31 interchange to 0.5 west of Iris Road
- 10 Inwood**
0.5 mi west of Iris Road to 0.5 mi west of Fir Road
- 11 Bourbon**
0.5 mi west of Fir Road to Birch Road
- 12 South Argos**
Fulton CR 700 N to SR 10
- 13 North Argos**
SR 10 to 0.5 mi south of 13th Road
- 14 13th/Michigan**
0.5 mi south of 13th Road to 0.5 mi north of Michigan Road
- 15 South Plymouth**
0.5 mi north of Michigan Road to US 30 interchange



US 30: Valparaiso to Hamlet

US 30 West



US 30 West

Valparaiso

Planning Segment #1 - Valparaiso

1

Location: US 30 between SR 49 and Porter/LaPorte County Line
Distance: 4.9 miles
Total Intersections: 5 primary, 4 secondary
Total Driveways: 3 residential, 6 commercial, and 2 farm access
Land Uses: Mix of commercial, residential, and farmland

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

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



US 30 West

Wanatah

Planning Segment #2 - Wanatah

2

Location: US 30 between east of Porter/LaPorte County Line and west of LaPorte CR 700 W
Distance: 5.0 miles
Total Intersections: 2 primary, 9 secondary
Total Driveways: 20 residential, 31 commercial, and 9 farm access
Land Uses: Mix of rural residential, small commercial businesses, and farmland

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

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



Hanna

Planning Segment #3 - Hanna

3

Location: US 30 between LaPorte CR 700 west and east of Long Lane
Distance: 4.9 miles
Total Intersections: 4 primary, 3 secondary
Total Driveways: 3 residential, 6 commercial, and 2 farm access
Land Uses: Mix of rural residential, small commercial businesses, and farmland

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



LaPorte/Starke County Line

Planning Segment #4 - LaPorte/Starke County Line

4

Location: US 30 between east of Long Lane and west of Starke CR 300 E
Distance: 5.0 miles
Total Intersections: 1 primary, 5 secondary
Total Driveways: 6 residential, 5 commercial, and 5 farm access
Land Uses: Mix of rural residential and farmland

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



Hamlet

Planning Segment #5 - Hamlet

5

Location: US 30 between west of Starke CR 300 E and Old US 30 (Hamlet)
Distance: 5.0 miles
Total Intersections: 1 primary, 4 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Land use is primarily farmland

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



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

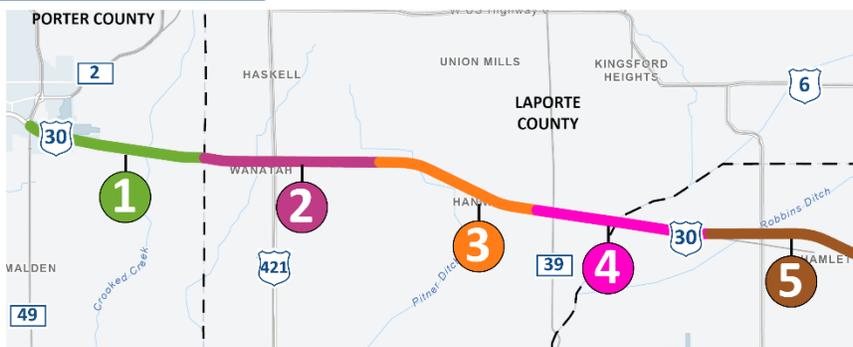
Intersection Types:		Access Control Methods:	
	Add/Lengthen Acceleration/Deceleration Lanes		Minimal Access Control Intersections have full access, median openings are provided
	Directional		Partial Access No driveway access, at-grade intersections allowed, median openings not allowed
	Intersection Closed		Limited Access No driveway access, crosswalks are grade-separated, slow, median openings not allowed
	Interchange		



What do you think?

Feedback Fuels the Future!

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



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



US 30: Grovertown to East Plymouth

US 31: South Plymouth

US 30 West



US 30 West

Grovertown

Planning Segment #6 - Grovertown

6

Location: US 30 between east of Old US 30 (Hamlet) and Starke CR 1200 E
Distance: 5.2 miles
Total Intersections: 2 primary, 5 secondary
Total Driveways: 8 residential, 6 commercial, and 11 farm access
Land Uses: Mix of rural residential, small commercial businesses, and farmland

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

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

No-Build: Arterial - Carry Forward

Package 4: Expressway Lite - Carry Forward

Package 1: Arterial - Recommended

Package 5: Freeway - Carry Forward

Package 2: Arterial - Recommended

Package 3: Arterial - Eliminated

Intersection Types:

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

Access Control Methods:

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

US 30 West

West Plymouth

Planning Segment #7 - West Plymouth

7

Location: US 30 between Starke CR 1200 E and east of Queen Road
 Distance: 5.0 miles
 Total Intersections: 1 primary, 5 secondary
 Total Driveways: 0 residential, 0 commercial, and 3 farm access
 Land Uses: Land use is primarily farmland

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

No-Build: Arterial - Carry Forward



Package 4: Expressway - Recommended



Package 1: Expressway - Carry Forward



Package 5: Freeway - Carry Forward



Package 2: Expressway - Recommended



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

Package 3: Expressway - Eliminated



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

Access Control Methods:	
	Minimal Access Control driveway have full access, median openings are provided
	Partial Access no driveway access, at grade intersections allowed, median openings not allowed
	Limited Access no driveway access, cloverleaf or grade separated or closed, median openings not allowed



US 30 West

Plymouth

Planning Segment #8 - Plymouth

8

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

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

No-Build: Arterial - Carry Forward



Package 4: Expressway - Eliminated



Package 1: Expressway - Eliminated



Package 5: Freeway - Recommended



Package 2: Expressway - Eliminated



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

Package 3: Expressway - Carry Forward



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

Access Control Methods:	
	Minimal Access Control driveway have full access, median openings are provided
	Partial Access no driveway access, at grade intersections allowed, median openings not allowed
	Limited Access no driveway access, cloverleaf or grade separated or closed, median openings not allowed



East Plymouth



Planning Segment #9 - East Plymouth

9

Location: US 30 between west of US 31 and west of Iris Road
Distance: 3.2 miles
Total Intersections: 2 primary, 0 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Land use is primarily farmland

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



South Plymouth

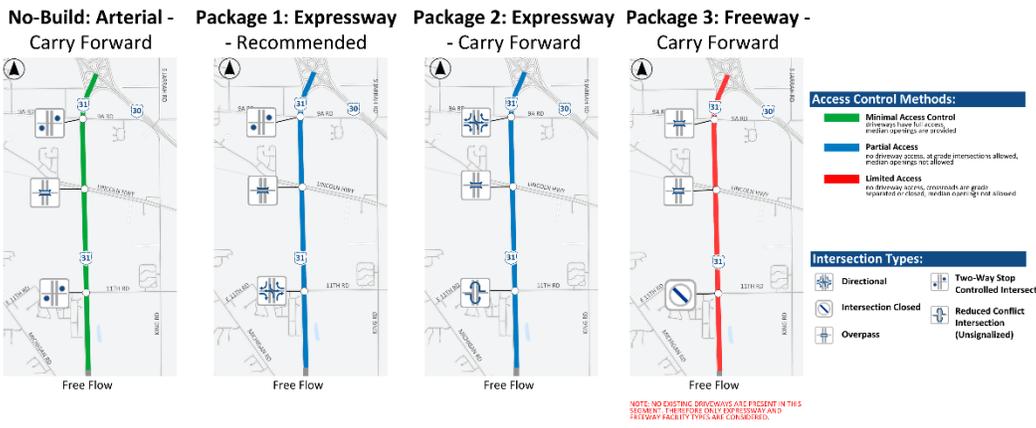


Planning Segment #15 - South Plymouth

15

Location: US 31 between north of 12th Road and US 30
Distance: 3.0 miles
Total Intersections: 1 primary, 1 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Mix of rural residential and farmland

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

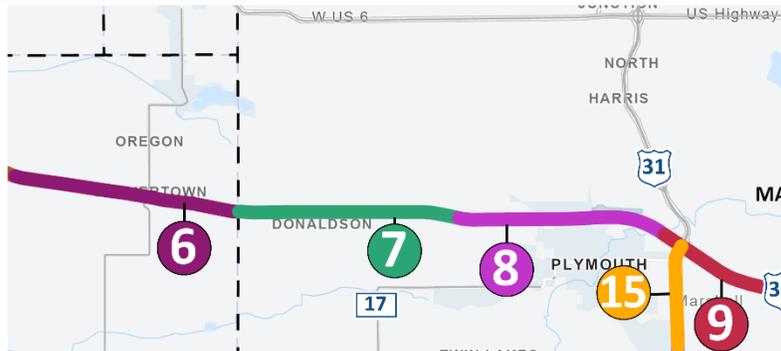


What do you think?



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- 6 Grovertown**
Old US 30 (Hamlet) to Starke CR 1200 E
- 7 West Plymouth**
Starke CR 1200 E to 0.5 mi east of Queen Road
- 8 Plymouth**
0.5 mi east of Queen Road to 0.5 mi west of US 31 interchange
- 9 East Plymouth**
0.5 mi west of US 31 interchange to 0.5 west of Ins Road
- 15 South Plymouth**
0.5 mi north of Michigan Road to US 30 interchange



US 30: Inwood to Bourbon

US 31: South Argos to 13th/Michigan

US 30 West



Inwood



Planning Segment #10 - Inwood

10

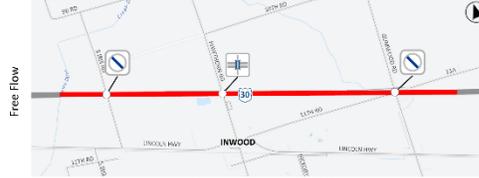
Location: US 30 between west of Iris Road and west of Fir Road
Distance: 3.6 miles
Total Intersections: 0 primary, 3 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Land use is primarily farmland

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

No-Build: Arterial - Recommended



Package 2: Freeway - Carry Forward



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

Package 1: Expressway - Carry Forward



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

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



Bourbon



Planning Segment #11 - Bourbon

11

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

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

No-Build: Arterial - Recommended



Package 2: Expressway - Carry Forward



Package 1: Expressway - Eliminated



Package 3: Freeway - Carry Forward



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

- Intersection Types:**
- Directional
 - Interchange
 - Intersection Closed
 - Overpass
 - Two-Way Stop Controlled Intersection
 - Right-in/Right-Out Intersection

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



South Argos



Planning Segment #12 - South Argos

12

Location: US 31 between Fulton CR 700 N and SR 10
Distance: 5.8 miles
Total Intersections: 2 primary, 6 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Mix of small commercial and farmland

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

No-Build: Arterial - Carry Forward



Free Flow

Package 1: Separate INDOT Project



Intersection Types:

- Separate INDOT Project
- Two-Way Stop Controlled Intersection

Access Control Methods:

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



North Argos



Planning Segment #13 - North Argos

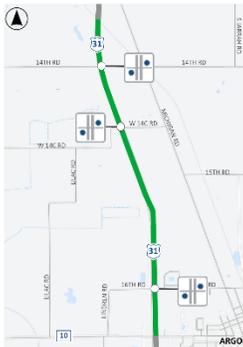
13

Location: US 31 between SR 10 and south of 13th Road
Distance: 3.0 miles
Total Intersections: 0 primary, 3 secondary
Total Driveways: 0 residential, 0 commercial, and 0 farm access
Land Uses: Mix of rural residential and farmland

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

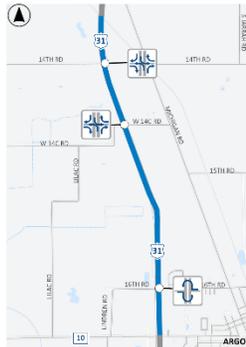
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Recommended



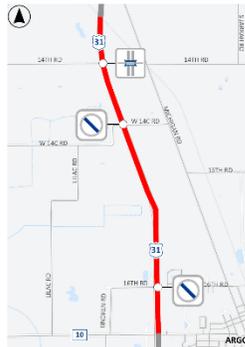
Free Flow

Package 1: Expressway - Carry Forward



Free Flow

Package 2: Freeway - Carry Forward



Free Flow

Access Control Methods:

- Minimal Access Control
Driveways have full access, median openings are provided
- Partial Access
No driveway access, at grade intersections allowed, median openings not allowed
- Limited Access
No driveway access, overpass at grade separated or closed, median openings not allowed

Intersection Types:

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

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



13th/Michigan

Planning Segment #14 - 13th/Michigan

Location: US 31 between south of 13th Road and north of 12th Road
Distance: 1.8 miles
Total Intersections: 2 primary, 2 secondary
Total Driveways: 3 residential, 3 commercial, and 3 farm access
Land Uses: Mix of rural residential and farmland

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

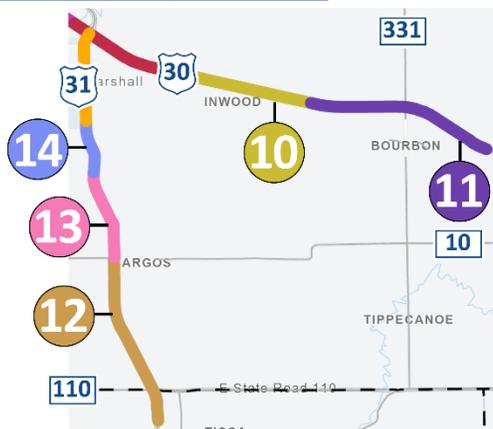
<p>No-Build: Arterial - Carry Forward</p> <p>Free Flow</p>	<p>Package 1: Arterial - Recommended</p> <p>Free Flow</p>	<p>Package 2: Expressway Lite - Recommended</p> <p>Free Flow</p>	<p>Package 3: Freeway - Carry Forward</p> <p>Free Flow</p>	<p>Access Control Methods:</p> <ul style="list-style-type: none"> ■ Minimal Access Control driveways have full access, median opening are provided ■ Partial Access all driveways are RBO, subject median opening provided ■ Partial Access all driveways are RBO, subject median opening provided ■ Limited Access no driveway access, crossroads are grade separated and access median opening not allowed <p>Intersection Types:</p> <ul style="list-style-type: none"> Intersection Closed Interchange One-Way Stop Controlled Intersection Overpass Right-In/Right-Out Intersection Reduced Conflict Intersection (Unsignalized) Two-Way Stop Controlled Intersection
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What do you think?

Feedback Fuels the Future!

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



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

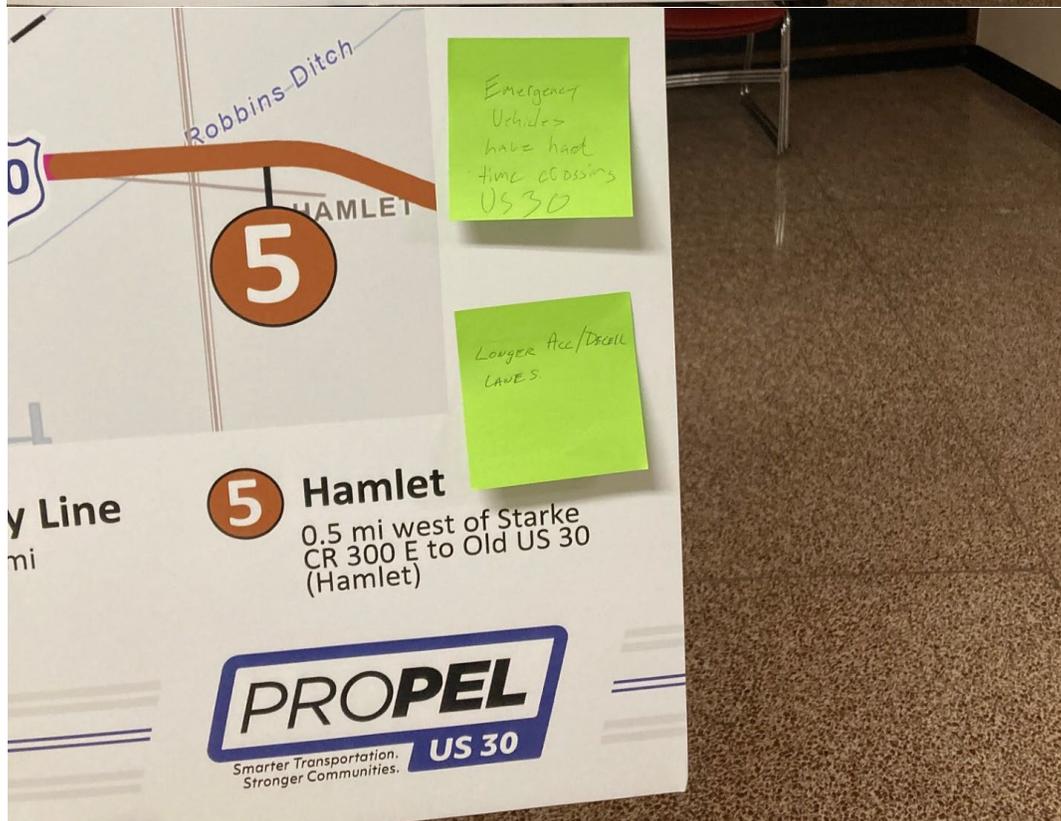


Comment Station

US 30 West



APPENDIX G: PHOTOS OF DISPLAY BOARDS



West Plymouth



Planning Segment #7 - West Plymouth

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

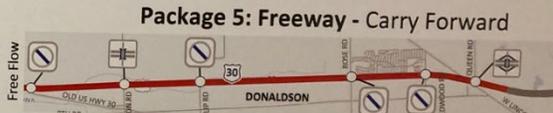
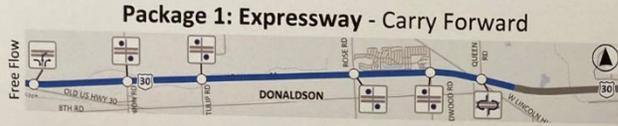
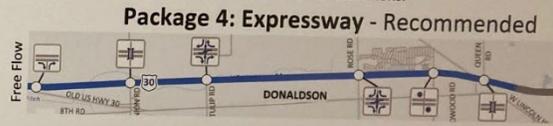
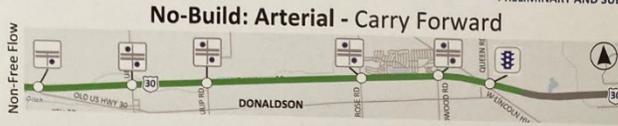
Distance: 5.0 miles

Total Intersections: 1 primary, 5 secondary

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

Land Uses: Land use is primarily farmland

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



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



Intersection Types:

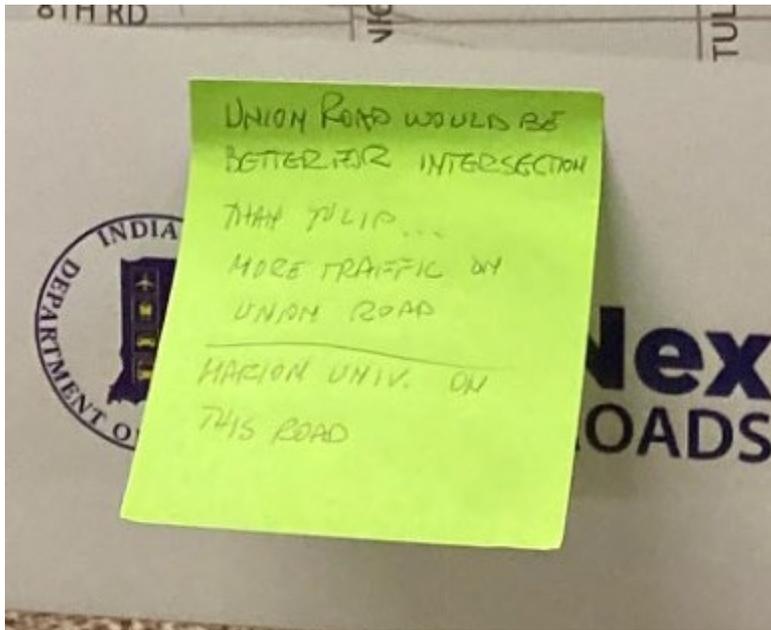
	Directional Intersection		Reduced Conflict Intersection (Unsignalized)
	Intersection Closed		Right-in/Right-Out Intersection
	Interchange		Signal
	Overpass		Roundabout
	One-Way Stop Controlled Intersection		Two-Way Stop Controlled Intersection

Access Control Methods:

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

Check the address for the intersection of Union Road and US 30. The intersection is currently a T-intersection with Union Road on the north side of US 30. It would be better if it was a full intersection.

NextLevel ROADS



Plymouth



Planning Segment #8 - Plymouth

8

Location: US 30 between east of Queen Road and west of US 31

Distance: 4.8 miles

Total Intersections: 4 primary, 0 secondary

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

Land Uses: Mix of minor residential and heavy commercial

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

No-Build: Arterial - Carry Forward



Package 1: Expressway - Eliminated



Package 2: Expressway - Eliminated



Package 3: Expressway - Carry Forward



Package 4: Expressway - Eliminated



Package 5: Freeway - Recommended



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

Intersection Types

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

Access Control Methods:

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

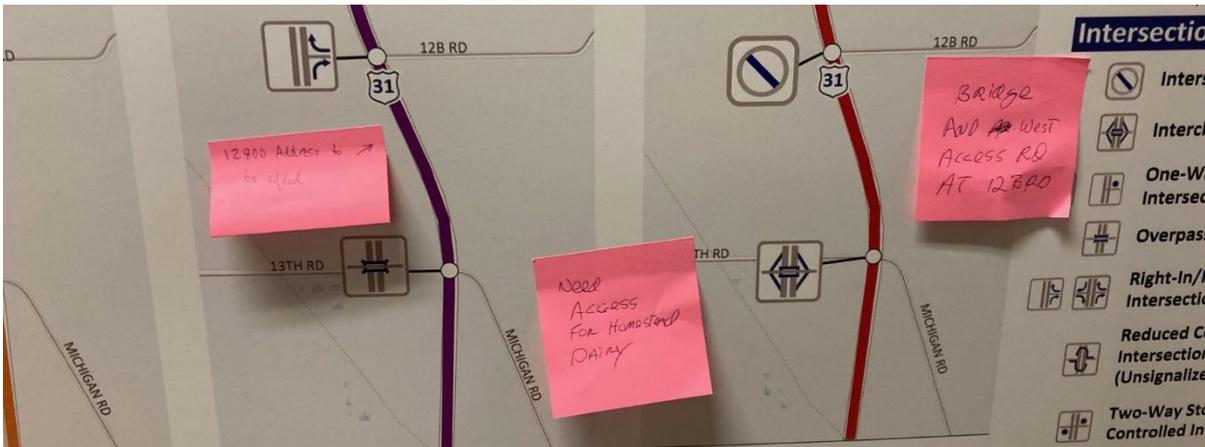
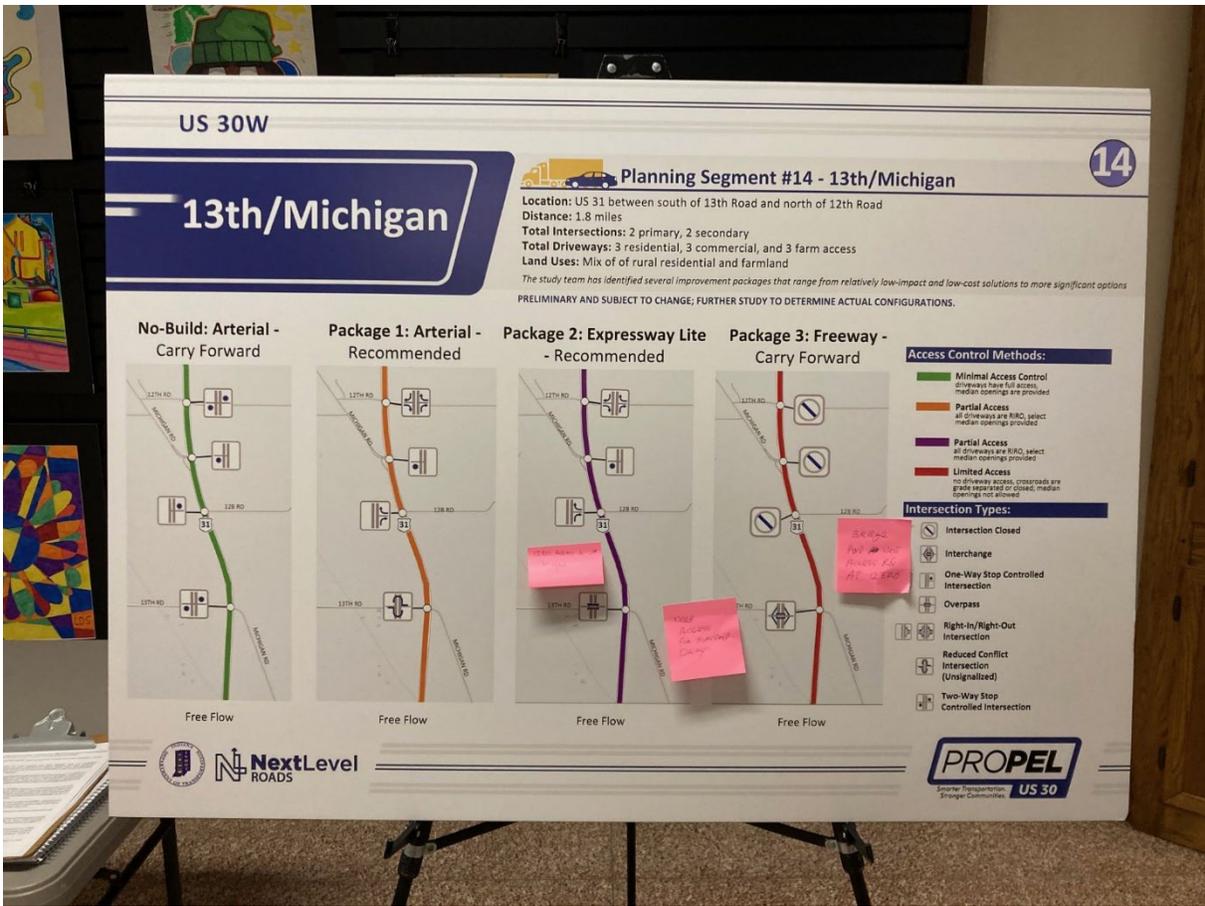


NextLevel
ROADS



Smarter Transportation
Stronger Communities

The railroad track needs to be addressed west of Oak. It needs to be overpass or underpass!
Barb Holcomb



US 30W

South Plymouth

Planning Segment #15 - South Plymouth

Location: US 31 between north of 12th Road and US 30
 Distance: 3.0 miles
 Total Intersections: 1 primary, 1 secondary
 Total Driveways: 0 residential, 0 commercial, and 0 farm access
 Land Uses: Mix of rural residential and farmland
 The study team has identified several improvement packages that range from relatively low-impact and low-cost solutions to more significant options
 PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial - Carry Forward

Free Flow

Package 1: Expressway - Recommended

Free Flow

Package 2: Expressway - Carry Forward

Free Flow

Package 3: Freeway - Carry Forward

Free Flow

Access Control Methods:

- Minimal Access Control: driveways have full access, median openings are provided
- Partial Access: no driveway access, at grade intersections allowed, median openings not allowed
- Limited Access: no driveway access, crossroads are grade separate or clover, median openings not allowed

Intersection Types:

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

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

Need +3
 Interchange
 To open up
 East side of
 Plymouth

APPENDIX H: PUBLIC COMMENT SUMMARY

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

Public Comments – August 2023 through December 2024

Comment	Date Received	Active Comment Period
Very concerned about Oregon-Davis HS school access. All changes need to take access into account.	8/20/2023	
Very concerned about Oregon-Davis HS school access. All changes need to take access into account.	8/20/2023	
Issue is the farmers and tractors sharing the same roads as motorists. Would make it easier on them if INDOT extended sign-markers further from road surface so ag motorists would not take up two lanes.	8/20/2023	
Semis at intersections pass unsafely. Get them off the highway.	8/20/2023	
Speed is a problem.	8/20/2023	
US30 has too many potholes and road surface should be addressed. Concerned about fatalities.	8/20/2023	
XXXXX & XXXX XXXXXXXXX [merchants from Rochester, IN, sell wares in the Mustard Seed]. Use 14 to avoid US30.	8/20/2023	
Bridge transitions are problematic.	8/20/2023	
Mobility is the biggest issue. Also suggests that any bridges/overpasses are done by emphasizing clarity of view.	8/20/2023	
Safety and environmental issues at forefront. Also asked what happened to state highway upgrades leading to Indiana being shovel-ready along US31. Expressed doubts of highway upgrades ever getting started.	8/20/2023	
Avoids US30 due to safety concerns; favors driver education. Lots of US30-31 users are from traffic avoiding 80-94. Wants to make sure businesses like Hensler's have access.	8/20/2023	
A third lane on the highway would help. Traffic is awful. Favors making it a limited access highway.	8/20/2023	
Biggest issue is the shortening of the traffic signals along US30. Would prefer the next iteration of the highway to have longer yellows. [man identified himself only as 'Donaldson']	8/20/2023	
A variety of safety concerns related to right-turn lanes being too short, provided a few examples. Worried about job losses from bypassed towns. Provided a contact point for her to reach out to project team for more detailed answers.	8/20/2023	
30 thru Columbia city needs to go below grade before a motorist/truck goes down into the "below grade corridor" they'll have the option to take a lane (only one exit in both directions) to enter CC (for example hwy 9). The existing intersections will no longer be congested leaving the CC people easy access to the north n south of there city leaving the bulk of traffic below grade. . As trucks n cars go west of the city (outside of city limits) the grade will rise slowly eventually to it's existing level. Shall I go on.?	8/20/2023	

Comment	Date Received	Active Comment Period
How much money did going concerns lose along the Kokomo new stretch of US 31. How many closed? The only reason to build it is so people make millions in real estate and construction. and campaign donations	8/21/2023	
Dear US 30 Study Team, The Propel30 study is a taxpayer waste and a destruction of the current businesses, homeowners, employees and tax revenue along US 30. If you look at Plymouth Indiana, they have a Pilot and Loves truck stop before and after you drive into the city with stop lights. Why not just put a well run large parking area for trucks with gasoline and diesel with 24 hour restaurant like a Pilot or Loves with electric charging stations before and after you drive into Warsaw. This will help capture tired truck drivers that tend to run red lights. Think of the millions saved by adapting this idea.	8/30/2023	
The high incidence of traffic accidents at US 31 and IN 10 appears to have fallen through the cracks. The Propel US 30 West study shows little deference or linkage to the Propel US 30 North study. The June 2023 slide presentation shows no accident/traffic/safety symbols near this intersection. The "heat map" of traffic accidents does show the increase. This makes me think the division between the Propel studies may miss some important facts because the statistics of one highway belong on the other highway's study.	9/7/2023	
Believes INDOT's mind is made up about highway changes.	9/8/2023	
safety is overall issue. Prefers frontage roads and better flow. Also wants to make sure businesses aren't harmed.	9/22/2023	
"No circles aka roundabouts" and advocates for deceleration lanes	9/22/2023	
roads stink. Whatever you do, add more pavement and keep it maintained ; Plymouth to Hanna in particular.	9/22/2023	
Increase speeds.	9/22/2023	
More cameras, more deceleration lanes, lots more enforcement to catch speeders. He owns a 50-truck fleet of gypsum-haulers.	9/22/2023	
A pastor. Overall in favor of project. Says to relate that communications aren't accurate	9/22/2023	
Came to booth to see if there were any updates and to understand progress being made	9/22/2023	
Better interchanges!	9/22/2023	
Happy with the most direct N-S access to Indianapolis	9/22/2023	
Stopped by to see progress and affirms support. Suggested that 600W-US30 needs a light instead of a stop sign do to danger. Prefers 3 lanes from IL to SR 49, semis are terrible on 30.	9/22/2023	
Farmer 1. Truck driver, suggested wider medians along US30. Supports project.	9/22/2023	
Farmer 2. Truck driver, suggested wider medians along US30. Supports project.	9/22/2023	
Exit ramps need to be longer or deceleration lanes for right turns.	9/22/2023	
No roundabouts. Curious about crashes. No interest in providing name or email but wanted to submit opinion. Favors changes. From Porter County.	9/22/2023	
Does not support interstate access or overpasses, afraid of killing off small towns.	9/22/2023	
31 and 10 are dangerous	9/22/2023	

Comment	Date Received	Active Comment Period
slow semis	9/22/2023	
Driver education for trucks and INDOT should have state police pursue code violations. Lots of wrecks at 30+39	9/22/2023	
When fixing, less stoplights. Currently 30 feels congested.	9/22/2023	
Biggest problems are potholes, congestion, really just beat up roads	9/22/2023	
Steel and steel-coil hauler. Overall support for changes. Thinks truck drivers need to be protected from passenger traffic include having more protected turns to keep cars from swerving in front of trucks	9/22/2023	
Supports the project and suggests that 3 lanes would be a cheaper alternative than bridges	9/22/2023	
Nice meeting you this morning. It is always tough to handle change. The decisions/choices we make do not end with that, but cascade into consequences sometime known, and sometimes yet to be determined. The choice to make US 30 and US 31 four lane highways in the 50-60 th s without making them limited access is the culprit and cause for safety concern for most of the issues we are and will be dealing with on these new plans. As I've matured, I have now realized that when things are done for the community good, and economic impact is made/felt, that the emotions and angst wane with time. All the areas along 30/31 need to be designed to allow current/future commerce to flourish. The needs of homeowners having direct access to the highway is not something that anyone really desires. Making sure that there are crossovers at existing intersections, and then populating the areas with interchanges where possible and frontage roads to connect it all will yield the best for everyone. Hope you have a great weekend. Also can IEDC help with a plan that includes economic development.	9/22/2023	
No issue with road construction other than potential negative impact on business (a car-repossession lot). It is located north of 30 and there is currently no other way for customers to get in than to use the median. This is off CR1100.	9/22/2023	
Biggest question is at 11th Road at 31, access for neighborhoods is primary need. 31 is noisy. Prefers a bypass overall and OK with protected lanes for access onto or off highway.	9/22/2023	
Merchant at event. Primary comment was to recommend a signal at Queen and US30.	9/22/2023	
Merchant at event. Has been aware of issue with US30-31. With the Marshall County Farm Bureau. Made us aware of the last meeting of 2023 in November.	9/22/2023	
Drives a truck for USDA and has a side business with mums so understand the farmer perspective and passenger perspective. 'Government will do what the government will do.' Favors limited access road.	9/22/2023	
Supportive overall. Please keep access for smaller intersections around Plymouth and please keep the functionality. [Maria Schmit, Plymouth, IN, representing Bread of Life Food Pantry along with Terri Brandt.	9/22/2023	
Lincoln Highway (at Queen) needs a light to travel onto US30. Open-minded overall on the project. Traffic is a problem. Not sure if issue is time of day or the season.	9/22/2023	

Comment	Date Received	Active Comment Period
Questioned what the plans will be for a signal at Queen Road at US30 in Plymouth. Hopes to have a turn signal there. Single-issue comment but supports the overall study and appreciated the booth at the farmers market. Says she stays informed.	9/22/2023	
Overall a skeptic. Wants great separation on US31 via overpass and underpasses as potential. Equity for Amish. Is OK with alternate stoplights on US30	9/22/2023	
Overall wants to see fixes, particularly at the SR23 at US30-only stop sign currently. Needs a caution light or stop light/traffic signal.	9/30/2023	
Please don't close access at US31 and 11th Road on the south side of Plymouth. 'It'd be devastating' Represented several homeowners in the corridor including Forest Hills. Spouse with him agreed with his points	9/30/2023	
Questioned what the plans will be for a signal at Queen Road at US30 in Plymouth. Hopes to have a turn signal there. Single-issue comment but supports the overall study and appreciated the booth at the farmers market. Says she stays informed.	9/30/2023	
US30 is very scary. Centered recommendation to address stoplight at Oak Road and US30. [Mary R. of Plymouth.] Declined to give full name or provide email address or contact information. Declined to give full name or provide email address or contact information.	9/30/2023	
Uses U31 the most. Got to have construction to improve things	9/30/2023	
Farmer and coordinator of the Plymouth Farmers Market. Is supportive of the project. Prefers focus on the turn from US31 at Michigan Road.	9/30/2023	
Married couple. Both favor road construction and improvements. Focus on mobility as top concern. Address hot spots. Also engage with more pedestrian and bike paths and more crossover access for the Amish in the core area so that buggies aren't competing	9/30/2023	
Favors continued access but be safer. Favors protected lanes when possible during building. Priority is safety and changes at US30 and 421.	9/30/2023	
Asked for northbound access from 9A Road. Asked for road designers to prioritize underserved and disadvantaged communities.	9/30/2023	
Overall a skeptic. Wants great separation on US31 via overpass and underpasses as potential. Equity for Amish. Is OK with alternate stoplights on US30	9/30/2023	
Overall wants to see fixes, particularly at the SR23 at US30-only stop sign currently. Needs a caution light or stop light/traffic signal	9/30/2023	
This farm has been in the Kitch family for 104 years. It was divided by US30 years ago. No matter what is decided it will affect my farm. If Fir Road is closed off we will have to go a long way around to farm it. The house and farm were built in the 1850s. We have spent thousands of dollars restoring and on upkeep. If an interchange is made it will take most of my property along with my home and farm, if not all of it. I know Fir Road is used by traffic to go directly to Bremen to 331 to Mishawaka. If there is an overpass it will still affect access to my farm on both sides of US30. For an access road from 331 to Fir Road may I suggest 11th road on the north side of my property be beefed up to be that access road. An overpass needs to be wide enough to accommodate farm machinery.	9/30/2023	

