PROPEL US 30

Smarter Transportation. Stronger Communities.

US 30 WEST
FINAL LEVEL 3 SCREENING REPORT

Revision 1 – October 2025

Prepared By

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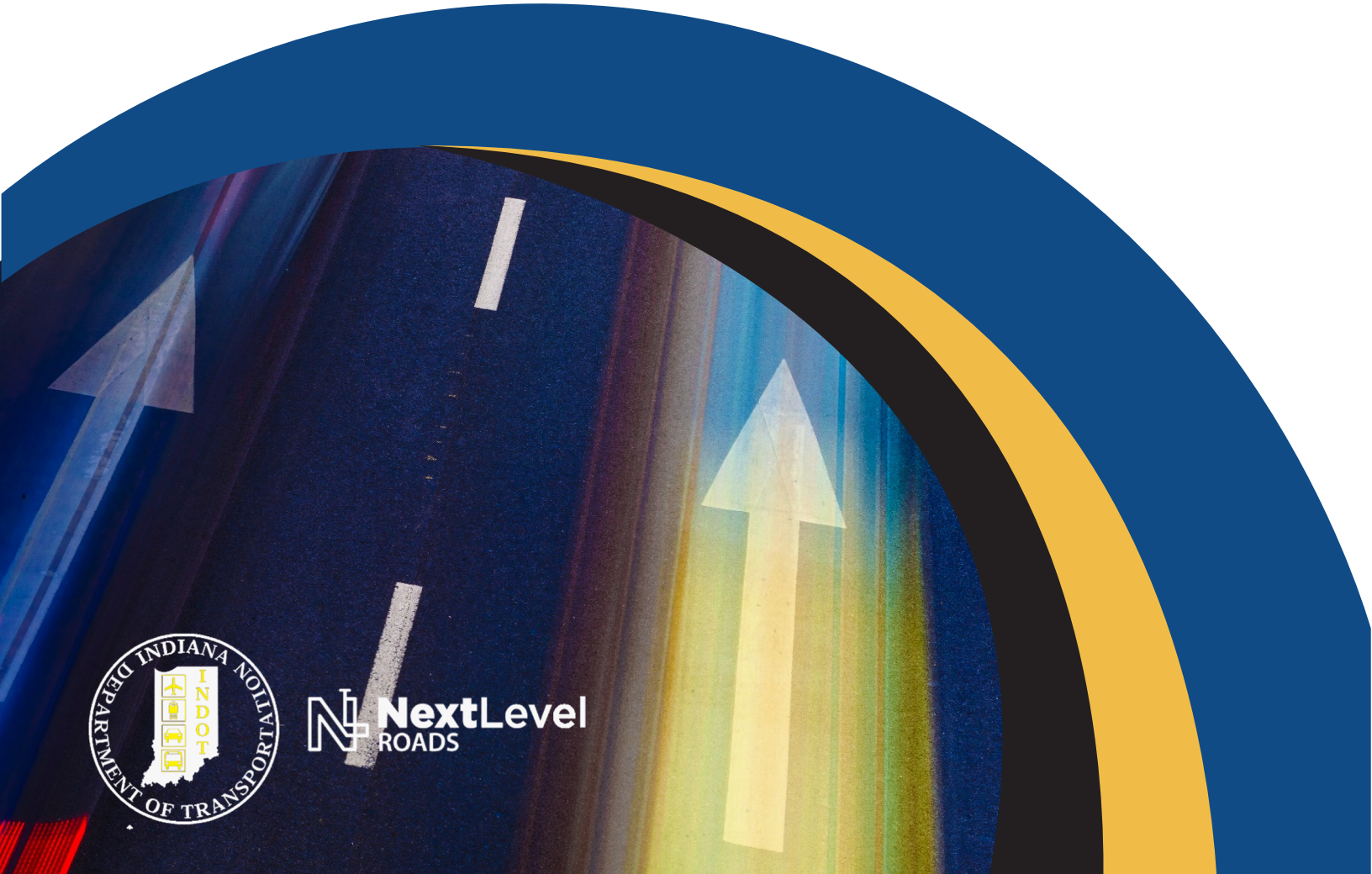

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DOCUMENT UPDATES

Minor edits made to the report in October 2025. The edits included the following:

- Some costs were updated which caused revisions to some planning segment summary matrices and associated text, as well as cost spreadsheets in Appendix B. The changes in cost did not alter any conclusions in the Level 3 Screening Report. Changes were made to Planning Segments 1, 2, 3, 4, 6, 7, 11, and 13.

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APPENDICES

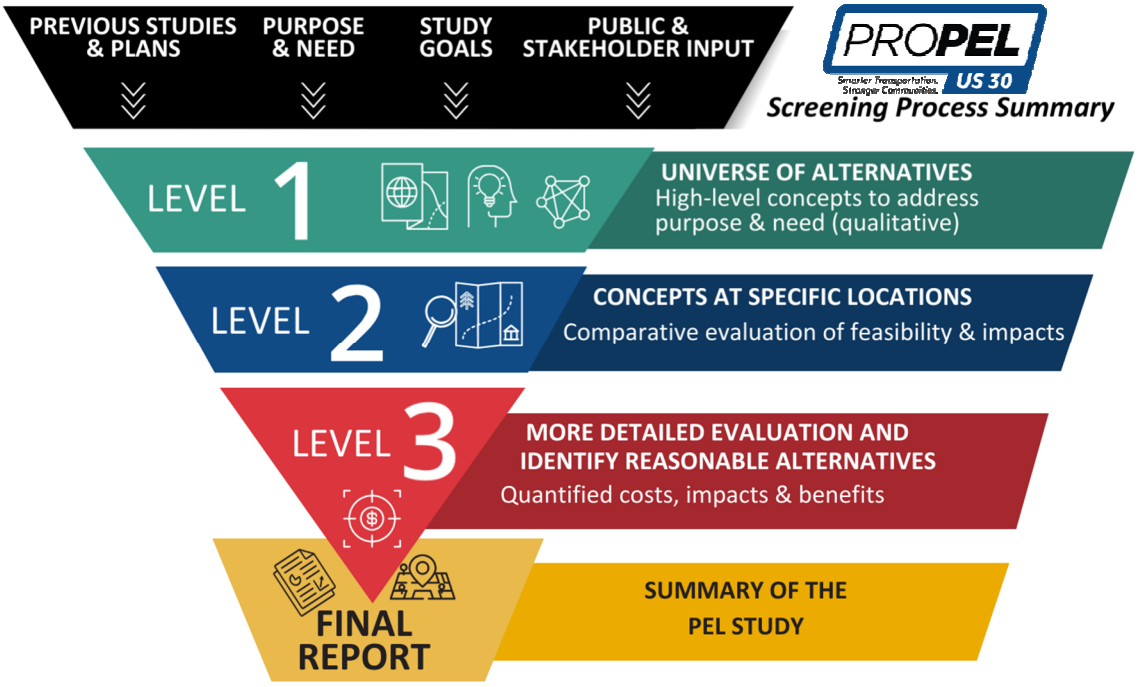
Appendix A: Improvement Package Maps
Appendix B: Planning-Level Cost Estimates for Improvement Packages
Appendix C: Draft Level 3 Screening Report - Public Comments and Responses

EXECUTIVE SUMMARY

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

The ProPEL US 30/31 studies are using a three-level screening process, depicted in **Figure ES-1**, to identify reasonable alternatives that address the identified transportation needs and goals of the study area. The Level 3 screening evaluates alternatives advancing from the Level 2 screening at the primary intersections within the study area. The Level 3 screening also considers the secondary intersections and the roadway sections between them.

Figure ES-1 ProPEL US 30 West Alternatives Development and Screening Process



This *ProPEL US 30 West Level 3 Screening Report*, which details the Level 3 screening methodology and results, has been prepared for the ProPEL US 30 West study and is based on existing conditions, projected future conditions, current plans and past studies, public comments, and stakeholder input as well as social, economic, and environmental constraints.

The ProPEL US 30 West study area includes US 30 from SR 49 in Valparaiso to west of South Beech Road in Marshall County (approximately 53.2 miles). The US 30 West study area also includes US 31 from the US 30 interchange in Marshall County south to CR 700 North in Fulton County (approximately 13.9 miles).

This Level 3 screening report provides a comparative evaluation of reasonability and impacts for potential transportation improvements and identifies alternatives to be carried forward from this PEL study.

LEVEL 3 SCREENING

OVERVIEW

The Level 3 screening process divided the study area into planning segments in which traffic characteristics and context are similar, and where improvements at one intersection could influence those at adjacent intersections. Fifteen planning segments were created from the US 30 West study area. The alternatives advanced from the Level 2 screening process were then arranged to form multiple improvement packages for each of the 15 planning segments. These improvement packages vary with respect to facility type, the type of traffic flow provided along US 30 or US 31, and the level of access to adjacent land. These improvement packages were then evaluated against each other and against the No-Build scenario to determine which should be further considered beyond the Level 3 screening process. **Table ES-1** outlines the characteristics of each improvement package considered in the screening process.

Table ES-1 Level 3 Screening

Characteristics	Criteria
Safety	Ability to reduce severe crashes, including the cost effectiveness of each improvement package.
Mobility	Travel time along US 30 (US 31), delay crossing US 30 (US 31), and level of access to/from US 30 (US 31).
Environmental Resource Impacts	Natural, cultural, and community/socioeconomic impacts; alignment with public input received to date.
Costs	Estimated construction costs, right-of-way costs, and total improvement package costs.
Goals	Is the improvement package aligned with study goals?

After completing the Level 3 analysis using the factors described above, each improvement package was rated using the following terminology and definitions:

- **Eliminated** = Meets the purpose and need established with this study; however, the improvement package is considered unreasonable due to limited benefits compared to its impacts and/or costs. It does not warrant consideration as part of any subsequent NEPA and project development studies in this planning segment unless conditions in the study area significantly change in the future (e.g., changes in land use, baseline environmental and/or traffic conditions, etc.).
- **Carried Forward** = Meets the purpose and need established with this study and is considered reasonable at this stage of planning. The improvement package warrants consideration as part of any subsequent NEPA and project development studies in this planning segment.

LEVEL 3 SCREENING RESULTS

The Level 3 screening has identified a wide range of improvement packages to be carried forward for further evaluation. These screening results are summarized in **Table ES-2**. Refer to **Section 4** for segment maps and improvement package exhibits.

Table ES-2 Summary of Recommendations

Planning Segment				Facility Type	Package													
					Arterial						Expressway Lite	Expressway					Freeway	
				Flow Type	Free Flow			Non-Free Flow			Free Flow	Non-Free Flow		Free Flow				
				Access Control	Partial												Limited	
US 30	1	Valparaiso	4.9 miles	No Build				1	2		3	4	5				6	
				Carry Forward				Eliminated	Eliminated		Carry Forward	Eliminated	Carry Forward				Carry Forward	
	2	Wanatah	5.0 miles	No Build				1	2	3	4						5	6
				Carry Forward				Carry Forward	Eliminated	Eliminated	Carry Forward						Eliminated	Carry Forward
	3	Hanna	5.0 miles	No Build	1	2	3				4						5	6
				Carry Forward	Eliminated	Carry Forward	Carry Forward				Carry Forward						Eliminated	Carry Forward
	4	LaPorte/Starke	5.0 miles	No Build	1		2		3		4						5	6
				Carry Forward	Carry Forward		Carry Forward		Eliminated		Carry Forward						Eliminated	Carry Forward
	5	Hamlet	5.0 miles	No Build										1	2		3	
				Carry Forward										Carry Forward	Carry Forward		Carry Forward	
	6	Grovertown	5.2 miles	No Build	1		2		3		4						5	
				Carry Forward	Carry Forward		Carry Forward		Eliminated		Carry Forward						Carry Forward	
	7	West Plymouth	5.0 miles	No Build								3		1	2	4	5	
				Carry Forward								Eliminated		Carry Forward	Carry Forward	Carry Forward	Carry Forward	
	8	Plymouth	4.8 miles	No Build								1	2	3	4		5	
				Carry Forward								Eliminated	Eliminated	Carry Forward	Eliminated		Carry Forward	
	9	East Plymouth	3.2 miles	No Build								3		1		2	4	
				Carry Forward								Eliminated		Carry Forward		Carry Forward	Carry Forward	
	10	Inwood	3.6 miles	No Build										1			2	
				Carry Forward										Carry Forward			Carry Forward	
	11	Bourbon	5.0 miles	No Build										1		2	3	
				Carry Forward										Eliminated		Carry Forward	Carry Forward	
US 31	15	South Plymouth	3.0 miles	No Build										1		2	3	
				Carry Forward										Carry Forward		Carry Forward	Carry Forward	
	14	13th/ Michigan	1.8 miles	No Build	1						2						3	
				Carry Forward	Carry Forward						Carry Forward						Carry Forward	
	13	North Argos	3.0 miles	No Build										1			2	
				Carry Forward										Carry Forward			Carry Forward	
	12	South Argos	5.8 miles	No Build	Separate INDOT Study													
				Carry Forward														

FUTURE VISION

Based on the work completed as part of the ProPEL US 30 West study, INDOT's long-term vision is to upgrade US 30 and US 31 in the study area to a free-flow facility, which is a road without traffic signals, stop signs, or yield signs for the mainline traffic, where such upgrades would match driver expectations and provide better operations for the corridor while providing safer travel conditions. There are varying types of free-flow facilities, ranging from freeways – which have full control of access – to free-flow facilities that have no or partial control of access. The ProPEL US 30 West study found achieving this long-term vision was feasible; however, there are tradeoffs to consider and uncertainties that would impact the implementation timeline.

Tradeoffs to consider include:

- Higher costs to implement;
- Higher community and environmental impacts to implement; and
- Potentially severe impacts to local communities and businesses due to the loss of access to/from US 31 and US 30, as well as reduced mobility across them.

Uncertainties impacting the implementation timeline include:

- Policy decisions of elected officials and agency leaders;
- Statewide transportation priorities; and
- Transportation funding.

Given these tradeoffs and uncertainties, the ProPEL US 30 West study considered a range of improvements that provide INDOT with the flexibility needed to incrementally move toward a long-term vision of a free-flow facility through a series of improvements over time to address the identified transportation needs. The improvements include more immediate, lower cost improvements, as well as higher-cost improvements that require funding beyond what is currently available.

Due to the identified uncertainties, the study concludes that implementation of an entirely free-flow facility on US 30 and US 31 in the study area will likely extend beyond the study's planning horizon of 2045. In the interim, the study provides INDOT with a flexible guide to incrementally upgrade the segments of US 30 and US 31 in the study area to free-flow facility.

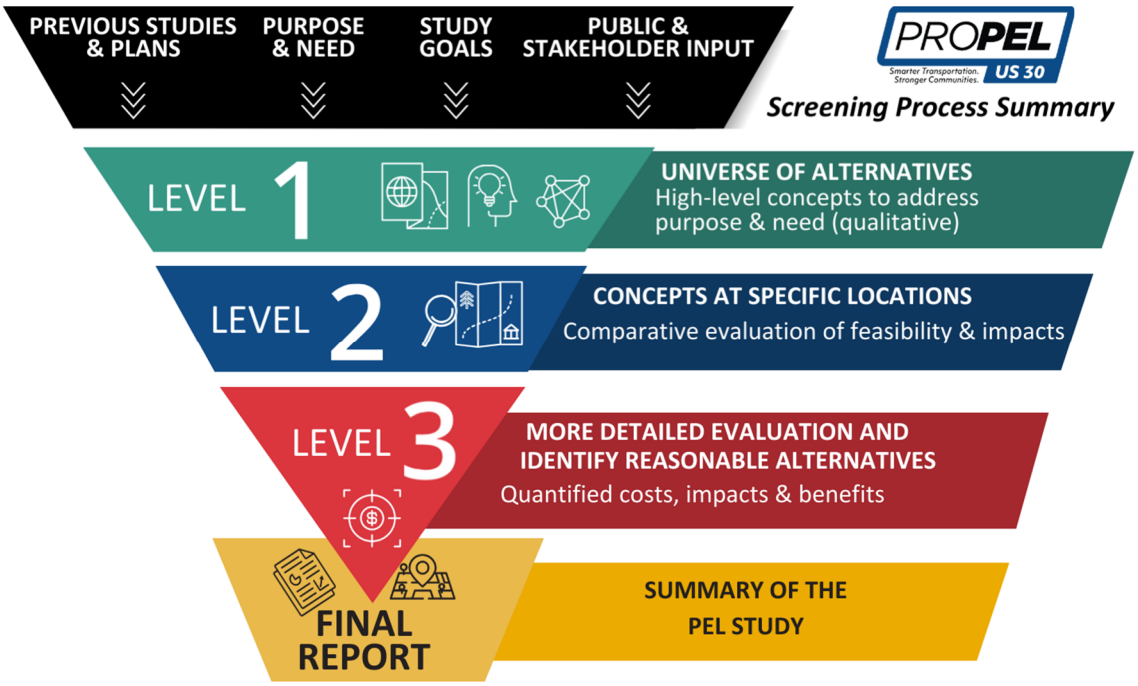
1. INTRODUCTION

1.1. PURPOSE & INTENT OF THIS REPORT

This report documents the process and results of the Level 3 screening of alternatives that advanced from the Level 2 screening for the ProPEL US 30 West Study.

The Level 3 screening represents the third step in a three level alternatives development and screening process, as depicted in **Figure 1-1**.

Figure 1-1 ProPEL US 30 West Alternatives Development and Screening Process



The purpose of the Level 3 screening – which is the final screening step for this PEL study – is to develop and analyze improvement packages for sections of the study area. These sections, called planning segments, consider improvements at all study area intersections as well as the roadway sections between them (see **Section 3** for full details on methodology). The improvements considered in the Level 3 screening were identified from the Level 2 screening, previous studies, current plans, and public and stakeholder input as well as industry guidelines and solutions for safety and operations for highways like US 30 and US 31.

The Level 3 screening includes both qualitative and quantitative factors to enable a relative assessment of costs, benefits, and impacts to eliminate unreasonable alternatives. It is INDOT's intent for the Level 3 screening to develop and evaluate varied access management approaches for planning segments in the study area to better understand relative costs, benefits, and impacts associated with them. Since it is not the intent to have a single recommended alternative at the conclusion of this PEL study, the Level 3 screening presents a range of improvement packages for each planning segment, including some with more access control, similar to freeway conditions, and some with less access control on US 30 and US 31 that would provide public access points more in line with existing conditions.

Inputs to this report include the following, all of which are available on the study website (https://propelus30.com/30doclibrary/):

- ProPEL US 30 West Existing Transportation Conditions Report
- ProPEL US 30 West Final Environmental Constraints Report
- ProPEL US 30 West Final Purpose and Need Report
- ProPEL US 30 West Resource Agency, Stakeholder & Public Involvement (RASPI) Summary Reports
  - RASPI Summary Report #1
  - RASPI Summary Report #2
  - RASPI Summary Report #3
- ProPEL US 30 West Final Universe of Alternatives (Level 1) Screening Report
- ProPEL US 30 West Final Level 2 Screening Report

Similar to the first two levels of screening, meeting the purpose, needs, and study goals are confirmed in Level 3, and public and stakeholder input is considered and will be sought as part of this screening. A goal of this PEL study is the identification of a range of reasonable alternatives for the study area. Given the transportation needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections between them (i.e., access management). Depending on multiple factors, including statewide priorities, and funding availability, improvements carried forward from this PEL study could be combined in different ways to address the identified transportation needs and support the goals of the study area.

The following information is provided in this report:

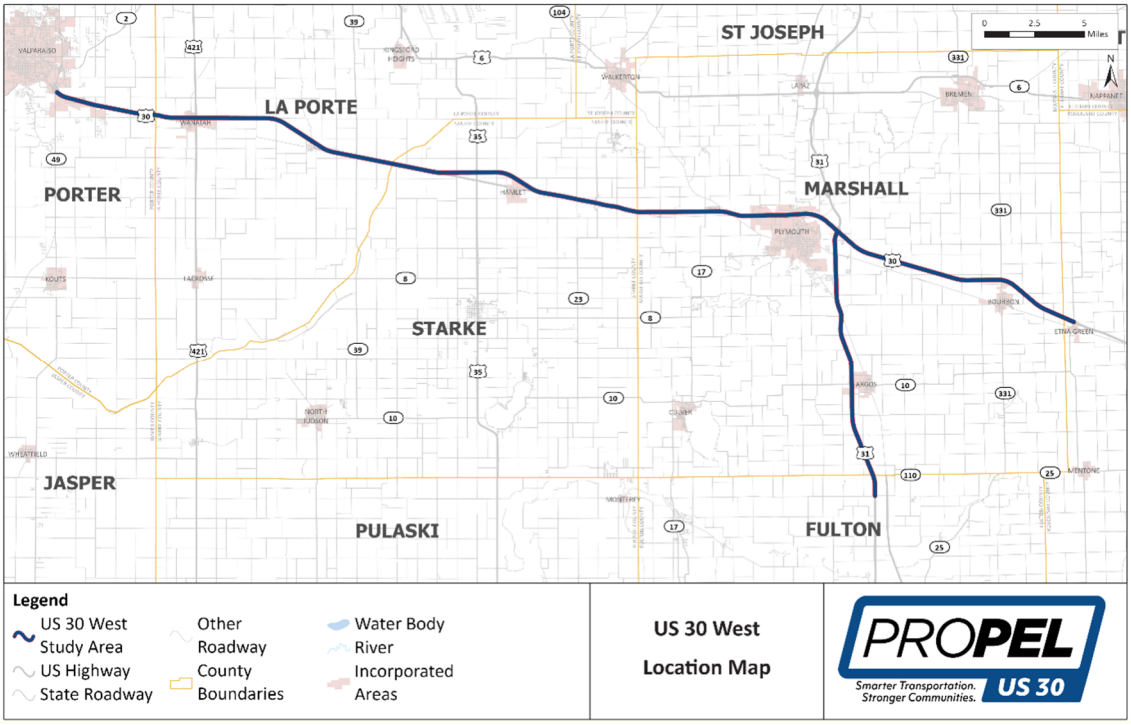
- A summary of the study area purpose and need statement along with study goals.
- A summary of the Level 1 screening and the concepts advanced.
- A summary of the Level 2 screening and the alternatives advanced.
- A summary of the Level 3 public involvement and agency coordination activities associated with the publication of the *Draft Level 3 Screening Report*, a summary of the comments received and individual responses to them, as well as a summary of changes made to this report after considering them.
- The methodology developed and applied in the Level 3 screening process.
- Details of how alternatives were identified, developed, and evaluated during the Level 3 screening.
- An overview of the next steps in this PEL study.

1.2. STUDY LIMITS & STUDY INTERSECTIONS

1.2.1. PROPEL US 30 WEST STUDY LIMITS

The ProPEL US 30 West study area includes US 30 from SR 49 in Valparaiso to west of South Beech Road in Marshall County (approximately 53.2 miles). The US 30 West study area also includes US 31 from the US 30 interchange in Marshall County to CR 700 North in Fulton County (approximately 13.9 miles). The study corridor is depicted in **Figure 1-2.** Within the study area, US 30 and US 31 are four-lane Principal Arterial (other) roadways with two lanes in each direction separated by a depressed grassed median that varies in width. The posted speed limit ranges along US 30 within the study area from 40 to 60 miles per hour (mph). The posted speed limit along US 31 in the study area is 60 mph.

Figure 1-2 ProPEL US 30 West Study Area



The study area contains 84 intersections with crossroads. These intersections were designated as "primary" or "secondary" intersections based on the functional classification of the crossroad[1]. Below is further description of these designations:

- **Primary Intersections** – Intersections where the crossroad has a classification of Principal Arterial, Minor Arterial, or Major Collector, which are the highest non-interstate classifications of roadways[2]. These intersections may be stop controlled, signalized, or have existing interchanges. The crossroads of these intersections collectively carry most of the north-south traffic flow through the study area across US 30 or east-west across US 31. Therefore, they largely control the operations of the corridor. Improvements at these intersections were developed and evaluated as part of the Level 2 screening. There are 29 primary intersections along US 30 and US 31 within the US 30 West study area, and they are listed in **Table 1-1**.
- **Secondary Intersections** – Intersections where the crossroad has a classification of Minor Collector or Local Road, which are the lowest classifications of roadways[3]. These intersections are typically two-way stop controlled and have crossroads that carry low traffic volumes. These intersections have minor influence on the operations of US 30 and US 31 within the study area. Improvements at secondary intersections were identified and evaluated in the Level 3 screening process using criteria such as compatibility with potential improvements at adjacent primary intersections, current INDOT access management guidelines, facility type, and public input. There are 55 secondary intersections within the US 30 West study and they are listed in **Table 1-2**.

[1] Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
[2] https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf
[3] https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

Table 1-1 List of Primary Intersections

County	Main Road	Cross Road	Cross Road Functional Classification
Porter	US 30	SR 49	Principal Arterial
		Industrial Drive	Major Collector
		CR 325 E	Major Collector
		CR 400 E	Major Collector
		County Line Road	Major Collector
LaPorte		Main Street	Major Collector
		US 421	Principal Arterial
		CR 600 W	Major Collector
		Thompson Road	Major Collector/Minor Collector
		US 30 Alt Route	Major Collector
		CR 300 W	Major Collector
		SR 39	Minor Arterial
Starke		US 35	Principal Arterial
		CR 750 E	Major Collector
		SR 23	Major Collector
Marshall		Queen Road	Major Collector
		Pioneer Drive	Major Collector
		Oak Road	Minor Arterial
		Michigan Street	Minor Arterial
		Plymouth Goshen Trail	Major Collector
		US 31	Principal Arterial
		9A Road	Major Collector
		Fir Road	Major Collector
		SR 331	Minor Arterial
	US 31	9A Road	Minor Arterial
		Michigan Road	Major Arterial
		13th Road	Major Collector
		SR 10	Major Collector
		SR 110	Major Collector

Table 1-2 List of Secondary Intersections

County	Main Road	Cross Road	County	Main Road	Cross Road
Porter	US 30	Comeford Road	Starke	US 30	CR 1150 E
		Pilot Travel Center			CR 1200 E
		CR 450 E	Marshall		Old US 30
		CR 575 E			Union Road
LaPorte		CR 1200 S			Tulip Road
		CR 1100 W			Rose Road
		Lincoln Street			Redwood Road
		Stoneyard Drive			Western Avenue
		N Illinois Street			Iris Road
		Condon Street			Hawthorn Road
		N Ohio Street			Gumwood Road
		CR 900 W			Elm Road
		CR 800 W			12th Road
		CR 700 W			12B Road
		CR 450 W	Fulton	US 31	CR 700 N
		CR 1350 S	Marshall		20B Road
		CR 1400 S			Kenilworth Road
		CR 100 W			19th Road
Starke		CR 50 E			18th Road
		CR 125 E			Dewey Street
		E Frontage Road			16th Road
		CR 300 E			14C Road
		CR 500 E			14th Road
		CR 600 E			12B Road
		E Frontage Road			12th Road
		CR 500 N			11th Road
		CR 900 E			Lincoln Highway
		CR 1100 E			

INDOT has programmed two (2) new interchanges, one (1) overpass, and access control on US 31 between CR 700 N and SR 10 within the US 30 West study area. These projects are advancing through project development independent of this PEL study. The projects include:

- US 31 at CR 700 N – New Bridge (Overpass) (Des. No. 2200484)
- US 31 at SR 10 – New Interchange (Des. No. 1802052)
- US 31 from SR 110 to SR 10 – Access Control (Des. No. 2200482)
- US 31 at SR 110 – New Interchange (Des. No. 2200483)

Each of the projects are included in the INDOT 2024-2028 State Transportation Improvement Program (STIP) and are programmed for construction in 2027. Some other programmed projects located within the ProPEL US 30 West study area were postponed pending the conclusion of the PEL study, however, due to safety concerns at

these locations, these projects were determined to be individually important enough to continue design and development independent of the PEL study. Projects that perform maintenance and preservation of existing assets were not postponed. Because projects are already programmed at SR 10, SR 110, and CR 700, the PEL study will not analyze the US 31 intersections with SR 10, SR 110, and CR 700 or evaluate the access at secondary intersections within this section of the corridor. However, the ProPEL US 30 West study will consider the improvements planned at these locations and overall corridor recommendations resulting from the PEL study will factor in these future projects.

1.3. SUMMARY OF PURPOSE & NEED

The needs, purpose, and goals identified in the *ProPEL US 30 West Purpose and Need Report* are summarized below.

1.3.1. TRANSPORTATION NEEDS

The following transportation needs have been identified for the ProPEL US 30 West Study area:

- Safe, high-quality mobility for long-distance passenger and freight trips through the study corridor.
- Safety concerns due to high crash frequencies and/or high crash severities within the study area.
- Lack of consistency with INDOT's Access Management Guidelines.
- Roadway deficiencies such as median widths and acceleration/deceleration lanes.

1.3.2. PURPOSE

To address the needs identified above, the purpose of the ProPEL US 30 West study 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.

- Enhance the efficiency and reliability of US 30 and US 31 as regional and statewide corridors.
- Improve safety by reducing the frequency and severity of crashes within the study area.
- Improve access control through implementation of INDOT's Access Management Guidelines.
- Improve existing roadway deficiencies.

1.3.3. GOALS

The following goals have been identified for the ProPEL US 30 West study area:

- **Economic Development** – Provide transportation infrastructure to support local economies and economic development goals.
- **Transportation for All** – Provide fair solutions that consider the needs of all communities, including sensitive communities.[4]
- **Multimodal Access & Connections** – Accommodate non-motorized, transit, and active modes of travel in and across the study corridor.
- **Emerging Technologies** – Support emerging technologies and related infrastructure, including alternative fuel and autonomous or connected vehicles.

[4] This goal was refined based on the issuance several federal and state Executive Orders (EOs), as well as one USDOT order. See Section 2.3.9 for additional information.

- **Fiscal & Environmental Practicality** – Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.
- **Corridor Character –** Maintain character of local communities within the corridor.
- **Local Access –** Balance transportation improvements with maintaining and improving local access.

1.4. SUMMARY OF LEVEL 1 AND LEVEL 2 SCREENINGS

1.4.1. UNIVERSE OF ALTERNATIVES (LEVEL 1) SCREENING

The Level 1 screening process considered a set of 55 transportation improvement concepts, including the No-Build Alternative, for the ProPEL US 30 West study area. Each concept was qualitatively evaluated against the purpose and need for the study area and for practicality within the study area. The purpose and need statement for the ProPEL US 30 West study applies to both US 30 and US 31 within the study area; however, for the purposes of alternatives screening, these two roadways were evaluated separately since the routes are unique and have different existing infrastructure and conditions.

Public and stakeholder input was considered as part of the Level 1 screening.

The Level 1 screening resulted in the following:

- US 30
  - Nine Primary Concepts that met most transportation needs and were carried forward to the Level 2 screening for evaluation as stand-alone alternatives.
  - Seventeen Complementary Concepts that met some transportation needs. These concepts were carried forward to the Level 2 screening for location-specific application that would complement a Primary Concept.
  - Nine Design Elements that did not meet any transportation needs but were considered practical as they could provide some benefit to the study area. These concepts were carried forward to the Level 2 screening for incorporation, where applicable.
  - The No-Build Alternative did not meet any transportation needs but was advanced to the Level 2 screening to serve as a baseline for comparison to build alternatives.
- US 31
  - Seven Primary Concepts that met a majority of transportation needs and were carried forward to the Level 2 screening for evaluation as stand-alone alternatives.
  - Twelve Complementary Concepts that met some transportation needs. These concepts were carried forward to the Level 2 screening for location-specific application that would complement a Primary Concept.
  - Nine Design Elements that did not meet any transportation needs but were considered practical as they could provide some benefit to the study area. These concepts were carried forward to the Level 2 screening for incorporation, where applicable.
  - The No-Build Alternative did not meet any transportation needs but was advanced to the Level 2 screening to serve as a baseline for comparison to build alternatives.

The *Draft Universe of Alternatives (Level 1) Screening Report* was published for public review and comment on November 13, 2023, and the public comment period extended through December 22, 2023. Additionally, the report was distributed to federal, state, and local resource agencies as well as the tribal nations for review and comment.

For further information on the Level 1 screening, including details on methodology, screening results, as well as comments and responses received during the public comment period, please see the *Final Universe of Alternatives (Level 1) Screening Report*, which is available on the study website (https://propelus30.com/30doclibrary/).

1.4.2. LEVEL 2 SCREENING

The purpose of the Level 2 screening analysis was to qualitatively evaluate location-specific improvements carried forward from the Universe of Alternatives (Level 1) screening for reasonability and potential impacts. In Level 2, the potential solutions that were identified as Primary and Complementary Concepts were qualitatively evaluated at the primary intersections in the study area. These intersections largely control roadway operations in the study area. Therefore, the intersection alternatives considered influence what can be constructed upstream or downstream and set the foundation for improvements between them. Thus, the Level 2 screening identified the building blocks for the Level 3 screening.

The Level 2 screening resulted in the following:

- Seven intersection improvement alternatives carried forward to the Level 3 screening for further study: Access Management (i.e., convert to a right-in/right-out intersection, intersection closure, and directional median openings), Add or Lengthen Turn Lanes, Median Safety Improvements, Cross Road Overpass/Underpass, Add/Extend Acceleration/Deceleration Lanes, Intersection Improvements (signalized and unsignalized), and Convert to Interchange.
- A freeway concept was also carried forward as a Primary Concept. A freeway is one example of a free-flow facility, which is a road that has no traffic signals, stop signs, or yield signs. There are varying types of free-flow facilities, ranging from freeways – which have full control of access[5] – to free-flow facilities that have no or partial control of access[6] (e.g., unsignalized arterial, expressway). The Level 2 screening report indicated the potential options for facility types in the US 30 West study area would be evaluated in the Level 3 screening.
    - Note: A freeway may be designated an interstate if certain conditions are met; however, not all freeways are interstates. INDOT is not including or considering applying interstate design standards along the US 30 West study corridor, which includes portions of US 30 and US 31.
- Six complementary concepts were carried forward to the Level 3 screening for location-specific application: Realign Skewed Intersections, Intersection Sight Distance Improvements, Bypass, Bicycle and Pedestrian Improvements, Railroad Crossing Improvements, and Non-Motorized User Accommodations.
- Warning systems were recommended as a potential short-term improvement to address the identified safety issues in the study area.
- The No-Build Alternative was advanced to the Level 3 screening to serve as a baseline for comparison to build alternatives.

The *Draft Level 2 Screening Report* was published for public review and comment on March 27, 2024, and the public comment period extended through April 30, 2024. Additionally, the report was distributed to federal, state, and local resource agencies as well as tribal nations for review and comment.

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[5] Full control of access = Connections are provided only with select public roads through interchanges. Driveway connections (residential and commercial) are not permitted.

[6] Partial control of access = Connections are provided with public roads via interchanges and/or at-grade intersections. The number of roadway connections and/or driveway connections (residential and commercial) may be reduced in number and/or limited to right-in/right-out movements. The number of median openings may also be reduced.

For further information on the Level 2 screening, including details on methodology, screening results as well as comments and responses received during the public comment period, please see the *Final Level 2 Screening Report*, which is available on the study website (https://propelus30.com/30doclibrary/).

1.5. COMPLEMENTARY CONCEPTS

The Complementary Concepts evaluated in the Level 3 screening are listed in **Table 1-3**, along with an explanation of how each was considered.

Table 1-3 Consideration of Complementary Concepts in Level 3

Complementary Concepts	Explanation
Realign Skewed Intersections	Realignment of roadways at intersections where substantial skew is present was considered in the Level 3 screening. Not all skews require realignment, but with some intersection and interchange improvements, the minor road was realigned with US 30 or US 31.
Intersection Sight Distance Improvements	Intersection sight distance was not implemented in any of the packages of this planning study. However, further analysis in potential design phases could implement this solution.
Auxiliary Lanes	Auxiliary lanes were not implemented in any of the packages of this planning study. However, further analysis in potential design phases could implement this solution.
Median Safety Improvements (US 31 Only)	Median safety improvements were not implemented in any of the packages of this planning study for US 31. However, further analysis in potential design phases could implement this solution.
Bypass (US 30 Only)	A bypass was considered as part of a freeway improvement package in Segment 2 around the Town of Wanatah.
Signal Timing Updates/Coordination (US 30 Only)	Signal timing updates and coordination were too detailed to be included in this level of planning study but should be considered where signalized intersections are included in packages during future design phases. There are no signals in the existing conditions or packages for US 31, so this does not apply.
Add Capacity to Movements (US 30 Only)	Adding capacity to movements on an interchange was not implemented in any of the packages of this planning study for US 30. However, further analysis in potential design phases could implement this solution. No existing interchanges exist along US 31, so this does not apply.
Ramp Terminal Intersection Improvements (US 30 Only)	Ramp terminal intersection improvements for existing interchanges were not implemented in any of the packages of this planning study for US 30. However, further analysis in potential design phases could implement this solution. No existing interchanges exist along US 31, so this does not apply.
Wildlife Crossings	Wildlife crossings were too detailed to be included in this level of planning study but should be considered during future design phases that include bridges near waterways or particular areas of wildlife crash incidents.
Railroad Crossing Improvement (US 30 Only)	Adding an additional pull-out lane for hazardous material trucks and buses were added at the two at-grade railroad crossings that exist along US 30 near Oak Drive and Thompson Road. There are no at-grade railroad crossings on US 31, so it does not apply.

Complementary Concepts	Explanation
Spot Roadway Lighting	Roadway lighting was too detailed for this level of planning study but should be considered during future design phases at all interchanges, RCIs, roundabouts and other innovative intersections as per INDOT lighting guidelines.
Warning Systems	Warning systems should be considered for future implementation at TWSC intersections with elevated crash indices.
Roadside Assistance	Roadside assistance was too detailed for this level of planning study but should be considered during future design phases or other INDOT initiatives that aim to improve services to motorists who require assistance due to crashes, breakdowns, or other situations.
Incident Management	Incident management was too detailed for this level of planning study but should be considered during future design phases, especially in areas of larger negative impact during incidents, such as in the more urban areas of Valparaiso and Plymouth.
Freight Priority System (US 30 Only)	Freight priority system is not specifically analyzed in this report but would be considered where signalized intersections are included in packages if they advance to project development. There are no signalized intersections along US 31 in the existing condition or packages, so it does not apply.
Traveler Information Systems	Traveler information systems was too detailed for this level of planning study but should be considered during future design phases where traffic and other notices are desirable to provide to drivers.
Bicycle/Pedestrian Facilities	The need for improved or additional bicycle and pedestrian facilities within the study area is shown at a basic level in packages within urban areas. In addition, such facilities can be incorporated into future projects that may result from recommendations of this PEL study.
Non-Motorized User Accommodations	The planned overpass at CR 700 North (Fulton), as well as interchanges at SR 10 and SR 110 should accommodate non-motorized travel across US 31 in the area where such travel was identified in earlier phases of this study. The need for additional non-motorized routes or facilities in the study area has not been identified in this study. Such facilities can be incorporated into future projects that may result from recommendations of this PEL study.

1.6. DESIGN ELEMENTS

The design elements evaluated in the Level 3 screening are listed in **Table 1-4**, along with an explanation of how each design element was considered.[7]

Table 1-4 Consideration of Design Elements

Design Element	Explanation
Collector-Distributor System	A collector-distributor system is typically utilized in locations with closely spaced interchanges. All interchanges identified in Level 3 were spaced appropriately without the need for a collector-distributor system.
Adjacent Intersection Improvements	Adjacent intersection improvements of roadways are considered at all study intersections where the proximity of a nearby intersection on the crossroad is likely to impact operations and safety of the mainline intersection.
Traffic Control Visibility Upgrades	Most alternatives evaluated in the Level 3 screening remove the existing traffic signals within the study area. Those alternatives that retain traffic signals should be supplemented with warning signs and/or flashing beacons to draw attention to the traffic signal. Supplemental devices such as these should be evaluated in future projects that may result from recommendations of this PEL study.
Speed Management	Techniques to manage speed that require changes to geometry or intersection types have been considered in the development of alternatives in the Level 3 screening. Other speed management techniques are assumed to require policy changes and cannot be evaluated in this PEL study.

[7] The design elements were refined based on the issuance of several federal and state Executive orders (EOs), as well as one USDOT order. See Section 2.4 for additional information.

2. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

2.1. PUBLIC INVOLVEMENT

The final improvement package screening for the Level 3 analysis considered feedback received from stakeholders and the community during the public comment period. A summary of involvement and outreach completed prior to and during the alternatives screening phase of the study (including comments received) can be found in the Resource Agency, Stakeholder & Public Involvement Summary (RASPI) #1, RASPI #2, and RASPI #3. All three documents are available on the study website (*https://propelus30.com/30doclibrary/*).

The Level 3 analysis also considered the public involvement and agency coordination completed for the *Universe of Alternatives (Level 1) Screening report*, and the *Level 2 Screening Report*. A final copy of these reports, including responses to all public, agency, and tribal nations' comments received during the formal comment periods are on the study website.

The *Draft Level 3 Screening Report* was published on the study website on November 12, 2024. Hard copies of the report were also made available at eleven publicly accessible locations in the study area (see **Table 2-1** for details). Public notices were published in the Pilot News (October 31, 2024), the Times of Northwest Indiana (November 1, 2024), and the Leader (November 7, 2024) local newspapers announcing the availability of the draft report and the duration of the public comment period. More than 8,700 postcards were mailed to the study area residents and businesses to announce the availability of the draft report for public review and comment. The public notices and the postcard mailings indicated the public comment period would end on December 13, 2024. Comments could be provided on the study website or in-person at various outreach events, including community office hours events held during the public comment period.

The ProPEL US 30 West study team engaged in numerous other outreach activities during the public comment period for the *Draft Level 3 Screening*. These activities are listed in **Table 2-1**. Note that some coordination activities occurred after the official closure of the public comment period due to scheduling logistics.

Table 2-1 Level 3 Screening Outreach Activities

Level 3 Screening Outreach Efforts		Date(s)
ProPEL Indiana Legislators Briefing	Virtual meeting	11/08/2024
Information Posted on Website	ProPELUS30.com	11/12/2024
ProPEL Media Briefing	Virtual meeting	11/12/2024
US 30 & 31 Coalitions Briefing	Virtual meeting	11/12/2024
Public Information Meeting	Tri-Township Schools	11/13/2024
Public Information Meeting	Plymouth High School	11/14/2024
Virtual Public Information Meeting	ProPELUS30.com	11/18/2024 - 12/13/2024
Stakeholder Advisory Committee Meeting	Virtual meeting	12/04/2024
Farm Bureau Briefing	District meeting	12/03/2024
Resource Agency Coordination	Email; Virtual meeting	11/13/2024; 12/04/2024
Tribal Nations Coordination	Email	12/5/2024

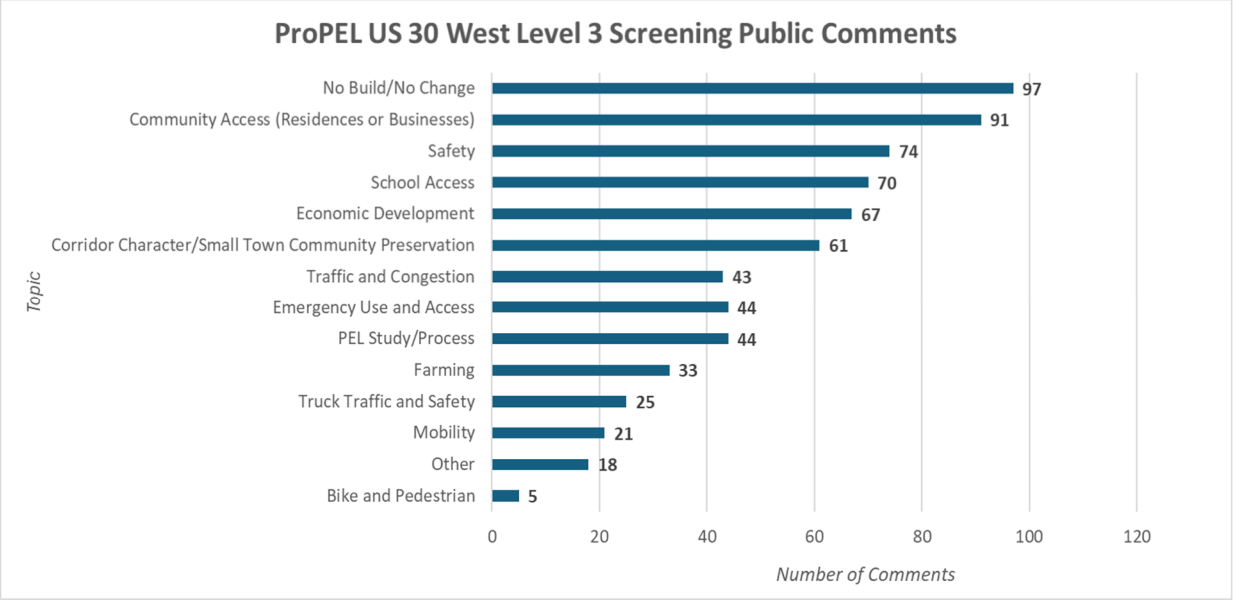
Level 3 Screening Outreach Efforts		Date(s)
Direct Mail	Level 3 postcard to residents and businesses (8,772 postcards mailed)	11/08/2024
Distribution of Hard Copy of Level 3 Screening Report and Comment Forms	Argos Public Library	11/12/2024 – 12/13/2024
	Bourbon Public Library	11/12/2024 – 12/13/2024
	Starke County Public Library, Koontz Lake	11/12/2024 – 12/13/2024
	Christopher Center Library	11/12/2024 – 12/13/2024
	La Porte County Public Library, Hanna	11/12/2024 – 12/13/2024
	Marian University's Ancilla College	11/12/2024 – 12/13/2024
	Plymouth Public Library	11/12/2024 – 12/13/2024
	Starke County Public Library, Knox	11/12/2024 – 12/13/2024
	Starke County Public Library, Hamlet	11/12/2024 – 12/13/2024
	Valparaiso Public Library	11/12/2024 – 12/13/2024
	Wanatah Public Library	11/12/2024 – 12/13/2024
Stakeholder Email Blasts	49% open rate and 508 recipients	11/12/2024
	45% open rate and 552 recipients	11/19/2024
	46% open rate and 579 recipients	12/02/2024
	49% open rate and 629 recipients	12/12/2024
Public Notices	The Pilot News	10/31/2024
	The Times of Northwest Indiana	11/01/2024
	The Leader	11/07/2024
Local Officials Briefings	Marshall County Commission	11/18/2024
	Porter County Commission	11/19/2024
	Valparaiso Economic Development Corporation	11/21/2024
	La Porte County Council	11/25/2024
	Starke County Commission	12/02/2024
	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
	Bourbon 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
Social Media Posts	Level 3 Public Information Meetings promotion	11/07/2024
	Veterans Day	11/11/2024
	Level 3 Virtual Public Information Meeting	11/18/2024
	Level 3 Libraries promotion	11/19/2024
	Happy Thanksgiving	11/28/2024
	Farm Bureau Thank You	11/04/2024
	Level 3 Virtual Public Information Meeting recap video	12/04/2024
	National Crossword Solvers Day	12/08/2024
	Level 3 Virtual Public Information Meeting	12/09/2024
	Community Office Hours promotion	12/10/2024
	Level 3 comment period closing reminder	12/13/2024

Level 3 Screening Outreach Efforts		Date(s)
Community Office Hours	Hamlet-Davis Volunteer Fire Department	11/18/2024
	Wanatah Public Library	11/19/2024
	Valparaiso Fire Training Station	12/02/2024
	Bourbon Town Hall	12/10/2024
Amish Community Stakeholder Meeting	Etna Green	1/28/2025

2.1.1. SUMMARY OF PUBLIC COMMENTS

During the *Draft Level 3 Screening Report* comment period, the US 30 West study team received 247 public comments. **Figure 2-1** below summarizes comment topics. A list of all comments received, and their responses are included in **Appendix C**.

Figure 2-1 ProPEL US 30 West Level 3 Screening Public Comments



Note: Many of the public comments addressed multiple topics.

2.2. AGENCY COORDINATION

As indicated in **Table 2-1**, the *Draft Level 3 Screening Report* was distributed via email on November 13, 2024, to federal, state, and local resource agencies for review and comment. In addition, the report was distributed via email to tribal nations on December 5, 2024. Further, a virtual resource agency coordination (RAC) meeting was held on December 4, 2024. A summary of the meeting is provided in the *Resource Agency, Stakeholder & Public Involvement Summary #3* on the study website. There were no questions or comments received during this meeting.

2.3. LEVEL 3 SCREENING REPORT

The US 30 West Team made nine substantive changes to the *Draft Level 3 Screening* Report in response to comments received. Minor editorial changes were made throughout the report to improve clarity. Appendix C was also added to include Level 3 Screening Report comment and response matrices. The substantive changes to the report include:

2.3.1. SEGMENT 1: INTERCHANGE AT PORTER CR 450 E

Comments received during the public comment period indicated that CR 450 E carries more traffic than CR 400 E. This was not accounted for in previous stages of analysis because CR 450 E was identified as a secondary intersection; therefore, traffic data was not collected for the intersection of CR 450 E and US 30. In addition, CR 450 E continues further north than CR 400 E due to the proximity of the Porter County Regional Airport.

As a result of the public comments, Segment 1 Package 6 was adjusted to include an overpass at CR 400 E and an interchange at CR 450 E. Previously, in the *Draft Level 3 Screening Report*, Segment 1 Package 6 included an interchange at CR 400 E and a closure at CR 450 E. For more information, see Section 4.1.2.7.

2.3.2. SEGMENT 2: DIRECTIONAL INTERSECTION AT LAPORTE CR 1100 W AND CONDON RD.

Comments received during the public comment period indicated concerns regarding emergency vehicle access through Wanatah (Segment 2) in Packages 2 through 4. In response to these concerns, the study team replaced two right-in/right-out intersections with directional intersections in Segment 2 Package 4 (Packages 2 and 3 remain eliminated from further consideration.)

These two new directional intersections would provide both the traveling public and emergency vehicles opportunities to cross US 30 in Wanatah from the north and south, without navigating to the US 30 and US 421 intersection. For instance, to travel from south of US 30, an emergency vehicle could turn right onto US 30 from Main Street, then left onto Condon Street. In addition to these changes, the report now expressly recommends that dedicated U-turn locations be provided in locations to be determined in Wanatah as part of the expressway lite facility type. For more information, see Section 4.2.2.5.

2.3.3. SEGMENT 3: RAILROAD OVERPASS WEST OF THOMPSON STREET

Comments received during the public comment period described concerns regarding the existing at-grade railroad crossing in Segment 3, just west of Thompson Street. The study team found that the at-grade railroad crossing had not been accounted for in freeway packages in the *Draft Level 3 Screening Report*. Grade separation would be needed for the rail crossing on a freeway. The study team added an overpass, for US 30 to cross above the railroad. In other packages with at-grade solutions at Thompson St., additional lanes were added to allow vehicles, such as school buses and hazardous cargo carriers, to come to a stop before the crossing and then accelerate back to speed before merging with through traffic.

The study team investigated the cost and potential impacts of creating an overpass that would cross both the railroad and nearby Thompson Street, rather than simply closing Thompson Street. The analysis indicated that an overpass crossing both Thompson Street and the railroad would result in substantial ROW impacts to nearby properties and cost more due to additional grading and span length. As such, the report includes an overpass to cross the railroad, leaving Thompson Street closed. For more information, see Sections 4.3.2.6 and 4.3.2.7.