Comment	Date Received	Active Comment Period
30-31 are very important to us. Likes the idea of interchanges and streamlining. Hope to mimic what was done in Plymouth, IN	10/12/2023	
Supportive of project and wanted to be added to PIMA list	10/13/2023	
In regards to US30-31 fixes, not in favor of a limited-access highway. Spouse is a deputy sheriff and travels the roads quite a bit. Favors safety and lighting and of course fewer conflict points	10/13/2023	
Is supportive of PEL but personally dislikes 4-lane highways and takes back roads, so wants to preserve those opportunities and not be cut off. Is a Department of Agriculture driver. Prefers equal emphasis on driver education	10/13/2023	
drives to Nappanee quite a bit so main priority is fixing the danger issue at US31 at Argo	10/13/2023	
US30 is bothersome from Plymouth to Valparaiso due to the 'bumpy surface' so welcomes upgrades. Wants to preserve economic development (gas station) and protect the Amish with at least one crossover. Lots of close calls	10/13/2023	
Access and safety are areas in need of most focus. Did encourage more access point signals at dangerous crossovers particularly at 31 intersecting points.	10/13/2023	
supportive overall of project. Would prefer upgrades to US31 that include raising the speed limit even by 5 mph	10/13/2023	
'Animal crossings need to be prioritized as their natural path getting east-west is no longer open; too much consolidation may cause more traffic issues; speeding; wants access to stay. Semis are issue. Would prefer some type of alert to motorists on 31 prior to reaching intersection	10/13/2023	
Primary issue is speeding	10/26/2023	
'People who try to cross over on 10 at McDonalds; crossing unsafe at SR10 and 31. Paint lines on road are faded. Can't see road clearly if weather is bad.	10/26/2023	
I am asking we stick to No Build	10/26/2023	
A freeway style consideration or a bypass consideration will kill off our small towns. This is going to do great harm.	11/13/2023	Universe of Alternatives
Obviously the town still needs ways to cross 30 to turn west or east. Reducing the number of intersections would have minimal effect on the community and adding deceleration lanes would help. Part of the problem to be quite blunt is even if you increase speed limit to 55or 60 the cars will then travel over 70 as they do now. I travel east along this route every day and the speeds these drivers- mostly out of state - is out of control. The limited resources of the state and county patrols limits enforcing the law.	11/14/2023	Universe of Alternatives
Thank you for letting me comment. I am glad that you are looking forward to developing new routes. With the continue amount of traffic, we need to be proactive. Thank you.	11/14/2023	Universe of Alternatives
SR 49 between US 30 and the Indiana Toll Road should have been included in the study. As part of what should be a Fort Wayne to Chicago freeway/tollway, the interchanges at US 30 and the Toll Road should be improved accordingly, and SR 49 should be upgraded to a full freeway in this segment.	11/14/2023	Universe of Alternatives
Do not close any more county road intersections to US 31 and US 30 than absolutely necessary. Besides major inconveniences, closed access delays emergency response times... especially to communities served from Plymouth that are east of US 31 and north of US 30 in Marshall County. Not	11/14/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
just the extra driving time it would take, but having to stop and think about how to get across the highways the quickest way is an added burden not needed when seconds matter. Plymouth is close to both highways, and so has to cover large areas across both US 31 and US 30.		
Having traveled this highway many, many times over a 40 year span, it has become more and more unsafe. I believe the only alternative is to make it a 4 lane highway with limited access (ie. Hwy 69 65, etc). Around cities like Plymouth, Warsaw, Columbia City, Valparaiso, etc, there would be access roads for business. Outside of cities, limited access offramps. With the traffic today, and what will be there in the future, this is yhe beat use of dollars moving forward. This is a needed corridor for travel and shipments. This should have been done years ago.	11/14/2023	Universe of Alternatives
From truckers perspective, there sure are hundreds of persons in passenger vehicles on the phone while driving. Not sure how a law can make them put them down. Plus , several passenger vehicles are speeding past the trucks . Also, putting all trucks in the tight lane just bunches up empty trucks along with all the heavy loads. Making traffic turning off on a road shouldn't have to turn, get out of the way and get in the right lane to turn.	11/14/2023	Universe of Alternatives
Absolutely nothing needs to be done or added. Everything is fine the way it is. As a multi-generational lifelong resident of Wanatah, I can confidently say adding in any type of freeway or bypass would kill our town. Every resident that I've spoken to does not want this. Many are completely unaware due to the lack of reliable internet. Our older residents are not served or underserved when it comes to technological advancements. We need to be worried about focusing our time and efforts into our public library and schools. A freeway and bypass would disrupt and disturb the flow of our town. It would increase crime and it would push out community members. My family has been here since the early 1900s and we've seen many things come and go. This is not something that needs to come. It is not going to increase economic development. It will only increase a lack of safety and comfort for our citizens. I have family members who are concerned that a bypass and/or freeway would go through their home displacing them. How can we think the displacement of a family that's been here for over a century is okay? I don't want to raise my children next to a freeway. I don't want to work next to a freeway. We don't need bike lanes. We don't need any more pedestrian crossing. There's no reason why a pedestrian would need to cross the intersection at 421 and 30. I want to know who this is going to benefit directly in our town. I don't care about the benefits of the state. I want you to put a face and a name to this.	11/14/2023	Universe of Alternatives
I believe you must first address the condition of Highway 30. It is in need of repaving. Two years ago the State repaved the on/off rap at 35/30 on the west side, but never touch the east side. The east side is in horrible condition, but all they try to do is a little patching. This is one area that really needs to be repaired to improve the safety of entering and exiting Highway 30. I notified the State Representative for Starke County, but he has not accomplished anything towards getting this repair done.	11/14/2023	Universe of Alternatives
Look at Texas road building	11/14/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
Turn lanes for all right hand turns. To avoid people slamming in their brakes at 60+ mph.	11/14/2023	Universe of Alternatives
Fre flow looks the best	11/15/2023	Universe of Alternatives
I would like to meet with a ProPEL representative at my home.	11/15/2023	Universe of Alternatives
I would like to meet with a ProPEL representative at my home.	11/15/2023	Universe of Alternatives
I would like to meet with a ProPEL representative at my home.	11/15/2023	Universe of Alternatives
The priority of INDOT should be improving mobility for vulnerable road users and safety of roadways. It is shameful that INDOT has chosen to forego public transportation alternatives yet again. In their absence, INDOT should prioritize safety and connectivity, adding overpasses over railways, adding buffered sidewalks or multi-use paths near towns, and eliminating conflict points by investing in Complete Street Frontage Roads.	11/15/2023	Universe of Alternatives
Leave 30 alone	11/15/2023	Universe of Alternatives
There should be a direct highway from the Amazon facility at US 30 and Flaugh Road directly to the toll road off of highway 49. US 30 has become a parking lot of semi trucks from Ft Wayne to 49. Amazon ha dramatically increased this problem.	11/16/2023	Universe of Alternatives
If the speed limit would be enforced, the safety would be first and foremost. I live in Wanatah and the traffic flies down US30 daily. Maybe a police group of 10 officers would be effective in the speed limit and safety of people along US30. Cost, make every ticket written a hefty fine and it goes directly to the dedicated police force. It would be win win as the road would be safer with reduced speed and the policing would be self supportive. Not to mention the people that have to pull out onto US30 could be safer and not be scared to death every time we go to work and not have to guess how fast these auto's are traveling.	11/17/2023	Universe of Alternatives
maintain access for Hanna. What happens to RR? trucks are hitting trains.	11/17/2023	Universe of Alternatives
taking of land, need access to cell tower, had to move farm for US 30 in 1960, don't want to do it again.	11/18/2023	Universe of Alternatives
Turning off of 30 going west there is only a safe turnoff before the RR tracks going into Hanna safely to get to 1375 S. into the country roads. 450 W has no safe turn-off going to southern country roads. the 600 crossroad on 30 has no safe turn off. one has to get on the berm to safely get off 30 to keep from being rear-ended by other vehicles through the turn signal. A possible stop signal/light at 200 and 30. Decrease speed prior to light and after light. Decrease of speed at 30 and 39 prior to light after light. Flashing overhad lights during fog that cross this intersection.	11/18/2023	Universe of Alternatives
Please review the impact that any traffic design considerations would have on Hensler Nursery in Hamlet. Improve access to Oregon-Davis school, CR 700 is an issue	11/18/2023	Universe of Alternatives
I have a major safety concern at the traffic light at the intersection of US 30 & N 250 W. The North & South bound traffic lights have no green arrow lights for left hand turns, causing dangerous confusion for motorist entering at this	11/18/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
busy interction. Another issue at this intersection are semi-trucks that are constantly going thru the red light on the east & west bound lanes.		
2 main concerns. The intersection of US 31 and SR 10 in Argos. Very dangerous especially during school hours. Dangerous for students who need to cross US31. Second concern is the intersection of US30 and Queen road. Truckers blow the red light daily on US 30. Also a dangerous intersection.	11/18/2023	Universe of Alternatives
keep access to 600 N for students to cross for school. need to have turn lanes going north and south as we only have a turn lane coming from the west. This is a dangerous intersection, especially on school days.	11/18/2023	Universe of Alternatives
I would like to see a turn-off lane to access 1350s from the west! Slowing down traffic would be a big plus. I am concerned about the size of this project, will it be taking additional land? How will it affect towns (Hanna and Wanatah)? This highway is already a fast drug route from Chicago to Ft. Wayne - do we really want to make it a more desirable route for them?	11/18/2023	Universe of Alternatives
We would be fine closing off 1100 E N of US30 in Grovertown Speeding is an issue	11/18/2023	Universe of Alternatives
I think US 30 needs repairs and some roadside rest stops. I travel to Ohio a lot. Having 2 lanes beats 4 lanes any day! Even in the most snowy weather, one lane is always open! We have so many farmers that 4 lane freeway makes no sense. Just have more upkeep on US30. If I'm sleeping on my way to Ohio, I can tell when I hit Ohio without opening my eyes. Trying to find a rest stop is impossible. Thank you for letting me comment on this. Since all my family is in Ohio, this will affect me a lot. My mother is 83 and I do make this drive a lot!	11/18/2023	Universe of Alternatives
Passenger rail service will parallel US 30 between Valparaiso and the Indiana/Ohio state line. It is unwise to dismiss passenger rail as unrelated to this study and eventual project. Passenger rail service on the rail line next to US 30 now used by the Chicago, Fort Wayne and Eastern RR will reduce vehicle traffic on the highway and thus improve safety for motorists and will also reduce wear and tear on the highway road surface. Reduced wear and tear of vehicles on the highway will cut road maintenance costs saving lots of revenue for INDOT and Indiana state government. Passenger rail service on this parallel line to US 30 west should be included in planning and funding by INDOT for US 30 West and US 30 East as the prudent thing to do in advance rather than paying much more later after the highway work is done.	11/18/2023	Universe of Alternatives
How-a-bout using that ex-Pennsylvania railway line that is parallel to US 30 and make it high-speed rail? Or would this be against the American Exceptionalism? The INDOT is already complaining that there is a drain on the trust fund because of lower gasoline use to fund what the state already has, and now you want to build more? This is economic development from the 1950's.	11/19/2023	Universe of Alternatives
Hello, I believe that any solution that removes the stoplights will work as this cause drivers to perform an immediate stop and make sometimes poor errors. Which can lead to accidents or possibly even fatal accidents. This will remove the majority of the conflicts points and issues that drivers are facing when driving on US 30 and reduce the number of accidents. Also this will improve congestion and make travel faster, safer, and flow much better. Thanks	11/24/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
Please consider reinstating a train route from Ft. Wayne to Chicago. I regularly drive from North Manchester to Dune Park in order to catch the South Shore into Chicago (free parking, more trains than South Bend). I would be SO happy to board a train in Warsaw or Ft. Wayne and the whole world would be safer as my eyes get older.	11/28/2023	Universe of Alternatives
Let's get a train to run between Fort Wayne and Chicago. That would reduce vehicle traffic on US 30.	12/1/2023	Universe of Alternatives
Must be overpass or exchange at 110 & 10. 10 must be high priority. Make it easier to turn on S. Michigan & US 31. Overpass or exchange US 30 & Oak - must be overpass so no one stops to cross 30. Need 30 & 31 to be limited access like between Lapaz and South Bend. Regarding UofA - no J turns, wants advanced warning for light changes. More cameras needed at Oak and 30.	12/1/2023	Universe of Alternatives
Access to Donaldson: It makes more sense to put an overpass over US 30 on Union Rd. Linolnway can already be deemed an access road from the west county line road (Starke/Marshall) to Plymouth. A more suitable spot for a cloverleaf or ramp would be at that county line. It's only less than a mile from the county line to Union. I know the convent (Center at Donaldson, Marian College) has been/will be given priority as to what they want but at the rate things are going there, it probably won't be functioning at the same capacity in 10-15 years. The local residents will.	12/2/2023	Universe of Alternatives
Concern at Pilot Truckstop - A stoplight on 30 is needed because of congestion; there is a 3-way stop concerning King Rd; a sign for semis not to block the intersection (King Rd) is not visible enough and is ignored; a line of semis watch only for greenlight and just proceed. This hinders traffic wanting to get off and go left, the question is who has the right of way at a 3 way stop. Another concern with Cloverleaf of 30&31; the short distance between off and on ramps causes crisscrossing of traffic; hard to merge in thru traffic.	12/2/2023	Universe of Alternatives
Please address the 31 and SR 10 situation as soon as possible. I was the Argos clerk treasure from Jan 1, 1992 to July 22, 1998, and worked to get Casey's and McDonalds to locate here. But the only land available for McDonald's to locate in Argos was at 10&31 and realized it was dangerous because of this hill on 31. Extra lane for buses to pull to the right of the RR tracks to save money.	12/2/2023	Universe of Alternatives
Country Road 20B to be closed or an overpass over 31	12/2/2023	Universe of Alternatives
Address 10&31 and 110&31. The amount of AG trucks that 31 & 110	12/2/2023	Universe of Alternatives
Bikes need to follow the rules of the road not be given special access or wasted empty lanes. Bike lanes are universally empty but bikers (bicycles not motorcycles) intrude on other traffic at disproportionate speeds and create a hazard to traffic. Catering to bicyclists is a waste of taxpayer money in a nod to environmentalists that will not be riding bikes on their designated paths.	12/2/2023	Universe of Alternatives
Traffic has picked up on US30 Use 30 daily Was a schoolteacher who could leave school to get allergy shots but couldn't no longer make it First time commenting	12/2/2023	Universe of Alternatives
I would love to see a passenger rail installed along U.S. 30. My parents are moving to Warsaw and I would use a train from Fort Wayne to their place (they could pick me up at the nearest stop).	12/4/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
<p>(I frequent US 30 as I have family in Starke County) General: . . 1) I believe US 30 should be limited-access, or at least traffic-signal free, between Valpo and Ft. Wayne. We need interchanges at various intersections particularly where there are currently three-color traffic signals (and eventually at SR 23 in Starke County). This is consistent with much of US 30 in Ohio. 2) Not every intersection which currently has a three-color traffic signal may be able to have an interchange (i.e. current at-grade intersections in Plymouth). How will that be handled? 3) Some of the current intersections (i.e at US 421, at SR 39, and at SR 23) have a nearby railroad track with parallels US 30. How will that be handled when making these interchanges? 4) Do any of the current interchanges (at SR 49, US 35, SR 17, US 31, and SR 331) need upgrading? 5) Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 6) How will access to local communities be addressed? . . Valparaiso: . . 1) Could the ramp from e/b US 30 to n/b SR 49 (which carries e/b SR 2) be converted into a fly-over ramp? . . Hamlet: . . 1) Would there be an interchange with CR 600 E.? Or would e/b US 30 traffic need to exit onto US 35 (2 miles away), and w/b traffic need to exit onto SR 23 (3 miles away) to get to Hamlet? . . Grovertown: . . 1) In order to build an interchange at SR 23 with US 30, would one of the alternatives be to straighten SR 23 (as there is a jog in the road both north and south of US 30)? Or would that have too negative of an impact on the community? 2) Are there above-average accident rates on SR 23 at both its east and west junctions with CR 500 N? . . Donaldson: 1) Would there be an interchange at Union Rd.? It would be 3-1/2 miles east of SR 23, and 5 miles west of Pioneer Dr. “ two potential interchange locations. . . . Plymouth: 1) Currently, there are three-color traffic signals at Queen Road/Old US 30, Pioneer Dr., and Oak Rd. “ and existing interchanges at SR 17 and US 31. How will the access to Walmart and other shopping areas on Oak Rd. and Pioneer Dr. be handled? 2) Would it be feasible “ or not feasible “ to have an interchange either with Oak Dr. or with Pioneer Dr.? . . US 31 portion . . 1) I believe this segment of US 31 should be limited-access, or at least traffic-signal free. 2) Would there be a full interchange at SR 10, and at SR 110? 3) Would there be a partial interchange at Michigan Rd. south of Plymouth (north of 12B Rd.)? If feasible, my initial thought is to have access from s/b Michigan Rd. to s/b US 31, and a flyover ramp connecting n/b US 31 to n/b Michigan Rd. 4) Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 5) How will access to local communities and businesses be addressed?</p>	12/6/2023	Universe of Alternatives
<p>I believe for a number of reasons, that connectivity has to be maintained between the old sections of 31/Michigan Road in the one-mile stretch currently overlaid by "new 31" between Argos and Plymouth. I also believe that a half-clover at Lincoln Highway and 31 must be considered to provide adequate access to the city of Plymouth and balance economic development for the area. As county historian, when can consulting parties expect to be provided a more thorough APE with historic resources that would be impacted as alternatives are physically drafted onto maps/roadways? It would seem that the relationship between resources and alternatives should be better defined in the near future.</p>	12/6/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
In a word - Hwy 30 should be an interstate designed highway. Cloverleaves at major Hwy intersections - and all county roads either dead end or bridge over the Hwy.	12/7/2023	Universe of Alternatives
I recommend going either north or south of Columbia City and Warsaw similar to what was done at Peru, Rochester, and Kokomo	12/7/2023	Universe of Alternatives
<p>Description: The Indiana Department of Transportation is planning to upgrade U.S. 30 from the Ohio border to Valparaiso to an interstate-standard freeway. If U.S. 30 is fully upgraded to an interstate-standard freeway sometime in the future, the Indiana Department of Transportation should consider requesting an interstate designation. The most logical number to request is Future I-76. Future I-76 is the western extension of the existing I-76 that currently terminates at I-71 in Ohio. Future I-76 runs concurrent with I-71 south to U.S. 30 in Ohio. Future I-76 follows U.S. 30 through Ohio and Indiana to Valparaiso Indiana. There are two options to connect Future I-76 to I-80: a. Option A: Future I-76 follows IN 49 to the I-80/I-90 Indiana Toll-Road. b. Option B: Future I-76 runs on a new terrain route south of Gary Indiana and Chicago Illinois, connecting to I-80 west of Morris Illinois. At first it sounds similar to the cancelled Illiana Expressway, but the new terrain route is further south bypassing the Midewin National Tall Grass Prairie to avoid the environmental opposition that cancelled the Illiana Corridor project, Future I-76 could be the first "Future Interstate Historical Corridors" officially called the "Future I-76 Lincoln Independence Highway Corridor" commemorating the Lincoln Highway and the nation's independence in 1776. The U.S. Department of Transportation's Transportation Research Board in the 2018 report "Renewing the National Commitment to the Interstate Highway System: A Foundation for the Future" concluded the Interstate Highway system needs an additional 15,000 miles to increase the traffic capacity of the system in the 21st Century. Congress and the Federal Highway Administration need to create future interstate corridors that alleviate traffic congestion and foster economic growth, strategically located corridors in regional "gaps" in the interstate highway system to divert traffic in regions lacking interstate highway access. In the case of Future I-76, it would be a major traffic relief alternative to the I-80/I-90 corridor from Chicago to Cleveland. To achieve this vision of revitalized infrastructure that relieves traffic congestion and produces economic growth while at the same time reducing environmental impact, I propose studying the feasibility to build solar farms along the paths of these future interstate corridors as a means of producing revenue to fund the construction of these future highways from the excess electrical power not used for electric vehicle charging. The solar farms ensure the electric charging stations are independent of fossil fuel local utility grids. Locating 640 acres of solar farms every 50 miles along just a 300-mile highway can produce \$1 billion per year that can be paid into the Federal Aid Highway Trust fund and state transportation departments based on an agreed cost share formula.</p>	12/7/2023	Universe of Alternatives
The plan for a number of years has been to construct a new access road to connect Rt. 30 to Silhavy Rd. The stacking at the existing curves going to Silhavy Rd. is hard to deal with, especially during the holidays. I have seen stacking as long as ½ mile in length. My suggestion is to eliminate the curves and create a straight access road to Silhavy Rd. I will mail a picture of	12/7/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
my suggestion with a red line to Silhavy Rd. Also the existing curves accessing Silhavy are visible as they exist.		
<p>The Indiana Department of Transportation is planning to upgrade U.S. 30 from the Ohio border to Valparaiso to an interstate-standard freeway. If U.S. 30 is fully upgraded to an interstate-standard freeway sometime in the future, the Indiana Department of Transportation should consider requesting an interstate designation. The most logical number to request is Future I-76. Future I-76 is the western extension of the existing I-76 that currently terminates at I-71 in Ohio. Future I-76 runs concurrent with I-71 south to U.S. 30 in Ohio. Future I-76 follows U.S. 30 through Ohio and Indiana to Valparaiso Indiana. There are two options to connect Future I-76 to I-80: a. Option A: Future I-76 follows IN 49 to the I-80/I-90 Indiana Toll-Road. b. Option B: Future I-76 runs on a new terrain route south of Gary Indiana and Chicago Illinois, connecting to I-80 west of Morris Illinois. At first it sounds like the cancelled Illiana Expressway, but the new terrain route is further south bypassing the Midewin National Tall Grass Prairie to avoid the environmental opposition that cancelled the Illiana Corridor project, Future I-76 could be the first Future Interstate Historical Corridor officially called the Future I-76 Lincoln Independence Highway Corridor commemorating the Lincoln Highway and the nation's independence in 1776. The U.S. Department of Transportation's Transportation Research Board in the 2018 report <i>Renewing the National Commitment to the Interstate Highway System: A Foundation for the Future</i> concluded the Interstate Highway system needs an additional 15,000 miles to increase the traffic capacity of the system in the 21st Century. Congress and the Federal Highway Administration need to create future interstate corridors that alleviate traffic congestion and foster economic growth, strategically located corridors in regional gaps in the interstate highway system to divert traffic in regions lacking interstate highway access. In the case of Future I-76, it would be a major traffic relief alternative to the I-80/I-90 corridor from Chicago to Cleveland. To achieve this vision of revitalized infrastructure that relieves traffic congestion and produces economic growth while at the same time reducing environmental impact, I propose studying the feasibility to build solar farms along the paths of these future interstate corridors as a means of producing revenue to fund the construction of these future highways from the excess electrical power not used for electric vehicle charging. The solar farms ensure the electric charging stations are independent of fossil fuel local utility grids. Locating 640 acres of solar farms every 50 miles along just a 300-mile highway can produce \$1 billion per year that can be paid into the Federal Aid Highway Trust fund and state transportation departments based on an agreed cost share formula to pay for construction as soon as the routes are selected and approved in the Draft and Final Environmental studies.</p>	12/11/2023	Universe of Alternatives
<p>I am director of the Marshall County Museum, working with the Marshall County Historical Society. We would like to support County Historian Kurt Garner's assessment about the need to maintain connectivity for the Michigan Road byway as a historic and cultural resource. As outlined in other communication, the highways are pivotal to the county's overall story and development over time. We explore this theme in our just renovated Historic</p>	12/12/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
Crossroads Center, a major visitor attraction which just underwent an 18-month grant-funded renovation.		
US30 at King Road is still an issue, a reminder of lots of issues when motorists and truckers never see it. multiple fatalities, it is a "trickbox" due to the truck stop. choices are limited and an interchange is not enough. 31 South of the interchange will they widen? There are drainage issues along US 31 caused by present US 31	12/13/2023	Universe of Alternatives
ill crossing at 31 at 30/Plymouth Goshen intersection (sand and gravel). 9A & 31 also a problem if motorists are inattentive. A lot of people get hit there. Daughter was hit even w/a green light after an accident. Waiting for solutions for U of A reinforced desire to not have J Turns	12/16/2023	Universe of Alternatives
Divert the road to go north through field north of the Wanatah subdivision off of Condon Rd. There are open fields, make overpass for 1025 W and then on and off ramps for 421. Bypass Wanatah	12/16/2023	Universe of Alternatives
I own a 5 unit professional complex at 11576 W US Hwy 30, Wanatah. I would like to be able to keep my US 30 entrance and would benefit from a wider median.	12/16/2023	Universe of Alternatives
My biggest issue is speed and noise on Rt 30 in Wanatah. I live a block north of rt 30 off a access road condon. I would like to see traffic slowed down by adding a stop light west of me on 1100 N with the hopes of slowing down the traffic going east.	12/16/2023	Universe of Alternatives
Wanatah Section - parallel limited access road. see attached. Thoughts: cannot improve in the current location. parallel rd idea - faster, safer. keep existing road for business and residential access. reduces noise for more concentrated residential I suggest three access points; 421, county ln., and 600. parallel rd. per the attached would not require taking houses.	12/16/2023	Universe of Alternatives
I'm a co-founder and current president of the Historic Michigan Road Association (HMRA), which secured Historic Byway status for the Michigan Road in Indiana and promotes preservation and tourism along the route. This road intersects US 31 south of Plymouth and is in the study area. I see that many of the alternatives include no longer allowing Michigan Road to connect with US 31 on either side, citing driver safety. I certainly support driver safety, especially where Michigan Road meets US 31 -- for tourists following the Michigan Road, it is tricky to navigate this intersection. However, closing the Michigan Road at US 31 will make our byway discontinuous, and force people following the Michigan Road to detour significantly to return to the route. The HMRA envisions regional tourism tours along the road, such as Rochester to South Bend, where tourists visit the towns along the way. Making the Michigan Road discontinuous at US 31 would harm such initiatives. We ask that alternatives be considered that allow the Michigan Road to remain continuous, such as by building a bridge to carry Michigan Road over US 31.	12/16/2023	Universe of Alternatives
Rail or at the very least buses must be used here. Highways are old tech and the most efficient transportation is bus and rail	12/16/2023	Universe of Alternatives
As a founding member and officer of the Historic Michigan Road Association, I would comment that any construction that derails travelers from experiencing close to the original route of the Michigan Road would be detrimental to our promotion of the Historic Byway. Severing the Byway	12/21/2023	Universe of Alternatives

Comment	Date Received	Active Comment Period
route would be a blow to promotion of exploration of the Byway and the communities along the route.		
<p>The staff of the Indiana State Historic Preservation Officer (Indiana SHPO) has received your November 28, 2023, submission, which enclosed the Universe of Alternatives Screening Technical Memorandum, which was received by our office November 28, 2023, for this project in Fulton County, LaPorte County, Marshall County, Porter County, and Starke County; Indiana. From the information provided, it is the staff of the Indiana SHPO™s understanding that the Indiana Department of Transportation (INDOT) is conducting Planning and Environment Linkages (PEL) studies on the US 30 and US 31 corridors. The Universe of Alternatives Screening Technical Memorandum (CDM Smith, November 13, 2023) was prepared specifically for the ProPEL US 30 West portion of the study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memorandum documents the initial screening of concepts that may address the transportation needs identified in the ProPEL US 30 West Purpose and Need Report. It is also our understanding, that as the study progresses, the screening and evaluation of the remaining alternatives in terms of feasibility and potential impacts will be performed in subsequently greater levels of detail, both qualitative and quantitative. Meeting the purpose, needs, and study goals will be confirmed in each subsequent screening, and public and stakeholder input will be sought at each level. The output of this process will be a prioritized set of reasonable alternatives. Our office will continue to review the alternatives as the process progresses; however, at this early stage we have no specific comments. As stated previously in our September 27, 2023, response, the archaeological cultural resources identification memorandum (ASC Group, Inc., 04/24/23) and the above-ground cultural resources identification memorandum (ASC Group, Inc., 04/12/23) were prepared specifically for the ProPEL US 30 West Study portion of the study, the memorandums specifically state that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRHP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRHP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office. The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. however, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project. In all future correspondence about the ProPEL US 30 West Project in Fulton, LaPorte, Marshall, Porter, and Starke Counties, Indiana, please refer to DHPA No. 31365.</p>	12/28/2023	

Comment	Date Received	Active Comment Period
<p>Hello Tom, I met you at the meeting a few weeks ago held in Wanatah. I know INDOT is probably making up their mind about the Wanatah section of RT30, but I thought I'd send you some more ideas. Again, I don't have the proper software tools, so I through this together with a snip from Google Maps and modified it via MS Paint. It looks a little better than the old printed out picture I gave you. This particular attachment is what I'm calling the Wanatah RT30 East Exit. As you know, I recommend a full bypass of Wanatah. I recommend this considering many things. One of those things is the vitality of Wanatah. We don't want a bypass to kill the business district, so I am recommending three exit points, West, 421, & East. This will allow better access and thru-traffic. Take a look at this East idea. Note: NO homes would need to be removed in this part of the plan. Red is the bypass, blue is a rerouted existing road, yellow shows a connection from 'old' rt30 to the existing 1200 road. If you think helpful, I can send you the other two as well. I'm working on those now. Thanks for your time.</p>	<p>1/10/2024</p>	
<p>For years I have been fascinated with roads, highways, railroads and infrastructure. i could scan through Google Maps for hours. My interest is not just about what is, but what was. The history of the transportation system in an area. I would pour over old photos of the Monon railway, old schools, small town architecture, and old roads. I love reading about the story of the Lincoln Highway, the National Highway, Route 66, etc. Time changes everything, hopefully for the better. I often look at the satellite view of small towns and try to figure out where the railroad (long gone) used to run, or why all the roads run at an angle or T for no apparent reason. Living in Wanatah for many years I've seen it change, witnessed some of that history myself, though if you ask some folks, I'm still a 'newcomer'. My town planning hobby, along with way too much time on my hands, has lead me to study the roads and traffic flow of Wanatah. In my mind, I thought, ""what if...?"" Living in Indianapolis for many years before coming back to Wanatah, I had the privilege to attend the grand opening of the Kokomo Bypass. How cool was it to be one of the first to drive on a brand new highway. It was smooth, quiet, with an increased speed limit to 65 from 60 and NON-STOP. I timed it, 11 minutes from south of Kokomo to the north of Kokomo. The old 'bypass' felt like hours, driving through heavy traffic, slow trucks and stop lights what felt like every 100 feet. What an improvement. Safer, faster and less stressful. One of the dignitaries giving a speech that day mentioned it was finished ahead of schedule and below budget! They also mentioned it was just a part of a bigger project to make RT 31 a full limited-access highway from Indy to South Bend. Indeed, many changes have happened to RT 31 since. A new bypass in a difficult area just to the south of South Bend, and many bridges to replace stop-light intersections. If you were to drive from Plymouth to Carmel (north Indy) today, you would find 3 projects currently in progress. All this helps to fuel my creativity. I thought, if they are doing this to RT31, how long till it occurs to them to do this to RT30? A few years ago, just for fun, I imagined how a bypass would work in the Wanatah area. A friend once told me, there isn't enough traffic in Wanatah to merit this kind of change. I explained there are a lot of factors involved not just traffic count, some not so obvious, -then, after studying Google Maps, I found a route that would not require the acquisition of any buildings or structures. I</p>	<p>1/11/2024</p>	

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<p>printed out some maps and broke out the ink pens. A rough route was set, in my mind and scribbled on paper. I thought, well maybe some day. Fast forward to December of 2023 and I hear about a meeting about the future of Rt 30 in the Wanatah area. Progress was coming, and I had an opportunity to share in it. The meeting was inviting. No plan was dropped on anyone, but rather the floor was open to suggestions. INDOT wanted to hear from US. My idea is fairly simple; build a new highway from the east side of Valparaiso to Hanna. The railroad tracks running a long side of rt 30 to the south prevent any viable turn to the south. The old Orville Redenbacher factory is the starting point. If you're heading east toward Wanatah, the route would take a long easy left turn, then a partial right to point straight East. Running almost exactly parallel the new highway would cut a narrow path about a block north of the existing rt 30. There would be three access points for Wanatah, and one for Hanna. In some cases, the new highway would travel over existing roads, in some cases, under. With basic software already on most computers I created some amateur pics. I used MS Paint to draw the new highway in red, other road changes in blue and yellow. I tried to approach this as a pretend engineer. What was I trying to accomplish? Benefits, factors, etc. I also tried to look at it from others point of view. What about the trucker trying to get his load from Schererville to Fort Wayne before it gets dark? How about the Mom trying to get from Wanatah to Walmart in Valpo and back home before the kids get home? How about the delivery driver trying to get an urgent package from Hobart to Plymouth? Or, how about anyone just trying to get from here to there, safely and quickly? So first, I look at intersections, driveway access, parking lot access as all potential points of collision. I'll go out on a limb and say we've probably all uttered some words in anger at the person who pulled out in front of you without looking, or who simply got tired of waiting for traffic to clear and just decided to 'shoot the gap'. Eliminate perpendicular traffic, and you eliminate perpendicular accidents. How about the math of speed? Heading east from Valparaiso on rt 30, the speed limit is 60. Past two intersections and the speed limit drops to 55, followed shortly by a 40 mph speed limit. After several blocks of 40 mph, you will very likely find yourself at a full stop at the intersection of 421 and rt30. How fun are stop lights? Let's see, you are burning gas but not moving. Gas emissions pollutes the atmosphere. Gas is expensive. You need to be somewhere, but you can't move. You're hoping once the light eventually turns green, that the guy wanting to make that left turn in front of you stops at his RED light and doesn't empower himself to 'just go anyway'. Once you're through the intersection you find the speed limit returns to 60 mph, but it'll be awhile..... because you're stuck behind that trucker trying to get to Fort Wayne before it gets dark. You pass several other driveways and business access points. Okay, now look at the situation with a bypass. The speed limit would actually increase to 65 (hopefully), but later it will decrease not, at, all. Non-stop, east bound over County Line road, over 421, over 1200 S (old 30), eventually merging back into the existing rt30 again. Of course, once you get past Hanna, the limit would reduce to 60 again. As for the businesses, I see the 'old' route 30 becoming a new 'Main St'. A commercial zone for retail, office, industry and residential, but withOUT the heavy traffic, noise and level of danger we're currently used</p>		

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to. You need to pass thru? Pass thru. You'd like to stop? Welcome to Wanatah! Safer, faster, easier.		
I vote NO. I am a landowner of 1,000 acres plus. I am retired and my daughters and their husbands now farm the land. I own land north and south of U.S. 30 as many farmers in our area and all along the length of U.S. 30 you are wanting to make your huge changes do. I am very much against these changes as it will make it very difficult for farmers with their large equipment to cross and also maybe having to travel at greater distance to get to their fields. The small business people, it will hurt a lot. Also the town people will be traveling much further. So I absolutely am against this change you propose.	1/18/2024	
Sign up for email alerts. Bypass would have to happen. 30 would stay open rest of way. Wanatah to the bypass. There's "too much going on"	1/24/2024	
<p>Hwy 30 in the eastbound lane between Hwy 35 and the Hamlet turnoff needs repairs in the right-hand lane. There are chuckholes going over halfway across the lane.</p> <p>There are two places that need redlights for the safety of drivers. One is Hwy 30 and St. Rd. 23 crossing. Lots of accidents happen there, especially since the Hope Center opened and traffic increased.</p> <p>The second spot is the entrance crossing at the Grovertown truck stop. Trucks coming out to head east have a severe blind spot with the hill and there are a lot of accidents that happen at that crossing too. This is a priority one.</p>	1/24/2024	
I'm concerned that the access to Union Road south of 30 will be cut off. The use of 30 both east and west is now available to many persons using or working at The Center at Donaldson. I am also concerned about the environmental impact on ditches of the area. Road runoff must be studied and monitored before and after installation of a new roadway.	1/26/2024	
J turns favor one direction (right usually) only. This requires a potentially long detour to turn left (as soon or later residents will need to). With no access to country roads, if state roads all become J turns, how far will someone living in the country have to drive to get home if they need to turn counter to the J turns? This also applies to access along 30 as well as state roads (10 and 110) on 31-cutting off access to MUAC using J turns may be difficult for commuting students, faculty, and staff. Maybe extending a turn only lane for MUAC on both sides? Cutting off access from the north and forcing long re-routes will not be convenient.	1/26/2024	
Concerned about any bypass or shortcut that takes property and subdivision	2/11/2024	
Chicago pontoons is a business that would be impacted by 30 and 31. Parents in accident on 31 and 40	2/11/2024	
Interested in learning more about the changes and plans. Was chamber president and started Culver chamber.	2/11/2024	
Wants more information particularly on 31	2/11/2024	
Interested in information on changes to come	2/11/2024	
Ideally US 30 would be a limited access freeway. In lieu of that: 1) Block all intersections from direct crossing or left hand turns and instead use the "Michigan Left" (turn right to turn left or cross US 30 (Like Thayer Road in Ohio). 2) Bypass smaller towns or have only ONE intersection in the town	2/22/2024	

Comment	Date Received	Active Comment Period
and use service roads for access. If a bypass is not feasible, create service roads (see I-10 in El Paso) so that one drives on a service road until there is an interchange or crossover. 3) Interchanges at State Roads, not intersections.		
INDOT Customer Service Case CS0436780: Mr. Pablo Slobodnik is calling in because he is reading the 60 page Propel 30 document from the propelus31.com. He is seeing stuff on the document that says "outside INDOT control" and he is wanting to know details about what this means.	2/29/2024	
I was asking a question about Oak Dr and Pioneer Dr in Plymouth. Would it be more cost effective to build an interchange in the land in between the two roads. And have 2 overpasses on Oak Dr and Pioneer Dr. From satellite images, it seems there are roads where a potential interchange could be supported.	3/29/2024	Level 2 Screening
Hello Anna, Thank you for forwarding level two for Propel 30. I'm a bit disheartened that on page 231 of the report, the documents states that there were no specific public comments with regard to the 31/Michigan Road intersection. I know that at least 3 or 4 of us have submitted comments through the on-line portal. Could you please clarify why the document states that no public comments were received?	4/1/2024	Level 2 Screening
These comments all refer to the US 30 and SR 39 intersection. I do not believe that the Partial Displaced Left Turn Alternative, Restricted Crossing U-Turn Intersection Alternative, or the Reduced Conflict Intersection Alternative should be considered. All of these solutions seem to make things safer for a non signaled intersection. Since this intersection is already signaled, these solutions would just make the intersection less safe as vehicles will need to ultimately cut across all lanes of traffic to cross 30 on 39. This becomes an even bigger issue with farm equipment and semi trucks. As your report states, the predominant crash type was rear-end crashes. This does not indicate that it's cars crossing 30 on 39. This indicates that vehicles are either not prepared for the traffic light or not paying attention. I believe an early warning system like rumble strips, maybe more predominate flashing lights. Something to wake up the motorists when they fall asleep driving. Along with the early warning systems, Add or Lengthen Turn Lanes Alternative and Add/Extend Acceleration Lanes Alternative would be good options.	4/4/2024	Level 2 Screening
Looking at your proposals the only thing that makes sense is To extend and add turn and acceleration lanes on the intersections of US 30 and 600, US 30 and 300, and US 30 and ST Rd 39. US 30 and 39 would benefit from rumble strips on US 30 both east and west to inform drivers that they are coming to a light. Most of the accidents, stated by you, are rear-end issues and all of your other options would only increase those types of accidents.	4/4/2024	Level 2 Screening
It is hoped that the intersection of King Rd and US 30 will garner serious discussion on how we might PROPEL this very hazardous intersection into a safer crossing. The intersection houses a Pilot Service Center and newly constructed Tire facility. Traffic in general has increased exponentially in the last year to year and a half, trucks habitually run the red light on 30 as well as block the intersection (the sign on the post is all of 18 inches wide and bent) on King Rd as well as ignore the posted speed limit on 30. The Department has been out after numerous complaints and there report suggests that 'all is okay with no required changes needing addressed'. The person issuing the	4/6/2024	Level 2 Screening

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<p>report must have sat there all of ten minutes to make such a misguided and non-satisfactory report. He/She needs to sit unidentified for two or three hours to understand the issues that a correction at this intersection could potentially address. It is a horrible intersection.</p>		
<p>As an Ag Producer, I am not agreeing with increasing our travels times on county roads by not having a crossing of some kind across US 30 between King Road and Fir Road. You have by this design made it more convenient for the traffic, yet increased the risk and travels time of not only farm equipment but all the semi's hauling grain/fertilizer across US 30 to the farm bases. There needs to be a crossing somewhere in the middle of that design between the two projected interchanges. In addition you are making it really difficult for farmers to get parts at either one of the farm equipment dealers, depending on location by not allowing us access across 30. Farm equipment is very dangerous on county and state roads, and we need to minimize that risk at all times.</p>	4/8/2024	Level 2 Screening
<p>#5 I would rather see an overpass instead of taking my farm ground and wetland. Close Illinois Street in Wanatah.</p>	4/9/2024	Level 2 Screening
<p>#12 Expand turn and excel lanes. Add rumble strips and extend time for the light to turn. #8-12 Expand excel and turn would be the most helpful and least expensive. #5 Same thing - just extend turn lanes and add exceleration lanes</p>	4/9/2024	Level 2 Screening
<p>A lot of thought seems to have been put into this. I personally for safety at CR 600W and CR300W would prefer an overpass. Especially with young drivers from South Central School on 600W. SR 39 and US 30, in my opinion, would benefit from an overpass especially with the RR south of US 30 I hope a lot of thought is put into disrupting emergency services as little as possible.</p>	4/9/2024	Level 2 Screening
<p>I live just south of #8. I own (2) businesses at that location. The limited access option would potentially limit my clients access to my business unless 700N or similar would still allow access to Hwy 30. The intersection of 30 and 600 (#8) is so dangerous. Trying to cross over it, with traffic always driving over the speed limit, is like playing the game frogger. The median is so large that drivers do not know how to use it. Are there addition signs that can be put up? There are so many things wrong with the intersection it's hard to write it out. Maybe we do a clover leaf? It would really help! This all needs to accommodate tractors and semis combines (See drawing)</p>	4/9/2024	Level 2 Screening
<p>5. 4-15 not RCI 5. 4-13 (checkmark) 6. 4-16 DO NOT REMOVE BP We have commercial plans to do extensive remodel starting in June of 24. So is there only going to be 1 access to 30 on Main St. What happens to IN, Ohio, Lincoln, streets 7. 4-18 Why are we protecting Caseys with a interchange alternative and running lanes and possibly running through BP 6. 4-16 If you want to do median safety improvement move it all north you have a business owner ready to retire, open lot and a union mall</p>	4/9/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
<p>8. 4-24 Cross overpass/underpass with a cloverleaf to access 500 When we close a road for example 421 and 2 are closed why wouldn't we have the railroads get fixed at same time so the road doesn't need to be closed twice.</p>		
<p>As a Volunteer Firefighter in the Wanatah area, and as a UPS driver for 31 years, safety while driving is a high priority. At the intersections of US 30 and US 421 in Wanatah, Pilot Truck stop and Industrial Drive in Valparaiso, these light all have sensors in the roadbed. None of them work correctly. Turn lanes are green and no traffic in them. If IDOT would fix them, traffic would not be stopped as long. Pretty easy fix I would think. They have the controller boxes at these intersections.</p>	4/10/2024	Level 2 Screening
<p>I was encouraged to share my thoughts regarding this project even though I am not a business owner, farmer or homeowner. I live on South Main St. The problem getting onto U.S. 30 is the increased traffic, speeding, and semis. Many do 70 MPH in a 30 zone! Safety is an issue! I hope that the changes in the future will deal with this issue that many of us little people will benefit from.</p>	4/10/2024	Level 2 Screening
<p>Bypass to the north, parallel with existing U.S. 30 (Wanatah) eliminate numerous intersection projects and numerous objections. Solves numerous problems.</p>	4/10/2024	Level 2 Screening
<p>**We need for the Regional News to put a map in the paper explaining where they want to close (possibly) access to 30. **Not talk about the budget or length of time. 30/421 needs additional lanes put in, so they can add longer turning lanes with all the heavy semi traffic. It would be best to add or lengthen lanes. Making people go down half a mile to a light then turn to go the opposite direction is crazy or confusing. The town has no room for an access roads. Even an access road out by Dollar General would take business away, if people missed their turn to get there. I would hope that the "planners" come out to Wanatah especially during planting season to see how many farmers need full access to the roads. Do they realize how large the tractors and plows are?? I don't mean to sound flippant however, having a roundabout or having to get rid of turning lanes to go down 1/4 of a mile to then make a turn to go in the opposite direction will not be conducive for all the semi traffic and farm equipment. This is a farming community. It's people's livelihoods.</p>	4/10/2024	Level 2 Screening
<p>K. Kuebler stated he would follow up on two things. First, specific to Porter County on Page 59, the terminology "environmental justice concern" was used and is not defined in the report. He asked for a definition of this term in the context of the report. M. Hull stated that environmental justice refers to communities who have less access to transportation, fewer access to resources, and unmet social and economic needs. She explained that one of the study considerations is to prevent any adverse impacts to environmental justice communities. o K. Kuebler clarified that the context it was used in involved the US 30/375 intersection and wetlands delineation with a specific ditch. He recommended that the terminology be defined in the revision. o K. Kuebler also brought attention to Pages 57 and 67, as there was a statement made that the airport requested overpasses on those two intersections. He asked if those pages could be modified to point to the "Advancing Northwest</p>	4/10/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
Indiana's Logistics as a Gateway to the World” report and address the findings of the report.		
<p>These Comments are provided by Kyle J. Kuebler, Member of the ProPEL US 30 West Stakeholder Advisory Committee. As shared in our Teleconference of 4/10, I recite my following Comments made during the Teleconference: 1. Suggestion to define "Environmental Justice Concern" within the Document. 2. On Draft Pages 57 and 67, it is stated that "The Porter County Airport recommended grade separations at this intersection." The comments of the Airport to date have been related to the findings and recommendations of the Conexus-Northwest Regional Logistics Council: Advancing Northwest Indiana's Logistics As The Gateway to the World Report (September 2015) Project 6404: Porter County Airport Rail Road Grade Separations. I would requested that both these areas of the Draft (Page 57 and 67) be amended to identify the Study forwarded by the Airport during the collection of existing Plans and Studies early in the ProPEL US 30 West process. If you have any questions, please don't hesitate to contact me.</p>	4/10/2024	Level 2 Screening
<p>#6 on map. US 30 and Main St. in Wanatah, IN. There is a bp station/convenience store on the southwest corner of this intersection owned by Marlene Mitzer. This station built in the '50s was a 2 bay standard station. Then in 1987 this station was purchased by my husband and I and continued to an Amoco convenience store (the J-Mart bp currently). This has been a small family business now for 37 years seeing U.S. 30 travelers and the local community. Changing access to our station would greatly change our traffic patterns and hurt our business drastically. We have plans in the near future to return to original... and many personal dollars will be invested in the changes. This new limited access plan of the state will definitely hurt our small rural town and my business. Many other small family businesses will be hurt or put out of business. Small town American is the backbone of our society as are small family businesses in our rapidly changing nation. Granted, the traffic is bad on US30 and steps need to be taken to improve - but not by limiting access to a business such as mine. I will appreciate you re-thinking the plan for US30 changes in Wanatah, IN. Wanatah is a small, thriving town of approx. 1,000 people, established in 1865 in LaPorte County. As a life-long member of the Wanatah community, I thank you for your attention to keep our town safe and secure, but not at my expense.</p>	4/10/2024	Level 2 Screening
<p>#5 Moving intersection of CC RJ. East add expense of maintaining RJ particularly to LaPorte County. Overpass with clover leaf would make it easier for emergency vehicles and farm use. #6 U.S. 30 and Main St. Longer turn lanes and possible acceleration lanes for incoming traffic. Closing off access to some roads would hurt emergency response. The County Ambulance... is on Main St.</p>	4/10/2024	Level 2 Screening
<p>I live a block worth of Hwy 30. At the present time the noise level is so bad that I cannot be in my backyard. Any added lanes would make things worse! As in #6 and 7. The only suggestion I can make is to bypass the Town of Wanatah to the north with Hwy 30. Thank you, Rog Latta On Pg 90 of the Screening Report paragraph 4.7.3.1 access management</p>	4/10/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
closing access to Hwy 30 on Condon Rd would eliminate the only access to Hwy 30 for the entire north subdivision in Wanatah.		
I own the farm @ 800 W and U.S. 30 in Clinton Twp (280 ac) grain. On our farm is a State of Indiana Public Safety Radio Tower (IPSC) which 500 in height and contains all emergency radio communications in a 3 county area. When the state adds/removes antennas from the tower, a very large heavy crane is needed to raise and lower the units. This crane enters the farm from U.S. 30. This access will have to remain in place as this is the only way to get the crane into the property. It will not be able to make the turn from an access road. I would like to meet personally with you to view the property. Thank you.	4/10/2024	Level 2 Screening
Please inform us when this project will begin and if driveway access will be allowed. We are in Zone #5.	4/10/2024	Level 2 Screening
Left turn lane needed @ 1350 S Hanna and (Long Lane) 300W East and West bound. Left turn lane would be helpful at Dollar General store in Wanatah (Eastbound, sorry don't know the road #.)	4/10/2024	Level 2 Screening
There is no issue on this area of road. Very few people travel eastbound on this stretch on a regular basis. Please work on solutions to get us to Illinois where there are jobs that pay! US30 in Lake county is a mess, and 65/94 in Lake county is an even bigger mess!	4/11/2024	Level 2 Screening
I am disappointed with the decision to take a bypass off the table, when in every angle I look at it, it solves the most problems while causing the least problems. It is expensive, but so are the numerous band-aid approach projects. It seems to me the considerations are limited to, what can we do to physically improve the existing highway (and my comments are directed specifically to the West US30 area). Another reference would be the Hoosier Heartland Highway. Four brand new lanes from Lafayette to Fort Wayne. It is/was built like a commercial US30 but more limits to access although they didn't do-away with all the cross-intersections. That whole HH hwy is a bypass in a way, as it does not run 'through' any of the towns the original roads (25, 34, 24) ran through. So THAT must've been expensive, but, if I were to guess I'd say the thought was, we need an expressway or some sort of multilane highway connecting Fort Wayne with Lafayette. So they built one, that would naturally follow along the same path, roughly, that existing 2 lane roads follow going to-from that direction. So, I'm not sure where the genesis of the PropelUS30/US31 came from. It seems like 20 minutes into a conversation with road engineers about improving intersections, one of them at least would have just said, 'there are too many hot spots, why don't we just bypass all of them with a new limited access expressway?'. The current direction is like killing one bird with 20 stones. The bulk of the complaints, and you saw I was talking to several peeps one on one, -was noise, amount of traffic, speed of traffic, type of traffic. NONE of the 'options' in the Propel studies address any of those directly or, in my opinion, effectively. Anyway, you get the idea. The Level 2 proposals will cause numerous construction delays, aggravation, probably more accidents, on the only road from Valpo to Fort Wayne. By the way, if you think of how they built the Kokomo Bypass, they built most of it without affecting ANY of the existing US31, until the end when they tied to two ends together with the new configuration. The big picture... is a BIG picture. INDOT should not look	4/12/2024	Level 2 Screening

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<p>at 'improving' one intersection slightly (x20), but rather, look at the bigger dynamics at play, current and future traffic problems and most of all, in addition to safety, the efficiency of the entire US30 in the area of interest. Don't spend a dollar to save a quarter. Spend 2 dollars and save 100 dollars over time. Besides, if it will take YEARS for actual construction to get started, by then US 30 will be a disaster.</p>		
<p>750 E ... overpass 600 E make access to Hamlet on and off ramps US 35 as is on and off access 300 E over pass end 23 exchange make access to on and off ramps At 45-6 spots, maybe another one further, last Indiana 23</p>	4/16/2024	Level 2 Screening
<p>US 30 and US 35 - looks ok</p> <p>US 30 and CR 750 E - Needs an overpass. But we should not limit people getting to Henslers from 30.</p> <p>US 30 and SR 23 - no roundabout</p>	4/16/2024	Level 2 Screening
<p>RT 328 30 Intersection Page 146 added acceleration lanes would improve and better warn US lights on 30</p>	4/16/2024	Level 2 Screening
<p>4.13 Lengthening lanes for acceleration/deceleration should suffice given the interchange that is already there.</p> <p>4.14 Lengthening turn lanes on and off 30 should be done. Railroad crossing should have crossing arms/signal. Don't feel there is enough traffic to warrant an overpass or underpass.</p> <p>4.15 No roundabout! Would rather have it made into an interchange than have traffic signals.</p>	4/16/2024	Level 2 Screening
<ul style="list-style-type: none"> -Has CDL since 1998 -Primary concerns 1100 E passing over 30 W Grovertown -Not in favor overall of changes on 30 in Starke until L3 is announced -Not bad at 900 but 23 -On 23 decel lanes. Roundabout "joke" and off and notable doesn't visit Valpo/Warsaw due to roundabouts -Make intersections wider -Driver education is more important -Past correction on 31 was a nightmare -Grew up on family farm 	4/16/2024	Level 2 Screening
<p>As a former city council member in Knox Indiana and own property and gas station on US 30 and Starke St by Dollar General I think it would be bad for Hamlet if you close US 30 and Starke St. Hamlet has had a lot of no growth for years and I think business might come to Hamlet if they have access to town on US 30. I think it should have a exchange for Hamlet.</p> <p>And US 30 and SR 23 if they would out stagger access. 30 has accidents at 23 and 500N at 90 degree curves and eliminate them and meet up on other side access 30.</p>	4/16/2024	Level 2 Screening
<p>U.S. 30/U.S. 35 intersection #13 is ok as is U.S. 30/CR 750 E Intersection #14 - instead of over/under passes, consider just adding longer turn lanes and intersection lighting. This would improve intersection functionality and still</p>	4/16/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
<p>maintain access.U.S. 30/SR 23 intersection #15 - A grade separated intersection would be a good improvement here as long as full access is maintained.Noticeably absent was improvements to the intersection of U.S. 30 and C.R. 600E/Starke St. on the North side of Hamlet. Longer turn lanes and intersection lighting would be a welcome improvement at this intersection.Any intersection changes that restrict or limit or eliminate access through Starke Co. will have negative impacts Starke Co.</p>		
<p>Overpass at SR 23 would remove the whole town.</p>	4/16/2024	Level 2 Screening
<p>Served on local Hamlet Fire Dept. for 23 years. Concerned about the ability and availability of # of crossings to Rt 30 for not only EMS and Fire and Police, but also ag community and school buses to have "safe" accessibilities. Long ago Rt 30 bypass had a huge negative effect on local business to the point of nearly killing the town! Further isolation of Rt 30 access throughout the length of Rt 30 through Starke Co. (one of poorest counties) will further deteriorate the county's viability. Very concerned about cutting off the county into a north and south Starke Co. because of limiting already limited "safe" intersections.</p>	4/16/2024	Level 2 Screening
<p>From #16 - #20 on map, install access roads to access local facilities therefore not impeding thru highway traffic.</p> <p>#20 - #22 Overpass to give emergency traffic access to east side of county</p> <p>One problem of overpass at #22 is access to Pilot truck stop. Have not seen a good plan to do both access to east side of county and to Pilot truck stop. Only way is to have an interchange.</p> <p>#25 - Overpass for emergency access to east side of county.</p> <p>Note: Pilot has added a new tire shop building south of truck stop by #22 intersection</p>	4/17/2024	Level 2 Screening
<p>Location #21: 30 E to 31 N. A) The acceleration lane is so short that no traffic heading N on 31 get in the left lane so the cloverleaf traffic can safely pull onto 31N Before 31N traffic can decelerate to get B) on 30 E. cloverleaf (see drawing)</p>	4/17/2024	Level 2 Screening
<p>At the intersection of US 30 and Cedar Road in Marshall County there is no deceleration lane on the eastbound lane turning North on Cedar. There is a deceleration lane on the eastbound lane turning South on Cedar. When traveling east on US 30 and slowing down to turn north on Cedar Road can lead to a dangerous situation when traffic is heavy and both eastbound lanes are full of vehicles. Please construct a deceleration lane on US 30 to enable east traveling vehicles to safely slow down and turn north on Cedar Road and 12th Road which immediately T's into Cedar Road at that intersection.</p>	4/17/2024	Level 2 Screening
<p>#22 - U.S. 30 and King Rd -Previous plans have voted this location is recommended for an interchange. It should move from "recommended" to "mandatory" or "acceptable alternative" like 4.22.3.3. -It is noted that a truck stop "is a recently constructed stop"; that is false. It has been a truck stop for over 70 years. A new tire shop only compounds the</p>	4/17/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
<p>issue.</p> <p>-Alternatives that should be carried forward to Level 3 are: Consideration of crossroad overpass/underpass Reduced conflict intersection (at minimum, this is a must, mandatory improvement) Warning systems that are enforced Implementation of 4.22.3.3. Any other modification that reduces accidents at a very dangerous location A delineation emphasized between state recommendations/obligations/responsibility and county responsibility. You cannot get an answer to issues as one blames the other.</p>		
<p>Brett, we met in Argos last summer and had spoken by phone prior. Our driveway feeds directly onto US 31 between 13th Rd and 12B Rd, east side of US 31, 1/2 mile long. We discussed that there was no plan for egress from our property on any of the plan maps. I have plans to improve my property and add structures, but without plans for US 31 and my driveway make me stall my plans, which I would like to do this summer versus paying more a year or two from now. I need some information ASAP so I know how to plan. Any info appreciated.</p>	4/17/2024	Level 2 Screening
<p>Intersection 23 U.S. 30 and Fir Rd. On the north side of 30 I have concerns about how an overpass will affect my driveway which is just north of where an overpass shows on page 223. It can't (the driveway) be moved to the north side of the house because the tile and septic system and LP tank are there.</p> <p>My farm originally 80 acres was divided by US 30 (is now 72 acres). On the south side of US 30: Do you realize there's a state owned right of way which we keep moved that the [unknown] Farm has an easement to his farm. That easement cannot be closed. It's the entry to my farm. The entry to my farm can't be closed because to move it further south - the field is too wet to use for large equipment and semi trucks. The semis would have to be parked on the road (Fir Rd) to get from the north part of the farm to the south. We would have to go 2 miles to 331 and through Bourbon with the large farm equipment to Lincoln Highway (old US 30) then north on Fir Rd OR to King Rd and back on Lincoln Highway. An overpass will also affect my farm income - reducing it. To get to my grandson's home south of US 30 on Fir Rd I will have to go 5 miles out of my way and the same to my granddaughter's home on Fir Rd south.</p> <p>Most accidents that happen at Fir and 30 are caused by people's carelessness.</p>	4/17/2024	Level 2 Screening
<p>Fig 4-69: US 30 and Fir Rd Add or lengthen turn lanes - overpass removes all access to US 30 adding much more driving times. Overpass affects farming more negatively when farm ground is split on both sides of 30.</p>	4/17/2024	Level 2 Screening
<p>The overpass idea at 30 and 750 in Hamlet is a great one but it needs to include a bike lane, This is the school road and there should be safe transportation for bike riders and walkers to school for the other side of the highway. I believe the extended lane idea will not make much difference in safety with the amount of high school drivers that dart across the highway. Most US school children do not have to drive on a freeway to school and</p>	4/19/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
neither should our children. Either make 750 and 30 way safer or close it. and give us a walk/bike only bridge there.		
I believe in heavy traffic areas three lanes should be the minimum. Semi trucks should have one travel lane in the center of three lanes so as to not restrict access to turning lanes. Reduce access points. Small businesses should not have a traffic signal, instead an access road. No at grade railroad crossings.	4/22/2024	Level 2 Screening
Of the various alternatives provided in the Level 2 Screening report for the intersection of 31 and 13th/Michigan Rd, I support no build or turn lane extensions only. I own the rental property at the southwest corner of the intersecion. Any other changes will severely impact my financial stability. My income level is below the federal poverty line even when this property is rented. Negatively impacting local access to my property will severely limit my ability to keep this property rented.	4/22/2024	Level 2 Screening
What I want to see change and to move forward hopefully by both our new Governor and our U. S. Transportation Pete Buttigieg work together as a team to make Indiana become a Central Time Zone state in all 92 counties, especially how busy our Interstate Highways and US 30 going West etc. going West bound towards Chicago into other route connections and etc.. I also seriously recommend to go into WWW.HoosiersForCentralTime.Com you will really and truly learn a lot why Indiana needs to be on Central Time I guarantee it.	4/24/2024	Level 2 Screening
It appears to me the problem that is on the east end has been created by the east end !! So in turn everyone gets to pay for the possible mistakes in commercial development that have allowed the current traffic nightmares. Plymouth for instance US 30 is still a limited access highway as designed they have commercial development but it is limited to a few intersections with traffic signals. 4 traffic signal controlled intersections on the stretch of us 30 in Marshall county, as opposed to 20, 30 maybe more in Warsaw. As far as the west end of this corridor is to proceed within the next 20 years the west end needs to be dealt with first. Or the west end will never be addressed. I am not for a random closing of every intersection in starke and Laporte counties by any means. Some of the county roads intersecting with Us 30 have more than likely such a low daily traffic count is it worth spending millions of dollars for that ?	4/26/2024	Level 2 Screening
If you want to improve US 30, try better speed limit enforcement. My property abuts US 30 and I have lived here over 30 years. People routinely travel at speeds of 75 mph or more. This is NOT an expressway.	4/27/2024	Level 2 Screening
Hello, After reading the screening report. I still believe that US 30 should be become an insterstate highway for safety and economic growth. Thanks, Dennis	4/27/2024	Level 2 Screening
From 49 in Porter County to 600 West in LaPorte County, and maybe even to the town of Hanna, I think you need to do something to avoid the crossovers. Honestly, there are many times of day that crossing over one set of lanes to reach another is hazardous, even when the road seems clear. Many times on the south side of the road, when I want to go west, I will actually take an eastern turn, find the next intersection, and then cross back over to go west. The rate of speed is high. I honestly do not know what the solution is, maybe j intersections? Working in LaPorte County, I have experienced too many	4/29/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
accidents involving our neighboring school and I cannot sit idly by without saying this.		
<p>Dear US 30 Coalition,</p> <p>The Level 2 Screening Report for US 30 West was released on March 27th, 2024. Representatives and community leaders have come together to produce the following collective comments in response to the current proposals that will have significant mobility and economic development impacts on Marshall County.</p> <p>In comparison between the Level 2 Screening Report and the Marshall County 30/31 Planning Study 2023 (attached), many of the primary intersections (including the few secondaries as studied) are in relative alignment, but there are a couple intersections of note that could have significant impact with the future plans of Marshall County. Queen Road, Plymouth Goshen Trail, 9A Road, Michigan Road North and 13th Road intersection all align or include results that we believe to be favorable to the design and intent of the future of US 30 and 31. Where we see deviations or missing considerations when it relates to the plan that was developed locally include Oak and Pioneer Roads, King Road, Fir Road and Lincoln Highway.</p> <p>We appreciate the time you took to review our US 30 and US 31 Planning Study (2023) but believe that there were some misunderstandings when it came to the specific intersection types. The intention of identifying “interchange”, “bridge” and “cul-de-sac” were to intend a specific level of connectivity be preserved at different intersections to service the region for residences, businesses, and agricultural operations. Interchanges were intended to maintain full access through the intersection whether it be at grade or grade separated. Bridges were intended to promote cross access with the understanding that adjacent intersections would be likely fully cut off (cul-de-sac) and that an “interchange would be nearby to complete service connectivity. Beyond the improvements to the individual intersections being considered primary investments, the secondary investments into the local supporting infrastructure will be just as impactful to the local and regional network.</p> <p>Intersection Screening Analysis US 30 Intersections Queen Road</p> <p>The Queen Road intersection and association with a Western Plymouth Interchange (at or grade separated and coordinated with the Pioneer Drive Through Michigan Road improvements) is pertinent to be managed as a collective to provide the best future for the Western access to Plymouth including industrial development, emergency services connectivity and access to regionally beneficial recreation amenities. Marshall County is supportive of a bridge at Queen Road with the understanding of an adjacent interchange that will be best located through the Level 3 study as referenced in the Level 2 study. The alignment is left to best engineering practices so long as reasonable access is provided as part of the improvements to the network.</p> <p>Pioneer Drive - Michigan Road</p> <p>There are significant safety concerns at Pioneer and Oak Drives that can</p>	4/29/2024	Level 2 Screening

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<p>benefit from safety improvements and the volume of traffic would warrant an interchange. The consolidation of access will have impacts to the commercial businesses, but could be alleviated with complimentary network improvements. A concept that has been shared includes turning the existing segments of frontage road on the North and South sides of US 30 and connecting them to create entire corridors linking all of the businesses across the railroad tracks. Though this concept has environmental complications, the increase in connectivity should far outweigh those impacts. When combining the Pioneer and Oak Drives to create complimentary access improvements, those improvements should extend to Michigan Road. The intersection of the access points to US 30 along with adjacent curb cuts and Skylane Drive need to be improved to promote the safety of the traveling public by vehicles, bicyclists and pedestrians.</p> <p>Plymouth Goshen Trail Plymouth Goshen Trail has been recently improved but continues to be mis-used by the traveling public creating safety issues which can be mitigated in their entirety through the use of grade separation. It would also promote more and safer travel for pedestrians and bicyclists between the subdivision North of US 30 and Centennial Park.</p> <p>US 30 and 31 No improvements were suggested or reviewed as apart of the County's analysis.</p> <p>9A/King Road Retaining full connectivity through the intersection is of importance to both local and the traveling public. Seeing that the intersection is being proposed to receive safety improvements along with retention of full intersection access is supportable by Marshall County, but we believe that the long term fiscal responsibility should plan for the adjustment of the intersection to meet distance requirements between two interchanges. As Plymouth continues to grow (with most residential development heading Easternly) the 9A/King Road intersection will be a region of importance before the development gets there.</p> <p>Fir Road-SR 331 The intersection of Fir Road as it sits today would benefit from grade-separation creating a safer crossing as a North/South axis that compliments SR 331 between Bourbon and Bremen, but full access should be strongly considered. It is understood that SR 331 can serve as a point of access for Bourbon onto US 30, but as Bourbon grows and expands, additional access will be needed and warranted. The majority of Bourbon's industry is concentrated on or near Elm Road. If access onto US 30 is concentrated through SR 331, significant roadway geometry will need to be improved for routes through downtown Bourbon. This was showcased during the sink hole on US 30 reroute causing damage to intersection infrastructure on multiple accounts. Improvements will be warranted along Elm and 11B roads and at their associated intersections getting to SR 331. Pending the upcoming studies to include Elm Road, an advisable improvement for safety into and out of Bourbon via SR 331 would be intersection improvements at 11B Road.</p> <p>US 31 Intersections</p>		

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<p>9A Road and Lincoln Highway Marshall County is supportive of the cross access created by an over/underpass connecting the East and West sides of US 31. This will also provide for better and quicker emergency response from Plymouth to the subdivision and truck stop. The interchange proposal was proposed for Lincoln Highway which already has the grade separation, and the only matter missing is the connection onto US 31. Without this access at this location to serve Eastern Plymouth, the potential for urban and fiscally responsible development will be substantially hindered and contradictory to Plymouth’s Comprehensive Plan (2023). We believe that the interchange concept be reevaluated under the Level 3 analysis.</p> <p>Michigan Road North-14th Road This collection of 4 intersections with US 31 (Michigan Road North, 12B Road, 13th Road, and 14th Road) should collectively be considered for intersection improvements. Most of the 4 intersections are independently functioning within certain terms, but when coupled together can be operated in a safer and more efficient manner. One of the proposals was to tie Michigan Road North to 13th Road via a frontage road. 12B Road has significant safety issues with no turning lanes causing cars to turn into the median while in the left travel lane, which can be better served as a bridge east to west tying into the Michigan Road North frontage road. This would then collectively work with a new interchange at 13th Road creating safer regional access to US 31. It would also create a separation of cross traffic that services the Homestead Dairy that has roughly a split acreage of 50% on either side of US 31. A complimentary improvement to the trio of intersection North of the railroad tracks would be a bridge at 14th road servicing the east and west side of US 31 North of Argos.</p> <p>Level 3 Screening Points of Interest There are multiple intersections that serve as complimentary projects to the Primary intersections given consideration under the Level 2 analysis, and those that were of higher interest in Marshall County include the following intersections. Union Road services The Center at Donaldson which is a significant retreat center and university that would benefit significantly from continued full access even if a grade separated interchange is not considered. 12th and 12B Roads are of importance as US 30 East completes its analysis because of the promotion of cross connectivity between Marshall and Kosciusko Counties is significantly intertwined and dependent on SR 19’s access to US 30. Beech Road is an Eastern termini of the US 30 West Study area but is also the location of a recently renovated truck stop, where closure would lead to the significant and negative impact on local roads. With the operation recently coming online, access management is going to need to be studied in more detail as it comes to the Level 3 study. 14 C Road is the last intersection before approaching SR 10 impacted interchange improvements and would be the last viable intersection for connectivity North of Argos before approaching the collaborative intersection improvements at Michigan Road North through 14th Road.</p> <p>Conclusion At the heart of the concern Marshall County wants to affirm that the concerns of local residents, businesses and the traveling public are heard and</p>		

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<p>are given strong consideration when the improvements that are proposed to make multi-decade impacts to multiple communities along US 30 and 31. Multiple Comprehensive Plans, development projects and business/farming operations hang in the balance of what recommendations will come out of the Propel US 30 Final Report.</p> <p>Thank you for all of your considerations and should there be any way that we can be of assistance please let us know.</p>		
<p>Consider interchange at US 30 and 600W in LaPorte County to accommodate for high volume of traffic between the 2 roads. A simple overpass without highway access makes it nearly impossible for vehicles to get to the school from Hwy 30, a main thoroughfare for a good number of the school district as well as any visitors or visiting schools.</p>	4/29/2024	Level 2 Screening
<p>At the south east corner of US 30 and Fir road the state owns about 50ft south of the fence. They had purchased this to allow an easement to the property to the East. The land owner at this time would have been landlocked. So the current land owner still has this easement and does not use it but still has an easement. The state does not maintain this easement either. I personally have to mow it and maintain it. So if there is an overpass in how is the state going to handle this easement and access? I also lose my access to my field. More southern entrance is steeper and wet for semis to get in and out. On the north side of US 30 and Fir road is my mothers house and drive way. concerned about the overpass and how far north does the drive need to be. US 31 and 9A road and farm equipment access to 9A west of 31. We farm there also. To get our large farm equipment we must come off 31. Access from WEST is not possible to get to with our equipment. The first problem in the clearance height under US 31 and Old 30 (Lincoln Highway) is only about 12' (dont quote me on exact measurement). I just know the sprayer just barely goes under and the larger quad trac tractors and combine will not clear. So if we close 31 and 30 to limited access it could make it almost impossible to gain access to our ground on 9A road.</p>	4/29/2024	Level 2 Screening
<p>What happened to old 30 west coming out of hamlet we talked about it at the first meeting making it at least merge into 30west but you give Hanna access to 30 they have no traffic</p>	4/29/2024	Level 2 Screening
<p>I am extremely concerned with the route through to town of Wanatah. Concerns are many including the closure of most of the streets in town, the increased traffic on Main Street, the requirement of semi deliveries to businesses having to enter town on Main Street and meander through town to make a delivery. The probability of most of the businesses closing due to the lack of accessibility to their business. Some businesses being shut down due to acquisition of property by INDOT. Concern about how the route to Valpo for wanatah residents can even work under this plan. Concerned about the county roads being closed. The 30/421 intersection is of additional concern. Not sure how it can realistically be accomplished without additional business closures or other designs which will affect all the citizens of wanatah. Finally the 600 west intersection is of concern for safety and it is questionable just how the kids will get to school easily. I am concerned about the property values of the homes with this plan.</p>	4/30/2024	Level 2 Screening

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<p>At the Main St and US 30 intersection in Wanatah, I think you should consider leaving Illinois Street as the access to US 30 open instead of Main St. That street passes through the town limits and continues through town out to county roads. Main Street curves around and dead ends into Illinois street anyway. People have access to any of the other streets in town from Illinois street. Also, although I'm aware that traffic through wanatah on US 30 has increased tremendously over the years, none of these changes would be necessary if speed limits through the wanatah area would just be enforced. The only people that slow down to the speed limit through here are residents of wanatah! We do not have law enforcement in our town, therefore it is rarely patrolled by county or state officers. SPEED is the number one killer! If people drove slower through these intersections, it would be easier to pull out onto 30, but when people are flying through these intersections, it's much more difficult to do so. Thank you for your consideration.</p>	4/30/2024	Level 2 Screening
<p>In reviewing your report the proposed construction would close our business, The J-Mart Bp at 10300 W in Wanatah. We are located at Main Street & US 30. The convenience store has been at the location since 1987 when my father-in-law remodeled it from a 2 bay repair shop. At this time it supports 3 of our families and 4 employees. Your plans look to save our competitors at the 421 intersection by building around their sites. Can you please consider any alternatives to save our business. Highway 30 could be routed to the north as there are business on that side would be easier to relocate. Thank You Ray Charlesworth Partial Owner/J-Mart Bp</p>	4/30/2024	Level 2 Screening
<p>Thank you for continuing to keep the Coast Guard informed and allowing us to comment on the ProPEL US 30 West Draft Level 2 Screening Report. We have reviewed the report and identified 55 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.</p> <p>Separately, we have reviewed and acknowledge the portion of the ProPEL US 30 West Study Consultant Team's 2 October 2023 memo where the Team states that existing bridges throughout the study limits would not require full replacement by the time construction occurs. 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</p>	4/30/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
<p>to keep us informed on the progress of this study development of alternatives. If you have any questions, please let us know. Thank you.</p>		
<p>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.</p> <p>The US 30 Coalition, 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.</p> <p>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.</p> <p>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.</p> <p>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 reasoning that does not address the actual utilization and future of the corridor.</p> <p>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 volumes of cross-traffic even when an RCI will clearly not work. For example, daily counts at Parker Street and US30 are almost 40,000 with 14,000 originating on Parker. It appears that RCI's are the default improvement choice on the east end of US 30, which the Coalition strongly opposes. 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. 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 that 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</p>	<p>4/30/2024</p>	<p>Level 2 Screening</p>

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<p>consider aspects of the traffic at specific locations. The bias is noticeable. 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. 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 have also been concerned about data errors.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 that 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 illogical. Truck volumes are only projected to increase.</p> <p>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.</p> <p>Thank you for the chance to comment, and we respectfully request these comments be addressed in the Level 3 screening.</p>		

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<p>Is there truly a need for this? I drive 30 from Wanatah to Valparaiso 5 days a week. I stop at my favorite gas station, THE J-MARt BP. I hope that this does not affect that gas station, nor any other business in Wanatah that are locally owned. DON'T LET THIS HURT THE SMALL, FAMILY BUSINESSES The Casey's that causes accidents at 421 and 30 should never have been allowed to be built. US 30 is not overly busy. It seems improved safety and patrol to slow some of the high speeds would be sufficient. The only time it is crowded is when it's down to one lane (now) for repairs and there are not one but TWO detours going thru (one feom 49 and one from 421. What is the timeline of this project?</p>	4/30/2024	Level 2 Screening
<p>PROPEL US 30 COMMENTS I am a resident that lives in Wanatah, IN. I believe that the Town of Wanatah (Town) does not have any major issues with the U.S. 30 corridor. There are some accidents as there are with any major highway, but I do not believe the frequency warrants any major changes to the corridor through the Town. I think that the majority of the issues result from the disregard of traffic laws that are currently in place. People speed through Town. It is my opinion that a majority of these alternatives will only serve to increase the speed of those traveling through Town. MAIN STREET INTERSECTION Regarding the Propel US 30 Report, in 4.6.1, it states the following regarding the intersection of U.S. 30 and Main Street: The crash frequency and crash cost indices indicate that there are no major safety concerns at the intersection. If this is the case, then why adversely affect the local economy and potentially increase the speed of those traveling through the Town by further limiting access to the highway? Several of the businesses listed in the report rely on trucks to receive supplies. Limiting access (as described in the Access Management Alternative) to these businesses will make it harder (or potentially impossible) for them to receive their supplies, damaging the few businesses that we have in Town. I believe this would cause more harm than good. If this were to be carried through, maybe also look at holding Illinois Street instead of Main Street. Illinois is a through street to South Wanatah, while Main Street 90 degree turns into Illinois at the end. Local preference would be to keep both open. I would also be concerned about increased traffic on Main Street, being the only entrance to Town. This would increase traffic on this road so the state should do pavement cores to ensure that the road is designed well enough to handle the additional traffic and still hold up. If not, the state should assist in the improvement of Main Street as well, should it become an arterial or larger collector street. The Median Safety Improvements Alternative is not being carried through, which is good. While it would be good to have a wider median, that ship has sailed and there should not be adjustments made that affect the local businesses or residences. That being said, there are more viable businesses and more residences on the south side of US 30, than on the north side. If this alternative were to reappear, shifting the highway to the north (and holding the south side) to make room, should be considered rather than widening the right-of-way on both sides. Additional lighting and safety/warning features could benefit the intersection. If lighting were to be installed, I would recommend directional lighting pointing down at the intersection to limit light pollution, and no rumble strips in the lanes of traffic as a warning alternative to contribute to the already loud noise pollution</p>	4/30/2024	Level 2 Screening

Comment	Date Received	Active Comment Period
<p>from Highway 30. US 30 AND US 421 I agree on the comments regarding noise pollution, drivers failing to follow traffic laws, and especially the ignoring of reducing speed postings. While I generally do not have as strong of an opinion on this intersection as the one on main street, the lesser the impact the better. Closing access at Illinois, Main, Ohio, and Condon would effectively remove almost all access to the Town of Wanatah via US 30. This is not a viable option, in my opinion. That would devastate Town businesses and bisect the Town entirely. Additional or lengthened turning and acceleration lanes would benefit the intersection. This would make the intersection safer for all. I like this as option, as long as it is not detrimental to the Town or the local businesses. I do not believe that US 30 should overpass 421, because that alternative would adversely impact the Town. I believe that US 421 passing over US 30 would make more sense if an interchange option would be explored. US 421 is already passing over the railroad to the south and it would affect fewer access points to the Highway. I would like more information on the Partial Displaced Left Turn Alternative, Quadrant Roadway Southwest and Southeast before I can form an opinion on them as I am not familiar with those. I do not believe a roundabout would be a good option either, due to the heavy truck traffic. It could potentially cause more harm than good. MY REQUEST I request that you look at the opinions and preferences of local residents and weigh them higher than the opinions and preferences of those that pass through. We are the ones that have to deal with the consequences of any decisions more than anyone else. This is our home and our livelihood. Don't jeopardize that because someone needs to get from Point A to Point B more efficiently, or because people passing through can't obey the speed limit or stop at a traffic light. The Town of Wanatah was here before US 30 was. Thank you</p>		
<p>30/49 comments - Deceleration lane from US 30 East to 49 North → Left turn in front of oncoming US 30 Westbound causes backups → Lane is too short and doesn't allow enough deceleration or enough room for vehicles at peak times leading to build up of stopped traffic in the left hand lane - US49 South to US30 West → Trying to merge to make the turn into Walmart can be difficult. When traffic is stopped at the traffic light for Walmart, trying to merge across and make the light is difficult. US30 and 325 - Fire department uses this as an access south to Division road to access the Fair grounds and as alternative access to Industrial drive. This Route is an alternative access from our station on SR2 is 450 E south to US 30 West (right turn) to 325 E South (left turn) → This is safer then crossing US 30 at 450E or 400E → We have to cross both Eastbound and Westbound traffic. Oncoming traffic often does not yield to our lights/siren at 450E/US30 → 400E and Division road is a difficult intersection to navigate (due to crossing the railroad tracks) and we tend to avoid if possible. We tend to not turn onto 400E from US30 (westbound). Installation of a traffic light seems like it would increase the frequency of rear end collisions and with the high rate of speed of semi-trucks through this corridor has the potential for severe injuries.</p>	<p>4/30/2024</p>	<p>Level 2 Screening</p>

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<p>US 30 at SR 49 Interchange The EB (US 30) to NB SR 49 movement is relatively dangerous due to drivers crossing WB US 30 traffic to access the NB on ramp. Probably due to geometric constraints at the time of construction (this quadrant being an acute angle and the RR to the South, a normal cloverleaf ramp was not provided for this movement. In the intervening 50 years Valparaiso has expanded significantly, with much more development on US 30 just west of SR 49, and the traffic volumes on this ramp have increased noticeably. While I don't have crash data available, I am anecdotally aware of crashes at this location which are high-severity T-bone crashes. (US 30 traffic has a 55 mph speed limit at this location.) Ideally, and expensively, a true right-side exit cloverleaf ramp would be considered here to remove this crossing maneuver. If this left turn remains, the deceleration/storage lane for it is inadequate. Vehicles are routinely slowing down in the through lanes of US 30 before the aux lane begins. Extending this lane 300 feet or more to the west would be helpful. Additionally, the SB SR 49 to EB US 30 ramp acceleration lane (on US 30) is not long enough and should be extended to link up with the NB SR 49 to EB US 30 ramp, which you are also proposing to be extended to the east. There is heavy truck traffic entering EB US 30 from SB SR 49 and the merge distance under the bridge is short causing vehicles to move left at relatively low speeds impacting the EB thru movement. And all of this just after vehicles are slowing to enter the EB to NB left turn lane, essentially impacting both thru lanes of EB US 30.</p> <p>US 30 at Industrial Drive in Porter County This intersection is the source of a large amount of traffic delay, particularly westbound. The proposed concepts to remove the left turn phases from the signal timing would be helpful (Partial Displaced Left Turn, etc.). A large percentage of westbound traffic at this intersection is aiming for the upcoming ramp to NB SR 49 and the right thru lane queue is often sizeable, extending back to the Pilot traffic signal. Trucks make up a large portion of this queue, exacerbating the delay caused at this location due to their slower acceleration. Removing the left turn phases from the signal will help extend the green for the through movements, easing the congestion at this location. Adding an additional westbound through lane starting at the Pilot signal and extending through this signal and connecting to the NB SR 49 ramp might also help, allowing turning traffic to clear the through lanes in advance of the SR 49 exit, reducing the delays on US 30. Due to the large truck volume using the SR 49 ramp, reconfiguring that ramp entrance to allow for dual entry lanes might also be helpful, the proposed new third westbound lane could become exit only at the ramp, and the existing far right WB lane could be continue to be an optional exit onto the ramp. This would allow non truck traffic to move past the slower dedicated right lane and still use the ramp, avoiding getting caught in the truck backup that starts at the current Industrial Dr signal. An additional comment is that the current signal goes into all-way flash when preempted by the RR, which is obviously inefficient and less safe. Reprograming the RR preemption to hold green for US 30 traffic after a clearance interval would be an immediate, and not costly, improvement. US 30 at Pilot Truck Stop This commercial use is a large source of delay on the corridor, and obviously the location of a signal here increases the crash rate. As small of a truck stop as this is, I would suggest that purchasing the</p>	<p>4/30/2024</p>	<p>Level 2 Screening</p>

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<p>property and removing the access and signal would create a lot of benefit and be worth it. Once access is closed INDOT can sell the remainder of the parcel for commercial development to companies that are fine with access from CR 100 N.</p> <p>US 30 at CR 325 E An overpass/underpass would be ideal here. Left turns from and to US 30 are problematic at all times with the inadequate space for vehicles to queue in the median. Widening the median would help, but not as much. The proposed alternate intersection options relocating the left turns would all be much improved over the current design.</p> <p>US 30 at CR 400 E The very narrow median at this intersection, as at all of them in this section, is problematic for left turns on to and off of US 30. The following proposed options would be the most helpful at this location: Cross Road Overpass/Underpass, Convert to Interchange, Reduced Conflict Intersection. A new CAT Rental store has been developed to the NW of this intersection (connected to Fletcher Dr) which means there will probably be a lot more semi-trailer traffic using this intersection. Given the difficulty of left turns onto US 30 currently, the additional trailer traffic would seem to exacerbate the trouble here. If the interchange option is promoted, then I would suggest CR 325 E be cul-de-saced and that traffic can use the much safer interchange. As CR 450 E also has the same left turn operational issues, perhaps a single interchange concept in this area can serve all three current cross roads.</p> <p>US 30 at Main Street and US 421 Wanatah on US 30 is a mess. There are obviously far too many public road approaches and driveways to maintain efficient through movements. Even with a few spot improvements, this will remain a restricted speed segment with inadequate median widths to allow all the numerous access points to safely turn left. While a high cost alternative, I would suggest that a Bypass be considered at Wanatah this is noted on page 24 as a Complementary Concept for US 30 and Considered where impacts of bypass may be better than impacts of improvement in existing small town. According to this definition, it seems like a good location to consider it. I would suggest that the bypass pass north of Wanatah, diverging from the existing alignment near County Line Road on the west, passing through the undeveloped land north of Wanatah proper and south of the homes around CR 1100 S (and extending a bit south of there along CR 1025 W), passing about 1/2 mile north of the existing US 421 intersection where an interchange can be built, and then remaining about 1/2 mile north of US 30 until approximately CR 600 W.</p> <p>This section of US 30 from County Line Road to CR 600 W has many direct driveway connections (even outside of Wanatah) to US 30 that would be eliminated by using this bypass. By my count, this would remove 71 driveway access points and 12 public road intersections. The current US 30 could then be relinquished and the town and county could exert local control over this commercial corridor, maintaining unrestricted access to the businesses there and likely allowing new, future access points to boost economic development. The proximity of the proposed new US 30 interchange at US 421 to the existing intersection means the Burger King, DQ and Casey's at that corner would remain economically viable.</p> <p>US 30 at Thompson St and RR My primary concern in this area is the RR</p>		

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<p>grade crossing. Given the inherent danger of at-grade crossings on busy multi-lane highways with high truck volumes, as witnessed recently on US 31 south of Plymouth (also in this study area), I would like to see at least one concept advanced that shows a grade separation over the RR. I regularly see propane and fuel trucks stopping at this crossing and it definitely causes issues with operations last minute lane changes, aggressive braking, etc. If a grade separation is looked at, then it will obviously have some effects on the Thompson St intersection as well. With the required 23' of clearance over the tracks, US 30 will also be going over Thompson St in that scenario. With the difficulties of fitting in ramps near a RR, in the case of a grade separation, perhaps closing the Thompson St access and creating ramp access at CR 450 W (or CR 1350 S) would be a safer option. As an Interchange option is already being looked at at US 30 and Old US 30, just to the east, then I think having one good interchange at Hannah and a grade separation over the RR would be the idea option.</p> <p>US 30 at Old US 30 As noted above, I am fully in support of an interchange in the area somewhere between Thompson and Old US 30 to serve Hannah. I frequently see school buses headed into or out of Hannah at this road (or CR 1350 S), and the left turns onto US 30 is dicey for them. There was also a bad crash at this location last month, closing eastbound US 30 for hours.</p> <p>US 30 at CR 300 W (Long Lane) I support the overpass option here. I don't see a lot of traffic using this intersection, and if, once again, there is a full, safer, interchange just to the west (see above) then an overpass makes sense here.</p> <p>US 30 at SR 39 This intersection causes a fair amount of delay for US 30 through traffic. The clearance timing required at the signal with the northbound stop bar placed south of the RR is quite large which contributes significantly to the delay on US 30. Eliminating the left turn phases from the signal under some of the intersection modification plans will help, but I would prefer to see an interchange here as it is a state route and has a fair bit of truck traffic to/from the south and the quarries.</p> <p>US 30 at CR 600 E and CR 600 N in Starke County I don't see this intersection noted in the study but I think it should also be looked at. With commercial uses nearby this intersection has a fair bit of traffic, and both the north and south approaches have intersections and driveways within the functional limits. I would recommend looking at options that restrict movements from directly crossing US 30 on the side road (north/south) as my observations are they are the most dangerous, with crossing vehicles shooting the gap in US 30 traffic. A grade separation would also be good, though US 30 would probably have to go over the county road given the proximity of businesses.</p> <p>US 30 at Queen Rd in Marshall County I support the alternative of converting this intersection to an interchange. There is substantial traffic on Queen Rd both crossing US 30 and coming to/from it at this location. The current traffic signal leads to frequent delays on US 30, which an interchange would alleviate. Removing the signal at this point would also allow the speed limit on US 30 from this point east to be raised back to 60 mph, improving LOS to the east for at least a mile until Pine Rd.</p> <p>US 30 at Pioneer Dr in Marshall County I support the Interchange or overpass alternatives at this location. While the area grows commercially,</p>		

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<p>the current signalized intersection has had a number of crashes. The large truck volumes to/from the north are an issue and require long cycle lengths for the EBL phase and the N/S phases, making the signal relatively inefficient.</p> <p>US 30 at Oak Dr in Marshall County I support the option of converting this intersection to an Overpass/Underpass and agree that the area could be served fairly well by access from other directions, though I doubt the businesses north of US 30 would agree. If the County finally completes the extension of Veteran’s Parkway to Pine Road, access to this area even with an overpass at Oak Rd would probably be ok. I would also disagree that an interchange at this location is not viable due to its proximity to the Michigan Rd Interchange though it will be very challenging given the r/w restrictions. The INDOT rule used to be that interchanges shouldn’t be closer than one mile, and Oak Rd and Michigan are 0.9 miles apart, but the Michigan St ramps loop on the far side of Michigan St. The US 30 termini of the ramps (both EB and WB) could be extended to the west to connect to ramps at a new Oak road interchange (with the widening of the bridge over Western Ave). This would create basically continuous C-D lanes between the two interchanges. All that said, this would be an expensive option, and probably require a SPUI with US 30 elevated on MSE walls.</p> <p>RR Grade Crossing West of Oak Rd in Marshall County No alternative was noted in the study to address the safety issues at this RR grade crossing. About three years ago two people were killed at this grade crossing when an EB propane truck stopped at this crossing and a vehicle was smashed between it and a semi that did not stop. This also, I believe, led to an extensive hazardous chemical spill in the wetland to the south of US 30 at this location. As noted before, with the problematic grade crossing on US 31 also being part of this study area, it would seem to be important to discuss options as part of this large look at the corridor. As a grade separation is the only way to effectively deal with the danger of stopped vehicles on such a busy highway, the only option I see here is for US 30 to go over the RR. The high ground water table witnessed by the wetlands nearby precludes the option of US 30 going under the RR. If US 30 going over the RR is the only viable option, then US 30 will also have to go over Oak Rd as there is not enough distance to return US 30 to grade by the time it reaches Oak Rd. US 30 is already on an embankment to the east of Oak Rd, and this embankment could be extended and connected to that needed to raise US 30 over the RR and Oak Rd.</p> <p>US 30 at Ply-Goshen Trail in Marshall County I support the overpass alternative at this location. US 30 at US 31 in Marshall County I support the extension of acceleration lanes in this interchange, and would also recommend that continuous accel/decel lanes be added to the interchange linking the initial exit/decel lanes in each direction of travel to the center weaving lane and on to the entrance/accel lanes. This option would allow not only for additional acceleration and merging time, but also allow advanced deceleration time for vehicles preparing to use the central cloverleaf ramps.</p> <p>US 30 at 9A and King Rd in Marshall County I support an underpass/overpass at this location. With the high truck volumes, none of the at-grade intersection options seem likely to work. I would also disagree that an interchange at this location is not viable. Given the high truck traffic, this</p>		

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<p>would be the safest and most efficient option. Aligning a new overpass along the original King Rd alignment north-south would allow a diamond interchange to be constructed by pushing the ramp/King road terminals east of the existing intersection in an area with more available r/w (away from the Pilot truck stop). 9A Rd could then be looped to the south to connect to King Rd south of the new ramp intersection. The County owns a fair bit of the land south of this location.</p>		
<p>These comments will be limited to the portion of the Level 2 Screening Report Draft pertaining to Starke County only. I am shocked that only three intersections in Starke County are mentioned in the document. The omission of the intersection of County Road 600 East is especially jarring given its significance as the town of Hamlet's primary access to US 30, and the number of fatalities that have occurred at that intersection in recent years. I believe the suggestion to extend the acceleration and deceleration lanes at the intersection of US 35 is appropriate. Traffic speeds in that area, especially traffic travelling westbound, seem to regularly exceed seventy miles an hour. Extending the acceleration and deceleration lanes would allow traffic to more safely enter and exit US 30 at that intersection. The only reasonable alternative for the intersection of State Road 23 would be a full interchange upgrade. Anything less would exacerbate the nightmare that is crossing US 30 both northbound and southbound on State Road 23. A full interchange should be justified by the fact that State Road 23 is a direct road from Starke County to the major commerce centers located in and around the South Bend area in St. Joseph County. The intersection of County Road 750 East is one that needs further evaluation. Since it is the road that provides the most direct access to US 30 to the Oregon-Davis Schools, the safety of traffic travelling through and around that area is paramount. I would prefer to see an extension of the frontage road currently located north of US 30 extended to travel from 600 East to 750 E, and an interchange installed at a point along that stretch of highway, be it near the 600 E intersection, the intersection of the eastern end of Old US 30 in Starke County, or near the intersection of 750 E. This would provide both the needed safety upgrades to that area around US 30, as well as maintain the opportunities for the development of commerce and other economic activity in the Hamlet area. There are several other intersections outside of these mentioned in the level 2 screening document that need to be evaluated, and I look forward to commenting on how those should be addressed when the level 3 screening document is published. Sincerely, Mark Gourley Starke County Resident & District 1 County Commissioner</p>	<p>5/1/2024</p>	
<p>My concern is the safety of US 30 west in terms of large agricultural equipment. We feel the safest place to cross 30 would be at a stoplight, mainly at Flaugh Road near Amazon. The problem is that guardrails are placed on each side of Flaugh Road on the south side of 30. Large equipment takes up nearly both lanes. Any traffic attempting to enter Flaugh from 30 can't get around ag equipment and if a car is already sitting on Flaugh Rd equipment can't cross 30 until those cars move.</p>	<p>5/22/2024</p>	
<p>My comments are about 28: US 31 and SR 10 in Argos. I was the Argos clerk-treasurer that worked hard to get McDonalds to locate itself. I really wanted them to locate a Marshall St and 31 but no land was available there. What</p>	<p>5/24/2024</p>	

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concerned was the hill over the RR track. I was told that RR and McDonalds will not have to be relocated. I believe that this intersection is more dangerous than the bridge over 30 at Bourbon and the bridge over 31 in Rochester. Burger King owns land just across the road from McDonalds. I believe serious consideration should given to installing a traffic light there.		
<p>I have looked through the Draft Level 2 Screening Report. I don't have any pressing comments other than to say, we recommend impacts to natural resources (including threatened and endangered species) be minimized to the maximum extent possible. As Liz McCloskey mentioned in her USFWS letter dated October 12, 2023, the list of threatened and endangered species generated via the IPAC system should be updated periodically due to new listings and revisions in species' occurrence information. The report does not delve into specifics with respect to natural or environmental impacts, other than to assign a "low", "medium" or "high" effect potential for these resources. We recommend selection of alternatives rated in the "low" impact category for natural and environmental resources wherever possible.</p> <p>If you have specific questions related to threatened and endangered species and/or the Endangered Species Act and section 7 consultation, please feel free to call or email.</p>	6/11/2024	
Has anyone considered making the toll road free or less for truckers? Many truck on US 30 may be because of high price of driving across the state.	7/10/2024	
<p>Dear Mr. Boruff, I travel on US 31 north from Indianapolis to Michigan every summer. I have been distressed to see how dangerous it is for Amish buggies to cross this highway in Northern Indiana. A week ago I saw an Amish buggy waiting to cross (at a crossover) approximately 3 miles north of IN-110. With the ongoing stream of high speed traffic, I can't imagine when a slow-moving vehicle like a horse-drawn buggy would be able to safely cross. Last year I saw a buggy in the crossover with the horse down, at approximately the same location. Do we have no concern or courtesy for our Amish neighbors? The Amish of the area need at least one place where they can cross the highway safely. I, as a taxpayer, would be happy to pay for a study of this issue, and for the construction of new infrastructure that would provide a safe place for Amish buggies to cross. Please advise me as to where I can send this email if this is the wrong address, or if there are other persons and/or departments I can send it to. Thank you for your help</p>	7/16/2024	
<p>Dear Tom, I would like to know when they are planning to vote for possible upcoming street closures for the town of Wanatah. There has been no updates for the town of Wanatah, since I attended the meeting at the Wanatah Library. Nothing in our newspaper, town hall, etc. Any information you can give me would be appreciated. Best regards</p>	7/30/2024	
Lives on US 31 in study area, driveway is located between 12b and 13th Road, about 200 yards north of the new railroad overpass. He says he wants to make improvements on his property but needs to know what the state is doing first. Similar to previous conversations, he mentioned that, in past plans, there has been no plan for his driveway or driveway access.	8/6/2024	
We have lived in our home along US 30 for 54 years now. The traffic flow and patterns have changed over these many years. We have put sound insulation and triple pane windows in to try to tone the noise levels down. Since the	10/17/2024	

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<p>stop light has been put in we hear semis as the bounce to a stop at the light and smell the burnt rubber from the tires and as the light changes then there is the puff of black smoke and the smell of diesel fuel as they leave. There is also the occasional load shift as they try to stop with the loud slamming of load shifting to the front of the trailer. We also hear a lot of compression breaks as the trucker drivers try to time the light in their favor. (some truckers have the compression brakes down to an art). We have asked for a no compression brakes sign but was told that out here in the country we have no noise ordinances. Then this summer they put rumble strips in directly lined up with our bedrooms. Needless to say sleeping is not usually peaceful. With all of this said I am hoping that IF there is an overpass put at Queen road and US 30 it will be Queen road that is the overpass. Because if it is US 30 I believe that we will still have noise as the truck engines bear down to make the incline with their full to over loaded trailers and as that happens there will be the puff of black diesel smoke and probably some will even start shifting gears to make more noise to enjoy. Thank you for reading my statement and possibly considering some of the things I have mentioned</p>		
<p>US30 W, segment 9, King Rd. Option 3 - Roundabout doesn't seem to allow free flow at expressway speeds. Option 4 - The overpass is useless if it does not include extended ramps, handling of truckstop traffic and local road traffic solutions on each side of highway in the actual design. A No Jake Brake sign would also improve quality of life in nearby homes.</p>	11/13/2024	Level 3 Screening
<p>Package 6 freeway (bypass around Wanatah) seems to be the best option, to truly keep traffic flowing, with maximum safety. The truck traffic is the biggest issue through town. Bypass would eliminate this.</p>	11/13/2024	Level 3 Screening
<p>Extend yellow cycle on lights and major intersestions by a second or two to allow larger vehicles to stop in time. Alternatively, extend the use of the cross street so that traffic always enters the intersection. US 30/39 stop light increased accidents. A j-turn would be a safer option. Visibility at this location is limited by sun glare, dust, and snow. People can't see the light in those conditions.</p>	11/13/2024	Level 3 Screening
<p>Why wasn't the toll road included in your study?</p>	11/13/2024	Level 3 Screening
<p>I oppose all segments. It will not enhance safety or save any money. Who is driving this?</p>	11/13/2024	Level 3 Screening
<p>No semi can turn from highway 35 to old US highway 30. I challenge you - come to my shop and I'll give you a semi. You can't see the incoming traffic from 35 northbound when you are turning. There is risk of flipping over the trailer.</p>	11/13/2024	Level 3 Screening
<p>Need interchange at Lincoln Way to Amoco and fast access to Plymouth. When you close a road there will be no eastern access to Plymouth and this will severely harm economic development. Need interchange at 13th Road for one of the largest robotic dairies in the US. Need Frontage Road to Old 31 to the North and a bridge at 12B Road to the Frontage Rd. 12B is a major road to Bourbon.</p>	11/13/2024	Level 3 Screening
<p>I highly recommend an overpass at 11th Rd and Rte 31. Mainly so emergency vehicles can get to us via 11th Rd. Also so that we can still have access to the east side of Plymouth. With all of the other proposals on 11th Rd and Rte 31</p>	11/13/2024	Level 3 Screening

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emergency vehicles wouldn't have direct access to our area and would have to go all the way around town.		
The railroad track west of Oak on 30 needs to be in the plan!! Gas trucks and school buses who stop at that RR rack are in danger. That RR track needs to be overpassed or underpassed.	11/13/2024	Level 3 Screening
If this action happens it will destroy the small town of Hamilet, Indiana. It will make it nearly impossible for FARMERS to get their product to the elevator at the Starke County Co-op. Will be hard for FARMERS to get their fertilizer and chemicals from Farm Fertilizers and Seeds. also. The traffic with semi's on this road is horrible also as they are using U.S. 30 instead of using the Toll Road because they do NOT want to pay THE TOLLS!!!! It is a DEATH TRAP now, so what will it be when it is an interstate where people will go even faster. There is Oregon-Davis School System that only has a caution light now to get to the school, and is scary to use now, so what will it be when it is an interstate..Our children are a PRECIOUS commodity, and this will make this road a DEATH TRAP for our children!!! Maybe instead of making U.S 30 an INTERSTATE, LEAVE IT ALONE, and ENFORCE SEMI'S to use the TOLL ROAD instead!!! LEAVE U.S. 30 ALONE!!! NO INTERSTATE!!!!!!	11/13/2024	Level 3 Screening
I do not believe that the RIRO scenario will work very well. As the farm equipment will need to turn right going down Hwy 30 till it can make a u turn the head back to where it came from to across the street. Also, I live on the north side of 30 and when I come back home, I will need to go the 421 intersections then come back to Condon Rd, foolish. My only input would be to bypass Wanatah altogether.	11/13/2024	Level 3 Screening
I'm Porter County, east of 49, there are no turn lanes for people turning south onto county roads. It's extremely dangerous making that turn with semis traveling 70 mph on your bumper!! PLEASE address this issue!!!	11/14/2024	Level 3 Screening
A large amount of vehicles, including semi trucks travelling through Wanatah exceed the posted speed limit by a lot. The median crossovers are narrow. This creates a very dangerous mix, especially for local residents trying to access US 30. Exceeding the posted speed limit also decreases the semi trucks' ability to stop at US 421 and many of them don't stop for the red light. A roundabout at US 30 and US 421 would be an excellent idea, greatly reducing collisions by slowing down the through traffic. I don't see how RIRO intersections would improve things since people will try to make U-turns down the road through an already narrow median. The best way to provide smoother but safer traffic flow would be a roundabout at County Road 1100 West, a roundabout at Main Street , and at US 421. This would slow through traffic to a much safer speed.	11/14/2024	Level 3 Screening
If you have never grown up in or lived in a small town, you many not understand the roots behind one. My family came over from Europe and settled in Wanatah 9 years before the town even existed. Think about that. My family has been farming the land here since 1856. We grow the food you eat. After a long day, it's convenient to grab a quick necessity at Dollar General or Casey's so I do not have to drive to Valpo or fill up my gas tank at the family owned J-Mart. Small towns constantly fight to exist in this day and age but some of us are still very proud of our roots. Building a bypass around Wanatah would leave our small town as is. It would also help make the intersection at US 30 and US 421 safer. Fog and blowing snow are a hazard	11/14/2024	Level 3 Screening

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<p>there which is why I believe a roundabout is not a good option. I do not think it will make the intersection safer. Your findings are very accurate of vehicles not abiding by the reduced speed limit signs thru our town on US 30. Semis included. It is very unsafe to slow down on the highway to get into the short turn lanes. I always get off onto the shoulder to slow when a semi is behind me for safety. I appreciate the accurate info accumulated on safety or lack there of.</p>		
<p>One concern is the impact on travel between family farms that have been in operation much longer than Hwy 30 has been in existence. Another concern is being able to travel to a family member across the road who has a medical condition. In an emergency, I could call an ambulance but how would this impact their travel to the home? After living on the same land for multiple generations, I feel local people are being punished for out of state travelers' need for speed. Can we stick to the posted 60 mph instead of 70-80? That would cut down on most of the accidents. I also don't think we should have to pay extra on gas just to get access to or across the highway. We experienced that hardship recently when highway access was closed for repairs between Plymouth and Bourbon for a seemingly unnecessary extended period. These impacts may seem inconsequential to you but are major to us. Thank you.</p>	11/14/2024	Level 3 Screening
<p>One concern is the impact on travel between family farms that have been in operation much longer than Hwy 30 has been in existence. Another concern is being able to travel to a family member across the road who has a medical condition. In an emergency, I could call an ambulance but how would this impact their travel to the home? After living on the same land for multiple generations, I feel local people are being punished for out of state travelers' need for speed. Can we stick to the posted 60 mph instead of 70-80? That would cut down on most of the accidents. I also don't think we should have to pay extra on gas just to get access to or across the highway. We experienced that hardship recently when highway access was closed for repairs between Plymouth and Bourbon for a seemingly unnecessary extended period. These impacts may seem inconsequential to you but are major to us. Thank you.</p>	11/14/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>Scott Sandstrom call with Kyle Kuebler (Porter Regional Airport Director). Talked through the intersections primarily shown in the recommended Package 3 (Expressway Lite Free Flow) SR 49 liked acceleration lane extension from SR 49 to US 30 Comeford Road OK with closure. Doesn't think it'll be too much heartburn for too many people. Industrial only concern is with parallel RR tracks. It's an issue now with people stopping on tracks waiting for signal. Could still be an issue with directional. Can signing be added or anything? He did like that access is still shown to industrial park at that location. Pilot ok with directional. Possible access issues for the business of course. 400 E liked interchange here. Thought consistent with Conexus study the region did. Would be a new entry point to developable land to the south of US 30. He noted Murvihill Road (parallel to US 30 to the north) may close in the future when the airport extends the N/S runway. Kyle thought P3 is the best in his opinion of the other options.</p>	11/14/2024	Level 3 Screening
<p>It's simple. Just make US30 a freeway, with real interchanges, acceleration /deceleration lanes and an occasional overpass. Then I can get on and off safely, or go past it without doing anything fancy. Your "freeway light" intersections are dangerous and not thought through. The idea of forcing people to accelerate onto the highway twice to make a simple left turn is absurd. Also, it forces the driver to cut across all lanes, get off, then get back on looking over your right shoulder through the backseat window. You are asking for disasters. Has anyone built such a mess? P.S. Bypass Wanatah!!</p>	11/16/2024	Level 3 Screening
<p>Owens the land where the bypass would go. S2,p6 not good. Land is used for cattle feeding. Corn, soybeans, and wheat; split property in half. 5th generation, doesn't expect it to be easy to get market value. Does not favor S2p6 Doesn't favor any changes. Spending 150k on barn improvements. 5 feedlots. On S2 p4 issue with RIROs from 900 to 700. Check with other INDOT - Adam Parkhouse.</p>	11/18/2024	Level 3 Screening
<p>S2P4 is preference; no bypass. Reinforces need for access to go from Main Street to 30 and back. Cloverleaf at 421 interchange is acceptable. Semis vs passenger traffic. Trucks toll road - they go from where we don't have to pay. WORks at BP/Amoco.</p>	11/18/2024	Level 3 Screening
<p>P1 - Not in favor of roundabout - if you do it put in warning. P4 - hates overpass idea. Hates the RIRO. P4 is an issue for semis. All p5 are waste of money. Road conditions are terrible.</p>	11/18/2024	Level 3 Screening
<p>ASI Notes: No access to other side of the road without going 1-2 miles down the road. Could also limit access to businesses. Bypass #6 is the best alternative. The highways is an issue. Possibilities for economic development with this alternative. Justin Kihe - NIRPC - should coordinate with him. Overpass not favored due to rise in traffic downtown Wanatah and limited access through town. Bypass - road maintenance an issue. Need higher signage for RAB - further out warning. Prefer overpass package 4. Common issue with traffic through Wanatah.</p>	11/18/2024	Level 3 Screening
<p>Issues with roundabout at 6 + 421 therefore this roundabout alternative not favored. Overpass not favored because it would raise traffic downtown Wanatah and limit access. Bypass preferred if changes needed. If</p>	11/18/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
roundabout is constructed increase signage necessary further out as a warning.		
Prefers P6 (bypass) freeflow. Hopes state is considering disruption of community. It's all viable but town is cut off. Lower speed limit even with P4 out of control now with overpasses. Put a stoplight at 1100 but know it is unlikely. Asked about environmental. On Wanatah Council.	11/18/2024	Level 3 Screening
Package 6. Has spent time to get public brought in. LaPorte County Commission. Add NIRPC.	11/18/2024	Level 3 Screening
Reviewed P1,4,6. Wants to make sure FD has access. Widen the lane to smokers. On P1 prefers overpass but if DLT make sure to add turn lanes, not marked. Needs to have FD access. WB needs to have 3 lanes at Main Street for FD-acceleration lane. Says there is enough to shift WB lane 50 feet to get the third lane. FD Does need access to Cordon from US 30. Prefers S2, P4. Main Street and Illinois focus. Aomoc need to have left turn. Prfers P1 due to left turn from 30 to Main and Main to 30. S1 P6 opposed to bypass, would kill all. S1, P4 likes interchange. As biz owner 421 bypass - would love businesses in town.	11/18/2024	Level 3 Screening
Prefer freeway as it would minimize traffic on US30. 405 Illinois Street - right by Amoco. I think taking traffic (heavy traffic) off of 30 would keep it all homes near 30, not just ours. More safety, more attractive housing, better resale value. More of a hometown feel. I realize the concerns that businesses have with a bypass/freeway taking away customers, but it has taken less than that for a lot of businesses to already close/move out of town.	11/18/2024	Level 3 Screening
I live on E. Frontage Rd. in Hamlet. If option 3 is chosen for section 5 and my roads access to route 30 is closed, could you tell me how I will leave my street? I do not see expenses for land purchase for me and my neighbors nor a new road. Five homes on a road with no exit might be a problem.	11/19/2024	Level 3 Screening
I would like to see 30 be limited access highway.	11/19/2024	Level 3 Screening
I own a business located close to 325 and US 30. I have owned this business for 17 years. Over the years I have had employees try to cross over US 30 heading westbound. Our business alone has had three employee vehicles totaled from trying to cross over. My sons who are managers have witnessed multiple accidents, including retired assistant police chief buddy collins and his widow. my son's pulled her out of the car and saw his body. that's something you can't see. They also helped another lady who had an accident and realized there was a vehicle 8 feet down in the ditch. They went down to help that person out and it was Rex Richards who is the president of the Valpo chamber. He knows my sons and was shaken up over what happened. The only issue with that intersection is people crossing over from going eastbound across the westbound lane and vice versa. We don't allow our drivers to even pull out of that intersection anymore with our trucks because I'm afraid of accidents happening. It is an extremely dangerous intersection and it is sad and embarrassing that a study is taking this long and is coming to the conclusion that nothing needs to be done about it. I have discussed numerous times with the former commissioner Laura Blaney about what could be done about this. She is also an advocate for putting a traffic light in there, but she says it's not her jurisdiction and she can't do anything about it	11/19/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
except give her opinion. Her opinion is the same as mine. Quitting letting people get in car, accidents and hurt and dying. If you guys decide to not put a light on here and more people die. Their blood is on your hands. You could be saving lives by simply putting a traffic light on US 30 and 325. I am begging you. Please put a traffic light there. It is senseless not to.		
One of the most dangerous intersections that I know of is at 3:25 and US 30. It is for people that are traveling eastbound or westbound that need to cut across traffic. I have actually witnessed car accidents and fatalities at that intersection. You would think a retired police, chief assistant being killed at that crash site would be enough to warrant a light. I have personally seen the aftermath of dozens of injuries and accidents because of my business being so close to that location. I have seen families run up crying because their loved ones are being transported by ambulance because they dare to cross US 30. A simple traffic light with a turn signal would 100% make this a safer intersection. You're always gonna have people running lights and doing stupid things, but I have seen and been impacted by many injuries from our employees attempting to cross it to pulling out the president of the chamber of commerce who was sideswiped at that location. this is such a dangerous intersection and a greatly impacts my business located right by there. I personally was involved in a car accident last year attempting to get to work. It greatly shook me up and I am extremely nervous. Driving anywhere near that location now because it is extremely dangerous. We actually have our vehicles divert away from that intersection because it's just too dangerous. You know when a business isn't allowing their employees to drive the company vehicles through a certain section something should be fixed.	11/19/2024	Level 3 Screening
How many intersections will there be on the new corridor?	11/21/2024	Level 3 Screening
I have significant concerns with each of these packages. Union Road in particular. Marian University's Ancilla College is an asset to our community and the safety of the students and access to the university is imperative when making decisions. While Package 2 allows access, I'm unsure that RCIs are the safest option. If Redwood road can remain open as it stands why can't the other intersections remain open?	11/22/2024	Level 3 Screening
I live at 7640 Union Rd. My wife, my neighbors and I will be DIRECTLY affected by the outcome ANY package that is being purposed for the ProPel US 30 plan. WE are against ANY package that denies direct access to US 30 from Union Road at the Donaldson intersection.	11/23/2024	Level 3 Screening
I am a new Ancilla Marian student and this new proposal would make attending school extremely difficult. Package 2 is the only way I can continue going to school. PICK PACKAGE TWO!	11/23/2024	Level 3 Screening
Segment 7, US 30 West, Union Road. I live close to us 30 in this area, anything other than package 5 would result in increase accidents in this zone. Select few people can not handle what is in place now (at least 2 accidents a month guessing based on observations, how could they handle anything like a reduce conflict intersection?). Although it would increase travel and wear and tear on Old Rd 30, I would expect delays and travel times to be less.	11/23/2024	Level 3 Screening
US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University	11/26/2024	Level 3 Screening