2.3.4. SEGMENT 7: INTERCHANGE AT UNION ROAD

Comments received during the public comment period described concerns about Segment 7 Packages 4 and 5 where the carried forward alternative at Union Rd. is an overpass. The public was concerned that the Poor Handmaids of Jesus Christ, Center at Donaldson, and Marian University Ancilla College complex would lose access to and from US 30. Given the large number of visitors and students attending these facilities, the study team included an interchange in Package 4, which was carried forward, replacing the overpass that was previously included at this location. For more information, see Section 4.7.2.5.

2.3.5. SEGMENT 14: OVERPASS AND LOCAL SERVICE ROAD

Comments received during the public comment period mentioned concerns about the freeway package (Package 3) in Segment 14. The public was concerned that Michigan Road would be split in this package, due to an

interchange at the southern junction of Michigan Road and US 31 while the northern junction was closed. Additionally, Michigan Road is a historic byway. The city of Plymouth expressed similar concerns regarding connectivity to Argos and Bourbon and referenced the *Marshall County US 30 & US 31 Planning Study (2023)*. The study team investigated alternatives for the freeway package that would maintain the connectivity of southern Plymouth to US 31.

The study team added a local service road to connect Michigan Road from the north to the interchange at the current intersection of US 31 and 13th Road/S Junction Michigan Rd. This improvement includes an overpass connecting 12B Road to the new local service road. These added connections in the freeway package (Package 3) would help maintain the existing connectivity of these roads to south Plymouth. For more information, see Section 4.14.2.4.

2.3.6. UPDATED ANALYSIS FOR AFFECTED PLANNING SEGMENTS

The following information was updated to consider the changes made to Improvement Package(s)

- Comparison matrices were updated to provide revised comparisons of safety & mobility benefits, environmental resource impacts, and planning-level costs for the affected Planning Segment.
- Appendix A was updated to provide revised conceptual design footprints.
- Appendix B was updated to provide revised planning-level cost estimates.

2.3.7. REMOVAL OF RECOMMENDED RATINGS

INDOT received several questions and comments seeking clarification on the improvement package ratings. More specifically, there was confusion between the Recommended and Carried Forward ratings since both would require further consideration after the PEL study. To provide greater clarity, all improvement packages evaluated in the *Final Level 3 Screening Report* were rated as Eliminated or Carried Forward. Minor updates to the rating definitions were also made. For more information, see Section 3.8.

2.3.8. FUTURE VISION

A new section was added to discuss INDOT's long-term vision for US 30 and US 31 in the study area. This information was added to clarify INDOT's approach to studying a wide range of improvements and facility types as part of the ProPEL US 30 West study. For more information, see Section 6.2.

2.3.9. EXECUTIVE ORDERS

One study area goal (see Section 1.3.3) was refined, one design element (Alternative Fuel/Electric Vehicle Considerations) was eliminated, and the evaluation of environmental resources and ability to meet study area goals (see Section 3.6 and Section 3.7) were refined based on the issuance of several Executive Orders (EOs) and one United States Department of Transportation (USDOT) order, including:

- Federal EOs: EO 14154, EO 14148, EO 14173, and EO 14281;
- State EOs: EO 25-49, EO 25-37, and EO 25-14
- USDOT Order 2100.7

The evaluation of each improvement package was updated to consider these changes as well.

3. LEVEL 3 EVALUATION METHODOLOGY

3.1. STEP 1: DEFINE PLANNING SEGMENTS

While the Level 2 screening focused on primary intersections, the Level 3 evaluation expands to look at the secondary intersections and sections of the study corridor. The study corridor was divided into sections called planning segments. Planning segments are sections of the study area that function as a "system" to provide access and mobility within a geographic area. Intersections and roadway segments between intersections within these sections will be evaluated as a unit to maintain or improve mobility and safety within the planning segment. Planning segments provide a broader context for evaluating and recommending improvements in the Level 3 screening. 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 for the ProPEL US 30 West study area were identified using the following criteria:

- 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 31?
- Where do traffic volumes substantially change along US 30 and US 31?
- Where does the land use context change along US 30 and US 31?

Planning segments were named based on their geographic area. The planning segments for the US 30 West corridor are listed in **Table 3-1**. It is important to note that planning segments are not intended to be segments of independent utility with logical termini as required by the National Environmental Policy Act (NEPA) process.

Table 3-1 US 30 West Planning Segments

Planning Segment	Route	Western/Southern Limit	Eastern/Northern Limit	Approximate Distance
Valparaiso (1)	US 30	SR 49	County Line Road*	4.9 miles
Wanatah (2)	US 30	County Line Road	LaPorte CR 700 W	5.0 miles
Hanna (3)	US 30	LaPorte CR 700 W*	E of Long Lane	5.0 miles
LaPorte/Starke County Line (4)	US 30	E of Long Lane	W of Starke CR 300 E	5.0 miles
Hamlet (5)	US 30	W of Starke CR 300 E	Old US 30 (Hamlet)*	5.0 miles
Grovertown (6)	US 30	Old US 30 (Hamlet)	Starke CR 1200 E*	5.2 miles
West Plymouth (7)	US 30	Starke CR 1200 E	E of Queen Road	5.0 miles
Plymouth (8)	US 30	E of Queen Road	W of US 31	4.8 miles
East Plymouth (9)	US 30	W of US 31	W of Iris Road	3.2 miles
Inwood (10)	US 30	W of Iris Road	W of Fir Road	3.6 miles
Bourbon (11)	US 30	W of Fir Road	W of Beech Road	5.0 miles
South Argos (12)	US 31	Fulton CR 700 N*	SR 10*	5.8 miles
North Argos (13)	US 31	SR 10	S of 13th Road	3.0 miles
13th/Michigan (14)	US 31	S of 13th Road	N of 12th Road	1.8 miles
South Plymouth (15)	US 31	N of 12th Road	US 30	3.0 miles

*Intersection included in this segment

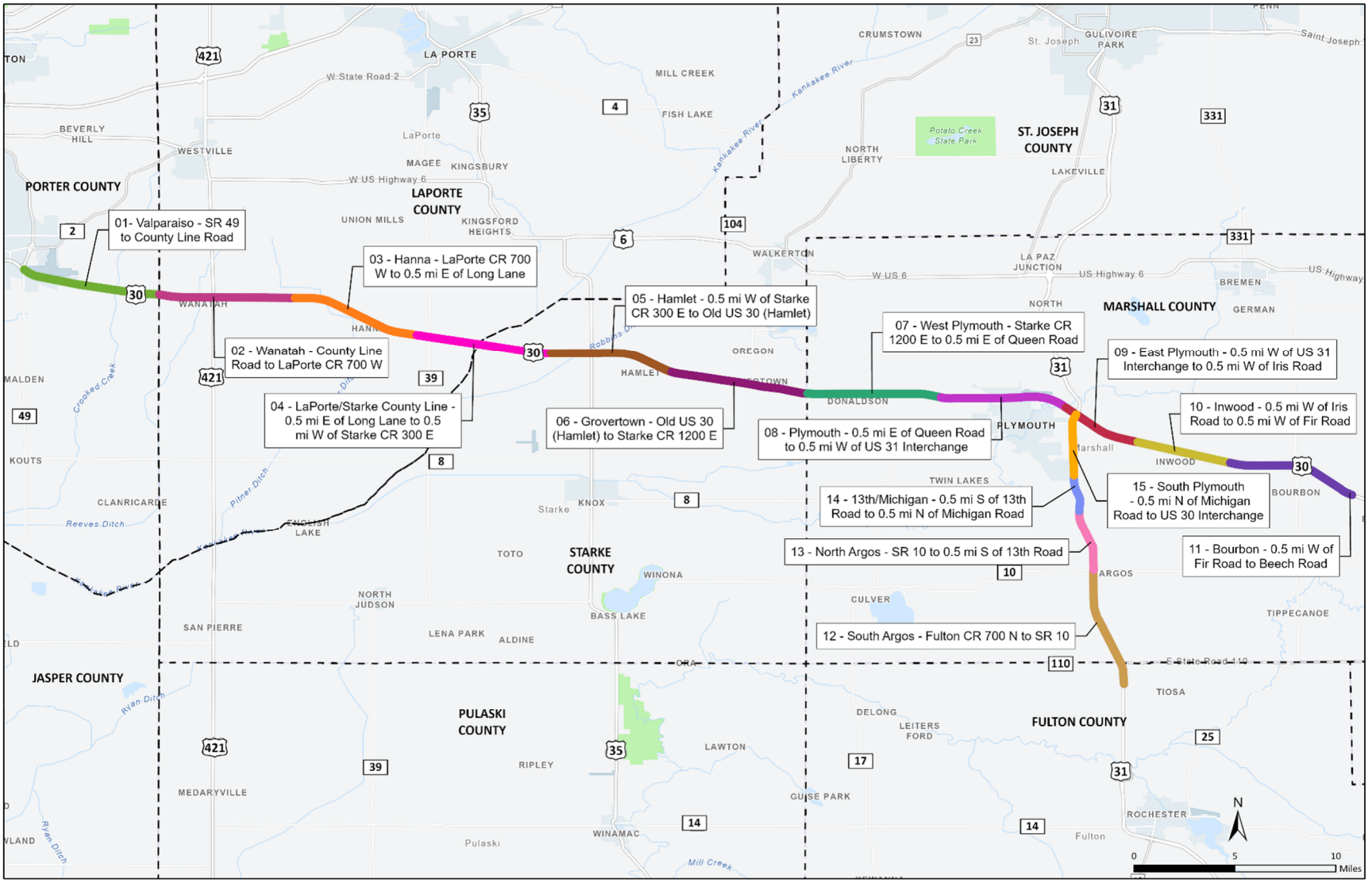
Further information related to each planning segment is shown in **Table 3-2**. This information was used, along with centering the planning segments around population centers, to ensure driver expectation would be maintained within each segment, regardless of the level of access control implemented in any given package.

Table 3-2 US 30 West Planning Segments Existing Access Data

Planning Segment	Route	Primary Intersections	Secondary Intersections	Driveways Per Mile	Intersections & Driveways Per Mile
Valparaiso (1)	US 30	5	4	2.5	4.3
Wanatah (2)	US 30	2	9	14.4	16.6
Hanna (3)	US 30	4	3	2.2	3.6
LaPorte/Starke County Line (4)	US 30	1	5	3.2	4.4
Hamlet (5)	US 30	1	4	0.0	1.0
Grovertown (6)	US 30	2	6	4.8	6.4
West Plymouth (7)	US 30	1	5	0.6	1.8
Plymouth (8)	US 30	4	0	0.0	0.8
East Plymouth (9)	US 30	2	0	0.0	0.6
Inwood (10)	US 30	0	3	0.0	0.8
Bourbon (11)	US 30	2	4	0.2	1.4
South Argos (12)	US 31	2	6	0.0	1.4
North Argos (13)	US 31	0	3	0.0	1.0
13th/Michigan (14)	US 31	2	2	5.0	7.2
South Plymouth (15)	US 31	1	1	0.0	0.7

Figure 3-1 shows the overall map of planning segments for the US 30 West PEL Study.

Figure 3-1 Planning Segments



3.2. STEP 2: ALTERNATIVES PRE-SCREENING

Pre-screening of some Level 2 intersection alternatives was performed methodically to identify the most appropriate treatments based on more detailed traffic analysis in order to improve the efficiency of the Level 3 Screening process. The pre-screening was conducted at all intersections where reduced conflict intersection (RCI), restricted crossing U-turn (RCUT), and/or boulevard left turn (BVL) intersections were identified as alternative improvements to reduce the number of similar options where distinguishing the benefits was challenging. This pre-screening process prioritized the RCI first, followed by the RCUT or BVL based on Synchro traffic analysis. All three intersection types are a form of median U-turn intersections that redirect minor road left turning movements to U-turn locations a short distance away from the main intersection along the mainline. The RCI and RCUT also redirect the minor road through movement to U-turn locations. RCUT and BVL are signalized intersections while an RCI is not.

The Synchro models for an RCI, RCUT, or BVL analyzed four key nodes, measuring control delay, Level of Service (LOS), and other performance metrics. An RCI was the preferred option if all four nodes maintained an acceptable LOS (A-D). However, if any node exhibited an unacceptable LOS (E or F), an RCI was discarded, and either an RCUT or BVL was considered based on their individual LOS ratings.

If an RCI along with an RCUT and/or BVL resulted in a failing/unacceptable LOS (E or F), the option with the best overall LOS was used. When comparing an RCUT and a BVL, the option with no failing LOS was selected. If both options maintained an acceptable LOS, the configuration with the least cumulative control delay across the four nodes was chosen.

Other primary concepts utilized in Level 2 analysis that were relatively low cost and low impact included adding or lengthening turn lanes, adding acceleration lanes, and/or median safety improvements, namely widening the median at an intersection. These concepts met some needs of the corridor but are not considered in the improvement packages as part of Level 3 screening as their overall impact is lower than other concepts included in the improvement packages. However, these are still viable options for improvements at the particular locations analyzed in Level 2 and could be considered in future projects along the corridor. Locations where these improvements could be implemented are noted where applicable in **Section 4**.

3.3. STEP 3: DEFINE IMPROVEMENT PACKAGES

For each planning segment, a comprehensive set of intersection improvements were combined as improvement packages. Multiple improvement packages were developed for each planning segment. The following criteria were considered when forming the improvement packages:

- **Influence on adjacent intersections**: The influence of a potential intersection improvement on the adjacent intersections was considered. For example, if an interchange alternative was considered at a primary intersection, consolidation of access to/from US 30 and US 31 through closure of adjacent secondary intersections was recommended along with it.
- **Interchange spacing guidelines**: A minimum of 3 miles between adjacent interchanges in rural areas is required for this study. A minimum interchange spacing of 1 mile is required in urban areas.
- **Access management principles**: Driveway improvements and recommendations on the spacing of median openings were considered.
- **Improvements at Secondary Intersections**: There are numerous secondary intersections within the study limits where no detailed evaluation was performed in the Level 2 screening. 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 or closure of the intersection. Certain

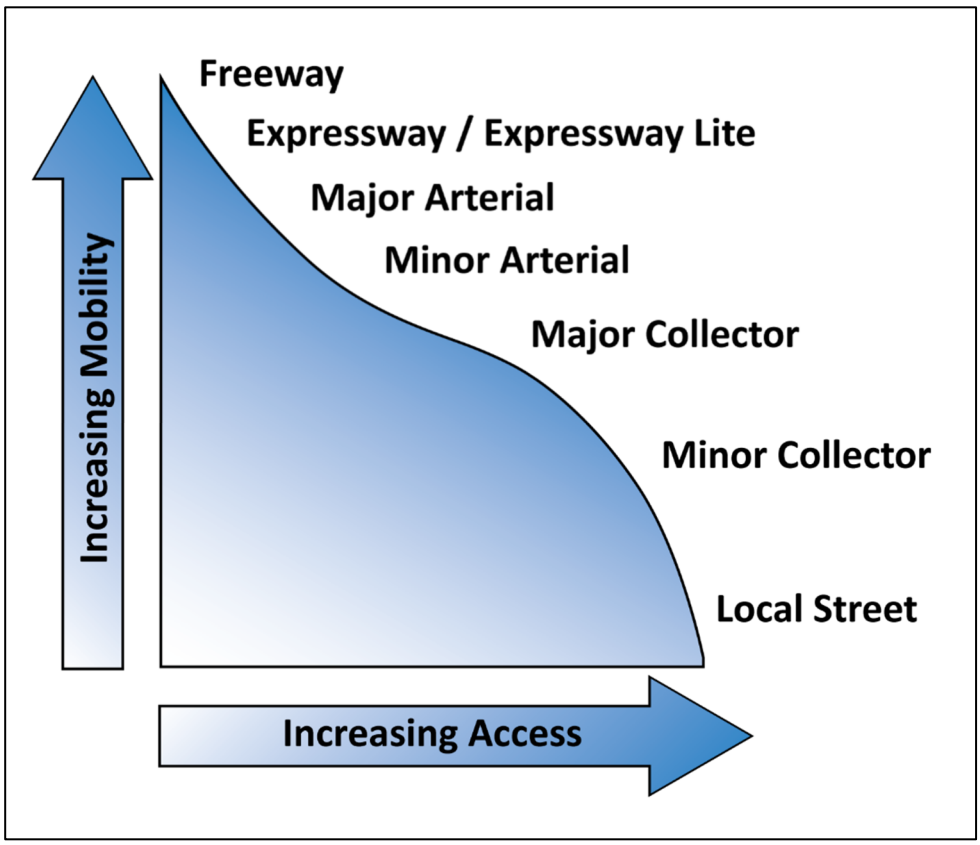
secondary intersections were considered for other intersection improvements when the location called for an access point or crossing location.

County Transportation Plans were also considered in the intersection improvements in some of the improvement packages, especially regarding overpasses or interchanges in the packages with more access control.

A major consideration in the creation of improvement packages was the level of access management. According to FHWA, access management provides an important means of maintaining mobility. It calls for effective ingress and egress to a facility, efficient spacing and design to preserve the functional integrity, and overall operational viability of street and road systems. **Figure 3-2**, which has been adapted for use in this study, was created by FHWA to conceptually illustrate the balance of mobility and access for different facility types.

A range of access control was also considered for the Level 3 improvement packages. INDOT classifies both US 30 and US 31 as a Principal Major Arterial and designates both as a Tier 1 Mobility Corridor. Based on this classification and designation, the US 30 West study corridor should have a lower level of access to adjacent lands and should provide a high degree of mobility along the corridor, as indicated by **Figure 3-2.**

Figure 3-2 Mobility and Access Based on Functional Classification[8]



Currently, per INDOT's access management guidelines, the level of access provided along US 30 and US 31 within the study area is high due to the 85 intersections and 153 driveways, including farm field entrances, within the US 30 West study area. Mobility along US 30 and US 31 is also considered to be high as mobility is interrupted only by

[8] https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm

the eight signalized intersections within the study area. Mobility to/from and across US 30 and US 31 benefits from these signalized intersections.

The existing conditions of US 30 provide more access than what would otherwise be expected for a roadway of its functional classification (major arterial or higher). However, the level of access that currently exists on US 30 is generally desired by the public and they do not wish to see a reduction in this access, despite the possibility to improve and preserve mobility along the corridor.

This Level 3 screening process identified a range of facility types that can be applied to the US 30 West study corridor, as depicted in **Table 3-3**. These facility types, and their associated characteristics, are based on guidance found in the *INDOT Access Management Guide*[9] and the *INDOT Driveway Permit Manual*[10]. The table is arranged left to right from least access control (existing conditions) to most (full) access control.

[9] *https://www.in.gov/indot/files/guide_total.pdf*
[10] *https://www.in.gov/indot/files/Driveway-Permit-Manual.pdf*

Table 3-3 Facility Types & Guiding Principles for Access Management in ProPEL US 30 West Improvement Packages

Facility Type	No-Build (Arterial with Signals)	Arterial with Signals	Arterial without Signals	Expressway Lite	Expressway	Freeway
	Higher Access to/from US 30 & US 31 Lower Mobility along US 30 & US 31 Lower Cost			Lower Access to/from US 30 & US 31 Higher Mobility along US 30 & US 31 Higher Cost		
	Non-Free Flow	Non-Free Flow	Free Flow	Free Flow	Non-Free Flow or Free Flow	Free Flow
Access Control	Minimal	Partial	Partial	Partial	Partial	Full
Signalized Intersections	Yes	Yes	No	No	Yes or No	No
Unsignalized Intersections	Yes	Yes	Yes	Yes	Yes	No
Median Openings* (Between Intersections)	Allowed	Allowed (Reduced Quantity)	Allowed (Reduced Quantity)	Allowed (Limited Circumstances)**	Not Allowed	Not Allowed
Average Median Opening Spacing (Intersections and Mid-Block Openings)***	Varies	~1/4 mile	~1/2 mile (max)	Varies	Varies	Varies
Commercial Driveway Access	Full or RIRO	Full	Full or RIRO	RIRO	None	None
Residential Driveway Access	Full or RIRO	RIRO	RIRO	RIRO	None	None

Note: RIRO = Right-in/Right-out intersection

*Refers to public median openings. For all improvement packages, including those with higher access control, median openings for emergency vehicles may be provided.

**Limited circumstances – Median opening(s) between intersections will be limited to select locations and evaluated on a case-by-case basis in a planning segment to reduce the travel distance associated with limiting turning movements to right-in/right-out only and or directional median openings. The median openings would include a properly designed U-turn opening to facilitate safe and efficient access for movements that are restricted by the median.

*** Suggested average access spacing for arterials per *2023 FDOT Multimodal Access Management Guidebook*

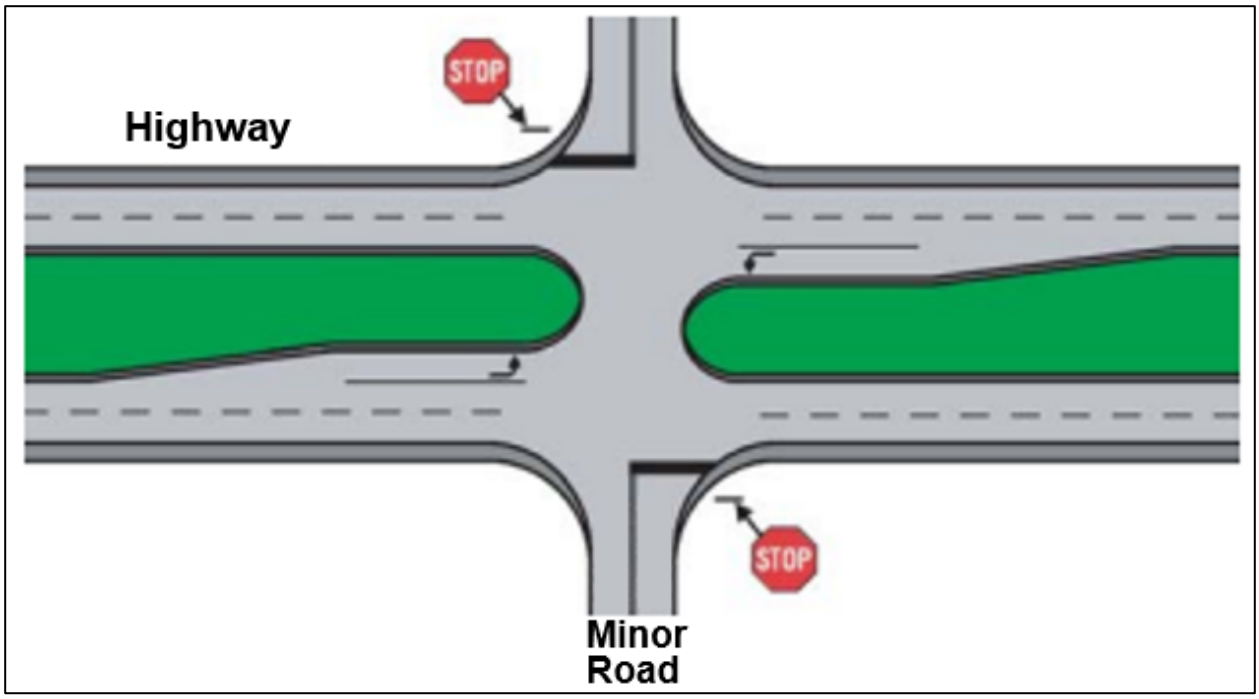
Focusing further on the unsignalized at-grade secondary intersections, five potential treatments were used to implement increasing access control in the improvement packages. These five treatments (from less access control to more access control) are shown in **Table 3-4** and in **Figure 3-3** (TWSC), **Figure 3-4** (RCI), **Figure 3-5** (RIRO), and **Figure 3-6** (Directional). These treatments appear throughout the different improvement packages, as needed.

Table 3-4 Levels of Access Control and Allowable Movements for Unsignalized At-Grade Intersection Treatments

Movement	At-Grade, Unsignalized Intersection Treatments				
	TWSC	RCI	Directional	RIRO	Closure
	Higher Access to/from US 30/31 ⟷ Lower Access to/from US 30/31				
Mainline Right Turns	Yes	Yes	Yes	Yes	No
Mainline Left Turns	Yes	Yes	Yes	No	No
Cross Street Right Turns	Yes	Yes	Yes	Yes	No
Cross-Street Throughs (Crossing)	Yes	Yes*	No	No	No
Cross-Street Left Turns	Yes	Yes*	No	No	No

*Via median U-turn movements

Figure 3-3 Two-Way Stop-Controlled Intersection



Source: Virginiadot.org

Figure 3-4 Reduced Conflict Intersection (RCI) Schematic Diagram

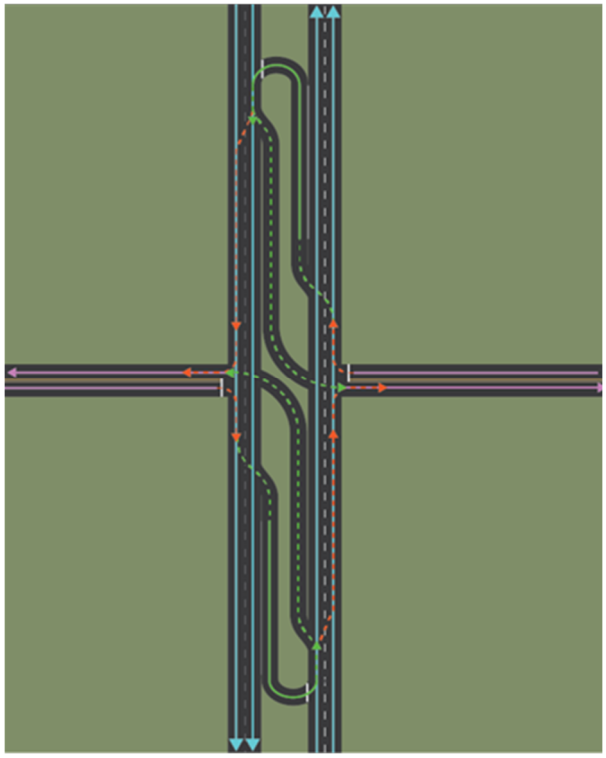


Figure 3-5 Access Management: Right-In/Right-Out (RIRO) Schematic Diagram

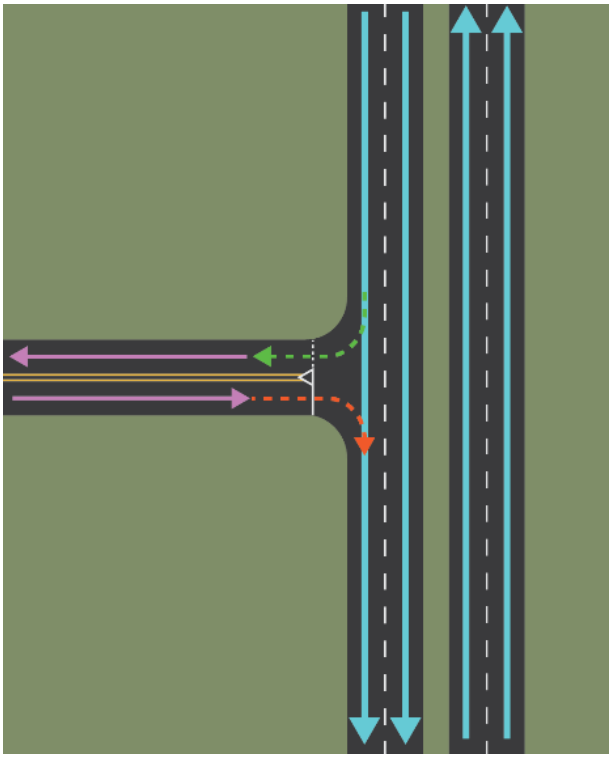
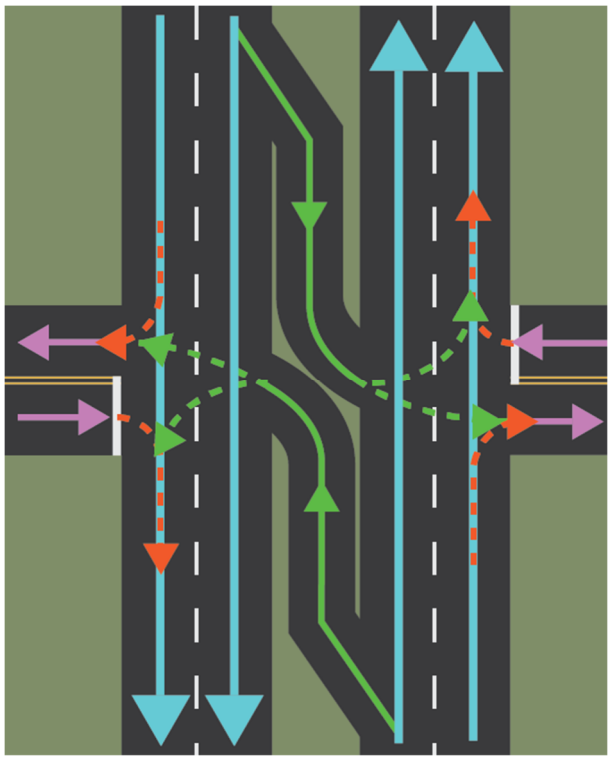


Figure 3-6 Access Management: Directional Intersection Schematic Diagram



Each intersection alternative advancing from the Level 2 screening is associated with one or more of the facility types listed in **Table 3-3**. These alternatives were then paired in various combinations, along with secondary intersections and roadway sections, to create improvement packages for each planning segment that represent the potential facility types included in that segment. Some segments do not utilize all facility types. For instance, if a segment is already an expressway, then expressway lite and arterial are not considered.

Improvements at secondary intersections and roadway sections were selected based on the guiding principles for access management provided in **Table 3-3** and **Table 3-4**, as well as consideration of the improvements at the adjacent primary intersection(s). Due to the high number of combinations possible, it is not feasible to evaluate every permutation as part of this study. Professional judgment was used to create representative improvement packages for each planning segment of the study area that constitute a reasonable range of alternatives, including different facility types.

One of the facility types shown in **Table 3-3** is an expressway lite, which includes the following elements:

- No traffic signals
- Partial control of access
- Limited median openings for U-turn movements between intersections
- Right-in/right-out only access for residential and commercial driveways

The expressway lite facility type was developed in direct response to the public comments received throughout the study. Residents and other local stakeholders requested improved mobility through reduction or elimination of traffic signals without sacrificing accessibility to/from US 30 and US 31. For instance, over half of the total comments on the *ProPEL US 30 West Level 2 Screening Report* related to access while nearly one-third discussed mobility. After considering these comments, INDOT developed the expressway lite facility type to combine the driveway access aspects of an Arterial without Signals (Free Flow) with the increased access management of an Expressway (Free Flow). Expressway lite, however, would have 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. The inclusion of the median U-turn openings would be limited and evaluated on a case-by-case basis in each planning segment based on access and safety considerations. This evaluation would occur during the project development process.

3.4. STEP 4: EVALUATE SAFETY AND MOBILITY

3.4.1. SAFETY ANALYSIS

The safety performance of each improvement package was determined through a multi-step process that started with 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. Conflict points are classified as:

- Merging: One vehicle path merges with another. Example: Right turn movement from a side street merges with traffic on the major road.
- Diverging: Two vehicle paths separate from each other. Example: Right turn movement and through movements from mainline US 30 diverge at an intersection.
- Crossing: Paths of opposite or opposing vehicle paths cross. Example: Left turn movement crosses the opposing through movement at a four-legged intersection.

In general, the likelihood of crashes occurring at an intersection can be decreased as conflict points are eliminated; however, the total number of conflict points is a much less significant safety metric than the type/severity of conflict point. Crossing conflict points pose the highest risk for severe right-angle crashes, while merging and diverging conflict points commonly result in non-severe crashes. 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 total number of crossing conflict points at the primary and secondary intersections was summed for each improvement package. This allowed the number of crossing conflicts points in each improvement package to be compared to that of the No-Build scenario. The percent reduction in total crossing conflict points compared to the No-Build scenario was then applied to the number of crashes that previously occurred over a five-year period at the existing crossing conflict points in each planning segment. This provided an estimate of the potential reduction of right-angle crashes due to the implementation of each improvement package over a period of twenty years. It should be noted that even if all mainline crossing conflicts are eliminated with a certain improvement package (e.g., a freeway package), there could still be severe crashes from other crash types.

A Cost-Effectiveness Index (CEI) was then used to compare the safety performance of each improvement package. The CEI, which here represents the average cost to reduce one crossing crash, is calculated by dividing the total estimated cost of the improvement package, using the average of the high and low estimate, by the number of crossing crashes reduced by the improvement package. This index provides a means to compare the safety benefits of each improvement package, with the lowest CEI value representing those improvement packages that are most cost effective from a safety standpoint. A lower CEI value is more cost-effective than a higher CEI value.

3.4.2. MOBILITY

3.4.2.1. Travel Time Along US 30 or US 31

Travel time along US 30 or US 31 was calculated by adding travel time at the posted speed limit and the average AM and PM peak hour delay values associated with mainline approaches at primary intersections, as determined from the capacity analysis. Delay is incurred on the major street approaches only when the approach must stop or yield to cross street traffic at a traffic signal or roundabout. No delay is incurred at the major road approaches at intersection types that do not require US 30 or US 31 motorists to stop or yield to cross street traffic, such as Two-Way Stop Controlled intersections, RCIs, or interchanges. Minor road approach delay is not included in mainline travel time calculations. Secondary intersections in the US 30 West study area are excluded from this estimation of travel time along US 30 or US 31. This method allows for comparison of travel times for each improvement package.

3.4.2.2. Access Points and Crossing Points

Public input placed high importance on the ability to both access and cross US 30 and US 31. These two aspects were compared for each improvement package to determine how access is impacted. The approximate spacing of intersections and median openings was used to determine the average number of access points per mile and crossing points per mile for each improvement package. Values were compared across improvement packages and against the no-build conditions to estimate how much additional travel time will result from each improvement package. Access points and crossing points are defined as follows:

- Access point – Cross road providing access to/from US 30 or US 31 but not necessarily the ability to cross US 30 or US 31 (i.e., Right-In/Right-Out or Reduced Conflict Intersection).
- Crossing Point – Cross road providing the ability to cross US 30 or US 31 where access to/from US 30 or US 31 may also be provided (e.g., Reduced Conflict Intersection or Overpass).

A lower number for distance between crossing points generally indicates better cross corridor mobility. A higher number generally indicates having to travel longer distances to cross US 30 or US 31.

3.4.2.3. Crossing Time Related to No-Build

Another measure of the quality of crossing locations is the time it takes to cross at that location. This was measured by comparing the distance and relative time it would take to cross US 30 or US 31 based on access and crossing points in each package as compared to the No-Build. The results are listed as follows:

- Similar – Mobility for minor road crossings is similar to that of the No Build alternative. Under this ranking, direct access to driveways and crossroads may be reduced, but regularly spaced intersections and median openings will provide mobility similar to the No Build condition.
- Increase – Mobility for minor road crossings is decreased with most median openings and all driveway connections removed. A significant number of intersections are changed to right-in/right-out with access across the mainline limited to primary intersections which increases crossing time due to additional travel.
- Greatly Increase – Mobility for minor road crossings is greatly decreased with all intersections closed and access to/from the mainline being limited to interchange or overpass locations resulting in greatly increased crossing time due to additional travel.

3.4.2.4. Driveway Impacts

The US 30 West study area includes 153 driveways, including farm field entrances, providing access to adjacent developments. The level of access provided at these driveways exceeds current access management guidelines. Each improvement package includes recommended changes to driveway access to better align the level of access control with INDOT's current access management guidelines, which is reflected in the guiding principles for access management established in **Section 3.3**.

The number of each type of driveway (e.g., full access, right-in/right-out) are compared for each improvement package to understand the impact of each improvement package on adjacent properties.

3.4.3. SAFETY AND MOBILITY MEASURES OF EFFECTIVENESS

Table 3-5 summarizes the safety and mobility measures of effectiveness evaluated for each improvement package within each planning segment.

Table 3-5 Safety and Mobility Measures of Effectiveness

Safety	Total Conflict Points	#	Reducing the number of conflict points will improve safety by reducing the exposure to crashes. See **Section 3.4.1**
	Crossing Conflict Points	#	Crashes involving vehicles crossing the mainline tend to be more severe than right turning crashes. A reduction in the number of crossing conflict points will improve safety by decreasing the potential for severe crashes. See **Section 3.4.1**
	% Reduction in Crossing Conflict Points	%	Similar to the above, this calculation provides the amount of reduction (and therefore reduction in potential future crashes) for crossing conflict points.
	Estimate of Crossing Crashes Prevented (20 years)	#	Historic crash data for the planning segments was used to estimate the number of crossing crashes that may be prevented by each improvement package over the 20-year life of the improvement.
	Cost Effectiveness Index (CEI)	#	CEI provides a means to compare the safety benefits of each improvement package, with the lowest CEI value representing those improvement packages that are most cost-effective from a safety standpoint.
Mobility	Average Travel Time along US 30 or US 31	Min	A combination of the travel time for motorists through the planning segment traveling at the posted speed limit, as well as any delay associated with the primary intersections within the segment during the AM/PM peak hours. See **Section 3.4.2**
	Average Distance between Access Points (Along US 30 or US 31)	Mi	The average distance in miles along US 30 (US 31) between primary and/or secondary access points in a given planning segment. This value serves as a general gauge of the level of access provided to US 30 or US 31 and is one measurement of local mobility.
	Average Distance between Crossing Points (Along US 30 or US 31)	Mi	The average distance along US 30 (US 31) between available north-south (east-west) crossing points within each planning segment. This value serves as a general gauge of the amount of access provided across US 30 or US 31 and is one measurement of local mobility.
	Change in Crossing Time (Across US 30 or US 31)	-	The relative crossing time across US 30 or US 31 as compared to the No-Build. This value serves as a general gauge of the amount of access provided across US 30 or US 31 and is one measurement of local mobility.
	Residential Driveway RIRO vs. Full [Close]	#/#	Each package provides a specific treatment for driveways within the planning segment. This value shows the impacts to the existing residential driveways when each improvement package and its access restrictions are implemented.
	Commercial Driveways RIRO vs. Full [Close]	#/#	Each package provides a specific treatment for driveways within the planning segment. This value shows the impacts to the existing commercial driveways when each improvement package and its access restrictions are implemented.
	Field Access RIRO vs. Full [Close]	#/#	Each package provides a specific treatment for driveways within the planning segment. This value shows the impacts to the existing field entrances when each improvement package and its access restrictions are implemented.

3.5. STEP 5: REFINE CONCEPTUAL DESIGN & ESTIMATE COSTS

3.5.1. CONCEPTUAL DESIGN

The Level 2 screening report provided a high-level estimation of improvement limits (i.e., a footprint) for each primary intersection. These conceptual designs were advanced during the Level 3 screening process to:

- Revise the conceptual design and associated footprint at the primary intersections, as needed, to consider the results of the safety and mobility analysis described in **Section 3**, as well as the overall context of each improvement package.
- Detail improvements at secondary intersections.
- Avoid and minimize adverse impacts to the human and natural environment.
- Minimize costs.

Efforts were made to avoid and minimize adverse impacts to the human and natural environment to the extent feasible for a planning study. When avoidance was infeasible, minimization measures (e.g., retaining walls) were incorporated, where possible, to avoid impacts to notable environmentally sensitive areas (e.g., historic properties, cemeteries, and sensitive communities.

The resulting footprints and associated potential right-of-way limits of the conceptual designs are provided in **Appendix A**.

Right-of-way requirements for each of these conceptual designs were estimated from the anticipated construction limits. A conservative approach was used to estimate right-of-way acquisition so that potential impacts were not understated. For each intersection improvement within each improvement package, a conceptual design was developed. The conceptual design included a construction footprint that was used to estimate potential right-of-way limits so that potential impacts were not understated. The resulting footprints and associated potential right-of-way limits of the conceptual designs are provided in **Appendix A**. The construction footprint was developed by providing a buffer beyond the estimated construction limits. This wider area was developed to account for the preliminary nature of the conceptual design and to account for inevitable changes that occur as future projects advance through more detailed design. The construction footprint was used to estimate potential right-of-way needs with the exception of relocations, which were estimated based on the construction limits and loss of access.

Parcel boundaries were obtained from the Indiana Geographic Information Office[11] for the entire study area. Engineering judgement was applied to this information to determine the impacts to each parcel. Several improvement packages do not allow driveway access to/from US 30 or US 31. Non-agricultural parcels that currently have driveways to US 30 or US 31 are assumed to be total acquisitions in these improvement packages. Agricultural parcels with driveway access to/from US 30 or US 31 were assumed to have feasible alternative access to avoid the need for total acquisition. Future studies may evaluate means to provide alternative access to impacted parcels that eliminates the need for total acquisition. Additionally, there are several areas where the cross-street right-of-way is unclear or unknown. When more detailed design is prepared for the specific intersection treatments in future studies, the potential right-of-way impacts may be reduced.

3.5.2. COST ESTIMATING

Planning-level construction and right-of-way acquisition costs were estimated for each of the improvement packages. Quantities for major construction items (e.g., pavement, earthwork, retaining walls, bridges) were estimated using the conceptual designs. Current unit prices were applied to these quantities to estimate

[11] https://www.indianamap.org/datasets/INMap::parcel-boundaries-of-indiana-current/about

construction costs. The costs associated with unquantified items (e.g., drainage, traffic items, ancillary construction activities) were estimated based on INDOT historical bid data and applied as a percentage of the construction sub-total. Soft costs (e.g., preliminary engineering, construction engineering, mobilization/demobilization, etc.) were computed as percentages of the construction sub-totals based on past experience for similar types of projects in Indiana as well as guidance in the *INDOT Design Manual*. An average cost was used for RIRO, closure, and directional intersection improvements at the secondary intersections. The costs were determined by averaging cost estimates for the corresponding improvements at a diverse set of locations throughout the study area. A range of estimated construction costs were developed based on the application of an appropriate contingency for the level of design detail developed as part of a transportation planning study. The contingency was verified through an independent assessment of risk.

Right-of-way acquisition costs were estimated for all non-agricultural use parcels based on assessed values obtained from the property assessor's website of each county. These assessed values were inflated by 20% to better represent current market values. Agricultural use parcels were valued on a per acre basis using current sales data for each county. Relocation costs and real estate consultant fees were estimated based on a working knowledge of current INDOT right-of-way acquisition processes. It is expected INDOT will have residuals available for sale after completion of any project that requires substantial right-of-way acquisition (i.e., freeway and expressway improvement packages). The value of these residuals has not been accounted for in the cost estimating of this study. The cost to acquire all necessary acreage to construct the improvement packages has been accounted for in this study; however, only the acreage needed for permanent right-of-way is included in the comparison matrices of this report. Business damages may result from changes in access considered in this Level 3 screening. These costs are considered to be too detailed for this planning study and should be evaluated in future NEPA and/or design phases of any project.

All estimated costs listed in this report are provided in 2024 dollars. Inflation of costs to a year of expenditure was not possible as the timeline for any projects resulting from this PEL study is not yet known. The planning-level cost estimates should be revisited in the future as additional detail is developed and as statewide priorities and funding availability become clearer. Planning-level cost estimates are provided in **Appendix B**.

All cost estimates shown in this report do not include pavement replacement or resurfacing outside of the intersection improvement areas. It can be assumed that replacement of pavement may cost approximately $14,000,000 per mile of existing cross section if needed for any of the improvement packages that move forward from the PEL. Asset condition at that time is assumed to dictate what is needed between intersections.

3.6. STEP 6: EVALUATE ENVIRONMENTAL RESOURCE IMPACTS

Environmental resources within the study area were identified in the *ProPEL US 30 West Environmental Constraints Report* (*https://propelus30.com/30doclibrary/*) and supplemented through public and stakeholder engagement and coordination with resource agencies. Environmental resources within the study area include natural resources, cultural resources, and community/socioeconomic impacts, as outlined in **Table 3-6**.

During the Level 2 screening, potential alternatives at the primary intersections were modified to avoid or minimize substantial impacts to known environmental resources. These modifications ranged from minor shifts in the alignment to shifting entire intersections to avoid known resources. Alternatives determined to have substantial impacts with no potential for avoidance or minimization were eliminated from further consideration.

As part of the Level 3 screening, each package was analyzed against known environmental constraints within each planning segment to determine the potential for impacts[12]. Impacts were calculated via a spatial analysis. When possible, impacts were quantified by acreage, linear feet, or count. Otherwise, potential impacts were qualitatively assessed utilizing the refined conceptual designs. Impacts to environmental resources are identified in graphics provided in **Appendix A.** Note, any project that moves forward from this study that would span two or more segments would require additional analysis during the project development process.

The potential impacts presented in this Level 3 screening are preliminary and reflect the planning level of design available at this time. Throughout the screening process, a conservative approach was taken and it is anticipated that impacts may be further minimized and/or avoided in the future at a more detailed level of design after this PEL study. For example, while a residential or commercial relocation may be counted at the planning level due to potential loss of access, these impacts may be avoided during subsequent project development activities by providing alternative access. Impacts estimated for this screening are direct/permanent impacts; there may be additional construction-related impacts that involve temporary or short-term changes that are beyond the scope of this planning-level study. Potential issues related to environmental resources are noted below and will be documented in the final *PEL Study Report* at the end of this study. Additional details and evaluation would typically be developed during the National Environmental Policy Act (NEPA) process, which occurs during INDOT's traditional project development process for projects utilizing federal funds or requiring federal approvals.

As noted in **Section 1.4.2**, the Draft Level 2 Screening Report was published for public review and comment. Specific comments received within each planning segment have been summarized to further aide in the analysis of the improvement packages.

[12] The analysis was updated to consider the issuance of several federal and state Executive Orders (EOs), as well as one USDOT order. See Section 2.3.9 for additional information.

Table 3-6 Environmental Impacts

Environmental Resources	Evaluation Parameters Per Package	Description
Natural Resources	NWI Wetlands[1]	Acres impacted
	Rivers and Streams	Linear feet impacted
	Floodplain	Acres impacted
	Forested Areas	Acres impacted
Cultural Resources	Aboveground Resources	Potential for adverse impacts to aboveground cultural resources? (Yes/No) Are these direct or proximity impacts? (Direct/Visual)
	Known Archaeological Sites	Are there any known (NRHP eligible or non-eligible) archaeological sites that may be impacted by the package? (Yes/No)
	Cemeteries	Number of cemeteries that may be impacted
Community/ Socioeconomic Impacts	Residential Relocations	Number of residential relocations
	Business Relocations	Number of businesses relocations
	Title VI Analysis/Community Impact Analysis	
	• Acres Impacted	Acres of new right-of-way impacted within sensitive communities compared to overall acres impacted
	• Relocations	Number of relocations within sensitive communities compared to overall relocations
	• Risk of Greater Impacts	Potential risk of greater impacts to sensitive communities (Yes/No)
	Farmland	
	• Acres[2] impacted	Acres of farmland impacted.
	• Access Impacts	Potential for access impacts including direct impacts to farm entrances along the corridor and access impacts to and/or across US 30 and US 31 (Yes/No)
	Total New Right-of-Way Acquisition	Number of acres of new right-of-way acquisition required for construction, operation, and maintenance. Excludes acreage of additional new right-of-way from relocations that could be considered excess property and potentially be sold at project completion.
	Other Section 4(f) Resources[3]	Are there any other Section 4(f) resources within the segment that may be impacted by the package?
	Potential Hazardous Materials Sites	Number of sites impacted
	Railroad Impacts	Impact measured on a scale related to low, medium, or high impacts to railroad at individual intersections that is combined into one rating. See note 4 below.

[1]Impacts to National Wetlands Inventory (NWI) mapped resources. Formal water resources identification and wetlands delineations must occur during the NEPA process for any project(s) that move forward from the study.

[2]Farmland impacts were analyzed through parcel data supplemented by GIS aerial reviews of active farmland.

[3]Eligible historic sites as determined in the ProPEL US 30 West's Above-Ground Cultural Resources Identification Memorandum (2023) and Archaeological Cultural Resources Identification Memorandum (2023). Historic sites listed or eligible for listing on the National Register of Historic Places have been identified separately in ProPEL US 30 West's Aboveground Cultural Resources Identification Memorandum (2023). Additional Section 4(f) resources include public parks, recreation areas, and wildlife/waterfowl refuges.

[4]The total impact is measured by assigning a point system to the low, medium, and high ratings at a particular intersection: 1 point for rating of low, 2 points for rating of medium, and 3 points for a rating of high. The total points are divided by the number of primary and secondary intersections within a given segment which results in a value for comparison between packages. The higher the resulting number, the more comparative impact to railroads.

3.6.1. NATURAL RESOURCES

All impacts to natural resources are based on the concept footprint within each of the improvement packages; all natural resources located within the construction footprint were assumed to be impacted. Data is sourced from the *US 30 West Environmental Constraints Report* and supplemented by woodland land cover data from IndianaMap, as needed.

3.6.2. CULTURAL & RECREATIONAL RESOURCES

Data on potential aboveground resources and cemeteries is sourced from the *US 30 West Above-ground Cultural Resources Identification Memorandum*. All impacts to cultural resources are based on the potential right-of-way within each of the improvement packages. Data on potential Section 4(f) resources and known archaeological sites are sourced from the US 30 West Environmental Constraints Report, which identified public parks and recreational facilities within the study area that primarily serve the local population (i.e., are not regional or state facilities) and any potential archeological areas.

3.6.3. COMMUNITY & SOCIOECONOMIC RESOURCES

For potential relocations, if the structure was impacted by the construction limits of an intersection treatment, or access could not be maintained without impacting an adjacent property owner, a displacement was assumed for the purposes of this planning-level screening. Total new right-of-way acquisition estimates are based off the acreage required for the construction, operation, and maintenance. It is important to note that for the purposes of this planning study, the estimate excludes acreage associated with relocations that could be considered excess property and potentially sold at project completion. Data on sensitive communities and hazardous materials sites is sourced from the *ProPEL US 30 West Environmental Constraints Report*. Information for farmland is supplemented by the National Land Cover Database from the U.S. Geological Survey and aerial photography to estimate active farms. These impacts are based on the potential right-of-way for each of the improvement packages.

3.7. STEP 7: GOALS EVALUATION

The following table illustrates how study area goals were considered as part of the Level 3 screening. In most cases, the measures of effectiveness used to comparatively evaluate improvement packages were also used to consider study area goals.[13]

Table 3-7 Goals Evaluation

Study Area Goal	How Measured?	How Considered as Part of the Level 3 Screening?
Economic Development	Support the existing economy and/or planned economic development through transportation infrastructure that provides improved safety, mobility, and/or access.	• % Reduction in Crossing Conflict Points • Estimate of Crossing Crashes Prevented (20 years) • Average Travel Time Along US 30/31 During AM/PM Peak Hour • Average Distance between Access Points • Average Distance between Crossing Points • Change in Crossing Time Relative to No-Build

[13] The analysis was updated to consider the issuance of several federal and state Executive Orders (EOs), as well as one USDOT order. See Section 2.3.9 for additional information.