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<p>Ancilla College Catherine’s Cottage and Katherine’s Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.</p>		
<p>US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla College. The Center at Donaldson is also the home and location of multiple other important places such as MoonTree Art Studios, The American Province of the Poor Handmaids of Jesus Christ home and offices, etc. On any given day there is approximately 500-1000 people being on the premises of The Center at Donaldson. Our daily population is year-round which makes us the most populated location on this segment of US 30 West corridor. The main way non-locals find us and access the ministries is US 30 and Union Road. We are NOT in favor of package 4, it would completely cut us off from NON-locals being able to find us and the ministries. Package 2 would work just fine for us if there were a need for changing the roadway from what it currently is.</p>	11/26/2024	Level 3 Screening
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Comment	Date Received	Active Comment Period
eliminating the town of Donaldson and shutting down our ministries as they exist.		
I choose package 2 do not shut down union road to ancilla college	11/26/2024	Level 3 Screening
US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine's Cottage and Katherine's Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road.	11/26/2024	Level 3 Screening
Please do not shut union road down use package 2	11/26/2024	Level 3 Screening
US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine's Cottage and Katherine's Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.	11/27/2024	Level 3 Screening
US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine's Cottage and Katherine's Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and	11/27/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.</p>		
<p>An interchange between US 31 and east side of Plymouth is necessary at either Lincolnway or 11th rd. A crossover on US 30 between US 31 and US 331 would be beneficial for safety due to farmers crossing with large slow moving equipment....preferably at any of Hawthorn, Gumwood, or Fir Rds. I would give up access to US30 for one of those!</p>	11/27/2024	Level 3 Screening
<p>I would like to see information signs on US 30 before each crossroad announcing the name of the upcoming crossroad like there is in Ohio before each road that intersects with US 30. Driving at night on US 30 is hazardous when looking for the road you want to turn on and you can't see the small road signs we have now until you are going past the turn in the dark. Lights at the intersection would help, too. As for the crossroads themselves at US 30, adding red flashing lights or those little lights that run around the perimeter of the stop signs and signs announcing the stop ahead would be a good idea.</p>	11/27/2024	Level 3 Screening
<p>I am not in favor of Union Rd access getting closed. I AM IN FAVOR OF PACKAGE 2 expressway to take place. I am NOT in favor of package 4</p>	11/27/2024	Level 3 Screening
<p>package 2 expressway would work best for me if there were a need for changing the roadway. We are not in favor of Package 4.</p>	11/27/2024	Level 3 Screening
<p>I do not wish for union road to be closed. I choose package 2</p>	11/27/2024	Level 3 Screening
<p>US 30 and Union Rd access is vital to the Donaldson area. Both are main through ways in Marshall County. Easy on/off is vital. Package 2: Expressway seems to be the best option.</p>	11/27/2024	Level 3 Screening
<p>1. I think you should have another meeting with Indigenous communities, especially around resources. 2. I want to see how the proposed project will not only safeguard the environment, but also actively preserve it or strengthen it, including bats and birds and land creatures. 3. Please consider a bike path from Donaldson to Plymouth, especially given the student population at Marian University - Ancilla College.</p>	11/27/2024	Level 3 Screening
<p>1. I think you should have another meeting with Indigenous communities, especially around resources. 2. I want to see how the proposed project will not only safeguard the environment, but also actively preserve it or strengthen it, including bats and birds and land creatures. 3. Please consider a bike path from Donaldson to Plymouth, especially given the student population at Marian University - Ancilla College.</p>	11/27/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
The railroad crossing at US 30 near the Hanna intersection must be addressed. Frontage roads are needed in several areas. I would prefer Package 2 or 3 for the Hanna segment. Package 6 would not be acceptable.	11/28/2024	Level 3 Screening
US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine's Cottage and Katherine's Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.	11/29/2024	Level 3 Screening
US 30 and Union Road Package 2	11/29/2024	Level 3 Screening
Strongly request full access to and from Hwy 30 be kept open at 600W (LaPorte County/Hanna) preferably in the form of an interchange or stoplight if upgrades are to be made. Right now it says "stop control" or "overpass". While we appreciate the corridor from south of 30 to the north side, it's crucial to our school that there is accessibility from Hwy 30 as well. Thank you.	11/29/2024	Level 3 Screening
Please include a dedicated bike/pedestrian trail bridge or bridges in the plan for Warsaw. The lack of safe crossings is detrimental to our community, businesses, and to those staying in hotels on business without transportation.	11/30/2024	Level 3 Screening
West Plymouth: Of the packages that were recommended... What I like most is where there is direct access to Union Rd. It is fine the way it is where Union Rd. has stop signs on either side of Rt. 30 and deceleration lanes for turns on to and off of Union Rd. What I like least is an overpass with no access from it to Rt. 30. Why can't the plan for Tulip Road. Why can't the overpass go to Tulip and the interchange from Tulip go to the Union Rd. intersection. Many more people live and work in Donaldson as well as many visitors come from the Rt. 30 intersection on Union Rd. and the overpass right there makes it harder to come to Donaldson, the College and Retreat Center Of the packages that were carried forward... What I like most is I can't remember which package was which and somehow couldn't go back to review the Plymouth west suggestions. But I have listed my concerns above. What I like least is not having direct access to Union Rd. Do you have other comments to share with the study team regarding the packages? We have 100 people who work at Ancilla Domini every day. We have large groups (50	11/30/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>or more) come to the retreat center most weekends and over 50 persons who live in this complex and 250 students in the college. This should be a priority access point instead of Tulip or Rose Rd.</p>		
<p>Any road construction would be a waste of taxpayers money. If you close off US 30 at N thompson st, i would have to find an alternate route to head west for work. That would be a complete waste and piss off anyone who travels west for work.</p>	12/1/2024	Level 3 Screening
<p>US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine’s Cottage and Katherine’s Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist</p>	12/2/2024	Level 3 Screening
<p>US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine’s Cottage and Katherine’s Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.</p>	12/2/2024	Level 3 Screening
<p>US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at</p>	12/2/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine’s Cottage and Katherine’s Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.</p>		
<p>US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine’s Cottage and Katherine’s Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road.</p>	12/2/2024	Level 3 Screening
<p>P6 or no build is preferred. Discussed issues with semis. Favors access to 1100 no matter what. U-turn at P4 near Dollar General or access at 1100. Wants access at Condon to 1100. Look at Casey and Amoco.</p>	12/2/2024	Level 3 Screening
<p>Hello! I have studied the plans for ProPel US 30 in relation to The Center at Donaldson and Marian University's Ancilla College on Union Road on pp. 98-108 of the Draft Level 3 Screening Report. While I personally seldom use US 30 to get to work at the College--I’m coming from the south and generally take IN-17--this does indirectly impact myself, as well as directly impacts dozens of my coworkers. As a College employee, I worry that limited (or worse, no) access to Union Road from US 30 will hinder our growth by making us less visible and less accessible--thus putting the College at risk of low attendance, and ultimately closure. I am hoping you have already decided against Package 5--the Freeway which would pretty much cut off all access to the major access road and any alternatives. Please do not consider package 4, which will greatly reduce our visibility and access from 30--a major route for many of our coworkers, both at The Center and at the College, as</p>	12/2/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>well as our students and other visitors. I am fine with an Expressway but there MUST be access at enough points that it doesn't cut us off from the major routes, particularly at the Union Road intersection. The Center employs a few hundred people--a pretty decent economic contribution to our area--and making it a hardship to get to work is not going to help employment. Also, students and their families must be able to easily find and access the College; by cutting off easy, visible access to US 30, it will be harder for prospective students to find us, particularly coming from somewhere already close to or on the US 30 corridor. Routing families unfamiliar with the local area from US 31--likely through Plymouth--may make an already unfamiliar route more frustrating, confusing, and stressful. With as many people are as employed or living here, whether they are students, coworkers, or residents (either Sisters or residents of the Maria Center), some emergencies are bound to happen. Often health-related (injuries from falls, sports, heart attacks or respiratory distress, etc.), ambulances, police, and other emergency vehicles need quick access, and creating too many barriers may hinder fast assistance. As the residents of the Maria Center are independent seniors and the Sisters are an aging population, prompt health care may be a matter of life and death. Please don't make it too difficult for emergency vehicles to respond in an efficient and timely way. Please consider instead either the Two-Way Stop Controlled Intersection of Package 1 or the Reduced Conflict Intersection of Package 2. While perhaps not as simple as the stop controlled intersection, at least the reduced conflict (I believe known as a J turn) would not be a complete cutoff and can be maneuvered without as much issue. If following Package 4, where an overpass would cut off access (I assume I'm reading this correctly and that there would be no ramps--I read overpass with ramps as an Interchange), a person traveling from the west would have to go past the intersection and then backtrack--again, potentially confusing with first-time visitors to the College or Center. When coming to a final decision, please keep in mind that The Center at Donaldson and Marian University's Ancilla College is not just a small dot on the map. These are vibrant places of work, study, and life. Many people rely on easy access to this location; cutting off this access will only hurt the Marshall County community and the greater region. Thank you for your consideration and time.</p>		
<p>The United States is totally broke and borrows money from China to fund deficit. The State of Indiana does not have funds to fix current roads. Counties do not have money to fix current roads let alone this added burden of new old 30. Stop spending money on this boat anchor project.</p>	12/2/2024	Level 3 Screening
<p>1st off the bypass will kill Wanatah local business will go belly up no business will locate here. 2nd a roundabout on US30 and 421 will become a wheel of death roundabouts belong on single lane roads not dual lane highways on foggy days it will be a kill zone. 3rd one way out at main and other major roads will find people doing unsafe uturns. Blocking off 2 way at stoneyard won't work it was close to 60 semis leaving and coming daily. Imagine them all making uturns.</p>	12/2/2024	Level 3 Screening
<p>Putting in a freeway for US 30 is the preference for myself and company</p>	12/3/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
Doesn't like any of this. This impacts the countryroads - drive out of driveway particularly for those who travel around LaPorte Co. P6 don't like the bypass. P1 1100 has issue - better general access P4 1200 has issue - RIROs ok in town. Not in favor of. Not a fan of roundabout in P1 at 421. Biggest issue is US30 impacted by toll road traffic in town. Overall not needed.	12/3/2024	Level 3 Screening
Package 6 shouldn't be an option - it will kill Wanatah. Package 1 - Main Street should remain open with express lanes to go west (possibly east as well). Condon Rd excel lane to 90 east (possibly to go west as well). Main for sure wants to be open all ways. If one road goes over 30 from 421, new overpass needs to connect to current overpass. 49 - 4th leaf of the clover leaf needs to be added. Headed east out of Valpo on 30 - it is very dangerous to the north (left) and cross 30 to 80 north on 49. 450 Porter Co. - decel lane heading east to turn on county road. Comeford - at minimum - be open for right on and right off (east) do not close. Make toll road free to get cross-state traffic (trucks) back to 80/90 - we have an interstate 10 miles to north - make it free for better use.	12/3/2024	Level 3 Screening
If a freeway is deemed necessary, it needs to go north or south of town. Condon Road, Main St, 1100 all need access to 30. Town of Wanatah residents need to be able to turn left to go to Valpo from in town without going to 421 or 1100 W i.e. Main St. There are many Wanatah businesses that would be greatly affected if there was no way to turn off/on 30 from town. The businesses would have much less business if passing traffic did not have easy access. I don't think this is necessary. Get semis back on the toll road. County Line Rd needs to have access to 30. Don't close Comeford Road. It would make the intersection at Sturdy and 30 so much more congested. So many people coming from the east used Comeford to go to Walmart, Planet Fitness, TSC, Popeyes, etc.	12/3/2024	Level 3 Screening
US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine's Cottage and Katherine's Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.	12/4/2024	Level 3 Screening
My name is Fred Wilson. I have my bodyshop at the intersection of US 30 and State Road 23 in Grovertown. Why isn't it on your map?	12/4/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>There are serious concerns about the proposed overpass over Union Road. I have attended 2 sessions to learn about proposals but still feel that there is not sufficient understanding by the planners of the negative effects of of the proposed changes would be.</p>	<p>12/5/2024</p>	<p>Level 3 Screening</p>
<p>Propel US 30: Response to Proposed Packages Indiana Department of Transpiration/INDOT Planning for HW 31 and HW 30 corridors West Bound, Planning Segment 7 (3.7 of report) Submitted by Dr. Natalie Tucker, Marian University Ancilla College, VP and Academic Dean After much review of the packages presented in Phase III, along with the support and concern from our fellow community organizations, Marian University Ancilla College (MUAC), strongly advocates alongside The Center at Donaldson/ Ancilla Domini Sisters Covent that we are not in support of Package 4/expressway. This option has significantly negative outcomes for our organizations and the town of Donaldson as it would shut down US 30/Union Road access. Marian University Ancilla College (MUAC) has been the only establishment of higher education in Marshall County since 1957 when the Poor Handmaids of Jesus Christ (PHJC) had Ancilla College accredited but even prior to that, the Poor Handmaids had established a high school in the same location. For over 100 years, the PHJC has been a pillar of educational access to rural communities in northern Indiana for numerous generations. With the intentional collaboration between Ancilla College and Marian University, the development of MUAC was established 3 years ago and the college continues to grow, thrive and support rural community educational needs. As mentioned by our fellow PHJC sisters and for all the organizations at the Center of Donaldson (home to a community of service and ministry-based organizations and MUAC), there is anywhere from 500-1000 people inhabiting the property/ministries/college each day. It is vital that all coming to MUAC and the ministries, have accessibility through the various packages presented. Close to 75% of the MUAC students, staff and faculty also travel this corridor as they drive in from the north, travel into town (Plymouth) or north for meetings, into Plymouth for sports games and workouts (use of LifePlex in Plymouth for our students and athletic events) and 27% of our students commute from the surrounding area. Package 2 would provide for accessibility to campus/ministries because it does not change the access points. We are not in favor of Package 4 as it cuts the college and ministries from main traffic/access points. Thus, making it more challenging for students, visitors, community members, etc. to find us and travel smoothly to MUAC and the Center at Donaldson. The impact would be devastating to our community, to our students and alumni, and to all of those who live, work and engage with the Center of Donaldson and MUAC. Please support our efforts by expressing your voice/concern over these project plans and most importantly, your disapproval of Package 4. It is our collective hope that MUAC and all the ministries at the Center of Donaldson continue to be accessible, thrive and grow, and continue to serve the educational needs of Marshall County and the northern Indiana. How you can help: Google: ProPel US 30 Select ProPel US 30 West Then select: Get Involved and follow prompts If you wish to review the online draft, you will select the US 30 West Draft option. We are concerned with pages 98-108 US 30 West Study Area US 30 West Plymouth Segment specifically. Please go to comments and</p>	<p>12/6/2024</p>	<p>Level 3 Screening</p>

Comment	Date Received	Active Comment Period
submit the following: US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla College. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries.		
Plymouth: Of the packages that were recommended... What I like most is the intersection at Pioneer maintains easy access to 30 while improving mobility be elimination of the signal. What I like least is removing direct access to US 30 from Oak Dr and Plymouth Goshen Trl. Regarding Oak Drive: The secondary roads are not sufficient to handle the increased traffic drivers would need to use to reach Walmart, Lowe's, and US 30. Regarding Plymouth Goshen Trl: Currently, this intersection allows only on/off access to US 30, but an overpass would eliminate this access entirely. Access to and from US 30 is far more useful than simply being able to cross over it. Removing this access would force heavy truck traffic through residential neighborhoods, shifting safety concerns to those areas without resolving them. Of the packages that were carried forward... What I like most is converting Pioneer to an interchange. What I like least is converting Oak and Plymouth Goshen Trail intersections to overpasses. Do you have other comments to share with the study team regarding the packages?	12/6/2024	Level 3 Screening
We are landowners in this area. We wish for no change to any of the county roads or fields.	12/7/2024	Level 3 Screening
We are not in favor of any change	12/7/2024	Level 3 Screening
Wanatah: Of the packages that were recommended... Of the packages that were carried forward... What I like most is package 1. What I like least is I HATE package 6. My family moved to Wanatah over 10 years ago for the quiet, rural setting. Your proposed package 6 would practically build an expressway in my front yard. This is NOT ok. I have children, and this is not safe for them to have this so close to our home. Wanatah is a highly desirable area to raise a family, and moving forward with an idiotic plan like plan 6 would ruin that. Please please please DO NOT move forward with plan 6 by rerouting and taking away farm ground from our area. Do you have other comments to share with the study team regarding the packages? As younger residents of Wanatah who would be directly affected by your proposal plan 6, we absolutely do not want to see this plan move forward. We moved here for peace, not to later have an expressway built in front of our home several years later. We are 100% against plan 6.	12/7/2024	Level 3 Screening
Wanatah: Of the packages that were recommended... What I like most is package 1 What I like least is package 6 Of the packages that were carried forward... What I like most is package 1 What I like least is package 6 Do you have other comments to share with the study team regarding the packages? I agree that segment 2 of Hwy 30 West has a problem at the	12/7/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>intersection of Hwy 30 and Hwy 421. Package 1 would take care of that problem. It is a shame that package 6 is even being considered. Destroying prime farm ground and disturbing a small town community is not the answer to this problem. A round-a-bout at the intersection of 421 and 30 would be a safe alternative to the stoplight in place currently but if the State is truly concerned about safety let's start with actually having a police officer present on this stretch of road to take care of speeding. The DOT officer that camps out here routinely would be more beneficial with a radar gun.</p>		
<p>We live in Wanatah at 421 and 30 and strongly disagree with the plan or need for an interchange. We do not feel any major changes are necessary to the roadways nor make any impacts to the schools, businesses and our community.</p>	12/8/2024	Level 3 Screening
<p>This highly affects me and my family and I think it's a horrific idea. I truly hope this does not happen.</p>	12/8/2024	Level 3 Screening
<p>Why do we have to have an expressway in the first place? Is tearing up the whole town and taking the land and houses away from people worth it? Some people that have lived here their entire life will have huge problems relocating.</p>	12/8/2024	Level 3 Screening
<p>LaPorte and Porter counties already have two cross-county interstates. Those roads need to be better maintained and traffic (especially vehicles going cross-state (ie trucks)) encouraged to USE THE EXISTING ROADS. If this means the state diverting the capital improvement funds set aside from remaking US 30 to paying off the "lease" of the toll road, then so be it. Get the majority of trucks off US 30, problem solved. I travel to / from Wanatah & Valparaiso 5 days per week. If some of the county (both Porter and LaPorte) roads, as well as city roads in Wanatah, are closed, that will only make more congestion on the roads left open. Has anyone looked at the number of residents that live OFF of 30 a few miles? 30 needs excel lanes on both sides of US 30, especially on the south side to head west. Many homes are south. Decel lanes from 30 to turn onto county roads are a necessity and should be a priority from 49 to 421. Many persons stop at the Amoco station in Wanatah on Main & 30 before going west to Valparaiso, Merrillville, etc. After crossing to the median at Main Street, there needs to be an Excel lane in the westbound 30 to be able to speed up to traffic speed (which is only 40mph) and not be hung out in the small median. An Excel lane going to the east would also be helpful. By the state closing both Illinois and Main streets in Wanatah, it will make the 421 interchange have more traffic. 421 and 30 is where the vast majority of Wanatah accidents happen. The new gas station opening there has made it worse. I sincerely hope that both Illinois and Main streets are NOT closed. This will destroy the local businesses, be a burden to residents, hamper our highly agricultural area, create backups at intersections that remain open and essentially make downtown Wanatah a ghost town. Why is this study for east of Valparaiso???? The problem is from Valparaiso west. If roads such as Comeford and other county roads are closed, it will only add to the congestion at both the Walmart stoplight as well as Sturdy Road. Closing 30 access will add to the traffic on Porter Co Division Road. Will the state have funds / plan for widening Division when it closes 30 access to residents? End this study with Excel/Decel lanes and worry about where there is major</p>	12/8/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>congestion: Valpo to Merrillville to Scherrerville. How to solve that problem? Close the exit from 65 exit to US 30, thus, keeping trucks on 80/90/94. "Local Trucks Only" signs on 30 would be a huge help and cost savings. Trucks violating the "Local" only would be fined, thus adding funds to the states budget. When the 49 overpass was installed 35 years ago, it was not built correctly. It contains only 3 parts of the needed 4 part cloverleaf. Traffic exiting Valparaiso to the east and then wanting to go north on 49, has to come to a complete stop at the median and wait for westbound 30 traffic in order to cross and go north on 49. Priority should be given to construction of the missing 49/30 cloverleaf section. This summer, I believe there was a time when SR 8, US 6, SR 49 and US 421 all were detouring down 30 from 421 to 49. and beyond. Meanwhile, there was construction on the 30 bridge and one lane in both directions. Yet, with all this added traffic, delays were non-existent and the only accidents were in the one lane portion of 30. This would have been a great time to monitor whether a change (study) was needed east of 49. Better planning needs to be done of construction projects and not have them all at the same time. Quality contractors should be used with high quality work to eliminate the often re-dos of the roads. Chip and seal of 421, when it was just resurfaced a few years ago, is a total mess. The rumble strips that hold water, freeze and become potholes quicker also need to be eliminated. Many improvements can be made in northwest Indiana, some suggestions above. All in all, don't close Wanatah! Don't add more traffic to other roads by closing some (Comeford, etc). The answer is simple: Excel / Decel lanes and send the cross-state traffic back to existing roads: 80/90/94</p>		
<p>It doesn't appear that the engineer's looking at this study paid attention to remarks from the last time comments were submitted. While there is an interchange for Michigan Road and US 31 at 13th, unless there is a frontage road to connect Michigan further north, there will be no access between Plymouth and Argos. Could you help me understand what is being planned here because as it currently shows, the proposed interchange at 13th does little to provide connectivity. And without a half clover leaf at Lincoln Highway, which has been mentioned by several other than just myself, the only way to get into Plymouth traveling US 31 would be at the very far north side at US 30. This is a terrible plan for the city's economic future. I am also a consulting party representing three entities: county historian, Michigan Road State Byway, and Wythougan Valley Preservation Council.</p>	12/8/2024	Level 3 Screening
<p>Thank you for allowing me to express my concerns. I would like to comment on two portions, specifically St Rd 49 to the County line and County line to 700 West through Wanatah. I have lived next to US 30 for all of my 65 years and have seen the changes in volume of traffic as well as the behavior of the driving public. Because of that, I have always been thinking about how 30 could be changed. West of the St Rd 49 US 30 intersection the traffic thins out considerably from the traffic taking 49 to I-80/90 and I-94. US 30 from Wanatah to Valparasio has very narrow median with rail on one side and businesses on the other by 49 and through Wanatah making it difficult to control or widen. The solution would be to time the traffic lights at US30/US421 intersection. They make congestion because their timing is awful. No changes would have to be to US30 west of Wanatah. Have</p>	12/9/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>Wanatah encourage the State and County police to enforce the speed limit and possibly the town should employ a town police officer to do the same. If the speed of motorists is maintained at the currently posted 40 mph instead of the 55+ mph they currently run, safety and traffic flow will increase dramatically. DO NOT do Plan #6. It is 2.4 to 2.9 more costly than the next highest option. It also bypasses Wanatah which means the town stops in time and deteriorates like many small towns across the nation. There are also other reasons to not do a bypass which are confidential involving the EPA and IDEM. I will not state them in a public forum but will speak if contacted privately. East of Wanatah to 700 West. There are approximately 6000 semis entering and exiting annually in that 2 mile stretch. There are 12 entrances in that stretch with 6 being utilized by semis. It is working so far, but the 6 need acceleration/de acceleration lanes. There is room to do that. In summary: From 700 West to St Rd 49, go with the No Build: Arterial with traffic light timing at 30/421 and acceleration/de acceleration lanes east of US 421. Thank you.</p>		
<p>If a farmer owns ground on both north and south sides of the highway, any restrictions to turns or access will make it incredibly difficult to move equipment from field to field. Please leave the Laporte portion of 30 as it is. It will also affect bus transportation routes and response times for fire, EMS, and police. Minutes matter in those times and restricting access will making those trips far more difficult.</p>	12/9/2024	Level 3 Screening
<p>Connected with my participation in the ProPEL 30 West Study, and upon my review of the Level 3 Screening-Package 3 Alternative being recommended by the Study with the Airport Authority, please find the following recommendations to Package 3, and the remaining five (5) Packages associated with the Level 3 Screening: Industrial Drive-That any changes recommended in Package 3, or the remaining other than 'No-Build' Alternatives, be designed with a U-Turn Ability to access Eastbound US 30 from Murvihill Road (Airport). US 30/Industrial Drive is the primary access to the Airport. Modification from the Package 3 designed Directional Intersection to a Reduced Conflict Intersection (RCI) would address this issue. From a multi-modal perspective, such a change would provide improved ingress/egress to the Airport from what is being proposed in Package 3, not forcing access from the Airport to US 30 East via the Interchanges at SR 49 and CR 400 E. Also, Washington Township Fire Department locates their Station 2 at the Airport for their southern jurisdictional coverage. The RCI Change being proposed would maintain their quick and efficient access to US 30 East from Murvihill Road (Airport), and maintains their quick and efficient access to the Montdale Industrial Park, and its related industrial/commercial exposures, via a reasonable 'U-Turn' and access to Industrial Drive. Murvihill Road-That Murvihill Road be improved to an 'all-weather' road from Industrial Drive to CR 450 E. The Package 3 designed Directional Intersection at the Pilot Travel Center offers no access to US 30 East, other than forcing access from the Travel Center to US 30 East from the Interchanges at SR 49 and CR 400 E. Making Murvihill Road an 'all-weather' road would be needed to allow that semi-truck traffic proper access to those Interchanges. Upon your review of these comments, should you have any questions, or if you require any additional information, please do not hesitate to contact me.</p>	12/9/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
My sister and I own a 320 acre farm on both sides of US30 between state road 900-800W. We have just learned about ProPelus30 INDOT proposals. We weren't notified when project was released 3/27/24. From your site it appears no public meeting are scheduled thru the end of the year 2024 in Wanatah. Would someone please call me, XXXXXXX XXXXX XXXXX, @: XXX-XXX-XXXX	12/9/2024	Level 3 Screening
Why... there is nothing wrong with US 30. This is a Farming community in Wanatah. Feeding people is what Farmers do. Proposing using 1100 S as a throwaway one is dangerous as the amount of kids and 2 prime farm land. What a shame. 30 is just fine how it is. We live in Rural America for this reason. If we wanted freeway and other things we would move to a large city.	12/9/2024	Level 3 Screening
Us 30 and union road is the life blood of access to The Center of Donaldson/ Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson is the home and location of 8 places that depend b on US 30 access. I also live in Donaldson and would be negatively affected by your plans of changing access to US 30.	12/9/2024	Level 3 Screening
30 both directions is getting unsafe and backed up they need to put in bypass multiple times my families and I have seen some drivers speeding high rates and reckless drivers.	12/9/2024	Level 3 Screening
You need to leave US 30 alone and the way it is through Wanatah. Your plans will cause more issues for residents and Kill a thriving town by completely cutting it off	12/10/2024	Level 3 Screening
Segments 1 & 2 are well known and traveled by my family and I, both by bicycle and vehicle. Changes from the current routing would be a hardship in how far we would have to travel to reach our home, school, place of worship, grocery store, & medical appointments. This is especially true for our travel by bicycle. We need to be able to cross US 30 to stay on the back roads and be safe. That affects us recreationally as well. When I needed to go to the hospital on 49 to deliver my baby who was coming fast, we did not have the time to make right turns around the township in order to get up to the highway. This would also affect those businesses located along 30, making it harder to reach them, especially in Wanatah, driving down the business in a very small town that relies economically on those transiting the area. Side roads would also become more congested with cars having to go the long way around to get across 30, which would be especially impactful during the busy farming seasons when tractors are relying on those back roads to transit between fields. It would require farmers with property straddling 30 to go much farther out of their way to reach their fields, putting burden on the farmers who need the income and lost time involved most. Plow trucks also rely on these crossings through the winter in order to be able to most quickly and safely open the roads. Changing the traffic pattern would cause additional risk to plow drivers & the traveling public during these adverse conditions. All of that extra driving also results in increased emissions in a society where climate change is now the reality.	12/10/2024	Level 3 Screening
This is a horrible idea. Selfishly I make a lot of travel going from Morgan Twp to Wanatah and back. The ability to freely travel US 3@ in both directions is a major part of this. There have never been significant safety or travel issues	12/10/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
as I've lived in this area for 40 years. This proposal seems wasteful and ill advised not to mention costly.		
The Town of Wanatah is a very small town, but its our small town and would hate to see the businesses that we do have close their doors because they will lose their customers if you move forward with this project. By closing off our access roads, not only will you limit customer activity to our businesses, reduce call time to the ambulance services and fire departments for those emergency calls, destroy farmlands, properties and the list is endless if you pursue this project. Please rethink this project to where there is less harm to the town and towns people.	12/10/2024	Level 3 Screening
I have had a Wanatah address for over 52 years. I actually live on US 30 and am very concerned about the idea of changing it to a freeway for many reasons. It seems that no one will officially state who is pushing for this to be done. If it's to make it easier for the transportation of things, there are already two choices just north of Wanatah already available for that. The idea of making only certain places you can get on or off US 30 is very troubling. One of the things that is ridiculous is making it so that our volunteer fire department will have to use different routes to get to addresses north of 30. This puts residents in danger and the possibility that they my loss their home because of delayed time in firefighters getting there. What about the ambulance having to alter their routes when someone is in a health crisis. Someone's life is more important than the few seconds drivers would gain by this idea. Let me talk about our schools. Wanatah has 2 schools the majority of kids can go to. Both schools require their students to cross 30 either by school bus or cars. There are already kids that are on their bus for almost an hour. Alternate routes could add possibly an addition of 30 minutes. All to save someone a few seconds. Having students on the bus for possibly that length of time is insane. My personal property concerns me. Will we get onto 30 using an access road? Will I then have it 10 feet from my front door? Will I even have a driveway? At every presentation questions have been asked about the 5 properties that will no longer have a driveway. What 5 properties are they? The answer is always they don't have that information. If this is the completed study why don't they have the answer? If it's in the plan the information should be know. I'm sure anyone of the 5 losing their property would like to know as I would if it's mine. Who decides the value of it? The only problem with US 30 is the speed at which people are traveling. From Valparaiso the speed getting to Wanatah goes from 60 to 40 through Wanatah and back to 60. 60 is a joke! Vehicles are routinely traveling at 70 to 80 miles an hour. Instead of closing off the road so vehicles can go even faster, maybe more tickets should be issued and safety on the road would improve. Saving a few seconds on travel is not worth the state spending millions of taxpayers money on this!!	12/10/2024	Level 3 Screening
Asked to have an access created at 31 where overpass is at Lincoln Highway. Planning official in Plymouth. Previously made comment at Plymouth PIM. Wanted to reinforce that the Plymouth construction had this planned. Bridge at 9A overpass. Eliminate 9A at 515. 9A has lots of intersections.	12/10/2024	Level 3 Screening
Likes packages. Issue is small business. Watched Bourbon videos. Ok with P2, 511. Interested in US East study at Etna Green.	12/10/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
My concern is at St. Rd. 19 and US 30. School bus traffic along with horse and buggy. I do not feel J Turns are a good choice. I would really like to see an overpass at this location. Bourbon area Package #2 is my choice.	12/10/2024	Level 3 Screening
Worried about businesses driveway We have two big wreckers and a supply trailer. 511 P2 preferred.	12/10/2024	Level 3 Screening
Has business at Performance CNC. Need to contact him. Re: 12th + Cedar/Beech Rd. truck stop.	12/10/2024	Level 3 Screening
514 P1 13th Rd/Mich = RCI good. 514 P2 overpass issue for the farms. 514 P3 does not turn other areas.	12/10/2024	Level 3 Screening
<p>Plymouth: Of the packages that were recommended... I am not in favor of any package that includes the Plymouth-Goshen overpass proposal (Plymouth-Goshen overpassing US 30). As a homeowner living on the NE side of the road, a new intersection will be placed at the corner of my property. My neighbor to the west of me will have his house surrounded by a new access road to Lilac road. I am in support of US 30 overpassing Plymouth-Goshen Trail (Segment 8, Package 4, page 289 of US 30 West Level 3 Report Maps) which leaves the NE side of Plymouth-Goshen intact as it currently is.</p> <p>Of the packages that were carried forward... I am not in favor of any package that includes the Plymouth-Goshen overpass proposal (Plymouth-Goshen overpassing US 30). As a homeowner living on the NE side of the road, a new intersection will be placed at the corner of my property. My neighbor to the west of me will have his house surrounded by a new access road to Lilac road. I am in support of US 30 overpassing Plymouth-Goshen Trail (Segment 8, Package 4, page 289 of US 30 West Level 3 Report Maps) which leaves the NE side of Plymouth-Goshen intact as it currently is. Do you have other comments to share with the study team regarding the packages? I am in support of US 30 overpassing Plymouth-Goshen Trail (Segment 8, Package 4, page 289 of US 30 West Level 3 Report Maps) which leaves the NE side of Plymouth-Goshen intact as it currently is. As proposed, I will have a new intersection in my front yard. I can only imagine what this will do to our property values. I would think it would be easier to simply to take US 30 over Plymouth-Goshen Tr. Plymouth-Goshen stays relatively untouched (see Segment 8, Package 4, page 289 of the US 30 West Level 3 Report Maps document.</p>	12/10/2024	Level 3 Screening
<p>This is all completely unnecessary. This will immensely negatively impact the people of Wanatah- their safety, their homes, their children's education, and their livelihoods. I am a 5th generation Wanatah resident who lives close to 30. My family live on old 30. I work for the school. I am incredibly involved in the community, and not a single person I have spoken with regarding this initiative wants this nor do they believe it is a good idea. The traffic flow is never excessive or at an above average danger. I have so much to stay about this, and am eagerly waiting for the next in person meeting to express my concern, disgust, and disdain. Members of my family believe they will be displaced. Imagine being somewhere for over 100 years and having people who are not from here making decisions on what they believe is best when they do not know anything about the environment or people. All this will do is displease and displace the residents and increase the marginalization of the already disadvantaged citizens. It will discourage people from moving here, leaving us no room for growth.</p>	12/10/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>concerned about the impacts of US Hwy 30 East of 49 at intersections of 400 E and 450 E. there are many businesses and residential that access these intersections. rerouting semi's on rural side roads and the amount of traffic that would effect Murvihill Rd. Lengthen or add (because there are non present) the deceleration lane to these intersections. widen US 30, so the median at these intersections would be safer. Environmental impact of the Keystone Co-Op (chemicals)</p>	<p>12/10/2024</p>	<p>Level 3 Screening</p>
<p>The Town of Wanatah Town Council discussed the Propel 30 Project at the regular Town Council meeting on December 6, 2024. We have determined that more time is needed for the Council to provide feedback to the proposals for discussion in this project. Of all the sections of this project, this corridor through the Town of Wanatah affects the future of each citizen of this area more than any other section of the project. It not only affects the day-to-day lives of our citizens just trying to go from one place to the next, but it also affects local businesses and the citizens who live directly on US 30. The future of our community, from planning purposes as well as potential land use objectives will be drastically changed with the plan the State of Indiana will adopt. There have also been serious questions regarding emergency vehicles reaching the calls in a timely manner. These are all very real concerns. The future of our proud, tight-knit community will forever be changed if drastic changes are made. We feel that attempting to evaluate and support or criticize various plans cannot be accomplished by the December 13 deadline for comments. Because of the holiday season we feel we cannot make recommendations or critiques of the plan until February. We request that the deadline be delayed until we can provide adequate feedback to the plan and ensure that our community's concerns and fears are properly included in the study. We thank you for the consideration.</p>	<p>12/10/2024</p>	<p>Level 3 Screening</p>
<p>I'm sure your minds are already made up, but this is a bad idea. Not only will it effect businesses, but it will also displace people. South central school (north side of Rt. 30) have busses that need to travel for student pickup along Rt. 30. They need to cross it to pick students up on the south side of Rt. 30. We have 94 and the toll road as highways. We do not need another one through northern Indiana. This will also effect the livelihood of the area which is largely farming. The people making these decisions aren't effected because they don't live up here. Our biggest safety concern is the fact that truckers and people outside of the area use Rt. 30 as a speedway. They do not follow the posted speed limits. If speed limits were enforced then it would be safer. I have lived here for 30 years on the North side of 30. We need access to Rt. 30 not just to get to the businesses on the south side of town, but we need to be able to get into Valparaiso for larger grocery and shopping opportunities. Yes, we have a Dollar General, but this is not for large purchases. Speaking of the Dollar General, there should be a longer turn lane heading east from Valparaiso. There is also the issue of making our property values decrease. This will also effect local first responders being able to get from one side of Rt. 30 to the other which could be potentially deadly. Blocking off local access is not an answer! And don't try to patronize us because you think we are stupid farmers. Listen to people for a change!</p>	<p>12/10/2024</p>	<p>Level 3 Screening</p>
<p>I work for the Town of Wanatah and I am also a resident of rural Wanatah just north of 30 on 421. I know the inevitable is coming, but I have a few</p>	<p>12/10/2024</p>	<p>Level 3 Screening</p>

Comment	Date Received	Active Comment Period
<p>concerns and questions. As a resident I am concerned about Condon Rd & 1100 W. If the by pass goes in will they make those dead ends or will the bypass go over them so we can get thru instead of going way out of the way? I would also be concerned if those are dead ends how are emergency vehicles response time would be impacted. It would also impact our local School bus routes. Also living on 421 I am praying you don't take my house even though the plans show it would go south of me even. If a bypass is put in what will happen with the current US30 thru town? What will happen with the 421/30 stop light? If you put a bypass thru the farm fields will the farmers be able to get under the bypass to have access to their whole field or will it split them so they'd have to go way around to get to the other side? If you do the options that are right in right out on 30, I would definitely make sure the median on all of them thru our town are shut off. If any of them are left open I foresee lots of accident and traffic bypassing going thru our town. So to me that would be more of a safety hazard. I do like the "bridge" over 30 on 1100 though if you leave all the medians closed. This lets us at least have access to the other side easier. I am hoping the roundabout is out of the question. I feel that will definitely slow a lot of traffic down, be a safety hazard and will take out a lot of houses and businesses at the corner of 421/30. As for the Town, US 30 splits our utilities so having access to both sides is a NECESSITY. For instance, of water main break, street repairs, and/or daily duties if our guys need to get to the north side, they have to have ease of access to fulfill our Town needs. We have businesses and residents that only have access to their property from US 30 so making sure those driveways don't get shut off is huge. The Town would not be able to add road to help them get out of their properties. Thank you for your time.</p>		
<p>Please rethink this Propel-30 project on highway #30 and #421 as it will do significant damage to our Town of Wanatah. Business will close, people will have to move, farmlands and properties destroyed, etc.</p>	12/10/2024	Level 3 Screening
<p>I am not in favor of the proposed overpass of Plymouth-Goshen Trl over US30. I am in favor of US 30 overpassing Plymouth-Goshen Trl as outlines in Segment 8, Package 4 on page 289 of the US 30 West Level 3 Report Maps document. This would leave much of Plymouth-Goshen Trl intact and not impact any residential property. The proposed design of Plymouth-Goshen Trl overpassing US 30 would involve significant impact of residential properties on both the north and south side of Plymouth-Goshen Trl likely impacting quality of life as well as property values.</p>	12/10/2024	Level 3 Screening
<p>Have been to every meeting in this area, have submitted comments before. Last meeting I left very disappointed. At first thought we were there for the safety of our local people but saw that you are only concerned with the free flow of traffic on US 30. Possibly the safety only of those traveling on 30 but not the locals whose lives you are going to be interfered with so that US 30 keeps moving faster and faster. There was no decent solution to locations of schools and hazardous conditions for them. Like I said, very disappointed.</p>	12/11/2024	Level 3 Screening
<p>1. Eliminating the 49 eastbound on/ramp to go northbound is very inconvenient for those of us who travel to different job sites. 2. Overpasses would require land, gained by eliminating houses/businesses. Plus it would add traffic to Division Rd for those who would normally take US 30. Maybe 325E would be a good overpass. 3. Dead ending streets at US 30 is</p>	12/11/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>inconvenient and would bottle neck other streets like Division Rd and CR 400. And what happens if there's an accident on US 30? You can't exit. Plus the Fairgrounds require additional roads for proper traffic flow during events. 3. Right turn only wastes fuel since you have to drive out of the way to get where you're going. And doing a u-turn into traffic isn't going to be safer.</p>		
<p>On behalf of Tim Guse, Board President: URGENT: Protect the Future of Wanatah! Deadline this Friday, December 13, 2024 URGENT: The results of the Propel US 30 Study could have a profound impact on our beloved Wanatah and all who cherish this family-friendly town. If the proposed changes move forward, it could jeopardize the very fabric of our community. If you could spare less than 5 minutes to post your comments, I would be extremely grateful. Here's what's at stake: Student Safety, Transportation & Enrollment: The proposed expressway would create significant challenges for bus transportation for all Wanatah students, putting their safety at risk. Additionally, these changes could negatively impact school enrollment by making our town less accessible for families, which in turn could hurt funding and growth opportunities for our school system. Emergency Response Concerns: It would delay the Wanatah Fire Department's ability to respond to emergencies, raising serious safety concerns for our residents. Business Impact: Local businesses, the heart of our town, would suffer greatly due to the dramatic reduction in traffic on Highway 30. This would impair their ability to thrive and serve our community. Growth Potential: The expressway would stifle Wanatah's growth opportunities and have long-term negative effects on our school system and local economy. Loss of the Scarecrow Festival: One of our most cherished events, the Wanatah Scarecrow Festival, would be in jeopardy. With diverted traffic, the festival would no longer be sustainable, robbing our town of its iconic annual tradition. If the expressway proceeds, Wanatah as we know it could become extinct. The deep ramifications of this proposal will be felt by every resident, business owner, and family that calls Wanatah home. We must act now to protect our town! #SaveWanatah #ProtectUS30 #WanatahStrong</p>	12/11/2024	Level 3 Screening
<p>I think it should stay as it is. This is not progress. Progress doesn't kill the small town spirit. This will kill a lot of the positives Wanatah has.</p>	12/11/2024	Level 3 Screening
<p>Against the project, protect Wanatah</p>	12/11/2024	Level 3 Screening
<p>I am a Director with the Indiana Lincoln Highway Association (INLHA) and wish to clarify some thoughts or questions regarding this package. The Lincoln Highway (LH) in Indiana dates back to 1913 and has had a significant impact on the auto, roads, and tourism businesses for over 100 years. A newer version of the original route was developed in the early 1920s that is very near or under the current US 30. Both the original route (further north) and the 1920s alignment are included in the INDIANA BYWAY status granted to our national LH 10-15 years ago and the 1920s route on or near US 30 through this area is clearly signed appropriately. It appears that some of the intersections between the LH (Old 30, Comeford Rd, etc.) and US 30 might be discontinued and we hope you will reconsider such a decision based on the historical significance of the route, plus the fact that people annually travel the early route across Indiana for its two-lane vistas, architectural heritage, and beauty.</p>	12/11/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>To Whom It May Concern: As plans unfold for the Propel US 30 West Corridor, a palpable sense of concern looms among the Plymouth Downtown Merchants. While the initiative promises progress and modernization for our community, it also raises critical questions regarding access and vitality for the businesses that contribute to the heart of Downtown Plymouth. The potential for limited access to our vibrant district has created a unified voice among local small business owners, urging planners and decision-makers to consider the implications of their choices on the economic landscape of our community. At the core of this concern is the understanding that Downtown Plymouth is more than just a geographic area; it's a thriving hub of entrepreneurship, creativity, and culture cultivated by passionate small business owners. These entrepreneurs have poured their hearts and resources into establishing a unique retail environment that reflects the character and spirit of Plymouth. With each shopfront, café, and gallery, they have made significant strides in creating a welcoming atmosphere that draws residents and tourists alike. In recent years, the enhancement of our arts and culture scene has further bolstered this vibrant community. The addition and upgrade of multiple entertainment venues have ushered in a new era of creativity, engaging the community and attracting visitors to enjoy everything from live performances to art exhibitions. The collaborative efforts of local artists and performers have turned Plymouth into a regional destination for culture and entertainment, enriching the lives of both residents and visitors. However, the proposed restrictions on access points from US 30 and US 31 could pose a serious threat to this burgeoning economic ecosystem. By making it more difficult for potential customers to reach Downtown Plymouth, we risk alienating visitors who "without convenient access" may opt to bypass our community altogether. These highways serve as vital arteries that connect us with neighboring towns and cities. Limiting access could mean lost opportunities for foot traffic and engagement with local businesses that rely on not just the loyalty of local residents, but also the influx of tourists drawn to our arts, dining, and shopping experiences. The potential impact on tourism cannot be overstated. Plymouth is a wonderful place to live, work, and play, offering unique amenities and attractions that make it memorable. However, those experiences depend heavily on visibility and accessibility. Tourists planning their trips may overlook Downtown Plymouth, opting instead for destinations that are more readily accessible and visible from major thoroughfares. The ripple effect of this could be detrimental not only to individual businesses but to the overall economic health of our community. As stakeholders in the future of Plymouth, it is imperative that decision-makers take these concerns seriously. By prioritizing the voices of local business owners in the planning process, they can work towards implementing solutions that promote access and visibility without sacrificing our community's vibrancy. There are collaborative opportunities to strike a balance between development and accessibility; open dialogues between merchants and planners could lead to innovative ideas that enhance both traffic flow and the business climate. The Plymouth Downtown Merchants remain hopeful that our city can pursue progress while maintaining the essence of what makes our downtown special. By acknowledging the critical need for accessible</p>	<p>12/11/2024</p>	<p>Level 3 Screening</p>

Comment	Date Received	Active Comment Period
<p>routes to our district, we can pave the way for a future that supports small businesses, nurtures arts and culture, and welcomes visitors to experience the best of what Plymouth has to offer. In this journey, let us ensure that the interests of our businesses are at the forefront of planning discussions, paving the way for a prosperous and vibrant community for all. As the owner of two small businesses in Downtown Plymouth, I hope you will take all of these concerns in consideration. Thank you for your time.</p>		
<p>I am very concerned about the US 30 corridor proposal. I live along Plymouth Goshen Trl and will be directly affected by this change. This change will allow for "smarter transportation" but will not build a "stronger community" as you will be isolating multiple communities, displacing homes, and uprooting families'/ trucking routes and routes. Not only will our neighbors who have lived in their homes for many years be displaced; the trucking routes for businesses who are also our neighbors will be displaced yet again. This change will not only create more traffic along our road for regular cars and trucks but will increase the traffic of large trucks along our road. With the increase of large trucks it will become loud, dangerous for our families with small children, and cause more damage to our roads. Our homes will be cut off from having access to the highway which many of our families use to get to school and work. This is not only time consuming it is also frustrating. Causing extra minutes added to morning routines and additional wear and tear to our vehicles for having to drive additional routes to get to our destinations. Cutting our access to the highway can also be considered dangerous as our homes will have additional minutes added on to our emergent services response times such as fire, police, and EMT. Or if we chose to be driven ourselves to the hospital, we will not have access to the quickest route. Our neighbors will find that the homes/land they have lived in/on for years will be torn down and just turned into roads/ an overpass. The stress of being displaced and forced to move their entire lives from their homes doesn't trump the sentimental value our homes/ communities have. With this proposal will create a cause of concern for the resell value of our homes. This proposal doesn't just directly affect us now but in the future. Our road has always had a reputation of being clean, quiet, and safe. Not to mention that the traffic isn't terrible either. This is going to change all of that. Seeing that there is a high probability that my neighbors will be displaced makes my stomach turn at the thought that my home could also be affected in this way. Losing my childhood home just so a road can be built is not only terrifying but deeply frustrating. I ask that our thoughts and valuable concerns be considered thoroughly before any final decision is made.</p>	12/11/2024	Level 3 Screening
<p>Wanatah is a growing, thriving, and picturesque Indiana community. Any efforts that stand to negatively impact it should be met with scrutiny</p>	12/11/2024	Level 3 Screening
<p>As a happy resident of Wanatah for 30 years, I am completely shocked by this proposal. Our small town needs the existing crossovers in order to survive. If it becomes harder for people, consumers, visitors, students, residents etc to have easy access to our town, it will fail to thrive. We love our small town feel and need our community to have an income in order to keep it. This proposal would create dangerous traffic conditions. I understand that semi's need a way to get through, but this is NOT the answer.</p>	12/11/2024	Level 3 Screening

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This would be absolutely terrible for businesses, schools, and residents especially in Wanatah! There's always terrible wrecks now on 30 imagine what more this would bring!	12/11/2024	Level 3 Screening
The few businesses our town has relies on traffic from hwy 30 to keep their businesses afloat. This project could truly hurt the economic development of our small town	12/11/2024	Level 3 Screening
Do not put a bypass around Wanatah.	12/11/2024	Level 3 Screening
A bypass will kill Wanatah. Cutting off business and streets in Wanatah will kill Wanatah. Stop with this.	12/11/2024	Level 3 Screening
We can't allow a change to the US Highway 30 corridor to limit access for emergency vehicles or for parents to get their kids to get to the local school. This could potentially close our local school and history has shown once a town loses the school it becomes a ghost town. It will also kill local commerce. It doesn't appear that any change to this corridor benefits anyone but people who have no connection to our town.	12/11/2024	Level 3 Screening
A bypass around Wanatah should not be a topic of discussion. Reducing the town's access to U.S. 30 or cutting it off entirely would have a disastrous impact on Wanatah's economy and its residents' way of life. These "improvements are nothing more than wasteful attempts to fix something that is not broken in Wanatah.	12/11/2024	Level 3 Screening
I have known other towns in Indiana that this has happened to. They are now ghost towns. There will be no economic future for our little town. Safety will be compromised and the environment will never be the same.	12/11/2024	Level 3 Screening
This will hurt the economy and jobs in our local town. They will be no future for our town of Wanatah. No room to grow. The history of this town will die off. This small town has worked hard to build the community they have.	12/11/2024	Level 3 Screening
Add some more stoplights instead of highway crossings by wanatah	12/11/2024	Level 3 Screening
A bypass around the town of Wanatah should not even be a topic of discussion. Reducing access to US 30 or cutting the town off entirely through the creation of a bypass would have disastrous impacts on the town's economy and its residents' way of life. These proposed "improvements" are nothing more than wasteful spending in an attempt to fix something that is not broken in Wanatah.	12/11/2024	Level 3 Screening
Concern will be how do people get to their homes. How will ambulance and fire be able to respond and get to the hospital ina timely manner by blocking off wanatah. Why would we shut down all access except 421 to the community. How will students be able to get to south central? Why can we not just out turning lanes in or a couple of roundabouts to keep access to the community. There is no reason cars need to travel 70 plus. Why doesn't the state take control of the toll road back over and make it free. How can making 30 an interstate help? If we look at how Ohio does their turn offs on 30 that makes far more sense. This will destroy the lives of over 1000 people. It will kill business, and destroy home values. All so someone can get to ftwayne faster?	12/11/2024	Level 3 Screening
Need roundabout	12/11/2024	Level 3 Screening

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I am against this proposal I don't feel it will have great results. It will hinder these small towns that rely on the traffic of 30 to survive. My kids school could lose funding and more. They	12/11/2024	Level 3 Screening
This would negatively affect surrounding small towns such as Wanatah. Local businesses already suffer enough and don't need anything else affecting them. Progress is great until it destroys towns and smaller communities.	12/11/2024	Level 3 Screening
This would affect our way of getting perishable crops such as tomatoes to the already Indiana business in a efficient reliable fashion	12/11/2024	Level 3 Screening
I do not believe an expressway through small town Wanatah, IN is the safest, nor best overall, choice for families living in this town. It would hinder access for ambulances and other emergency vehicles, as well as limit transportation options for students who may rely on getting to school by bus. Make a choice that is smart for the community and don't be selfish!!	12/11/2024	Level 3 Screening
As a resident of Wanatah I would not like a bypass. Our property values would plummet. It would take longer for emergency response vehicles to get places. It would destroy Wanatah as we know it.	12/11/2024	Level 3 Screening
As a resident of Wanatah, I do not support the bypass. It will destroy the town as we know it. It will take longer for emergency vehicles to get places. Our property values will drop significantly.	12/11/2024	Level 3 Screening
Making this road an interstate is a ridiculous idea. It's fine how it is. Making it an interstate would ruin businesses and jobs for the towns 30 runs through. Not to mention that Indiana also sucks at road construction. This project would take over 20 years like i65 has. You would be messing with peoples lives.	12/11/2024	Level 3 Screening
Ridiculous idea. The impact of this would be devastating. The towns 30 is going through would ultimately become obsolete. Jobs and businesses would be destroyed. Plus look at how bad and slow Indiana road construction is. This would take a very long time and would impact travel.	12/11/2024	Level 3 Screening
Does the proposed overpass of Plymouth-Goshen Trl over US 30 take in to account that there are two trucking companies that will no longer have direct access to US 30? This will force both companies down Plymouth-Goshen Trl to access Lilac Rd which empties onto Veterans Parkway and US 31. These country roads (Plymouth-Goshen Trl and Lilac) are not built to handle the truck traffic nor are they very wide to accomodate passing traffic.	12/11/2024	Level 3 Screening
The Heartland Art Center, a proud advocate for the arts and culture in Plymouth and surrounding Marshall County, welcomes the opportunity to participate in the ongoing discussions regarding the ProPEL US 30 project. While we value progress, change, and safety, we strongly believe that historic preservation, environmental protection, and accessibility to Plymouth's downtown "for both travelers and residents" must be equally prioritized to ensure the continued growth and vibrancy of our community. Plymouth is uniquely positioned at the intersection of state and national transportation routes, a location that has driven its growth for generations. As a rural community, maintaining convenient access to our downtown is critical to sustaining our burgeoning arts and culture scene, which is a vital driver of economic development and tourism. The Heartland Art Center and other cultural institutions have worked tirelessly to transform Plymouth into a regional destination for creativity and community engagement. These efforts have not only enriched the lives of residents but also attracted visitors who	12/11/2024	Level 3 Screening

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<p>support local businesses, from our art center and fellow performance venues to shops and restaurants. The proposed changes to US 30 could significantly hinder these achievements by reducing the visibility and accessibility that draw people to our downtown. This, in turn, risks undermining the economic ecosystem that depends on the arts and culture to thrive. Tourism is a cornerstone of Plymouth’s economy, and accessibility plays a key role in attracting visitors. Arts and culture events, combined with Plymouth’s unique amenities, natural resources, and historical charm, offer experiences that distinguish our community as a destination. Without thoughtful planning that ensures accessibility, travelers may bypass Plymouth for more readily accessible locations, resulting in a loss of tourism revenue and diminished opportunities for local businesses. This impact is not confined to our town alone; tourism in rural areas like Plymouth contributes to the broader economic health of Indiana. Visitors drawn to Plymouth’s vibrant arts scene, lakes and rivers, and historical attractions often explore surrounding regions, creating a ripple effect that supports businesses, generates tax revenue, and enhances the state’s reputation as a cultural and economic hub. Enhancing access to Plymouth not only benefits our local economy but also strengthens Indiana’s position as a welcoming and dynamic destination. The historic Lincoln Highway is not only a cornerstone of Plymouth’s identity but also a symbol of connectivity and progress. As America’s first transcontinental highway, it has played a significant role in the development of towns along its path. Preserving and enhancing access to this corridor through a fully functional interchange is essential for maintaining Plymouth’s historical and cultural significance. Such an interchange will help attract visitors, foster economic activity, and strengthen Plymouth’s position as a crossroads for culture and commerce. As plans for the ProPEL US 30 project progress, it is imperative to strike a balance that supports modernization while preserving what makes Plymouth special. Accessibility and preservation must remain a top priority to ensure that our town continues to grow as a vibrant, welcoming place for both residents and visitors. This includes considering secondary improvements, such as frontage and access roads, as part of a comprehensive infrastructure strategy. We believe that open dialogue between stakeholders is the key to achieving solutions that benefit everyone. By working together, planners, business owners, and cultural organizations can co-create innovative approaches that enhance safety, traffic flow, and accessibility. This collaborative spirit will ensure that Plymouth remains a thriving crossroads for arts, culture, and commerce for decades to come. The Heartland Art Center is committed to supporting a future where Plymouth continues to flourish as a cultural and economic hub. We appreciate the opportunity to provide input on this important project and look forward to further discussions. Thank you for considering these critical points as you shape the future of the US 30 corridor. Sincerely, Anna Kietzman President, Heartland Art Center</p>		
<p>I sincerely hope that Improvement Packages 4, 5 & 6 are NOT considered any further. These proposed Improvement Packages will severely decrease customer traffic for local businesses located on or near US 30. Because removing driveway accesses will negatively impact business traffic, it will</p>	<p>12/11/2024</p>	<p>Level 3 Screening</p>

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therefore reduce tax revenue from those businesses. Not good for local businesses or the county!		
NO BUILD. DON'T RUIN OUR HOMES, BUSINESSES AND FARMLAND.	12/11/2024	Level 3 Screening
<p>While I agree that improvements to US Highway 30 are necessary, I'm concerned about how these changes might affect access to the town of Wanatah. Since US 30 runs between the two halves of town, the proposed options don't seem to make traffic flow easier, even if they do improve safety. Personally, I often avoid crossing US 30 at Main Street because of safety concerns and instead use 421. As someone who lives in LaCrosse and works at the school in Wanatah, I'm particularly concerned about the potential impact on bussing for Tri-Township Schools. Additionally, my brother-in-law's crop service business is on 1100 W, and some options—especially the overpass—could make it difficult for their semis and farm equipment to access US 30. This could also cut off access to businesses like Dollar General, which are important for the community. I'm generally a fan of roundabouts, so Option 1 seems like the least disruptive choice. However, I'm not sure if the high volume of semi traffic on US 30 could effectively navigate a roundabout. Overall, it's clear that these changes will have significant effects on local families and businesses, and I hope you will carefully consider these impacts as they move forward.</p>	12/11/2024	Level 3 Screening
<p>Please reconsider the development of highway 30. We are already losing so much of small town community due to urbanization and the loss of small local businesses to huge corporations. This would be devastating to the schools, farmers, property values, and small businesses in our area. The benefits don't make sense when weighed against the losses.</p>	12/11/2024	Level 3 Screening
<p>Please do not include any Wanatah projects in this plan. We are a small farming community and prefer to stay as we are. We would like to be a no build community for this project.</p>	12/11/2024	Level 3 Screening
<p>The proposed expressway would create significant concerns and challenges for our town, Wanatah, and our school- TriTownship with busing transportation for all Wanatah students. Our community is already challenged by enrollment and this may negatively impact our enrollment even more. We need growth opportunities for our town and this may negatively impact funding and resources for growth. Our local businesses which are mostly on highway 30 would suffer dramatically! We need businesses to grow and thrive as a community and our local economy. The fire department and emergency response garage would also be impacted and possibly delay the response team. I have been in need multiple times and depend on the volunteers and staff of the EMS to be able to respond quickly. We have had a wonderful fall festival, The Scarecrow festival which will also be impacted by diverting traffic from our town. There is a major expressway only a few miles for traffic being the toll road. Please consider save small town rural America! We have the Lincoln Highway and wonderful memories which need to grow! Thank you for stopping the Propel proposal.</p>	12/11/2024	Level 3 Screening
<p>Will this bring more businesses to town?</p>	12/11/2024	Level 3 Screening
<p>Despite the benefits of propel 30 Interstate the displacement of small farming communities will have severe consequences. I for one would lose</p>	12/11/2024	Level 3 Screening

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<p>my home on top of environmental concerns for my farm life. Many family businesses will be destroyed. For many in our community farming is a multi generational tradition and such a disruption would be devastating. In conclusion while an interstate could benefit broader economic development, it often comes at a cost of significant harm to local communities.</p>		
<p>I would like to see an overpass over 30 at Long Lane/300W. That intersection is a main route for agriculture equipment to traverse from north to south with many farmers operating land on both sides of 30. The ability to cross 30 now is very difficult with the size and speed of farm equipment. When the stop lights are removed on US 30 the gaps in traffic flow these provide will disappear leaving no way to cross the highway in a timely and safe manner. With the closing of other roads accessing US 30, the traffic on Long Lane will also increase. I have had to wait as long as 15 - 20 minutes under current conditions to get safe passage across US 30 at this intersection with a tractor and equipment. With no gaps generated and increased traffic on both roadways this is going to add to traffic congestion on Long Lane. Farm vehicles do not blend in well with traffic doing 60 - 80 miles per hour. I also would like to see an overpass with access to US 30 at SR 39. There is a huge amount of traffic that comes off SR 39 that accesses US 30 from both directions. If only an overpass is installed at the 30/39 location that will increase the traffic on the adjacent county roads including Long Lane trying to access US 30.</p>	12/11/2024	Level 3 Screening
<p>I believe building the bypass to the north of Wanatah through the corn fields would be the best option for Segment 2. It would divert dangerous traffic, lower the residential road noise, and unite Wanatah as one town. If we were to build an overpass at 421 and US30 without diverting US30 then it would divide Wanatah into two half towns separated by a major highway. There are just too many businesses and homes right up against US30. Dividing Wanatah in half will make navigating around town a nightmare and raise the road volume to unbearable levels. We also have a lot of people who get around town in golf carts and on bicycles. They would have a really tough time getting across US30 if we don't divert it. We need to divert US30 to the north with Package #6. Thank you.</p>	12/11/2024	Level 3 Screening
<p>I am interested in the functionality of US30, the amount of semi truck traffic and corresponding noise issues. Also, the safety of crossing US30 both by car and as a pedestrian on foot or by bicycle.</p>	12/11/2024	Level 3 Screening
<p>This is not a project that our small town community needs. This would have a huge negative impact on our community. Please do not proceed.</p>	12/11/2024	Level 3 Screening
<p>This is not a project our small community needs. This would have a huge negative impact on our community. Please do not move forward with this.</p>	12/11/2024	Level 3 Screening
<p>The proposed expressway would create significant concerns and challenges for our small rural town of Wanatah. Our school already faces growth challenges and the changes would negatively impact our enrollment and transportation of students and make safety risks. Our local businesses would suffer dramatically due to the reduced traffic flow through the town. This also would have a negative impact on growth for our small town America. The Volunteer fire department and EMS have been a vital part of my life here and this proposal would hinder access to residents, raising safety concerns. The town of Wanatah has the Wanatah Scarecrow Festival each year and</p>	12/11/2024	Level 3 Screening

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diverting traffic would probably end this great event which people come to town for from many surrounding towns. There are alternatives to this ProPel project. Please consider our residents and life and use the toll road which is only miles away. Any alternative would be saving MY town. Please.		
The proposed overpass for the Plymouth goshen trail over us 30 I feel like would direct to much truck traffic onto Plymouth goshen trail. The bridge by prices pond is not designed for semi traffic and the intersection at cvs also is not suitable for a semi to turn right or left. Blueberry traffic is also a concern. Most traffic as it is does not leave Plymouth goshen trail until midnight, now to direct all that traffic into town then out of town would be very congested.	12/11/2024	Level 3 Screening
What is this going to cost tax payers? Against any public transportation that can bring riff raff into my neighborhood. Retired here to have peace and quiet in a nice area. Not to have a bunch that comes here, causes trouble, and costs me money to boot.	12/11/2024	Level 3 Screening
I am writing to express my concerns about the proposed plans to convert U.S. Highway 30 into a limited-access highway or even a full freeway as part of the Propel 30 study. While I understand the need for infrastructure improvements, I believe this project could have significant negative impacts on the local communities, economy, and environment. Specifically: Local Businesses: Many businesses along U.S. 30 rely on direct access to the highway. Converting it into a limited-access freeway could harm these businesses by cutting off vital access and reducing visibility. This could lead to job losses and economic hardships for small-town communities. In Wanatah, the J-MARt Amoco (formerly bp) gas station has been owned by the same family for over 35 years. They donate their time, money, and resources to the community and changing US 30 would seriously damage their business, probably to the point of closure. It would affect countless other businesses in the town as well. Environmental Damage: Widening U.S. 30 and creating interchanges could result in the loss of agricultural land and natural habitats. We should be prioritizing environmental conservation, especially in rural areas that play a critical role in Indiana's economy. Farm ground and food supply is scarce as it is. Please do not make the problem worse by converting farm ground into an unnecessary interstate. (Send the traffic to the toll road). Community Disruption: Small towns along U.S. 30 depend on the highway for local access to services and businesses. A freeway conversion could isolate these communities, making it harder for residents to get where they need to go, potentially harming quality of life. Many Wanatah residents use route 30 to travel to work, school, to go into town, to go get groceries, to go to the post office, etc. If you make people north of town travel back to 421 to get into town, they may go somewhere else. Limiting access on 30 would cause country roads to be more congested. This would harm farmers who drive their machinery down this road as well as put families with small children in greater danger with people going 60 down the backroads because they can't take 30. It could also cause home values to decrease if they were close to an interstate or limited access highway. Financial Burden: The cost of converting U.S. 30 into a freeway is substantial, and given the uncertainty about its benefits for local communities, I believe those funds would be better spent on improving the existing highway infrastructure, rather than undertaking such a costly and disruptive project. Public Safety: While	12/12/2024	Level 3 Screening

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<p>freeways may reduce some types of accidents, they can also lead to higher speeds, which increase the severity of accidents when they do occur. Additionally, emergency responders may experience delays due to fewer access points. Wanatah has volunteer firefighters. Wanatah does not have their own police department. It would significantly increase the response time for our first responders. I urge you to reconsider this approach and explore alternative solutions (send the cars to the toll road) that would address the needs of local communities, improve safety, and protect the environment without the potentially harmful consequences of a full freeway conversion. Thank you for considering my concerns.</p>		
<p>Would be seriously detrimental to the Wanatah community!</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>As a resident of Wanatah, I do not support the proposed expressway. It would cause our property value to plummet. Our schools would not get as many students and cause our funds to diminish. Emergency vehicles would have a harder time getting places. Also, businesses would suffer that have been here for years.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>I work in Wanatah and the new movement of traffic would make it almost impossible to get to work. I'm also concerned about the impact this would have on the children going to school with bus routes. Just leave US 30 in Wanatah alone. The traffic isn't even heavy in Wanatah, if anything it is heavy in the middle of Valparaiso. This is one of the worst things that could happen to Wanatah if it is completed. Ridiculous.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>Changes need to be made to highway 30 but making it harder to access is not one of them. Our school district is north and south of 30. Adding another obstacle to getting to school is not helpful. Any changes will make bus travel times longer. Being a small rural school people have trouble finding us as it is, adding more confusion does not help. We already drive many miles to grocery stores, gas stations, doctors, etc. Please do not add more trouble or miles for us.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>Please keep the small town feel of Wanatah alive. If you pick the expressway option that follows current 30, the town will be divided physically. The bypass is the only way to save lives and improve the quality of life in Wanatah. Making it a more appealing option for families looking to live accessibly to Valparaiso could also bring in more tax money for the town.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>We really don't want this to go thru. We are residents of Wanatah. It is going to affect our town in a very negative way. It's going to hurt our school system and our businesses.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>I'm against this happening. We live in Wanatah. This will be terrible to our town, our school and our businesses. We have a business in this town and we live here and have kids in this school system. It also wouldn't be safe for our children.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>To many accidents as it is . Plus the county doesn't need another drug route . Will be a large impact on the farm community.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>Don't isolated us. Don't make it so we have to drive more miles to get anywhere. Don't make it harder to get help in an emergency. It's hard enough to find a way out in the winter because of the snow drift Don't make it so we can't get out. Please don't make it limited access and make the community people lives harder.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>

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My child goes to school at Tri-township and rides the bus. I am against this idea because it is unsafe. We need to do all we can to protect our children.	12/12/2024	Level 3 Screening
Our town does not want an expressway or any new roads. We like our town how it is. An expressway would be our demise. Schools and businesses would lose people and funds. Our house values would plummet.	12/12/2024	Level 3 Screening
This area had already seen the highway move once. It had been a factor in mom and pop shops closing down in various areas. With this highway being my main source roadway to surrounding cities and town, I feel that it would cause great challenges to those who live in the area and already see the highway as too much for their children to cross to go to school. The sound would also disrupt the area causing farther problems in terms of complaints. Wanatah is also a very homey place to travel through while on the highway and any idea to destroy that sensation should never occur.	12/12/2024	Level 3 Screening
US 30 should be a limited access highway from Ohio to Illinois. To many stop lights, dangerous intersections, and both 94 and the toll road need are always jammed. The current route 30 should be converted to local only and limited semi use.	12/12/2024	Level 3 Screening
We are grain farmers in Wanatah. We want the No Build option. We want Wanatah to remain the way it is.	12/12/2024	Level 3 Screening
We farm in the area effected. We do not want any change to Wanatah.	12/12/2024	Level 3 Screening
Do not build on the Wanatah corridor. NO Build. Time and fix the lights at 421 & 30, put in longer deceleration lanes. No bypass. No shutting down county roads. No build.	12/12/2024	Level 3 Screening
<p>1. For U.S. 31 north-south, I support only adding turn and acceleration-deceleration lanes. Removing intersections would be harmful to small businesses, increase first responder times, and make access to important services more difficult for many citizens who would not benefit from the changes. In addition, certain roads would get more use and fall apart more easily. Marshall County has done worse with roads in the past few years due to poor county council and commissioner leadership, and making those roads disintegrate more quickly will be terrible. Also, for almost half the year it's likely that ice and snow will be on the roads. Creating a situation where drivers have to drive even more and on back roads during these conditions is not good.</p> <p>2. US 30 and Union Road is the life blood of access to The Center at Donaldson / Ancilla Domini Sisters Convent and Marian University Ancilla. The Center at Donaldson / Ancilla Domini, is the home and location of: Marian University Ancilla College Catherine's Cottage and Katherine's Convent Housing the Poor Handmaids of Jesus Christ The American Province of the Poor Handmaids of Jesus Christ home and offices Lindenwood Retreat and Conference Center Maria Center Independent Senior Living Apartments MoonTree Art Studios Ancilla Beef and Grain Farm Illuminata Retreat and Hermitage The Center at Donaldson, inclusive of all the above listed ministries, has distributed 800+ proximity locking system cards affiliated with the Center. On any given day there is the potential of approximately 500-1000 people being on the premises. Our daily population is year-round. This makes us the most populated location on this segment of the US 30 West corridor. The main way NON-locals find us and are able to access our ministries is via US 30 and Union Road. Package 2: Expressway would work</p>	12/12/2024	Level 3 Screening

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just fine for us if there were a need for changing the roadway accesses from what is currently in place. We are NOT in favor of Package 4: Expressway would completely cut us off from NON-locals being able to find us and access our ministries. It would have the effect of literally eliminating the town of Donaldson and shutting down our ministries as they exist.		
Don't block Plymouth office. More exits are needed to ensure our Plymouth community does not die.	12/12/2024	Level 3 Screening
Leave U S 30 in LaporteCounty as is. All of the proposals are to costly and it will add too many hardships to our farming community and towns people as well as other businesses in and around the town of Wanatah.	12/12/2024	Level 3 Screening
Quit wasting time on this project and scrap it altogether. Take the money being wasted and proposed to be spent and lower tolls on Indiana toll road. Problem solved with the stroke of a pen and not one pebble of dirt moved. Use your brains and be practical.	12/12/2024	Level 3 Screening
This project will be detrimental to our small town. Everything from school enrollment, small business patronage, and emergency response time will be affected. Having all side roads but ONE be a right turn only is asinine. That will put incredible stress on Main Street in Wanatah due to the increased traffic to cross to westbound 30. This would warrant the need for frequent patching and repaving, resulting in closure of the road for periods of time, essentially shutting Wanatah off completely from highway 30. If highway 30 is raised to an overpass, it will make Wanatah inaccessible for those that live there, as well as those traveling through. This diversion of traffic would drastically decrease the amount of people that stop and patronize our local establishments, successfully killing the town. These businesses would then have to close their doors, ultimately harming economic growth for Wanatah, as well as taking away several families' livelihood and source of income. This would begin before the construction is even completed, as this immense project would surely take several months, if not a year or better, to fully finish. This would cut our town off from the main thoroughfare that sustains it and makes it so convenient for its residents to travel in and out. This project will also affect our school system, making bussing challenging. With an expressway cutting off access roads, our school system in the center of town would suffer. Enrollment would drop, thus impacting funding and growth opportunities. Resident safety is also negatively impacted by the Propel 30 project, as emergency response personnel such as firefighters, police, and EMS would have to battle expressway traffic and right turn only intersections. Due to this project's thoughtless design, delayed response time may result in unnecessary harm or death of Wanatah's residents or those in surrounding communities that our EMS and fire department respond to. The Propel 30 project has no advantages for the people who actually live in this town, and moving forward with it would be a gross oversight of the state.	12/12/2024	Level 3 Screening
I live in town in Wanatah. This project will greatly affect my life and I am not for it. The impact of not being able to cross 30 will affect my children who are in school. It will make local farming impossible. It will affect so many areas of the great town of Wanatah.	12/12/2024	Level 3 Screening
Student Safety, Transportation & Enrollment: The proposed expressway would create significant challenges for bus transportation for all Wanatah students, putting their safety at risk. Additionally, these changes could	12/12/2024	Level 3 Screening

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<p>negatively impact school enrollment by making our town less accessible for families, which in turn could hurt funding and growth opportunities for our school system. Emergency Response Concerns: It would delay the Wanatah Fire Department's ability to respond to emergencies, raising serious safety concerns for our residents. Business Impact: Local businesses, the heart of our town, would suffer greatly due to the dramatic reduction in traffic on Highway 30. This would impair their ability to thrive and serve our community. Growth Potential: The expressway would stifle Wanatah's growth opportunities and have long-term negative effects on our school system and local economy. Loss of the Scarecrow Festival: One of our most cherished events, the Wanatah Scarecrow Festival, would be in jeopardy. With diverted traffic, the festival would no longer be sustainable, robbing our town of its iconic annual tradition. If the expressway proceeds, Wanatah as we know it could become extinct. The deep ramifications of this proposal will be felt by every resident, business owner, and family that calls Wanatah home.</p>		
<p>This will kill the livelihood of this small town and all that live here and love it.</p>	12/12/2024	Level 3 Screening
<p>Take care of the toll road and save some money.</p>	12/12/2024	Level 3 Screening
<p>Um I was told this was the number to call about the proposed limited access freeway in Wanatah, Indiana. I live in Wanatah and I say absolutely no to this because everything we do in this area we have to head west, so I do not know how we would get out and get headed west. You know, if you're going to limit our access, and then it would impede the emergency responders, because I'm not sure the timing, but my husband passed away eight years ago because of a heart attack, and it took them awhile to get to my house to start with. So if you make that limited access so that the emergency people cannot get to houses, there are lives that are going to be lost because of that time difference. So if you need anything my name is Pam, and my number is XXX-XXXX. I do not usually answer numbers I do not know, so leave me a message. Thank you, bye.</p>	12/12/2024	Level 3 Screening
<p>Hamlet: Of the packages that were recommended... I like the overpass at 600 and 750 but if you close E frontage rd then I will not be able to leave my street because I already live on a deadend road. What I like least is my road going nowhere Of the packages that were carried forward... What I like least is closing my road Do you have other comments to share with the study team regarding the packages? I have concerns about my road closing because I have no helicopter.</p>	12/12/2024	Level 3 Screening
<p>We do not want this to go through Wanatah. This would destroy our little town my family calls home.</p>	12/12/2024	Level 3 Screening
<p>We do not need a bypass going around Wanatah. This will destroy our little town my family lives in and loves.</p>	12/12/2024	Level 3 Screening
<p>December 11, 2024 US 30 Planning and Environmental Linkages (PEL): We are writing to express our strong opposition to the Highway 30 movement, which we believe will have negative consequences for our community, environment, and future development. While we understand that the initiative may be aimed at improving transportation infrastructure, we believe it is essential to consider the broader implications of such a project.</p>	12/12/2024	Level 3 Screening

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<p>First and foremost, the construction of a new highway will result in the destruction of valuable natural habitats, significantly impacting local wildlife and ecosystems. The environmental costs, including pollution, habitat fragmentation, and the loss of green space, are simply too high for such a project. Moreover, we fear that the development of Highway 30 will encourage urban sprawl, leading to increased traffic congestion, higher levels of air pollution, and the overdevelopment of our rural areas. Our region deserves a sustainable, long-term approach to transportation planning that prioritizes public transit, biking, and pedestrian infrastructure, rather than a new highway that only serves to exacerbate these issues. We also believe that the funds allocated for the construction of Highway 30 could be better spent on improving and expanding existing infrastructure, investing in cleaner transportation options, and supporting efforts to make our communities more connected, accessible, and resilient. For these reasons, we urge you to reconsider the proposal for Highway 30. Instead of pursuing a project that is likely to harm both our environment and quality of life in our region, we encourage you to explore alternatives that focus on sustainability, environmental protection, and the long-term well-being of our communities. Thank you for your attention to this matter. We sincerely hope you will take these concerns into account as you continue to evaluate the future of our transportation system. Sincerely, James and Kristina Hayes Hanna, Indiana</p>		
<p>I am in favor of Package 2: Expressway. Marian University Ancilla College is located on Union Road South of 30. Students from the East and West on Rt 30 and north of Rt 30 use Union Road to attend the College. Closing Rt 30 access to Union Road would limit access to MUAC. There is no mention of the University in the report.</p>	12/12/2024	Level 3 Screening
<p>I would like to express my concerns with ProPel the 30 planning study. My major concern is the closing of the cross over for Condon Rd. The removal of this crossing will require the Laporte County EMS located on Main Street and the Cass/Clinton Twshp. Volunteer Fire Dept to increase their response times to any emergency response to the Herold and J Mar subdivisions. As you are aware that response times to any emergency is most critical to saving lives and a loss of property to a fire call, accident or a medical emergency on the north side of Wanatah. I would think that the State of Indiana would strongly look at keeping this access point open for the safety of all town and county residence that reside north of US 30. Jeffery L. Newburn Town Council President.</p>	12/12/2024	Level 3 Screening
<p>Hello, this is XXX XXXXX from Wanatah, Indiana. I am trying to ask a question about the December 13th comment period for our area and one of the council members had mentioned is there a time it has to be submitted by December 13th of a cutoff at 5 or what not. I do realize that you have comments that are welcome at any time that and it does state on the CDM e-mail that was sent to our town hall that anything after the 13th still will be in the final report. Just want to clarify some details on that. My number is XXX-XXX-XXXX. Thank you.</p>	12/12/2024	Level 3 Screening
<p>US 30 West seems to have the idea that bigger and more expensive is better. It is not. Not when the cross road overpasses and converting to interchanges destroys natural resources, community resources, generational farmlands, and increase hazards for our wildlife. The US 31/13th Road/Michigan Road</p>	12/12/2024	Level 3 Screening

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<p>intersections could use some improvements. But why do we jump to limited access and turning nature and family land into asphalt without starting with a simple solution. Add and extend the acceleration and deceleration lanes. It's more cost effective, less invasive and has the projection to increase safety. Plus, with the proposed limited access you are severely increasing the response times of police, fire and ems. I'm pretty sure there has not been local meetings with our first responders to discuss the concerns. Have you taken time and researched why the increase in accidents happen? You should compare the increase in accidents at these intersections to the increase in our area with those who are arrested or issued a ticket for 'Operating without ever obtainings a license'. The statistics will not disappoint. There are more and more drives on the road without any education of how to properly and safely navigate our roads. This than increased the hazards on our roads. The solution isn't to punish those who properly navigate our roadways and reduce the natural environment they live in or work to own. It should start with a simple cost effective solution and then reevaluate if needed. We chose to live in a dominate rural farmland area for a reason. It's a community and the proposed solutions are not what our community has envisioned. You offer the public meetings and comments but the reports state what the response from the public has been.....they do not want the overpasses, exchanges or limited access. This has been stated in the Level 3 report. For the US 31 and 13th/Michigan Road there was not any favorable response to convert to an Interchange but yet it was still given the green light to be carried forward. Decisions made about our community, our roads, our lives and homes by those who ask for our input then put the opposite in the report. At this stage that option should be removed and it also states it is not as cost effective as the other options. Please listen to the people this will affect. Knowing these changes have the potential to reduce any life saving help my family may need is disturbing and that thought should be on the minds of everyone who removes the decision from the local community and wants to take that potential risk and place it on their shoulders. Our community has spoken and it's time for the State to listen. Not to listen to respond and make the choices you 'think' is best, but to listen to understand and put your family in the positions our families are facing. Thank you</p>		
<p>I would like to know where public comments regarding the proposed ProPEL US 30 West project can be accessed.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>
<p>Hello...I am Jeff Blair, a Director for the Indiana Lincoln Highway (INLHA). A couple of days ago I submitted a note indicating the significant history of the Lincoln Highway (LH) over the past 110 years on or very near the proposed work along US 30. I am not certain it went to the correct email account so trying again. In most of the work area the LH is along "Old 30" rather than current US 30 although it does merge into US 30 at Comeford Road and in several places crosses US 30. I would welcome a conversation to discuss the actual actions being proposed at each of those intersections. Comeford, before and after Hanna, before and after Hamlet, and before Donaldson. We want to insure that the many drivers along the first coast-to-coast highway can still travel the route entirely through Indiana. It is clearly marked across the entire state today as an Indiana BYWAY.</p>	<p>12/12/2024</p>	<p>Level 3 Screening</p>

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<p>The Propel US 30 project has the possibility of changing lives of everyone in our county. Most will see an increase in fire/emt/police times because of new and limited access infrastructure. It will impact natural and community resources, farmland, and historic locations such as family cemeteries. While there is a need to improve safety there is also a need to preserve our connections to our community. Building bigger and better isn't always the solution and sometimes simple changes can have the desired outcome. Heck, I only live a few miles from town but with some of the proposed 'solutions', it might be easier for me to go to Rochester to shop. Imagine the impact on our small businesses when it's easier to go to Rochester, Warsaw, and South Bend because you have to navigate our new interchanges and it detours people from coming to our towns.</p>	12/12/2024	Level 3 Screening
<p>I have traveled from our home on Hoffman Lake to the East Side of Fort Wayne for work for a number of years. My concern has always been about safety. The amount of semi traffic is and continues to be a concern. The semi's fly through red lights and truly don't stop. Semi's travel 30 to avoid paying tolls from my understanding. I don't have any suggestions other than the fact that I support and appreciate this study and I hope that something will be done about the amount of Semi traffic on US 30.</p>	12/13/2024	Level 3 Screening
<p>I being an expressway would give any benefit to Wanatah at all, the US30 highway is perfect for the cars that come through already, the safety of people driving and on foot is major with this wanted construction as things such as accidents and death could increase with the wanted construction of this express way, it's already hard enough trying to cross 30 as is and I couldn't imagine trying to cross an expressway</p>	12/13/2024	Level 3 Screening
<p>I have great concern for the proposal options of making Highway 30 in the LaPorte County area from Wanatah and east to State Road 39, limited access or right turn only for many side roads. I live in rural LaCrosse and travel this route regularly as I work at South Central High School, on 600 West and do a lot of business in Wanatah (JMart Amoco, Horizon Bank, Dollar General, Dewey's, etc.), as well as attend church there. Any proposal that limits access in any way will have a huge, negative impact on these businesses. My husband also works in the line crew at Kankakee Valley REMC and this will create delays in time of getting to power outages or to cut power in events like house fires, auto accidents where a pole is hit, etc. I also worry about response time of fire and police in the event of other emergencies. My biggest concern, though, is in regards of getting to schools in the area, including Tri Township in Wanatah and South Central off of 600 West in the Union Mills area. Our rural school districts cover a large area and with open enrollment being huge, a good percentage of students have to cross Highway 30 to get to school. Unfortunately, having inexperienced drivers, who often times drive less cautiously, driving the back, county roads, at likely higher rates of speed and higher volume, I fear will have disastrous effects. For sporting competitions, opposing schools will have longer ways to travel. I ask that you take these things into consideration and keep the changes to the area to a minimum. Thank you for your time.</p>	12/13/2024	Level 3 Screening
<p>As residents of the Valparaiso area we feel that Pro Pel 30 will greatly increase the congestion of traffic of the 49 bi-pass and US 30. as former</p>	12/13/2024	Level 3 Screening

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residents of the Wanatah area we are very concerned what effect it will have on the local school systems and our local economy in Wanatah.		
As a resident of Wanatah, I do NOT want any of these changes made.	12/13/2024	Level 3 Screening
<p>Thank you for the opportunity to comment. As I understand it, the report currently recommends either Package 1 or 2, which both maintain the current access to Michigan Road. Our concern has more to do with Package 3, which would have the potential for dramatic adverse economic and safety impacts for the Plymouth community, as well as creating serious consequences for our Historic Byways, a pivotal part of local heritage and current tourism. In keeping with the City of Plymouth, we would encourage an interchange at Michigan and at Lincoln Highway. In addition, the interchange at Michigan Road and US 31 at 13th would need to have a frontage road to connect to Michigan further north, to provide access between Plymouth and Argos. Also, without a half cloverleaf at Lincoln Highway, the only way into Plymouth traveling US 31 would be at the very northern edge at US 30. This could be devastating for our historic downtown. In regard to the Historic Byways, to quote our County Historian “my dog in the fight’ is the proposal’s impact on the Historic Michigan Road State Scenic Byway, which obviously is a tourism/downtown economic driver. Our byway is fortunate that the only “disconnected’ section is a short one to two mile portion of road I-74 overlays in Shelby County. If travelers on Michigan Road cannot continue between Argos and Plymouth, we will have a terrible time getting them to come back to Michigan Road until they reach the south side of South Bend where Highway 31 rejoins the MR. At best, we would have to have signage that would direct them to exit onto the cloverleaf at US 30, then exit again at Highway 17/Michigan on the north edge of Plymouth. That means that all of Plymouth, the historic crossroads, downtown, etc. will be cut out of travel unless people backtrack. What I've learned from the last 17 years in working with Byways is that people don't backtrack, and often miss directional signage on major freeways. This is why I'm so concerned. At a minimum, if not an interchange between Plymouth and Argos that allows connectivity, we would want to see an overpass/underpass. If people travel from the south, they will come to a dead end where Michigan currently joins 31 south of Plymouth.</p>	12/13/2024	Level 3 Screening
<p>No build option! Simple things like re-timing the stoplight at US 30 and 421 would be very beneficial. Turn lane signals go when not necessary and opposite flow of traffic sets an extra 12 to 15 seconds before the light turns green, this builds up autos that could have been driving without stopping. Adding deceleration lanes at specific points would improve safety and traffic flow. These simple fixes have not been offered as options. Options with right turn only driveways and County roads or closing roads would jeopardize EMS, fire department and agriculture. 1100 is not a good option coming into Wanatah,</p>	12/13/2024	Level 3 Screening
<p>December 12, 2024 Summary The signees of this letter have reviewed the ProPEL US 30 West Level 3 Screening Report that was published on November 12th, 2024. We have prepared this response to the proposed improvements to US 30 and US 31. Our response takes into consideration a number of different factors, most notably: 1. The safety of local commuters</p>	12/13/2024	Level 3 Screening

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<p>and travel passing through the county. 2. The ability for our communities to remain economically viable for years to come. 3. The protection of historic landmarks and byways. 4. The ability for public safety officials to respond safely and quickly to an emergency. 5. The safety and accessibility of local farmers, a core piece of the county’s economy. We have also reviewed a response by the City of Plymouth and wholeheartedly endorse the sentiments shared by our county seat. The success of Plymouth is paramount to the success of Marshall County as a whole. This letter will walk through each of the Planning Segments featured in the Screening Report and include our input on road accessibility at each of the current/planned intersections. At this time, we won’t advocate for any specific intersection designs, just the importance of access at said intersections. For any intersection not mentioned in our review, please understand that we are not conceding the closure of a route. Rather, we want to highlight the locations that we believe are most critical to Marshall County and will support any effort to continue access at unmentioned intersections. --- Planning Segment 7 West Plymouth We would like to emphasize the importance of keeping access to Union Rd and Queen Rd open on this stretch. Union Rd serves as the primary North/South road on the county’s western half, providing travelers with a more direct route to Marian University’s Ancilla College (located in Donaldson) and the Town of Culver. For the purposes of education and tourism, we believe travelers on US 30 should have easy access to Union Rd. The stoplight at Queen Rd has played host to a number of vehicle crashes in recent years, so efforts to improve that intersection are much appreciated. We believe that safe access on and off of US 30 at Queen is vital. Swan Lake Resort and Golf Club is most commonly accessed by going north from this intersection, while the historic Lincoln Highway on the south side provides a more direct route into Plymouth from the west. This intersection is also surrounded by a significant amount of farmland, emphasizing the need for ag equipment to pass through. Planning Segment 8 Plymouth The letter from the City of Plymouth covers this section in more detail, but from a county perspective, we share concerns for maintaining interchanges at Pioneer Rd, Oak Rd, and Michigan Rd. Pioneer Rd is home to Plymouth’s booming industrial expansion and features Love’s Truckstop, a pair of sports complexes, and a bevy of locally operated restaurants and businesses. For the sake of Plymouth’s industrial park and these other businesses, we would like to see easy access at Pioneer Rd. What Pioneer Rd is being built into is what Oak Rd already is. One of Plymouth’s most-traveled corridors, Oak Rd services more large factories, shopping centers, and restaurants. Oak Rd south of US 30 also runs directly into SR 17 next to the Plymouth Hospital and Washington Elementary School. With unlikely options for frontage roads connecting to either Pioneer or Michigan, it is imperative that US 30 travelers still have direct access to Oak Rd. The historic Michigan Road is the main route into downtown Plymouth and must continue to connect to US 30. This intersection is the closest access point for the Plymouth Airport, our main restaurant corridor, several fueling stations, and lodging. All packages include keeping this intersection open and we appreciate ProPEL’s acknowledgement of its significance. Planning Segment 9 East Plymouth The existing US 30 and US 31 intersection is an important crossroads for travelers outside of the</p>		

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<p>county, but does not provide primary access into the City of Plymouth. As such, we recognize the need for other nearby access points on both US 30 and US 31. King Rd, in particular, remains a highly important intersection due to its proximity to the Pilot Travel Stop, the Marshall County Highway Department, a nearby subdivision on 9A Rd, and open farmland. It is our wish that this intersection has continued access. Planning Segment 10 Inwood This segment through rural Marshall County sees significant traffic from farm equipment. The ability to cross above or beneath US 30 on one of the roads in Segment 10 is in the best interest of our county's agriculture industry. Planning Segment 11 Bourbon We would like to see access to and from Fir Rd maintained. We prefer Fir Rd to Elm Rd in this area because of its direct route to the west side of Bremen (SR 331 enters Bremen from the east). It would also provide another location for farm equipment to cross US 30. The intersection between US 30 and SR 331 is successful as is, and we appreciate ProPEL advancing alternatives to leave it as is. While SR 331 is an important route into Bourbon from the north, US 30 westbound travelers heading into Bourbon would be done a favor by continuing access at 12B Rd. 12B provides another direct route into Bourbon from a different side of town and serves as another connection point to the historic Lincoln Highway. Planning Segment 12 South Argos The ability to cross US 31 should be maintained on one of the rural county roads on this stretch. 18th Rd and/or 19th Rd are both excellent options and would give farmers and emergency vehicles the ability to cross US 31 without having to travel all the way to SR 10 or SR 110. A major point of emphasis for Marshall County is maintaining access at Dewey St, just south of SR 10. Dewey St is the focal road for the Argos industrial park, connecting development on the south and east side of Argos to development on the west side of US 31. While SR 10 is located ever so slightly to the north of Dewey St, it must be considered that SR 10 weaves its way into Argos via sharp curves and is a rather unfriendly route for truck and farm traffic. We believe Dewey St would be a much better access point off of US 31 for industry and agriculture near Argos and the area has been identified for potential infrastructure improvements in coming years. Planning Segment 13 North Argos Open intersections at any of the roads on Segment 13 would be welcomed but are not a point of emphasis. Planning Segment 14 13th/Michigan Continuing to provide local traffic a direct route from Plymouth to Argos is one of the most valuable alternatives we should consider. Plymouth serves as a geographical, economic, and cultural center of the county and currently has direct routes sprawling out of it toward Marshall County's small towns. The historic Michigan Rd (with a little help from US 31) serves as that passageway in the status quo and must be continued. In addition, Plymouth emergency services such as fire and EMS routinely respond to calls along this stretch of US 31 and also provide frequent mutual aid runs to Argos. It would be dangerous to force first responders to trot out to US 31 at another less direct location and lose precious minutes of response time. Both historic Michigan Rd intersections should remain accessible and be prioritized over 12th Rd. Planning Segment 15 South Plymouth 11th Rd serves as an important route because of its housing developments on either side of US 31. Maintaining an easy way in and out of those subdivisions is a critical concern of the people living there. In</p>		

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<p>addition, industry with heavy machinery has taken up residence at the US 31 and 11th Rd intersection. Nearby county roads are not built to withstand the weight of truck traffic, and the railroad crossing on King Rd north of 11th is a steep hill that trucks could get lodged on. As such, continuing to allow access at 11th Rd should be prioritized. We share the City of Plymouth’s vision for an intersection change at US 31 and the historic Lincoln Highway. The significant acreage available for development in this area, as well as the Lincoln Highway’s presence as the historic east/west route through Plymouth makes it a logical location for an access point. --- To conclude, we appreciate the efforts of the State of Indiana to improve our highway system by making it safer and more efficient. We also appreciate the amount of public input the ProPEL project is allowing. We hope these remarks are taken into consideration and that the project can be approached from a bottom-up perspective that meets the needs of Indiana’s individual counties and communities. The socioeconomic damage past bypasses and highway improvements have caused to Marshall County’s small towns must be acknowledged as a precautionary tale while proceeding with this project. Respectfully submitted, XXX XXXXX and XXXX XXXXXX</p>		
<p>I have great concern over the many of the features of the proposal, specifically for the area that covers LaPorte County from the Wanatah area, through 600 West/South Central School Road, and east to Highway 39. I live in the rural LaCrosse area, but in an area that is in Cass Township - so on the border when it comes to Wanatah/LaCrosse. I travel through and spend a lot of time in Wanatah on a regular basis and I also work at South Central Jr. - Sr. High School on 600 West. My concerns with changing any of this section of Highway 30 to limited access or right turn only, are many. 1. Emergency personnel such as police, fire, and ambulance will have potentially longer times in getting where they need to go if it involves crossing Highway 30. The fire department services both Cass and Clinton Townships and obviously that involves both sides of Highway 30. The fire department is also volunteer so some members reside on and will be traveling from the opposite side of 30 to get to the fire station. I will add that we could also include Kankakee Valley REMC services in this area. My husband works on the linecrew there and I know that their response time is crucial in the event that a pole is hit and live lines are down and when there is a house fire and power needs to be cut for the fire department and other emergency personnel to safely respond. Having to go several miles out of their way to get to a location could cause critical issues in all these areas. 2. Access to local businesses is another concern area. Working where I do, I often make stops after (or before) work on the way home to get gas at Plaza 30 or the J-Mart Amoco station; to pick up some needed items at Dollar General in Wanatah; or to go to the Horizon Bank in Wanatah. Proposed changing will make these businesses much more difficult to get to, and I fear could lead to them being closed altogether if business slows down to the level this will likely cause. Looking at how close the businesses are to Highway 30, I don’t believe there would be room to put in an access road. This will damage the local economy. 3. Farm property access is another area of concern. Having grown up on a grain farm, I am more aware than many of the issues that limited access along Highway 30 could cause to those that have agriculture property on both sides of Highway</p>	<p>12/13/2024</p>	<p>Level 3 Screening</p>