Study Area Goal	How Measured?	How Considered as Part of the Level 3 Screening?
Transportation for All	Improve safety, mobility, or access for all communities, including sensitive communities.	• Criteria listed above under Economic Development • Sensitive communities present? • Potential risk of greater impacts to sensitive communities?
Multi-Modal Access and Connections	Include sidewalk, trails, or other non-motorized methods of travel and transit.	• Bicycle and pedestrian facilities were designated as a Complementary Concept during the Universe of Alternatives (Level 1) screening. As a result, some pedestrian and bicycle facilities are incorporated into Level 3 packages where relevant. • To assess an improvement package's performance related to this goal, three factors were considered. o Are there existing bicycle/pedestrian facilities? o Do local plans identify any planned bicycle/pedestrian facilities or are bicycle/pedestrian facilities contextually appropriate? o How are the existing/planned facilities considered as part of the improvement package?
Emerging Technologies	Has the potential to interact with connected vehicles and/or support alternative fuel initiatives.	• In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles. Additionally, none of them would preclude alternative fuel initiatives.
Fiscal & Environmental Practicality	Expected to not have substantial environmental impacts and are expected to have good returns on the investments.	• Cost-Effectiveness Index • Impacts to Natural Resources • Impacts to Cultural Resources • Residential and Business Relocations • Total New ROW Acquisition • Potential risk of greater impacts to sensitive communities • Impacts to Farmland and/or Farmland Access
Corridor Character	Expected to maintain the character of local communities within the corridor.	• Impacts to agricultural operations resulting from access changes. • Number of overpasses/interchanges • Average Distance between Access Points (miles) • Average Distance between Crossing Points (miles)
Local Access	Expected to maintain or improve local access.	• Total change in access from full to reduced. • Total access points removed

Using the criteria identified above, qualitative ratings for each study area goal were assigned to each improvement package. The following defines the ratings used for each goal:

- **Greatly Diminishes** – High negative performance in majority of performance measures.
- **Diminishes** – Negative performance in multiple measures of effectiveness; May include no change or minor positive performance in some measures.
- **Neutral** – Performance varies; Some positive performance and some negative performance OR factor/condition not present OR further information needed to assess.
- **Enhances** – Positive performance in multiple measures of effectiveness; May include no change or minor negative performance in some measures.
- **Greatly Enhances** – High positive performance in majority of performance measures. No negative performance measures.

The goal of Fiscal and Environmental Practicality was evaluated using the following ratings:

- **Low** – Low-cost effectiveness combined with relatively high impacts to community and environmental resources.
- **Moderate** – Moderate cost-effectiveness combined with relatively moderate impacts to community and environmental resources.
- **High** – High cost-effectiveness combined with relatively low impacts to community and environmental resources.

This methodology was consistently applied to each planning segment considered in the Level 3 analysis.

3.8. STEP 8: EVALUATE IMPROVEMENT PACKAGES

All measures for safety and mobility, impacts to environmental resources, and costs are summarized in a table for each improvement package within each planning segment. This allows for relative comparisons between the improvement packages within a planning segment. Using this information, each improvement package was rated using the following terminology and definitions:

- **Eliminated** = Meets the purpose and need established with this study; however, in comparison to others, the improvement package is considered unreasonable due to limited benefits compared to its impacts and/or costs. It does not warrant consideration as part of any subsequent NEPA and project development studies in this planning segment unless conditions in the study area significantly change in the future (e.g., changes in land use, baseline environmental and or traffic conditions, etc.).
- **Carry Forward** = Meets the purpose and need established with this study and is considered reasonable at this stage of planning. The improvement package warrants consideration as part of any subsequent NEPA and project development studies in this planning segment.

While it would not fully meet the identified needs, the No-Build would be required to be considered in any subsequent environmental reviews conducted in accordance with the NEPA process and will, therefore, be carried forward in all planning segments.

4. LEVEL 3 SCREENING

4.1. PLANNING SEGMENT 1 - VALPARAISO

4.1.4. PLANNING SEGMENT DETAILS

Segment 1 (Valparaiso) is on US 30 between SR 49 and the Porter/LaPorte County Line, a distance of 4.9 miles, on the southeastern side of the City of Valparaiso. Land use is a mix of commercial, residential, and farmland. Large nearby developments include the Porter County Regional Airport and Porter County Fairgrounds. This segment has a moderate density of existing access points of both private driveways and public road approaches. There are five primary intersections and four secondary intersections in this segment.

Segment 1 consists of six improvement packages and one "No-Build" package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-1** summarizes the Level 3 improvement packages for Planning Segment 1.

4.1.4.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 1:

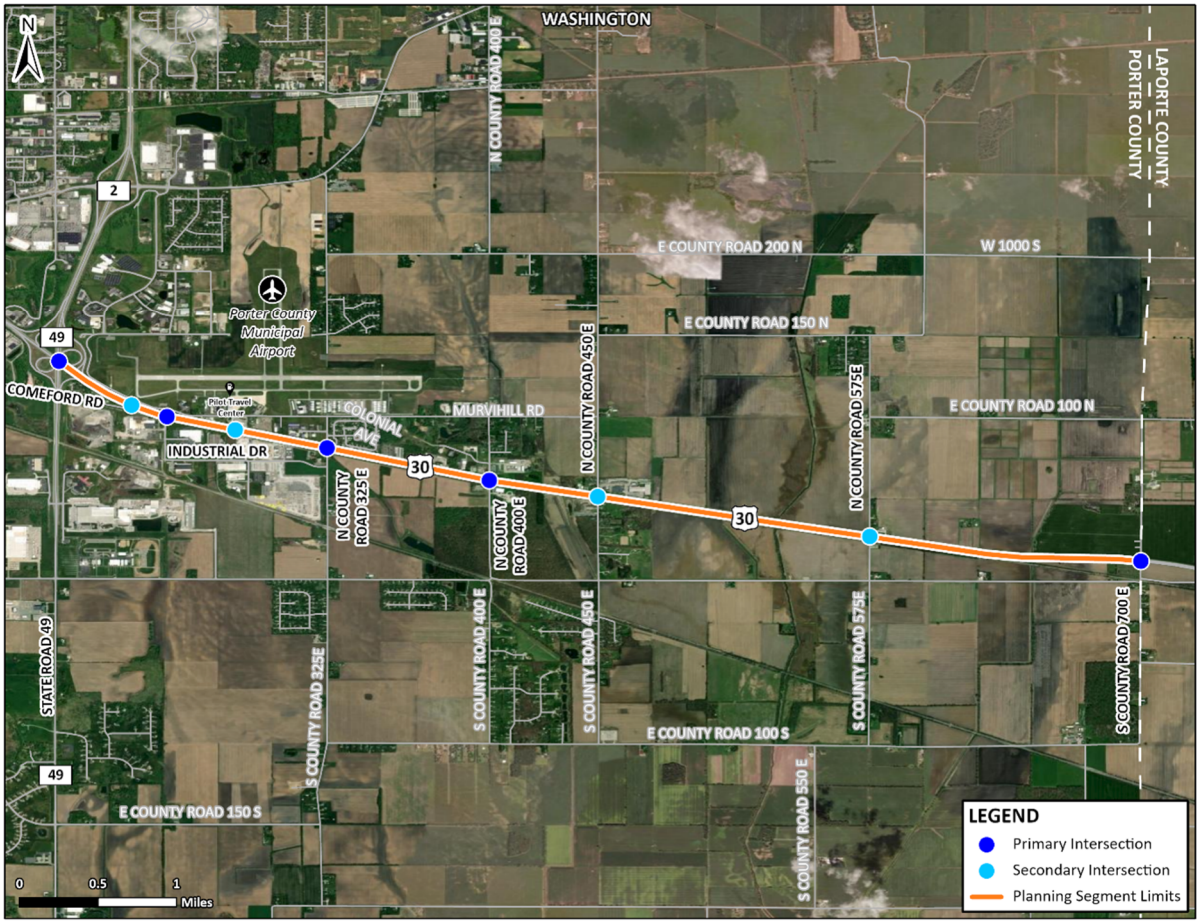
- US 30 & SR 49
  - The crossovers are dangerous between the SR 49 interchange and LaPorte CR 600 W
  - Acceleration and deceleration lanes at the SR 49 interchange appear inadequate.
- US 30 & Industrial Dr
  - Industrial Dr experiences a large amount of traffic delay, primarily westbound. Trucks make a large part of the queue, causing additional delay.
- US 30 & Pilot Travel Center
  - Fix signal detectors.
- US 30 & CR 325 E
  - The Fire Dept uses the CR 325 E intersection as access to Division Rd, the Fairgrounds, and alternate access to Industrial Drive.
  - An overpass/underpass would be ideal at the CR 325 E intersection.
  - All intersections within this segment are problematic due to the narrow median.
- US 30 & CR 400 E
  - Oncoming traffic does not yield to emergency vehicles with sirens at CR 400 E.
  - CR 400 E is a difficult intersection to navigate due to railroad crossing on south leg.
- US 30 & County Line Road
  - An overpass is preferred at this location.
  - Expand on existing turn lanes.
  - An RCI is not desired at this location.
  - Add acceleration lanes.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages for Segment 1:

- Concerns regarding local school systems, such as bus routes, access, and safety.
- Concerns regarding potential negative impacts to the local economy.
- Concerns regarding increased congestion through Valparaiso.
- Concerns regarding access to and from Porter County Regional Airport near Industrial Drive and US 30.
- Request for an interchange at Porter CR 450 E.
- Concerns regarding delayed emergency vehicle response times.
- Concerns regarding negative impacts to surrounding road network.
- Concerns regarding right-of-way impacts associated with overpasses.
- Requests for additional stoplights through Valparaiso.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-1 Planning Segment 1 Map



4.1.5. IMPROVEMENT PACKAGES

During the alternative pre-screening process, the traffic analysis results indicate that an RCI will perform acceptably in the design year at CR 325 E but not at Industrial Drive. Therefore, the RCI was evaluated for use at CR 325 E and an RCUT at Industrial Drive. Turn lane modifications and median widening were carried forward from the Level 2 Screening for further consideration at Industrial Drive, Pilot Travel Center, CR 325 E, CR 400 E, and

County Line Road in Level 2. Although these solutions are not provided in any packages, they still provide some benefit to Segment 1 and could be considered as part of any future project development studies. See **Section 3.2**.

During the conceptual design process, it was determined that Comeford Road should be closed in all packages due to the intersection's proximity to the eastbound SR 49 on-ramp.

4.1.5.1. No-Build Package

The No-build Package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a non-free flow condition.

4.1.5.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations through access management. Improvement Package 1 is an arterial with a non-free flow condition. Improvement Package 1 includes reducing access over the No-Build at four of the nine intersections in this segment. Improvement Package 1 includes directional intersections at the Pilot Travel Center and CR 450 E, an RCUT at Industrial Dr, a signal at CR 325 E, a RIRO at CR 575 E, and closure at Comeford Road. The directional and RIRO intersections at Pilot Travel Center, CR 450 E, and CR 575 E would reduce conflict points at the intersections, thereby improving safety. Similarly, the RCUT at the Industrial Drive intersection reduces conflict points and would improve safety. The signal at CR 325 E would improve intersection operations and reduce the risk of right-angle crashes. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.1.5.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations through access management. Improvement Package 2 is an arterial with a non-free flow condition. Improvement Package 2 is similar to Improvement Package 1 except for an RCI at CR 325 E, which would improve safety by reducing conflict points. Improvement Package 2 includes relatively low-level costs and low to mid-level impact solutions.

4.1.5.4. Improvement Package 3

The purpose of Improvement Package 3 is to improve safety and operations while maintaining RIRO access for driveways. Improvement Package 3 is an expressway lite with a free flow condition. Package 3 includes directional intersections at Industrial Drive, Pilot Travel Center, and CR 325 E. These directional intersections would improve safety by reducing conflict points. Package 3 also includes extending the acceleration lane of the on-ramp from SR 49 to US 30, a closure at Comeford Road, an interchange at CR 400 E, a RIRO intersection at CR 575 E, and overpasses at CR 450 E and County Line Road. The overpasses would improve safety by eliminating all conflict points while providing crossings of US 30. The interchange at CR 400 E would improve safety by turning crossing conflict points into merge/diverge points while providing a crossing of US 30. The directional and RIRO intersections would improve safety by reducing conflict points. Improvement Package 3 includes relatively mid-level costs and high-impact solutions.

4.1.5.5. Improvement Package 4

The purpose of Package 4 is to improve safety and operations through further access management. Improvement Package 4 is an expressway with a non-free flow condition. Improvement Package 4 includes RCIs at CR 325 E, CR 400 E and CR 450 E, an RCUT at Industrial Drive, a closure at Comeford Road, a directional at Pilot Travel Center, and a RIRO at CR 575 E. The RCIs would improve safety by reducing the number of conflict points. The RCI at CR 450 E introduces more conflict points than the directional access in Package 3 but provides better mobility for the crossroad. The RCI at CR 400 E includes the realignment of both Fletcher Drive and Pilot Drive in the northwest quadrant to maintain access to nearby businesses. All driveway access to US 30 would be removed in this package. Improvement Package 4 implements relatively mid-level costs and low to mid-level impact solutions.

4.1.5.6. Improvement Package 5

The purpose of Package 5 is to improve safety and mobility through further access management. Improvement Package 5 is an expressway with a non-free flow condition. Improvement Package 5 includes an RCI at County Line Road and overpasses at CR 400 E and CR 450 E. The RCI at County Line Road would improve safety at the intersection by reducing conflict points. The overpasses at CR 400 E and CR 450 E would eliminate conflict points along US 30 while providing crossings of US 30. The overpass at CR 400 E includes connecting Pilot Drive to Fletcher Drive in the northwest quadrant to maintain access to nearby businesses. Package 5 also includes a directional intersection at Porter CR 325 E which would improve safety by reducing conflict points. All driveway access to US 30 would be removed in this package. Improvement Package 5 involves relatively high-level costs and mid- to high-level impact solutions.

4.1.5.7. Improvement Package 6

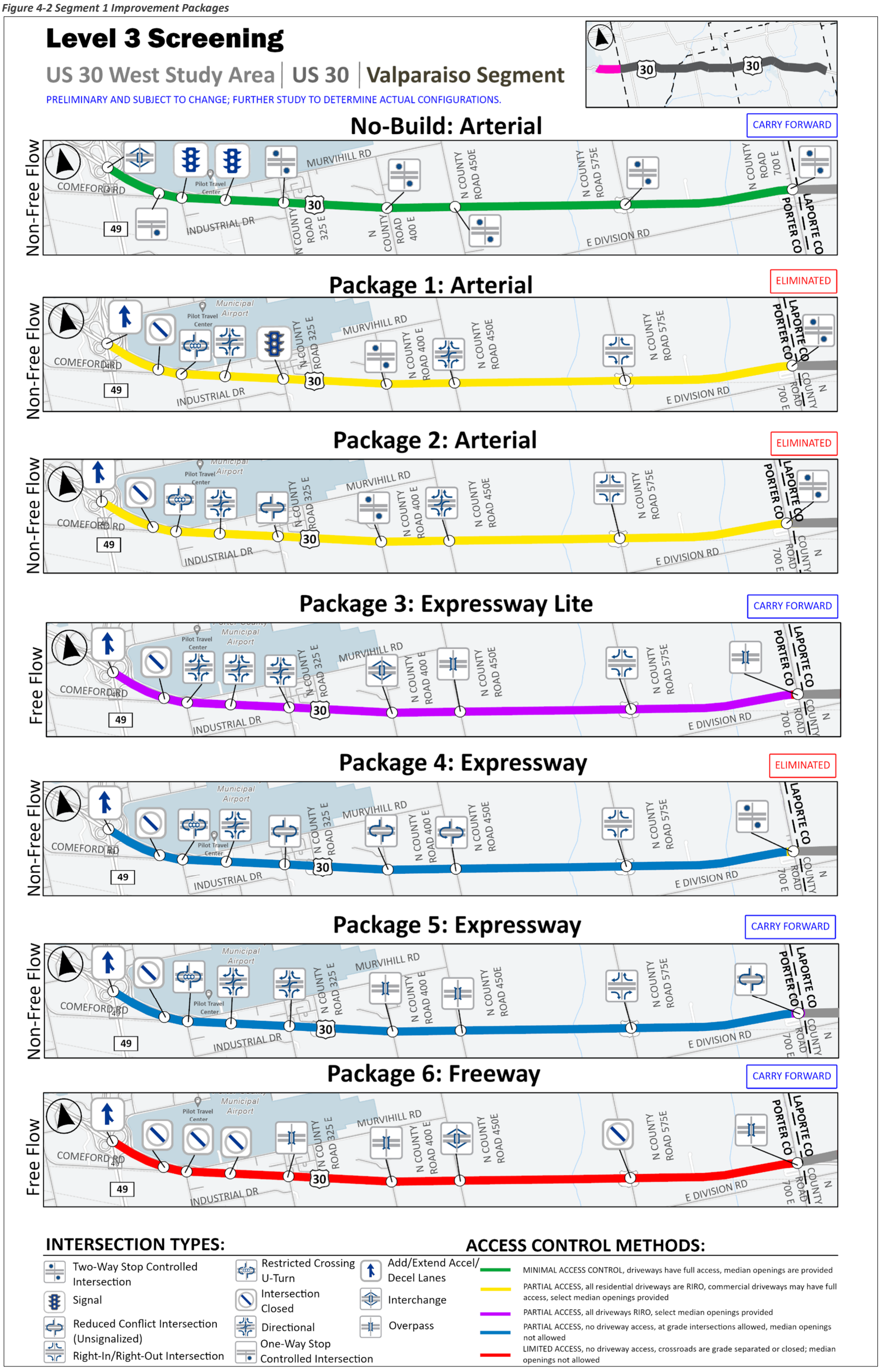
The purpose of Package 6 is to improve safety and operations by fully controlling access. Improvement Package 6 is a freeway with a free-flow condition. Improvement Package 6 includes closure of the Comeford Road, Industrial Drive, Pilot Travel Center, and CR 575 E intersections. Improvement Package 6 also includes a new interchange at CR 450 E and overpasses at CR 325 E, CR 400 E, and County Line Road. The overpasses at CR 325 E, CR 400 E and County Line Road would eliminate conflict points at the intersections on US 30 while providing crossings of US 30. The interchange at CR 450 E converts the turning movements into merge/diverge movements with mainline US 30, thereby improving safety, although turning movements are still present at the ramp terminal intersections. All driveway access to US 30 would be removed in this package. Travelers who typically make use of one of the closed intersections would still be able to access US 30 via the interchange at CR 450 E and cross US 30 at the interchange or the overpasses at CR 325 E, CR 400 E, and County Line Road. Improvement Package 6 involves implementing relatively high-cost and high-impact solutions.

Table 4-1 Improvement Packages – Segment 1 (Valparaiso)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost						
	Facility Type, Traffic Conditions, and Access Control	Arterial Non-Free Flow Minimal Access Control	Arterial Non- Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**	**Improvement Package 4**	**Improvement Package 5**	**Improvement Package 6**
Valparaiso	SR 49	Existing Interchange	**	**	**	**	**	**
	Comeford Rd	Stop Control	Closed	Closed	Closed	Closed	Closed	Closed
	Industrial Dr	Signal	RCUT	RCUT	Directional	RCUT	RCUT	Closed
	Pilot Travel Center	Signalized	Directional	Directional	Directional	Directional	Directional	Closed
	Porter CR 325 E (Montdale)	Stop Control	Signal	RCI	Directional	RCI	Directional	Overpass
	Porter CR 400 E (N 400 E)	Stop Control	Stop Control	Stop Control	Interchange	RCI	Overpass	Overpass
	Porter CR 450 E (N 450 E)	Stop Control	Directional	Directional	Overpass	RCI	Overpass	Interchange
	Porter CR 575 E (N 575 E)	Stop Control	RIRO	RIRO	RIRO	RIRO	RIRO	Closed
	County Line Rd (S 700 E)	Stop Control	Stop Control	Stop Control	Overpass	Stop Control	RCI	Overpass

** Add/Extend Acceleration and Deceleration Lanes

Figure 4-2 Segment 1 Improvement Packages



4.1.6. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-2 Segment 1 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Non-Free Flow Minimal Access Control	Arterial Non-Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	227	159	145	83	137	81	43
		Crossing Conflict Points (number)	103	54	40	16	26	8	10
		% Reduction in Crossing Conflict Points to No-Build	N/A	48%	61%	84%	75%	92%	90%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	38.4	48.8	67.2	60.0	73.6	72.0
		Cost Effectiveness Index	N/A	0.5	0.5	1.2	0.8	0.8	1.5
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.43	5.53	5.23	5.13	5.23	5.23	4.94
		Average Distance between US 30 Access Points (miles)	0.47	0.53	0.53	0.70	0.53	0.70	2.10
		Average Distance between US 30 Crossing Points (miles)	0.47	0.84	0.84	1.05	0.70	0.84	0.84
		Change in Crossing Time (Across US 30)	N/A	Increased	Increased	Greatly Increased	Increased	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	3(1/2)[0]	3(1/1)[1]	3(1/1)[1]	3(2/0)[1]	3(0/0)[3]	3(0/0)[3]	3(0/0)[3]
		Comm Driveways (RIRO, Full)[close]	6(2/4)[0]	6(3/2)[1]	6(3/2)[1]	6(5/0)[1]	6(0/0)[6]	6(0/0)[6]	6(0/0)[6]
		Field Access Driveways (RIRO, Full)[close]	2(0/2)[0]	2(2/0)[0]	2(2/0)[0]	2(2/0)[0]	2(0/0)[2]	2(0/0)[2]	2(0/0)[2]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	<1	<1	0	<1
		Streams Impacted (Lft impacted)	N/A	715	1000	2260	1580	1225	6142
		Floodplain (acres impacted)	N/A	1	1	3	3	<1	9
		Forested Areas (acres impacted)	N/A	0	0	2	0	0	2
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No	No
		Cemeteries (number)	N/A	1	1	1	1	1	1
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	24	1	1	9
		Business Relocations (number)	N/A	0	0	13	3	4	7
		Total New Right of Way Acquisition (acres)	N/A	<1	<1	25	16	22	66
		Sensitive Communities (acres)	N/A	<1	<1	12	14	15	26
		Sensitive Communities (Relocations)	N/A	0	0	32	4	5	11
		Risk of Greater Impacts to Sensitive Communities	N/A	Yes	Yes	Yes	Yes	Yes	Yes
		Farmland (acres impacted)	N/A	0	0	2	<1	2	6
		Farmland Access (impacts,yes/no)	N/A	No	No	No	Yes	Yes	Yes
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No	No	No
		Potential Hazardous Material Sites (number)	N/A	2	2	3	3	3	3
		Railroad Impacts (score)	N/A	0.33	0.55	1.11	0.66	1.11	0.66
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$11M to $14M	$14M to $18M	$43M to $51M	$27M to $34M	$31M to $37M	$58M to $71M
		Estimated Right of Way Costs (2024 Dollars)	N/A	$23K to $28K	$40K to $49K	$3M to $4M	$640K to $782K	$2M to $3M	$7M to $10M
		Estimated Total Package Costs (2024 Dollars)	N/A	$18M to $21M	$23M to $27M	$71M to $84M	$44M to $54M	$51M to $61M	$99M to $121M
Study Goals		Economic Development	N/A	Diminish	Neutral	Neutral	Neutral	Neutral	Neutral
		Transportation for All	N/A	Diminish	Diminish	Diminish	Diminish	Diminish	Diminish
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	High	Moderate	Low	Moderate	Moderate	Low
		Corridor Character	N/A	Neutral	Neutral	Diminish	Neutral	Diminish	Greatly Diminish
		Local Access	N/A	Diminish	Diminish	Diminish	Diminish	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Eliminated	Eliminated	Carry Forward	Eliminated	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.1.6.1. Safety

The number of conflict points decreases from the No-Build scenario to Package 6, with each successive package reducing conflict points by closing access points and implementing various intersection types. However, the conflict points and crossing conflict points do not consistently decrease from Package 1 to Package 6. Specifically, Package 4 shows an increase in both conflict points and crossing conflict points due to the presence of multiple RCIs as opposed to more restrictive access alternatives, like directionals or RIROs. Similarly, Package 6 has slightly higher crossing conflicts compared to Package 5, primarily because of the inclusion of an interchange. Crossing conflict points tend to be the location of the most severe crashes. Each package can cut the number of crossing conflict points nearly in half or more compared to the No-Build. Packages 1 and 2 appear to be the best options with a CEI of 0.5 while Packages 3 and 6 are the least cost-effective in a safety sense with a CEI of 1.2 and 1.5, implying that the additional cost does not necessarily result in a similar scale of additional benefit. In general, crashes prevented gradually increases from Package 2 through Package 6, with Package 3, expressway lite, showing a notable improvement due to its reduced number of conflict points as a result of multiple directionals.

4.1.6.2. Mobility

Segment 1 has both a 55 mph (2.1 miles) and a 60 mph (2.9 miles) speed limit. The average travel time along US 30 in this segment varies from 4.94 minutes in Packages 6 to 5.53 minutes in Package 1 compared to the No-Build travel time of 5.43 minutes. Package 1 adds a signal to the CR 325 E intersection, which adds delay to the travel time. All other improvement packages show an improvement in travel time, although relatively minimal, along US 30 when compared to the No-Build.

Based on the intersection types evaluated in each package and the available crossing points, all packages are expected to increase crossing time compared with the No-Build, while Package 3 is expected to have a greatly increased crossing time due to additional travel distance. The inclusion of RIROs, directional intersections, and overpasses contribute to the crossing delays as vehicles travel longer distances on the local roadway network to head in their intended direction.

Access to the corridor is mostly maintained in Packages 1, 2, and 4 with only a closure at Comeford Road, but is further reduced in Packages 3 and 5 as additional overpasses are introduced. Package 6 has the most impact on access due to the incorporation of a freeway which results in an average distance between access points of over 2 miles. Driveways are similarly reconfigured or closed as access control changes from an arterial to a freeway in the packages. All driveways are closed in Packages 4, 5, and 6 for expressway and freeway facility types.

4.1.6.3. Environmental Resources

Based on potential improvements at both primary and secondary intersections, impacts overall will be relatively minimal, though some impacts are expected. Wetland impacts will be relatively small in Packages 3, 4 and 6. Floodplain, forested and farmland impacts vary among the packages but generally increase as the number of larger footprint intersections are introduced within the segment. Stream impacts vary across the packages based on work being completed at the existing intersections. The freeway free-flow package, Package 6, has the highest impacts to streams. There is one cemetery located in this segment, but it is not expected to be impacted by any of the packages.

Potential impacts to sensitive communities increase as larger footprint intersections are included at more of the intersections within this segment, with the largest impacts being in Packages 3 and 6 where several overpasses and one interchange are included. Potentially greater impacts to sensitive communities are expected in all packages as most of the right-of-way required is from these communities. There is one residential relocation that will be required in Packages 4 and 5, with 24 residential relocations required in the expressway lite Package 3, and 9 in the freeway alternative Package 6. Business relocations are 13, 3, 4, and 7 across Packages 3, 4, 5, and 6, respectively. Most of the relocations, including both businesses and residential relocations, are part of sensitive communities. Two or three hazardous material sites may be impacted within each of the packages.

The amount of additional land required is increasingly higher as larger footprint intersections are included at more of the intersections within the segment, with the largest impacts being in Packages 3, 4, 5, and 6. Packages 3 and 6 have the highest acreage required of all packages due to a new interchange at CR 450 E and overpasses at CR 325, CR 400 E, and CR 700 E (Package 6) and an interchange at CR 400 E with overpasses at CR 325 E and CR 700 (Package 3). Packages 3 and 6 are free-flow alternatives.

In general, the potential for railroad impacts increases as more, larger footprint intersections are introduced within the segment. All packages could impact the railroad as this is a built-up area east of Valparaiso with the railroad running parallel immediately south of US 30.

4.1.6.4. Costs

Construction costs increase from Package 1 to Package 6 as the level of infrastructure improvements increase, except for Package 3 which has a higher construction cost due to the interchange and overpass. Package 6 includes both an interchange and three overpasses and is significantly higher in cost than Packages 1 and 2 and is more than twice the cost of Packages 4 and 5. The other packages are a mix of lower cost intersection improvements. The right-of-way cost also generally increases with package number, excluding Package 3. This is due to assumed relocations and other larger acquisitions associated with removal of access and interchange and/or overpass footprints that come with freeway construction. Packages 3, 5, and 6 also have a large right-of-way cost due to the impacts associated with interchanges and overpasses. Total package costs mirror the construction and right-of-way costs with Packages 1 and 2 being relatively similar and Packages 3 through 6 incrementally increasing. Package 3, expressway lite, has a higher cost than the expressway Packages 4 and 5 due to incorporation of an interchange at CR 400 E to maintain free flow with access to US 30.

4.1.6.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 1 is shown in **Table 4-3**.

Table 4-3 Segment 1 Goals Evaluation

Study Area Goal	Improvement Package						Notes
	1	2	3	4	5	6	
Economic Development	Diminish	Neutral	Neutral	Neutral	Neutral	Neutral	Improvement Package 1 would reduce mobility along US 30 while also negatively impacting access. Improvement Packages 2 and 4 are rated neutral because they provide positive safety benefits with some local mobility and access impacts due to increasing levels of access control. Improvement Packages 3, 5, and 6 are rated neutral because they have the highest potential safety benefit; however, the extensive loss of local mobility and access with implementation of access control could negatively impact local businesses (including agri-business) and locally planned developments.
Transportation for All	Diminish	Diminish	Diminish	Diminish	Diminish	Diminish	Sensitive communities are present within the segment. All packages have the potential to result in greater impacts to these communities, particularly with larger impact packages 3, 4, 5, and 6. Coupled with either reduced mobility along US 30 in Package 1, mobility and access impacts in Packages 2 and 4, and loss of local mobility and access in Packages 3, 5, and 6, this goal is rated as diminished for all packages.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so each package is rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	High	Moderate	Low	Moderate	Moderate	Low	Improvement Package 1 is the most cost-effective package as it relates to safety performance, so it is rated high. Improvement Packages 2, 4, and 5 do provide some safety improvements but would result in community and natural resources impacts so they are rated moderate. Improvement Packages 3 and 6 have some of the highest potential safety benefit but would result in the highest impacts to community and natural resources so they are rated low.
Corridor Character	Neutral	Neutral	Diminish	Neutral	Diminish	Greatly Diminish	Improvement Packages 1, 2, and 4 preserve the most existing characteristics of the corridor, but there are still impacts to crossing locations, so they are rated neutral. Improvement Package 6 would result in the most significant changes to corridor character due to access and crossing changes, so it is rated greatly diminish. Packages 3 and 5 also have access and crossing changes, but to a lesser extent so they are rated diminish.
Local Access	Diminish	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Improvement Packages 1 through 5 have a net reduction of access points. Improvement Package 6 is expected to result in high impacts to local access as all existing access points would be removed and access would be reconfigured around the interchanges, so it is rated greatly diminish while the other packages are rated diminish.

4.1.7. RECOMMENDATIONS

The Level 3 screening reviewed six improvement packages and one No-Build package for Segment 1. While both Packages 1 and 2 have a low CEI value, Package 1 introduces a traffic signal at CR 325 E which breaks up the existing free flow condition of US 30 at that location and results in longer travel time. Package 2 is similar to Package 4 but has less improvements and higher average distance between crossing points. Both packages also show lower overall estimates of crossing crashes prevented than other packages in this segment. Based on these reasons, Packages 1 and 2 are eliminated.

Packages 4 and 5 have the same travel time through the segment as both include only one signalized intersection, an RCUT at Industrial Drive. Packages 3 and 6 have the shortest travel time through the segment as they are both free flow. Packages 3, 5, and 6 are estimated to prevent 67 or more crossing crashes while Package 4 is estimated at 60 crashes prevented. The CEI for Packages 4 and 5 is 0.8, while Packages 3 and 6 are slightly higher at 1.2 and 1.5, indicating Packages 3 and 6 are less cost-efficient at preventing crossing crashes.

Package 3, expressway lite, is carried forward in this segment because it provides a free flow condition with better access compared with Package 6, freeway. Package 4 is eliminated as it provides fewer crossing crashes prevented with the same CEI value as Package 5 which is carried forward because it shows good safety performance although it is not free flow.

Package 6 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 6, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 6 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 6 is carried forward.

The No-Build package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.2. PLANNING SEGMENT 2 - WANATAH

4.2.1. PLANNING SEGMENT DETAILS

Segment 2 (Wanatah) is located between the Porter/LaPorte County Line and LaPorte CR 700 W, a distance of 5.0 miles. Land use is a mix of rural residential, small commercial businesses, and farmland. The Town of Wanatah is located within the segment. Large nearby developments include ASI Technologies, Continental Carpentry Components, and Rowe Truck Equipment of Wanatah. This segment has a high density of existing access points as both private driveways and public road approaches. There are two primary intersections and nine secondary intersections in this segment.

Segment 2 consists of six improvement packages and one "No-Build" package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-4** summarizes the Level 3 improvement packages for Planning Segment 2.

4.2.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 2:

- Speeding through Wanatah is a major concern. Slow traffic and improve safety.
- US 30 & N. Main St.
  - Longer turn lanes are required.
  - Closing intersections will add more traffic to Main St.
  - Adding lanes will increase noise, increase traffic speeds, and hurt the economy.
  - Concerns regarding changes to Main Street impacting deliveries to businesses.
    - A bypass would be helpful to decrease the "mess" in Wanatah and avoid major impacts to Wanatah.
    - Very concerned for access to BP gas station. Do not cut off access to save Caseys.
    - Move all median improvements to the north to not impact businesses on the south side in Wanatah.
- US 30 & Illinois St.
  - Close Illinois St.
  - Keep Illinois St. open.
- US 30 & Condon Rd
  - Closing access to Condon Rd would close off primary access to Wanatah.
- US 30 & CR 800 W
  - A Radio Tower is located at this intersection so access should be maintained.
- US 30 & US 421
  - Public comments include noise pollution, drivers failing to follow traffic laws, improper signing resulting in increased traffic through the adjacent neighborhood, a lack of bike and pedestrian facilities, and safety concerns along US 30 West involving drivers ignoring speed reduction postings.
  - Opposed to RCI, Roundabout, or RCUT type intersections.
  - Why not fix railroad at the same time as interchange at US 421?
  - US 421 needs additional lanes.
  - Fix signal detectors.
- A bypass around Wanatah should be considered.

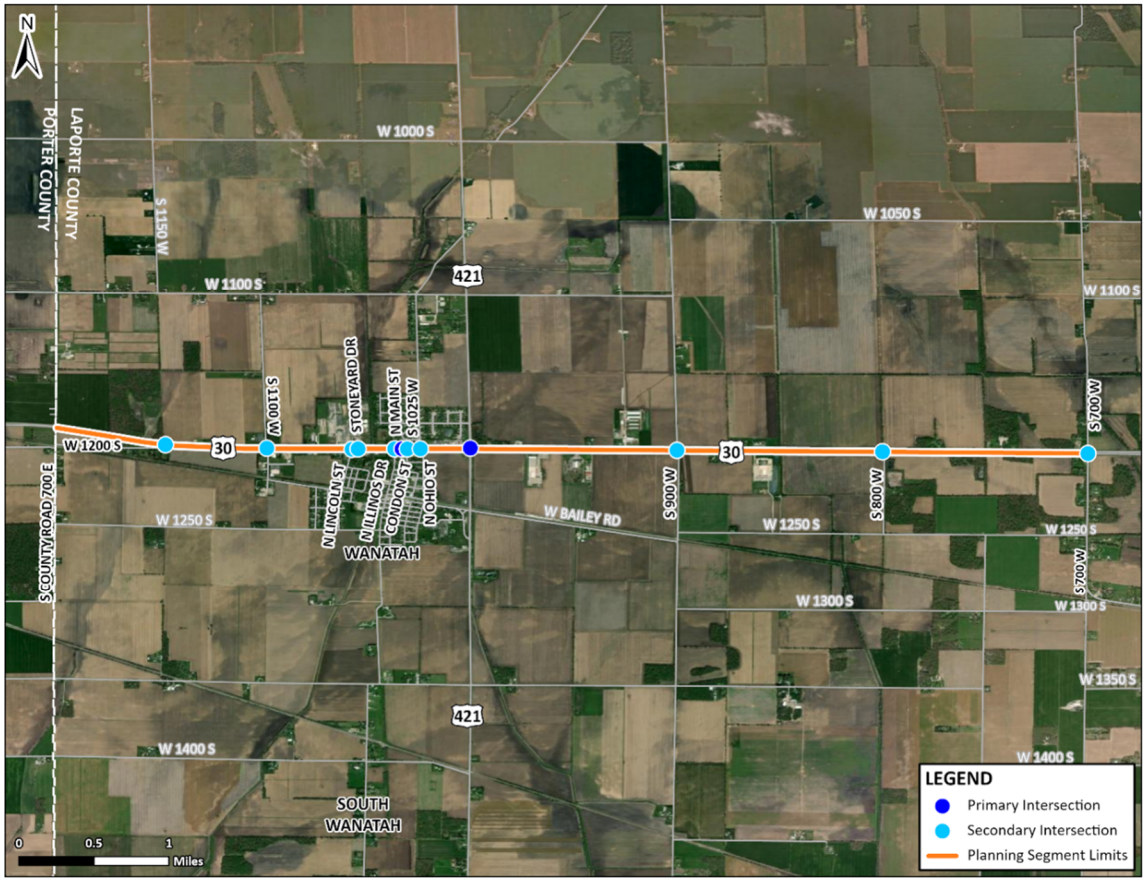
The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages for Segment 2.

- Desire for the No-Build package.
- Concerns about potential negative economic and social impacts to the town of Wanatah.
- Concerns regarding emergency vehicle access and response times in Wanatah.
- Concerns about impacts to nearby properties, such as access and right-of-way.
- Desire for smaller improvements, such as added/lengthened turn lanes and acceleration lanes.
- Improve signal timing and add additional signals through Wanatah.
- Concerns regarding school system impacts, such as bus routes, access, and safety.
- Concerns about changing community character.

The study team also received a comment letter from the town council of Wanatah. For more information on this letter, please see **Appendix C**.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-3 Planning Segment 2 Map



4.2.2. IMPROVEMENT PACKAGES

Turn lane modifications were carried forward from the Level 2 Screening for further consideration at Main Street and at US 421 in Level 2, as well as adding acceleration lanes at US 421. Although these solutions are not provided in any packages, they still provide some benefit to Segment 2 and could be considered as part of any future project development studies. See **Section 3.2**.

4.2.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a non-free flow condition.

4.2.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations through access management compared to the No-Build. Improvement Package 1 is an arterial with a non-free flow condition. Improvement Package 1 includes reducing access over the No-Build at nine of the 11 intersections in this segment. This package includes a directional intersection at CR 1100 W and RIROs at CR 1200 S, Lincoln St, Stoneyard Dr, Illinois St, Condon St, Ohio St, CR 900 W, and CR 800 W. The directional and RIRO intersections would improve safety by reducing conflict points. A roundabout is included at US 421. The roundabout at US 421 would improve safety by reducing speed through the intersection and reduces the likelihood of severe right-angle, left turn, and head-on collisions. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.2.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations while maintaining similar access as Package 1. Improvement Package 2 is an arterial with a non-free flow condition. Improvement Package 2 is similar to Package 1 except for an RCI at CR 1100 W, a RIRO at Main St and a quadrant roadway intersection (QRI) (SW or SE quadrant) at US 421. The RCI at CR 1100 W would introduce a few more conflict points than the directional found in Package 1 but would provide better mobility for the minor road. The quadrant roadway at US 421 would improve operations by dividing the left turning movements at the main intersection of US 30 and US 421 across three signalized intersections. Only the impacts of the quadrant roadway in the southwest corner were included in this report. Improvement Package 2 involves implementing relatively mid-level costs and low to mid-level impacts.

4.2.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations while maintaining similar access as Package 2. Improvement Package 3 is an arterial with a non-free flow condition. Improvement Package 3 is the same as Package 2 except for a Partial Displaced Left Turn (DLT) East-West at US 421. The DLT at US 421 would improve operations at US 30 and US 421 by shifting the left turn lanes upstream of the intersection, reducing the required number of signal phases at the main intersection. Improvement Package 3 involves relatively low- to mid-level costs and low to mid-level impact solutions.

4.2.2.5. Improvement Package 4

The purpose of Improvement Package 4 is to improve safety and operations beyond Package 3 by allowing RIRO access for driveways. Package 4 is an expressway lite with a free flow condition. Improvement Package 4 includes RIRO intersections at CR 1200 S, Lincoln St, Stoneyard Dr, Illinois St, Main St, Ohio St, CR 900 W, and LaPorte CR 800 W. These RIRO intersections would improve safety by reducing conflict points. Package 3 also includes a directional intersection at LaPorte CR 1100 W which would improve safety by reducing conflict points. Additionally, Package 4 includes a partial direction intersection at Condon St. This partial directional intersection would improve safety by reducing conflict points and maintain connectivity by providing a crossing for emergency vehicles and the public in Wanatah to travel from south of US 30 to north. Package 4 also includes an interchange at US 421 which would improve safety by converting crossing conflicts on mainline US 30 into merge/diverge points while maintaining the crossing of US 30. Package 4 would provide dedicated U-turn locations for improved connectivity for both emergency and public use in locations to maintain connectivity in the town while still removing the crossing conflict points. Improvement Package 4 involves relatively higher-level cost and higher-impact solutions.

4.2.2.6. Improvement Package 5

The purpose of Package 5 is to improve safety and operations through full access control. Improvement Package 5 is a freeway with a free flow condition. Improvement Package 5 is full access control along the existing alignment and includes closure of all intersections except for a new interchange at US 421. Closing all other intersections

throughout this segment would improve safety by eliminating most of the conflict points in the segment. The interchange at US 421 would improve safety by converting all turning movements into merge/diverge movements. The interchange would also improve operations by eliminating the signal and creating free flow along US 30. Vehicles traveling in and around Wanatah would need to use the interchange at US 421 to enter, exit, and cross US 30. Improvement Package 5 results in relatively high costs and high impacts.

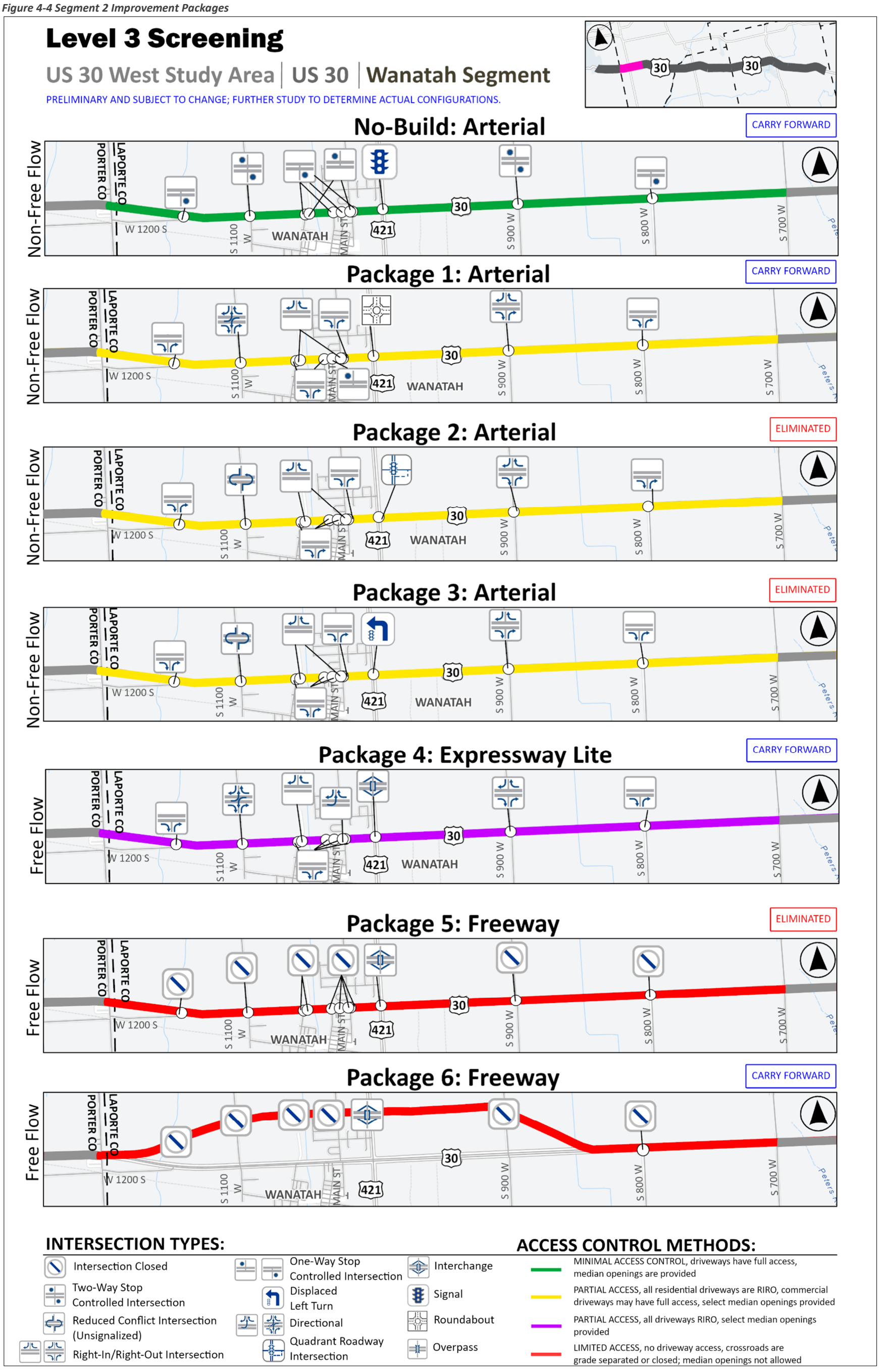
4.2.2.7. Improvement Package 6

The purpose of Package 6 is to improve safety and operations along US 30 while avoiding significant impacts to the Town of Wanatah. Improvement Package 6 is a freeway with a free flow condition. Improvement Package 6 is full access control with a bypass around Wanatah and includes closure of all intersections except for a new interchange at US 421. The existing intersections on the current alignment of US 30 through Wanatah will remain unchanged. The closures would occur at the crossing roads on the new alignment, north of Wanatah. Improvement Package 6 results in relatively high costs and higher impacts.

Table 4-4 Improvement Packages – Segment 2 (Wanatah)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost						
	Facility Type, Traffic Conditions, and Access Control	Arterial Non-Free Flow Minimal Access Control	Arterial Non-Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**	**Improvement Package 4**	**Improvement Package 5**	**Improvement Package 6**
Wanatah	LaPorte CR 1200 S (W 1200 S)	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Bypass Closed
	LaPorte CR 1100 W (S 1100 W)	Stop Control	Directional	RCI	RCI	Directional	Closed	Bypass Closed
	N. Lincoln St.	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Bypass Closed
	Stoneyard Dr.	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Bypass Closed
	N. Illinois St.	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Bypass Closed
	N. Main St	Stop Control	Stop Control	RIRO	RIRO	RIRO	Closed	Bypass Closed
	Condon St.	Stop Control	RIRO	RIRO	RIRO	Directional	Closed	Bypass Closed
	N. Ohio St.	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Bypass Closed
	US 421	Signal	Roundabout	Quadrant Roadway Intersection	DLT	Interchange	Interchange	Bypass Interchange
	LaPorte CR 900 W (S 900 W)	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Bypass Closed
	LaPorte CR 800 W (S 800 W)	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed	Closed

Figure 4-4 Segment 2 Improvement Packages



4.2.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-5 Segment 2 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Non-Free Flow Minimal Access Control	Arterial Non-Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	191	47	66	66	68	26	26
		Crossing Conflict Points (number)	85	18	12	14	14	10	10
		% Reduction in Crossing Conflict Points to No-Build	N/A	79%	86%	84%	84%	88%	88%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	37.9	41.3	40.3	40.3	42.2	42.2
		Cost Effectiveness Index	N/A	0.5	0.7	0.4	1.8	1.9	6.4
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	6.02	5.69	5.82	6.37	5.59	5.00	5.20
		Average Distance between US 30 Access Points (miles)	0.45	0.45	0.45	0.45	0.45	5.00	5.00
		Average Distance between US 30 Crossing Points (miles)	1.67	2.50	2.50	2.50	5.00	5.00	5.00
		Change in Crossing Time (Across US 30)	N/A	Increased	Increased	Increased	Increased	Greatly Increased	Greatly Increased
		Res Driveways, (RIRO/Full)[close]	20(15/4)[0]	20(16/2)[2]	20(16/2)[2]	20(16/2)[2]	20(18/0)[2]	20(0/0)[20]	20(0/0)[20]
		Comm Driveways (RIRO, Full)[close]	31(17/14)[0]	31(16/5)[10]	31(17/4)[10]	31(16/3)[12]	31(19/0)[12]	31(0/0)[31]	31(0/0)[31]
		Field Access Driveways (RIRO, Full)[close]	9(1/8)[0]	9(4/2)[3]	9(5/1)[3]	9(5/1)[3]	9(6/0)[3]	9(0/0)[9]	9(0/0)[9]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	<1	<1	<1	4	4	<1
		Streams Impacted (Lft impacted)	N/A	680	6640	4500	8300	8100	10400
		Floodplain (acres impacted)	N/A	0	11	0	7	7	10
		Forested Areas (acres impacted)	N/A	0	0	0	8	8	6
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0	5	25	2
		Business Relocations (number)	N/A	2	1	0	6	27	0
		Total New Right of Way Acquisition (acres)	N/A	2	24	2	27	370	113
		Sensitive Communities (acres)	N/A	0	0	0	0	0	0
		Sensitive Communities (relocations)	N/A	0	0	0	0	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	No	No	No	No
		Farmland (acres impacted)	N/A	2	<1	<1	20	20	113
		Farmland Access (impacts,yes/no)	N/A	No	No	No	Yes	Yes	Yes
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	yes	No	No
		Potential Hazardous Material Sites (number)	N/A	1	1	1	1	1	0
		Railroad Impacts (score)	N/A	0	0	0	0	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$11M to $14M	$16M to $19M	$9M to $12M	$42M to $51M	$39M to $47M	$153M to $188M
		Estimated Right of Way Costs (2024 Dollars)	N/A	$98K to $119K	$1M to $2M	$95K to $117K	$1M to $2M	$11M to $15M	$1M to $2M
		Estimated Total Package Costs (2024 Dollars)	N/A	$17M to $21M	$27M to $32M	$15M to $19M	$68M to $81M	$72M to $87M	$242M to $297M
Study Goals		Economic Development	N/A	Enhance	Enhance	Neutral	Enhance	Neutral	Neutral
		Transportation for All	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	High	Moderate	High	Moderate	Low	Low
		Corridor Character	N/A	Neutral	Neutral	Neutral	Neutral	Greatly Diminish	Greatly Diminish
		Local Access	N/A	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Eliminated	Eliminated	Carry Forward	Eliminated	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.2.3.1. Safety

All packages were able to significantly reduce (79% or more) crossing conflict points compared to the No-Build scenario. This segment travels through Wanatah, and in all improvement packages, the existing access points are converted to RIRO, directional, or closures at all secondary intersections, leading to a significant reduction in conflict points. Packages 5 and 6, which are freeway packages with no driveway access, have the highest estimated number of crossing crashes prevented, though only marginally better than Packages 2, 3, and 4. Package 1, with a roundabout at US 421, achieved higher reduction in total conflict points compared to Packages 2 and 3, which had signalized innovative intersections (Quadrant Roadway Intersection (QRI) and DLT). Both Packages 1 and 3 have the lowest CEI of 0.5 and 0.4, respectively, offering optimal cost-benefit for preventing crossing crashes, while the freeway Packages 5 and 6, with CEIs of 1.9 and 6.4, respectively, are the least cost-effective.

4.2.3.2. Mobility

Segment 2 has a mix of 40 mph, 55 mph, and 60 mph speed limits. The average travel time reduces in all Packages as compared to the No-Build, except for Package 3 which has a slightly higher mainline delay. Model results indicate that, due to the DLT, mainline left-turning traffic in Package 3 encounters higher control delays than in the No-Build scenario.

All improvement packages have longer average distances between crossing points than the No-Build scenario. The conversion of intersections to RIROs, directionals, or closures, led to increased crossing distances. The distances range from approximately 2.5 miles for Packages 1 through 3 with crossings at CR 100 W and US 421, to approximately 5 miles for Packages 4, 5, and 6 with a crossing only at US 421. However, Package 4 does have additional median openings that allow for indirect crossings using directional intersections within the town of Wanatah which effectively reduces the distance between crossing points.

Access to the corridor is maintained in Packages 1 through 4 but is reduced in Packages 5 and 6 for the freeway to a single access point at US 421. Driveways are similarly reconfigured or closed as access control changes from an arterial to a freeway in the packages. All driveways are closed in freeway Packages 5 and 6.

4.2.3.3. Environmental Resources

Wetland impacts are relatively small in all packages other than Packages 4 and 5 due to an interchange at US 421. Natural resource impacts, most notably streams, floodplain, and forested areas, are largest in Packages 2, 4, 5 and 6 due to the quadrant roadway footprint in Package 2 and new interchange in Packages 4, 5 and 6, all at US 421. Cultural resource impacts are not expected for any of the packages in this segment.

This segment has a large number of access drives and public roads as it runs through the Town of Wanatah. For the non-freeway alternatives, many of the full access drives will become RIRO. Greater impacts to sensitive communities are not expected in this segment. There will be significantly more relocations (52) for Package 5 based on a new interchange at US 421 near Wanatah compared to Package 4 which has 11 relocations and Packages 1, 2, and 6 that only have a couple relocations. Package 6, while still a freeway, would bypass Wanatah and reduce the right-of-way impacts and relocations. One hazardous material site may be impacted in Packages 1 through 5. Farmland impacts are significant in packages 4 and 5 with farmland impacts being greatest in Package 6 due to a new bypass being included on an alternate alignment to the north of Wanatah.

The amount of additional land required is increasingly higher as larger footprint intersections are utilized at more of the intersections within the segment, with the largest impacts being in Packages 5 and 6. Package 2 includes a quadrant roadway intersection at US 421 which requires a larger footprint to construct. Packages 5 and 6 have the highest acreage required of all packages due to a new interchange at US 421 in each package; one being along the existing alignment (Package 5) and one being on a new bypass around Wanatah (Package 6). Also contributing to the higher acreage is the closure of multiple driveways through Wanatah and the amount of farmland required for the bypass.

For this segment, there are no railroads that will be impacted for any of the packages.

4.2.3.4. Costs

Construction costs generally increase from Package 1 to Package 6 as the level of infrastructure improvements increases, although Package 2 is more expensive than Package 3 due to the QRI at US 421. Packages 4, 5, and 6 include an interchange at US 421 which increases the overall cost of those packages. Package 6 also includes a full bypass on new alignment around Wanatah which results in an overall cost approximately three times higher than Package 5. The right-of-way cost also increases as access decreases across packages, except for the exceedingly high cost of right-of-way for Package 5 which is a freeway through Wanatah. Package 6 also has high right-of-way costs, but these acquisitions are from farm fields, thus the cost is less than the freeway through Wanatah.

4.2.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 2 is shown in **Table 4-6**.

Table 4-6 Segment 2 Goals Evaluation

Study Area Goal	Improvement Package						Notes
	1	2	3	4	5	6	
Economic Development	Enhance	Enhance	Neutral	Enhance	Neutral	Neutral	Improvement Packages 1, 2, and 4 would provide improved travel time along US 30 while maintaining local mobility that would be similar to existing conditions, so they are rated enhance. Improvement Packages 3, 5, and 6 provide safety benefits but local mobility and access would be impacted by increasing levels of access control, so they are rated neutral. Improvement Package 5 and 6 have the highest potential safety benefit; however, the extensive loss of local mobility and access with implementation of full access control could negatively impact local businesses (including agri-business) and locally planned developments.
Transportation for All	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Sensitive communities are not present within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	High	Moderate	High	Moderate	Low	Low	Improvement Packages 1 and 3 are the most cost-effective packages as they relate to safety performance, so they are rated high. Improvement Package 2 and 4 provide some safety improvements but at a higher CEI value with impacts to community and natural resources, so they are rated moderate. Improvement Packages 5 and 6 have the highest potential safety benefit by a marginal amount but would result in the highest impacts to community and natural resources, so they are rated low.
Corridor Character	Neutral	Neutral	Neutral	Neutral	Greatly Diminish	Greatly Diminish	Improvement Packages 1 through 4 preserve most of the existing characteristics of the corridor, but still impact crossing locations so they are rated neutral. Improvement Packages 5 and 6 would result in the most significant changes to corridor character due to impacts to agricultural operations and impact to access and crossing locations, so they are rated greatly diminish.
Local Access	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish	Improvement Packages 1 through 4 have a net reduction of access points or change in type of access, so they are rated diminish. Improvement Packages 5 and 6 are expected to result in high impacts to local access as all existing access points would be removed and access would be reconfigured around the interchanges, so they are rated greatly diminish.

4.2.4. RECOMMENDATIONS

The Level 3 screening reviewed six improvement packages and one No-Build package for Segment 2. Package 2 includes a quadrant roadway intersection at US 421 which has a large right-of-way impact compared with other at-grade solutions at that location, which is the main intersection in this segment. Package 3 increases the travel time and mainline travel delay compared to the No-Build scenario as the displaced left turn intersection produced larger delays than the existing signal at US 421. Package 5 would be a large disruption with high impacts to the Wanatah community, including business and residential relocations associated with implementation of access control on the existing alignment of US 30 through the town to construct a freeway facility type. Based on the reasons described, Packages 2, 3, and 5 are eliminated.

Packages 1, 4, and 6 reduce the travel times and mainline travel delay compared to No-Build. Package 1 has the lowest CEI index at 0.5 of these three packages where it significantly reduces the overall and crossing conflict points for a reasonable overall project cost. However, a roundabout on US 30 may not match driver expectations and is not free flow. Package 4 achieves free flow along this segment with a reasonable CEI value while maintaining RIRO driveway access in Wanatah. Package 4 also has lower impacts than the freeway Packages 5 and 6 which are the only other free flow alternatives. For these reasons, Packages 1 and 4 are carried forward.

Package 6 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 6, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 6 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 6 is carried forward.

The No-Build package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.3. PLANNING SEGMENT 3 - HANNA

4.3.1. PLANNING SEGMENT DETAILS

Segment 3 (Hanna) is located on US 30 between LaPorte CR 700 W and E. of Long Lane, a distance of 5.0 miles. Land use is a mix of rural residential, small commercial businesses, and farmland. The Town of Hanna is located within the segment. There are no large nearby developments in this segment. This segment has a moderate density of existing access points at both private driveways and public roads. There is one railroad crossing located along the west town limit of Hanna. There are four primary intersections and three secondary intersections in this segment.

Segment 3 consists of six improvement packages and one "No-Build" package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-7** summarizes the Level 3 improvement packages for Planning Segment 3.

4.3.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 3:

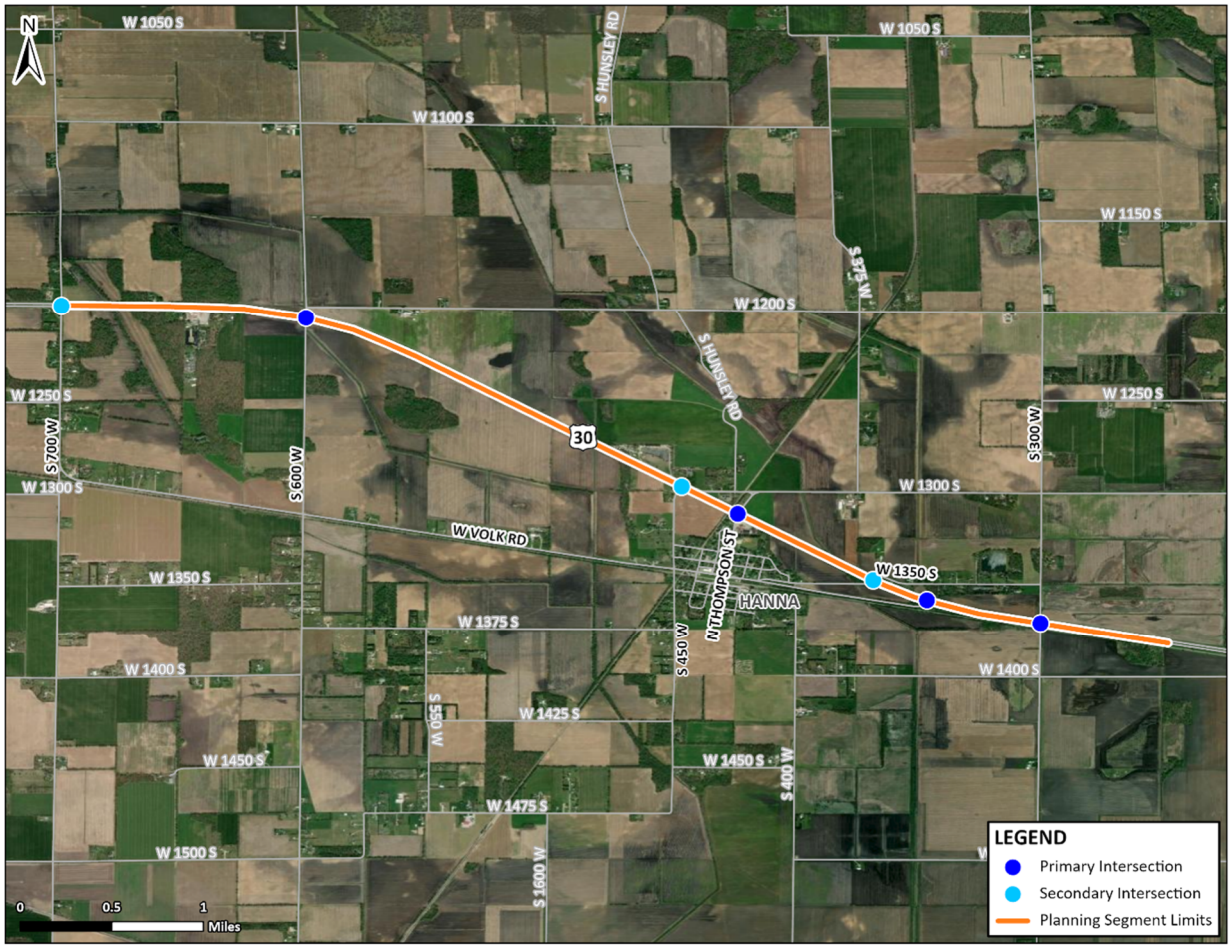
- US 30 & LaPorte CR 600 W
  - This intersection is a school crossing and a secondary entrance to the town of Hanna. Improved access to and from US 30 is desired. Improved access to the area around this intersection is desired.
  - Concerns regarding potential relocations involved with intersection improvements at this intersection.
  - Desire for additional/ lengthening turning lanes along CR 600 W for improved safety at the school campus located nearby.
  - Maintain access for truck/trailer traffic along CR 600 E to maintain business operations.
  - An interchange or overpass would be a good solution at this intersection.
- US 30 & Thompson St
  - Safety concern due to missing turn lanes.
  - Bike and pedestrian safety concerns when crossing US 30.
  - Noise pollution.
  - Emergency vehicle and farm equipment access.
  - Safety concerns with existing at-grade rail crossing.
  - There is an at-grade railroad crossing on US 30, located approximately 200 feet west of the intersection.
  - Lengthen turn lanes at the intersection.
  - A grade separation would be a good consideration at this location.
- US 30 & Old US 30 W
  - Lengthen turn lanes at the intersection.
  - Interchange should be considered in the area.
- US 30 & LaPorte CR 300 W
  - Lengthen turn lanes at the intersection.
  - An overpass would be good due to schools in the area.
  - Left turn lanes are needed at 1350 S and Long Lane

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 3:

- Desire for the No-Build package
- Concerns regarding emergency vehicle response times.
- Concerns regarding farmer access across US 30.
- Concerns regarding impacts to local economy and school systems.
- Concerns regarding the safety of the railroad crossing north of Hanna.
- Requests for either an interchange, traffic signal, or No-Build Package at CR 600 W. Preference for no RCI alternatives.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-5 Planning Segment 3 Map



4.3.2. IMPROVEMENT PACKAGES

Turn lane modifications were carried forward from the Level 2 Screening for further consideration at CR 600 W, N. Thompson Street, Old US 30, and CR 300 W/Long Lane in Level 2. Although these solutions are not provided in any packages, they still provide some benefit to Segment 3 and could be considered as part of any future project development studies. See **Section 3.2**.

4.3.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.3.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations compared to the No-Build Package through access management. Improvement Package 1 is an arterial with a free flow condition. Improvement Package 1 includes closing the Old US 30/West St intersection and a RIRO at CR 1350 S. Closing the intersection at Old US 30/West St. would improve safety at the intersection by eliminating all conflict points. The RIRO at CR 1350 S would improve safety by reducing the number of conflict points at the intersection. No improvements to the existing at-grade railroad crossing are included in this package. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.3.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations through further access management. Improvement Package 2 is an arterial with a free flow condition. Improvement Package 2 is similar to Package 1 except CR 1350 S would be closed and CR 450 W and CR 700 W would be RIRO. Closing the intersections of CR 1350 S and Old US 30/West St. and implementing a RIRO at CR 450 W and CR 700 W would improve safety along US 30 by eliminating conflict points. No improvements to the existing at-grade railroad crossing are included in this package. Improvement Package 2 implements relatively low-cost and low-impact solutions.

4.3.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations similar to access as Package 2. Improvement Package 3 is an arterial with a free flow condition. Improvement Package 3 is the same as Package 2 except for an RCI at Thompson St. This would improve safety by reducing conflict points at the intersection. This would also improve safety at the existing at-grade railroad crossing located west of the intersection by providing dedicated deceleration and acceleration lanes for vehicles needing to stop at the tracks, such as hazardous cargo carriers and school buses. Improvement Package 3 would implement relatively low-level costs and low to mid-level impact solutions.

4.3.2.5. Improvement Package 4

The purpose of Package 4 is to improve safety and operations by including only RIRO driveway access. Improvement Package 4 is an expressway lite with a free flow condition. Improvement Package 4 is similar to Package 3 except it includes overpasses at CR 600 W and CR 300 W/Long Lane. The overpasses at CR 600 W and CR 300 W/Long Lane would improve safety by eliminating conflict points while providing crossings of US 30. The overpass at CR 600 W includes moving the nearby intersection of CR 600 W and CR 1200 S to the north to maintain access to nearby properties. The addition of dedicated deceleration and acceleration lanes for vehicles needing to stop at the at-grade railroad crossing, such as hazardous cargo carriers and school buses, would be included alongside the RCI at Thompson Street. Improvement Package 4 would implement relatively mid-level costs and mid-level impact solutions.

4.3.2.6. Improvement Package 5

The purpose of Package 5 is to improve safety and operations through fully restricting access. Improvement Package 5 is a freeway with a free flow condition. Improvement Package 5 includes closure of the CR 700 W, CR 450 W, Thompson St., CR 1350 S, and Old US 30/West St intersections. Package 5 also includes the overpasses at CR 600 W and CR 300 W/Long Lane used in Package 4. All driveway access to US 30 would be closed in this package. Closing these intersections and providing overpasses at CR 600 W and CR 300 W/Long Lane would improve safety by eliminating all conflict points along this segment. The overpasses also provide crossings of US 30. Additionally, an overpass of the existing at-grade railroad crossing north of Hanna is included. This would

improve safety by maintaining free flow and eliminating the need for any vehicles to stop at the crossing. Improvement Package 5 would result in relatively mid- to high-costs and high impacts.

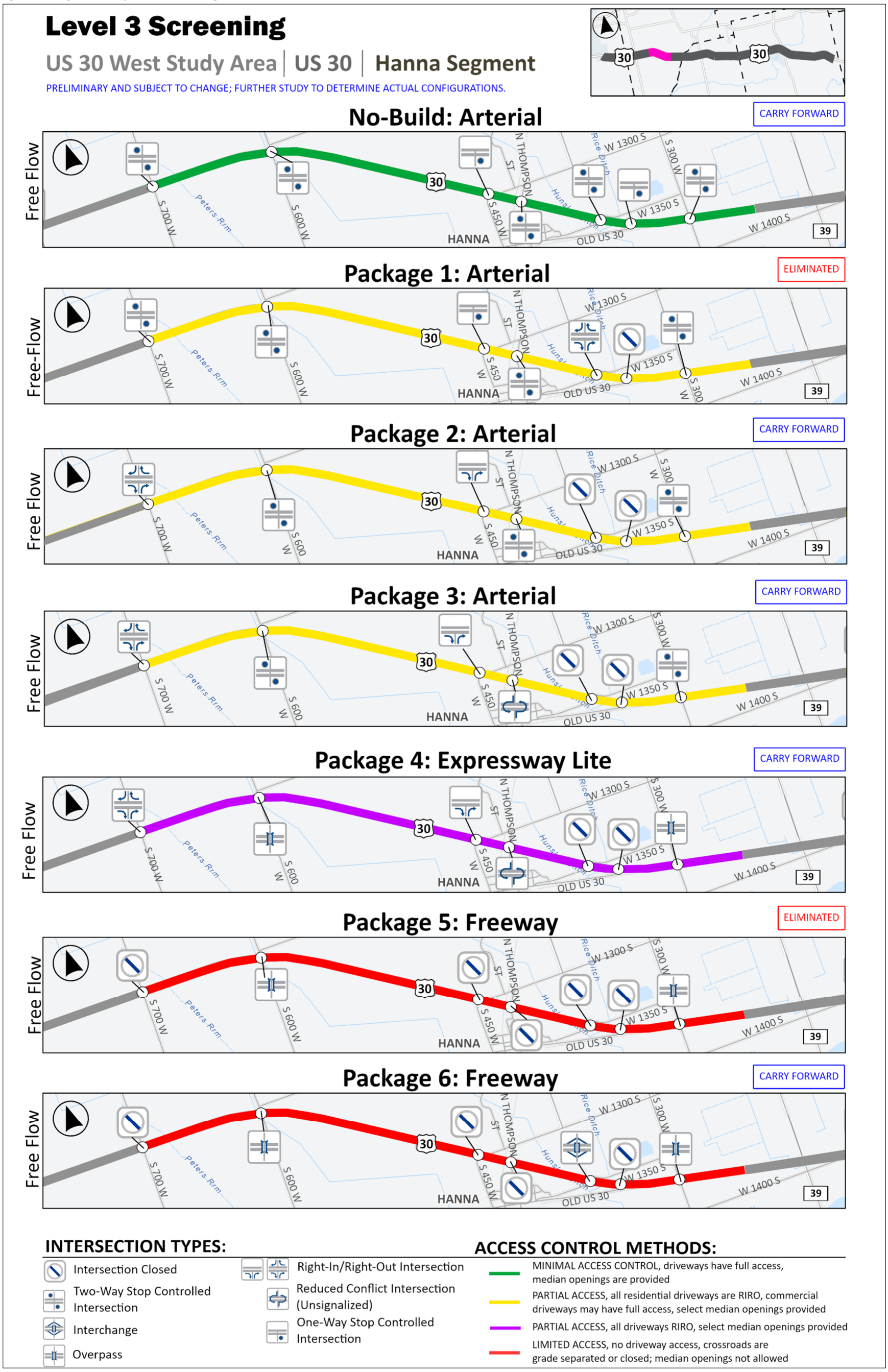
4.3.2.7. Improvement Package 6

The purpose of Package 6 is to improve access and operations through fully controlling access. Improvement Package 6 is a freeway with a free flow condition. Improvement Package 6 is the same as Package 5 except for a new interchange at CR 1350 S. This interchange would improve safety compared to the existing intersection by converting turning movements into merge/diverge movements. Vehicles traveling in and around Segment 3 would utilize the nearby interchange to access US 30. Additionally, an overpass of the existing at-grade railroad crossing north of Hanna is included. This would improve safety by maintaining free flow and eliminating the need for any vehicles to stop at the crossing. Improvement Package 6 results in relatively high costs and high impacts.

Table 4-7 Improvement Packages – Segment 3 (Hanna)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost						
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access	Freeway Free Flow Limited Access
	Alternatives	No-Build	Improvement Package 1	Improvement Package 2	Improvement Package 3	Improvement Package 4	Improvement Package 5	Improvement Package 6
Hanna	LaPorte CR 700 W (S 700 W)	Stop Control	Stop Control	RIRO	RIRO	RIRO	Closed	Closed
	LaPorte CR 600 W (S 600 W)	Stop Control	Stop Control	Stop Control	Stop Control	Overpass	Overpass	Overpass
	LaPorte CR 450 W (S 450 W)	Stop Control	Stop Control	RIRO	RIRO	RIRO	Closed	Closed
	N. Thompson St.	Stop Control	Stop Control	Stop Control	RCI	RCI	Closed	Closed
	LaPorte CR 1350 S (W 1350 S)	Stop Control	RIRO	Closed	Closed	Closed	Closed	Interchange
	Old US 30/West St (US 30 Alt Rte)	Stop Control	Closed	Closed	Closed	Closed	Closed	Closed
	LaPorte CR 300 W/Long Ln. (S 300 W)	Stop Control	Stop Control	Stop Control	Stop Control	Overpass	Overpass	Overpass

Figure 4-6 Segment 3 Improvement Packages



4.3.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-8 Segment 3 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	178	141	102	88	24	0	26
		Crossing Conflict Points (number)	86	80	32	34	2	0	10
		% Reduction in Crossing Conflict Points to No-Build	N/A	7%	63%	60%	98%	100%	88%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	6.4	58.0	55.2	90.2	92.0	81.0
		Cost Effectiveness Index	N/A	0.08	0.03	0.30	0.60	0.90	1.40
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.05	5.05	5.05	5.05	5.05	5.00	5.00
		Average Distance between US 30 Access Points (miles)	0.71	0.83	1.00	1.00	1.67	No Access	5.00
		Average Distance between US 30 Crossing Points (miles)	1.00	1.25	1.67	1.67	1.67	2.50	1.67
		Change in Crossing Time (Across US 30)	N/A	Increased	Increase	Increased	Increased	Greatly Increased	Increased
		Res Driveways, (RIRO/Full)[close]	12(3/9)[0]	12(6/5)[1]	12(6/5)[1]	12(6/5)[1]	12(11/0)[1]	12(0/0)[12]	12(0/0)[12]
		Comm Driveways (RIRO, Full)[close]	5(3/2)[0]	5(3/1)[1]	5(3/1)[1]	5(3/1)[1]	5(4/0)[1]	5(0/0)[5]	5(0/0)[5]
		Field Access Driveways (RIRO, Full)[close]	6(2/4)[0]	6(6/0)[0]	6(6/0)[0]	6(6/0)[0]	6(6/0)[0]	6(0/0)[6]	6(0/0)[6]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	0	<1	1	1
		Streams Impacted (Lft impacted)	N/A	0	0	360	130	5100	5700
		Floodplain (acres impacted)	N/A	<1	0	<1	<1	11	43
		Forested Areas (acres impacted)	N/A	0	0	0	0	0	3
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0	0	3	7
		Business Relocations (number)	N/A	0	0	0	0	3	3
		Total New Right of Way Acquisition (acres)	N/A	0	0	<1	13	62	80
		Sensitive Communities (acres)	N/A	0	0	<1	4	5	19
		Sensitive Communities (relocations)	N/A	0	0	0	0	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	Yes	No	Yes	Yes
		Farmland (acres impacted)	N/A	0	0	<1	12	14	31
		Farmland Access (impacts,Yes/No)	N/A	No	No	No	No	No	Yes
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No	Yes	Yes
		Potential Hazardous Material Sites (number)	N/A	0	0	0	0	1	2
		Railroad Impacts (score)	N/A	0	0	0	0.43	0.43	0.43
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$285K to $355K	$590K to $725K	$8M to $11M	$32M to $38M	$44M to $54M	$63M to $77M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$5K	<$5K	$160K to $200K	$260K to $320K	$1M to $2M	$2M to $3M
		Estimated Total Package Costs (2024 Dollars)	N/A	$450K to $555K	$930K to $2M	$13M to $17M	$50M to $61M	$71M to $87M	$101M to $124M
Study Goals		Economic Development	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Transportation for All	N/A	Neutral	Neutral	Diminish	Diminish	Diminish	Diminish
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	High	High	Moderate	Moderate	Moderate	Low
		Corridor Character	N/A	Neutral	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish
		Local Access	N/A	Neutral	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Eliminated	Carry Forward	Carry Forward	Carry Forward	Eliminated	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.3.3.1. Safety

All packages were able to reduce conflict points compared to the No-Build scenario. Package 1 maintained the majority of TWSC access along the segment, resulting in the lowest reduction in crossing conflicts at 7% compared to the No-Build scenario. Packages 2, 3, and 4 include multiple RIROs and a couple of closures at CR 1350 S and Old US 30. In Package 4, the addition of overpasses at CR 600 W and CR 300 W enhances crossing conflict reduction to 98%, while this reduction is only 60% for Package 3 and 63% for Package 2. Both Packages 5 and 6 either close cross street access or convert them to overpasses or interchanges, significantly improving the reduction of crossing conflicts. Packages 5 and 6 also include an overpass of the existing at-grade railroad crossing near Thompson St. However, both Packages 5 and 6 are high-cost options with the two highest CEIs. Package 2, with its few driveway closures and RIROs is the most cost-effective option, based on the CEI of 0.03.

4.3.3.2. Mobility

Segment 3 has both a 55 mph and 60 mph speed limit across this 5-mile segment. The average travel time is essentially identical in all packages.

All improvement packages have longer average distances between crossing points compared to the No-Build scenario. The distances between crossing points vary by package. Package 1 is 1.25 miles long, while Packages 2, 3, 4, and 6 are each 1.67 miles. Package 5 is the longest at 2.5 miles because only two overpasses at CR 600 W and CR 300 W would exist whereas an additional crossing of Thompson Street or CR 1350 S is available in Packages 2, 3, 4, and 6. The segment has free-flow access control under existing conditions, so no mainline travel delay is introduced with improvements in any other packages. By replacing the existing two-way stop control (TWSC) intersections along the segment with RIROs, closures, RCIs, overpasses, and interchanges, crossing time will increase in Packages 2 through 6 as drivers reroute based on the revised access point locations. Package 5 would have the greatest increase as there are fewer crossing points than the other packages.

Access to the corridor is slightly reduced in Packages 1 through 4, removed completely in Package 5, and stretched out to 5 miles in Package 6. Packages 5 and 6 are freeways which includes only interchanges that access the corridor, of which there are none in Package 5. Driveways are similarly reconfigured or closed as access control changes from an arterial to a freeway in the packages. All driveways are closed in Packages 5 and 6.

4.3.3.3. Environmental Resources

Natural resource impacts are larger in Packages 5 and 6 due to the overpasses and interchange being included. Larger impacts to streams and floodplain are anticipated in these two packages. Cultural resource impacts are not expected in any of the packages.

Potential impacts to sensitive communities increase as larger footprints are included at more of the intersections within this segment, most notably in Packages 4, 5 and 6 where a new overpass is included at CR 300 W and CR 600 W with an interchange added alongside the overpass at CR 1350 S in Package 6. Sensitive community impacts also include the potential for longer travel distances in these packages. There are three residential relocations, and three business relocations required in Package 5 due to overpasses with an additional four residential relocations in Package 6 with the addition of an interchange at CR 1350 S. One and two hazardous material sites will be impacted in Packages 5 and 6, respectively. Farmland impacts are expected to be somewhat significant in Packages 4, 5 and 6 for the expressway lite and freeway alternatives. Packages 5 and 6 have some potential of impacting Section 4(f) resources (Last Resort Campground) near or within Hanna.

The amount of additional land required is increasingly higher as larger footprint intersections are included at more of the intersections within the segment, with the largest impacts being in Packages 4, 5 and 6. Farmland impacts in these packages are larger based on two overpasses in Packages 4 and 5 and two overpasses and an interchange in Package 6.

In general, the potential for railroad impacts increases as more, larger footprint intersections are introduced within the segment. The free-flow expressway lite and freeway Packages 4, 5 and 6 have the greatest potential for

impacts to the railroad due to US 30 going over the railroad tracks west of Thompson Street and the larger footprint alternatives.

4.3.3.4. Costs

Construction costs increase from Package 1 to Package 6 as the level of infrastructure improvements increases. Packages 1 and 2 are exceedingly low cost with only a combination of RIRO and closure improvements. Package 3 adds an RCI improvement at Thompson Street, improvements at the railroad crossing, as well as RIROs and closures. This increases the overall project cost. Packages 4 and 5 include only overpasses while Package 6 includes overpasses and an interchange. Packages 5 and 6 also include an overpass over the railroad. This results in higher costs when compared to the other packages in this segment. Right-of-way costs are highest for the two freeway packages.

4.3.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 3 is shown in **Table 4-9**.

Table 4-9 Segment 3 Goals Evaluation

Study Area Goal	Improvement Package						Notes
	1	2	3	4	5	6	
Economic Development	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	All improvement Packages provide safety benefits, but local mobility and access would be impacted by increasing levels of access control which could negatively impact local businesses (including agri-business) and locally planned developments, so they are rated neutral. The safety improvements and maintaining of mobility along US 30 offset with the access impacts.
Transportation for All	Neutral	Neutral	Diminish	Diminish	Diminish	Diminish	Sensitive communities are present within the segment and Packages 3, 4, 5, and 6 have the potential for greater impacts to sensitive communities so they are rated diminish. Other impacts for other packages are present for these communities, but not they are not necessarily greater than other anticipated impacts. Therefore, they are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so they are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	High	High	Moderate	Moderate	Moderate	Low	Improvement Packages 1 and 2 provide the lowest CEI values and would result in low impacts to community and natural resources, so they are rated high. Improvement Packages 5 and 6 have the highest potential safety benefit but would result in the highest impacts to community and natural resources with the highest impacts in Package 6. Package 5 is rated moderate due to its lower CEI value while Package 6 is rated low. Packages 3 and 4 have a low CEI value but also other impacts to resources, so they are rated moderate.
Corridor Character	Neutral	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish	Improvement Package 1 preserves the most existing characteristics of the corridor, so it is rated neutral. Improvement Packages 5 and 6 would result in the most significant changes to corridor character due to access and crossing reductions, so they are rated greatly diminish. Packages 2, 3, and 4 also impact access and crossing locations, so they are rated diminish.
Local Access	Neutral	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish	Improvement Package 1 maintains the existing access along this segment, so is rated neutral. Improvement Packages 2 through 4 have a net reduction of access points, so they are rated diminish. Improvement Packages 5 and 6 are expected to result in high impacts to local access as access would only be allowed at the interchanges, so they are rated greatly diminish.

4.3.4. RECOMMENDATIONS

The Level 3 screening process evaluated six improvement packages and one No-Build package in Segment 3. Package 1 offers minimal improvements compared to the existing No-Build option and was therefore eliminated. Package 2 was also low cost and showed a significant safety improvement through access management with the use of RIROs and closures which led to an exceedingly low CEI value; therefore, Package 2 is carried forward.

Packages 3 and 4 maintain balance in access management with RIROs, closures, overpasses, and replacing the two-way stop control at Thompson Street with an RCI while maintaining driveway access. These packages address the safety needs of the segment with their ability to reduce crossing conflicts by at least 60%. Both packages result in CEI values of 0.6 or lower, so both Packages 3 and 4 are carried forward.

Packages 5 and 6 are both freeway alternatives and show similar improvements, with the main difference being an interchange at CR 1350 S in Package 6, while Package 5 includes only overpasses at CR 600 W and CR 300 W. The lack of an interchange within this segment in Package 5 negatively impacts connectivity, leading to its elimination.

Package 6 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 6, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 6 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 6 is carried forward.

The No-Build package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.4. PLANNING SEGMENT 4 – LAPORTE/STARKE COUNTY LINE

4.4.1. PLANNING SEGMENT DETAILS

Segment 4 (LaPorte/Starke Co Line) is located on US 30 between E. of Long Lane and W. of Starke CR 300 E, a distance of 5.0 miles. Land use is a mix of rural residential and farmland. This segment has a moderate density of existing access points at both private driveways and public roads. There is one primary intersection and five secondary intersections in this segment.

Segment 4 consists of six improvement packages and one "No-Build" package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-10** summarizes the Level 3 improvement packages for Planning Segment 4.

4.4.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 4:

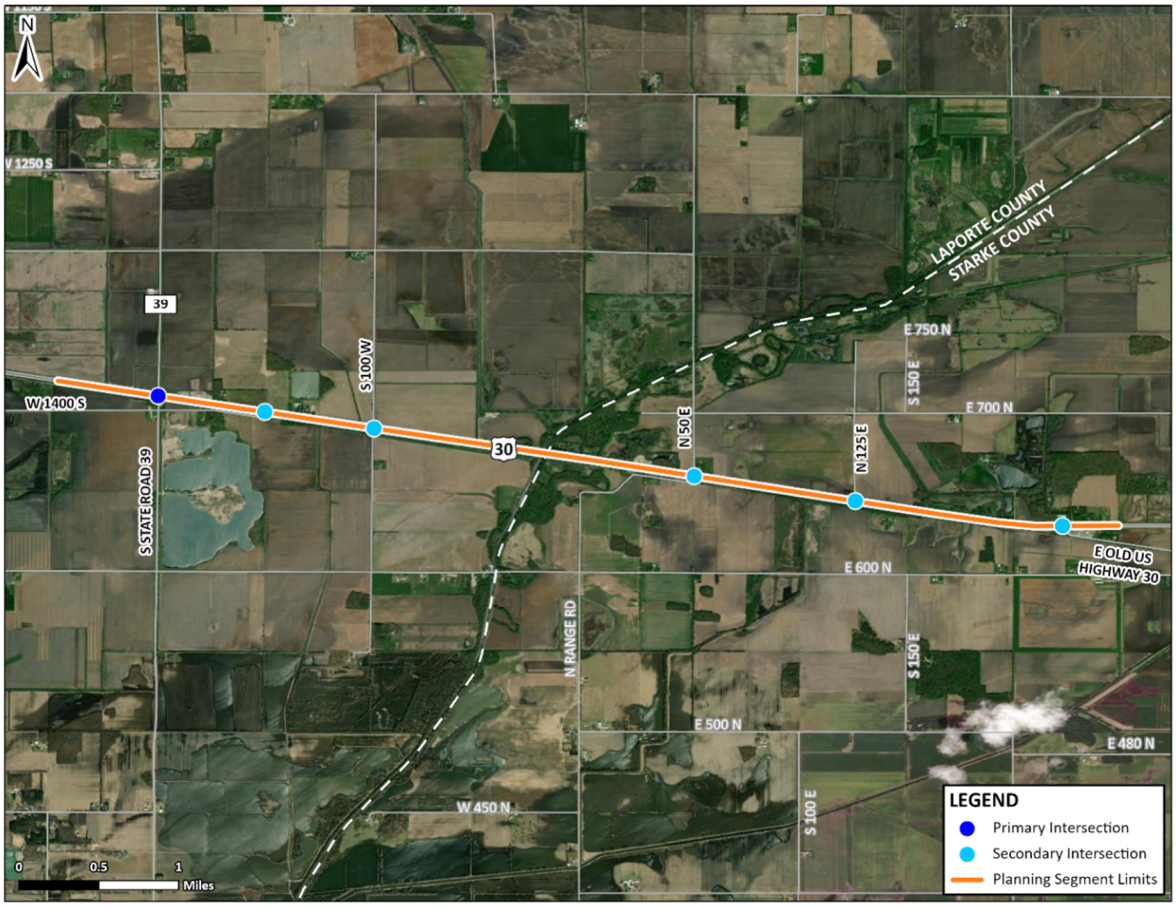
- US 30 & SR 39
  - A signal should be sufficient at this intersection.
  - Lengthen turn lanes.
  - Rumble strips may reduce rear-end crashes.
  - An overpass is necessary for emergency response times.
  - DLT, RCUT, and RCI are not desired.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 4:

- Concerns regarding farmer access across US 30.
- Concerns regarding impacts to local school systems, such as bus routes, access, and safety.
- Concerns regarding traffic signal timings.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-7 Planning Segment 4 Map



4.4.2. IMPROVEMENT PACKAGES

During the alternative pre-screening process, the traffic analysis results indicated that an RCI will perform acceptably in the design year at SR 39 as described in **Section 3.1**. Therefore, the RCI was evaluated for use at SR 39. Turn lane modifications and adding acceleration lanes were carried forward from the Level 2 Screening for further consideration at SR 39 in Level 2. Although these solutions are not provided in any packages, they still provide some benefit to Segment 4 and could be considered as part of any future project development studies. See **Section 3.2**.

4.4.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing roadway is an arterial with a non-free flow condition.

4.4.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations through access management. Improvement Package 1 is an arterial with a free flow condition. Improvement Package 1 includes reducing access over the No-Build with the addition of an RCI at SR 39, closure of the CR 1400 S and CR 125 E intersections, a RIRO at CR 50 E, and a directional intersection at Old US 30/Frontage Rd. The closures, RIRO, and directional intersection would all improve safety by reducing conflict points. The RCI at SR 39 would also improve safety by reducing conflict points. The RCI also removes the existing signal, making US 30 free flow. Improvement Package 1 results in relatively low-cost and low-impact solutions.

4.4.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations through access management. Improvement Package 2 is an arterial with a free flow condition. Improvement Package 2 is the same as Package 1 except for an RIRO at Old US 30/Frontage Road. This additional RIRO would further improve safety within the segment by reducing conflict points at the intersection. Improvement Package 2 implements relatively low-level costs and low-level impact solutions.

4.4.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations while maintaining similar access as Package 2. Improvement Package 3 is an arterial with a non-free flow condition. Improvement Package 3 is the same as Package 2 except for a DLT at SR 39. The DLT at SR 39 would improve intersection operations by shifting left turns from US 30 upstream of the intersection. This reduces the number of signal phases required at the main intersection. Improvement Package 3 implements relatively low-level costs and low-level impact solutions.

4.4.2.5. Improvement Package 4

The purpose of Improvement Package 4 is to improve safety and operations over Package 3 by making RIRO access to all driveways. Package 4 is an expressway lite with a free flow condition. Improvement Package 4 is similar to Package 3 except for an overpass at SR 39 and the closure of CR 100 W. The overpass at SR 39 would improve safety by eliminating conflict points while maintaining the crossing of US 30 and the closure at CR 50 E would improve safety by eliminating conflict points. The overpass at SR 39 includes a new roadway to the south of the bridge to maintain access to CR 1400 S. Improvement Package 4 implements relatively mid-level costs and mid-level impact solutions.

4.4.2.6. Improvement Package 5

The purpose of Package 5 is to improve safety and operations through fully controlling access. Improvement Package 5 is a freeway with a free flow condition. Improvement Package 5 includes closure of all intersections except for a new interchange at SR 39 and new overpass at CR 50 E. All driveway access to US 30 would be closed in this package. This would improve safety by significantly reducing conflict points throughout the segment. This improvement package would also improve operations by eliminating any delay associated with the existing signal at SR 39 and improves safety by converting turning movements into merge/diverge movements. Vehicles traveling on and around Segment 4 would utilize the interchange at SR 39 to access US 30 and the overpass at CR 50 E to cross US 30. The interchange at SR 39 would also include a new roadway to maintain access to CR 1400 S. Improvement Package 5 implements relatively high-cost and high-impact solutions.

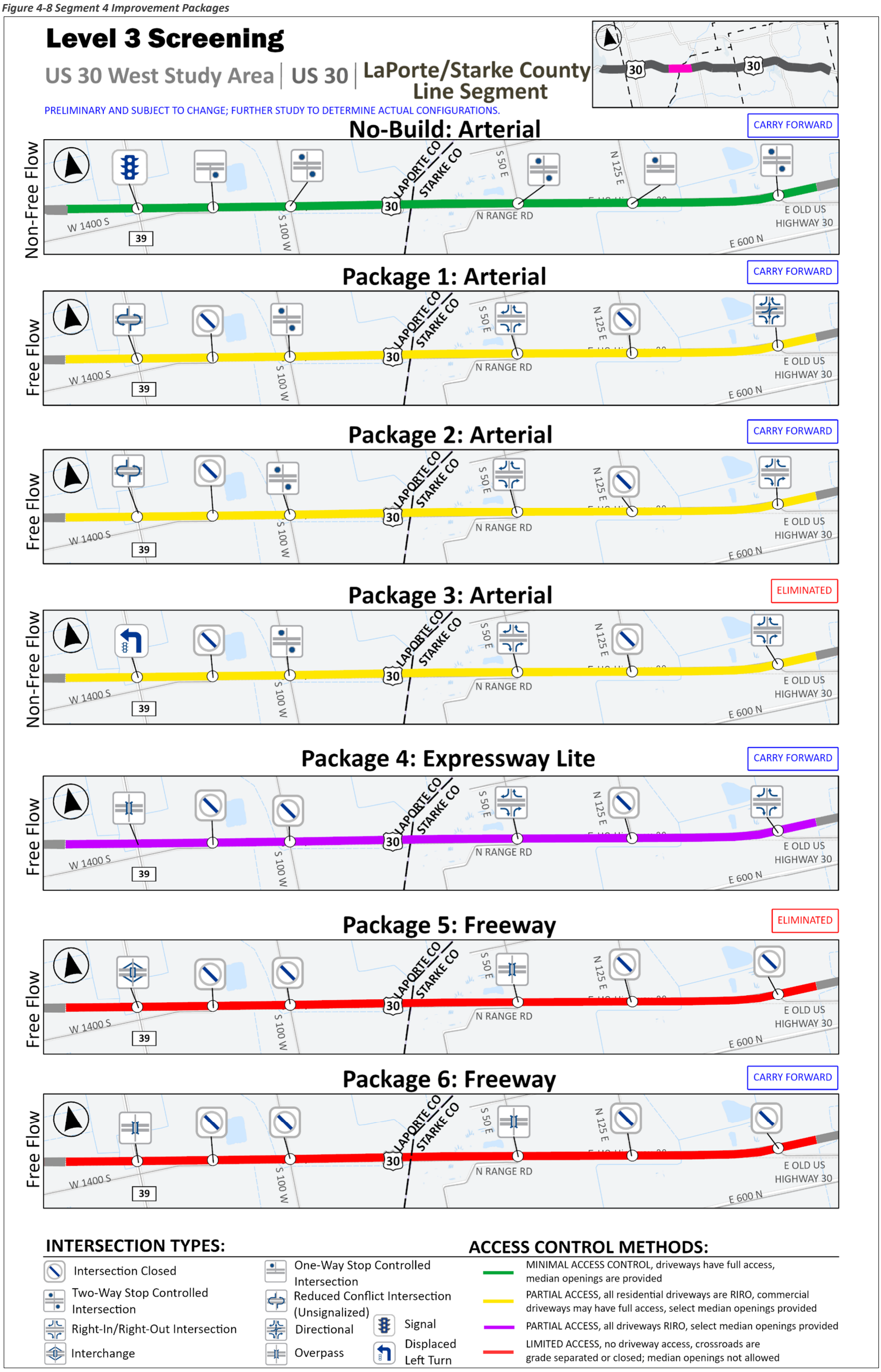
4.4.2.7. Improvement Package 6

The purpose of Package 6 is to improve safety and operations through fully restricting access. Improvement Package 6 is a freeway with a free flow condition. Improvement Package 6 is the same as Package 5, however there is an overpass at SR 39 instead of an interchange due to the spacing required with the interchange included in Package 6 of Segment 3. This overpass eliminates all access to US 30, while still providing a crossing of US 30. Improvement Package 6 implements relatively mid- to high-cost and high-impact solutions.

Table 4-10 Improvement Packages – Segment 4 (LaPorte/Starke County Line)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost						
	Facility Type, Traffic Conditions, and Access Control	Arterial Non-Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**	**Improvement Package 4**	**Improvement Package 5**	**Improvement Package 6**
LaPorte/Stark County Line	SR 39	Signal	RCI	RCI	DLT	Overpass	Interchange	Overpass
	LaPorte CR 1400 S (W 1400 S)	Stop Control	Closed	Closed	Closed	Closed	Closed	Closed
	LaPorte CR 100 W (S 100 W)	Stop Control	Stop Control	Stop Control	Stop Control	Closed	Closed	Closed
	Starke CR 50 E (S 50 E)	Stop Control	RIRO	RIRO	RIRO	RIRO	Overpass	Overpass
	Starke CR 125 E (N 125 E)	Stop Control	Closed	Closed	Closed	Closed	Closed	Closed
	E. Frontage Rd./E. Old US 30	Stop Control	Directional	RIRO	RIRO	RIRO	Closed	Closed

Figure 4-8 Segment 4 Improvement Packages



4.4.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-11 Segment 4 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Non-Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	146	64	58	70	8	26	0
		Crossing Conflict Points (number)	70	20	18	28	0	10	0
		% Reduction in Crossing Conflict Points to No-Build	N/A	71%	74%	60%	100%	86%	100%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	22.7	23.7	19.2	32.0	27.5	32.0
		Cost Effectiveness Index	N/A	0.6	0.4	0.5	0.4	3.1	1.5
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.34	5.13	5.13	5.54	5.13	5.00	5.00
		Average Distance between US 30 Access Points (miles)	0.83	1.25	1.25	1.25	2.50	5.00	No Access
		Average Distance between US 30 Crossing Points (miles)	1.25	2.50	2.50	2.50	5.00	2.50	2.50
		Change in Crossing Time (Across US 30)	N/A	Increased	Increased	Increased	Greatly Increased	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	6(1/5)[0]	6(5/1)[0]	6(5/1)[0]	6(5/1)[0]	6(6/0)[0]	6(0/0)[6]	6(0/0)[6]
		Comm Driveways (RIRO, Full)[close]	5(2/3)[0]	5(3/1)[1]	5(3/1)[1]	5(3/1)[1]	5(4/0)[1]	5(0/0)[5]	5(0/0)[5]
		Field Access Driveways (RIRO, Full)[close]	5(1/4)[0]	5(5/0)[0]	5(5/0)[0]	5(5/0)[0]	5(5/0)[0]	5(0/0)[5]	5(0/0)[5]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	<1	<1	<1	<1	1	<1
		Streams Impacted (Lft impacted)	N/A	1570	415	130	130	10800	150
		Floodplain (acres impacted)	N/A	12	1	<1	1	5	4
		Forested Areas (acres impacted)	N/A	0	0	0	0	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0	0	6	5
		Business Relocations (number)	N/A	0	0	0	0	6	5
		Total New Right of Way Acquisition (acres)	N/A	<1	<1	<1	<1	118	96
		Sensitive Communities (acres)	N/A	<1	<1	<1	<1	3	<1
		Sensitive Communities (relocations)	N/A	0	0	0	0	2	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	Yes	Yes	Yes	Yes	Yes	Yes
		Farmland (acres impacted)	N/A	<1	<1	<1	<1	18	<1
		Farmland Access (impacts, yes/no)	N/A	No	No	No	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No	No	No
		Potential Hazardous Material Sites (number)	N/A	0	0	0	0	1	2
		Railroad Impacts (score)	N/A	0.5	0.5	0.66	0.83	1.2	1.2
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$7M to $9M	$5M to $7M	$5M to $7M	$7M to $10M	$48M to $59M	$27M to $33M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$10K	<$10K	<$10K	$375K to $460K	$1M to $3M	$1M to $3M
		Estimated Total Package Costs (2024 Dollars)	N/A	$12M to $14M	$7M to $10M	$9M to $11M	$12M to $15M	$77M to $95M	$44M to $54M
Study Goals		Economic Development	N/A	Neutral	Neutral	Diminish	Diminish	Neutral	Neutral
		Transportation for All	N/A	Diminish	Diminish	Diminish	Diminish	Diminish	Diminish
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	High	High	High	High	Low	Moderate
		Corridor Character	N/A	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish
		Local Access	N/A	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Eliminated	Carry Forward	Eliminated	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.4.3.1. Safety

All packages are effective in reducing conflict points, with the most significant reductions seen in Packages 4 through 6, which are either expressway lite or freeway facilities. In Packages 1 through 3, intersection improvement alternatives such as RIROs, directionals, and RCIs contribute to conflict point reductions. Package 4, an expressway lite, is a free-flow facility featuring only RIROs, overpasses, and closures, leading to a substantial decrease in conflict points. Package 6 removes all access and conflict points, using only overpasses, while Package 5 has conflict points limited only to the interchange terminal intersections and ramps at SR 39.

Although Packages 4 and 6 are expected to reduce the most crossing crashes, Packages 2 and 4 have the lowest CEI at 0.4, making them highly beneficial to safety. Low-cost improvement concepts such as RCI, RIROs, and closures contribute to the low CEI. Package 6 has a higher CEI at 1.5, while Package 5 has a CEI of 3.1. The two freeway Packages, 5 and 6, have the highest CEI values with interchanges and multiple overpasses. The remaining Packages, 1 and 3, have lower CEI values of 0.6 and 0.5, respectively.

4.4.3.2. Mobility

Segment 4 has portions with both 55 mph and 60 mph speed limits. The average travel times are marginally lower for all improvement packages compared to the No-Build scenario, except for Package 3 which is slightly higher. Model results indicate that, due to the DLT, mainline left-turning traffic in Package 3 encounters slightly higher control delays than in the No-Build scenario.

Access points are spaced further apart as the package numbers increase. Packages 1, 2, and 3 have the same average distances between access points (1.25 miles) and crossing points (2.5 miles). Access is limited in Package 4 to RIROs with an overpass at SR 39 as the only crossing points at an average crossing distance of 5 miles. This is the highest among all packages. Package 5 has only one access point at the SR 39 interchange. Package 6 has no access points within this segment. However, access is available nearby in adjacent Segment 3. All packages are expected to have increased crossing times compared to the No-Build scenario due to the reduction of crossing points and the resulting additional travel time. Package 4 travel time is greatly increased with only one crossing point (overpass) at SR 39.

Driveways are reconfigured or closed as access control changes from an arterial to a freeway in the packages. All driveways are closed in Packages 5 and 6.

4.4.3.3. Environmental Resources

Natural resource impacts are largest in Packages 1 and 5. Resource impacts are largest in Package 5 due to the interchange being included at SR 39 and new overpass at CR 50 E, most notably streams and floodplain. Cultural resource impacts are not expected in any of the packages in this segment.

Potential impacts to sensitive communities increase as larger footprints are introduced at more of the intersections within this segment, with minor impacts being in Packages 1 through 4 due to an RCI, DLT, and overpass being used at SR 39. These impacts, though small, have the potential to result in greater impacts to sensitive communities for Packages 1 through 4 as most of the required right-of-way is needed from sensitive communities. Impacts to sensitive communities are higher in Package 5 compared to other packages (freeway alternative with an interchange), primarily due to two of the six residential relocations being part of a sensitive community. Packages 5 and 6 do have the potential to have the potential to result in greater impacts on sensitive communities. Therefore, they should be considered in future project development studies. Twelve relocations, two being from sensitive communities, are expected for Package 5 and five residential and five business relocations in Package 6. Two hazardous material sites may be impacted in this segment for freeway option Package 6. One hazardous material site will be impacted in Package 5.