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<p>30 - going several miles out of the way to get to where they need to go will be detrimental. And, if they were to limit access at major roads and possibly put in exit ramps, I can't even imagine the danger of trying to get tractors, combines, and other farm equipment through there! 4. School access is another huge concern on many levels. Both Tri Township and South Central have a lot of open enrollment students (not to mention staff members) that have to use or cross Highway 30 to get to their respective schools. If roads are closed off to Highway 30, that will force more travel on the county roads and town streets in the case of Tri Township, likely at sometimes higher rates of speed (inexperienced drivers, running late, etc.) that will probably lead to more accidents. I hope the county police, plow and salt truck drivers, etc, are ready for the added travel volume issues. I also foresee the turn off just south of the overpass on Highway 421 in Wanatah to become much more busy and trying to turn at that location can also be dangerous, without any back up on the overpass (and I could definitely foresee more backups coming with proposed changes if the new Casey's gas station volume is any indication). Volume on Highway 421 has seemed busier as of late. Being only a 2 lane highway, without turn lanes is cause for concern both south and north of Highway 30 as I have had numerous occasions where I almost was rear-ended by another vehicle, while turning or waiting behind someone else who is waiting to turn. Opposing schools for sporting events, etc. will also have a more difficult time getting to the schools. 5. Home access - just a general question of what will be done for all the personal residences that have driveways that access Highway 30. I really don't have any suggestions for this next statement, but it seems that there are a large number of drivers from Illinois traveling Highway 30 and many don't adhere to Indiana traffic laws (left lane except to pass, speed limit, and allowing some distance between themselves and the vehicle in front of them). This is particularly notable on Friday evenings as there seems to be a mass exodus of Illinois drivers, many assumingly headed to lake or country properties to the east. My husband and I also have a lake cottage in the general Warsaw area and we witness it firsthand on a regular basis. I fear the proposed changes will lead to even more out of state volume and safety concerns on traveling Highway 30.</p>		
<p>It would be great to have a pedestrian/bike/golf cart bridge over US 30 so that it would be safe, easy, and convenient for people to move between the part of Wanatah north of 30 and the part of Wanatah south of 30.</p>	12/13/2024	Level 3 Screening
<p>I believe this is a terrible idea for our little community. It will cause many issues for our school systems transportation as well as farmers. Let alone driving under any circumstances in crossing 30.</p>	12/13/2024	Level 3 Screening
<p>As someone who grew up in Wanatah and is still pretty young (21), any sort of freeway or expressway with an interchange would kill this town. Nobody wants to live next to a road with big concrete barriers, it would be no different than living off the side of the interstate, something very few people want to do. Of all the alternative options for the intersection at 421 & 30, a roundabout seems the least obtrusive once people are used to it. The other intersection options are either new and complicated or take up large amounts of land.</p>	12/13/2024	Level 3 Screening

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I live in Wanatah and drive school bus for Tri-township Consolidated School Corp and this would highly disrupt any bus route here in the area for us and for South Central. Not to mention the impact to our businesses in this town that keep us thriving and growing as a community.	12/13/2024	Level 3 Screening
As a 30 year resident of Wanatah, Indiana who has raised a family that attended the local schools, paid taxes which supported those schools and town progress, I'm very concerned how ProPel US 30 will affect the residents and the existence and progress of our beloved Town. Please reassess your decision and its overall encroachment.	12/13/2024	Level 3 Screening
Adding an acceleration lane would be beneficial for safety and most cost effective. I use Plymouth Goshen Trl to enter and exit US 30 daily. Since the inability to cross 30 accidents have been decreased. Adding the overpass would encourage trucking traffic onto city streets as they would need to exit 30 at a different location for Darling and Stockberger Trucking. Having more trucks on side/city streets would also be a safety issue.	12/13/2024	Level 3 Screening
I pray God does not allow any of the changes to take place. The emergency vehicles need to be able to get to their destinations as fast as possible to save lives. I also think these would effect school busses to get kids to school. i think it will hurt small businesses and churches. It will also hurt farms and farmers to get their crops planted and harvested.	12/13/2024	Level 3 Screening
From what I understand the proposal for only right turns would cause more problems and endanger lives. First responders would have a hard time getting to accidents and fires fast enough. It would also lengthen the time it would take for school bus drivers to pick up and drop off students. Farmers would have a more difficult time getting from one side of the highway to other to work their fields. I am wondering why all this is proposed at all. The toll road (that was supposed to become a freeway) was built for this use, if it is not efficient as it is, it needs to be re-evaluated.	12/13/2024	Level 3 Screening
This project is a very poorly thought out plan. This is going to completely divide the area and make parts of the county very inaccessible to emergency response, and greatly extending travel times for residents. Cutting off access to US 30 from Pioneer Drive is only one example of this poor planning as it cuts off the sheriffs department as well as the State highway maintenance garage that is only a few years old. At Plymouth on Us 31 there should be an interchange at US31 and Lincoln Hwy as it totally cuts off the East side of Plymouth from having good access to US 30 and 31.	12/13/2024	Level 3 Screening
Plymouth: Of the packages that were recommended... The packages harm my own and/or my neighbor's properties. Neither options benefit the neighborhood. It increases traffic, noise, etc. Of the packages that were carried forward... I do not agree with either packages. Do you have other comments to share with the study team regarding the packages? It would be more beneficial to place a traffic light, just a suggestion.	12/13/2024	Level 3 Screening
I believe that the best alternative is the Freeway Flow in all instances. If I understand correctly, the objective is to reduce as many conflict points and potential deaths as possible. Leaving driveway access points is definitely a negative. Looking at the different drafts, the 3 truck stops between Hamlet and East Plymouth will be greatly affected. Round-a-bouts would be a definite NO on US 30. Reduced conflict intersections would also be a negative with the heavy truck traffic on US 30. Specifically, West Plymouth,	12/13/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>you could close the intersection at Old US 30 west of Union Road completely. Very little traffic at this location and there are other alternatives for anyone wanting to go west on US 30. Union Road is a heavily traveled road with traffic coming off of US 30. There needs to be an interchange at this location. Tulip road is another road that has a low traffic count. This intersection could be closed. There is high traffic on Rose Road / Sycamore Road going south off of US 30 - heavy traffic going south to Culver. Redwood Road could be closed with it's proximity to Queen Road which MUST be an interchange. There are numerous accidents and deaths at this intersection. Pioneer Road is best with an interchange and Oak Road definitely needs to be an overpass with NO access to US 30. Plymouth-Goshen Trail needs to be an overpass. There needs to be some type of interchange at King Road, but with it's proximity to the US 31 interchange there needs to be some way to access the Pilot Truck Stop. Most other roads going east could be close, but Fir Road needs to be an interchange as a main route to Bremen.</p>		
<p>I believe it would be a huge blunder on the part of Indiana to almost completely cut off the southern end of Plymouth from accessing 31. The closing of the access at 11th, 12th or Michigan to 31 would create a scenario where tax paying citizens would be FORCED to drive north by several miles in order to go south OR take country roads that are not designed to handle that amount of traffic load. I would highly suggest, at minimum, keeping access to 31 on Michigan South of Plymouth. This would allow for emergency services to aid faster in that area. Please do not create another scenario like so many years ago when small towns on 30 were diverted around and then slowly died because they no longer received traffic. The intersection of 30 and 31 should be a place that should remain reasonably accessible. We residents of Plymouth should not have to go out of our way to access the infrastructure that our tax money pays for. If that's what a limited access highway means for us, then changes need to be made to the plan.</p>	12/13/2024	Level 3 Screening
<p>Student Safety, Transportation & Enrollment: The proposed expressway would create significant challenges for bus transportation for all Wanatah students, putting their safety at risk. Additionally, these changes could negatively impact school enrollment by making our town less accessible for families, which in turn could hurt funding and growth opportunities for our school system. Emergency Response Concerns: It would delay the Wanatah Fire Department's ability to respond to emergencies, raising serious safety concerns for our residents. Business Impact: Local businesses, the heart of our town, would suffer greatly due to the dramatic reduction in traffic on Highway 30. This would impair their ability to thrive and serve our community. Growth Potential: The expressway would stifle Wanatah's growth opportunities and have long-term negative effects on our school system and local economy.</p>	12/13/2024	Level 3 Screening
<p>Regarding Package 3 for the Valparaiso area (Segment #1) we have concerns on the recommendations for the intersections at 400 East and 450 East. CR 450 East connects the northern part of Washington Township to US 30 to the south, unlike CR 400 East which is cut off by airport property. The township fire department is located on SR 2 and CR 450 East allows quick access to US 30 for fire apparatus otherwise they would have to drive west to SR 49 adding additional drive time to emergency calls along US 30. Property owners</p>	12/13/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>at US 30 and 400 East (Tudor Floor) indicate their septic field is located south of the building, potentially where an interchange would be placed, creating a burden to their business. Because of the proximity for CR 325 to Industrial Drive, I would suggest making 325 East an overpass, forcing residents to go to the controlled intersection of Industrial to enter US 30. They can also travel east on Murvihill Road and access US 30 from 450 East. For the intersections at 400 East and 450 East, I would suggest improved Directional intersections or a directional intersection at 400 East and an interchange at 450 E. Thank you</p>		
<p>Great idea to have bypass put in Wanatah. No need to close any roads going to 30. The bypass should come out right onto 30 and not close county line road that borders Porter/La Porte County by the Sacred Heart Cemetery.</p>	12/13/2024	Level 3 Screening
<p>Thank you for the comprehensive report to improve the safety and movement of US 30 corridor. I am the President of Ancilla Domini Sisters, Inc., the corporation of the Poor Handmaids of Jesus Christ (PHJC), located 2 miles south of US 30 in Donaldson. On behalf of all who live, work, visit and deliver goods and services here at our Center at Donaldson we unilaterally support Package 2. The Center accommodates - Marian University at Ancilla, Maria Center senior apartments, Lindenwood retreat and conference center, MoonTree Studios, Ancilla Farm and the PHJC administrative offices. The Propel 30 west information failed to include consideration of the Center at Donaldson which houses year round operations with constant traffic in and out on a daily, weekly and annual basis. Union Road cannot be completely cut off from US 30 with an overpass (Package 4) due to the amount of traffic in and out of the Center. Can we be assured that an overpass on Union Road will not be considered? Thank you!</p>	12/13/2024	Level 3 Screening
<p>Thank you for the comprehensive report to improve the safety and movement of US 30 corridor. I am the President of Ancilla Domini Sisters, Inc., the corporation of the Poor Handmaids of Jesus Christ (PHJC), located 2 miles south of US 30 in Donaldson. On behalf of all who live, work, visit and deliver goods and services here at our Center at Donaldson we unilaterally support Package 2. The Center accommodates - Marian University at Ancilla, Maria Center senior apartments, Lindenwood retreat and conference center, MoonTree Studios, Ancilla Farm and the PHJC administrative offices. The Propel 30 west information failed to include consideration of the Center at Donaldson which houses year round operations with constant traffic in and out on a daily, weekly and annual basis. Union Road cannot be completely cut off from US 30 with an overpass (Package 4) due to the amount of traffic in and out of the Center. Can we be assured that an overpass on Union Road will not be considered? Thank you!</p>	12/13/2024	Level 3 Screening
<p>Ms. Sandra Flum Indiana Department of Transportation 100 N. Senate Avenue Indianapolis, IN 46204 Summary In review of the drafted US 30 West Level Screening Report the City of Plymouth forwards the following comments to be considered before the Final Report and associated recommendations being prepared by CDM Smith and Team for the Indiana Department of Transportation (INDOT). As apart of the US 30 and US 31 Coalitions we are in support of creating a safer transportation network for both goods and people. The Freeway packages provide great positive connections and create a framework for connectivity for decades to come in</p>	12/13/2024	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>certain instances, but in others the negative severance of existing business and multi-generational family farms or fail to hit connectivity issues is imperative to discuss. Analysis The Level 3 Screening Report was drafted and shared for public consumption on November 12th, 2024 with public comment due on December 13th, 2024. Upon review of the document, the City’s current access points for, businesses, farmers, and residents are broken down into 4 different Planning Segments (8, 9, 14 & 15) which run from East of Queen Road to East of King Road and from South of 13th Road to the US 30/31 Interchange. At a critical nexus of US Highways in North Central Indiana the final recommendations from this PEL study has tremendous opportunity for development and commerce in Indiana, making sure that the proper plans are in place to promote these future projects is of the highest importance. There are several packages or proposed improvements within individual packages that are understandable, but there are a few proposals that are either being carried forward or recommended that could be improved. We have broken the review down into the individual planning segments. Planning Segment 8 The freeway package is roughly identical to what was locally proposed within the County 30/31 Plan with new bridges at Oak Road and Plymouth-Goshen Trail. Then the dispersion of Oak Traffic traveling East or West to the associated interchanges. The new interchange at or near Pioneer Road will provide long term connectivity and future vitality to Western Plymouth. It is with these improvements though that a discussion about the future of frontage/access roads is needed. To make these recommended improvements in a vacuum will lead to multiple negative impacts to the local infrastructure. Planning Segment 9 The freeway/expressway packages (with the exception of package 3) share a commonality and need for connectivity East of US 31 on the US 30 corridor. The packages each look to promote a safer connection than what is currently in operation, but there is a desire to retain a level of connectivity between King Road and US 30, and a limitation on this mobility will only short-change the future development of Plymouth. Planning Segment 14 The City’s far southside entrance is the historic Michigan Road Byway. Each of the packages as presented offer something beneficial, but individually they fall apart in meeting the benchmark of promoting mobility, equitability and local access. That is where the County 30/31 Plan shines in creating a comprehensive solution for 12th-13th Road intersections, which includes closing the intersection at 12th Road, creating an interchange at 13th Road and establishing a bridge at 12B Road that ties into a frontage road connecting all pieces together. This solution comes with a price tag, but promotes generational connectivity and investment between Plymouth, Argos, Bourbon and Knox. Planning Segment 15 Coming out of the Level 2 study, this was the planning segment that the City had earmarked of greatest interest. The expressway provides the options of good connectivity, but the missed opportunity of not advancing the connectivity of the historic Lincoln Highway from a bridge into an interchange could be a generational project of breathing new life into a historic road that once carried many travelers into Plymouth. The Lincoln Highway interchange will be the future of Plymouth’s Eastside Development unlocking thousands of acres within the immediate region and not having the interchange will lead to the significant</p>		

Comment	Date Received	Active Comment Period
<p>infrastructure and investment being reallocated along with adjustments to future land uses being cut off from US 30 and US 31. Conclusion Although our review only encompassed Planning Segments 8, 9, 14, and 15, the adjoining regions that are discussed in US 30 West, US 30 East and Existing INDOT projects in Southern Marshall County will have a significant impact on the future economic impact of not only Plymouth or Marshall County, but of Northern Indiana. Within the study, there are 15 segments and of that 9 are associated with Marshall County, of which 4 directly impact the development of Plymouth's future. There are approximately 35.5 miles of roadway that based on this study hang in the balance of the final recommendations. Being the nexus of US 30 and US 31, the impact of the US 30 West ProPEL study will have significant economic impact on the City of Plymouth not only for the transportation industry, but also in the agricultural industry that Indiana and Marshall County are so ingrained within. Many of the intersections/planning segments have improvements that will benefit the Indiana economy, but the safety and mobility improvements also need to benefit existing and future businesses and families. Request We support (in whole or in part) many of the recommended or carry forward packages within the US 30 West Propel Level 3 Study, but with the amendments including an interchange US 31 at Lincoln Highway and joint interchange improvement in the Michigan Road region. Sincerely, XXXXXX XXXXXXXXXXXXX and XX XXXXX</p>		
<p>I do not agree with the changes being proposed to US 30w, etc. the interchanges are going to cut off people from our community and that matters in a small town! We need a better plan that doesn't put people in danger of slower emergency response time, that doesn't isolate people from being able to easily get to Plymouth who live out of town and protects Plymouth, Argos, Grovertown, Walkerton, etc!</p>	12/13/2024	Level 3 Screening
<p>I believe this would be a detriment to our little community. For the safety of our school systems regarding transportation also the safety and ease of transportation for our farmers let alone every day driving ease.</p>	12/13/2024	Level 3 Screening
<p>I think that this study is trying to solve a problem that isn't there. By your own report you've stated that this will only decrease travel time by a small margin, which is pointless in my opinion. There are 2 limited access roads with in 10 miles of here, 80/94 and the toll road, that trucks could take. I also find it funny that the project only effects the rural communities while you guys have left Valparaiso to Merrillville section of 30 alone. Another issue I have with the report is that there are data in it that none of your people can explain where that coming from. In one of your charts for Wanatah section it list the amount of driveways being cut off and also amount of residencies/businesses that would be relocated, but when asked about that they can't name the places or even how that was came up with. To reiterate, I think this whole project is a reach. You own stuff in the very beginning say that US 30 is fine just how it is and that it is safe how it is. Nothing needs to be changed. I strongly endorse the option of do nothing no construction.</p>	12/13/2024	Level 3 Screening
<p>Dear Ms. Flum Thank you for the opportunity to comment on the Indiana Department of Transportation (INDOT) Level 3 Screening of Alternatives related to the US 30 Planning and Environmental Linkage Study (PEL). The US 30 Coalition has several comments for the record regarding these recommendations. First and most notable, the US 30 Coalition and the</p>	12/13/2024	Level 3 Screening

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<p>communities we represent are unwavering in our belief that a FREEWAY best meets the needs of the counties, cities and towns along the US 30 Corridor. A Freeway alternative is included in every segment of the draft document, of which we are appreciative. We feel it is imperative that this be continued through the Final Report. While we acknowledge that the financial constraints facing INDOT are challenging and will require time to navigate, maintaining a corridor-wide Freeway alternative in the Final Report will ensure a long-term comprehensive vision that is focused for the benefit of both government and private industry. In addition, we do have serious concerns with the continued inclusion of RCI's, right-in/right-outs, and other similar methods of traffic management. Members of our communities have been outspoken in their opposition to the use of such measures along the Corridor. We believe these at-grade intersection alternatives will hamper, rather than enhance, the Corridor's growth, utility, and safety in the decades to come. The Coalition also strongly objects to the assumptions concerning economic development, equity in transportation and driver expectation elements made in each segment. For example, the Expressway and Expressway Light options are projected to enhance these elements while the Freeway option is considered as neutral or even diminishing them. Yet business and industry all along the Corridor have been explicit and consistent in their belief that a Freeway is critical to the future maintenance and growth of their facilities as well as safety for their employees. Further, to assign a neutral value in driver expectation for the Freeway option, but to assume an Expressway/Expressway Light option enhances such expectations, makes no sense and is inconsistent with public comment. Given the importance and scope of this major transportation project, its potential cost, while important, is not the only variable of the equation to be considered. Yet the PEL Study infers that the high costs of construction associated with a Freeway alternative, diminishes its priority of inclusion in the Plan, with no regard given to the benefits and return on investment that a comprehensive Freeway solution would provide. The PEL should therefore include the economic benefits of the Freeway alternative. Indeed, INDOT's own study in 2013 showed that a US 30 Freeway will: a) Create 10,572 jobs; b) Increase GRP by \$959 million; c) Increase personal income by \$942 million; d) Save over 18,000 hours of travel delay daily; and e) Save over \$715 million in accident cost savings. We respectfully request that this information and analysis be included in the Final Report. I moved to Warsaw in 1972, the year the final segment of US 30 was opened and have witnessed the prosperity our communities enjoyed along the corridor for the last 52 years. I have also seen the efficiency of transportation erode and become more dangerous as the result of this growth. I most likely won't be around for another 52 years but I would like to insure that those who will, are able to benefit from the safety and prosperous growth that only Freeway US 30 will provide! We appreciate the significant work that has gone into the PEL study, as well as the opportunity to provide comment on the impact of this Project upon our communities. If we can provide any additional information, please do not hesitate to contact us. Sincerely, XXXXXX X XXXXXXXXXX</p>		
<p>Ms. Sandra Flum, On behalf of the Northeast Indiana Regional Partnership (NEI), I am writing to express strong support for the US 30 Coalition's position</p>	<p>12/13/2024</p>	<p>Level 3 Screening</p>

Comment	Date Received	Active Comment Period
<p>regarding INDOT's Level 3 Screening of Alternatives for the US 30 PEL Study. We urge INDOT to prioritize the Freeway alternative across all segments of the PEL study area in the Final Report, as it is critical to addressing Northeast Indiana's safety, economic development, and long-term infrastructure needs. A Freeway solution provides the necessary infrastructure to support sustained business growth, improve mobility, and enhance safety across our communities. It aligns with the region's vision for fostering economic vitality and positioning Northeast Indiana as a destination for investment and talent. We share the Coalition's concerns about the inclusion of RCLs and other traffic management options, which could impede safety and compromise corridor functionality. Additionally, I am concerned about inconsistencies in the methodological approach used to evaluate each segment's economic development goals. The lack of clear weighting or the inconsistent application of criteria across segments raises questions about the objectivity of the analysis. Statements regarding "substantial impacts" are also insufficiently supported by consistent methodologies or quantifiable data. The PEL economic development analysis does not adequately assess or score segments based on their potential to drive economic growth in areas of existing or prospective economic activity. Research from the Transportation Research Board consistently demonstrates that interchanges attract significantly more economic development than other solutions. This well-documented insight has not been adequately factored into the analysis, despite INDOT's own 2013 data showing that a Freeway alternative could generate over 10,000 jobs, nearly \$1 billion in GRP, and significant cost savings. These transformative impacts should be central considerations in the final analysis. While only three of the 11 counties NEI represents lie directly along the US 30 corridor, the safety and economic development outcomes of a Freeway solution will have a profound ripple effect across all 11 counties, benefitting the over 800,000 Hoosiers who call this region home. NEI appreciates INDOT's efforts in conducting this critical study and welcomes the opportunity to provide feedback. We strongly advocate for a comprehensive vision that prioritizes the Freeway alternative to ensure sustainable economic growth and improved safety for Northeast Indiana. We remain available to offer additional insights or assistance as needed. Thank you for your consideration. Sincerely, XXXXXXXXXX XXXXXX</p>		
<p>Dear Mr. Wallace: Thank you for the opportunity to submit comments in response to the Planning and Environmental Linkage Study Level 3 Screening for the US 31 corridor. The members of the US 31 Coalition appreciate the work that you have put into this process. As you are aware, the members and communities comprising the US 31 Coalition have long advocated for a freeway improvement on the corridor. We appreciate the study team "carrying forward" a freeway option in the study. However, the imagined freeway layout that is included in the Level 3 report is insufficient to meet the needs that have been conveyed to the study team. We understand that freeways by definition direct traffic to specific access points in order to improve safety, however, we would request that some additional access or cross-road connection be considered in particular locations. As the individual projects move into environmental analysis and</p>	<p>12/13/2024</p>	<p>Level 3 Screening</p>

Comment	Date Received	Active Comment Period
<p>project development, we would want to be included in further conversations to define the actual layout.</p> <p>In addition, as none of the options presented seem to be a perfect solution for the corridor, we ask that the Level 3 screening and the final report not include differentiators such as “recommended” or “carried forward”. The study team has done great work to narrow the 55 options down to five, and we do not believe it is prudent to weight those choices to make purely cost-driven decisions until INDOT’s future funding is known. We ask that all choices move forward in an equal manner, unless specifically eliminated in the Level 3 analysis.</p> <p>To that end, the members of the Coalition, along with the counties, cities and towns that are represented, have repeatedly made known their opposition to the use of r-cuts on the US 31 corridor. To have this improvement type considered once again is very disappointing. We understand the cost favorability of an r-cut, however, we hope that INDOT will look at all the factors impacting this decision.</p> <p>Related to this concern, we disagree with the ranking of study goals for each section. The study states that a freeway is neutral or even negative for economic development, while an expressway or expressway light enhances economic development. When industries and economic development associations all along the corridor have specifically asked for a freeway for this very reason, we request that the study team reconsider the assumptions made in this section.</p> <p>While we understand that the packages included in the report represent a continuum of cost, mobility and access, there is no consideration of the benefits (economic or otherwise) in this analysis. If this cannot be included in the final report of the PEL, we strongly recommend that it be included in the NEPA analysis for individual segments.</p> <p>Each county in the US 31 corridor has specific locations that need to be addressed for development projects, safety, or other concerns. We have included the intersections below and hope that INDOT will prioritize them as the projects move forward. These are not listed in any particular order, but all represent a need to be addressed sooner rather than later. Each have specific issues and may require a combination of improvements not included in any of the Level 3 options, which we would like to discuss further.</p> <p>Fulton County Olson/Monticello Road interchange Old US 31/Southway 31 overpass Court Road 650 South (Speck’s Corner) interchange</p> <p>Marshall County US 31 and Lincoln Highway US 31 and 18th Road (this location is in the SR10-CR700N project underway; however, it is included in these comments for consideration in the PEL).</p> <p>Miami US 31 and CR100N US 31 and Business 31 US 31 and SR 218 North US 31 and SR 18 US 31 and CR800S</p>		

Comment	Date Received	Active Comment Period
<p>Tipton County S 31 and CR450N US 31 and Division Road US 31 and CR500S Thank you for the opportunity to comment, and we look forward to continuing the conversation. Sincerely, XXXXXX XXXXXXXX</p>		
<p>Wanatah section: packages 4 and 5 are ridiculous and should not be considered at all. You can not cut off an entire community. Half the residents live on either side of the highway. Those of us on the north side of the highway depend on the fire and ambulance service on the south side. You would add more than a few minutes to emergency services. Seeing how we are already 30 minutes from any hospital that is insane!!!! I can't imagine what would happen to our little town if you block off all our streets.</p>	12/14/2024	
<p>Why would you want to change a town that is loved. Kids go to school there and are safe. We don't need another expressway. All of our small towns are being destroyed with no regard to what people want. WANNATH IS PERFECT.</p>	12/14/2024	
<p>I think an expressway would ruin our small communities in the surrounding area. We want to know that our children get to school safely, especially those on buses and young teenagers driving. There are already multiple accidents a year through this area due to careless drivers. And express would surely only cause more heartache. An expressway running through this area would not be good.</p>	12/14/2024	
<p>I would ask any part of this plan be reconsidered. The traffic didnt increase to this level until the tolls and restrictions got out of hand for trucks and other traffic. That road infrastructure is already in place to handle the traffic. The businesses along 30 in Wanatah would suffer and the safety with fire and emergency services would be terribly delayed. Crossovers or j turns are not the answer. Hwy 30 is not the problem. Fix whats already established with the toll road and 94 and leave 30 alone.</p>	12/14/2024	
<p>You have to reconsider this plan. It would disrupt travel for emergency services and school buses and farmers. The businesses along 30 would also suffer and end up closing because of the lack of traffic along that corridor. If you would correct the problems with the tolls and travel conditions on the toll road, which is already established this would not even be needed to look at. The traffic has only increased since the problems have began with the toll road north by Michigan City.</p>	12/14/2024	
<p>I am a co-founder and current president of the Historic Michigan Road Association (HMRA). One of our interests is in keeping the entire route of the Michigan Road drivable, as this is one of Indiana's earliest state roads (1830s) and deserves to be preserved. We see in the draft Level 3 report that it is being considered to upgrade to freeway standards the section of US 31 south of Plymouth that intersects with the Michigan Road. We at the HMRA can certainly see benefits in this, in terms of improving safety and reducing travel time on US 31. However, we ask that whatever option you choose, that you find a way for drivers to easily follow the Michigan Road, even if to do so means following a frontage road. It is important to the HMRA's mission and goals that drivers be able to stay on or near the Michigan Road as they travel between Argos and Plymouth.</p>	12/14/2024	

Comment	Date Received	Active Comment Period
Don't want any of this to happen. Not safe, will kill our town business's, will close our road and make it a mess. 30 is fine and no problems.	12/14/2024	
<p>I, a resident of Southern La Porte County, I do travel across U.S. 30 multiple times every week. I have attended several of your "Public Meetings". After reading your report and recommendations for the "Planning Segment 3 - Hanna" of ProPel 30; I have the following thoughts: Your report talks about statistics and possible situations that MAY occur. My recommendation is please check the recent accidents reports to see what HAS actually happened. The fact is that there have been very few accidents within the Planning Segment 3 Hanna section of U.S. 30. Your report is concerned with the railroad crossing near Thompson Street at the entrance to Hanna. This railroad has limited crossing of US 30; it is only a rail line used to transport grain from Union Mills to a connecting rail line to the south of U.S 30; with only several crossing per week. If additional warning signals were installed, the concerns and safety would be met. I'm a member of the Lutheran Church in Hanna, our membership is comprised of residence from both sides of U.S; currently 69% of our weekly attendance is from members who live north of US 30. Making the changes that ProPel30 recommends will affect these members, and will have an effect on our church, There are two restaurants in Hanna; they are both struggling to stay open, the other day when I had stopped into one of the restaurants, I calculated the number of customers by their residence, 71% were from north of U.S.30 residents. With the recommendations listed on ProPel30; there will be an adverse effect on these restaurants. My other concern is for the people coming to the Food Panty in Hanna; with the recommendations as explained in the ProPel30 Report. It will affect these people, by causing them to having to travel farther to reach the pantry. They are trying to conserve their limited moneys, but the extra travel with cause a hardship for them. Other activities that, the recommendations of ProPel30, will be adversely effected are; activity at the Hanna Baseball Diamond (Little League and Softball Teams), Hanna Summer Fest at the park (local venders), Lions Club activities, and seasonal activities in the town. The crossing at 600 west is the main road to South Central School, some of the recommendations would have an adverse effect on the students trying to attend activities at the school. My recommendation is to implement the No-Build: Arterial or at most the Package 1: Arterial. The No-Build: Arterial would allow our community to continue to survive and enjoy being a Rural Indiana Community. Please protect our community!!! Respectfully Submitted.</p>	12/14/2024	
Did you receive my comments?	12/14/2024	
<p>I am writing to express our serious concerns regarding the proposed Propel US 30 West expressway segment for Wanatah. While we understand the intention to improve traffic flow and safety, the specific impact of this project on our community raises significant challenges that outweigh the anticipated benefits. 1. Student Safety and School Transportation The proposed expressway creates substantial risks for student safety and disrupts school transportation logistics. Wanatah students rely on efficient bus routes to travel safely to and from school. The proposed changes would increase travel times, introduce dangerous intersections, and complicate navigation for school buses. Additionally, by reducing Wanatah's accessibility for families,</p>	12/14/2024	

Comment	Date Received	Active Comment Period
<p>this project threatens school enrollment and, by extension, critical funding for our educational system. Alternative Proposal: Simple and cost-effective solutions, such as enforcing speed limits or adding a stoplight in the current three-mile stretch, could significantly improve safety without disrupting student transportation or creating long-term enrollment challenges. 2. Emergency Response Concerns The expressway poses a clear threat to public safety by delaying emergency response times for the Wanatah Fire Department and other first responders. Timely emergency services are vital in a small town like ours, and any design that impedes access could have life-threatening consequences. Alternative Proposal: Incorporating emergency access points or retaining existing road designs with minor adjustments could ensure emergency services remain unhindered. These measures would preserve safety without the need for an expressway. 3. Negative Economic Impact on Local Businesses Local businesses are the lifeblood of Wanatah’s economy. The expressway would divert traffic away from our town, depriving businesses of essential customers and threatening their ability to thrive. This loss would ripple through the community, leading to job losses and economic stagnation. 4. Loss of Agricultural Land and Stifled Growth Potential The proposed expressway would consume valuable agricultural land, adding to the alarming statistic that Indiana has already lost 65% of its farmland over the past two decades. For a community like Wanatah, which values its agricultural heritage, this loss is unacceptable. Furthermore, the expressway would stifle growth opportunities by disrupting the very assets that attract residents and businesses to our town. Alternative Proposal: Redirect traffic flow improvements to existing routes, such as the toll road north of Highway 30. This approach avoids unnecessary disruption to farmland and preserves Wanatah’s potential for sustainable growth. 5. Minimal Gains for High Costs The limited gains from the proposed project do not justify the substantial taxpayer expense. Addressing safety and traffic concerns with targeted interventions, such as traffic calming measures or stricter enforcement of existing laws, would deliver meaningful improvements without incurring the excessive costs and negative impacts of an expressway. Conclusion I urge you to reconsider the Propel US 30 West expressway project in its current form. Wanatah’s identity, economy, and future growth are at stake. Practical, community-focused alternatives exist that can address safety and traffic concerns without undermining our town’s values, heritage, and vitality. The legal teams willing to represent the town of Wanatah, Landowners and Businesses are ready to fight any movement of the movement of the project would be a waste of taxpayers money for such a small area of highway 30 while areas like Merrillville, Schererville and Valparaiso remain mostly untouched yet are seemingly unsafe parking lots because of the traffic. Wanatah seems to be insignifigant in the big picture to obstruct such a fantastic town. I welcome further discussion and collaboration to ensure that any infrastructure changes serve the best interests of Wanatah’s residents and stakeholders.</p>		
<p>An express way running through Wanatah is not only a safety concern for our residents but especially the young kids in these communities that drive them selves. I moved to Wanatah for a small town living and the safety. An express is going to seriously disrupt this very quiet community.</p>	<p>12/14/2024</p>	

Comment	Date Received	Active Comment Period
Our small community of Wanatah would be destroyed by limiting access from US-30 to our town and businesses. Please reconsider the proposal to keep our town on the map. The school is also right off US-30 bringing safety concerns to our children. Additionally, we have bald eagles nesting in the area.	12/14/2024	
Very professional research and public presentation of this huge project.	12/15/2024	
We do not need you to ruin the town of Wanatah. We are great community. You will cause so many safety issues for our town.	12/15/2024	
Very professional research for all 3 levels.	12/15/2024	
We prefer Wanatah to stay a no build community.	12/17/2024	
We prefer Wannatah to be a no build community.	12/17/2024	
Favors wider median. Favores accel-decel lanes. Not a fan of RCT due to trucks having issues with navigating and no need for J-turns with widened medium. Read about ProPEL in Culver citizen. Took a L3 report to give to Culver Library. Provided a newspaper report from Culver Citizen. Not much knowledge of the project prior to the meeting.	12/17/2024	
I clarified comments received after Dec 13 will try to be incorporated as may be possible in Level 3 but otherwise would be in final pel report. She asked if median is closed with RIRO and I said yes. This impacts her and others in Wanatah with drive access to US 30 only. I told her you would need to drive down to the next available location to turn around. I also said it's possible other access options could be reviewed during the time of any potential project development, such as an access road. She asked if they ask for No Build does that also mean no on the bypass? I said, it would be interpreted to mean none of the packages are desirable if a comment came in saying to do the no build. Her concern was INDOT would still think the bypass was acceptable if they said no build because it's a road on a different alignment. She is encouraging others to submit comments.	12/18/2024	
The plans for US30 at this time seem like they would be detrimental to small towns along the path - cutting off access to small towns and slowing emergency service response times. Overpass bridges of major rural junctions should be considered rather than devastating entire growth potential of towns along the path.	12/19/2024	
<p>Dear Propel US 30,</p> <p>On January 23, 2025, the Wanatah Town Council held a special meeting to discuss the Propel 30 Highway project. Forty-three people attended the meeting and were quite engaged with the topic. As your organization is aware, the Town requested an extension to the December 13th deadline for comments on the study. Unfortunately, the Town was denied any additional time to respond. At the December Town Council meeting we were told by a Propel 30 representative to submit our input as soon as possible regardless of the outcome of the request. The Council is more than disappointed with that denial considering that the Level 2 Screening Report was released for review on the 12th of November. Thirty days to review the report, meet as a Town, consider the report, and provide a meaningful response is disgraceful given the potential impact on the Town.</p>	1/29/2025	Level 3 Screening

Comment	Date Received	Active Comment Period
<p>Propel 30 and INDOT need to understand that this study impacts every facet of the day-to-day workings of not only the Town of Wanatah, but also the everyday lives of the people who call the Wanatah area home. The potential impacts include as follows:</p> <ul style="list-style-type: none"> - Public Safety. All of the plans presented basically eliminate all crossovers on US 30. This will drastically change how emergency service organizations respond to fires, police and ambulance calls. Logistically cutting the town in half will have adverse effects on response times to emergencies. This has been brought to our attention by our local fire department. While not official, we also understand that the current location of the ambulance base may be in a poor location depending on how US 30 is reconfigured through town. It will likely need to be moved. Does Propel 30 expect the taxpayers of LaPorte County to foot the bill? - Utilities. The Town of Wanatah owns and maintains wastewater and drinking water utilities. Some of the infrastructure crosses or runs parallel to the proposed project. It is certain that lines and possibly even a lift station will need to be relocated, resulting in significant expense. Does Propel 30 expect the Town of Wanatah to shoulder the cost for this? - Planning. This project will directly affect future growth of the Town. For example, a by-pass to the North of town will likely create limited access and cause major difficulties for future growth. The addition of an interchange will also increase the potential of land use improvements the Town may not consider beneficial to the town. Without question, the chance of a large sized truck stop and other associated businesses will likely be requested by some developer. Regardless of the chosen plan, the Town should have planning and zoning control over a determined area within a determined distance outside the current Town limits. The intersections of highway 10 and 2 along Interstate 65 provide possible future scenarios of what could happen in Wanatah. - Local law enforcement. A planned roadway project without consideration of future developments will most likely open the floodgates of land use which will require a full-time police department to be established. Speeding through town on US 30 is rarely enforced now. If Wanatah is required to establish a police department to oversee problems caused by the Propel 30 project, does Propel 30 account for the funding needed for such cost? - Local Businesses. Local businesses have been at the heart of our community since it was founded in 1865. The legacy of those founders continues to live on in all the businesses in town. Many of these are in the proposed Propel 30 project boundaries. The decisions made for this study will certainly impact these businesses. Small towns such as Wanatah are not like Fort Wayne or Columbia City where the loss of one business is likely not concerning for the City Executives. Wanatah mourns the loss of each business because it is more than just a tax revenue source for the political entity. Each business in the Town has been built, often for generations, with sweat, tears, 		

Comment	Date Received	Active Comment Period
<p>and back breaking hours to make the business a success. These are the businesses that employ many of our citizens and support our schools and youth programs. Several of the study modifications would not just hurt many of these businesses but would force their closure. The Town has experienced the loss of businesses just to the demands of markets and national economics. We are not willing to watch these businesses falter or close without careful consideration in their protection.</p> <p>- Existing subdivisions. Both J-Mar Acres and Herrold’s Subdivision will be directly impacted by this project, especially if the bypass is considered. The bypass in essence will build an elevated wall on the North side of town. What will be the result of the citizens’ property values who have invested in these homes?</p> <p>Finally, the greatest problems on US 30 through Wanatah are due to excessive speed. Many discussions have taken place trying to reduce speed through town. Unfortunately, many were barely given consideration by INDOT. Very little has been accomplished in hopes of traffic staying even close to the posted speed limit. The problem continues to worsen with vehicles, especially semis trying to “time” the light change. It is common to see drivers speed up before the light changes. Running a yellow or even a red light is quite common.</p> <p>As a result of the public meeting the Council has brought forth several opinions:</p> <p>- We understand that all the crossovers cannot be kept as is. However, eliminating all of them is not acceptable. There must be a conversation about how to achieve a safer route while still allowing some ingress and egress across US 30 through town.</p> <p>- The intersection of US 30 and 421 was heavily discussed. The roundabout was discussed in much detail at the public meeting. The concluding opinion by most in attendance and favored by the Town Council is it is worth further review as it would make for a safer route through the town.</p> <p>While we understand that this project is complicated and any alternatives must be looked at more closely if any project proceeds. These are the Town’s initial comments and we look forward to continued dialogue so decisions aren’t made which will be detrimental to the people of our Town.</p> <p>Best Regards, Councilman *****</p>		

Level 3 Public Information Meeting (Wanatah) Conversation Notes – November 13, 2024

- Concerns regarding their comments /thoughts mattering and being considered.
- Many questions regarding where properties may be relocated. Some people noticed the number of relocations listed in the report and wanted to know specifically which properties they were.
- General confusion regarding the screening process and package development, although I only received questions about this prior to the presentation, so I think that clarified things.
- People are concerned that we are only thinking about people traveling along US 30, and not thinking about the people who live around US 30 and improving safety and mobility for them.
- High number of requests for acceleration/deceleration lanes, turn lane modifications, etc. that we did not include as a standalone concept in Level 3. Additionally, many of these requests came at Secondary Intersections that we did not even mention these improvements for (but we did at lots of the primary intersections.)
- One woman who lived in Grovertown was primarily concerned with being able to travel to and from Wanatah which is a trip she normally takes to travel to a relative's place. She was glad to see that there would still be a convenient route she could take for all the options being carried forward. However, she was concerned that one of the options included a directional left at SR 23 where you would not be able to make a left or thru-movement to travel to Plymouth. She expected that since SR 23 is a state road that all movements would be allowed at that intersection. I explained a couple of ways she would still be able to take to get on eastbound US 30 but I encouraged her to leave a comment.
- The same woman also asked about the boulevard left proposed in Segment 8 in packages 1,2,3. She said it would be a mistake and would not reduce accidents. I pointed out that shifting the left turns out of the intersection reduced conflict points and the severity of the crashes was also reduced. She also said that having a roundabout on US 30 as shown in package 3 would be a mistake.
- Concerns for access across US 30 for emergency responders. Emergency response will be slower with all the RIRO or closures.
- Bypass around Wanatah will destroy business for the businesses along existing US 30 through Wanatah.
- How is access going to be maintained to US 30 for people who live on US 30 (homes) for the freeway options?
- The radio tower needs to have access from the west to turn north to the tower. The large cranes can't make the right turn from the east; they need to come from the west and turn left to the drive that accesses the tower. This tower is critical for several entities, including INDOT.
- It is cheaper for truckers to use US 30 vs. the Toll Road. That is why there is so much truck traffic along US 30 so improvement to traffic flow would be good.
- Most of my conversations were about how hard it was to get on and off US 30 without traffic running them over. They said that they wanted acceleration and deceleration lanes at several intersections along the corridor.
- Another comment that someone made was that emergency services have a hard time getting on to US 30 because traffic does not stop for them.
- Concern at SR 39 intersection. INDOT should look at modifying all red or yellow intervals. Maybe advanced sign to warn when signal is changing.
- General concern for farmers having to go back and forth across US 30. How well would that work if RCI or even if freeway and have to travel distance to find overpass?
- Don't want impacts to businesses in Wanatah.

APPENDIX I: SUMMARY OF AGENCY COORDINATION EFFORTS

Resource Agency Meeting (RAC) #1 Invitation, Presentation, and Meeting Summary – October 5, 2023



September 1, 2023

RE: Invitation to Participate in ProPEL US 30 West Planning and Environment Linkages (PEL) Study, Review of Environmental Constraints Report, & Review of Draft Purpose and Need Report, Des. No. 2100113

Dear Resource Agency or Cultural Resources Stakeholder,

The Indiana Department of Transportation (INDOT) is conducting a Planning and Environment Linkages (PEL) study on the US 30 corridor in Porter, LaPorte, Starke, Marshall, and Fulton counties, Indiana, hereinafter referred to as ProPEL US 30 West. The ProPEL US 30 West study area is centered along US 30 from SR 49 in Porter County east to Beech Road in Marshall County. The study area also includes the section of US 31 between US 30 in Marshall County and West County Road 700 North in Fulton County.

The ProPEL US 30 and US 31 studies were introduced to state and federal resource agencies and cultural resources stakeholders during a virtual meeting on January 27, 2023. This letter is the next step for resource agency coordination for the ProPEL US 30 West study.

PLANNING AND ENVIRONMENT LINKAGES (PEL) OVERVIEW

A PEL study is a way for transportation agencies to make and document planning decisions. PEL studies are a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the planning process. PEL studies occur early – before specific projects are identified – and engaged stakeholders at the earliest possible time, which allows INDOT to better understand community needs and to develop alternative solutions that meet those needs. The ProPEL US 30 West study will be conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning products from the PEL study will shape and inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). More information on the PELs can be found at [Planning and Environment Linkages | Environmental Initiatives | Environmental Review Toolkit | FHWA \(dot.gov\)](#).

INVITATION TO PARTICIPATE IN THE PEL STUDY

To encourage early, meaningful, and productive public and stakeholder engagement, INDOT invites you to participate in the ProPEL US 30 West study. Through the PEL study, INDOT is working with the community, stakeholders, and resource agencies to identify a draft purpose and need, as well as study area goals. Following the identification of needs and goals, INDOT will again work with the community, stakeholders, and resource agencies to identify and evaluate potential solutions to the study area needs and goals.

During the PEL study, agency coordination will occur through the transmittal of documentation for review and comment, as well as two virtual agency coordination meetings. Resource agency reviews of documentation and meetings are anticipated at the following three main steps in the study:

1. PEL Study Initiation Letter/Environmental Constraints Report/Draft Purpose and Need Report (report/memo review and meeting)
2. Alternatives Screening Memoranda
 - a. Universe of Alternatives Identification and Screening (memo review only)
 - b. Preliminary Alternatives Identification and Screening (memo review only)

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- c. Reasonable Alternatives Identification and Screening (memo review and meeting)
- 3. PEL Study & Recommendations Report (report review only)

The study team would like your input to better understand any potential considerations that your agency believes are important to this PEL study. By way of this letter, INDOT invites you to participate in the ProPEL US 30 West study.

ENVIRONMENTAL CONSTRAINTS REPORT

The ProPEL US 30 West Environmental Constraints Report is available for your review at the link below. This report documents potential environmental resources near the study area and is intended to be used as a tool during the PEL study. Information in the report was collected using on-line database searches, review of aerial imagery and Google maps, desktop GIS analysis, and limited field reconnaissance. Additional, more detailed field studies will be completed once projects and funding are identified, during normal project development coordination.

- [Environmental Constraints Report website link](#)

An Above-ground Cultural Resources Identification Memorandum is included as an attachment to the Environmental Constraints Report and is also included separately at the link below if you would prefer to only review information related to cultural resources.

- [Above-ground Cultural Resources Identification Memorandum website link](#)

An Archaeological Resources Identification Memorandum will be provided separately to the State Historic Preservation Officer (SHPO) for review.

DRAFT PURPOSE AND NEED REPORT

The ProPEL US 30 West Draft Purpose and Need Report is available for your review at the link below. The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternatives development and evaluation. The statement identifies specific transportation problems (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives. Potential alternatives determined not to meet the purpose and need will be eliminated from further consideration. Additionally, project goals that are desirable, but not required outcomes, can guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

- [Draft Purpose and Need Report website link](#)

VIRTUAL RESOURCE AGENCY & CULTURAL RESOURCES STAKEHOLDER MEETING INVITATION

We invite you to participate in a virtual Resource Agency & Cultural Resources Stakeholder Meeting on October 5, 2023, from 1:00 to 2:30 PM (EDT) via Microsoft Teams. An Outlook meeting invitation was previously sent out to all invitees with the Microsoft Teams link. At this meeting, we will provide a brief overview of the PEL study, discuss the ProPEL US 30 West study, summarize the results of the Environmental Constraints Report, discuss the Draft Purpose and Need Report, summarize public involvement to date, and answer any questions you have on the study.

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Microsoft Teams meeting
Join on your computer, mobile app or room device
[Click here to join the meeting](#)
Meeting ID: 230 959 792 87
Passcode: eKvFjJ
[Download Teams](#) | [Join on the web](#)
Or call in (audio only)
(844) 566-5330, 33078916# United States (Toll-free)
Phone Conference ID: 330 789 16#

REQUESTED INPUT

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

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

If possible, please respond within 45 days of the receipt of this letter to:

Gina Murphy, Resource Agency Coordination
211 N. Pennsylvania Street, Suite 1750
Indianapolis, IN 46204
816.412.3115
MurphyGL@cdmsmith.com

INDOT looks forward to your participation. Should you have any questions, please contact me at 317.829.9619 or LackeyBW@CDMSmith.com.

Sincerely,



Brett W. Lackey
Project Manager
CDM Smith

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cc: Jonathan Wallace, INDOT Project Manager
Sandra Flum, INDOT Deputy Project Manager
Laura Hilden, INDOT Director of Environmental Services
Nicole Fohey-Breting, INDOT Manager of Environmental Policy Office
Matt Coon, INDOT Manager, Cultural Resources Office
Clint Kelly, INDOT Cultural Resources Office

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RESOURCE AGENCIES & CULTURAL RESOURCES STAKEHOLDERS LIST

Federal Agencies

Kari Carmany-George, Federal Highway Administration
Patrick Carpenter, Federal Highway Administration
David Calease, National Park Service, Midwest Regional Office
Erik Sandstedt, US Department of Housing & Urban Development, Chicago Regional Office
Elizabeth McCloskey, US Fish and Wildlife Service, Northern Field Office
Aaron Damrill, US Army Corps of Engineers, Detroit District
Paul Allarding, US Army Corps of Engineers, Detroit District
Charles Uhlarik, US Army Corps of Engineers, Detroit District
Ryan Cassidy, US Army Corps of Engineers, Detroit District
Paul Leffler, US Army Corps of Engineers, Chicago District
David Bucaro, US Army Corps of Engineers, Chicago District
Alex Hoxsie, US Army Corps of Engineers, Chicago District
Stasi Brown, US Army Corps of Engineers, Chicago District
Kathleen Chernich, US Army Corps of Engineers, Chicago District
John Allen, Natural Resources Conservation Service
Elizabeth Pelloso, US Environmental Protection Agency, NEPA Implementation Section Region 5
William Stanifer, US Coast Guard, Ninth District
Michael Walker, US Coast Guard, Ninth District

State Agencies

Alisha Turnbow, Indiana Department of Environmental Management, Groundwater Section
Randy Braun, Indiana Department of Environmental Management, Wetlands and Stormwater
Jay Turner, Indiana Department of Environmental Management, Wetlands and Stormwater
Jason Randolph, Indiana Department of Environmental Management, Wetlands and Stormwater
Jessica Gumbert, Indiana Department of Natural Resources, Division of Fish and Wildlife
Erica Gummere, Indiana Department of Natural Resources, Division of Outdoor Recreation
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation

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Tyler Lewandowski, Indiana Department of Transportation, Office of Aviation
Kankakee River Basin and Yellow River Basin Development Commission

Local Agencies

Carrie Trent Kuchel, Starke County Environmental Management
Chelsey Gordon, Porter County Storm Water Management
Michelle Benson, Porter County Soil and Water Conservation District
Jake McEvoy, Porter County Parks and Recreation
Marshall County Soil and Water Conservation District
Jeremy Sobbecki, La Porte County Parks
Chris Havens, La Porte Soil and Water Conservation District

Cultural Resources Stakeholders

Beth McCord, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Toni Giffin, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Blake Swihart, Indiana Landmarks, Northwest Field Office
Shirley Willard, Fulton County Historian
Melinda Clinger, Fulton County Historical Society
Kevin Matthew Pazour, Porter County Historian
Donna Resetar
Carley Lemmon, Valparaiso Historic Preservation Commission
Bruce Johnson, La Porte County Historian
Hanna Historical Society
Danielle Adams, La Porte County Historical Society
The Wanatah Historic Society
Venita Cunningham, Starke County Historian
Dolores Surfus, President; Starke County Historical Society
Doris Freed, Secretary; Starke County Historical Society

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Kurt West Garner, Marshall County Historian

Sandy Garrison, Marshall County Historical Society

Kurt Garner, Wythougan Valley Preservation Council, Inc.