The amount of additional land required is increasingly higher as larger footprint intersections are included at more of the intersections within the segment, with the largest impacts being in Packages 5 and 6 for the SR 39 interchange, overpass at CR 50 E, and freeway alternative.

In general, the potential for railroad impacts increases as larger footprint intersections are introduced within the segment. The impacts in this segment are related to the new interchange at SR 39 and overpass at CR 50 E.

4.4.3.4. Costs

Construction costs generally increase from Package 1 to Package 6 as the level of infrastructure improvements increases, except for Package 5, which has a higher cost due to the interchange at SR 39. Typically, only the primary intersection at SR 39 has any major improvements which drives the construction cost for this segment while other closures or RIROs at the secondary intersections cause minor differences. Similarly, there is minimal right-of-way cost for Packages 1, 2, and 3 as the improvements can mainly be completed within existing right-of-way. However, the freeway and expressway lite alternatives with an interchange and/or overpasses in Package 4, 5, and 6, causes impacts to right-of-way which increases the cost. The interchange at SR 39 in Package 5 also includes access roads to existing businesses and other buildings. There is a large length of retaining wall for the interchange ramps along the railroad.

4.4.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 4 is shown in **Table 4-12**.

Table 4-12 Segment 4 Goals Evaluation

Study Area Goal	Improvement Package						Notes
	1	2	3	4	5	6	
Economic Development	Neutral	Neutral	Diminish	Diminish	Neutral	Neutral	All improvement packages provide safety benefits, but local mobility and access would be impacted by increasing levels of access control which could negatively impact local businesses (including agri-business) and locally planned developments. Package 3 also has worse mobility along US 30, so is rated diminish. Package 4 has the worst E-W mobility of all packages, so is rated diminish. The other packages are rated neutral.
Transportation for All	Diminish	Diminish	Diminish	Diminish	Diminish	Diminish	Sensitive communities are present within the segment and all improvement packages have the potential to result in greater impacts to them (right-of-way acquisition and/or reduced access), so they are rated diminish.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so they are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	High	High	High	High	Low	Moderate	Improvement Packages 1 through 4 provide safety improvements that result in a low CEI value with minimal other impacts, so they are rated high. Package 5 provides a safety benefit but has a higher CEI and more impacts, so it is rated low. Improvement Package 6 has the highest potential safety benefit but would result in the highest impacts to community and natural resources and right-of-way impacts, so it is rated moderate.
Corridor Character	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish	All packages would result in changes to corridor character due to impacts to access and crossing points, but Packages 5 and 6 would have the biggest impact, so they are rated greatly diminish while the others are rated diminish.
Local Access	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Greatly Diminish	Improvement Packages 1 through 4 have a net reduction of access points, so they are rated diminish. Improvement Packages 5 and 6 are expected to result in high impacts to local access as all existing access would be limited to the interchanges, so they are rated greatly diminish.

4.4.4. RECOMMENDATIONS

The Level 3 screening process evaluated six improvement packages and one No-Build package in Segment 4. Package 3 increases travel time and mainline travel delay due to the displaced left turn intersection compared to No-Build and is therefore eliminated.

Packages 1 and 2 are similar in their makeup with an RCI at SR 39 and a combination of closures, stop control intersections, RIROs, and directionals at other intersections in the segment. Package 2 has the lower CEI value due to a lower cost and better estimated crossing crashes prevented. For these reasons, Packages 1 and 2 are carried forward.

Package 4 is a free flow expressway lite facility with RIRO access for driveways. It has the same low CEI as Package 2 and fully eliminates crossing conflict points. Package 4 provides a free flow condition for relatively low impacts while maintaining both access and crossing locations of US 30. Package 4 is carried forward.

Both Packages 5 and 6 have similar improvements, however, Package 6 eliminates all crossing conflict points while being cost effective compared to Package 5. Package 5 is eliminated in favor of Package 6 with the understanding that access points in Segment 3 would be desirable for any future project that may implement Package 6.

Package 6 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 6, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 6 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 6 is carried forward.

The No-Build package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.5. PLANNING SEGMENT 5 - HAMLET

4.5.1. PLANNING SEGMENT DETAILS

Segment 5 (Hamlet) is located on US 30 between W. of Starke CR 300 E and Old US 30 (Hamlet), a distance of 5.0 miles. Land use is primarily farmland. The Town of Hamlet is located just S. of US 30 within the segment. This segment has a low density of existing access points at both private driveways and public road approaches. There is one primary intersection and four secondary intersections in this segment.

Segment 5 consists of three improvement packages and one "No-Build" package. There is an existing diamond interchange at US 35. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-13** summarizes the Level 3 improvement packages for Planning Segment 5.

4.5.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 5:

- All intersections need to consider farm and semi traffic movements.
- US 30 & US 35
  - The existing facilities at the interchange of US 30 and US 35 should be maintained.
  - Lengthen turn and acceleration and deceleration lanes.
- US 30 & CR 300 E
  - This intersection should receive an overpass.
- US 30 & CR 600 E
  - On and off ramps should be considered for access to Hamlet.
    - Do not close this intersection.
    - Adding lighting or lengthening turn lanes would benefit safety.
    - Intersection is very dangerous to cross lanes.
- US 30 & Old US 30
  - Access to US 30 should be maintained.
  - Consider a cloverleaf.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages for Segment 5:

- Desire for arterial packages.
- Concerns regarding farming access and transportation.
- Concerns regarding the impact on local roads and their ability to handle increased volume.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-9 Planning Segment 5 Map



4.5.2. IMPROVEMENT PACKAGES

4.5.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.5.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations over the No-Build Package through access management. Improvement Package 1 is an expressway with a free flow condition. Improvement Package 1 includes reducing access at all intersections, including a RIRO at the CR 300 E and CR 500 E intersections and directional intersections at CR 600 E and Old US 30/Frontage Road intersections. Changing the intersections to RIROs and directionals would improve safety by reducing the number of conflict points at the intersections. Improvement Package 1 includes relatively low-cost and low-impact solutions.

4.5.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations in the segment while maintaining similar access as Package 1. Improvement Package 2 is an expressway with a free flow condition. Improvement Package 2 provides similar access as Package 1 except for CR 600 E which includes a RCI and an additional RIRO at E. Old US 30/Frontage Rd. The RCI at CR 600 E introduces additional conflict points when compared to a directional intersection in Package 1 but would provide better operations at the intersection and improved cross-corridor

mobility. The RIRO at Old US 30/Frontage Road further reduces conflict points at the intersection. Improvement Package 2 implements relatively low-cost and low-impact solutions.

4.5.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations through fully controlling access. Improvement Package 3 is a freeway with a free flow condition. Improvement Package 3 includes closure of all intersections except for the existing interchange at US 35 and new overpass at CR 600 E. Improvement Package 3 includes the addition/extension of the accelerations/deceleration lanes at the US 35 interchange. This would improve safety by giving vehicles entering US 30 sufficient distance to gain speed and reduce speed differential between vehicles merging onto US 30 and vehicles traveling on US 30. The closure of intersections and new overpass would improve safety by removing conflict points. Vehicles traveling on and around Segment 5 would utilize the interchange at US 35 to access US 30. The overpass also provides a crossing of US 30. Improvement Package 3 implements relatively mid- to high-cost and high-impact solutions.

Table 4-13 Improvement Packages – Segment 5 (Hamlet)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost			
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**
Hamlet	Starke CR 300 E (N 300 E)	Stop Control	RIRO	RIRO	Closed
	US 35/Starke CR 400 E (N 400 E)	Existing Interchange	Existing Interchange	Existing Interchange	**
	Starke CR 500 E (N 500 E)	Stop Control	RIRO	RIRO	Closed
	Starke CR 600 E (N 600 E)	Stop Control	Directional	RCI	Overpass
	E. Frontage Rd./E. Old US 30	Stop Control	Directional	RIRO	Closed

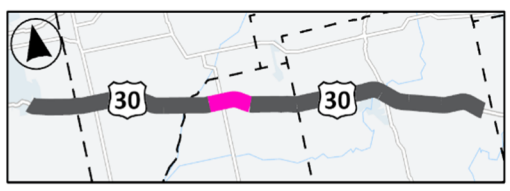
** Add/Extend Acceleration and Deceleration Lanes

Figure 4-10 Segment 5 Improvement Packages

Level 3 Screening

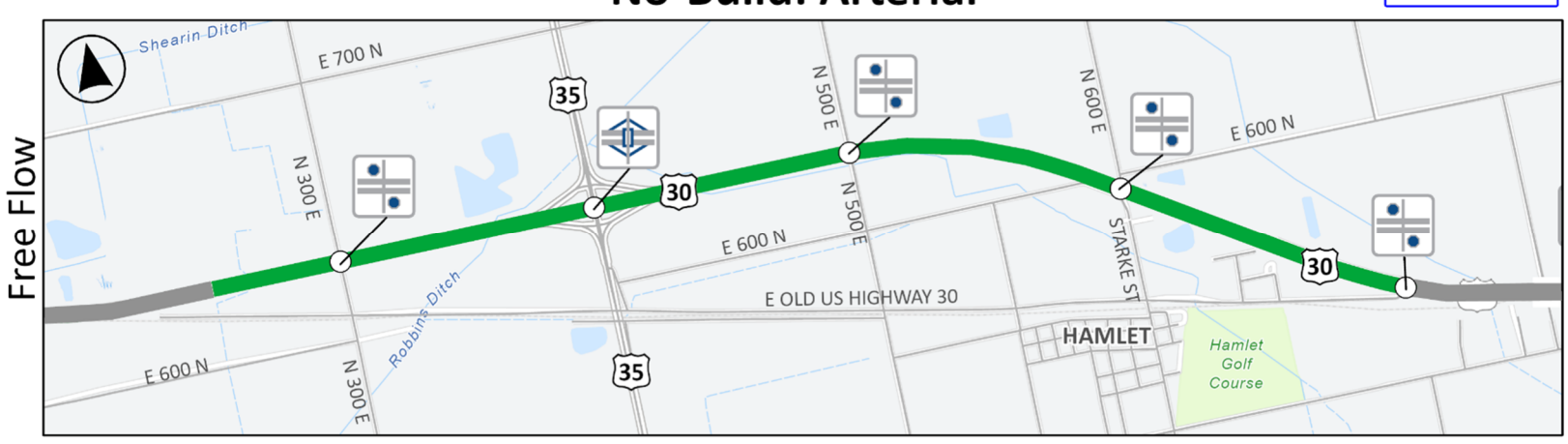
US 30 West Study Area | US 30 | Hamlet Segment

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



No-Build: Arterial

CARRY FORWARD



Package 1: Expressway

CARRY FORWARD



Package 2: Expressway

CARRY FORWARD



Package 3: Freeway

CARRY FORWARD



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

INTERSECTION TYPES:

- Intersection Closed
- Two-Way Stop Controlled Intersection
- Interchange
- Add/Extend Accel/Decel Lanes
- Right-In/Right-Out Intersection
- Reduced Conflict Intersection (Unsignalized)
- Directional
- Overpass

ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

4.5.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-14 Segment 5 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3
US 30 Facility Type, Traffic Conditions, and Access Control			Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	154	58	56	26
		Crossing Conflict Points (number)	78	14	12	10
		% Reduction in Crossing Conflict Points to No-Build	N/A	82%	85%	87%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	N/A	N/A	N/A
		Cost Effectiveness Index	N/A	N/A	N/A	N/A
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.00	5.00	5.00	5.00
		Average Distance between US 30 Access Points (miles)	1.00	1.00	1.00	5.00
		Average Distance between US 30 Crossing Points (miles)	1.00	5.00	2.50	2.50
		Change in Crossing Time (Across US 30)	N/A	Greatly Increased	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	0	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	<1
		Streams Impacted (Lft impacted)	N/A	630	1930	1525
		Floodplain (acres impacted)	N/A	<1	<1	0
		Forested Areas (acres impacted)	N/A	0	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	Yes - Visual
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No
		Cemeteries (number)	N/A	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0
		Business Relocations (number)	N/A	0	0	0
		Total New Right of Way Acquisition (acres)	N/A	0	<1	<1
		Sensitive Communities (acres)	N/A	0	0	0
		Sensitive Communities (relocations)	N/A	0	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	No
		Farmland (acres impacted)	N/A	0	<1	<1
		Farmland Access (impacts,Yes/No)	N/A	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No
		Potential Hazardous Material Sites (number)	N/A	0	1	0
		Railroad Impacts (score)	N/A	0	0	0.2
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$5M to $7M	$8M to $10M	$19M to $24M
		Estimated Right of Way Costs (2024 Dollars)	N/A	$10K to $15K	$35K to $50K	$50K to $65K
		Estimated Total Package Costs (2024 Dollars)	N/A	$8M to $11M	$12M to $16M	$30M to $37M
Study Goals		Economic Development	N/A	Diminish	Neutral	Diminish
		Transportation for All	N/A	Neutral	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Moderate	Moderate
		Corridor Character	N/A	Diminish	Diminish	Diminish
		Local Access	N/A	Diminish	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.5.3.1. Safety

All packages reduce conflict points considerably compared to the No-Build scenario. All three improvement packages reduce crossing conflict points by at least 82%. By removing or reconfiguring the existing TWSC intersections, safety is expected to improve due to the reduced chance of severe crashes associated with crossing conflict points. An estimate of crossing crashes prevented and CEI were not analyzed for this segment due to it only including secondary intersections and no primary intersections.

4.5.3.2. Mobility

Segment 4 has a 60 mph speed limit and free flow conditions for the entire 5-mile segment along US 30. Improvement concepts in all packages do not introduce delay, resulting in identical travel times across all packages.

Package 1 includes RIROs and directionals at the four TWSC intersections. Package 2 is similar to Package 1 but replaces the two directionals with an RCI at CR 600 E and a RIRO and Old US 30. Package 3 is a freeway facility, with all closures except for an overpass at CR 600 E, along with the existing interchange at US 35. In all three packages, the average crossing distance between access points increases, with Package 1 having the greatest distance over the No-Build, resulting in the largest increase in crossing time.

The average distance between access points is the same in Packages 1 and 2 and is unchanged from the No-Build. Access is reduced considerably in Package 3 with only the single interchange at US 35. No driveways exist in this segment.

4.5.3.3. Environmental Resources

Natural resource impacts are present in all three packages, most notably stream and minor floodplain impacts. Cultural resource impacts are expected for Package 3 in this segment, most notably a potential visual impact to a notable historic house on the north side of the roadway at CR 600 E.

Although there are sensitive communities present, there are no sensitive communities impacts expected in this segment for any of the alternatives. One hazardous material site may be impacted in Package 2 due to the RCI at CR 600 E. Farmland impacts are expected to be minimal in all packages.

The amount of additional land required is minimal within the segment, with minor impacts being in Packages 2 and 3 for the RCI loons and overpass at CR 600 E, respectively.

In general, the potential for railroad impacts increases as more, larger footprint intersections are introduced within the segment. No intersections along the segment have a railroad crossing located near the given intersection except at Old US 30; however, no impacts are anticipated.

4.5.3.4. Costs

Construction costs increase significantly from Package 1 to Package 3 as the level of infrastructure improvements increases. Packages 1 and 2 seek to improve existing intersections with lower-cost improvements such as directionals, RIROs, or RCIs. The overpass in Package 3 and extending the acceleration and deceleration lanes at the existing US 35 interchange increase cost in that package. The right-of-way costs are higher for Package 3 due to the overpass at CR 600 E.

4.5.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 5 is shown in **Table 4-15**.

Table 4-15 Segment 5 Goals Evaluation

Study Area Goal	Improvement Package			Notes
	1	2	3	
Economic Development	Diminish	Neutral	Diminish	All packages provide safety benefits, but local mobility and access would be impacted by additional access control which could negatively impact local businesses (including agri-business) and locally planned developments, particularly in Packages 1 and 3, so those two packages are rated diminish while Package 2 is rated neutral.
Transportation for All	Neutral	Neutral	Neutral	Sensitive communities impacts are not expected within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so they are all rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Moderate	Moderate	All improvement packages do provide some safety improvements but would result in minor community and natural resources impacts, so all packages are rated moderate.
Corridor Character	Diminish	Diminish	Diminish	All Improvement packages would result in changes to corridor character due to reduction in access and crossing points, so all are rated diminish.
Local Access	Diminish	Diminish	Greatly Diminish	All improvement packages are expected to impact local access. Package 3 will remove all existing access points except at the existing interchange, so it is rated greatly diminish while the other two are diminish.

4.5.4. RECOMMENDATIONS

The Level 3 screening process evaluated three improvement packages and one No-Build Package in Segment 5. Package 1 provides reduced conflict points at the intersections which improves safety for a relatively low cost. However, distances increase between crossings. Package 2 reduces the distance between crossings by adding an RCI at CR 600 and at a slightly higher cost than Package 1. Package 3 fully restricts access to US 30 outside of the US 35 interchange while still providing cross-connectivity via an overpass at CR 600 E. Package 3 is also a higher cost option. Based on this assessment, all packages are carried forward.

Package 3 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 3, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 3 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 3 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward. Given the low potential benefit to safety and mobility associated with the improvement packages considered in this planning segment, the No-Build Package may warrant special consideration in any future study unless existing conditions change significantly.

4.6. PLANNING SEGMENT 6 - GROVERTOWN

4.6.1. PLANNING SEGMENT DETAILS

Segment 6 (Grovertown) is located on US 30 between Old US 30 (Hamlet) and Starke CR 1200 E, a distance of 5.2 miles. Land use is a mix of rural residential, small commercial businesses, and farmland. The Town of Grovertown is located within the segment. Large nearby developments include C&C Unlimited Services, Tazco Concrete, Grovertown Truck and Auto Plaza, and Indiana Hope Center. This segment has a moderate density of existing access points at both private driveways and public road approaches. There are two primary intersections and five secondary intersections in this segment.

Segment 6 consists of five improvement packages and one "No-Build" Package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-16** summarizes the Level 3 improvement packages for Planning Segment 6.

4.6.1.1. Public Comments Received

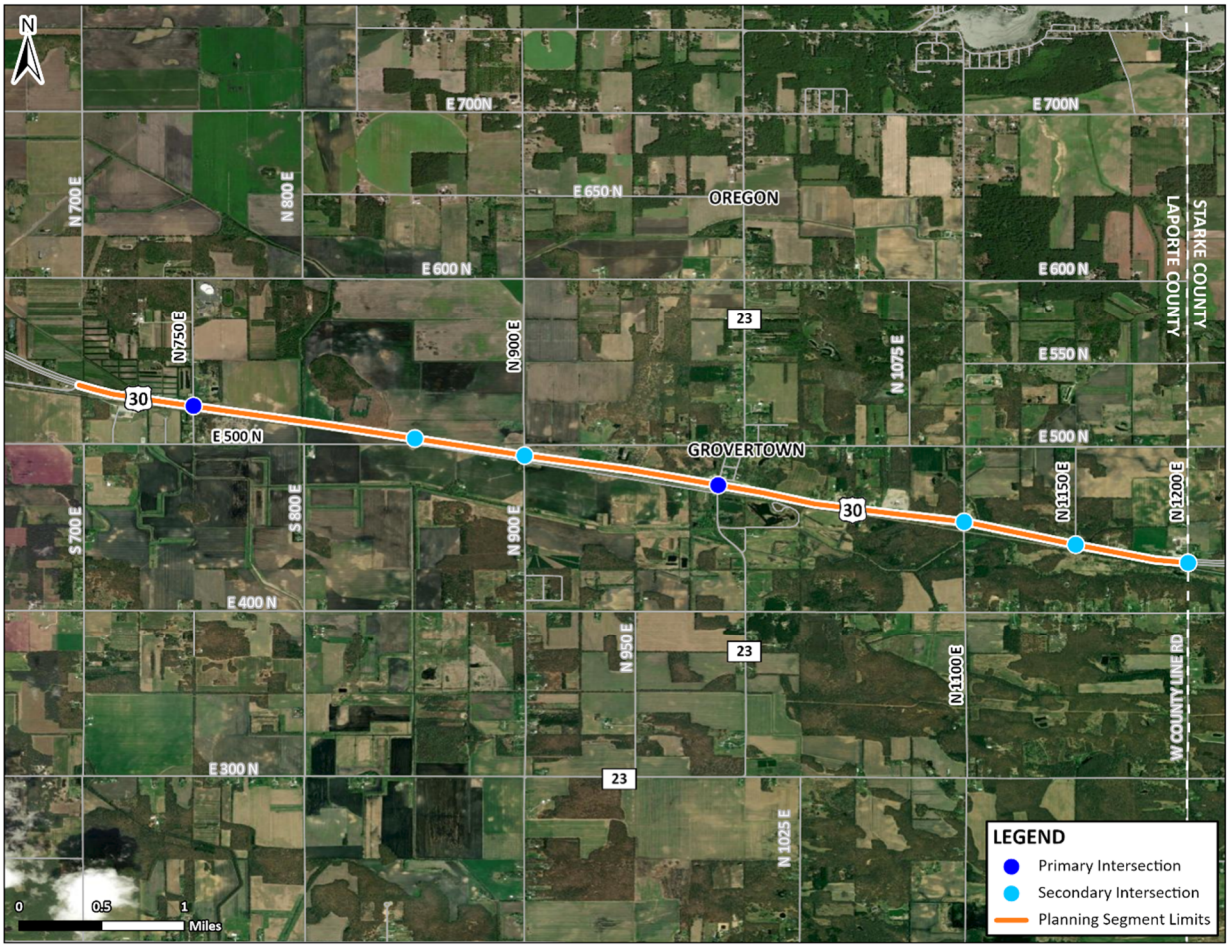
The following public comments were received prior to the Level 3 screening regarding intersections in Segment 6:

- US 30 & CR 750 E
  - All local access at this intersection should be maintained.
  - Lengthen the turn lanes.
  - An overpass should be considered at this intersection. Include a bike lane for children using this road to get to school.
  - Safety concerns due to Oregon-Davis Schools nearby.
- US 30 & SR 23
  - There is a desire for this intersection to be converted to an interchange or grade separated.
  - No roundabout or RCI at this intersection.
  - Intersection improvements that would improve mobility of semi-trucks and trailers.
  - Property owner is concerned regarding impacts involved with intersection improvements.
  - Safety concerns with the Grovertown Truck Stop.
  - Emergency Response Services are located near the intersection.
  - Add/lengthen turn lanes and acceleration lanes.
  - SR 23 should be realigned at the SR 23 and CR 500 N intersection.

No additional public comments were received on the *Draft Level 3 Screening Report* regarding Segment 6.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-11 Planning Segment 6 Map



4.6.2. IMPROVEMENT PACKAGES

During the alternative pre-screening process, the traffic analysis results indicate that an RCI will perform acceptably in the design year at SR 23 as described in **Section 3.1**. Therefore, the RCI was evaluated for use at SR 23. Turn lane modifications were carried forward from the Level 2 Screening for further consideration at CR 750 E and SR 23 in Level 2, as well as adding acceleration lanes at SR 23. Although these solutions are not provided in any packages, they still provide some benefit to Segment 6 and could be considered as part of any future project development studies. See **Section 3.2**.

4.6.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with free flow conditions.

4.6.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations through access management. Improvement Package 1 is an arterial with a free flow condition. Improvement Package 1 includes reducing access over the No-Build at six of the seven intersections in this segment. This package includes directional intersections at SR 23, CR 1100 E, CR 1150 E and CR 1200 E, and RIROs at CR 500 N and CR 900 E. All of these improvements would improve safety along the segment by reducing the number of conflict points. The directional intersection at CR

1200 E includes the realignment of Frontage Rd/W County Line Road in the northeast quadrant to maintain access to nearby properties. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.6.2.3. Improvement Package 2

The purpose of this Package 2 is to improve safety and operations through access management. Improvement Package 2 is an arterial with a free flow condition. Improvement Package 2 is similar to Package 1, with the exception of an RCI at SR 23, CR 1100 E, CR 1200 E and a RIRO at CR 1150 E. The RCIs at SR 23, CR 1100 E, and CR 1200 E would improve mobility of the minor roads over the directional intersections at these locations but introduce more conflict points than Package 2 at these intersections. The RIRO at CR 1150 E would improve safety over Package 2 by reducing the number of conflict points at CR 1150 E. Improvement Package 2 implements relatively low-level costs and low to mid-level impact solutions.

4.6.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety while maintaining similar access as Package 2. Improvement Package 3 is an arterial with a non-free flow condition. Improvement Package 3 is the same as Package 2 except for a roundabout at the SR 23 intersection. The roundabout at SR 23 would improve safety by reducing the speed of vehicles traveling on US 30 and reduces the risk of severe right-angle, left turn, and head-on crashes. Improvement Package 3 implements relatively mid-level costs and low to mid-level impact solutions.

4.6.2.5. Improvement Package 4

The purpose of Package 4 is to improve safety and operations over Package 3 while providing RIRO access at all driveways. Improvement Package 4 is an expressway lite with a free flow condition. Improvement Package 4 is similar to Package 3 with the exception of an overpass at CR 750 E and an RCI at SR 23. The overpass would improve safety by eliminating all conflict points at CR 750 E. The RCI at SR 23 would improve operations over the roundabout in Package 3 by creating a free flow condition along US 30. Package 4 implements mid-to-high level costs and mid-level impact solutions.

4.6.2.6. Improvement Package 5

The purpose of Package 5 is to improve safety and operations through fully controlling access. Improvement Package 5 is a freeway with a free flow condition. Improvement Package 5 includes closure of the CR 500 N, CR 900 E, CR 1150 E, and CR 1200 E intersections. The closure of these intersections would improve safety by eliminating all conflict points at the intersections. Package 5 also includes a new interchange at SR 23 and overpasses at CR 750 E and CR 1100 E. The interchange at SR 23 would improve safety by eliminating all crossing movements and turning them into merging/diverging conflict points, however the turning conflict points are maintained at the ramp terminal intersections. The overpasses at CR 750 E and CR 1100 E would both eliminate conflict points while allowing crossings of US 30. Vehicles traveling on and around Segment 6 would utilize the interchange at SR 23 to enter and exit US 30 and could cross US 30 at SR 23, CR 750 E, and CR 1100 E. Improvement Package 5 implements relatively high-cost and high-impact solutions.

Table 4-16 Improvement Packages – Segment 6 (Grovertown)

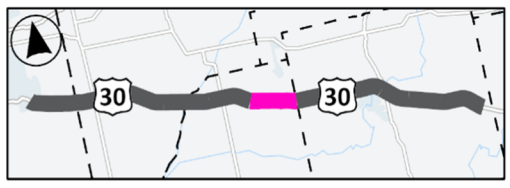
Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost					
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**	**Improvement Package 4**	**Improvement Package 5**
Grovertown	CR 750 E	Stop Control	Stop Control	Stop Control	Stop Control	Overpass	Overpass
	CR 500 E	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed
	CR 900 E	Stop Control	RIRO	RIRO	RIRO	RIRO	Closed
	SR 23	Stop Control	Directional	RCI	Roundabout	RCI	Interchange
	CR 1100 E	Stop Control	Directional	RCI	RCI	RCI	Overpass
	CR 1150 E	Stop Control	Directional	RIRO	RIRO	RIRO	Closed
	CR 1200 E	Stop Control	Directional	RCI	RCI	RCI	Closed

Figure 4-12 Segment 6 Improvement Packages

Level 3 Screening

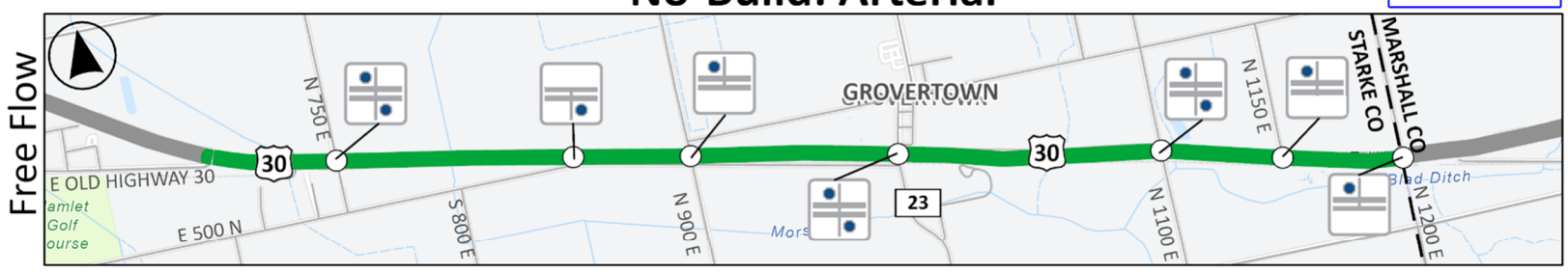
US 30 West Study Area | US 30 | Grovertown Segment

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



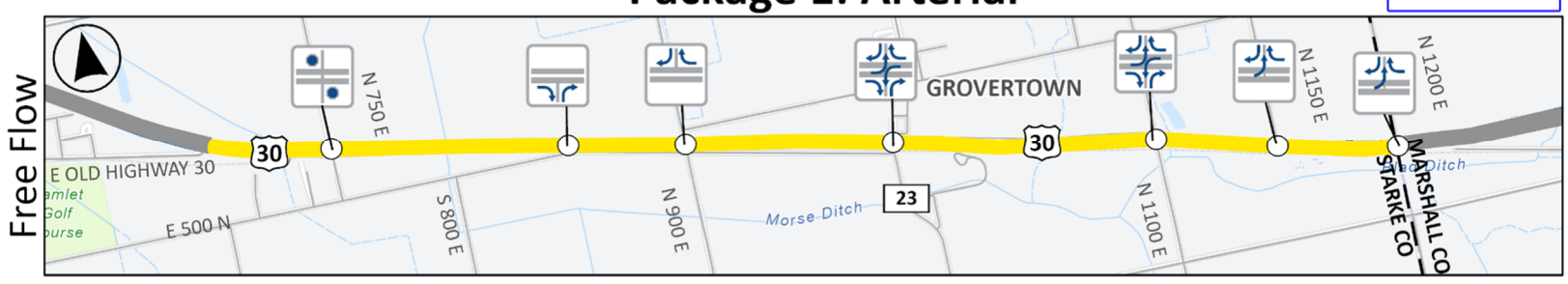
No-Build: Arterial

CARRY FORWARD



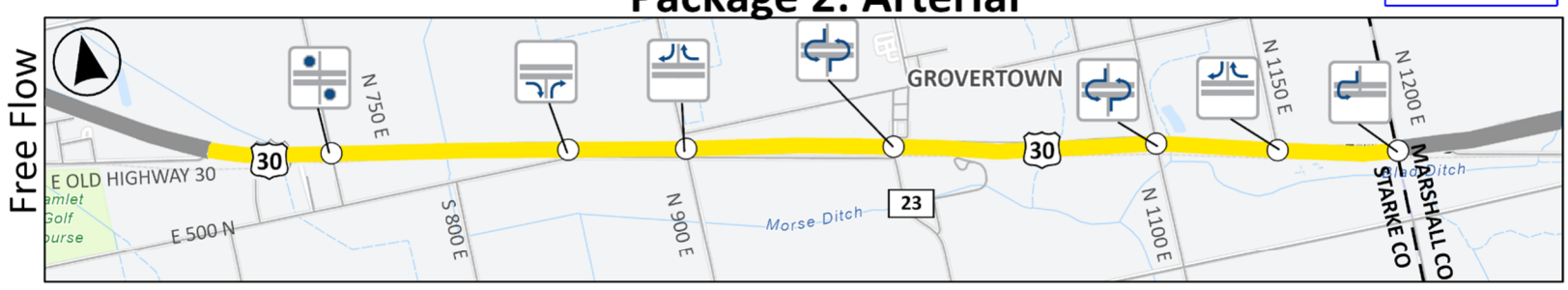
Package 1: Arterial

CARRY FORWARD



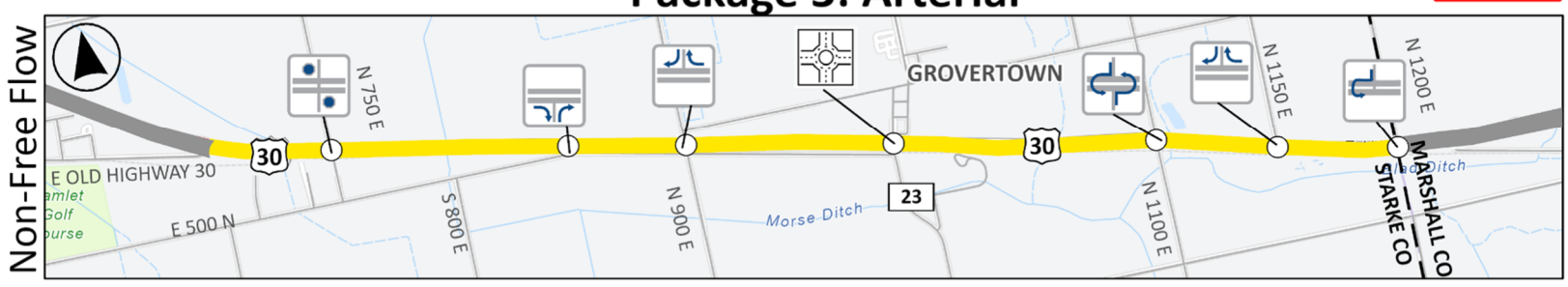
Package 2: Arterial

CARRY FORWARD



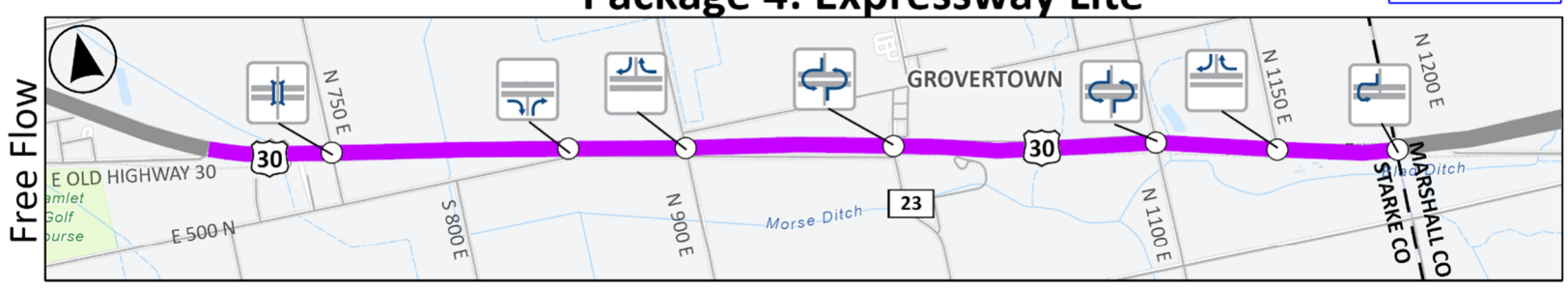
Package 3: Arterial

ELIMINATED



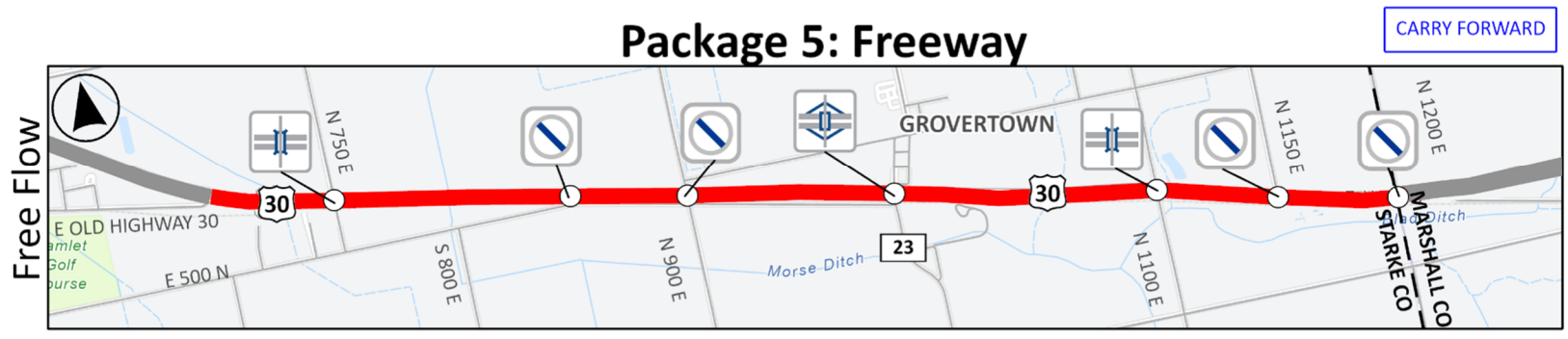
Package 4: Expressway Lite

CARRY FORWARD



Package 5: Freeway

CARRY FORWARD



INTERSECTION TYPES:

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

ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, all residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- PARTIAL ACCESS, all driveways RIRO, select median openings provided
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

4.6.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-17 Segment 6 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Arterial Free Flow Partial Access	Arterial Non-Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	132	84	92	82	62	26
		Crossing Conflict Points (number)	63	24	22	20	6	10
		% Reduction in Crossing Conflict Points to No-Build	N/A	62%	65%	68%	90%	84%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	5.0	5.2	5.4	7.2	6.7
		Cost Effectiveness Index	N/A	2.8	4.8	5.6	14.2	26
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.20	5.20	5.20	5.25	5.20	5.20
		Average Distance between US 30 Access Points (miles)	0.74	0.74	0.74	0.74	0.87	5.20
		Average Distance between US 30 Crossing Points (miles)	1.73	5.20	1.73	1.73	1.73	1.73
		Change in Crossing Time (Across US 30)	N/A	Greatly Increased	Increased	Increased	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	8(5/3)[0]	8(7/0)[1]	8(7/0)[1]	8(7/0)[1]	8(7/0)[1]	8(0/0)[8]
		Comm Driveways (RIRO, Full)[close]	6(2/4)[0]	6(4/1)[1]	6(4/1)[1]	6(4/1)[1]	6(5/0)[1]	6(0/0)[6]
		Field Access Driveways (RIRO, Full)[close]	11(7/2)[0]	11(9/0)[2]	11(9/0)[2]	11(9/0)[2]	11(9/0)[2]	11(0/0)[11]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	0	<1	7
		Streams Impacted (Lft impacted)	N/A	740	620	740	860	7400
		Floodplain (acres impacted)	N/A	0	0	0	0	2
		Forested Areas (acres impacted)	N/A	0	<1	0	<1	26
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No	Yes - Visual
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0	0	26
		Business Relocations (number)	N/A	0	0	0	0	11
		Total New Right of Way Acquisition (acres)	N/A	0.00	2	2	4	105
		Sensitive Communities (acres)	N/A	0	<1	<1	<1	<1
		Sensitive Communities (relocations)	N/A	0	0	0	0	5
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	Yes	Yes	Yes	No
		Farmland (acres impacted)	N/A	0	1	<1	5	16
		Farmland Access (impacts,Yes/No)	N/A	No	No	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No	Yes
		Potential Hazardous Material Sites (number)	N/A	0	0	0	0	1
		Railroad Impacts (score)	N/A	0.78	0.78	0.89	1.11	1
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$7M to $10M	$14M to $18M	$17M to $22M	$58M to $72M	$98M to $119M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$5K	$15K to $25K	$35K to $45K	$30K to $40K	$3M to $5M
		Estimated Total Package Costs (2024 Dollars)	N/A	$12M to $16M	$22M to $28M	$27M to $34M	$92M to $113M	$157M to $191M
Study Goals		Economic Development	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Transportation for All	N/A	Neutral	Neutral	Neutral	Neutral	Diminish
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Moderate	Low	Low	Low
		Corridor Character	N/A	Diminish	Diminish	Diminish	Diminish	Greatly Diminish
		Local Access	N/A	Diminish	Diminish	Diminish	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Eliminated	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.6.3.1. Safety

As the packages progress from 1 to 5, there is an increasing reduction in both total conflict points and crossing conflict points. Total conflict points decrease from 132 in the No-Build scenario to 26 in Package 5, while crossing conflict points drop from 63 to 10. Package 4, which represents an expressway lite configuration, achieves the highest reduction in crossing conflicts at 90%, largely due to the use of RIROs, RCIs, and an overpass.

In contrast, Package 5, a freeway, experiences slightly more crossing conflicts than Package 4 because of the interchange at SR 23 and its ramp terminal conflicts. While conflict points are significantly reduced, this segment has relatively few crashes, resulting in fewer estimated crossing crashes prevented compared to other segments. Consequently, the CEI values are higher, with Package 1 having the lowest CEI at 2.8. The freeway configuration of Package 5 has the highest CEI at 26.0.

4.6.3.2. Mobility

Segment 6 has a speed limit of 60 mph across the 5.2-mile segment. The average travel time along US 30 remains consistent at 5.20 minutes for all packages except Package 3, which is slightly higher at 5.25 minutes due to a small amount of expected travel delay at the roundabout (RAB).

The average distance between crossing points varies between these packages. Package 1, which has only RIROs and directionals, has the longest distance (5.2 miles) followed by the rest of the packages which have identical value of 1.73 miles. Packages 2 and 3 have TWSC and RAB for the crossing movements.

Access to the corridor is maintained in Packages 1 through 4 but is significantly reduced in Package 5. Package 5 has the most impact on access due to the incorporation of a freeway with one interchange and two overpasses, which greatly increased the average distance (5.2 miles) between access points along US 30. Driveways are similarly reconfigured or closed as access control changes from an arterial to a freeway in the packages. All driveways are closed in Package 5.

4.6.3.3. Environmental Resources

Natural resource impacts are minor in the first four packages and more significant in the freeway alternative, most notably wetlands, streams, and forested land. Cultural resource impacts are not expected in any of the packages in this segment except for a visual impact to a notable historic house north along CR 900 E for the freeway option.

The number of driveways and public roads is somewhat dense in this segment being close to Grovertown. Many of the driveways and three of the public roads become RIRO or closed as access progresses from arterial to freeway. Potential greater impacts to sensitive communities are possible in Packages 2, 3, and 4 although the total acquisition estimated is relatively small. Further impacts to travel time, specifically Package 5, for sensitive communities will be considered in future project development studies. In Package 5, 37 relocations are expected for the freeway alternative, 26 residential and 11 business, five of which are from sensitive communities. One hazardous material site will be impacted in this segment in Package 5. Farmland will be more significantly impacted in Package 5.

The amount of additional land required is increasingly higher as larger footprints are included at more of the intersections within the segment, with the largest impacts being in Package 5, the freeway alternative, for the interchange at SR 23 and overpasses at CR 750 E and CR 1100 E.

Several intersections along the segment have a railroad crossing located on the minor approach just south of the given intersection. In general, the potential for railroad impacts increases as more, larger footprint intersections are introduced within the segment. Railroad impacts will be directly related to the new interchange at SR 23 and overpasses at CR 750 E and CR 1100 E.

4.6.3.4. Costs

The costs between Packages 1 and 5 significantly increase with package number due to multiple factors, with Package 5 being the highest cost. The high costs in construction and right-of-way in Package 5 are due to the interchange at SR 23 and two overpasses. Packages 2 and 3 have similar total costs due to the limited differences between packages, namely the intersection type at SR 23. Packages 1 and 2 are lower cost, lower impact alternatives with the cost of Package 1 lower due to nearly no right-of-way cost.

4.6.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 6 is shown in **Table 4-18**.

Table 4-18 Segment 6 Goals Evaluation

Study Area Goal	Improvement Package					Notes
	1	2	3	4	5	
Economic Development	Neutral	Neutral	Neutral	Neutral	Neutral	All packages provide safety benefits, but it is offset by negative impacts to local mobility and access, so all are rated neutral.
Transportation for All	Neutral	Neutral	Neutral	Diminish	Diminish	Sensitive communities are present within the segment and improvement Packages 4 and 5 have the potential to result in greater impacts to them, so they are rated diminish. The other packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Moderate	Low	Low	Low	Improvement Packages 1 and 2 have the lowest CEI values for this segment and also minimal other impacts, but their CEI values are relatively high in general, so they are rated moderate. Package 3 has the third lowest CEI but some additional impacts compared to Packages 1 and 2 along with a higher CEI, so it is rated low. Improvement Packages 4 and 5 have the highest CEI values indicating a high cost per potential crashes prevented, so they are also rated low. Package 5 also has high environmental impacts.
Corridor Character	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Improvement Package 5 would result in the most significant changes to corridor character due to access point reduction, so it is rated greatly diminish. Packages 1, 2, 3, and 4 would also change the corridor character but to a lower degree, so they are rated diminish.
Local Access	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	Improvement Packages 1 through 4 have a net reduction of access points, so they are rated diminish. Improvement Package 5 is expected to result in high impacts to local access as all but one access point would be removed with access limited to SR 23 only, so it is rated greatly diminish.

4.6.4. RECOMMENDATIONS

The Level 3 screening process evaluated five packages in Segment 6 and the No-Build. Package 3 would increase the travel time through the segment due to the roundabout at SR 23, removing the existing free flow condition. Package 3 is eliminated.

Package 2 provides similar improvements in safety and similar environmental resource impacts as Package 1 while providing increased mobility through RCIs instead of Directionals. Packages 4 and 5 minimize crossing conflict points with RCI, RIRO, and grade separation in Package 4 and overpass, interchange, and closures in Package 5. Packages 4 and 5 also have high CEI's but maintain free flow. Packages 1 and 2 do have relatively high CEI values compared to other segments, which is partially due to a high number of secondary intersections that are not accounted for in the crash reduction but are the lowest of the packages in this segment. Given this, Packages 1 and 2 are carried forward.

Packages 4 and 5 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Packages 4 and 5, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 4 or 5 is a reasonable solution to the planning segment's transportation needs. For these reasons, Packages 4 and 5 are carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.7. PLANNING SEGMENT 7 – WEST PLYMOUTH

4.7.1. PLANNING SEGMENT DETAILS

Segment 7 (West Plymouth) is located on US 30 between Starke CR 1200 E and E. of Queen Road, a distance of 5.0 miles. Land use is primarily farmland. The Town of Donaldson is located within the segment. One large nearby development, Yogi Bear's Jellystone Park (campground), is located within this segment. Segment 7 contains the Center at Donaldson and Poor Handmaids of Jesus Christ. The complex is located south of US 30 and Union Road and welcomes upwards of 19,000 guests annually. The college educates 300 students and provides jobs for 250 people in the area. This segment has a low density of existing access points at both private driveways and public road approaches. There is one primary intersection and five secondary intersections in this segment.

Segment 7 consists of five improvement packages and one "No-Build" package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-19** summarizes the Level 3 improvement packages for Planning Segment 7.

4.7.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 7:

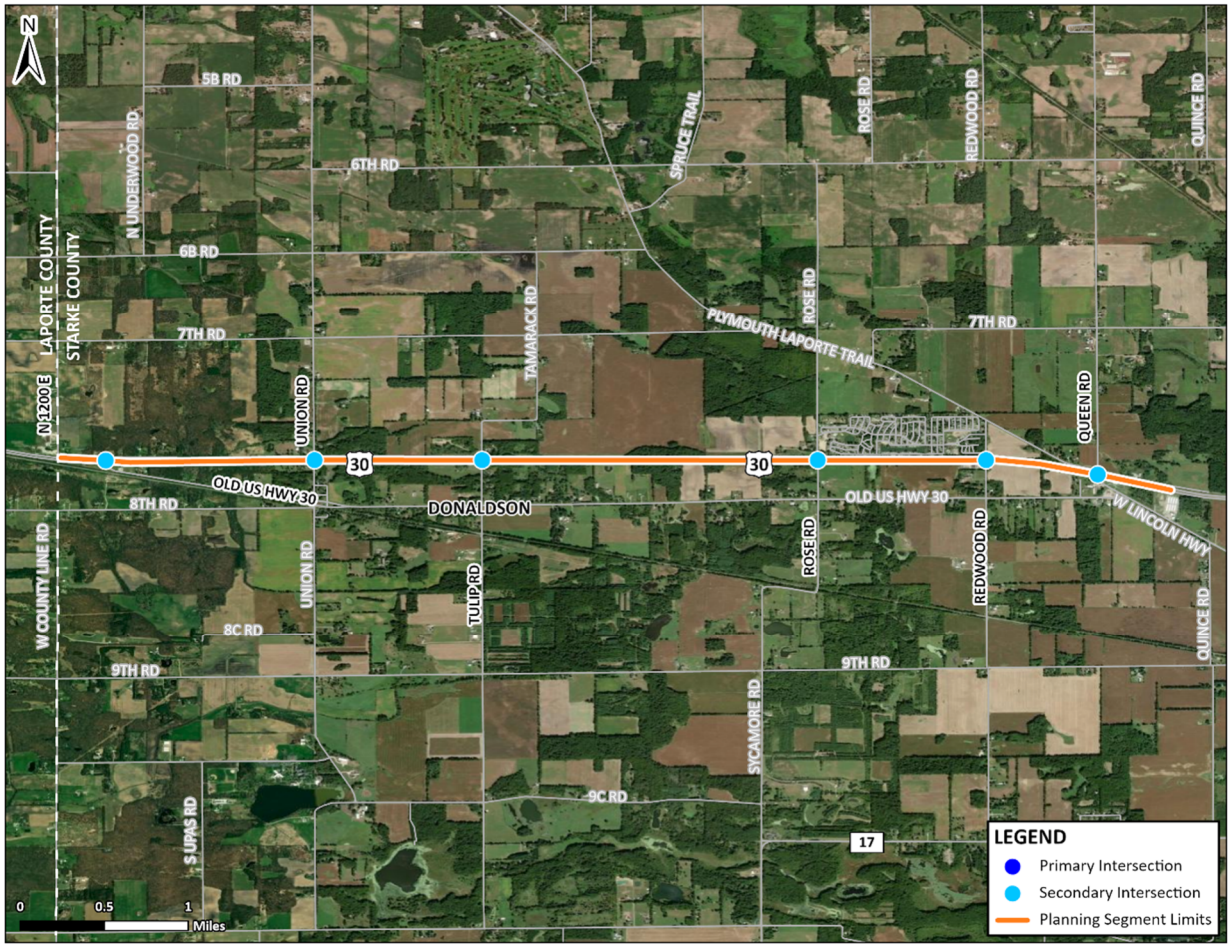
- US 30 & Queen Rd
  - Concerns regarding access to local businesses,
  - Concerns regarding ease of access to US 30 due to semi-traffic,
  - Concerns regarding how intersection improvements would impact properties near the intersection.
  - Improvements to this intersection should be coordinated with adjacent intersections for smoother traffic flow.
  - Support for an interchange at this location.

The following public comments have been received on the *Draft Level 3 Screening Report* regarding the improvement packages for Segment 7:

- Requests for an interchange at Union Rd instead of an overpass.
- Maintain access to and from US 30 at Union Rd and Queen Rd.
- Support for Package 2.
- Concerns regarding potentially negative impacts to economic and cultural communities.
- Support for the No-Build Package.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-13 Planning Segment 7 Map



4.7.2. IMPROVEMENT PACKAGES

During the alternative pre-screening process, the traffic analysis results indicate that an RCI will perform acceptably in the design year at Queen Road as described in **Section 3.1**. Therefore, the RCI was evaluated for use at Queen Road. Turn lane modifications and adding acceleration lanes were carried forward from the Level 2 Screening for further consideration at Queen Road in Level 2. Although these solutions are not provided in any packages, they still provide some benefit to Segment 7 and could be considered as part of any future project development studies. See **Section 3.2**.

4.7.2.1. No-Build Package.

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a non-free flow condition.

4.7.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations through access management. Improvement Package 1 is an expressway with a free flow condition. Improvement Package 1 includes reducing access over the No-Build at two of the six intersections in this segment. Improvement Package 1 includes a directional intersection at Old US 30 and an RCI at Queen Road. There are no driveways in this package. The directional intersection at Old US 30 and the RCI at Queen Road would improve safety by reducing conflict points. The RCI at Queen Rd includes

moving the nearby intersection of Queen Road and Plymouth LaPorte Trail to the north to maintain access to nearby properties. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.7.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations through access management and removal of the traffic signal. Improvement Package 2 is an expressway with a free flow condition. Improvement Package 2 includes the addition of an RCI at Union Road, directional intersections at Tulip Road and Rose Road, and a RIRO at Old US 30. All the improvements at the intersections mentioned would reduce the total number of conflict points throughout the corridor, which would improve safety. Improvement Package 2 implements relatively low-level costs and low to mid-level impact solutions.

4.7.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations through access management. Improvement Package 3 is an expressway with a non-free flow condition. Improvement Package 3 includes the improvements from Package 2 with the addition of a roundabout at Queen Road. This roundabout would improve safety by reducing the speed of vehicles traveling through the intersection and reduce the likelihood of severe rear-end, left turn, and head-on collisions. However, it would remove the free flow condition. The roundabout at Queen Rd includes moving the nearby intersection of Queen Rd and Plymouth LaPorte Trail to the north to maintain access to the surrounding area. Improvement Package 3 implements relatively mid-level costs and low to mid-level impact solutions.

4.7.2.5. Improvement Package 4

The purpose of Package 4 is to improve safety and operations by reducing access through access management. Improvement Package 4 is an expressway with a free flow condition. Improvement Package 4 includes the same improvements as Package 3 except for an overpass at Queen Road and an interchange at Union Road instead of a roundabout and RCI, respectively. The overpass and interchange would improve safety along US 30 by removing conflict points at these intersections while still providing crossings of US 30. The interchange at Union Rd would provide access to US 30 and improve safety but would retain conflict points at the ramp terminal intersections. These conflict points are merge and diverge conflict points which typically result in less severe crashes than the existing crossing conflict points. The overpass at Queen Rd includes moving the nearby intersection of Queen Rd and Plymouth LaPorte Trail to the north to maintain access to the surrounding area. Improvement Package 4 implements relatively high-level costs and mid to high-level impact solutions.

4.7.2.6. Improvement Package 5

The purpose of Package 5 is to improve safety and operations by fully controlling access to US 30. Improvement Package 5 is a freeway with a free flow condition. Improvement Package 5 includes closure of all intersections except for a new interchange at Queen Road and overpass at Union Road. The interchange at Queen Road converts all turning movements to merge/diverge movements, which would improve safety along US 30. The interchange does have turning conflicts at the ramp terminal intersections. Vehicles traveling on and around Segment 7 would utilize the interchange at Queen Rd to access US 30 and could cross US 30 at Queen Rd and Union Rd. Improvement Package 5 implements relatively high-cost and high-impact solutions.

Table 4-19 Improvement Packages – Segment 7 (West Plymouth)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost					
	Facility Type, Traffic Conditions, and Access Control	Arterial Non-Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**	**Improvement Package 4**	**Improvement Package 5**
West Plymouth	Old US 30	Stop Control	Directional	RIRO	RIRO	RIRO	Closed
	Union Rd.	Stop Control	Stop Control	RCI	RCI	Interchange	Overpass
	Tulip Rd.	Stop Control	Stop Control	Directional	Directional	Directional	Closed
	Rose Rd.	Stop Control	Stop Control	Directional	Directional	Directional	Closed
	Redwood Rd.	Stop Control	Stop Control	Stop Control	Stop Control	Stop Control	Closed
	Queen Rd.	Signal	RCI	RCI	Roundabout	Overpass	Interchange

** Add/Extend Acceleration and Deceleration Lanes

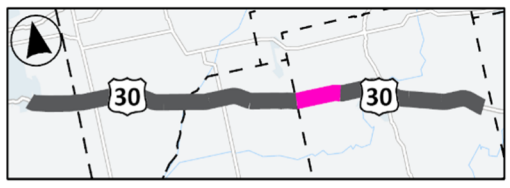
%% Add/Lengthen Turn Lanes

Figure 4-14 Segment 7 Improvement Packages

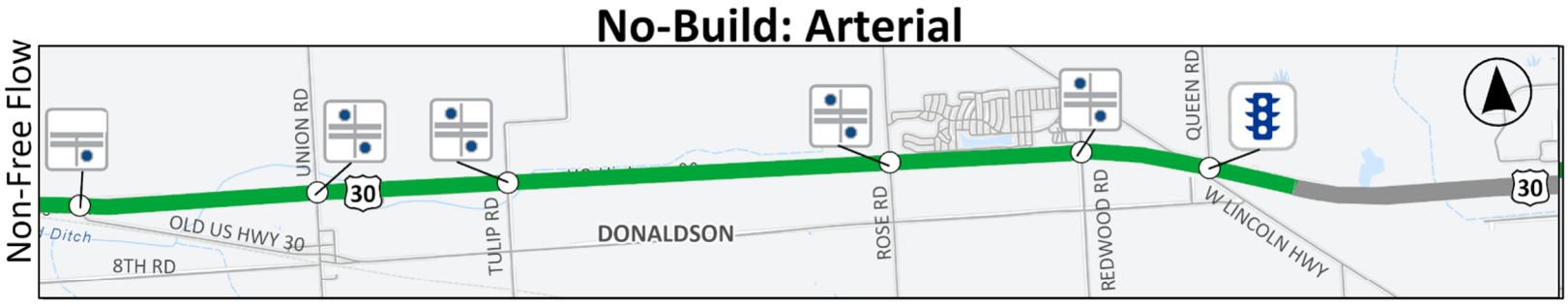
Level 3 Screening

US 30 West Study Area | US 30 | West Plymouth Segment

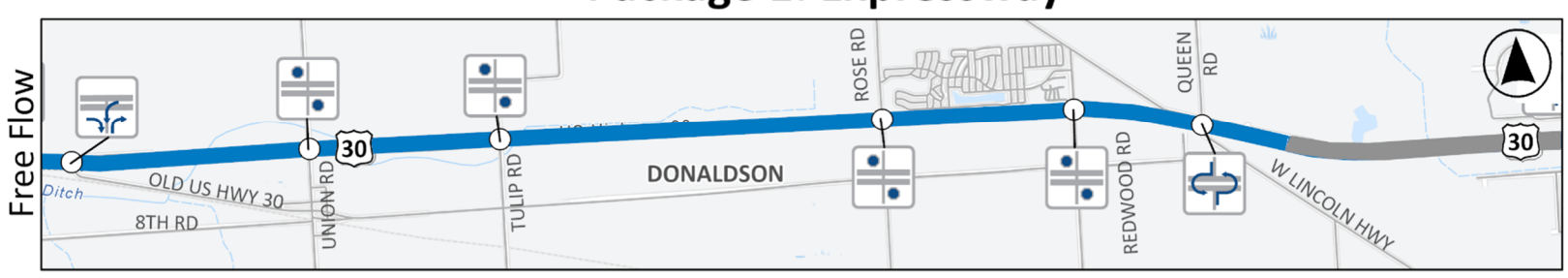
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



No-Build: Arterial



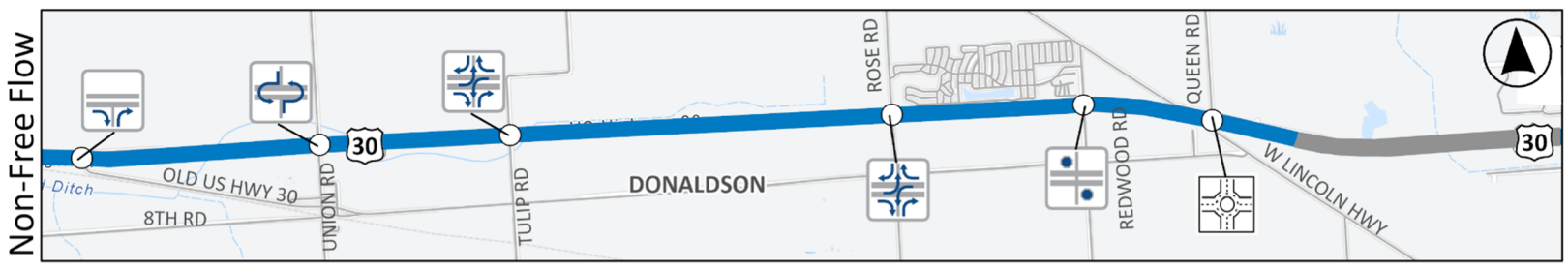
Package 1: Expressway



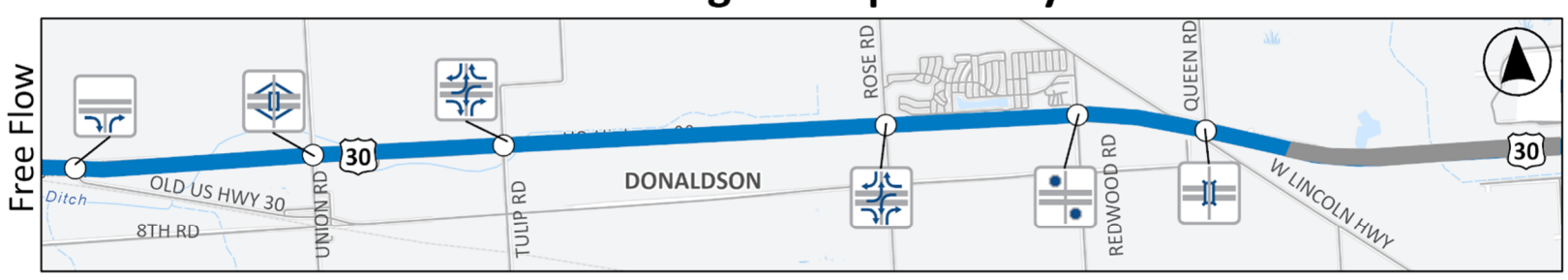
Package 2: Expressway



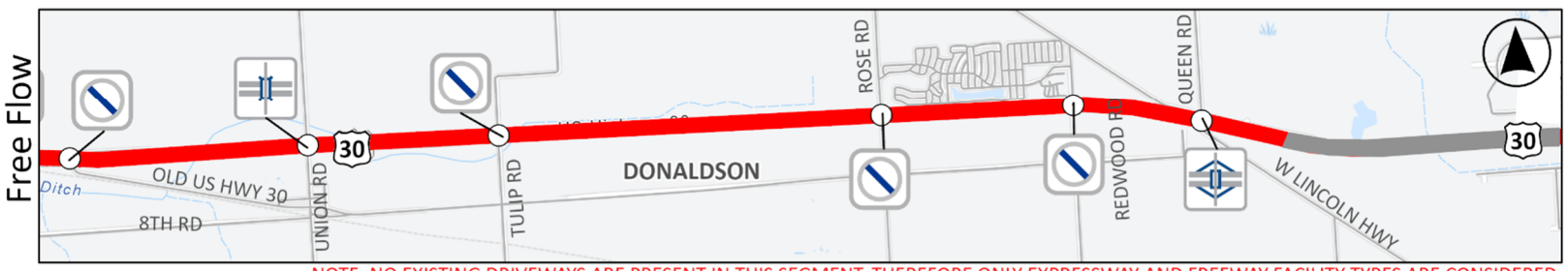
Package 3: Expressway



Package 4: Expressway



Package 5: Freeway



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

INTERSECTION TYPES:

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

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

4.7.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-20 Segment 7 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Non-Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	169	158	94	84	84	26
		Crossing Conflict Points (number)	83	68	24	22	30	10
		% Reduction in Crossing Conflict Points to No-B	N/A	18%	71%	73%	64%	88%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	6.5	25.6	26.3	23.0	31.7
		Cost Effectiveness Index	N/A	2.3	1.3	1.3	3.8	1.9
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.10	5.00	5.00	5.07	5.00	5.00
		Average Distance between US 30 Access Points (miles)	0.83	0.83	0.83	0.83	1.00	5.00
		Average Distance between US 30 Crossing Points (miles)	1.00	1.00	1.67	1.67	1.67	2.50
		Change in Crossing Time (Across US 30)	N/A	Increased	Increased	Increased	Increased	Greatly Increased
		Res Driveways, (RIRO/Full)[close]	0	0	0	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0	0	0	0
		Field Access Driveways (RIRO, Full)[close]	3(1/2)[0]	3(0/0)[3]	3(0/0)[3]	3(0/0)[3]	3(0/0)[3]	3(0/0)[3]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	<1	4	<1
		Streams Impacted (Lft impacted)	N/A	1800	2200	1450	7800	6340
		Floodplain (acres impacted)	N/A	0	<1	<1	8	<1
		Forested Areas (acres impacted)	N/A	0	0	0	7	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	Yes-Visual	Yes-Visual
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0	8	6
		Business Relocations (number)	N/A	0	0	0	1	6
		Total New Right of Way Acquisition (acres)	N/A	5	5	5	40	21
		Sensitive Communities (acres)	N/A	0	0	0	0	0
		Sensitive Communities (relocations)	N/A	0	0	0	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	No	No	No
		Farmland (acres impacted)	N/A	4	4	4	20	8
		Farmland Access (impacts,Yes/No)	N/A	No	No	No	No	Yes
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No	No
		Potential Hazardous Material Sites (number)	N/A	1	1	0	1	1
		Railroad Impacts (score)	N/A	0	0	0	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$8M to $11M	$19M to $23M	$19M to $23M	$48M to $59M	$35M to $42M
		Estimated Right of Way Costs (2024 Dollars)	N/A	$75K to $95K	$80K to $105K	$95K to $125K	$2M to $3M	$240K to $300K
		Estimated Total Package Costs (2024 Dollars)	N/A	$13M to $17M	$30M to $36M	$30M to $36M	$78M to $95M	$54M to $66M
Study Goals		Economic Development	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Transportation for All	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Low	Moderate	Moderate	Low	Low
		Corridor Character	N/A	Diminish	Diminish	Diminish	Diminish	Greatly Diminish
		Local Access	N/A	Neutral	Diminish	Diminish	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Eliminated	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.7.3.1. Safety

There is a progressive reduction in both total conflict points and crossing conflict points as the packages advance from Package 1 to Package 5. Total conflict points decrease from 169 in the No-Build scenario to just 26 in Package 5. Crossing conflict points decrease from 83 in the No-Build scenario to 10 in Package 5, with a slight increase in Package 4 due to ramp termini intersection conflicts from the interchange concept at Union Rd. Except for Package 1, all packages are expected to show significant reductions in crossing conflicts due to the use of RCIs, directionals, roundabouts, overpasses, and closures.

The CEI for Packages 1 through 5 range from 1.3 to 3.8, with Packages 2 and 3 having the lowest values at 1.3. The higher CEI for Packages 4 and 5 are driven by more costly improvements, such as overpasses and interchanges. Package 1, featuring a directional at Old US 30 and an RCI at Queen Road, only manages to reduce 18% of crossing conflicts, which is the lowest reduction among all packages. The high level (overpass and interchange) of improvements in Package 4 results in the highest CEI (3.8) within the planning segment.

4.7.3.2. Mobility

Segment 7 has a speed limit of 60 mph and extends for 5 miles. The average travel time along US 30 in this segment is 5.10 minutes in No-Build. All improvement packages show a marginal improvement in travel time compared to the No-Build. This is due to reduced mainline delay along US 30 at Queen Road. The signal is removed at Queen Road in all improvement packages.

Due to the intersection types chosen in each package, the available crossing points, and the increased travel distance, all packages are anticipated to result in longer crossing times as a result of the additional travel distance, although this is marginal in Package 1 and is limited to the additional 1600 feet to travel the RCI at Queen Road. The packages incrementally replace the existing TWSC intersections in this segment with RIROs, Directionals, RCIs, and a roundabout. Package 5 is a freeway, which only has improvement concepts such as closures, overpasses, and an interchange. Package 5 has the longest average distance between crossing points.

Driveway access to the corridor is currently limited to a few field entrances. No residential or commercial driveways exist in this segment. The field entrances will be closed in all packages that are identified as expressway or freeway. Package 5 has the most impact on access due to the incorporation of a freeway that would only allow access at the interchange at Queen Road.

4.7.3.3. Environmental Resources

Natural resource impacts will be minimal for all packages other than Package 4 due to the interchange at Union Rd. Packages 4 and 5 will have the greatest impact to streams due to the interchanges and overpasses. Cultural resource impacts include a potential visual impact to a notable historical Gothic Style Church on the south side of the roadway at Union Road due to overpass and interchange alternatives.

Sensitive communities are not impacted within this segment. One business relocation and eight residential relocations are expected for Package 4 and six business relocations and six residential relocations in Package 5 due to either an overpass at Union Road or interchange at Queen Road. One hazardous material site may be impacted in all Packages except Package 3 due to the overpass or interchange at Queen Road. Farmland impacts are most significant in Packages 4 and 5, the expressway and freeway packages with larger footprint improvements.

The amount of additional land required is progressively higher as larger footprints are included at more of the intersections within the segment, with the largest impacts being in Package 4 for an overpass at Queen Road and interchange at Union Road and Package 5 for the overpass at Union Road and interchange at Queen Road. No railroad facilities are located near any of the intersections in this segment.

4.7.3.4. Costs

The costs to obtain right-of-way are similar in Packages 1 through 3 while Packages 4 and 5 have a significantly higher ROW cost. This is mainly due to interchange and overpasses requiring more right-of-way for construction. The construction cost is relatively low for Package 1 due to the improvements limited to a directional intersection at Old US 30 and RCI at Queen Road. Construction cost is similar for Packages 2 and 3 but nearly doubles for Packages 4 and 5 which can be associated with the interchanges at US 30 and Union Rd and Queen Road, respectively, in these packages.

4.7.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 7 is shown in **Table 4-21**.

Table 4-21 Segment 7 Goals Evaluation

Study Area Goal	Improvement Package					Notes
	1	2	3	4	5	
Economic Development	Neutral	Neutral	Neutral	Neutral	Neutral	Packages 2 through 5 provide safety benefits but are offset by negative impacts to local mobility and access, so they are rated neutral. Package 1 has less negative impact to access but also less safety benefit, so it is also rated neutral.
Transportation for All	Neutral	Neutral	Neutral	Neutral	Neutral	Sensitive communities are not present within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Low	Moderate	Moderate	Low	Low	Improvement Packages 2 and 3 include reasonable CEI values with similar impacts, so they are rated moderate. Improvement Packages 1, 4, and 5 have higher CEI values and more impacts in the segment, so they are rated low.
Corridor Character	Diminish	Diminish	Diminish	Diminish	Greatly Diminish	All packages impact access and crossing points with their improvements which results in some change to the corridor character, but Package 5 has the biggest impact on local access, so it is rated greatly diminish while the other packages are rated diminish.
Local Access	Neutral	Diminish	Diminish	Diminish	Greatly Diminish	Improvement Package 1 maintains existing access and crossing points, so it is rated neutral. Improvement Packages 2 through 4 have a change in movement restrictions and introduction of overpasses, so they are rated diminish. Improvement Package 5 is expected to result in the most impacts to local access as all existing access points would be removed except for the interchange at Queen Road, so it is rated greatly diminish.

4.7.4. RECOMMENDATIONS

The Level 3 screening process evaluated five improvement packages in Segment 7 and the No-Build. All packages reduce conflict points compared to the No-Build scenario. Although Package 3 has similar improvements and a CEI comparable to Package 2, it does not improve travel time like the other packages because it is non-free flow due to the roundabout at Queen Road. It also provides only marginal improvement with significant additional impact. Therefore, Package 3 is eliminated.

Package 2 provides the best opportunity for safety improvements in a free flow condition with a low CEI and low impacts. Therefore, Package 2 is carried forward. Package 4 is the same combination of improvements as Package 2 except for grade separations at Union Road and Queen Road instead of RCIs. Package 4 has the highest CEI value compared to the other packages in Segment 7 due to the grade separated improvement. Package 4 removes additional conflict points while maintaining safe grade-separated crossings and is also carried forward.

Package 1 is carried forward as it also provides free flow conditions and provides some safety benefit. Package 1 is also the lowest cost alternative for this segment as it includes only a directional at Old US 30 and an RCI at Queen Road.

Package 5 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 5, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 5 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 5 is carried forward.

The No-Build package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.8. PLANNING SEGMENT 8 - PLYMOUTH

4.8.1. PLANNING SEGMENT DETAILS

Segment 8 (Plymouth) is located on US 30 between E. of Queen Road and W. of US 31, a distance of 4.8 miles. Land use is a mix of minor residential and heavy commercial. The City of Plymouth is located within this segment. Large nearby developments include Loves' Travel Stop, Lowes, several restaurants, and several hotels. This segment has a low density of existing access points at both private driveways and public roads. There are four primary intersections and no secondary intersections in this segment. Western Avenue is currently grade separated and passes under US 30. No improvements are introduced at this location.

Segment 8 consists of five improvement packages and one "No-Build" package. There is an existing partial cloverleaf interchange at SR 17/Michigan St. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-22** summarizes the Level 3 improvement packages for Planning Segment 8.

4.8.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 8:

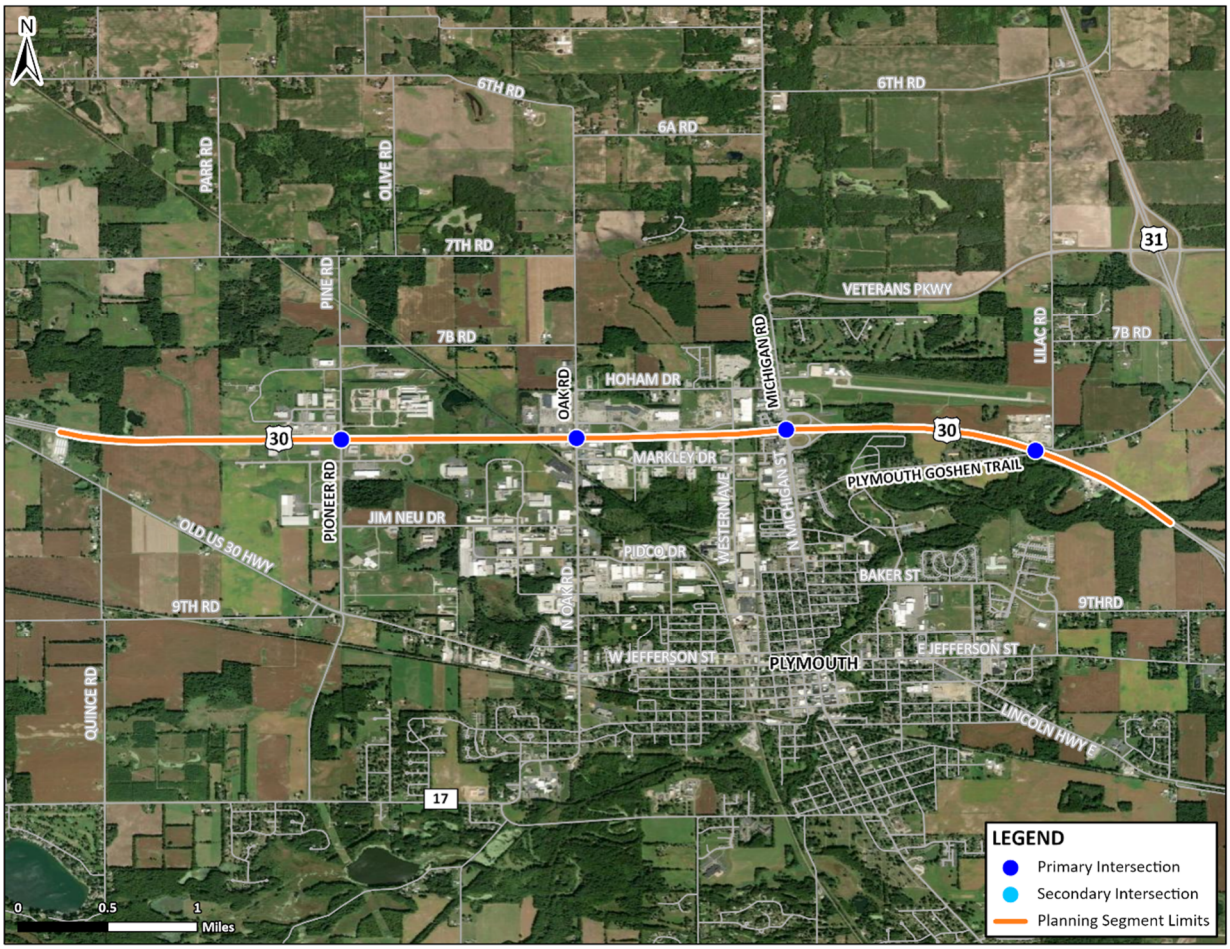
- US 30 & Pioneer Dr.
  - Convert this intersection to an interchange.
  - Roadway network improvements need to be considered with an interchange.
- US 30 & Oak Dr.
  - There is support for this intersection being an interchange or overpass.
  - Combine this intersection access with that at Pioneer Dr.
- US 30 & Michigan St.
  - There have been no specific public comments to date regarding concerns at this interchange.
- US 30 & Plymouth Goshen Trail
  - This intersection is a safety concern.
  - Right angle crashes and crossing fatalities have occurred here.
  - Grade separation should be considered.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages for Segment 8:

- Support for interchange at Pioneer Dr.
  - Additionally, include frontage roads at Pioneer Dr.
- Request for maintained access at Plymouth Goshen Trail and Oak Dr.
- Against limiting access through Plymouth.
- Against overpass at Plymouth Goshen Trail.
- The study team received a letter from the City of Plymouth. For more information on this letter, please see **Appendix C**.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-15 Planning Segment 8 Map



4.8.2. IMPROVEMENT PACKAGES

4.8.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a non-free flow condition. Turn lane modifications were carried forward from the Level 2 Screening for further consideration at Oak Drive and Plymouth Goshen Trail in Level 2, as well as adding acceleration lanes at Pioneer Drive, Oak Drive, and Plymouth Goshen Trail. Although these solutions are not provided in any packages, they still provide some benefit to Segment 8 and could be considered as part of any future project development studies. See **Section 3.2**.

4.8.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety while maintaining access. Improvement Package 1 is an expressway with a non-free flow condition. Improvement Package 1 includes adding a BVL at Oak Drive, extending the existing acceleration and deceleration lanes at the US 30 and Michigan St interchange, and an RCI at Pioneer Drive. Both the BVL and RCI reduce the number of conflict points at the intersections which would improve safety. Extending the acceleration and deceleration lanes would improve safety by reducing the speed differential of vehicles exiting/entering the roadway with vehicles traveling through the interchange. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.8.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations while maintaining access. Improvement Package 2 is an expressway with a non-free flow condition. Improvement Package 2 is the same as Package 1 except for a Partial DLT East-West at Pioneer Drive. The Partial DLT would improve intersection operations by shifting the left turn movements from US 30 upstream of the intersection, thereby reducing the number of signal phases required at the intersection. Improvement Package 2 implements relatively low-level costs and low to mid-level impact solutions.

4.8.2.4. Improvement Package 3

The purpose of Package 3 is to maintain existing access while improving safety through access management. Improvement Package 3 is an expressway with a non-free flow condition. Improvement Package 3 is similar to Package 2 except for a roundabout at Pioneer Drive and an overpass at Plymouth Goshen Trail. The roundabout at Pioneer Drive would improve safety by reducing the speed of vehicles moving through the intersection and reducing the likelihood of severe right-angle, left turn, and head-on collisions. The overpass at Plymouth Goshen Trail improves safety by eliminating all conflict points at the intersection while maintaining a crossing of US 30. This overpass at Plymouth Goshen Trail includes new roadways to maintain access to surrounding properties. Improvement Package 3 implements relatively mid-level costs and low to mid-level impact solutions.

4.8.2.5. Improvement Package 4

The purpose of Package 4 is to improve safety and operations through access management. Improvement Package 4 is an expressway with a non-free flow condition. Improvement Package 4 includes an overpass at Pioneer Drive, a Partial DLT East-West at Oak Drive, and an RCI at Plymouth Goshen Trail. The overpass at Pioneer Drive would improve safety at the intersection by eliminating all conflict points. It also improves operations by eliminating the delay associated with the existing signal. The Partial DLT at Oak Drive would improve safety by reducing the speed of vehicles at the intersection and reducing the likelihood of severe right-angle, left turn, and head-on crashes. The RCI at Plymouth Goshen Trail improves safety at the intersection by reducing the number of conflict points. The RCI at Plymouth Goshen Trail includes a new alignment to maintain access to nearby businesses. This package implements relatively high-level costs and mid to high-level impact solutions.

4.8.2.6. Improvement Package 5

The purpose of Package 5 is to improve safety and operations through fully controlling access. This package includes overpasses at Oak Drive and Plymouth Goshen Trail and a new interchange at Pioneer Drive. The overpasses at Oak Drive and Plymouth Goshen Trail improve safety by eliminating conflict points, while still providing crossings of US 30. The interchange at Pioneer Drive would improve safety by converting turning movements into merge/diverge movements but maintains turning conflict points at the ramp terminal intersections. Vehicles traveling on and around Segment 8 would utilize the interchanges at Michigan St. and Pioneer Dr. to access US 30 and could cross US 30 at both interchanges and the overpasses at Plymouth Goshen Trail and Oak Dr. This package implements high-cost and high-impact solutions.

Table 4-22 Improvement Packages Segment 8 (Plymouth)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost					
	Facility Type, Traffic Conditions, and Access Control	Arterial Non-Free Flow Minimal Access Control	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	No-Build	Improvement Package 1	Improvement Package 2	Improvement Package 3	Improvement Package 4	Improvement Package 5
Plymouth	Pioneer Dr.	Signal	RCI	DLT	Roundabout	Overpass	Interchange
	N. Oak Dr.	Signal	BVL	BVL	BVL	DLT	Overpass
	SR 17/ N. Michigan St.	Existing Interchange	**	**	**	**	**
	Plymouth Goshen Trail	Directional	Directional	Directional	Overpass	RCI	Overpass

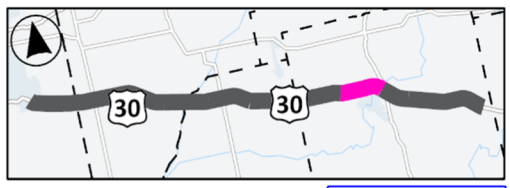
** Add/Extend Acceleration and Deceleration Lanes

Figure 4-16 Segment 8 Improvement Packages

Level 3 Screening

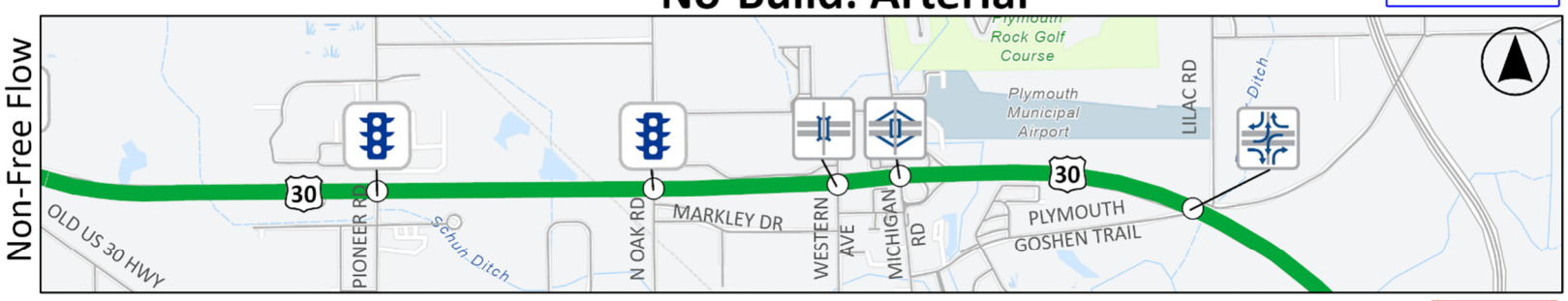
US 30 West Study Area | US 30 | Plymouth Segment

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



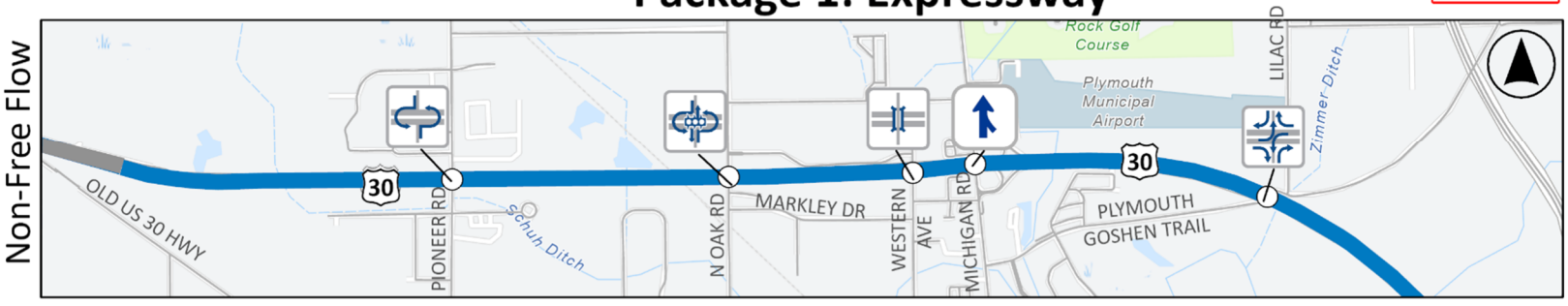
No-Build: Arterial

CARRY FORWARD



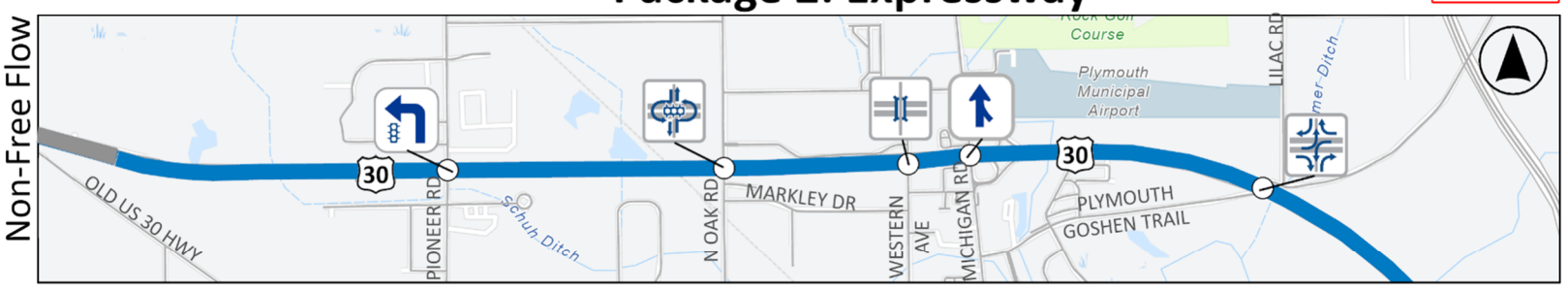
Package 1: Expressway

ELIMINATED



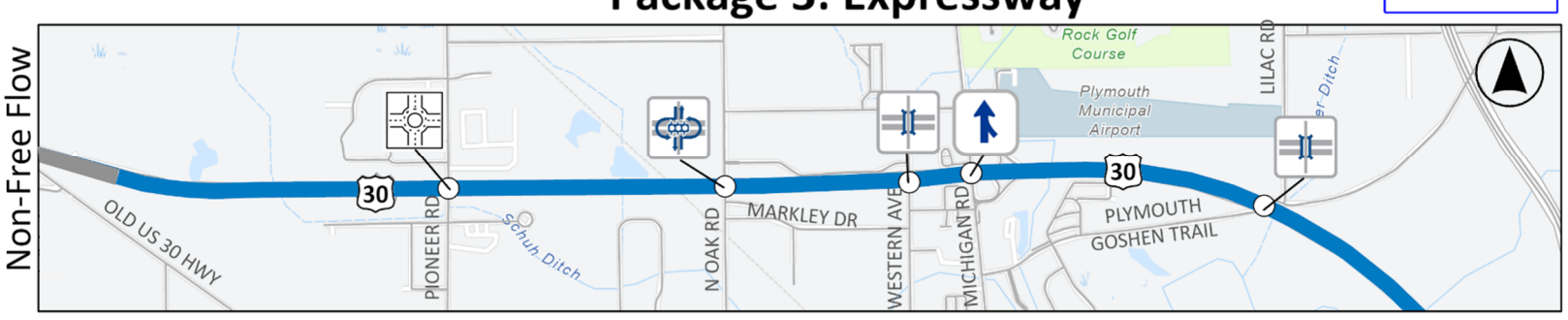
Package 2: Expressway

ELIMINATED



Package 3: Expressway

CARRY FORWARD



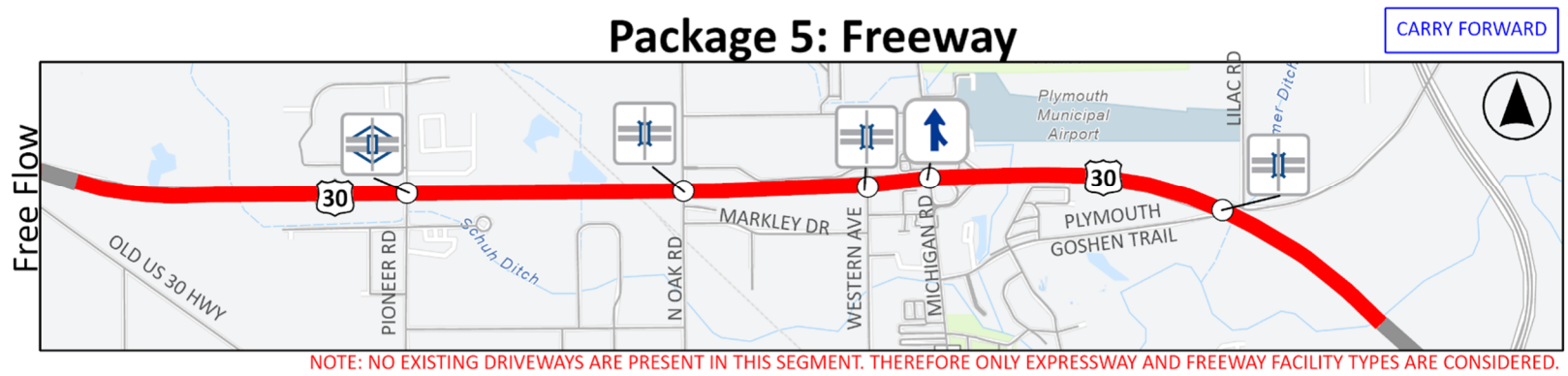
Package 4: Expressway

ELIMINATED



Package 5: Freeway

CARRY FORWARD



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

INTERSECTION TYPES:

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

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

4.8.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-23 Segment 8 Matrix Summary

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4	Package 5
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Non-Free Flow Minimal Access Control	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	99	68	80	46	70	44
		Crossing Conflict Points (number)	43	18	30	14	26	20
		% Reduction in Crossing Conflict Points to No-Build	N/A	58%	30%	67%	40%	53%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	90.5	46.8	104.5	62.4	82.7
		Cost Effectiveness Index	N/A	0.3	0.6	0.5	1	2.2
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	6.33	5.81	6.29	5.89	6.28	4.80
		Average Distance between US 30 Access Points (miles)	1.20	1.20	1.20	1.20	1.20	2.40
		Average Distance between US 30 Crossing Points (miles)	1.20	1.20	1.20	1.20	1.20	1.20
		Change in Crossing Time (Across US 30)	N/A	Similar	Similar	Similar	Similar	Similar
		Res Driveways, (RIRO/Full)[close]	0	0	0	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	<1	<1	2	<1	3
		Streams Impacted (Lft impacted)	N/A	680	950	1730	3200	7900
		Floodplain (acres impacted)	N/A	<1	<1	3	2	5
		Forested Areas (acres impacted)	N/A	0	0	0	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	10	0	10
		Business Relocations (number)	N/A	0	0	0	0	10
		Total New Right of Way Acquisition (acres)	N/A	<1	2	13	7	34
		Sensitive Communities (acres)	N/A	<1	1	8	6	27
		Sensitive Communities (relocations)	N/A	0	0	9	2	15
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	Yes	Yes	Yes	Yes	Yes
		Farmland (acres impacted)	N/A	0	0	3	<1	7
		Farmland Access (impacts,Yes/No)	N/A	No	No	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No	Yes
		Potential Hazardous Material Sites (number)	N/A	0	0	1	1	4
		Railroad Impacts (score)	N/A	0.6	0.6	0.6	0.6	0.6
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$14M to $18M	$15M to $19M	$27M to $34M	$34M to $43M	$101M to $125M
		Estimated Right of Way Costs (2024 Dollars)	N/A	$90K to $115K	$150K to $190K	$1M to $2M	$3M to $5M	$6M to $8M
		Estimated Total Package Costs (2024 Dollars)	N/A	$22M to $28M	$24M to $30M	$44M to $55M	$58M to $71M	$165M to $203M
Study Goals		Economic Development	N/A	Enhance	Neutral	Enhance	Enhance	Enhance
		Transportation for All	N/A	Neutral	Diminish	Neutral	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	High	Moderate	Moderate	Moderate	Low
		Corridor Character	N/A	Neutral	Neutral	Neutral	Diminish	Diminish
		Local Access	N/A	Neutral	Neutral	Diminish	Diminish	Diminish
Level 3 Screening Result			Carry Forward	Eliminated	Eliminated	Carry Forward	Eliminated	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.8.3.1. Safety

A total of five improvement packages have been developed and evaluated for this segment. The improvements range from the addition of innovative intersection configurations such as a DLT or a BVL to complete access control with overpasses and an interchange. Overall, safety will be enhanced by decreasing the number of conflict points and opportunities for crashes. Package 5, which converts this segment to a freeway, offers one of the best performances in terms of mobility and safety, with a 53% reduction in crossing conflict points. The improvements in Package 5 are limited to overpasses and interchanges. Package 3, featuring overpasses, a roundabout, and a BVL intersection, achieves the highest reduction in crossing conflicts at 67%.

However, when comparing CEI values, Package 5 has the highest CEI (2.2) due to the high cost of overpasses and an interchange. In contrast, Package 1 has the lowest CEI (0.3), due to its lower-cost improvements, like an RCI or a BVL, resulting in a 58% reduction in crossing conflict points. Packages 2, 3, and 4 have slightly higher CEI values of 0.6, 0.5, and 1, respectively, driven by more expensive concepts such as DLT, RAB, and overpasses. Despite Package 2's moderate cost, it achieves only a 30% reduction in total conflict points, the lowest among all packages, resulting in a relatively high CEI in this segment.

4.8.3.2. Mobility

This segment has a speed limit of 50 mph. Package 5 has the shortest average travel time along US 30 at 4.80 minutes, which is a 24% reduction compared to the No-Build option. This reduction in travel time is substantial and represents one of the greatest improvements for segments leading to the freeway. Packages 2 and 4 have the longest travel times at 6.29 and 6.28 minutes. In Package 2, due to the DLT, mainline left-turning traffic encounters higher delays than in the No-Build. The only free flow package in this segment is the freeway, Package 5.

Miles per access point along US 30 range from 1.20 miles in most packages to 2.40 miles in Package 5 due to two overpasses that remove existing access. The average distance between crossing points is consistent at 1.20 miles across all packages, meaning all roadways will be able to cross US 30 in all packages.

There are no driveways along this segment so only expressway and freeway alternatives were considered.

4.8.3.3. Environmental Resources

Natural resource impacts are larger in freeway Package 5 due to the overpasses and interchange being included at Pioneer Drive, most notably wetlands, streams, and floodplain. Cultural resource impacts are not expected for any of the packages in this segment. Centennial Park and Pioneer Wetland Restoration Site are Section 4(f) properties that may be impacted in the freeway alternatives.

The potential for impacts to sensitive communities increase as larger footprints are included at more of the intersections within this segment, with the largest impact being in Packages 3, 4, and 5 due to larger footprint intersections such as an overpass at Pioneer Drive in Package 4, an overpass at Plymouth Goshen Trail in Package 3, and overpasses and interchange included in freeway Package 5. The impacts to sensitive communities are potentially greater in all packages as most of the required right-of-way is needed from them. Travel time and access impacts may be greater on sensitive communities in freeway Package 5. Twenty relocations are expected for the freeway alternative in Package 5: ten residential and ten business. All but five of the relocations are from sensitive communities. Four hazardous material sites may be impacted in freeway alternative Package 5 due to the proximity of several commercial businesses near the intersections. Farmland impacts are most significant in freeway Package 5.

The amount of additional land required is increasingly higher as larger footprints are included at more of the intersections within the segment, with the largest impacts being in Packages 3 and 5 for the larger footprint intersections and the overpass in Package 3 and the overpasses and interchanges in freeway Package 5.

There is one railroad crossing US 30 approximately 950’ west of Oak Drive that will be impacted by all alternatives in this segment. For packages with at-grade alternatives, an additional lane was added at the railroad crossings for vehicles that need to stop before crossing the tracks. The freeway alternative will require a grade separation at this railroad crossing.

4.8.3.4. Costs

The total costs for Packages 1 and 2 are similar as changes between packages were limited to the intersection type at Pioneer Drive. As the complexity of infrastructure improvements increased, such as overpasses and interchanges, the cost also significantly increased as noted in Packages 3 through 5. The roundabout, overpass, and interchange at Pioneer Drive in Packages 3, 4 and 5, respectively, along with the overpass at Plymouth Goshen Trail in Packages 3 and 5 require additional right-of-way and contribute to the increased total cost.

4.8.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 8 is shown in **Table 4-24**.

Table 4-24 Segment 8 Goals Evaluation

Study Area Goal	Improvement Package					Notes
	1	2	3	4	5	
Economic Development	Enhance	Neutral	Enhance	Enhance	Enhance	Improvement Packages 1, 3, 4, and 5 are anticipated to provide the most improvement to economic development due to safety improvements and maintaining access points, with Package 5 having the most safety benefit, so they are rated enhance. Improvement Package 2 provides safety benefits, but mobility along US 30 is negatively impacted, so it is rated neutral.
Transportation for All	Neutral	Diminish	Neutral	Neutral	Neutral	Sensitive communities are present within the segment and all packages have the potential to result in greater impacts to them. Enhanced economic benefits in Packages 1, 3, 4, and 5 are also possible, so they are rated neutral. Package 2 has negative mobility impacts along US 30 and potential for greater impacts to sensitive communities, so is shown as diminish.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	High	Moderate	Moderate	Moderate	Low	Improvement Package 1 is considered to be the most fiscally and environmentally practical package due to a low CEI value and relatively low impacts, so it is rated high. Packages 2, 3, and 4 also have low CEIs, but with more impacts, so they are rated moderate. Package 5 has the most impacts and the highest CEI value, so it is rated low.
Corridor Character	Neutral	Neutral	Neutral	Diminish	Diminish	Packages 1, 2, and 3 are anticipated to have neutral impacts to corridor character by maintaining existing access and crossing points. Packages 4 and 5 will have a negative impact on corridor character by reducing access and crossing locations, so they are rated diminish.
Local Access	Neutral	Neutral	Diminish	Diminish	Diminish	Local access is changed in Packages 3, 4, and 5 through the introduction of overpasses, so they are rated diminish. No change in access is presented in Packages 1 and 2, so they are rated neutral.

4.8.4. RECOMMENDATIONS

The Level 3 screening process evaluated five improvement packages in Segment 8 and the No-Build. Packages 2 and 4 have the least improvement for travel time in this segment compared to the other packages along with the least improvements to safety. For these reasons Packages 2 and 4 are eliminated.

Package 1 provides the best opportunity for safety improvements with the lowest CEI which represents the cost-effectiveness of the improvements in how they may prevent crossing crashes. However, it does not achieve free flow. Package 1 is eliminated.

Package 3 shows the highest safety benefit because it reduces the most conflict points of all packages in this segment and has the second lowest CEI. While Package 3 does maintain existing distances between crossing points and access points, it does have larger environmental resource impacts and is not free flow due to the roundabout at Pioneer Drive. Package 3 is carried forward.

Package 5 is the freeway option and the only free flow package for this segment. Access points are reduced to two of the existing four locations, but distance between crossing points matches the No-Build. With this package being free flow, the reduction in travel time along this segment is approximately 1.5 minutes over the 4.8-mile length for this higher volume segment in the study. Package 5 is carried forward as it achieves free flow while reducing crossing conflict points to only those at the terminal intersections of the interchanges.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.9. PLANNING SEGMENT 9 – EAST PLYMOUTH

4.9.1. PLANNING SEGMENT DETAILS

Segment 9 (East Plymouth) is located on US 30 between W. of US 31 and W. of Iris Road, a distance of 3.2 miles. Land use is primarily farmland. Large nearby developments include a Pilot Travel Center and Bane Welker Equipment. This segment has a low density of existing access points at both private driveways and public roads. There are two primary intersections and no secondary intersections in this segment.

Segment 9 consists of four improvement packages and one "No-Build" package. There is an existing full cloverleaf intersection at US 31 and US 30. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-25** summarizes the Level 3 improvement packages for Planning Segment 9.