Debra Parcell, Indiana Lincoln Highway Association, Inc.

John Hodson, Kankakee Valley Historical Society

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**ProPEL US 30 West
Resource Agency & Cultural
Resource Stakeholder Meeting**

October 5, 2023

Introductions

AGENDA



Introductions – Study Team

US 30 West:

- Brett Lackey – CDM Smith
- Gina Murphy – CDM Smith
- Marian Hull – CDM Smith

Study Advisor:

- Adin McCann – HNTB
- Stacey Osborn – HNTB

Introductions – FHWA & INDOT

FHWA:

- Kari Carmany-George
- Patrick Carpenter

INDOT Project Managers:

- Sandra Flum – US 30
- Jonathan Wallace – US 31

INDOT Environmental Services:

- Laura Hilden
- Nicole Fohey-Breting
- Drew Passmore
- Sandy Bowman
- Matt Coon
- Clint Kelly
- Cindy Mauro
- Susan Branigin

Introductions – Resource Agencies

IDNR DHPA

- Beth McCord
- Chad Slider
- Toni Giffin
- Wade Tharp

Indiana Landmarks

- Blake Swihart, Northwest Field Office

Local Organizations/Individuals

- Melinda Clinger, Fulton County Historical Society
- Shirley Willard, Fulton County Historian
- Kevin Matthew Pazour, Porter County Historian
- Carley Lemmon, Valparaiso Historic Preservation Commission
- Bruce Johnson, La Porte County Historian
- Danielle Adams, La Porte County Historical Society
- Dolores Surfus, Starke County Historical Society
- Doris Freed, Starke County Historical Society
- Sandy Garrison, Marshall County Historical Society
- Kurt Garner, Wythougan Valley Preservation Council, Inc
- Debra Parcell, Indiana Lincoln Highway Association, Inc.

Introductions – Resource Agencies

National Park Service

- David Calease

USACE

- Aaron Damrill, Detroit District
- Paul Allerding, Detroit District
- Charles Uhlarik, Detroit District
- Ryan Cassidy, Detroit District
- David Bucaro, Chicago District
- Alex Hoxsie, Chicago District
- Stasi Brown, Chicago District
- Kathy Chernich, Chicago District

USEPA

- Elizabeth Peloso

USFWS

- Elizabeth McCloskey

US Coast Guard

- William Stanifer, Ninth District
- Michael Walker, Ninth District

USHUD

- Erik Sandstedt

IDEM

- Alisha Turnbown, Groundwater
- Randy Braun, Wetlands/Stormwater
- Jason Randolph, Wetlands/Stormwater
- Jay Turner, Wetlands/Stormwater

Indiana Aviation

- Tyler Lewandowski

NRCS

- John Allen

IDNR

- Jessica Gumbert, Div. Fish & Wildlife
- Erica Gummere, Div. Outdoor Recreation
- Dale Brier, Div. Outdoor Recreation

Meeting Purpose



1. Provide an overview of the ProPEL US 30 and US 31 studies.



2. Share information and answer questions regarding: environmental constraints, public involvement and the draft Purpose & Need for ProPEL US 30 West.



3. Communicate next steps for the ProPEL US 30 West study.

PROPEL US 30 & US 31 STUDIES OVERVIEW



ENVIRONMENTAL CONSTRAINTS



ENVIRONMENTAL CONSTRAINTS REPORT

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



PLANNING AND ENVIRONMENT LINKAGES (PEL)

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



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

ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

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

Four Consultant Teams

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

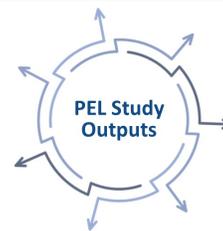


ProPEL US 30 & US 31 STUDIES PROCESS



ANTICIPATED STUDY OUTCOMES

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



UNDERSERVED COMMUNITIES

- **Communities with environmental justice (EJ) concerns:** Minority populations (12.5%) and low-income populations (6.5%).
- **Disadvantaged Communities (DAC):** Communities present within the study area are based on federal tools identified by the USDOT.
- **Other underserved communities** including: persons with limited English proficiency (1.1%); households with limited vehicle access (4.9%); households with limited internet access (13%); and five mobile home/manufactured home parks found adjacent to the existing alignment.

WATER RESOURCES

- 767 NWI wetlands
- 193 stream segments
- 16 floodplain polygons
- 56 IDEM 303(d) listed streams crossings
- 48 Muck/Peat soil crossings of existing alignment



Kankakee River

LAND USE - Continued

- **LaPorte County**
 - Land use is agricultural in the US 30 corridor with the exceptions of Wanatah and Hanna. There are a few commercial properties and residences along the corridor.
- **Starke County**
 - Land use is agricultural along US 30 and residential in the town of Hamlet. Industrial zoning is near US 30 and 35.
- **Marshall County**
 - Land use is primarily agricultural along US 30 except within the city limits of Plymouth and the corporate boundaries of Bourbon and Argos. Along the US 31 corridor (south of the interchange with US 30), the current corridor is also primarily agricultural. There are existing residences along the study corridor within these agricultural areas, but most are scattered and along existing county roads.



Argos Community Park

CULTURAL RESOURCES

- ABOVE-GROUND:**
- 23 "Outstanding" or "Notable" NRHP-eligible resources

- ARCHAEOLOGY**
- 40 sites but none were listed as "eligible" or "potentially eligible" for NRHP

- CEMETERIES**
- 14 sites

SUMMARY OF ENVIRONMENTAL FEATURES

- TRANSPORTATION:**
- 4.9% of households in study area have no motorized vehicle access
 - 7 railroads (3 crossings)
 - 3 airports

- COMMUNITY RESOURCES:**
- 3 schools
 - 7 trail segments
 - 18 places of worship
 - 1 police station
 - 57 census tract block groups for underserved communities

- NATURAL RESOURCES:**
- 193 stream crossings
 - 16 floodplains
 - 767 NWI wetlands
 - 5 federally listed species

- CULTURAL RESOURCES:**
- 23 potentially eligible above-ground cultural resources
 - 14 cemeteries

- SECTION 4(f) RESOURCES:**
- 14 potential non-historic Section 4(f) sites

LAND USE

- Primarily agricultural with some residences and commercial properties
- **Porter County**
 - Along north side of US 30, generally developed on the north side of the roadway out towards CR N 450 E.
 - Along south side of US 30, there are commercial and industrial facilities but more cropland and larger wooded tracts of land
- **Fulton County**
 - To the west of US 31, the current land use is agricultural. To the east, the current land use is a landfill.



PROTECTED SPECIES

- **5 federal threatened and endangered species**
 - Indiana bat
 - Northern long-eared bat
 - Eastern massasauga
 - Sheepsnose mussel
 - Rayed bean



Indiana bat.

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

- **Section 4(f) resources:**
- 3 managed lands
 - 4 recreational facilities
 - 7 planned trails

- **Section 6(f) resources:**
- each county in the study area has section 6(f) resources
 - only Marshall County has five properties located within ½ mile search radius



Dunes Kankakee Trail



STUDY ISSUES AND OUTCOMES

Issues (Need)	→	Desired outcome (Purpose)
Regional and Statewide Mobility – Maintain and improve safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area.		Improve overall corridor efficiency for longer distance passengers and freight trips
Safety – higher rates of crashes occur at conflict points along US 30 such as intersections, medians, crossings, and turning areas.		Improve safety to reduce the number and severity of crashes
Corridor Access – Reduce non-compliant access points to US 30 such as driveways and farm field approaches.		Consolidate access points while ensuring that residential, commercial, and emergency responders can access the corridor.
Roadway Deficiencies – certain medians, bridges and interchange ramps need improvements.		Enhance infrastructure of US 30 to improve the efficiency and reliability of US 30



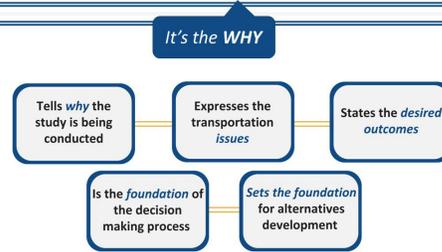
STAKEHOLDER FEEDBACK



- More than 400 registered stakeholders
- 600+ public comments received
- Comment themes include:
 - Mobility and access to, from, and across US 30
 - Safety concerns
 - Maintaining the rural character of the corridor
 - Supporting agriculture and agricultural access
- Other comments mentioned economic development, bike, pedestrian, and transit concerns and environmental concerns.



WHAT IS A PURPOSE & NEED STATEMENT?



STUDY GOALS

1 Economic Development	2 Equity in Transportation	3 Multimodal Access and Connections	4 Emerging Technologies	5 Fiscal & Environmental Practicality	6 Corridor Character	7 Local Access
Provide adequate transportation infrastructure to support local economies and economic development goals.	Provide equitable solutions that consider the needs of underserved communities.	Accommodate non-vehicular modes of travel and transit in and around the study area.	Support technologies and related infrastructure, including alternative, fast, autonomous or connected vehicles.	Identify locally responsible improvements and avoid/minimize impacts to the human and natural environment.	Maintain character of local communities within the corridor.	Balance transportation improvements with maintaining and improving local access.

PUBLIC OUTREACH & ENGAGEMENT

- 5 public information meetings (in-person and on-demand)
- 2 Stakeholder Advisory Committee meetings
- 20+ community outreach activities (special events, fairs, festivals, office hours)
- 10+ community presentations
 - Local Economic Development Organizations
 - Farm Bureau
 - Planning Commissions
 - Media
 - Legislators

COMMUNITIES WITH EJ CONCERNS

- Intentional, targeted outreach to communities with Environmental Justice concerns in the study area continues
 - Hosted a series of in-person “office hours” in libraries located in EJ communities
 - Public meeting postcard invitations sent via Every Door Direct Mail
 - Public meeting locations
- Translated study fact sheet and FAQ materials to Spanish





NEXT STEPS/ACTION ITEMS

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

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

*If possible, please respond on or before October 16, 2023.

POTENTIAL SOLUTIONS

THANK YOU!

ProPEL US 30 West Agency & Cultural Resource Stakeholder Meeting #1 MEETING SUMMARY

Date: October 5, 2023, 1:00 p.m. – 2:30 p.m.

ATTENDEES

Name	Organization	Name	Organization
Gina Murphy	CDM Smith	Liz Pelloso	EPA
Brett Lackey	CDM Smith	Wade Tharp	INDNR
Marian Hull	CDM Smith	Jessica Gumbert	INDNR
Melissa Santley	CDM Smith	Rachel Van Voorhis	INDNR
Adin McCann	HNTB	Chad Slider	INDNR
Sandra Flum	INDOT	Toni Giffin	INDNR
Jonathan Wallace	INDOT	Liz McCloskey	US Fish & Wildlife
Susan Branigin	INDOT	Sandy Garrison	Marshall County Historical Society
Matthew Coon	INDOT	Blake Swihart	Indiana Landmarks
Cindy Mauro	INDOT		
Lauren Hilden	INDOT		

Name	Organization	Name	Organization
Sandra Bowman	INDOT		
Clint Kelly	INDOT		
Patrick Carpenter	FHWA		
Paige Story	FHWA		
La’Keshia Stewart	FHWA		
Karstin Carmany-George	FHWA		

MEETING SUMMARY

The purpose of the meeting was to provide an update to the state and federal resource agencies and cultural resource stakeholders on the ProPEL US 30 and US 31 studies. The meeting was a platform to share information and answer questions regarding: public engagement activities, environmental constraints, and the draft Purpose & Need for ProPEL US 30 West.

1. INTRODUCTIONS AND PLANNING PROCESS

- a. The ProPEL US 30 West study team members introduced themselves prior to speaking throughout the presentation. A list of Advisor and Study Team members participating in the meeting can be found on the first page of this summary.
- b. **The Planning and Environment Linkages (PEL) process for the ProPEL US 30 & 31 Studies was introduced as it is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning studies.**
- c. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- d. Public input is an integral part of the PEL studies. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- e. The attendees were given an update on the study timeline and noted that ProPEL US 30 & 31 studies are currently analyzing alternatives phase. This includes identifying

potential improvement alternatives, and identifying environmental and community impacts.

- f. The anticipated study outcomes include:
 - o Identify Purpose & Need
 - o Preliminarily assess impacts, potential permits, mitigation
 - o Engage and educate stakeholders and resource agencies
 - o Develop a set of reasonable alternatives

2. ENVIRONMENTAL CONSTRAINTS

The data used to put together the Environmental Constraints Report includes publicly available databases, previous plans and studies, a field survey and ongoing stakeholder coordination and public involvement. This information was used to identify and summarize the environmental features within the study area.

Water resources, land use constraints, protected species, cultural resources, and Section 4(f) and Section 6(f) recreation areas were summarized in the presentation. It was highlighted that further consideration of Section 4(f) resources will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives advanced from the ProPEL US 30 west study.

2. PURPOSE AND NEED

To date, the primary focus of each study team has been to define the “Why?” for each study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the studies and helps us understand what issues (i.e., needs) exist in each study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped each study team to define a draft Purpose and Need statement for each study – which is study requirement.

The fit and function of the corridors vary by location and community. Therefore, each study area identified its own issues (i.e., needs) and desired outcomes (i.e., purposes) for its respective area. This approach allows us to address the unique transportation needs and considerations of the specific study areas.

The ProPEL US 30 West study team’s analysis identified the following issues (needs) and outcomes (purpose) for their study area:

- o **Regional and Statewide Mobility** - Maintain and improve safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area. Almost half of all trips, and more than half of truck trips, travel all the way through, enter from, or exit out of the study area corridor
- o **Safety along US30/US31** - Reduce crash frequency and severity, particularly of right-angle and rear-end crashes, at median openings and intersection within the corridor.
- o **Corridor Access** - There are 150 access driveways and 30 farm field approaches along the study area. So we need to reduce number of direct access driveways while meeting local access needs.

- o **Roadway Deficiencies** In certain areas the existing medians, bridges, and interchange ramps throughout the corridor need improvement.

The draft Purpose and Need statement also identifies a series of goals that were developed based on public and stakeholder input. Each study team has identified their respective goals. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. For US 30 West, both study areas had seven common goals:

- o Economic Development – provide adequate transportation infrastructure to support local economies and economic development goals.
- o Equity in Transportation – provide equitable solutions that consider the needs of underserved communities.
- o Multimodal Access and Connections - accommodate non vehicular modes of travel and transit in and crossing the study area
- o Emerging Technologies – support technologies and related infrastructure, including alternative fuel, autonomous or connected vehicles.
- o Fiscal & Environmental Practicality – identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment
- o Corridor Character – maintain character of local communities within the corridor
- o Local Access – balance transportation improvements with maintaining and improving local access

3. PUBLIC INVOLVEMENT

- a. We have received over 600 public comments, and while they focused on a variety of topics, three were mentioned most frequently:
 - o Mobility and access to, from, and across US 30
 - o Safety concerns
 - o Maintaining the rural character of the corridor
 - o Supporting agriculture and agricultural access
- b. **In addition to the general public, we have connected with business owners, farmers, local elected officials, school districts, emergency service providers and resource agencies. Our public engagement and outreach activities include:**
- c. **5** public information meetings (in-person and on-demand)
- d. **2** Stakeholder Advisory Committee meetings
- e. **20+** community outreach activities (special events, fairs, festivals, office hours)
- f. **10+** community presentations

- i. Local Economic Development Organizations
- ii. Farm Bureau
- iii. Planning Commissions
- iv. Media
- v. Legislators

g. Additionally, we've done intentional, targeted outreach to communities with environmental justice concerns in the study area. It's essential that we understand the community's transportation needs and WHY they are important to help identify best solutions.

4. NEXT STEPS

- a. Our next steps are identifying potential solutions and screening them. Right now, we are at "level 1," which we are calling the universe of alternatives.
- b. The purpose, needs, and goals that reviewed during this presentation are the basis for the screening of Concepts at the Universe of Alternatives phase. This analyzes high level concepts to address the P&N. This is why your timely feedback is so important.
- c. It is requested of the attendees to provide the following feedback:
 - i. Information on important resources along the study corridor that aren't included in the Environmental Constraints Report or Above-Ground Cultural Resources Identification Memorandum.
 - ii. Comments on the Draft Purpose and Need Report.
 - iii. If any permits or approvals may be required by your agency once a project (or projects) are identified.
 - iv. General questions or concerns

5. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with attendees where their questions were addressed.

- An attendee asked how far for above ground and archaeology resources were used? A US 30 West study team member mentioned that the SHAARD database review was used.
- An attendee asked will there still be a field investigation and a historic property report. A US 30 West study team member mentioned that will be done during the NEPA process for section 106, this is just a high-level survey at this point.
- A few attendees asked questions about the environmental constraints report and mentioned that the project will most likely require section 401 water quality certification. A US 30 West study team member explained that right now the PEL is pre-NEPA and is just identifying and indexing existing resources within the study area. The PEL doesn't produce projects, it benefits the NEPA process and streamlines it.

ProPEL US 30 and 31 Coalition Briefing Presentation and Meeting Summary – April 11, 2024

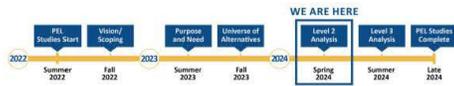
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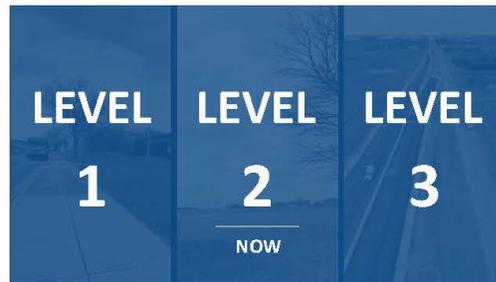
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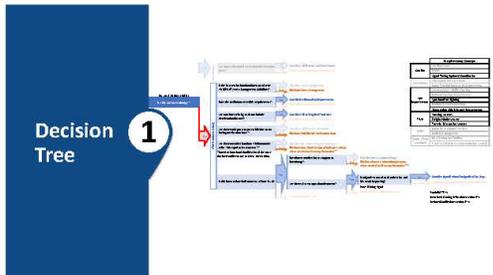
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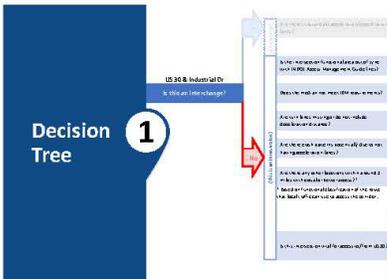
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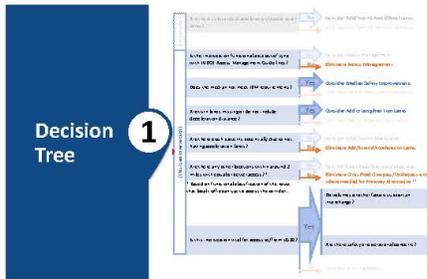
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US 30 East
Level 2 Summary

Primary Interaction	Event No.		Date		Time		Location		Status		Priority		Severity		Impact		Resolution			
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2		
Event Type	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Description	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Location	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Status	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Priority	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Severity	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Impact	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Event Resolution	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2

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41

STUDY ADVISOR



MEETING NOTES

Date: April 11, 2024

Re: Draft Level 2 Screening Results

In Attendance:

<i>Patrick Zaharako</i>	<i>US 30 Coalition Member (City of Fort Wayne)</i>
<i>Dan Brown</i>	<i>US 30 Coalition Member (Industry)</i>
<i>Mayor Ryan Daniel</i>	<i>US 30 Coalition Member (City of Columbia City)</i>
<i>Commissioner Cary Groninger</i>	<i>US 30 Coalition Member (Kosciusko County)</i>
<i>Commissioner Mark Gourley</i>	<i>US 30 Coalition Member (Starke County)</i>
<i>Geary Buchanan</i>	<i>US 30 Coalition Member (Industry)</i>
<i>Mayor Steve McMichael</i>	<i>US 30 Coalition Member (At-Large)</i>
<i>Joe Thallemer</i>	<i>US 30 Coalition Member (City of Warsaw)</i>
<i>Commissioner Mike Burroughs</i>	<i>Marshall County Commissioner</i>
<i>Senator David Long (ret.)</i>	<i>US 30 Coalition Advisor</i>
<i>George Douglas</i>	<i>City of Valparaiso</i>
<i>Chris Gionti</i>	<i>Steel Dynamics</i>
<i>Bill Konyha</i>	<i>Regional Chamber of Northeast Indiana</i>
<i>Greg Hildebrand</i>	<i>Marshall County Economic Development</i>
<i>Jeremy Skinner</i>	<i>Warsaw Community & Economic Development Director</i>
<i>Laurie Maudlin</i>	<i>Appian Advisors</i>
<i>Sandra Flum</i>	<i>ProPEL US 30 PM/US 31 DPM, INDOT</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM/US 30 DPM, INDOT</i>
<i>Brett Lackey</i>	<i>ProPEL US 30 West Study Team, CDM Smith</i>
<i>Scott Sandstrom</i>	<i>ProPEL US 30 West Study Team, CDM Smith</i>
<i>Rusty Holt</i>	<i>ProPEL US 30 East Study Team, WSP</i>
<i>Bryan Kapala</i>	<i>ProPEL US 30 East Study Team, WSP</i>
<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>

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MEETING SUMMARY

The purpose of the meeting was to provide an overview of the ProPEL US 30 Draft Level 2 Screening Reports, including methodology used and the draft screening results.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries.
- The 180 miles of US 30 and US 31 were intentionally divided into four study areas, each with its own dedicated study team completing the technical analysis relevant to its study area. The four study teams are coordinating on a regular basis to make sure potential alternatives work across study area boundaries.
- The overarching goal of the studies is to provide recommendations that will guide the next 20+ years of transportation investments in these two corridors. The four studies are evaluating a planning horizon of year 2045.
- The PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. This would occur as part of INDOT's regular call for projects, which is typically a five-year timeline.
- We last spoke with the US 30 Coalition in November 2023, each of the study teams had completed the first step of the analysis of potential solutions, which is known as Universe of Alternatives. We are now in the second phase of alternatives development and screening, which is known as Level 2. The Draft Level 2 Screening Reports were released for public review and comment on March 27, 2024. During today's meeting, we will walk through the Level 2 screening process, the draft report content, and answer any questions that may result from that discussion or your review to date of the draft reports.

2. LEVEL 2 SCREENING PROCESS

- Before diving into study-area specifics, the ProPEL US 30/US 31 Studies Advisor Team provided an overview on the alternatives development evaluation process and methodology.
- Given the size and complexity of the study areas, there will be three levels of screening potential improvements. There will be a smaller number of potential solutions at the end of each screening step, but the level of detail will increase at each step.
- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different and may have different transportation needs, each of them used the same starting list for the Universe of Alternatives. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.

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- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023. The study teams considered all public input received on the draft Level 1 screening as they performed their work for the Level 2 screening.
- The Level 2 screening, which is the topic of today's update, is a robust analysis. It considers 86 primary intersections over the four study areas. As a result, each of the Level 2 screening reports are over 200 pages in length. The purpose of today's discussion is to provide an overview of the process and the draft screening results.
- The purpose of the Level 2 screening is to evaluate location-specific improvements for reasonability and potential impacts. The improvements considered in the Level 2 screening were identified from the Universe of Alternatives screening. In the Level 2 screening, the potential solutions are being qualitatively evaluated at specific locations. The specific locations are the primary intersections in each study area. Primary intersections, which largely control the operations in each study area, are locations where US 30 or US 31 intersect with a roadway that is designated as a Major Collector or higher. In some study areas, other roadways were added due to other considerations, such as being an access point for a key destination, such as a school. Specific to US 30, there were 60 primary intersections analyzed as part of the Level 2 screening for the ProPEL US 30 West and ProPEL US 30 East studies. The Level 2 screening will identify the building blocks for the Level 3 screening.
- 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. Each of the primary intersection improvement alternatives advancing from the Level 2 screening will be included in at least one of the improvement packages considered in the Level 3 screening. The Level 3 screening include both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 2 screening process for each study area includes 4 comment elements or steps:
 - Step one was a decision tree assessment tool. This is basically a series of standardized questions to identify the scale of improvements needed at each primary intersection based on safety and operational data, as well as input from the public. The decision trees were applied consistently to each primary intersection.
 - Step 2 was a planning-level traffic operations analysis. Various improvement alternatives were evaluated at each primary intersection. In general, alternatives that were expected to produce poor traffic operating conditions were eliminated from further consideration as long-term improvements.
 - Step three was a qualitative evaluation matrix. This assessment, which was applied to each primary intersection, considered multiple factors, including the ability of various improvements to meet the purpose and need; the anticipated environmental impacts; and relative cost. Alternatives were eliminated from further consideration in this step due to high impacts or low benefits.
 - The final step of the Level 2 screening was a conceptual footprint comparison. Concepts advancing from step three were developed into intersection alternatives by preparing

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conceptual designs to establish a high-level estimation of the footprint or area of disturbance. These footprints were then used to screen out or eliminate alternatives with high impacts. Avoidance and minimization of adverse impacts to the human and natural environment were incorporated to the extent feasible in a planning study.

3. NEXT STEPS

- We know study stakeholders and the public may see some alternatives they support and others they do not like. It's important to include both as we are required to have a thorough review of all options, including a meaningful opportunity for those interested to provide feedback on our analysis. This is why public feedback has been and will continue to be vital to the ProPEL US 30 and US 31 studies until they are completed.
- Additionally, it's important to note that any intersection alternatives carried forward to the Level 3 analysis for further study must, to some extent, address the identified transportation needs in each study area. This is a core requirement and advancing these items to the Level 3 screening will enable us to do a more detailed assessment of benefits, impacts, and costs to develop recommendations and eliminate unreasonable alternatives.
- Beginning on March 27, 2024, the Draft Level 2 Screening Reports for each study area were published on the ProPEL US 30 and US 31 websites, and hard copies were made available at locations throughout the study areas. In addition to submitting input online, the study teams are visiting communities along the corridors on a regular basis. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.
- INDOT is requesting public feedback on the draft Level 2 reports by April 30, 2024. After public feedback is considered, INDOT will publish final Level 2 screening reports on the websites.
- After consideration of public comments, the Level 3 screening will begin. The goal of that screening process will be to identify a recommended set of reasonable alternatives based on qualitative and quantitative factors, including costs, impacts and benefits.

4. US 30 WEST – DRAFT LEVEL 2 SCREENING RESULTS

- The draft results of the Level 2 screening analysis for the US 30 West study area were discussed first.
- 29 primary intersections within the US 30 West study area were screened in Level 2. Primary intersections are those with a functional classification of Major Collector or above.
- A map showing the locations of the 29 intersections was shown. One intersection was highlighted, US 30 and Industrial Drive, and used as an example to walk participants through the US30W Level 2 screening steps.
- For all 29 primary intersections in the study area, the US30 West Level 2 screening process begins with the Decision Tree, which helps guide the team towards the appropriate potential improvement concepts. A slide depicting the entire decision tree was shown, followed by 5 slides showing the progression through individual questions.

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- For each primary intersection, the decision tree starts with the question of whether or not there is an existing interchange or intersection. For intersections, the next question asks if the intersection functional area is in compliance with INDOT access management guidelines. In this case it was in compliance, so access management was eliminated as a primary concept.
- The next question asks if the center median of the intersection is in compliance with IDM (or Indiana Design Manual) requirements. Because the Median does not meet the standards of the Indiana Design Manual, median safety improvements are being advanced as a primary concept.
- The next question asks if turn lanes are missing or if they don't include deceleration distance. In this case some approaches are missing turn lanes and deceleration length is inadequate, so add/lengthen turn lanes is being advanced as a primary concept.
- Crash patterns indicating that not having acceleration lanes was the reason for crashes were not identified, so additional or extended acceleration lanes were eliminated from further evaluation.
- Next, the decision tree asks if there are other locations within roughly 2 miles with equal or better access. We found the answer to be no, so we eliminated overpass/underpass as an option here except where needed to complete a freeway option. Obviously, an overpass/underpass would remove access and since there is not better access within 2 miles, we want to eliminate that possibility.
- The last question here is if the intersection is considered vital for access to/from US 30, and for this we answered yes, which leads to two additional questions on the next slide.
- Since the intersection is considered vital for access to/from US 30, the next question is do traffic volumes or other factors support an interchange? Traffic analysis indicated that traffic volumes do not support an interchange, so that was eliminated from further consideration, except where needed to support a freeway alternative.
- Next, the decision tree asks if there are safety or operational concerns at this vital intersection. Yes, there were safety and operational concerns identified at this location, which leads to the next question – is a signal warranted or does one already exist and the Level of Service needs improvement? In this case a signal already exists, since a signal already exists, we are advancing both signalized and unsignalized improvements at this location. These would include the Partial Designated Left Turn, Restricted Crossing U-Turn Intersection (RCUT), and a Reduced Conflict Intersection (RCI)
- Step two of the US 30 West Level 2 screening process is a traffic operations analysis. A slide showing an example of the traffic operations analysis data sheet that is included for each location was shown. Preliminary capacity analysis of these intersection types was conducted using the Federal Highway Administration (FHWA) Cap-X tool, which provides the ability to evaluate the operations of multiple intersection types and compare based on volume to capacity ratios. Design year no-build traffic volumes and lane configurations for each intersection were input into the analysis tool, which then provides ranking of intersection types based on volume to capacity (v/c) ratios. The design year no-build traffic volumes were obtained from the ProPEL US 30 West Existing Transportation Conditions Report.

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- Important to note that we are only considering improvements types that result in a better v/c ratio than the existing condition. Based on CAP-X the Partial Displaced Left Turn (DLT) and Restricted Crossing U-Turn (RCUT) had potential to improve operations over existing condition.
- Because a Reduced Conflict Intersection (RCI) is basically an RCUT without a signal, we also included RCI, because if we can achieve the improvement without using a traffic signal that is something we also want to consider. Though not included in the CAPX results seen here, RCIs also have proven safety benefits, so it was also prudent to include given the intersection had slightly elevated crash cost index.
- Median u turn did not provide as much benefit as the partial DLT, RCUT, or RCI
- Step 3 of the US30 West Level 2 screening process was completion of an evaluation matrix. A slide was shown of the evaluation matrix that provides a qualitative assessment of each alternative developed, including the No Build. It compares how each alternative meets the purpose and need and summarizes the initial assessment of impacts to natural and cultural resources, potential for impacts to EJ communities, and relative cost. Alternatives that are carried forward to Level 3 are identified here.
- Additional slides of the evaluation matrix were shown so participants could better see the contents of the matrix. Each alternative is visible on the left column, organized by primary or complementary, within primary concepts, alternatives are further divided between signalized and unsignalized intersection improvements.
- Evaluation topics are visible on the top row. Columns 2 through 5 pertain to the purpose and need for the US30W study and if the alternative satisfies the purpose and need.
- Questions ask if the alternative applies safety countermeasures, which applies to the safety component of our purpose and need. The matrix next asks if an alternative improves traffic by reducing delay or improving intersection operations. Access is next, and we want to know if the alternative will maintain or improve local access and if it meets local access management guidelines. Finally for purpose and need, we are asking if the alternative improves substandard elements that we have identified in the study area.
- Environmental impacts are accessed next, to determine if the alternative has the potential to adversely impact natural resources, cultural resources, or adversely impact underserved populations.
- The next 2 columns ask about potential row impacts and relocations, followed by impacts to railroad and the relative cost of the potential impact. All of these questions are answered with a simple low, medium, or high. Based on these questions the last column is completed which asks if the concept will be advanced to Level 3.
- For US 30 and industrial drive, only 1 concept was eliminated by the evaluation matrix, and that was the partial Designated Left Turn. This was eliminated due to the relatively high cost and right-of-way impacts. Notes are included in the last column documenting the rationale used to come to the conclusions.
- The last step in the US 30 West Level 2 screening was a Conceptual Footprint Comparison. Four slides were shown showing conceptual design on aerial photography for the following six concepts at US 30

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and Industrial Drive: Partial Displaced Left Turn, Restricted Crossing U-Turn, Reduced Conflict Intersection, Lengthen Turn Lanes, Median Safety Improvements.

- A summary slide showing each intersection location and existing treatment on the top row and the range of concepts on the first column. The table is filled in depicting which concepts advanced at which locations.
- Following these presentation slides, a demonstration of the interactive map for US 30 West was shown. Participants were shown how to navigate first to the website, then the US 30 West interactive Map. US 30 and Plymouth Goshen Trail intersection was used as an example to show the interactive map features, including the summary sheet include for each primary intersection, and the concept maps developed for each location.
- The US 30 West team concluded their individual presentation following demonstration of the interactive map.

5. US 30 EAST – DRAFT LEVEL 2 SCREENING RESULTS

- The evaluation process and draft results of the Level 2 screening analysis for the US 30 East study area were discussed.
- Thirty-one primary intersection locations were evaluated in Level 2 screening. These are intersections that largely affect the overall safety and mobility of travel along and across US 30. The primary intersections include all signalized intersections as well as unsignalized intersections with a functional classification of Major Collector. A map illustrating the locations of the primary intersections was presented.
- For US 30 East, 17 primary and complimentary concepts were identified from the previous Universe of Alternatives step for consideration in Levels 2 and 3 Screening. Because Level 2 focuses on improvements at specific intersections, the first step was to identify which of the 17 concepts are applicable at intersections. Of the 17 concepts advancing from the Universe of Alternatives, 10 are considered as improvements that could be applied at a stand-alone intersection. Those 10 concepts proceed to the next step in the Level 2 screening process. The remaining 7 concepts are applicable across and between intersections, rather than at spot locations, and therefore will advance to Level 3 screening for consideration as part of packages of improvements.
- In next step, we identified which of the 10 concepts are related to traffic control to be reviewed in a traffic control specific screening step. Of the 10 Spot location concepts, five are traffic control related. These include signalized and unsignalized improvements, interchanges, overpasses and underpasses, and access management. These progress to Step 3 to make an initial determination of what traffic control concepts to consider at each intersection location. The remaining five concepts are not directly related to traffic control and skip to step 4 to be considered as part of a location-based assessment.
- County Road 150 West, also referred to as Silveus Crossing, located in Kosciusko County on the west side of Warsaw, was used to demonstrate the how remaining Level 2 screening steps were applied at each intersection location. The intent of Step 3 is to provide an initial determination of the traffic

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control concepts to be considered at each location. For this exercise, a simple decision tree was prepared to help narrow down the options. The decision tree asks a series of yes-no questions that results in a suggestion of which traffic control concepts to consider further.

- Following the County Road 150 West example, the first question asks if there is an existing signal. The answer is yes, which prompts the next question: is a signal warranted or needed? In this case traffic at this location warrants a signal. The final question asks about the importance of access at this location. County Road 150 is located within 1 mile of the State Route 15 interchange to the east, and to the north it has good connectivity to both SR 15 and to County Road 200 to the west. Given these characteristics, an interchange at this location was not considered appropriate and therefore was assigned a 'no'. For this example, the decision tree indicates that Access Management, Underpass/Overpass, or Signalized Improvements should be considered.
- The fourth step is a Locational Applicability assessment and provides a single point of documentation for each intersection where all potential improvements are considered. (A table from the Level 2 report illustrating the assessment was presented.) In this step, existing site conditions, crash history, projected traffic operations, stakeholder and public input, as well as local plans were considered when evaluating if a specific improvement would be applicable at given intersection. Signalized and unsignalized concepts are expanded here to include more specific improvement alternatives including traffic signal improvements, Green-T Intersections, Partial Median U-turns, Restricted crossing U-turns (or RCUTs), Boulevard Left, Roundabouts and Reduced Conflict Intersections. The result of step 4 is a list of potential improvements to be advanced for conceptual development and evaluation in Step 5.
- In Step 5, concept-level designs (or footprints) were prepared for each alternative advancing from Step 4. (A map from the Level 2 Report with concept footprints for CR 150W was presented) Known environmental features at each location were considered, with a particular focus on avoidance and minimization of adverse impacts to human and natural environment. In the CR 150 W example, several alternative footprint outlines are shown together to illustrate the relative size of each. The conceptual designs will be further developed and refined in Level 3 screening as part of packages of improvements.
- Each primary intersection evaluated includes a table that provides a qualitative assessment of each alternative (Table presented on the presentation slide), including the No Build which is required as a baseline for comparison. Each alternative is qualitatively evaluated on the ability to meet the previously identified Purpose and Need, as well as social, environmental and Right of way impacts, and relative cost. Only alternatives that are carried forward to Level 3 are identified in this table, and notes for each are provided in the table for additional context. Descriptions of the evaluation criteria used and how they were applied is also detailed in the Level 2 report, such as how an improvement is assigned a rating for relative costs or how a concept can be considered 'neutral' for mobility. This concludes the summary of the five-step process that was followed for each of the 31 primary intersection locations in the US 30 East Study area that are documented in the Level 2 Screening Report.
- Finally, the executive summary in the US 30 East Level 2 report includes an overall table that provides an at-a-glance table of results for all 31 primary intersections evaluated in the Level 2 Report. Concepts being carried forward to Level 3 are indicated by a dot in each intersection column. A total of 231

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concepts across the 31 locations are being advanced to Level 3. On average Level 3 will consider 5 to 6 concepts at each primary intersection.

6. OPEN DISCUSSION – QUESTIONS

Following the presentations, a question-and-answer session was conducted. Comments were also provided by the meeting attendees. The following documents those discussions:

- Clarification was requested on two separate points:
 - When an overpass is recommended at an intersection, the purpose and need element of Local Mobility is rated as “NO.” The specific performance criteria for meeting this need is “maintain or improve operations for local trips access, crossing or turning left from US 30. Rating an overpass alternative as “NO” does not make sense as the overpass is providing a safer means for traffic to cross US 30. At a minimum, it seems the rating should be “NEUTRAL.” Rating this consideration as “NO” seems to diminish the value of an overpass. Why are overpasses rated as “NO” in regard to addressing the Local Mobility criterion?
 - The US 30 East Team stated that the access to/from US 30 was the primary determination for this rating. Local mobility was judged by the study team to decrease with implementation of an overpass due to the loss of access to/from US 30. The study team does agree that areas with higher cross traffic might see a greater benefit. In these instances it may make sense for the rating to be “NEUTRAL” or “YES.” The study team will review these ratings as part of finalizing the draft Level 2 screening reports to see if changes are warranted.
 - Using US 30 East as an example, it appears that every primary intersection has Reduced Conflict Intersection (RCI), Reduced Conflict U-Turn (RCUT), or Median U-Turn as an alternative. The reports indicate that all intersection alternatives were evaluated and those expected to produce poor traffic operations were eliminated as a long-term solution. Using US 30/Parker Street as a specific example: The Level 2 screening recommended a Partial Median U-Turn and an RCI at this location. Several years ago, the City of Warsaw considered these two options and determined they were inappropriate for that intersection due to the level of traffic volumes at this location. Traffic counts showed almost 15,000 vehicles on Parker Street and about 13,000 vehicles on Dubois Street. With that level of cross traffic, an RCUT does not seem like a good solution – it would likely cause more congestion on local roadways. Due to this potential consideration, the local community views all of these options as non-starters. Was the level of cross traffic volume considered in the Level 2 analysis and, if so, why weren’t these two alternatives eliminated from consideration?
 - All intersections alternatives considered in the Level 2 analysis were analyzed using FHWA CAP-X tool, which is a fairly high-level traffic operations analysis tool. Due to this consideration, the study team decided to carry forward any alternatives showing “borderline” results forward for further analysis in the Level 3 screening. The study team will use Synchro traffic analysis software, which is a more robust traffic analysis tool, in Level 3 to more closely evaluate traffic operations.

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- Why were some of these alternatives presented as “interim improvements” in Level 2 screening? From where did that come?
 - The thinking on this topic was like the interchange discussion. In other words, an interchange may not make sense at a certain location as a stand-alone solution; however, the context of the analysis changes when looking at a bigger picture. For a limited access facility (i.e., a freeway), converting some intersections to interchanges might make sense, depending on what happens at adjacent intersections. Similar thinking could apply to improvements like RCIs (i.e., if improvements are made at an adjacent intersection, it may make sense to consider some short-term improvements such as an RCI at a specific location.). The study team’s intent on this is to be as transparent as possible to avoid surprises in the Level 3 analysis. Specific to the US 30/Parker Street intersection, an unsignalized RCI does not seem to make sense at this specific location as a stand-alone improvement; however, it might make sense when considered as part of overall strategy at several intersections.
- Cross traffic is a very important consideration in the context of local mobility and the study team was requested to consider this as part of assessing an alternative’s ability to meet the Purpose and Need.
- Maps in the Columbia City area (Whitley County area) were noted as not reflecting recent developments and businesses built in the last 2 to 3 years. These developments are an important consideration in the analysis as they could influence rating and evaluation of different alternatives. A couple specific examples were cited, including a new Culvers at Lincolnway, a new Jimmy Johns at SR 109, Bowen Center at SR 205.
 - The study team noted that the aerial photography was the most recent available. The study team will review the mapping as part of the Level 3 analysis to make sure it reflects more recent development.
- The Level 2 report indicates a proposed/planned trail along US 30. This was a surprise to local planning staff, including Columbia City.
 - The study team will review the specifics of the trail to confirm details and will share with the City, as needed.
- MACOG staff previously identified some intersection traffic count data that was questionable and/or incorrect. Did the study team look into this and did the updated traffic data make it into the Level 2 report? Also, Columbia City noted some potential changes or discrepancies in crash patterns when looking at recent crash data.
 - The study started in 2022 and considered crash data over a 5-year period. The data set used for the ProPEL study work covers 2017 through 2021. In some circumstances, a study may update/expand this data set, if requested by a study stakeholder.
 - The study teams have been working to incorporate updated traffic volumes at Old 30 in Warsaw. The updated volumes have not made it into the draft Level 2 reports; however, it will be in the Level 3 analysis. The study team is also updating the Existing Transportation Conditions Report to include the new/refined information. The changes in

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traffic volumes did not meaningfully impact any previous traffic analysis (i.e., LOS ratings at intersections), as well as Index of Crash Cost (Icc) and Index of Crash Frequency (Icf).

- The western part of Kosciusko County has relatively higher concentrations of Amish populations. Crossing US 30 with a horse and buggy at an RCI intersection seems to create greater challenges for this community (i.e., merging/crossing high speed vehicular traffic).
 - Yes, the ProPEL US 30 East study team is aware of this consideration. More specifically, the study team has heard that SR 19 and CR 800 are two locations where Amish populations tend to cross US 30 and are keeping this in mind as part of the work. INDOT has also tweaked the RCI concept design in a way that could better facilitate horse and buggy traffic crossing US 30. More specifically, this traffic could cross two lanes of US 30 and enter into a dedicated turn lane, which separates slower moving traffic from higher speed through traffic. INDOT continues to evaluate and optimize RCI concept designs and will continue to do so, as needed.
- How is projected traffic growth considered in the study – specifically with the projected increase in truck traffic?
 - The four studies used a consistent traffic model to evaluate future (2045) traffic projections in all four study areas. The model was developed using the statewide traffic model. The model was expanded to add a lot more detail to the roadway network around US 30 and US 31 in the ProPEL study areas. The model was calibrated using traffic counts at over 350 locations and it was also updated to account for future land development using various sources, including input from local stakeholders and adopted plans.
- Was the INDOT study from 2017 showing the economic impact of a freeway considered as part of this study in any way?
 - The economic impact study, as well as other published/adopted studies, was reviewed by the study teams prior to starting their technical analysis. The four studies have not yet come to a point where that type and level of analysis has been considered as part of the current work. The economic study may become more valuable as study teams begin to evaluate planning segments (i.e., 3-to-5-mile segments) within each study area.
- How are autonomous and connected vehicles (AV/CV) considered in this planning study? Will implementation of this technology preclude certain improvements, such as RCIs?
 - The four study teams have a common goal of supporting emerging technologies and related infrastructure, including AV/CV. Each of the four teams is working to make sure that improvements considered as part of this study don't preclude this implementation from happening at some point in the future. However, much remains to be seen regarding how this technology will work and when it will happen, but it is generally believed that AV/CV technology will need to navigate the entire roadway network including RCIs – particularly since RCIs are used by several states. Also, the impacts of AV/CV technology on future traffic projections is an evolving discussion. The current studies have considered AV/CV to the extent possible at this time.

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- The US 30 Coalition expressed frustration that the Level 2 report recommends carrying forward certain improvements that they do not believe will solve the transportation problems along US 30. Safety is clearly the number one priority; however, the US 30 Coalition believes a limited access freeway is needed to support existing industry and future economic development efforts. The US 30 Coalition understands that segments will have to be prioritized for future improvement; however, the US 30 Coalition believes that mixing different types of improvements and maintaining focus on low-cost and/or short-term improvements is not in the best interests of the corridor and the municipalities and businesses that rely on it. The US 30 Coalition believes the current US 30 corridor is at capacity and requires upgrade to a limited access freeway facility.
- The public comment period on the draft Level 2 screenings reports is 30 days. INDOT is asking for comments on the draft reports by April 30, 2024.

ProPEL US 30 and 31 Coalition Briefing Presentation and Meeting Summary – November 12, 2024

1/31/2025



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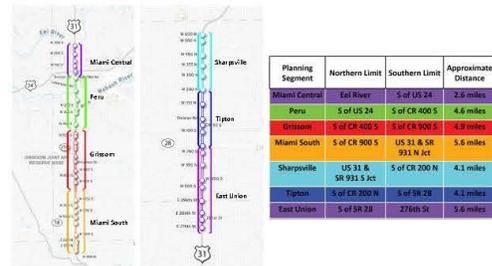
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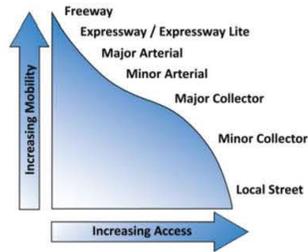


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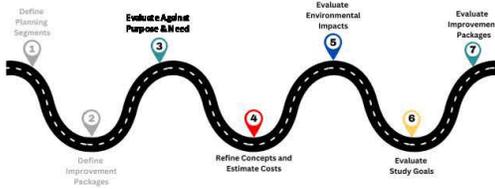
How were Improvement Packages created?

- ✔ Influence on adjacent intersections
- ✔ Community context
- ✔ Access management guidelines
- ✔ Improvements at secondary intersections

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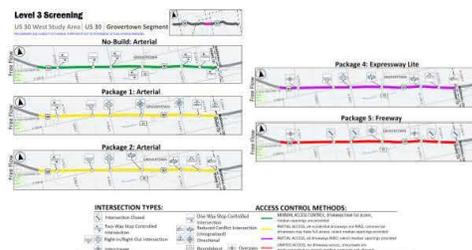
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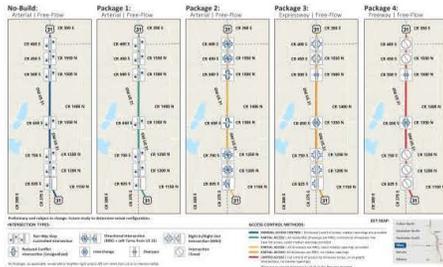
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STUDY ADVISOR



MEETING NOTES

Date: November 12, 2024

Re: Level 3 Screening Overview

In Attendance:

<i>Joe Thallemer</i>	<i>US 30 Coalition Member (City of Warsaw)</i>
<i>Mayor Ryan Daniel</i>	<i>US 30 Coalition Member (City of Columbia City)</i>
<i>Shan Gunawardena</i>	<i>US 30 Coalition Member (City of Fort Wayne)</i>
<i>Dan Brown</i>	<i>US 30 Coalition Member (Industry)</i>
<i>Bill Hartman</i>	<i>US 30 Coalition Member (Allen County)</i>
<i>Rep. Dave Heine</i>	<i>US 30 Coalition Member (At-Large Member)</i>
<i>Sen. David Long (ret.)</i>	<i>US 30 Coalition Advisor</i>
<i>Bill Konyha</i>	<i>Regional Chamber of Northeast Indiana</i>
<i>Dan Avery</i>	<i>Northeastern Indian Regional Coordinating Council</i>
<i>Don Parker</i>	<i>Wanatah Public Library</i>
<i>Rachel Oesterreich</i>	<i>Starke County Highway Superintendent</i>
<i>James Turnwald</i>	<i>MACOG Executive Director</i>
<i>Jeremy Skinner</i>	<i>Warsaw Community & Economic Development Director</i>
<i>Allen Stevens</i>	<i>Previous LaPorte County US 30 Coalition Member</i>
<i>Terry Minix</i>	<i>Oregon Davis School Board</i>
<i>Laurie Maudlin</i>	<i>Appian Advisors</i>
<i>Sandra Flum</i>	<i>ProPEL US 30 PM/US 31 Deputy PM, INDOT</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 30 Deputy PM/US 31 PM, INDOT</i>
<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Rusty Holt</i>	<i>ProPEL US 30 East, WSP</i>
<i>Scott Sandstrom</i>	<i>ProPEL US 30 West, CDM Smith</i>
<i>Rich Zielinski</i>	<i>ProPEL US 30 West, American Structurepoint</i>

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MEETING SUMMARY

The purpose of the meeting was to introduce the Draft Level 3 Screening Reports and to familiarize attendees with content, as well as available resources to learn more about them. The draft reports were released on the day of the meeting.