4.9.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 9:

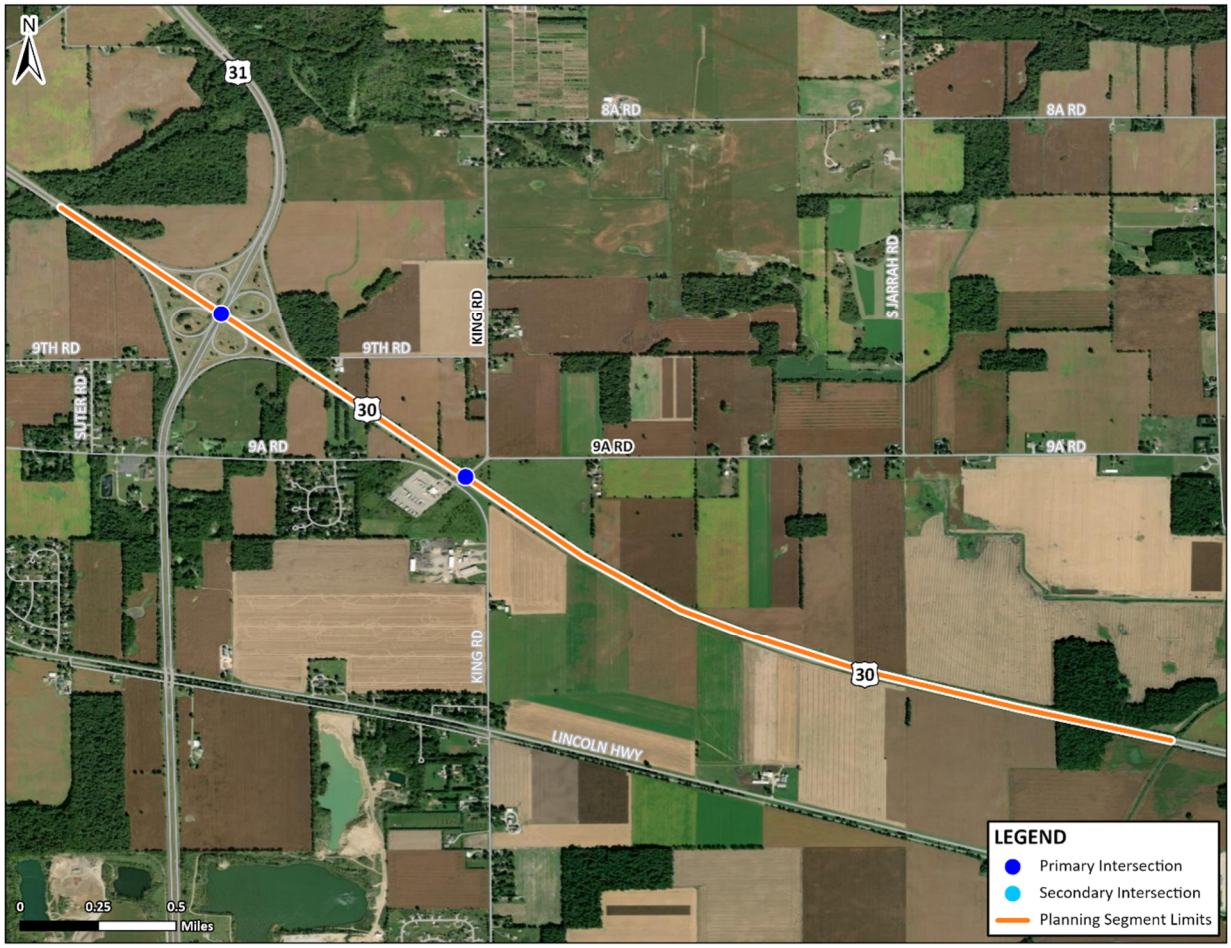
- US 30 & US 31
  - Maintain access to Plymouth around this intersection.
  - Extend acceleration and deceleration lanes.
- US 30 & King Rd
  - This intersection is a heavily traveled intersection. Access should be maintained if possible.
  - This is far more of a dangerous intersection than data and reports show.
  - An overpass for emergency services is desired.
  - An interchange is a must moving to Level 3 Report
  - If not possible, a bike/ped overpass or underpass should be considered. Non-motorized vehicle facilities should be implemented.
  - Safety concerns regarding red-light running. Maintain access and mobility for semi-trucks and trailers when completing intersection improvements. Safety concerns associated with reducing US 30 access at this intersection.
  - Safety concerns regarding emergency response vehicles.
  - More crossing should be provided in this segment.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 9:

- Requests for maintained access at King Rd.
- Against packages with a roundabout or overpass at King Rd.
- The study team received a letter from the City of Plymouth. For more information on this letter, please see **Appendix C**.
- Request for interchange or overpass at 9A road for non-motorized vehicles.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-17 Planning Segment 9 Map



4.9.2. IMPROVEMENT PACKAGES

During the alternative pre-screening process, the traffic analysis results indicate that a RCI will perform acceptably in the design year at King/9A Road as described in **Section 3.1**. Therefore, a RCI will be used at King/9A Road. Turn lane modifications and adding acceleration lanes were carried forward from the Level 2 Screening for further consideration at King Road in Level 2. Although these solutions are not provided in any packages, they still provide some benefit to Segment 9 and could be considered as part of any future project development studies. See **Section 3.2**.

4.9.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing roadway is an arterial with free flow conditions.

4.9.2.2. Improvement Package 1

The purpose of Improvement Package 1 is to improve safety and operations through access management. Improvement Package 1 is an expressway with a free flow condition. This package adds/lengthens acceleration and deceleration lanes at the US 30/US 31 interchange and a directional intersection at King Rd/W 9A Rd. Extending the acceleration/deceleration lanes at the US 30/US 31 interchange would improve safety by providing sufficient distance for vehicles to enter or leave the interchange proper. Converting King Rd/W 9A Rd to a directional intersection would improve safety by reducing the number of conflict points. This improvement package is low-impact and low cost.

4.9.2.3. Improvement Package 2

The purpose of Improvement Package 2 is to improve operations and safety through access management. Improvement Package 2 is an expressway with a free flow condition. This package is the same as Package 1 but implements a RCI at the King Rd/9A Rd intersection. This RCI would improve safety by reducing conflict points and improve operations by eliminating the existing signal and allowing free flow along US 30. This improvement package implements relatively low-cost and low-impact solutions.

4.9.2.4. Improvement Package 3

The purpose of Improvement Package 3 is to improve safety and operations through access management. Improvement Package 3 is an expressway with a non-free flow condition. This package is similar to Packages 1 and 2 but incorporates a roundabout at the King Rd/9A Rd intersection. A roundabout would improve safety by reducing the speed of vehicles and reducing the likelihood of severe right-angle, left-turn, and head-on collisions. This improvement package implements relatively mid-level costs and mid-level impact solutions.

4.9.2.5. Improvement Package 4

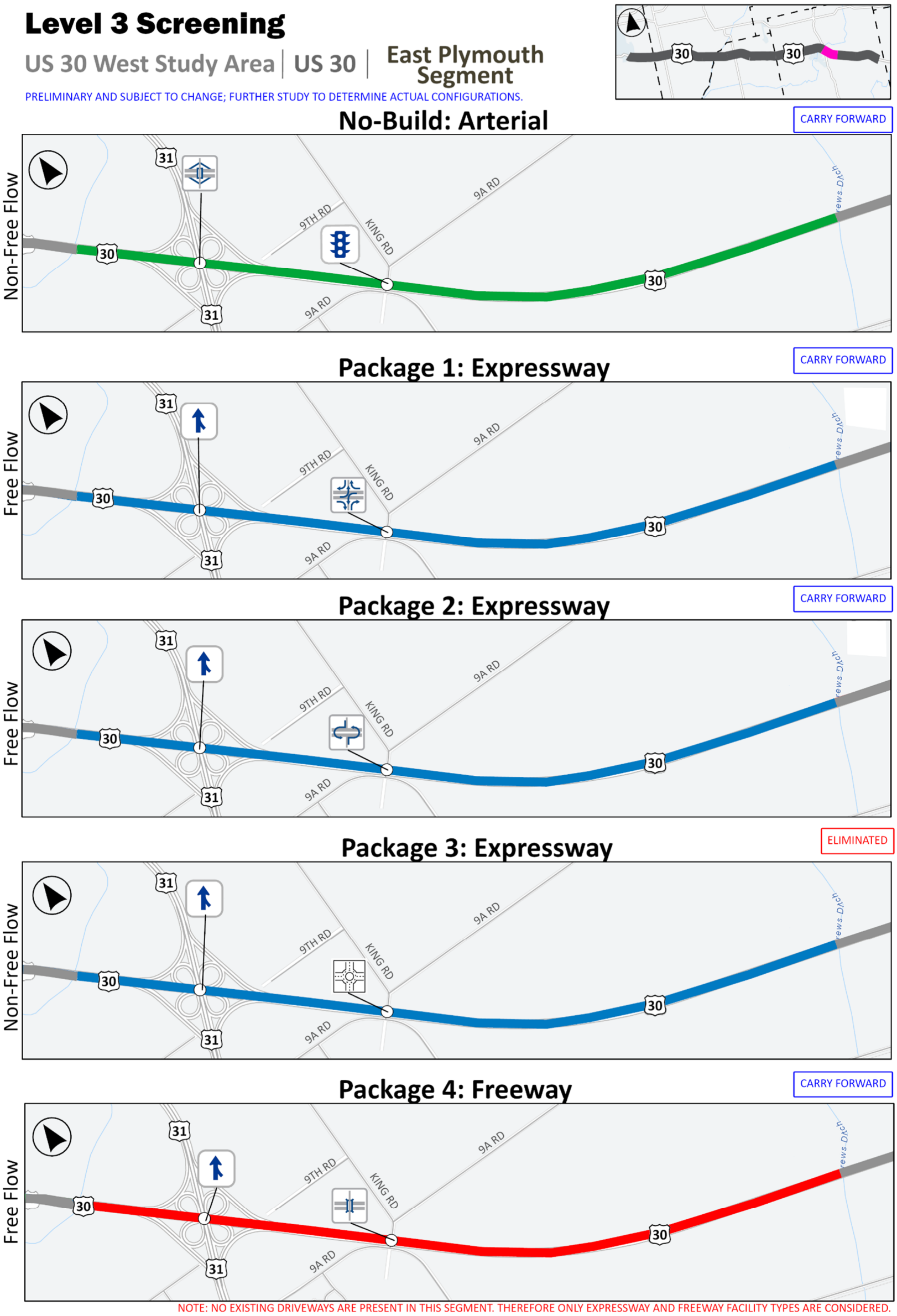
The purpose of Improvement Package 4 is to improve safety and operations while fully controlling access. Improvement Package 4 is a freeway with a free flow condition. This improvement package includes an overpass at the King Rd/9A Rd intersection. The overpass at King Rd/9A Road would improve safety by eliminating conflict points while allowing a crossing of US 30. Vehicles traveling on and around Segment 9 will access US 30 via the existing interchange at US 31 and could cross US 30 via the overpass. The overpass at King Rd/9A Rd includes the realignment of King Rd in the southeast quadrant. This improvement package implements high-cost and high-impact solutions.

Table 4-25 Improvement Packages (East Plymouth)

Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost				
East Plymouth	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Expressway Non-Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**	**Improvement Package 4**
	US 31	Existing Interchange	**	**	**	**
	King Rd/9A Rd	Signal	Directional	RCI	Roundabout	Overpass

**Add/Extend Acceleration/Deceleration Lanes

Figure 4-18 Segment 9 Improvement Packages



4.9.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-26 Segment 9 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3	Package 4
US 30 Facility Type, Traffic Conditions, and Access Control			Non-Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	48	28	34	24	16
		Crossing Conflict Points (number)	16	2	2	0	0
		% Reduction in Crossing Conflict Points to No-B	N/A	88%	88%	100%	100%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	7.0	7.0	8.0	8.0
		Cost Effectiveness Index	N/A	1	1.3	2.6	1.6
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	3.59	3.44	3.43	3.49	3.43
		Average Distance between US 30 Access Points (miles)	1.60	1.60	1.60	1.60	3.2
		Average Distance between US 30 Crossing Points (miles)	1.60	3.20	1.60	1.60	1.6
		Change in Crossing Time (Across US 30)	N/A	Greatly Increased	Similar	Similar	Similar
		Res Driveways, (RIRO/Full)[close]	0	0	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	<1	<1	0	<1
		Streams Impacted (Lft impacted)	N/A	400	400	820	1100
		Floodplain (acres impacted)	N/A	<1	<1	<1	<1
		Forested Areas (acres impacted)	N/A	0	0	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No	No
		Cemeteries (number)	N/A	0	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0	0
		Business Relocations (number)	N/A	0	0	0	0
		Total New Right of Way Acquisition (acres)	N/A	<1	<1	3	7
		Sensitive Communities (acres)	N/A	0	0	0	0
		Sensitive Communities (relocations	N/A	0	0	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	No	No
		Farmland (acres impacted)	N/A	0	1	1	7
		Farmland Access (impacts,Yes/No)	N/A	No	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No	No
		Potential Hazardous Material Sites (number)	N/A	1	1	1	1
		Railroad Impacts (score)	N/A	0	0	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$4M to $5M	$5M to $7M	$11M to $14M	$7M to $9M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$5K	<$10K	$155K to $190K	$65K to $80K
		Estimated Total Package Costs (2024 Dollars)	N/A	$6M to $8M	$8M to $11M	$18M to $23M	$11M to $15M
Study Goals		Economic Development	N/A	Neutral	Enhance	Enhance	Neutral
		Transportation for All	N/A	Neutral	Neutral	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Moderate	Low	Low
		Corridor Character	N/A	Neutral	Neutral	Neutral	Diminish
		Local Access	N/A	Neutral	Neutral	Neutral	Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Eliminated	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.9.3.1. Safety

All improvement packages effectively reduce conflict points compared to the No-Build scenario. Packages 1 and 2 are estimated to significantly decrease crossing crashes by converting the signal at the King Rd/9a Rd intersection to a directional intersection or RCI, respectively. However, Package 2, despite its RCI implementation, has the lowest total conflict point reduction at 29%. While Packages 3 and 4 achieve a complete elimination of crossing conflict points, they have higher CEI values due to higher cost improvements like a roundabout or overpass. With the lowest CEI of 1.0, Package 1 offers the most benefits for safety at a relatively lower cost. Packages 3 and 4 are significantly more expensive and, along with the minimal difference in crossing crashes prevented, makes Package 1 a more cost-effective option. Package 2 has a CEI of 1.3, placing it in the middle range of all CEIs for this segment.

4.9.3.2. Mobility

Segment 9 has a speed limit of 50 mph for 1.13 miles and 60 mph for 2.07 miles. The average travel times are marginally lower for all improvement packages compared to the No-Build.

The distance per access point is uniformly 1.60 miles for all packages except for Package 4, which extends to 3.20 miles when an overpass is introduced at King Road. The miles per crossing point remain consistent at 1.60 miles for all packages except for Package 1 which is 3.2 miles due to the directional intersection at King Rd/9A Rd. No driveways are present in this segment.

4.9.3.3. Environmental Resources

Natural resource impacts are minimal for all packages with streams and floodplain being the only impacted resources along with wetlands for Packages 1, 2, and 4. Natural resource impacts are larger in Package 4 due to the overpass being included at King Rd/9A Rd. Cultural resource impacts are not expected for any packages in this segment.

There are no driveways in this segment. Sensitive communities are not impacted within this segment. No relocations are expected for any of the alternatives in this segment. One hazardous material site may be impacted in all of the packages. Farmland impacts are largest for freeway
Package 4.

The amount of additional land required is increasingly higher as larger footprints are included within the segment, with the largest impacts being in Packages 3 and 4 for the roundabout and overpass being shown at King Road, respectively.

No railroads will be impacted within this segment.

4.9.3.4. Costs

The total costs for Packages 1 through 4 are generally low except for Package 3 which was slightly more than the others. This is primarily due to the roundabout requiring an extensive amount of right-of-way and significant roadway realignment of the approaches (chicane) to appropriately slow traffic approaching the roundabout. The right-of-way and construction cost for the overpass in Package 4 is more than Packages 1 and 2 but is less than Package 3 with a roundabout at this location.

4.9.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 9 is shown in **Table 4-27**.

Table 4-27 Segment 9 Goals Evaluation

Study Area Goal	Improvement Package				Notes
	1	2	3	4	
Economic Development	Neutral	Enhance	Enhance	Neutral	Improvement Packages 2 and 3 are anticipated to provide safety benefits and enhance local mobility, positively impacting local businesses (including agri-business) and locally planned developments, so they are rated enhance. Packages 1 and 4 are anticipated to provide safety benefits, but also negatively impact access, so are rated neutral.
Transportation for All	Neutral	Neutral	Neutral	Neutral	Sensitive communities are not present within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Moderate	Low	Low	Package 3 has the highest CEI with natural resource and right-of-way impacts, so is rated low. Package 4 has a lower CEI value, but relatively high ROW and stream impacts, so is rated low. Packages 1 and 2 also have natural resource impacts, but with lower CEI values, so they are rated moderate.
Corridor Character	Neutral	Neutral	Neutral	Diminish	All improvement packages provide access except for Package 4, so that package is rated diminish. Corridor character is not expected to change from the No-Build in Packages 1 through 3, so those packages are rated neutral.

Study Area Goal	Improvement Package				Notes
	1	2	3	4	
Local Access	Neutral	Neutral	Neutral	Diminish	Improvement Packages 1, 2, and 3provide access and crossings, so are rated neutral while Package 4 removes all access to US 30 from the one at-grade intersection in the segment so is rated diminish.

4.9.4. RECOMMENDATIONS

The Level 3 screening process evaluated four improvement packages in Segment 9 and the No-Build. Package 1 is the lowest cost and still provides a similar level of crossing crashes prevented as the other packages which leads to Package 1 having the lowest CEI. Reducing access near the ramps of the US 30 and US 31 system interchange can have a positive safety impact. Package 1 is carried forward.

The remaining three packages also reduce or eliminate crossing conflict points but do so at a higher cost. Packages 2 and 3 include safety improvements at the King Rd/9a Road intersection with a RCI and roundabout, respectively. Package 3 achieves only a marginal increase in safety benefits compared to Package 1 with higher impacts caused by the footprint of the roundabout and realignment of the approach legs. For these reasons, Package 3 is eliminated. Package 2 has a similar cost and impact when compared to Package 1 with marginally better safety performance but includes an RCI at a relative short distance away from an existing access point at the US 30 and US 31 interchange. Package 2 is carried forward.

Package 4 would result in higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 4, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 4 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 4 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.10. PLANNING SEGMENT 10 - INWOOD

4.10.1. PLANNING SEGMENT DETAILS

Segment 10 (Inwood) is located on US 30 between W. of Iris Road and W. of Fir Road, a distance of 3.6 miles. Land use is primarily farmland. There are no large nearby developments within this segment. This segment has a low density of existing access points at both private driveways and public roads. There are no primary intersections and three secondary intersections in this segment.

Segment 10 consists of two improvement packages and one "No-Build" Package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-28** summarizes the Level 3 improvement packages for Planning Segment 10.

4.10.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 10:

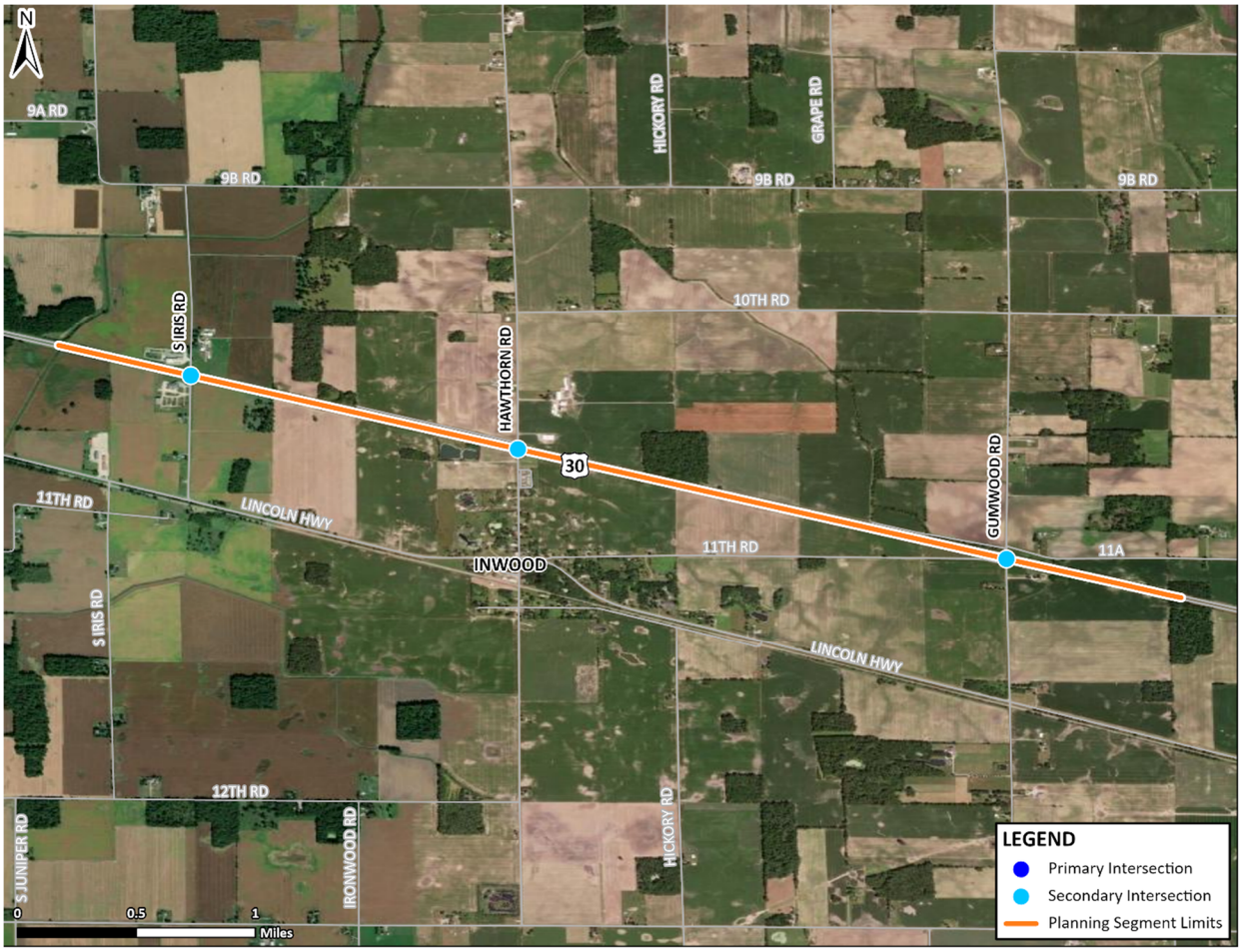
- More crossings should be provided in this segment.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 10:

- Provide non-motorized crossings in freeway packages
- Request for overpass at Gumwood Rd.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-19 Planning Segment 10 Map



4.10.2. IMPROVEMENT PACKAGES

4.10.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.10.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety through access management. Improvement Package 1 is an expressway with a free flow condition. Improvement Package 1 includes reducing access over the No-Build package with directional intersections at Iris Road and Gumwood Road. Additionally, Package 1 includes an RCI at Hawthorn Rd. The directional intersections at Iris Road and Gumwood Road reduce the number of conflict points within the segment, improving safety. The RCI at Hawthorn Rd would improve safety by reducing the number of conflict points while maintaining crossroad mobility. The directional at Gumwood Rd. includes the realignment of the nearby 11th Rd to maintain access to the surrounding area. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.10.2.3. Improvement Package 2

The purpose of Improvement Package 2 is to improve safety and operations through fully restricting access. Improvement Package 2 is a freeway with a free flow condition. Improvement Package 2 includes closure of two intersections and an overpass at Hawthorn Road. The closures would improve safety by eliminating all conflict

points at the intersections. The overpass would improve safety by eliminating conflict points, while still providing a crossing of US 30. Vehicles traveling in the area around Segment 10 would utilize the overpass to cross US 30. This improvement package implements relatively high-cost and high-impact solutions.

Table 4-28 Improvement Packages – Segment 10 (Inwood)

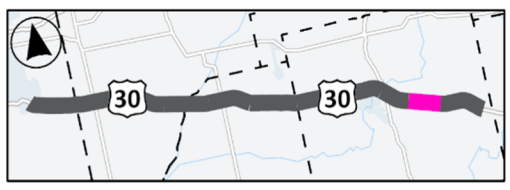
Planning Segment	Access & Cost	Higher Access to/from US 30 Lower Cost ⟷ Lower Access to/from US 30 Higher Cost		
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**
Inwood	S. Iris Rd.	Stop Control	Directional	Closed
	Hawthorn Rd.	Stop Control	RCI	Overpass
	Gumwood Rd.	Stop Control	Directional	Closed

Figure 4-20 Segment 10 Improvement Packages

Level 3 Screening

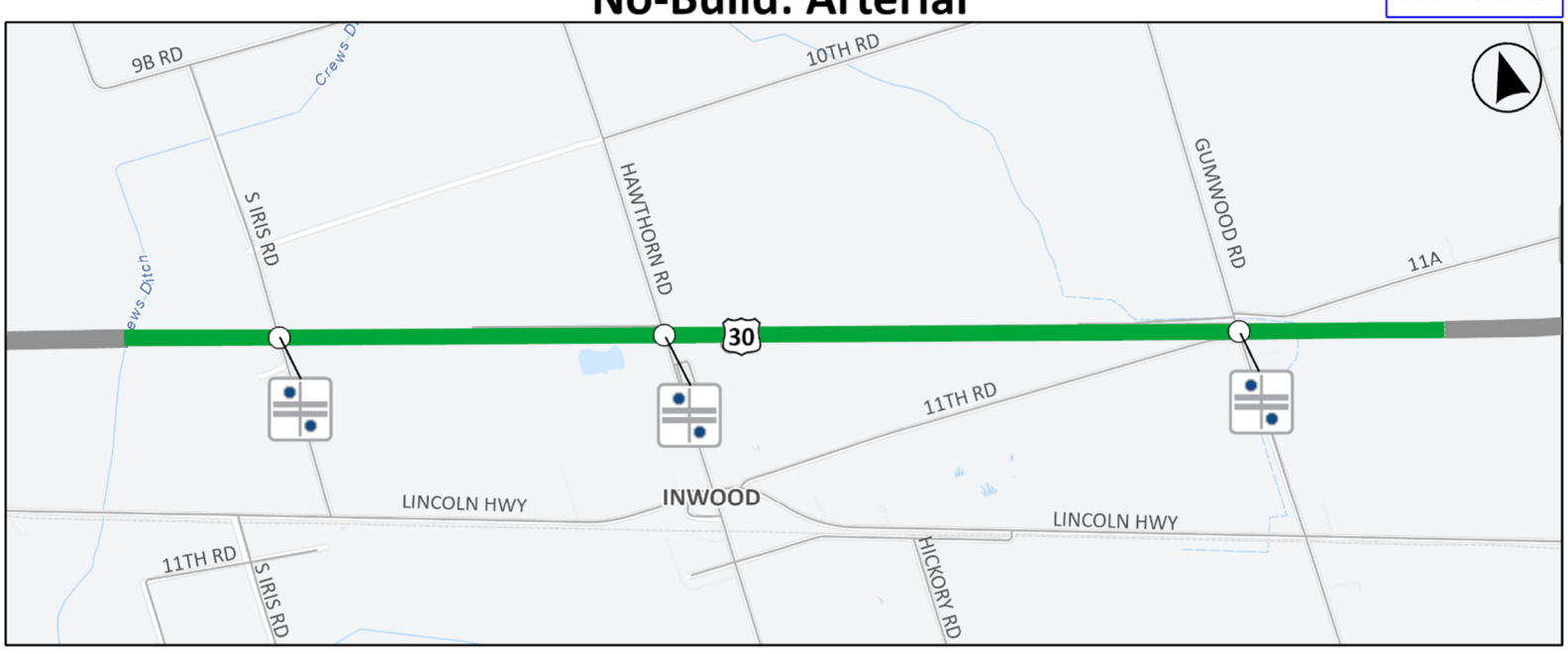
US 30 West Study Area | US 30 | Inwood Segment

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



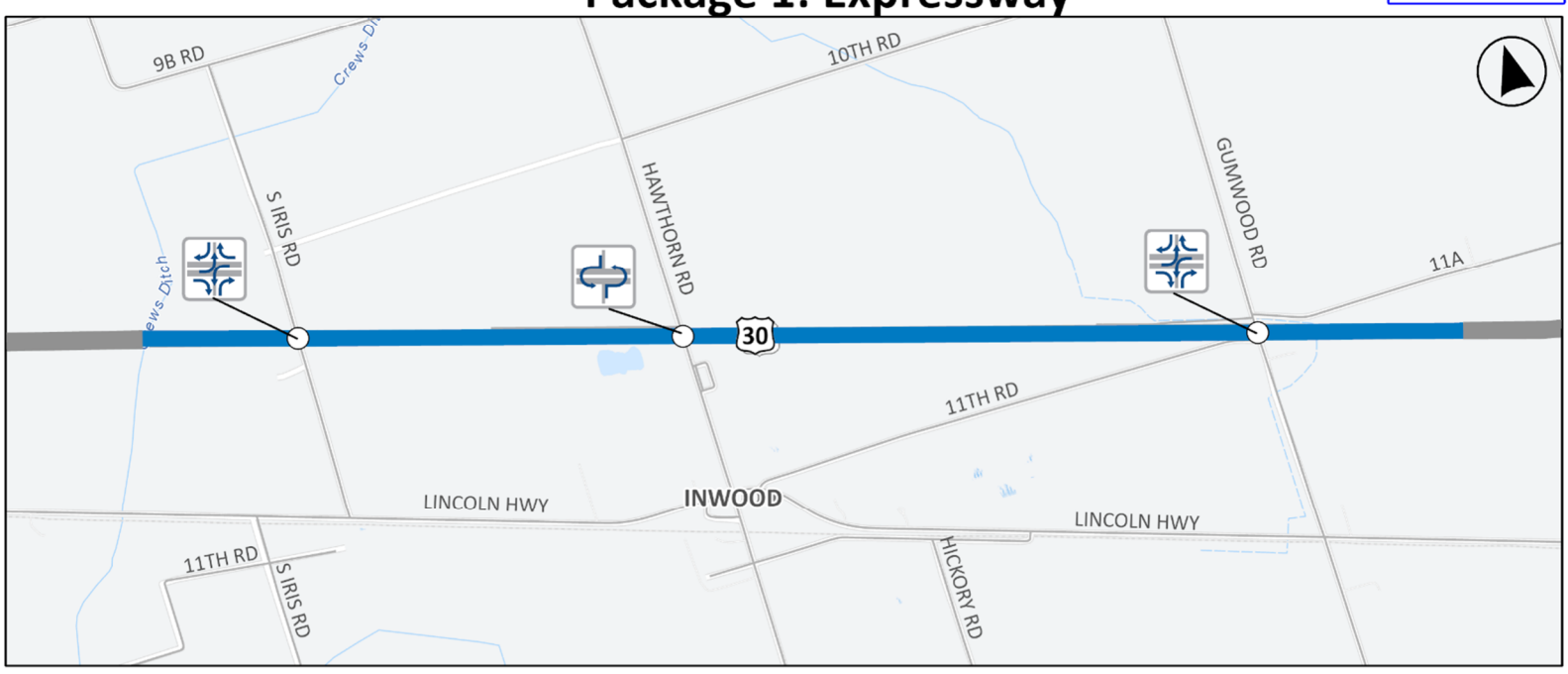
No-Build: Arterial

CARRY FORWARD



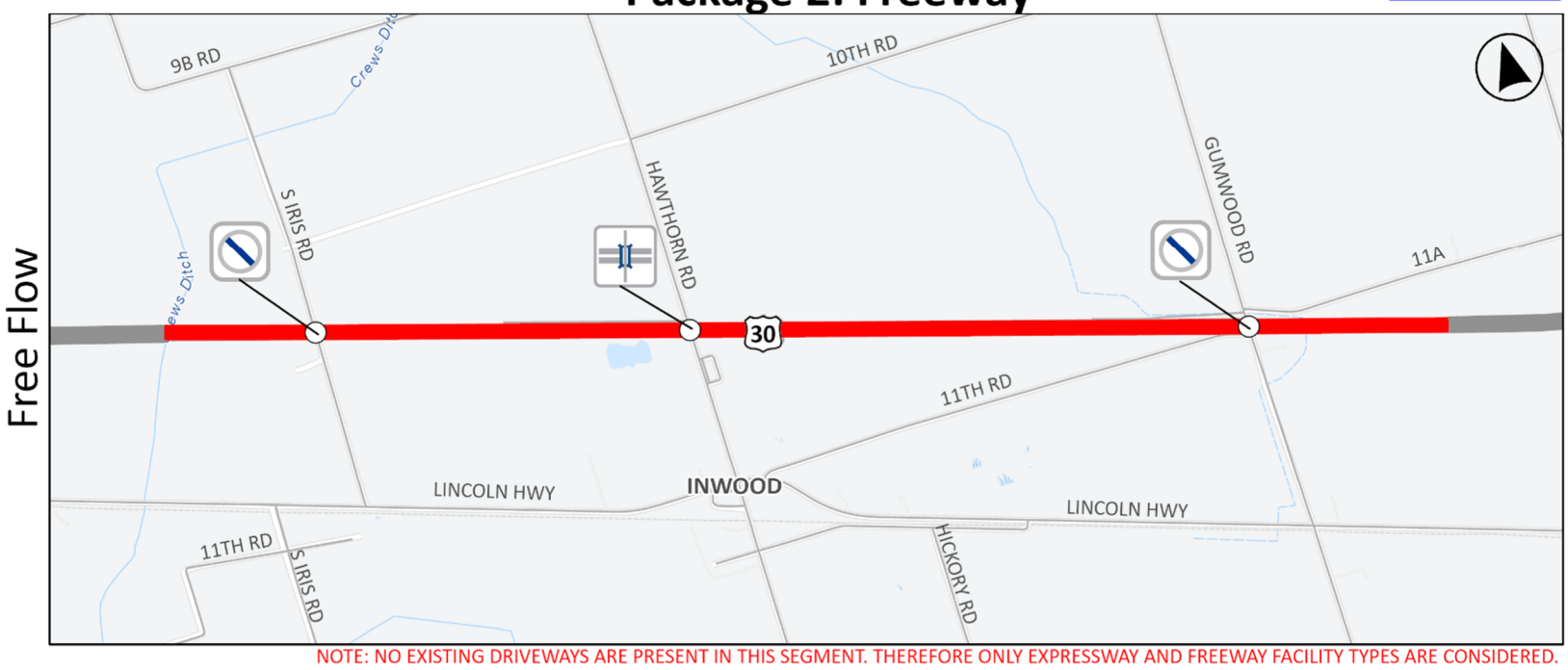
Package 1: Expressway

CARRY FORWARD



Package 2: Freeway

CARRY FORWARD



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

INTERSECTION TYPES:

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

ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

4.10.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-29 Segment 10 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Freeway Free Flow No Access
Purpose and Need	Safety	Total Conflict Points (number)	96	36	0
		Crossing Conflict Points (number)	48	6	0
		% Reduction in Crossing Conflict Points to No-B	N/A	88%	100%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	N/A	N/A
		Cost Effectiveness Index	N/A	N/A	N/A
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	3.60	3.60	3.60
		Average Distance between US 30 Access Points (miles)	1.20	1.20	No Access
		Average Distance between US 30 Crossing Points (miles)	1.20	3.60	3.60
		Change in Crossing Time (Across US 30)	N/A	Greatly Increased	Greatly Increased
		Res Driveways, (RIRO/Full)[close]	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0
		Streams Impacted (Lft impacted)	N/A	2740	730
		Floodplain (acres impacted)	N/A	<1	0
		Forested Areas (acres impacted)	N/A	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No
		Cemeteries (number)	N/A	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0
		Business Relocations (number)	N/A	0	0
		Total New Right of Way Acquisition (acres)	N/A	<1	4
		Sensitive Communities (acres)	N/A	0	0
		Sensitive Communities (relocations)	N/A	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No
		Farmland (acres impacted)	N/A	<1	2
		Farmland Access (impacts,Yes/No)	N/A	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No
		Potential Hazardous Material Sites (number)	N/A	0	0
		Railroad Impacts (score)	N/A	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$9M to $11M	$12M to $16M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$10K	$95K to $120K
		Estimated Total Package Costs (2024 Dollars)	N/A	$15M to $17M	$19M to $24M
Study Goals		Economic Development	N/A	Neutral	Diminish
		Transportation for All	N/A	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Moderate
		Corridor Character	N/A	Neutral	Diminish
		Local Access	N/A	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.10.3.1. Safety

Two improvement packages were evaluated in addition to the No-Build. Both packages reduce conflict points considerably compared to the No-Build scenario. Package 2 achieves a 100% reduction in both total conflict points and crossing conflict points compared to the No-Build package due to improvements being closures and an overpass. Package 1 reduces total conflict points and crossing conflict points to a lesser degree (63% and 88%, respectively) with two directionals and a RCI.

4.10.3.2. Mobility

Segment 10 has a 60 mph speed limit over a total length of 3.6 miles. The average travel time along US 30 remains consistent at 3.60 minutes across all scenarios. The No-Build and Package 1 have access points along US 30 at an average distance of 1.20 miles, while Package 2 provides no access to US 30. The No-Build option includes an average distance of 1.20 miles per crossing point. Packages 1 and 2 eliminate crossings at Iris Rd and Gumwood Rd by using directionals and closures, increasing the average crossing distance to 3.60 miles. No driveways exist in this segment.

4.10.3.3. Environmental Resources

Natural resource impacts are minimal in this package with impacts only to streams in each package. Cultural resource impacts are not expected for any of the packages in this segment.

No relocations are anticipated for any of the alternatives. No sensitive communities will be impacted in any of the packages in this segment. No hazardous material sites will be impacted in this segment for any of the alternatives. Farmland impacts are expected to be largest for the freeway alternative due to the overpass at Hawthorn Road.

The amount of additional land required is progressively higher as larger footprints are included within the segment, with the largest impacts being in Package 2 for the overpass at Hawthorn Road.

No railroad impacts are expected in this segment.

4.10.3.4. Costs

There are minimal right-of-way costs associated with Package 1 while Package 2 includes right-of-way costs due to the overpass at Hawthorn Road. The overpass in Package 2 at Hawthorn Road increases the construction cost significantly as compared to Package 1.

4.10.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 10 is shown in **Table 4-30**.

Table 4-30 Segment 10 Goals Evaluation

Study Area Goal	Improvement Package		Notes
	1	2	
Economic Development	Neutral	Diminish	Package 2 provides positive safety benefits, but local mobility and access would be impacted by an increased level of access control which could negatively impact local businesses (including agri-business) and locally planned developments, so it is rated diminish. Access points would be maintained in Package 1, but removing crossing points would offset the safety benefits, so this package is rated neutral.
Transportation for All	Neutral	Neutral	Sensitive communities are not present within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Moderate	Package 2 provides some safety benefit but also impacts to right-of-way and sensitive communities, so it is rated moderate. Package 1 has minimal impact and safety improvement, so it is rated moderate.
Corridor Character	Neutral	Diminish	Improvement Package 2 would result in changes to corridor character due to impacts to access and crossing points while Package 1 would only impact crossings, so Package 2 is rated diminish and Package 1 is neutral.
Local Access	Diminish	Greatly Diminish	Both improvement packages impact local access. Package 1 restricts some movements and is rated diminish while Package 2 eliminates all access in this segment and is rated greatly diminish.

4.10.4. RECOMMENDATIONS

The Level 3 screening process evaluated two improvement packages in Segment 10 and the No-Build. Package 1 is low cost with minor intersection reconfigurations from TWSC to directionals and an RCI. Package 2 is a freeway configuration with two closures and one overpass included for the three intersections in this segment. Crossing conflicts will decrease in Package 1 and be completely eliminated in Package 2. Both packages increase the average distance between crossing points with just the single crossing at Hawthorn Road. Both packages are carried forward as they offer safety improvements over the No-Build.

Package 2 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 2, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 2 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 2 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward. Given the low potential benefit to safety and mobility as demonstrated for the improvement packages considered in this planning segment, the No-Build Package may warrant special consideration in any future study unless existing conditions change significantly.

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4.11. PLANNING SEGMENT 11 - BOURBON

4.11.1. PLANNING SEGMENT DETAILS

Segment 11 (Bourbon) is located between west of Fir Road and west of Beech Road, a distance of 5.0 miles. Land use is a mix of rural residential, small commercial businesses, and farmland. The Town of Bourbon is located south of US 30 within the segment. There are no large nearby developments in this segment. This segment has a low density of existing access points at both private driveways and public roads. There are two primary intersections and three secondary intersections in this segment.

Segment 11 consists of three improvement packages and one "No-Build" Package. There is an existing diamond interchange at SR 331. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-31** summarizes the Level 3 improvement packages for Planning Segment 11.

4.11.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 11:

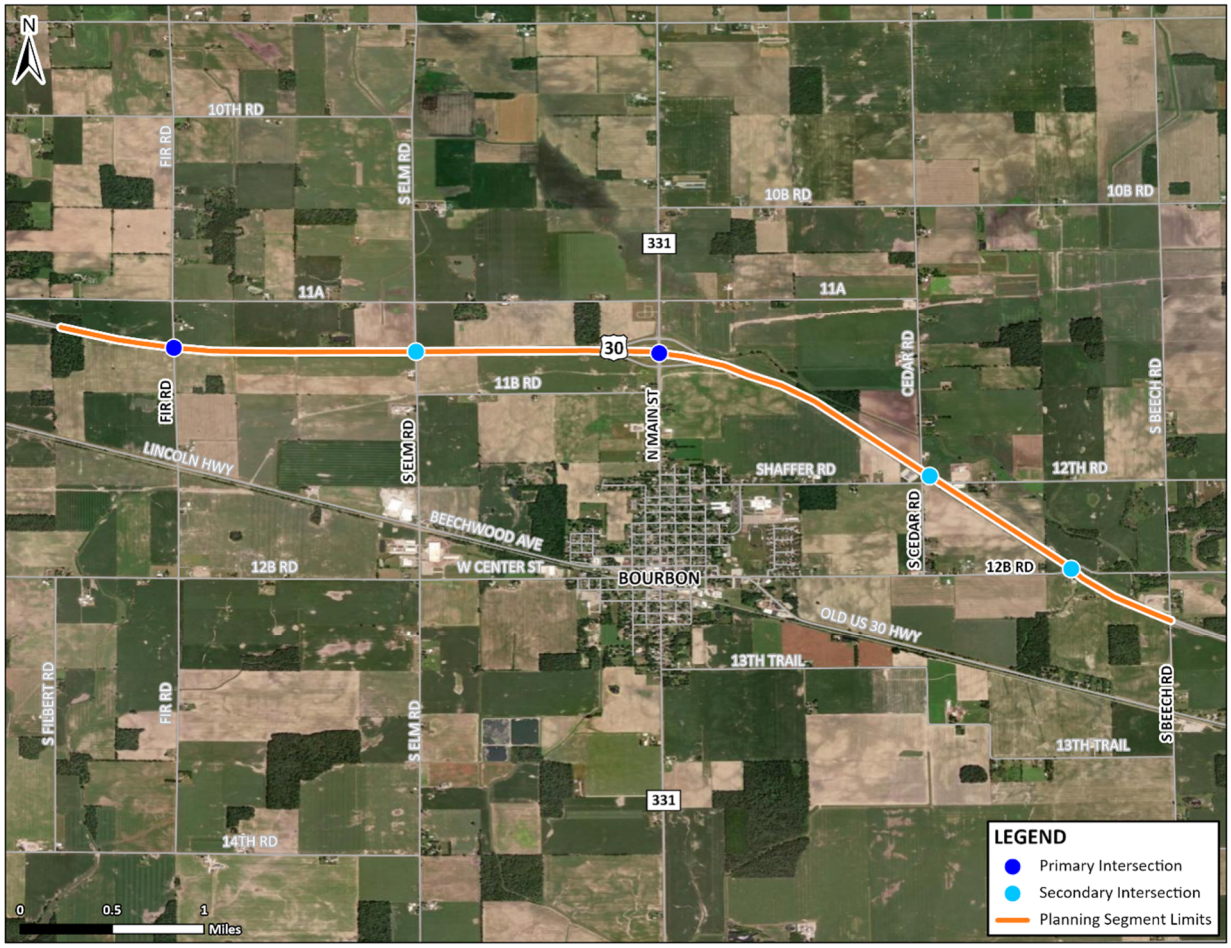
- US 30 & Fir Rd
  - Do not remove the crossing between King Rd and Fir Rd.
  - Access to US 30 at this intersection is important for farmers.
  - An overpass is needed at Fir Rd.
  - Right angle crashes and crossing fatalities have occurred here.
  - Concerns regarding negative impacts to nearby agricultural businesses.
- US 30 & SR 331
  - Significant improvements will be required through Bourbon if more traffic is filtered through the SR 331 intersection.
- More crossings should be provided in this segment.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 11:

- Support for Package 2.
- Concerns regarding safety and impacts to local businesses.
- Concerns regarding emergency response times.
- Request for overpass or interchange at Cedar Rd in the freeway package for non-motorized vehicles to cross.
- Provide non-motorized crossings in freeway packages.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-21 Planning Segment 11 Map



4.11.2. IMPROVEMENT PACKAGES

Turn lane modifications were carried forward from the Level 2 Screening for further consideration at Fir Road in Level 2. Although these solutions are not provided in any packages, they still provide some benefit to Segment 11 and could be considered as part of any future project development studies. See **Section 3.2**.

4.11.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.11.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations over the No-Build Package through access management. Improvement Package 1 is an expressway with a free flow condition. Improvement Package 1 includes reducing access over the No-Build Package at three of the five intersections in this segment. Package 1 includes directional intersections at Elm Road, 12th Road/Cedar Road, and 12B Road. Converting the previously mentioned intersections to directional access would improve safety by reducing the number of conflict points. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.11.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations through further access management. Improvement Package 2 is an expressway with a free flow condition. Improvement Package 2 is similar to Package 1 except for a

RIRO at Elm Road. Converting Elm Road to a RIRO would further reduce the number of conflict points, improving safety. Improvement Package 2 implements relatively low-level costs and low-level impact solutions.

4.11.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations through fully restricting access. Improvement Package 3 is a freeway with a free flow condition. Improvement Package 3 includes closure of the Elm Road, 12th Rd/Cedar Rd, and 12B Road intersections and an overpass at Fir Road. The package maintains the existing interchange at SR 331. The closures at Elm Road, 12th Road/Cedar Road, and 12B Road would eliminate all conflict points at those intersections, thereby improving safety. The overpass at Fir Road will also eliminate conflict points and improve safety while also providing a crossing of US 30. Improvement Package 3 implements relatively high-cost and high-impact solutions.