1. STUDY BACKGROUND AND CURRENT STATUS

- A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- Public input is an integral part of the PEL studies. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning studies.
- Due to the size of the study areas, the PEL studies are not anticipated to identify or recommend a single build alternative. The PEL studies will result in a reasonable set of recommended project alternatives that can move forward as part of the statewide program as funding and priorities are identified. However, the studies are looking at transportation improvements through year 2045.
- The last meeting with the US 31 Coalition was in April 2024, during the second step of the alternatives analysis and screening, which was called the Level 2 analysis.
- The four study teams are currently in the Level 3 phase of alternatives development and screening. The draft Level 3 Screening Reports were released today (November 12, 2024) for public review and comment. Today's meeting will be used to brief attendees on what to expect in the draft reports, including specific examples of content.
- The current schedule anticipates publishing the PEL study report in early 2025.

2. LEVEL 3 SCREENING PROCESS

- Given the size and complexity of the study areas, all four studies included three levels of screening potential improvements. At the end of each of those steps, there are a smaller number of potential solutions left to consider. On the other hand, each step of that process increases in the level of detail.
- During the Universe of Alternatives (Level 1) screening process, the study teams identified 55 improvement concepts to address the issues and desired outcomes within each study area. Although the study areas are different, each of them used the same starting list. The starting list included a variety of things, including location-specific improvements – such as roadway lighting, adding or

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extending turn lanes and acceleration lanes—as well as larger-scale improvements, such as added travel lanes.

- The Level 1 Screening Report was published in November 2023 and public comments were accepted through December 2023.
- The Level 2 screening considered 86 primary intersections over the four study areas. The purpose of the Level 2 screening was to evaluate location-specific improvements for reasonability and potential impacts. In Level 2, the potential solutions were qualitatively evaluated at primary intersections in each study area.
- The Level 3 screening analyzes improvement packages for smaller areas, or planning segments, within each study area. Planning segments include improvements at the primary intersections, the secondary intersections, as well as the roadway sections in between them. The Level 3 screening includes both qualitative and quantitative factors to enable an assessment of costs, benefits, and impacts.
- In general, the Level 3 screening process for each study area includes seven steps:
 - Step 1 was to define planning segments, which are sections that function as a “system” to provide access and mobility within a geographic area. This approach also helps to avoid potential negative impacts from focusing only on a single intersection without analyzing the impacts it could have upstream and downstream within the segment. Planning segments were defined based on several criteria, including:
 - Which intersections function together to provide access to adjacent land?
 - Which intersections would influence adjacent intersections if improved?
 - Which intersections should be reviewed together to ensure continuity along US 30 and US 31?
 - Where do traffic volumes substantially change?
 - And finally, where does the land use context change? (A slide was shown illustrating the seven planning segments in the US 31 South study area, as well as the limits and approximate length of each segment.)
 - Step 2 was to determine the improvement packages within each planning segment. Multiple improvement packages were developed for each planning segment. Several criteria were used to formulate the improvement packages in each planning segment, including:
 - **Influence on adjacent intersections:** As previously mentioned, it’s important to consider what happens upstream and downstream of a specific intersection improvement. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from the corridor through the closure of adjacent secondary intersections was recommended along with it.
 - **Community Context:** The study teams recognize there are differences in the communities along the corridor and we’ve tried to consider these differences in the analysis. As one example, INDOT prefers to have a minimum of three miles between interchanges on non-interstate routes in rural areas; however, this was examined for the context of each section and location.

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- **Access management guidelines:** Driveway improvements and recommendations on the spacing of median openings were also considered.
- **Improvements at secondary intersections:** Access management principles were considered in the Level 3 screening to align the improvements at intersections along the corridor with the appropriate access management strategies. The improvements to secondary intersections typically consist of restricting turning movements to right-in/right-out movements or closure of the intersection. Certain secondary intersections were considered for other potential improvements when the location called for an access point or crossing location.
- Step 3 was to analyze the improvement package's ability to meet purpose and need. More specifically, safety and mobility are the primary transportation need elements common to all four study areas. So, improvement packages were evaluated to understand their safety and mobility benefits.
- In Step 4, we refined the conceptual designs and estimated costs.
- During Step 5, each improvement package was evaluated against known environmental constraints within each planning segment to determine the potential impacts of each improvement package.
- In Step 6, the study team evaluated how the improvement packages addressed the study goals that were defined as part of the study area purpose and need.
- Finally, in Step 7, the study team comprehensively evaluated the improvement packages based on all factors considered in Steps 3 through 6.
- A major factor in creating improvement packages for each planning segment was the level of access management or access control. A slide was shown illustrating the balance between mobility and access for different facility types. The following key points were discussed:
 - Facility types that allow full access can have lower levels of mobility due to potential stop conditions and turbulence associated with traffic entering and exiting the roadway. Higher-order roadways, like expressways and freeways, have a higher degree of access control to preserve greater mobility.
 - To better align corridor mobility and the level of access within the US 30 and 31 corridors, it is necessary to apply some level of access management improvements in conjunction with intersection treatments.
 - For higher-end facilities, such as freeways, expressways, and major arterials, the type and extent of traffic control devices, such as traffic signals, is also a consideration. Freeways, which have no traffic signals, are one example of a free-flow facility – which is a road that has no traffic signals, stop signs, or yield signs. Other facility types shown in this slide can also be free flow under certain conditions.
 - The Level 3 screening process identified a range of facility types, including free flow and non-free flow traffic conditions, that can be applied to the US 30 and 31 studies. These facility types, and their associated characteristics, are based on guidance found in the INDOT Access Management Guide and the INDOT Driveway Permit Manual.

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- Goals were also qualitatively considered as part of the Level 3 screening analysis.
- The following key points were discussed regarding safety, mobility, impacts, and cost criteria:
 - The safety performance of each improvement package was determined through a multi-step process that started with the identification of conflict points. Conflict points represent locations where vehicle paths intersect at driveways, intersections, and interchanges. Reductions in conflict points are associated with improvements in safety, as fewer conflict points result in fewer locations where crashes can occur. The likelihood of crashes at an intersection can be decreased as conflict points are eliminated. Reducing conflict points improves safety. Therefore, the focus of the Level 3 crash analysis was to understand to what extent different improvement packages would reduce or eliminate crossing conflict points.
 - The mobility analysis looked at travel time along the corridors, access and crossing points, changes in cross-corridor mobility, and driveway impacts.
 - As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential impacts. The potential impacts presented in the Level 3 screening are preliminary and reflect the level of detail available during this planning study.
 - Planning-level costs were estimated for each improvement package. These costs will likely change as more detail becomes available; however, the cost estimates provide a useful way to relatively compare the improvement packages in this planning study.
- Two example planning segments were shared with the participants. One example was a planning segment in the US 30 West study area (Grovertown) and another was in the US 31 North study area (Macy). It was noted that the improvement packages considered in each planning segment range from a facility with access similar to existing conditions to a limited access facility (i.e., a freeway).
- It was noted that the expressway lite facility type was developed in direct response to the public comments. Residents, businesses, and other local stakeholders requested improved mobility through the reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an arterial facility with the increased access management of an expressway.
- Unlike an expressway, the expressway lite facility would allow right-in/right-out driveway access. It would also include properly designed median U-turn opening(s) at select locations to reduce how far drivers must travel when turning movements are limited to right-in/right-out and/or directional medians.

3. NEXT STEPS

- To help explain the analysis results and enable the public and study stakeholders to ask questions, the study teams are taking the following steps:
 - Seven in-person public information meetings will be held over the next couple of weeks.

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- Each study area will also have an on-demand virtual public meeting that will include the content from the in-person public information meetings – including a recording of the formal presentation.
- The public will also have access to an updated interactive map on the study websites, which includes explanatory videos for the improvement packages that are carried forward or recommended. These materials will be made available on the study websites. (An example of an explanatory video was played to give the attendees an idea of what the videos look like and the level of detail they include.)
- We know study stakeholders and the public may see some alternatives they support and others they do not like. It's important to include both as we are required to have a thorough review of all options, including a meaningful opportunity for those interested to provide feedback on our analysis. This is why public feedback has been and will continue to be vital to the ProPEL US 30 and US 31 studies until they are completed.
- Beginning today, the Draft Level 3 Screening Reports for each study area will be available online on the ProPEL US 30 and US 31 websites, and hard copies can be found at locations throughout the study areas.
- In addition to submitting input online, the study teams are visiting communities along the study corridors multiple times during the months of November and December as part of our community office hours events. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.
- Study teams will also be conducting stakeholder meetings with organizations such as local farm bureau and economic development representatives, in addition to briefing local elected officials.
- INDOT is requesting public comments feedback on the draft Level 3 reports by December 13, 2024.
- After public feedback is considered, INDOT will publish final Level 3 screening reports on the study websites.

4. OPEN DISCUSSION – QUESTIONS

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

- An attendee asked when publication of the final report is expected.
 - Publication of the final Level 3 report is anticipated for early 2025, but there is no firm date. The nature of the public comments received over the next month will play a role in that timeline.
- An attendee asked: From a decision-making standpoint, how much weight is going to be given to the entire solution, the entire length of the roadway, and how it will function vs. maybe some hot spots where there's a fair amount of controversy? Will they yield to those areas and create alternatives that may have reduced impact on the overall flow of the road?
 - The study teams have attempted to consider how the planning segments fit and how they work together as system.

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- The ProPEL US 30 and 31 studies will not identify or recommend a single build alternative. They are planning studies to inform future work and project development.
- The Level 3 reports are set up to give INDOT a “menu” of options for the future, which is intended to provide flexibility. These options could be mixed and matched in different ways. On the other hand, the improvement packages could go forward as-is.
- An attendee asked about the configurations included in the expressway option presented for US 30 West. He asked if the recommendations included “J-turns”.
 - “J-turns” are one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). There are improvement packages in all ProPEL US 30 and US 31 studies that RCIs; however, RCIs are not the only thing recommended in those planning segments.
 - The study teams did hear concerns about RCIs and have attempted to refine the conceptual design to address them. One specific refinement incorporated into the study was a bulb-out of pavement at the u-turn location (called a loon).
- The same attendee asked if INDOT and the study teams would acknowledge that RCIs are wildly unpopular. The attendee expressed disappointment they were included as an option because of the opposition to them.
 - The study team is aware of the potential concerns regarding RCIs and have attempted to work proactively at addressing them. At the same time, the study teams felt RCIs should remain in consideration due to the safety benefits they can provide.
 - INDOT recently completed a before-and-after study of the 11 RCIs in operation around the state. It showed a nearly 80% reduction in injury and fatal crashes, a 30% reduction in property damage crashes, and over a 50% reduction of crashes of all severities.
- Another attendee asked what those INDOT RCI safety figures were comparing. More specifically, what was the intersection configuration prior to conversion to an RCI?
 - The study teams did not have that data readily available for this discussion, but could follow-up, if needed.
 - The INDOT study included data from the same number of years before and after the installation of the RCI at the intersections.
- The same attendee asked for clarification on the conflict reduction analysis. More specifically, they wondered how the percent reduction in conflict points is greater with an RCI than with a freeway. The attendee was reviewing the ProPEL US 30 West study when asking this question.
 - The US 30 West study manager clarified that most interchanges will still have ramp terminal intersections that are stop-controlled. Therefore, there would still be crossing conflict points at those intersections and they were considered as part of the analysis, even though they are not located on US 30 or US 31 the main line.
- The same attendee said he didn’t see how an RCI would lead to less crashes with more conflict points.
 - The Level 3 report includes a discussion on methodology for each analysis, which may provide further insight and help answer the question.
- An attendee asked about the size of the truck that was used to evaluate the RCIs.

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- The US 30 West study manager indicated that a WB-65 design vehicle was used for the RCI conceptual design. The WB-65 is equivalent to an interstate semitrailer that is over 70 feet in length.
- The same attendees noted that after the u-turn, the truck would then have to get back up to speed to merge with higher-speed traffic on the mainline.
 - The US 30 West study manager noted that the RCI concepts included an acceleration lane on the outside of the roadway to help facilitate this movement. In general, the acceleration lane on the outside would function similarly to an interchange entrance ramp and the merging distance it provides.
- An attendee expressed further concerns about RCIs and said they seem contrary to what the US 30 Coalition believes should be accomplished to improve the safety, mobility, and efficiency of the road. He cited an example of a RCI by Peru on SR 24 where it was believed a large truck was trying to make the u-turn, but was creating an unsafe condition with its trailer sticking out into eastbound traffic.
- Another attendee noted that the US 30 corridor is in its current condition because the state cut costs and cut corners. No one questions the importance of safety, but it feels like a step backward when the ProPEL US 30 studies recommend an RCI in the US 30 corridor. The attendee hopes that INDOT and the study teams carefully consider the many comments expressing the sentiment that RCIs are a bad idea.
- An attendee wanted to know about the implementation timeline and how that will work with the INDOT districts. The INDOT districts are currently programming projects out to 2030 or 2031. At that point, the window to implement these projects would only be 10 to 15 years – which indicates the projects would be smaller-scale.
 - The studies are evaluating a planning horizon of 2045, which means they are looking at roadway operations in the year 2045. It's not necessarily the implementation timeline for projects.
 - At the conclusion of the studies, any recommendations will be considered by INDOT as part of the statewide call for projects, which matches priorities across the state with available funding.
- The same attendee asked if the recommendations would compete as part of a safety call or a mobility call for projects within each district. If so, there is concern as to whether the districts' funding would be sufficient to implement the scope of improvements needed. If funding is not sufficient, this would result in smaller projects. The attendee suggested that the improvements from the ProPEL US 30 studies might be better slated for a larger capital budget, which typically comes from INDOT Central Office.
 - INDOT indicated these are great comments for the US 30 Coalition to consider submitting as official comments on the draft Level 3 screening reports. INDOT is not sure the planning study can directly address this comment, but the study teams can pass along this type of feedback for agency consideration as it relates to the implementation of the study recommendations.
- An attendee asked how long it would take for INDOT to come up with some sort of prioritization or implementation plan to get the NEPA studies underway. The US 30 Coalition would like to understand specific next steps and timelines. The US 30 Coalition would like to understand where we are going

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with this report other than just a menu of options. Prioritizing areas where there are safety concerns would seem important.

- The study teams do not have any further information to share on next steps and timeline. This may be something INDOT considers as part of the PEL report or it may occur after the PEL studies are completed.
- The US 30 Coalition is concerned regarding increased traffic congestion and safety issues that exist within the corridor. The Coalition acknowledges the improvements needed cannot be done at one time; however, they believe it's important that clear next steps and timeline be identified to clearly define the process. This would include prioritizing areas requiring more immediate safety improvements.
- Another attendee believes some concern may be coming from the idea of mixing and matching improvement packages across planning segments. For example, the expressway lite facility type mixes improvements such as RCIs and interchanges together, which could create inconsistency in terms of driver expectations. The US 30 Coalition would be open to smaller planning segments, but a greater consistency or alignment of future facility type across planning segments. Is there a way that the information in the report could be translated to something like that (as opposed to a piecemeal approach – e.g., interchange at intersection X, RCI at intersection Y)?
 - Possibly. The Level 3 report presents the beginnings of a coordinated plan for each study area. Separating the study areas into planning segments was an intentional approach that was meant to be more reflective of how potential future projects would be implemented. Because there are multiple questions yet to be answered about next steps and timeline, the study teams attempted to provide INDOT with a menu of options that provides flexibility to adapt as those questions are answered. This will likely require further analysis that is not possible at this time as part of the planning study.
 - Specific to the expressway lite facility type – study stakeholders want improved safety and mobility within the study corridor. At the same time, there is also a need to maintain local access and mobility across the corridor. The expressway lite facility type was an attempt to balance those considerations and move incrementally toward a higher-level facility type.
- An attendee asked how job growth and economic development are seen as matching up with the different alternatives.
 - Economic development was not part of the purpose and need for each study area, but supporting existing and planned economic development is a goal for each study area. Within each study area, improvement packages were evaluated qualitatively against that goal as part of the Level 3 analysis. This evaluation was considered by study teams when making recommendations in the Level 3 reports.
- Another attendee asked about a cost-benefit analysis.
 - To date, a traditional cost-benefit analysis has not been completed. That said, the report includes a cost-effectiveness index (CEI), which is similar but is primarily focused on the safety benefits of the packages as compared to the costs. The CEI helps normalize the comparison of improvement packages.

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- The attendee said he believes a cost-benefit analysis was done around 2015 as part of the Blue-Ribbon Panel's report and it showed either a 3-to-1 or 4-to-1 return on investment in constructing a freeway on US 30.
- The attendee noted the safe movement of freight is critical and asked if there was a way to do a cost-benefit analysis as part of the studies.
- The study teams are still discussing this topic with INDOT and whether it will be done as part of the ProPEL US 30 and US 31 studies. An initial look at the data needed to do a CBA indicated there were some data gaps that needed to be addressed to provide this type of information.
- The US 30 Coalition thanked INDOT and the study teams for the work that's been done to date on the ProPEL US 30 studies.

RAC Meeting #2 Invitation, Presentation, and Meeting Summary – December 4, 2024

Outlook

ProPEL US 30 West – Draft Level 3 Screening Report for Review and Comment

From Ciacciarella, Anna M. <ciacciarellaam@cdmsmith.com>
Date Wed 11/13/2024 3:26 PM
To Ciacciarella, Anna M. <ciacciarellaam@cdmsmith.com>
Bcc k.carmanygeorge@dot.gov <k.carmanygeorge@dot.gov>; Patrick.Carpenter@dot.gov <Patrick.Carpenter@dot.gov>; david_calease@nps.gov <david_calease@nps.gov>; erik.r.sandstedt@hud.gov <erik.r.sandstedt@hud.gov>; elizabeth_mccloskey@fws.gov <elizabeth_mccloskey@fws.gov>; Aaron.W.Damrill@usace.army.mil <Aaron.W.Damrill@usace.army.mil>; Paul.H.Allerding@usace.army.mil <Paul.H.Allerding@usace.army.mil>; Charles.A.Uhlarik@usace.army.mil <Charles.A.Uhlarik@usace.army.mil>; Ryan.D.Cassidy@usace.army.mil <Ryan.D.Cassidy@usace.army.mil>; david.f.bucaro@usace.army.mil <david.f.bucaro@usace.army.mil>; alex.r.hoxsie@usace.army.mil <alex.r.hoxsie@usace.army.mil>; stasi.f.brown@usace.army.mil <stasi.f.brown@usace.army.mil>; kathy.g.chemich@usace.army.mil <kathy.g.chemich@usace.army.mil>; john.allen@usda.gov <john.allen@usda.gov>; Pellosio.elizabeth@epa.gov <Pellosio.elizabeth@epa.gov>; William.B.Stanifer@uscg.mil <William.B.Stanifer@uscg.mil>; michael.o.walker2@uscg.mil <michael.o.walker2@uscg.mil>; aturnbow@idem.IN.gov <aturnbow@idem.IN.gov>; RBraun@idem.in.gov <RBraun@idem.in.gov>; turner2@idem.IN.gov <turner2@idem.IN.gov>



Dear Resource Agency or Cultural Resources Stakeholder,

The Indiana Department of Transportation (INDOT) has completed the Draft Level 3 Screening Report for the ProPEL US 30 West study in La Porte, Porter, Starke and Marshall counties, Indiana. As a reminder, the ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and west of Beech Road in Marshall County.

The ProPEL US 30 West Draft Level 3 Screening Report is available for your review and comment on the study website: <https://propelus30.com/30doclibrary/>. Interactive maps and videos of the study area are also available: <https://propelus30.com/alternatives/#Map>.

The ProPEL US 30 and US 31 studies were introduced to state and federal resource agencies and cultural resources stakeholders during a virtual meeting on January 27, 2023, with a follow-up virtual meeting on October 5, 2023. Since that time, the agencies were provided the Draft Universe of Alternatives (Level 1) Screening Report for review and comment on November 28, 2023 and the Draft Level 2 Screening Report on March 28, 2024.

As a friendly reminder, the Draft Level 3 Screening Report is the third and final step in the three-level alternatives development and analysis process. The location-specific alternatives that advanced from the Level 2 screening were organized into planning segments, which are sections of the study area that work together to provide access and mobility, including primary and secondary intersections and the roadway segments connecting them.

The final Universe of Alternatives (Level 1) Screening Report and Level 2 Screening report are also available on the study website (<https://propelus30.com/30doclibrary/>).

INDOT is requesting comments on the Draft Level 3 Screening Report by December 13, 2024.

A virtual meeting will take place on Wednesday, December 4th, from 1 to 2 p.m. EST via Microsoft Teams to update all Resource Agency and Cultural Resources Stakeholders on the Draft Level 3 Screening Report and to answer any questions. A calendar invitation will follow this email.

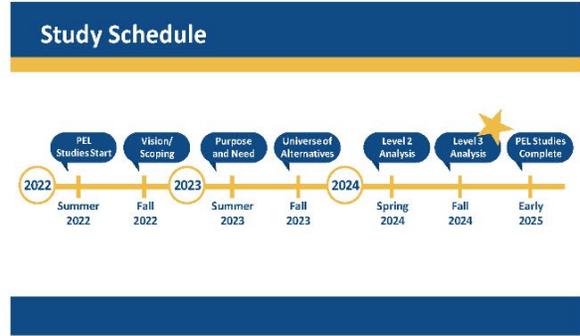
Please let me know if you have any questions.

Sincerely,

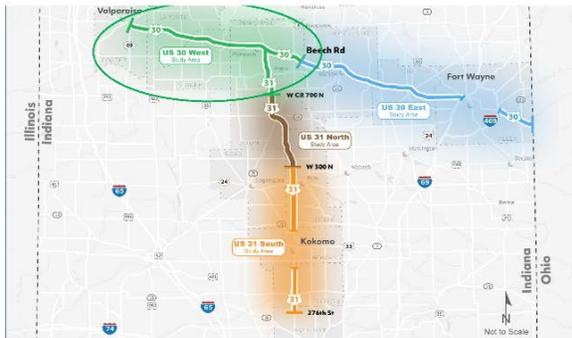
Anna and the ProPEL US 30 West Study Team



1



4



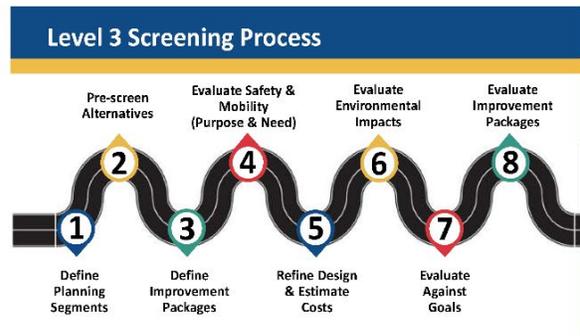
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5

The purpose of transportation improvements along the US 30 West corridor is to **improve regional mobility and safety along US 30 and US 31** and preserve both as vital statewide transportation corridors for **moving people and goods.**

3



6

What are planning segments?

- 1 Wipacola** SR 49 to County Line
- 2 Waukegan** County Line Road to LePorte CR 700 W
- 3 Hanna** LePorte CR 700 West to 0.5 mi east of Long Line
- 4 LePorte/Hanna County Line** 0.5 mi east of Long Line to 0.5 mi west of State CR 300 E
- 5 Overtown** Old US 30 (Hamlet) to State CR 3200 E
- 6 Plymouth** 0.5 mi east of Queen Road to 0.5 mi west of US 31 interchange
- 7 West Plymouth** State CR 3200 E to 0.5 mi east of Queen Road
- 8 Inwood** 0.5 mi west of Irle Road to 0.5 mi west of Irle Road
- 9 North Argos** SR 30 to 0.5 mi south of 33th Road
- 10 South Argos** Fulton CR 700 N to SR 30
- 11 South Plymouth** 0.5 mi north of Michigan Road to US 30 interchange
- 12 13th/Michigan** 0.5 mi south of 33th Road to 0.5 mi north of Michigan Road
- 13 Bourbon** 0.5 mi west of Irle Road to Beach Road
- 14** (unlabeled)

7

How did we evaluate improvement packages?

- Safety
- Mobility

10

How did we form the improvement packages?

8

How did we evaluate improvement packages?

- Cost
- Environmental Resources

11

What are improvement packages?

Increasing Mobility ↑

Increasing Access →

- Freeway
- Expressway/Expressway Lite
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street

9

Environmental Resources

- Natural Resources**
 - > NWI Wetlands
 - > Rivers and Streams
 - > Floodplains
 - > Forested Areas
- Cultural Resources**
 - > Aboveground Resources & Archaeological Sites
 - > Cemeteries
- Community & Socioeconomic Resources**
 - > Residential & Business Relocations
 - > New Right-of-Way Acquisition
 - > Potential Risk of Disproportionate Impacts to Environmental Justice Communities
 - > Right-of-Way Acquisition
 - > Potential Relocations
 - > Farmland
 - > Section 4(f) Resources
 - > Hazardous Material Sites
 - > Greenhouse Gas (GHG) Emissions
 - > Railroad Impacts

12



19



22



20



23



21



24

ProPEL US 30 West Agency & Cultural Resource Stakeholder Meeting #2
MEETING SUMMARY

Date: December 4, 2024, 1:00 p.m. – 2:30 p.m.

ATTENDEES*

Name	Organization	Name	Organization
Gina Murphy	CDM Smith	Toni Giffin	INDNR
Scott Sandstrom	CDM Smith	Wade Tharp	INDNR
Marian Hull	CDM Smith	Jessica Torres	INDNR
Anna Ciacciarella	CDM Smith	Alisha Turnbow	IDEM
Adin McCann	HNTB	Sandy Garrison	Marshall County Historical Society
Sandra Flum	INDOT	Michael Walker	USCG
Lauren Hilden	INDOT	Briana Hope	Structurepoint
Matthew Coon	INDOT	Alex Hoxsie	USACE
Clint Kelly	INDOT	Kathleen Chernich	USACE
Cindy Nunley	INDOT	Chelsey Gordon	Porter County
Karstin Carmany-George	FHWA		

*In addition, there was one unidentified call-in attendee.

MEETING SUMMARY

The purpose of the meeting was to provide an update to the state and federal resource agencies and cultural resource stakeholders on the ProPEL US 30 West study. The meeting was a platform to share information and answer questions regarding Level 3 Screening Report, public engagement activities, and environmental constraints.

INTRODUCTIONS AND PLANNING PROCESS

6. Marian Hull began the presentation, introduced herself and Scott Sandstrom as the presenters for the meeting, and invited study team members and attendees to also introduce themselves.
7. M. Hull provided an overview of the PEL process, explaining that it includes four planning and environment linkage studies covering 180 miles of US 30 and US 31 in northern Indiana. She emphasized the importance of keeping stakeholders informed as the information will be carried forward into the NEPA process for potential future projects. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the

study area boundaries. M. Hull commented that the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.

8. M. Hull shared about the importance of public input as part of the PEL study. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
9. M. Hull reviewed the study purpose and need and highlighted that the Draft Level 3 Screening Report outlines a range of reasonable alternatives to meet these goals.

ALTERNATIVES ANALYSIS AND IMPROVEMENT PACKAGES

- **Scott Sandstrom summarized the three levels of alternative analysis, detailing the identification of 55 improvement concepts, the evaluation of potential solutions at 29 primary intersections, and the development of improvement packages for planning segments.**
- **S. Sandstrom explained the criteria for developing improvement packages, including the influence of intersection concepts on adjacent intersections, access management principles, and interchange spacing guidelines. He also discussed the balance between mobility and access for different facility types.**
- **S. Sandstrom described the safety and mobility analysis, which included examining conflict points, travel time, access and crossing points, and driveway impacts. They emphasized the importance of reducing conflict points to improve safety.**
- **S. Sandstrom detailed the environmental and cost analysis, mentioning that potential impacts were assessed using spatial analysis and conceptual designs. He noted that the impacts are preliminary and may be further minimized in future design stages.**
- **S. Sandstrom provided an example of the Wanatah planning segment, describing the various improvement packages and how the information is displayed in the report. He shared that the study team developed the “expressway lite” option in response to public comments to improve mobility without sacrificing accessibility. S. Sandstrom then shared one of the package videos and shared that each of the 43 packages has a video available on the study website.**

PUBLIC INVOLVEMENT

- M. Hull reviewed recent opportunities for public feedback, including public information meetings in both Wanatah and Plymouth, the virtual public information meeting, and community office hours. She encouraged participants to review the report either in-person at local libraries or online and explore other resources such as the virtual public information meeting page and the package videos. She shared that the comment period is open through December 13, 2024, and encouraged attendees to submit a comment to have their voice heard.

OPEN DISCUSSION – QUESTIONS

M. Hull opened the meeting up to questions. No attendees had comments or questions to share. After a final call for input, M. Hull concluded the meeting by sharing the study website and thanking attendees for joining.

Resource Agency Letters Received



Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693 dhpa@dnr.IN.gov



December 28, 2023

Melissa L. Santley
Transportation Planner
CDM Smith
101 E. River Drive, Suite 1A
East Hartford, Connecticut 06108

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Universe of Alternatives Screening Technical Memorandum (CDM Smith, November 13, 2023) for
ProPEL US 30 Project (DHPA No. 31365), in Fulton County, LaPorte County, Marshall County, Porter
County, and Starke County; Indiana

Dear Ms. Santley:

The staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has received your November 28, 2023, submission, which enclosed the Universe of Alternatives Screening Technical Memorandum, which was received by our office November 28, 2023, for this project in Fulton County, LaPorte County, Marshall County, Porter County, and Starke County; Indiana.

From the information provided, it is the staff of the Indiana SHPO's understanding that the Indiana Department of Transportation ("INDOT") is conducting Planning and Environment Linkages (PEL) studies on the US 30 and US 31 corridors. The Universe of Alternatives Screening Technical Memorandum (CDM Smith, November 13, 2023) was prepared specifically for the ProPEL US 30 West portion of the study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memorandum documents the initial screening of concepts that may address the transportation needs identified in the ProPEL US 30 West Purpose and Need Report. It is also our understanding, that as the study progresses, the screening and evaluation of the remaining alternatives in terms of feasibility and potential impacts will be performed in subsequently greater levels of detail – both qualitative and quantitative. Meeting the purpose, needs, and study goals will be confirmed in each subsequent screening, and public and stakeholder input will be sought at each level. The output of this process will be a prioritized set of reasonable alternatives. Our office will continue to review the alternatives as the process progresses; however, at this early stage we have no specific comments.

As stated previously in our September 27, 2023, response, the archaeological cultural resources identification memorandum (ASC Group, Inc., 04/24/23) and the above-ground cultural resources identification memorandum (ASC Group, Inc., 04/12/23) were prepared specifically for the ProPEL US 30 West Study portion of the study, the memorandums specifically state that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act ("NHPA") and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRIIP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRIIP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office.

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

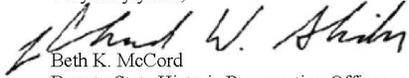
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Melissa L. Santley
December 28, 2023
Page 2

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the ProPel US 30 West Project in Fulton, LaPorte, Marshall, Porter, and Starke Counties, Indiana, please refer to DHPA No. 31365.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

enc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Melissa L. Santley, CDM Smith
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Given the importance and scope of this major transportation project, its potential cost, while important, is not the only variable of the equation to be considered. Yet the PEL Study infers that the high costs of construction associated with a Freeway alternative , diminishes its priority of inclusion in the Plan, with no regard given to the benefits and return on investment that a comprehensive Freeway solution would provide. The PEL should therefore include the economic benefits of the Freeway alternative. Indeed, INDOT's own study in 2013 showed that a US 30 Freeway will:

- a) Create 10,572 jobs;
- b) Increase GRP by \$959 million;
- c) Increase personal income by \$942 million;
- d) Save over 18,000 hours of travel delay daily; and
- e) Save over \$715 million in accident cost savings.

We respectfully request that this information and analysis be included in the Final Report.

I moved to Warsaw in 1972, the year the final segment of US 30 was opened and have witnessed the prosperity our communities enjoyed along the corridor for the last 52 years. I have also seen the efficiency of transportation erode and become more dangerous as the result of this growth. I most likely won't be around for another 52 years but I would like to insure that those who will, are able to benefit from the safety and prosperous growth that only Freeway US 30 will provide!

We appreciate the significant work that has gone into the PEL study, as well as the opportunity to provide comment on the impact of this Project upon our communities. If we can provide any additional information, please do not hesitate to contact us.

Sincerely,

Joseph M. Thallemer
US 30 Coalition, Chairman

US 30 COALITION

Ms. Sandra Flum
Indiana Department of Transportation
100 N. Senate Avenue
Indianapolis, IN 46204

RE: US 30 PEL Level 3 Screening

Dear Ms. Flum

Thank you for the opportunity to comment on the Indiana Department of Transportation (INDOT) Level 3 Screening of Alternatives related to the US 30 Planning and Environmental Linkage Study (PEL). The US 30 Coalition has several comments for the record regarding these recommendations.

First and most notable, the US 30 Coalition and the communities we represent are unwavering in our belief that a FREEWAY best meets the needs of the counties, cities and towns along the US 30 Corridor. A Freeway alternative is included in every segment of the draft document, of which we are appreciative. We feel it is imperative that this be continued through the Final Report.

While we acknowledge that the financial constraints facing INDOT are challenging and will require time to navigate, maintaining a corridor-wide Freeway alternative in the Final Report will ensure a long-term comprehensive vision that is focused for the benefit of both government and private industry.

In addition, we do have serious concerns with the continued inclusion of RCI's, right-in/right-outs, and other similar methods of traffic management. Members of our communities have been outspoken in their opposition to the use of such measures along the Corridor. We believe these at-grade intersection alternatives will hamper, rather than enhance, the Corridor's growth, utility, and safety in the decades to come.

The Coalition also strongly objects to the assumptions concerning economic development, equity in transportation and driver expectation elements made in each segment. For example, the Expressway and Expressway Light options are projected to enhance these elements while the Freeway option is considered as neutral or even diminishing them. Yet business and industry all along the Corridor have been explicit and consistent in their belief that a Freeway is critical to the future maintenance and growth of their facilities as well as safety for their employees.

Further, to assign a neutral value in driver expectation for the Freeway option, but to assume an Expressway/Expressway Light option enhances such expectations, makes no sense and is inconsistent with public comment.



To: Ms. Sandra Flum
Indiana Department of Transportation
100 N. Senate Avenue
Indianapolis, IN 46204

December 13, 2024

Ms. Sandra Flum,

On behalf of the Northeast Indiana Regional Partnership (NEI), I am writing to express strong support for the US 30 Coalition's position regarding INDOT's Level 3 Screening of Alternatives for the US 30 PEL Study. We urge INDOT to prioritize the Freeway alternative across all segments of the PEL study area in the Final Report, as it is critical to addressing Northeast Indiana's safety, economic development, and long-term infrastructure needs.

A Freeway solution provides the necessary infrastructure to support sustained business growth, improve mobility, and enhance safety across our communities. It aligns with the region's vision for fostering economic vitality and positioning Northeast Indiana as a destination for investment and talent.

We share the Coalition's concerns about the inclusion of RCIs and other traffic management options, which could impede safety and compromise corridor functionality. Additionally, I am concerned about inconsistencies in the methodological approach used to evaluate each segment's economic development goals. The lack of clear weighting or the inconsistent application of criteria across segments raises questions about the objectivity of the analysis. Statements regarding "substantial impacts" are also insufficiently supported by consistent methodologies or quantifiable data.

The PEL economic development analysis does not adequately assess or score segments based on their potential to drive economic growth in areas of existing or prospective economic activity. Research from the Transportation Research Board consistently demonstrates that interchanges attract significantly more economic development than other solutions. This well-documented insight has not been adequately factored into the analysis, despite INDOT's own 2013 data showing that a Freeway alternative could generate over 10,000 jobs, nearly \$1 billion in GRP, and significant cost savings. These transformative impacts should be central considerations in the final analysis.

While only three of the 11 counties NEI represents lie directly along the US 30 corridor, the safety and economic development outcomes of a Freeway solution will have a profound ripple effect across all 11 counties, benefitting the over 800,000 Hoosiers who call this region home.

NEI appreciates INDOT's efforts in conducting this critical study and welcomes the opportunity to provide feedback. We strongly advocate for a comprehensive vision that prioritizes the Freeway

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alternative to ensure sustainable economic growth and improved safety for Northeast Indiana. We remain available to offer additional insights or assistance as needed.

Thank you for your consideration.

Sincerely,

Stéphane Frijia
President & CEO
Northeast Indiana Regional Partnership

PIONEER STARTS *HERE*

200 E Main St, Suite 910, Fort Wayne, IN 46802
(260) 469-3469 • www.neindiana.com



Mr. Jonathan Wallace
Indiana Department of Transportation
100 N. Senate Avenue
Indianapolis, IN 46204

RE: PEL Level 3 comments

Dear Mr. Wallace:

Thank you for the opportunity to submit comments in response to the Planning and Environmental Linkage Study Level 3 Screening for the US 31 corridor. The members of the US 31 Coalition appreciate the work that you have put into this process.

As you are aware, the members and communities comprising the US 31 Coalition have long advocated for a freeway improvement on the corridor. We appreciate the study team “carrying forward” a freeway option in the study. However, the imagined freeway layout that is included in the Level 3 report is insufficient to meet the needs that have been conveyed to the study team. We understand that freeways by definition direct traffic to specific access points in order to improve safety, however, we would request that some additional access or cross-road connection be considered in particular locations. As the individual projects move into environmental analysis and project development, we would want to be included in further conversations to define the actual layout.

In addition, as none of the options presented seem to be a perfect solution for the corridor, we ask that the Level 3 screening and the final report not include differentiators such as “recommended” or “carried forward”. The study team has done great work to narrow the 55 options down to five, and we do not believe it is prudent to weight those choices to make purely cost-driven decisions until INDOT’s future funding is known. We ask that all choices move forward in an equal manner, unless specifically eliminated in the Level 3 analysis.

To that end, the members of the Coalition, along with the counties, cities and towns that are represented, have repeatedly made known their opposition to the use of r-cuts on the US 31 corridor. To have this improvement type considered once again is very disappointing. We understand the cost favorability of an r-cut, however, we hope that INDOT will look at all the factors impacting this decision.

Related to this concern, we disagree with the ranking of study goals for each section. The study states that a freeway is neutral or even negative for economic development, while an expressway or expressway light enhances economic development. When industries and economic development

The U.S. 31 Coalition is a group of citizens, companies and elected officials who are dedicated to the upgrading of U.S. 31 to a freeway thoroughfare connecting U.S. 20 in St. Joseph County to I-465 in Marion County.

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associations all along the corridor have specifically asked for a freeway for this very reason, we request that the study team reconsider the assumptions made in this section.

While we understand that the packages included in the report represent a continuum of cost, mobility and access, there is no consideration of the benefits (economic or otherwise) in this analysis. If this cannot be included in the final report of the PEL, we strongly recommend that it be included in the NEPA analysis for individual segments.

Each county in the US 31 corridor has specific locations that need to be addressed for development projects, safety, or other concerns. We have included the intersections below and hope that INDOT will prioritize them as the projects move forward. These are not listed in any particular order, but all represent a need to be addressed sooner rather than later. Each have specific issues and may require a combination of improvements not included in any of the Level 3 options, which we would like to discuss further.

Fulton County

- Olson/Monticello Road interchange
- Old US 31/Southway 31 overpass
- Court Road 650 South (Speck's Corner) interchange

Marshall County

- US 31 and Lincoln Highway
- US 31 and 18th Road (this location is in the SR10-CR700N project underway; however, it is included in these comments for consideration in the PEL).

Miami

- US 31 and CR100N
- US 31 and Business 31
- US 31 and SR 218 North
- US 31 and SR 18

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US 31 and CR800S

Tipton County

US 31 and CR450N

US 31 and Division Road

US 31 and CR500S

Thank you for the opportunity to comment, and we look forward to continuing the conversation.

Sincerely,

Laurie Maudlin
Executive Director

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APPENDIX J: ADDITIONAL STAKEHOLDER OUTREACH

Level 3 Screening Local Elected Officials Outreach

Level 3 Screening Local Elected Officials Outreach	
Audience	Date
Marshall County Commission	11/18/2024
Porter County Commission	11/19/2024
Valparaiso Economic Development Corporation	11/21/2024
La Porter County Council	11/25/2024
Starke County Commission	12/02/2024
Farm Bureau District Meeting	12/03/2024
Hamlet Town Council	12/04/2024
Wanatah Town Council	12/05/2024
La Porte County Commission	12/09/2024
Plymouth Town Council and Public Works	12/09/2024
Bourbhon Town Council	12/10/2024
Argos Town Council	12/11/2024
Michiana Council of Governments (MACOG)	12/11/2024
Marshall County Council	12/12/2024
Valparaiso City Council Traffic and Safety Committee	12/16/2024

Local Elected Officials Briefing Notes

November 21, 2024 – Valparaiso Economic Development Corporation

Notes
Request to put the paper report in the Michigan City and Laporte libraries as well since the council funds those. I said we would do so and have coordinated with Tom to have this done.
Requested we talk to Wanatah Town Council as their town is potentially the most impacted. I said we do have a presentation scheduled for the Wanatah council and we’ve also had the public meeting and office hours in Wanatah to ensure the public is aware.
Question about the railroad crossing near Hanna. I said we did account for it in our conceptual designs by adding a pull-out lane, however we could potentially revise the report to more clearly state this is considered. (It’s discussed in Level 2 more clearly than Level 3 at that location.)

December 3, 2024 – Farm Bureau District Meeting

Notes
Main concern is safety when crossing US 30 or 31 at unsignalized crossings. Talked about widening median at intersections as well as overpasses as possible solutions.
With overpasses, want to be sure clearance is high enough to allow large farm equipment through as they sometimes have to let air out of the tires to cross under bridges.
Representatives from all counties in the study area were present.

December 3, 2024 – Hamlet Town Council

Notes
Somewhat happy with the recommended no-build package near their town. We pointed out packages can also be mixed and matched moving forward as other packages are carried forward.

December 5, 2024 – Wanatah Town Council

Notes
This was the most engaged meeting I've been to so far. Because most, if not all, of the people at the meeting were already familiar with the study, it was more of a dialogue/discussion than a presentation. The questions/discussion started on the study before I even stepped to the podium. There was comments and questions from all four council members present and five or six members of the public.
The Town would like an extension on the official Level 3 comment period as discussed above.
The Town plans to send individual letters from the council and the fire department. It also sounded like some people may try to organize others to submit comments.
In general, they are OK with the recommended expressway lite package (but I think would prefer no build) but have concerns with emergency access given the number of RIROs. I told them to please comment on the effect of where a crossing point would be most desired. I also shared that expressway lite is intended to allow for potential U-turn locations.
I had a short discussion after the meeting with a person and brought up the RCI sharing how it both improves safety and allows full access and could be a solution to the RIRO problem. I also said an RCI is possible at CR 1100 where a bridge is shown in expressway lite currently. RCI shown there in another package. I didn't get chased out of the room for saying that.
They don't like the carried forward bypass because they think it would destroy the businesses in town. The Smokers were also there from Smoker Farms, and they are very anti-bypass as it would greatly impact their operations if not fully hinder it by cutting through their field.

December 9, 2024 – Plymouth Town Council and Public Works

Notes
The city will be submitting a comment letter by 12/13 with the county.
General concern is about access to the east and possible future development for Plymouth to east of US 31.
Would prefer an interchange at Lincoln Highway where there is a current bridge.

December 11, 2024 – MACOG

Notes
Comment that they appreciate the effort INDOT is undergoing.
Commented that traffic has picked up a lot on US 30. Want to see safety improvements and also that it helps with commerce.
Asked about how to get something done. What needs to happen? Explained right now it will be part of typical district program. The districts won't have to piecemeal since there is a corridor plan with options.
Commented that the fly through videos are very helpful
Some policy board members are planning to submit comments by the 12/13/2024 deadline.
INDOT – LaPorte District Deputy Commissioner – explained to the board that corridor studies like the PEL give INDOT a range of options to consider for prioritization and programming. There is no funding in place right now for anything in the PEL, but once the PEL is complete the district(s) will reevaluate needs.

December 12, 2024 – Marshall County Council

Notes
A councilor asked about priorities in the studies. The response was this is not decided, and the plan right now is for the study to go to the districts to review and make decisions moving forward on programming and priorities.
A councilor stated that they liked that the INDOT district would be making decisions as it seemed more local than if the projects would be ran out of central office.
In general, they appreciated the outreach the study team has been doing throughout the study area and in Marshall County.

Level 3 Screening Amish Community Stakeholder Meeting – January 28, 2025



US 30 EAST
WSP
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Indianapolis, IN 46204
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Shane Peck, Public Involvement
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MEETING NOTES

Date: January 28, 2025

Re: Amish Community Stakeholders – Level 3 Feedback

In Attendance:

Joe Borkholder	Bremen
Daniel Chupp	Etna Green
Mark Halstetler	Tippecanoe
Norman Hochstetter	Etna Green
Willie Lehman	Nappanee
Kenny Mast	Nappanee
Elmer Miller	Nappanee
Merle Miller	Bremen
Neal Miller	Bremen
Chet Otto	Etna Green
Vernon Schmucker	Leesburg
Jason Schwartz	Warsaw
Lonnie Slabark	Tippecanoe
Dustin New	MACOG
Caitlin Stevens	MACOG
Rusty Holt	WSP
Dan Silverman	WSP
Scott Sandstrom	CDM Smith
Erin Pipkin	Compass Outreach Solutions

MEETING SUMMARY

The ProPEL US 30 East and West study teams met with a group of 15 Amish stakeholders to discuss the draft Level 3 Screening Report that was published on November 12, 2024. The group represents five church districts and nine cities/towns.

INTRODUCTION

Rusty Holt and Scott Sandstrom began the presentation by thanking Jason for assembling the group and the attendees for providing their feedback.

INDOT began the PEL studies two years ago. The draft Level 3 Screening Report marks the next-to-last step, and was published earlier this month. Improvement packages were eliminated, carried forward or recommended based on study goals. Only the latter two ratings will be included in the final report.

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DISCUSSION

Jason Schwartz said The Amish community travels around US 30, but they do not travel on it. For the Amish, RCIs are not only out of their way, but they are also a safety concern. They are not confident that a car or semi entering the RCI's turn lane would see or yield to buggies. He added that many Amish families have students to drive buggies to school, so there are less experienced drivers at risk. Jason prefers a separated overpass like the one near SR 19 that was proposed in the Level 3 Screening Report. Vernon Schmucker asked how wide the overpass would be and if it would accommodate two buggies. Rusty confirmed it would. Jason asked whether that is the only opportunity for a separated overpass and Rusty said he and Scott were there to listen to any other locations that should be considered.

Vernon, who is a member of safety committee, asked if it could be possible to have a buggy crossing every two or three miles? SR 331 in Marshall County would be a priority. Other options could be Fir Road, Hawthorn Road or 5A Road, which would have overpasses if the freeway improvement package was constructed.

The group agreed that east of CR 500 West, there is not an Amish population living south of and crossing US 30. Fox Farm Road might be a good location for another overpass, although Rusty said that Warsaw has plans for future development there.

CR 500 West listed an overpass in two packages but the team is redesigning that based on public feedback.

Within the US 30 West study area, the Amish cross at Cedar Road and 9A. They would be fine with overpasses or interchanges there and are especially interested in maintaining access at Cedar. They are fine with the no build recommendation in Bourbon.

In terms of RCIs, they are concerned about entering the turn lane when motorized vehicles could be traveling 50 mph faster.

Elmer Miller asked if they study teams were looking at where future schools might be constructed. Rusty and Scott said they would take any future plans into consideration if new school locations have been identified.

A participant asked how many options will be given to INDOT for final consideration. Rusty and Scott said that several will be carried forward for each improvement package. Caitlin Stevens and Dustin New from MACOG said that once a project is programmed, there will be additional outreach and environmental study.

Jason asked whether any of the improvement packages would result in increased speed limits. Scott said that would be unlikely, especially with the expressway or no build options.

Joseph Borkholder asked about Parker Street at US 30. Several Amish take Parker Street to shop at Menard's. Rusty explained that if Parker Street access is removed at US 30, there will be a local access road connecting Parker to Center and Springhill.

Vernon asked about additional signage denoting this as an area with buggy traffic. Rusty said signage is considered a design element, so that would be determined once a project is programmed.

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Another suggestion for a buggy overpass location is Gumwood, which is a secondary intersection. He said that overall, Amish prefer to use secondary intersections because they avoid that busier roads whenever possible. Scott said that Gumwood is too close to US 31 for an interchange, so an overpass would be considered there.

Jason asked if there will be another comment period for the final report. Rusty said that yes, another public information meeting and comment period will be planned. The timing will likely depend on the legislative session, but it will be in summer or sooner.

Aaron Troyer said that the Amish prefer using less traveled roads. Near Etna Green, they prefer CR 875 instead of CR 800. He added that a lot of people use bicycles in that area as well. He then asked if a non-vehicle overpass is feasible at locations that lack a lot of motorized traffic. Scott said it is feasible to close a crossing to motorized vehicles but leave it open for non-motorized. But that would be designated as a design element and considered once a project was programmed.

Vernon asked how INDOT would restrict access to motorized cars. Rusty and Scott said they could use bollards or gravel, and INDOT would likely seek feedback from the Amish residents before a decision is made.

Daniel Chupp asked about access for farm equipment. Rusty said that the teams have received positive feedback from farmers about the RCI at SR 101. Farm equipment access would be evaluated during project design.

Vernon travels often into Warsaw. He said anything that reduces traffic east of SR 15 is greatly needed. He noted that only one improvement package includes stoplights, and said that truck traffic would flow similar to an interstate.

Another participant asked about Oak Road. Scott said the preferred is a potential boulevard left turn. That is an RCI but it is signalized and through traffic does not need to stop. Oak Road is used often for trips to Aldis and Walmart.

The meeting concluded with refreshments at 7 p.m.