Table 4-31 Improvement Packages – Segment 11 (Bourbon)

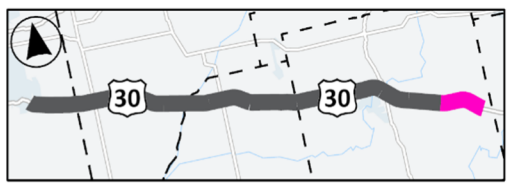
Planning Segment	Access & Cost	Higher Access to/from US 30 ⟷ Lower Cost		Lower Access to/from US 30 Higher Cost	
	Facility Type. Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**
Bourbon	Fir Rd.	Stop Control	Stop Control	Stop Control	Overpass
	Elm Rd.	Stop Control	Directional	RIRO	Closed
	SR 331/ Main St.	Existing Interchange	Existing Interchange	Existing Interchange	Existing Interchange
	12th Rd./Cedar Rd.	Stop Control	Directional	Directional	Closed
	12B Rd.	Stop Control	Directional	Directional	Closed

Figure 4-22 Segment 11 Improvement Packages

Level 3 Screening

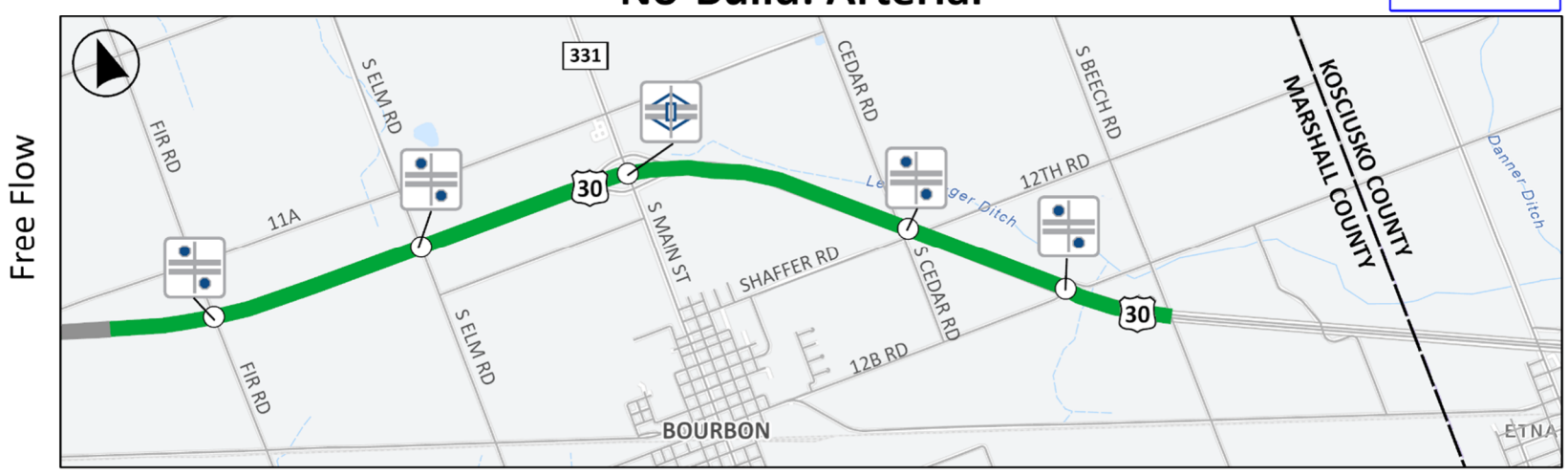
US 30 West Study Area | US 30 | Bourbon Segment

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



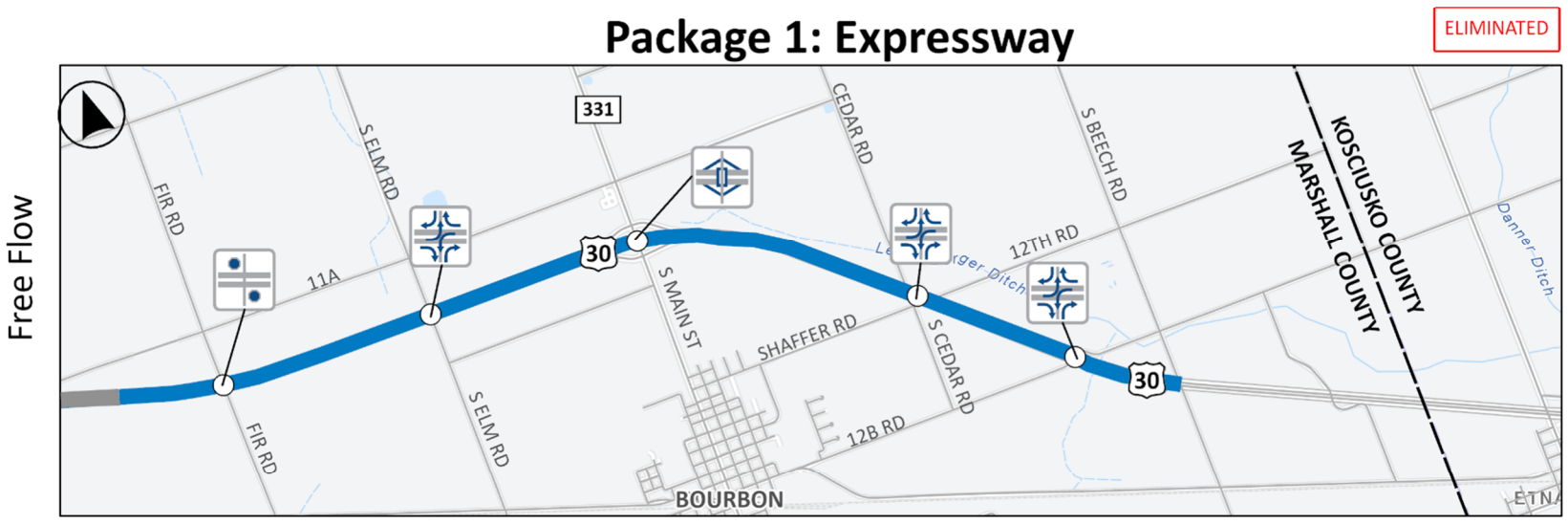
No-Build: Arterial

CARRY FORWARD



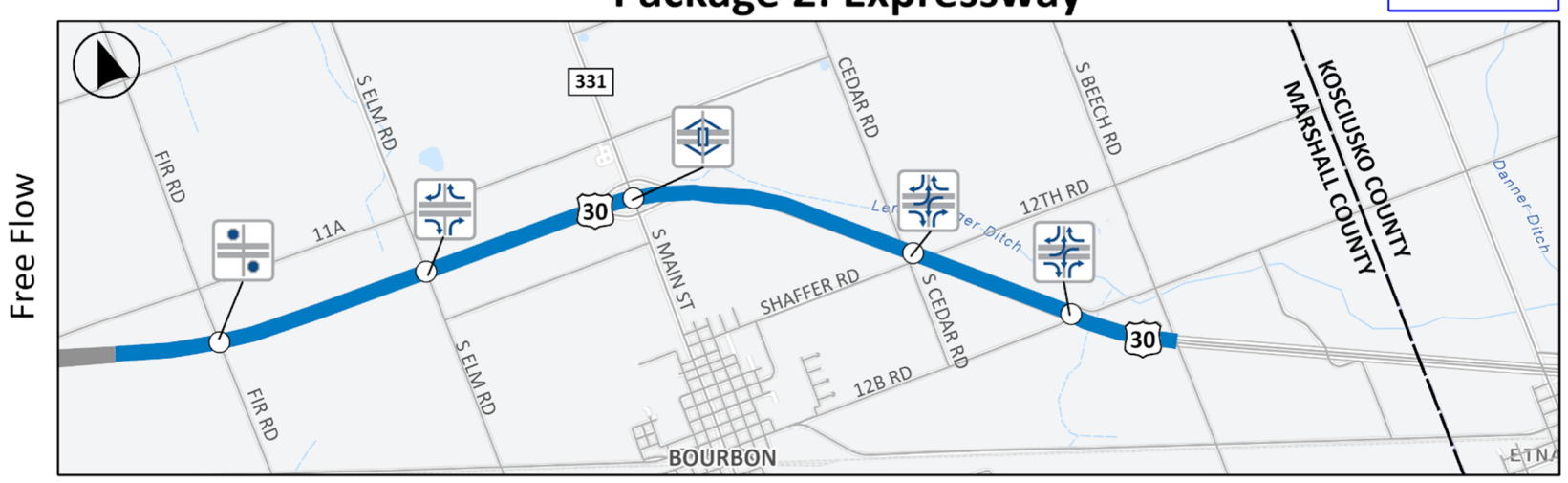
Package 1: Expressway

ELIMINATED



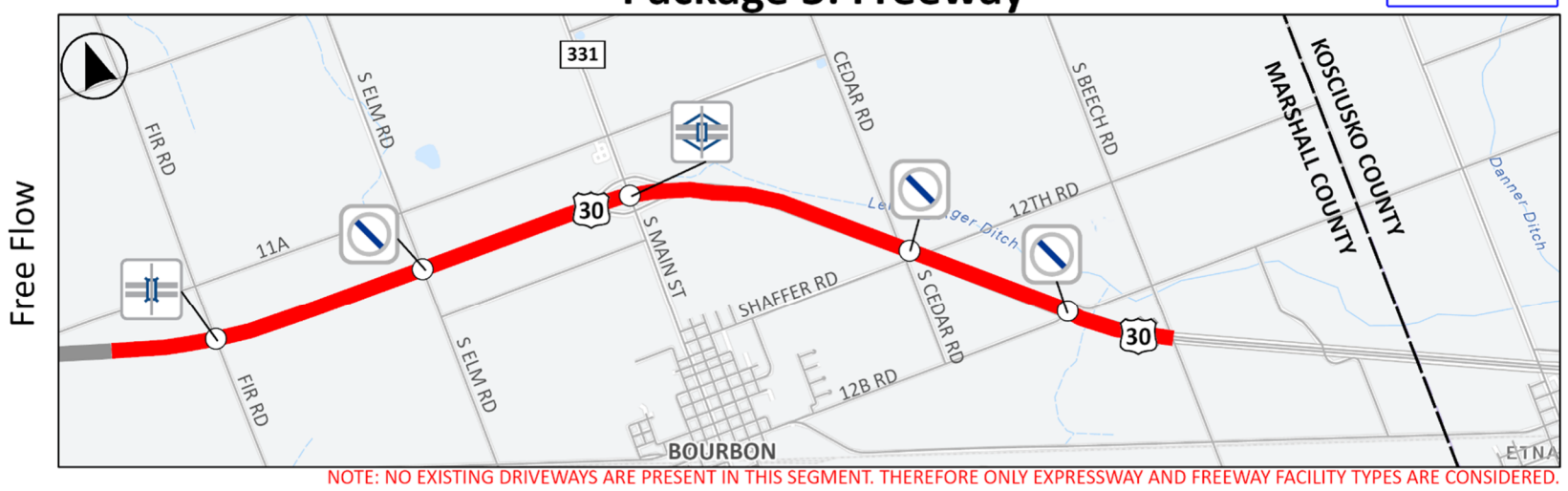
Package 2: Expressway

CARRY FORWARD



Package 3: Freeway

CARRY FORWARD



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

INTERSECTION TYPES:

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

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

4.11.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-32 Segment 11 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3
US 30 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	154	94	86	26
		Crossing Conflict Points (number)	78	32	30	10
		% Reduction in Crossing Conflict Points to No-B	N/A	59%	62%	87%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	2.4	2.5	3.5
		Cost Effectiveness Index	N/A	5.7	3.8	4.0
	Mobility	Avg Travel Time along US 30 (min) during AM/PM Peak Hour	5.00	5.00	5.00	5.00
		Average Distance between US 30 Access Points (miles)	1.00	1.00	1.00	5.00
		Average Distance between US 30 Crossing Points (miles)	1.00	2.50	2.50	2.50
		Change in Crossing Time (Across US 30)	N/A	Increased	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	0	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	0
		Streams Impacted (Lft impacted)	N/A	580	440	260
		Floodplain (acres impacted)	N/A	0	0	0
		Forested Areas (acres impacted)	N/A	0	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No
		Cemeteries (number)	N/A	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	0
		Business Relocations (number)	N/A	0	0	0
		Total New Right of Way Acquisition (acres)	N/A	0	0	4
		Sensitive Communities (acres)	N/A	0	0	0
		Sensitive Communities (relocations)	N/A	0	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	No
		Farmland (acres impacted)	N/A	0	0	4
		Farmland Access (impacts,Yes/No)	N/A	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	No
		Potential Hazardous Material Sites (number)	N/A	0	0	0
		Railroad Impacts (score)	N/A	0	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$7M to $10M	$5M to $7M	$8M to $10M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$5K	<$5K	$30K to $40K
		Estimated Total Package Costs (2024 Dollars)	N/A	$12M to $15M	$8M to $11M	$12M to $16M
Study Goals		Economic Development	N/A	Neutral	Neutral	Neutral
		Transportation for All	N/A	Neutral	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Moderate	Moderate
		Corridor Character	N/A	Diminish	Diminish	Diminish
		Local Access	N/A	Diminish	DIminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Eliminated	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.11.3.1. Safety

There is a progressive reduction in both total conflict points and crossing conflict points as the packages advance from Package 1 to 3. The total conflict points decrease from 154 in the No-Build scenario to 26 in Package 3. Similarly, crossing conflict points drop from 78 in the No-Build scenario to 10 in Package 3. Package 1 achieves a 59% reduction in crossing conflicts with the conversion of existing TWSC intersections to directionals at three locations. Package 2 includes a RIRO instead of a directional at S Elm Rd, further reducing the crossing conflicts. Package 3 has limited crossing conflicts due to cross street closures and an overpass, with just a total of 10 at the existing SR 331 interchange terminal intersections. Overall, the CEI is relatively high for Package 3 (4.0) due to high-cost improvement concepts such as an overpass. Package 1 has a higher CEI than Package 3 (5.7) due to its lower crossing crashes prevented estimate for a similar cost. Package 2 has the lowest CEI based on the low-cost RIRO at S Elm Rd. All CEI values are relatively high compared to other segments, with the lowest being 3.8 for Package 2.

4.11.3.2. Mobility

Segment 11 has a 60 mph speed limit within this 5-mile segment. The access control ranges from none in the No-Build option to full access control in Package 3. Travel time remains unchanged across all packages as all packages are free flow. The average distance between access points are the same as the No-Build for Packages 1 and 2 and increases in the freeway Package 3 where only one access point is present at the existing SR 331 interchange. The average distance between crossing points is the same for all three packages but at a longer distance than the No-Build due to more controlled access. No driveways exist in this segment.

4.11.3.3. Environmental Resources

Natural resource impacts are primarily limited to stream impacts in Packages 1 through 3 due to larger footprint intersections. Cultural resource impacts are not expected for any packages in this segment.

There are no driveways within this segment. Sensitive communities are not present and will not be impacted in any of the alternatives. No relocations are anticipated for any of the alternatives within this segment. No hazardous material sites will be impacted. Some farmland impacts are expected in freeway Package 3.

The amount of additional land required is increasingly higher as larger footprints are included at more of the intersections within the segment, with the larger impacts being in Packages 3 for the overpass at Fir Road.

No railroad impacts are expected in this segment.

4.11.3.4. Costs

The total construction cost of all packages are similar. There are minimal right-of-way costs associated with Packages 1 and 2. The improvements are primarily constructed within the existing roadway footprint. The overpass in Package 3 requires additional right-of-way at Fir Road. The overpass at Fir Road and closures at the other intersections make the Package 3 total cost marginally higher in this segment when compared to Packages 1 and 2.

4.11.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 11 is shown in **Table 4-33**.

Table 4-33 Segment 11 Goals Evaluation

Study Area Goal	Improvement Package			Notes
	1	2	3	
Economic Development	Neutral	Neutral	Neutral	All improvement packages are anticipated to provide similar safety benefits and no impact on mobility along US 30. Access is negatively impacted in each package which could impact local business and offsets the safety benefits for this goal, so all packages are rated neutral.
Transportation for All	Neutral	Neutral	Neutral	Sensitive communities are not impacted within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Moderate	Moderate	All improvement packages do provide safety improvements with relatively minor impacts. CEI values are high for all three packages, in particular Package 1. All packages are rated moderate.
Corridor Character	Diminish	Diminish	Diminish	All Improvement packages would result in changes to corridor character due to reduction in access and crossing points, so all are rated diminish.
Local Access	Diminish	Diminish	Greatly Diminish	All improvement packages are expected to result in impacts to local access, so they are rated at least diminish. All existing access points would be removed in Package 3, except at the existing interchange, so it is rated greatly diminish.

4.11.4. RECOMMENDATIONS

The Level 3 screening process evaluated three improvement packages in Segment 11 and the No-Build. Package 1 offers the lowest reduction in crossing conflict points and highest CEI compared to the other packages and is therefore eliminated. Package 2 is similar to Package 1 except for a RIRO at Elm Road which further reduces conflict points. Package 2 also has the lowest CEI of all packages. Package 2 enhances safety in this segment and is carried forward. Package 3 only has crossing conflict points at the ramp termini of the existing SR 331 interchange; however, it has the second highest CEI and reduces access the most to the corridor compared to the other packages.

Package 3 would result in higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 3, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 3 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 3 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward. Given the low potential benefit to safety and mobility associated with the improvement packages considered in this planning segment, the No-Build Package may warrant special consideration in any future study unless existing conditions change significantly.

4.12. PLANNING SEGMENT 12 – SOUTH ARGOS

4.12.1. PLANNING SEGMENT DETAILS

Segment 12 (South Argos) is located on US 31 between Fulton CR 700 N and SR 10, a distance of 5.8 miles. Land use is a mix of small commercial and farmland. The Town of Argos is located east of US 31 within the segment. Large nearby developments include ITAMCO, Republic Services County Line Landfill, and BP/McDonalds. This segment has a low density of existing access points at both private driveways and public road approaches. There are two primary intersections and six secondary intersections in this segment.

Segment 12 consists of one improvement package and one "No-Build" Package. The improvement package shown mirrors the active project as described in **Section 1.2** and is not analyzed as part of this PEL study. **Table 4-34** summarizes the Level 3 improvement packages for Planning Segment 12.

4.12.1.1. Public Comment Received

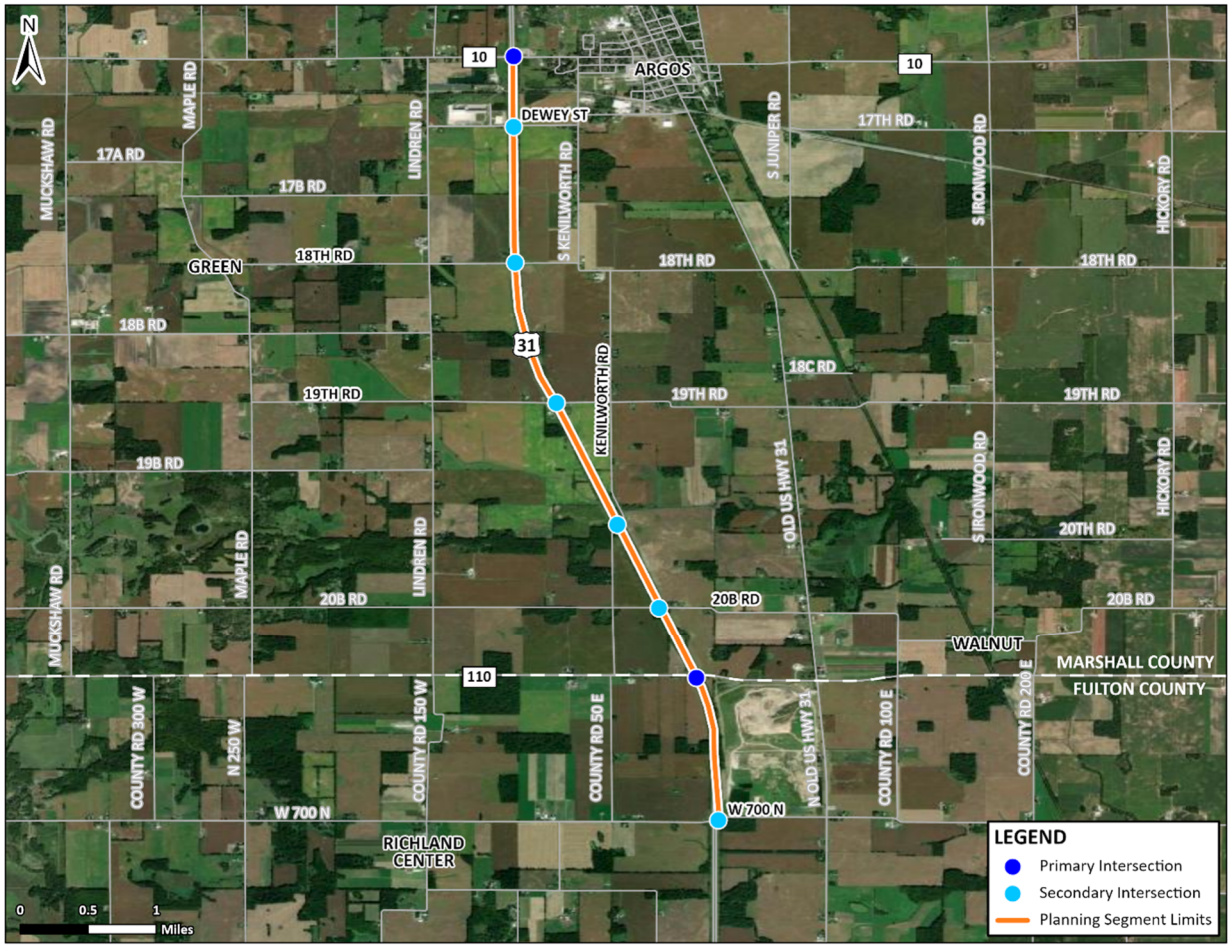
The following public comments were received prior to the Level 3 screening regarding intersections in Segment 12:

- US 31 & SR 10
  - Comments requesting bike and pedestrian facilities be considered at this intersection.
  - Concerns regarding improvements to safety at the intersection

No additional public comments were received on the *Draft Level 3 Screening Report* regarding Segment 12.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-23 Planning Segment 12 Map



4.12.2. IMPROVEMENT PACKAGES

4.12.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.12.2.2. Separate INDOT Project

These projects are already programmed by INDOT and were not evaluated as a part of this study. At this time, the other project includes full access control and closure of all intersections except for the planned interchanges at SR 10 and SR 110 and planned overpass at CR 700.

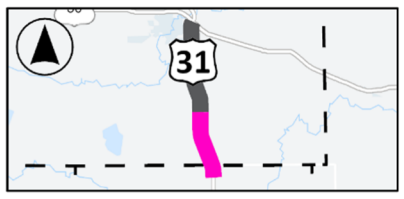
Table 4-34 Improvement Packages- Segment 12 (South Argos)

Planning Segment	Access & Cost	Higher Access to/from US 31 Lower Cost ⟷	Lower Access to/from US 31 Higher Cost
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Separate INDOT Project**
South Argos	Fulton CR 700 N (W 700 N)	Stop Control	Planned Overpass
	SR 110/Fulton CR 800 N (W 800 N)	Stop Control	Planned Interchange
	20B Rd.	Stop Control	Closed
	Kenilworth Rd.	Stop Control	Closed
	19th Rd.	Stop Control	Closed
	18th Rd.	Stop Control	Closed
	Dewey St.	Stop Control	Closed
	SR 10	Stop Control	Planned Interchange

Figure 4-24 Segment 12 Improvement Packages

Level 3 Screening

US 30 West Study Area | US 31 | South Argos Segment

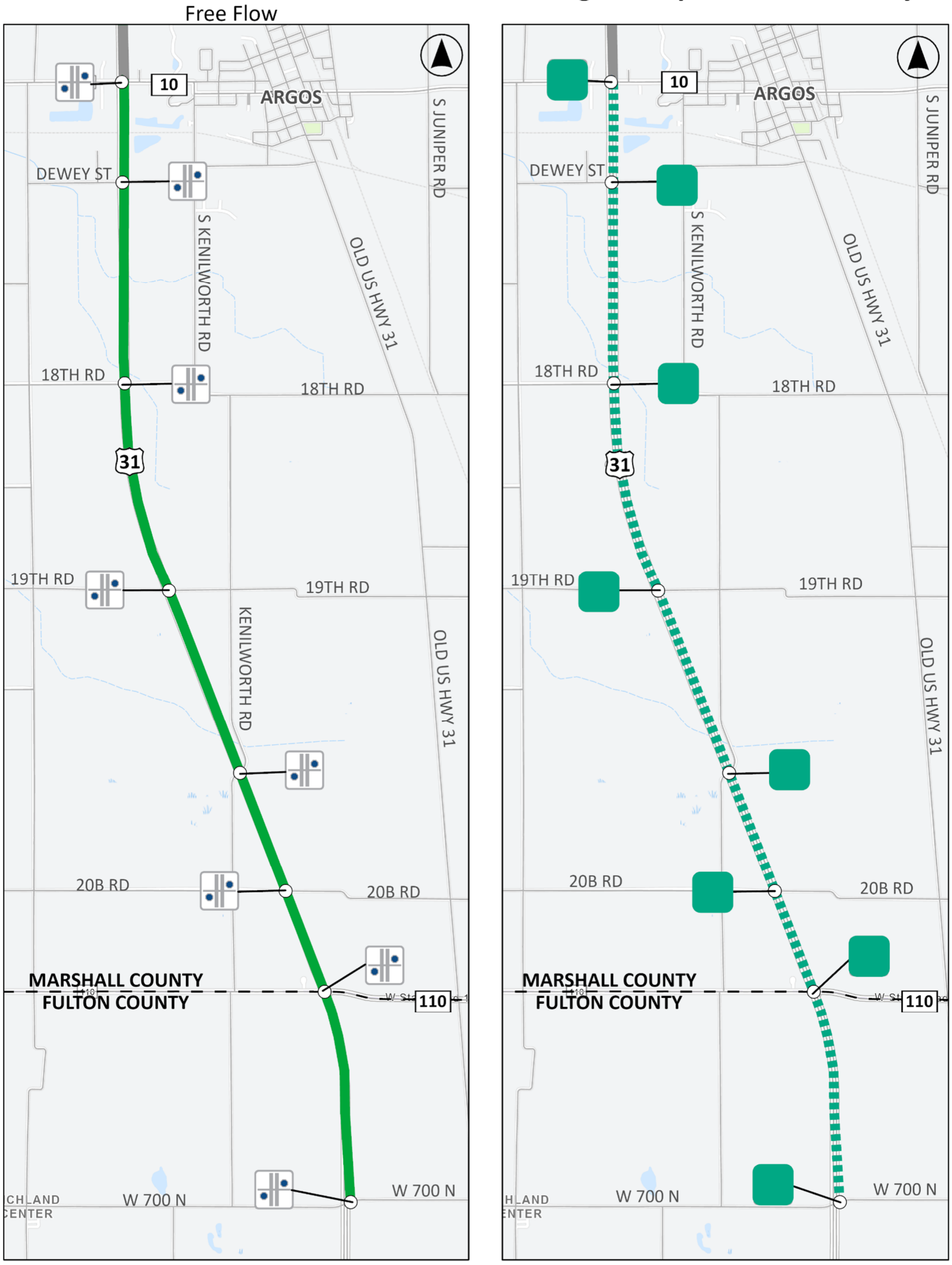


PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.

No-Build: Arterial

Free Flow

Package 1: Separate INDOT Project



INTERSECTION TYPES:

- Two-Way Stop Controlled Intersection
- Separate INDOT Project

ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided

4.12.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The improvements in this segment are included in a separate INDOT project currently in design. Impacts and costs were not analyzed or evaluated as part of this study and will be determined by the design that is currently underway. No goals evaluation summary table is included for Segment 12.

4.12.4. RECOMMENDATIONS

No recommendations are made as INDOT projects in this segment are currently in design.

4.13. PLANNING SEGMENT 13 – NORTH ARGOS

4.13.1. PLANNING SEGMENT DETAILS

Segment 13 (North Argos) is located on US 31 between SR 10 and S. of 13th Road, a distance of 3.0 miles. Land use is a mix of rural residential and farmland. There are no large nearby developments within the segment. This segment has a low density of existing access points at both private driveways and public roads. There are no primary intersections and three secondary intersections in this segment.

Segment 13 consists of two improvement packages and one "No-Build" Package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-35** summarizes the Level 3 improvement packages for Planning Segment 13.

4.13.1.1. Public Comments Received

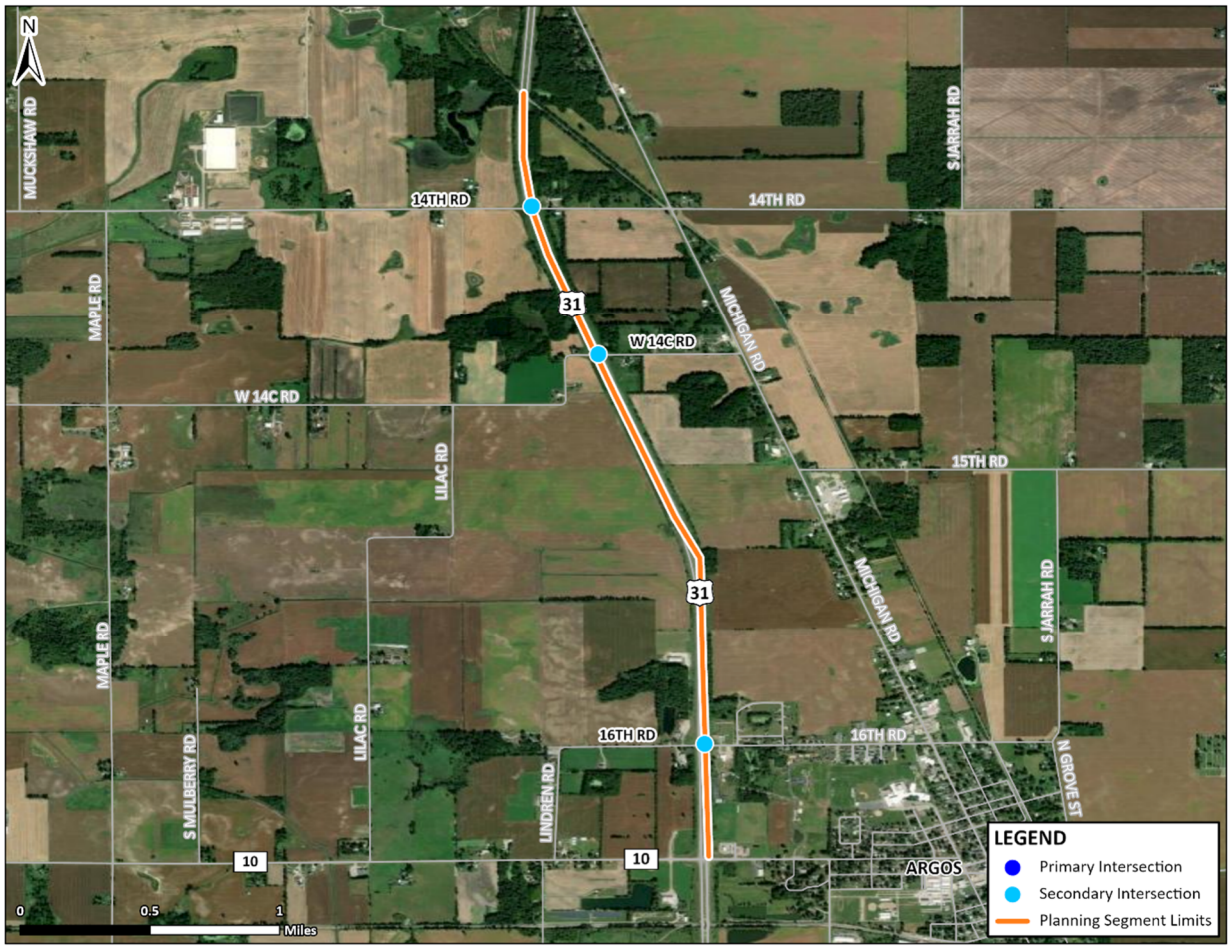
The following public comments were received prior to the Level 3 screening regarding intersections in Segment 13:

- There are no specific comments related to the intersections in Segment 13.

No additional public comments were received on the *Draft Level 3 Screening Report* regarding Segment 13.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-25 Planning Segment 13 Map



4.13.2. IMPROVEMENT PACKAGES

4.13.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.13.2.2. Improvement Package 1

The purpose of this improvement package is to improve safety through access management. Improvement Package 1 is an expressway with a free flow condition. This improvement package includes directional intersections at 14th Rd and W. 14C Rd, and an RCI at W. Marshall St./16th Rd. Converting these intersections to directional access would improve safety by reducing the number of conflict points. Similarly, the RCI would improve safety by reducing conflict points while maintaining crossroad mobility. This improvement package implements relatively low-cost and low-impact solutions.

4.13.2.3. Improvement Package 2

The purpose of this improvement package is to improve safety and operations by fully restricting access. Improvement Package 2 is a freeway with a free flow condition. This improvement package is full access control and includes closure of 14C Road and 16th Road and an overpass at 14th Road. These closures and overpass would improve safety by removing all conflict points. The overpass at 14th will maintain a crossing of US 31. This improvement package implements relatively mid-level costs and mid to high-level impact solutions.

Table 4-35 Improvement Packages – Segment 13 (North Argos)

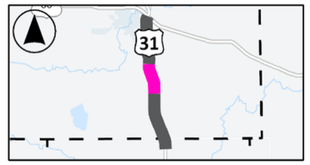
Planning Segment	Access & Cost	Higher Access to/from US 31 Lower Cost ⟷ Lower Access to/from US 31 Higher Cost		
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**
North Argos	W. Marshall St./16th Rd.	Stop Control	RCI	Closed
	W. 14C Rd.	Stop Control	Directional	Closed
	14th Rd.	Stop Control	Directional	Overpass

Figure 4-26 Segment 13 Improvement Packages

Level 3 Screening

US 30 West Study Area | US 31 | North Argos Segment

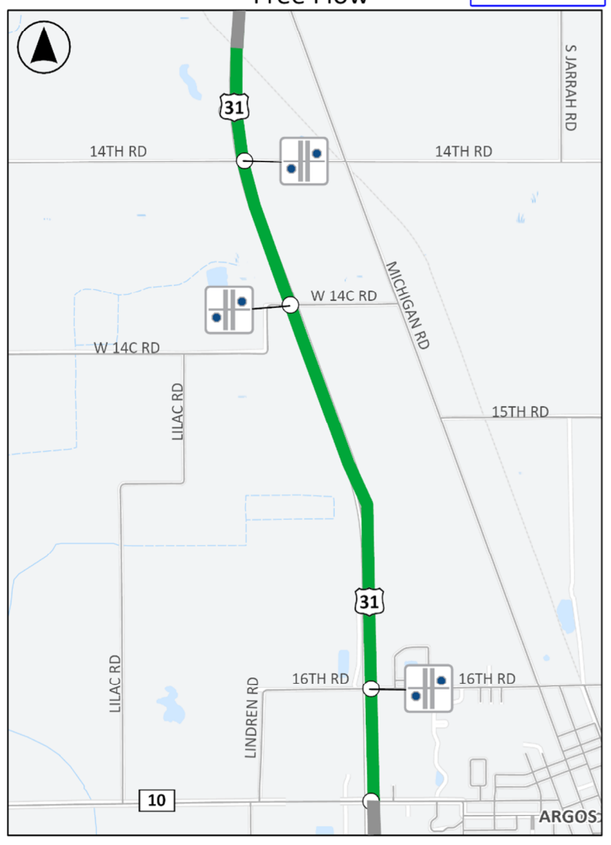
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



No-Build: Arterial

Free Flow

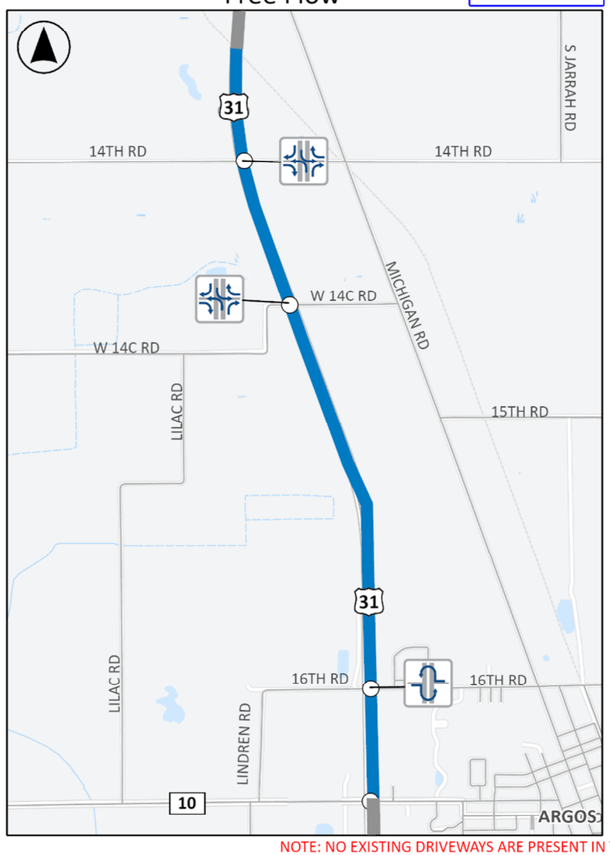
CARRY FORWARD



Package 1: Expressway

Free Flow

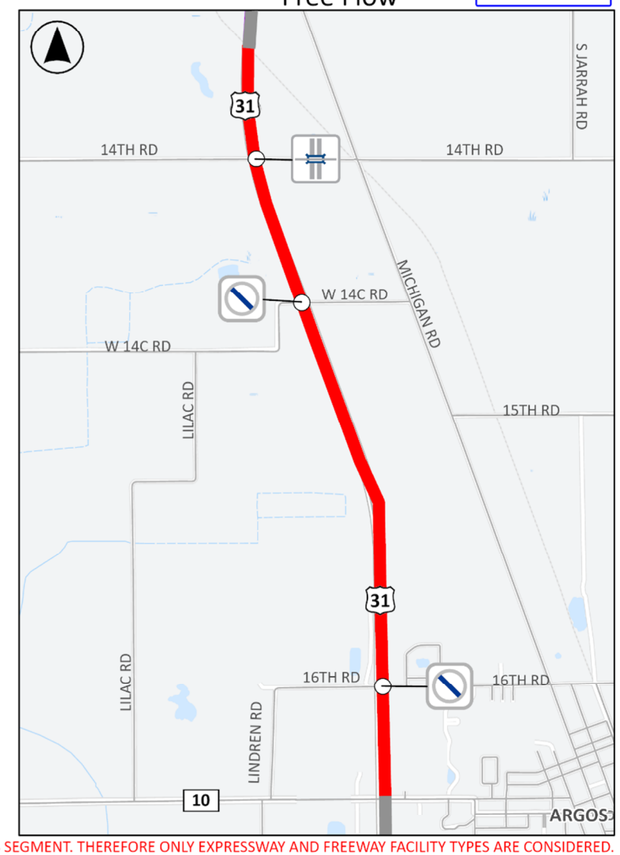
CARRY FORWARD



Package 2: Freeway

Free Flow

CARRY FORWARD



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

INTERSECTION TYPES:

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

ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

4.13.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-36 Segment 13 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2
US 31 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	96	42	0
		Crossing Conflict Points (number)	48	6	0
		% Reduction in Crossing Conflict Points to No-Build	N/A	88%	100%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	N/A	N/A
		Cost Effectiveness Index	N/A	N/A	N/A
	Mobility	Avg Travel Time along US 31 (min) during AM/PM Peak Hour	3.00	3.00	3.00
		Average Distance between US 31 Access Points (miles)	1.00	1.00	No Access
		Average Distance between US 31 Crossing Points (miles)	1.00	3.00	3.00
		Change in Crossing Time (Across US 31)	N/A	Greatly Increased	Greatly Increased
		Res Driveways, (RIRO/Full)[close]	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	<1	0
		Streams Impacted (Lft impacted)	N/A	1120	0
		Floodplain (acres impacted)	N/A	0	0
		Forested Areas (acres impacted)	N/A	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No
		Cemeteries (number)	N/A	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	2
		Business Relocations (number)	N/A	0	0
		Total New Right of Way Acquisition (acres)	N/A	0	3
		Sensitive Communities (acres)	N/A	0	0
		Sensitive Communities (relocations)	N/A	0	0
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No
		Farmland (acres impacted)	N/A	0	2
		Farmland Access (impacts,Yes/No)	N/A	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No
		Potential Hazardous Material Sites (number)	N/A	1	0
		Railroad Impacts (score)	N/A	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$12M to $14M	$13M to $17M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$5K	$110K to $135K
		Estimated Total Package Costs (2024 Dollars)	N/A	$19M to $22M	$21M to $26M
Study Goals		Economic Development	N/A	Diminish	Diminish
		Transportation for All	N/A	Neutral	Neutral
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Moderate
		Corridor Character	N/A	Diminish	Greatly Diminish
		Local Access	N/A	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.13.3.1. Safety

Two improvement packages were evaluated. Both packages reduce conflict points considerably compared to the No-Build scenario. The total conflict points are reduced 100% in Package 2 and 56% in Package 1 compared to the No-Build. Similarly, Package 2 achieves a 100% reduction in crossing conflict points with all access being removed. Package 1 achieves an 88% reduction in crossing conflict points with a RCI and two directionals. Both packages offer substantial improvements in reducing crossing conflicts with cross-street mobility as the trade-off.

4.13.3.2. Mobility

Segment 13 is a 3-mile-long stretch with a speed limit of 60 mph. Package 1 has all three TWSC intersections revised to an RCI and two directionals. Package 2 includes full closures at 14C Road and 16th Road and an overpass at 14th Rd meaning access to US 31 is removed. Both packages observe no change in travel time compared to the No-Build as existing US 31 is already a free flow facility in this segment. The cross-street mobility is greatly reduced in both of these packages. No driveways exist in this segment.

4.13.3.3. Environmental Resources

Natural resource impacts are minimal within this segment with the largest impact being to streams in Package 1. Cultural resource impacts are not expected in any packages in this segment.

Sensitive communities are not present and will not be impacted by any alternatives in this segment. No relocations are anticipated for any alternatives within this segment. No hazardous material sites will be impacted in any alternative within this segment. Relatively minor impacts are expected to farmland in freeway Package 2.

The amount of additional land required is relatively limited with the largest impact being in Package 2 for the overpass at 14th Rd.

No railroad impacts are expected in this segment.

4.13.3.4. Costs

Package 2 requires significantly more right-of-way than Package 1. This is primarily due to the need for right-of-way associated with the overpass at 14th Road compared to the directional intersections in Package 1 which requires no right-of-way. Despite this, Package 1 costs similar to Package 2 due to the improvements at the secondary intersections in Package 1, outside of 14th Road, being higher cost than the closures in Package 2.

4.13.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 13 is shown in **Table 4-37**.

Table 4-37 Segment 13 Goals Evaluation

Study Area Goal	Improvement Package		Notes
	1	2	
Economic Development	Diminish	Diminish	Each improvement package provides safety benefits and does not impact mobility along US 31. Package 2 has a larger impact on access with zero access points in the segment, while Package 1 allows access but has no crossing points. Both packages are rated diminish.
Transportation for All	Neutral	Neutral	Sensitive communities are not impacted within the segment, so all packages are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Moderate	Both improvement packages provide some safety improvements along with resulting impacts to natural resources and right-of-way, so are rated moderate.
Corridor Character	Diminish	Greatly Diminish	Both improvement packages would result in changes to corridor character due to impacts to access or crossing points, especially Package 2 which is rated greatly diminish while Package 1 is rated diminish.
Local Access	Diminish	Greatly Diminish	Both improvement packages are expected to result in impacts to local access but would be worse for Package 2 as all existing access points would be removed, so it is rated Greatly Diminish while Package 1 is rated Diminish.

4.13.4. RECOMMENDATIONS

The Level 3 screening process evaluated two improvement packages within Segment 13 and the No-Build. Both packages improve safety by reducing conflict points, especially crossing conflict points. Package 2 eliminates all crossing conflict points due to all access being removed. Both packages also reduce the number of crossing points to one location on the corridor. Package 1 is carried forward because it offers improved safety in this segment.

Package 2 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 2, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 2 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 2 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward. Given the low potential benefit to safety and mobility as demonstrated for the improvement packages considered in this planning segment, the No-Build package may warrant special consideration in any future study unless existing conditions change significantly.

4.14. PLANNING SEGMENT 14 – 13TH/MICHIGAN

4.14.1. PLANNING SEGMENT DETAILS

Segment 14 (13th/Michigan) is located on US 31 between south of 13th Road/Michigan Rd and N. of 12th Road, a distance of 1.8 miles. Land use is a mix of rural residential and farmland. There are no large nearby developments within the segment. This segment has a low density of existing access points at both private driveways and public roads. There are two primary intersections and two secondary intersections in this segment.

Segment 14 consists of three improvement packages and one "No-Build" Package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-38** summarizes the Level 3 improvement packages for Planning Segment 14.

4.14.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 14:

- US 31 & Michigan Rd. (N. Jct)
  - Desire to maintain connectivity to and from US 31 and Michigan Road in order to preserve the original route of Michigan Road, which is considered a Historic Byway.
  - Consider collective improvements with 12B Rd, 13th Rd, and 14th Rd in terms of access.
- US 31 & 13th Rd.
  - Concerns regarding property access around this intersection.
  - Comments regarding improving connectivity in the region and how it relates to projects at this intersection.
  - Support for the No-Build or Turn Lane Modifications.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 14:

- Maintain existing connectivity of Michigan Rd for mobility and the historic byway.
- Request for an interchange at 13th Road that includes local service roads to tie to Michigan Rd.
- Against the interchange at 13th Rd.
- Against overpass at 13th Road in Package 2.
- The study team received a comment letter from the City of Plymouth. For more information on this letter, please see **Appendix C**.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-27 Planning Segment 14 Map



4.14.2. IMPROVEMENT PACKAGES

Turn lane modifications were carried forward from the Level 2 Screening for further consideration at 13th /Michigan Road and N. Jct Michigan Rd in Level 2, as well as adding acceleration lanes at 13th Road. Although these solutions are not provided in any packages, they still provide some benefit to Segment 14 and could be considered as part of any future project development studies. See **Section 3.2**.

4.14.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.14.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety and operations through access management. Improvement Package 1 is an arterial with a free flow condition. Improvement Package 1 includes reducing access over the No Build with RIRO intersections at 12th Rd and 12B Road and an RCI at 13th Rd/S. Jct. Michigan Rd. Converting 12th Road and 12B Road into RIROs would improve safety by reducing the number of conflict points. Similarly, converting 13th Road/S. Jct. Michigan Road into an RCI would improve safety by reducing conflict points. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.14.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety and operations through access management. Improvement Package 2 is an expressway lite with a free flow condition. Improvement Package 2 includes a RIRO at 12th Rd and 12B Rd and an overpass at 13th Rd/S. Jct. Michigan Rd. Providing an overpass at 13th Road/S. Jct. Michigan Road would improve safety by eliminating conflict points at the intersection, while providing a crossing of US 31. This overpass includes a new roadway in the southwest quadrant to maintain access to local businesses. Improvement Package 2 implements relatively mid-level costs and mid- to high-level impact solutions.

4.14.2.4. Improvement Package 3

The purpose of Package 3 is to improve safety and operations by fully controlling access. Improvement Package 3 is a freeway with a free flow condition. Improvement Package 3 is full access control, and includes an interchange at 13th Rd/S. Jct Michigan Rd. and a local service road connecting N. Jct Michigan Rd. to the interchange. Additionally, this local service road will connect to 12B road via an overpass. These improvements aim to improve safety in Segment 14 by reducing conflict points along US 30 while maintaining connectivity to the southern side of Plymouth. Package 3 will also include the closure of 12th Rd, improving safety by eliminating conflict points. Improvement Package 3 implements relatively high costs and high impact solutions.

Table 4-38 Improvement Packages- Segment 14 (13th/Michigan)

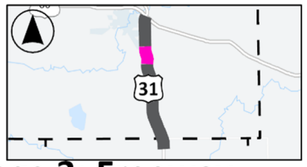
Planning Segment	Access & Cost	Higher Access to/from US 31 ⟷ Lower Cost		Lower Access to/from US 31 Higher Cost	
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**
13th/Michigan	13th Rd/Michigan Rd.	Stop Control	RCI	Overpass	Interchange w/ Local Service Road
	12B Rd.	Stop Control	RIRO	RIRO	Overpass w/ Local Service Road
	Michigan Rd.	Stop Control	Stop Control	Stop Control	Closed w/ Local Service Road
	12th Rd.	Stop Control	RIRO	RIRO	Closed

Figure 4-28 Segment 14 Improvement Packages

Level 3 Screening

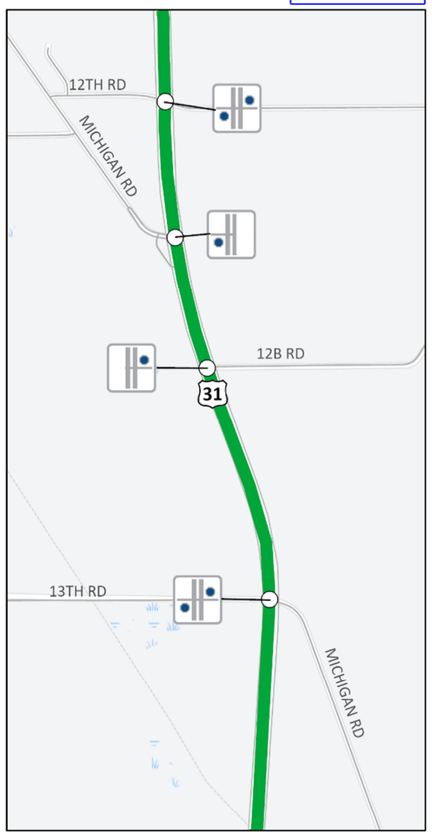
US 30 West Study Area | US 31 | 13th/Michigan Segment

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



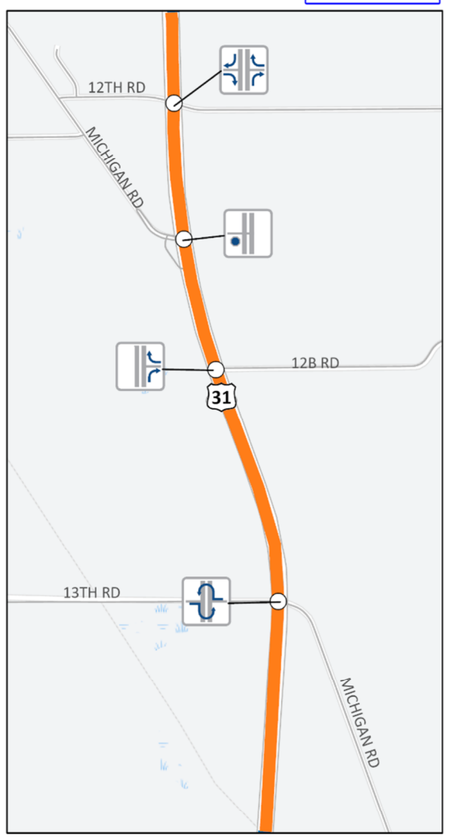
No-Build: Arterial

Free Flow CARRY FORWARD



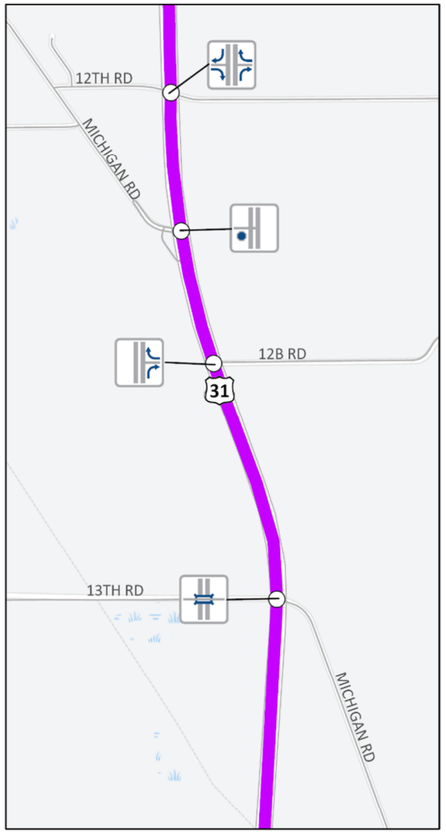
Package 1: Arterial

Free Flow CARRY FORWARD



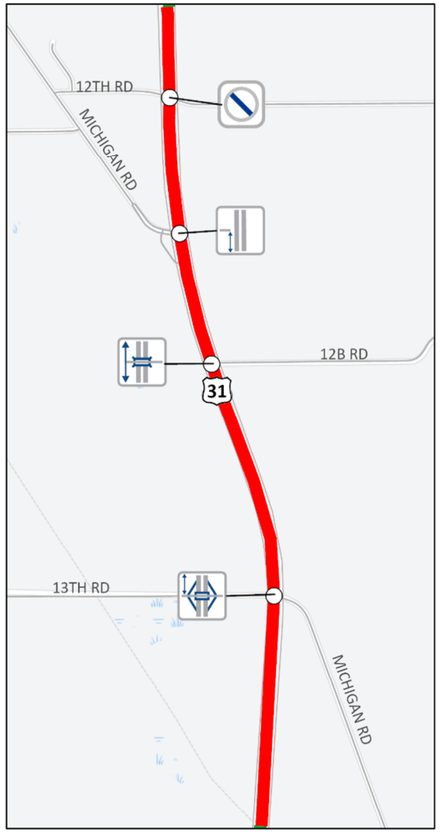
Package 2: Expressway Lite

Free Flow CARRY FORWARD



Package 3: Freeway

Free Flow CARRY FORWARD



INTERSECTION TYPES:

- Intersection Closed
- Two-Way Stop Controlled Intersection
- Reduced Conflict Intersection (Unsignalized)
- Directional
- Overpass
- Overpass w/ Local Service Rd
- Interchange w/ Local Service Rd
- One-Way Stop Controlled Intersection
- Closure w/ Local Service Rd

ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, all driveways are RIRO, select median openings provided
- PARTIAL ACCESS, all driveways are RIRO, select median openings provided
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

4.14.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-39 Segment 14 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3
US 31 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Arterial Free Flow Partial Access	Expressway Lite Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	82	31	13	44
		Crossing Conflict Points (number)	38	5	3	16
		% Reduction in Crossing Conflict Points to No-Build	N/A	87%	92%	58%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	20.9	22.1	13.9
		Cost Effectiveness Index	N/A	0.4	1	4.8
	Mobility	Avg Travel Time along US 31 (min) during AM/PM Peak Hour	1.80	1.80	1.80	1.80
		Average Distance between US 31 Access Points (miles)	0.45	0.45	0.60	1.80
		Average Distance between US 31 Crossing Points (miles)	0.90	1.80	1.80	0.90
		Change in Crossing Time (Across US 31)	N/A	Increased	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	3(0/3)[0]	3(0/3)[0]	3(3/0)[0]	3(0/0)[3]
		Comm Driveways (RIRO, Full)[close]	3(1/2)[0]	3(0/3)[0]	3(0/0)[3]	3(0/0)[3]
		Field Access Driveways (RIRO, Full)[close]	3(0/3)[0]	3(0/1)[2]	3(1/0)[2]	3(0/0)[3]
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	2	5
		Streams Impacted (Lft impacted)	N/A	300	600	6115
		Floodplain (acres impacted)	N/A	0	0	0
		Forested Areas (acres impacted)	N/A	0	0	<1
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	Yes	Yes
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No
		Cemeteries (number)	N/A	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	5
		Business Relocations (number)	N/A	0	1	3
		Total New Right of Way Acquisition (acres)	N/A	<1	5	62
		Sensitive Communities (acres)	N/A	<1	5	36
		Sensitive Communities (relocations)	N/A	0	1	4
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	Yes	Yes	Yes
		Farmland (acres impacted)	N/A	0	4	27
		Farmland Access (impacts,Yes/No)	N/A	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	Yes	Yes	No
		Potential Hazardous Material Sites (number)	N/A	0	0	1
		Railroad Impacts (score)	N/A	0	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$4M to $6M	$12M to $16M	$37M to $46M
		Estimated Right of Way Costs (2024 Dollars)	N/A	$10K to $15K	$210K to $265K	$1M to $3M
		Estimated Total Package Costs (2024 Dollars)	N/A	$7M to $10M	$19M to $25M	$60M to $74M
Study Goals		Economic Development	N/A	Neutral	Neutral	Diminish
		Transportation for All	N/A	Diminish	Diminish	Diminish
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Low	Low
		Corridor Character	N/A	Neutral	Diminish	Greatly Diminish
		Local Access	N/A	Neutral	Diminish	Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.14.3.1. Safety

A total of three improvement packages are evaluated in this segment. Overall, safety will be enhanced by decreasing the number of conflict points and opportunities for crashes. Packages 1 and 2, which include RIROs, RCIs, and overpasses, are expected to significantly reduce conflict points, with crossing conflicts projected to decrease by 87% and 92%, respectively. Package 3, which includes a freeway with an interchange at 13th Rd/Michigan Rd, an overpass at 12B Rd., and a local service road connecting Michigan Rd to 13th Rd. has ramp termini intersection conflicts and conflicts at the intersection of the local service road and the 12B Rd. overpass, and achieves a relatively lower reduction in overall conflicts and crossing conflicts, at 46% and 58%, respectively, and has the highest CEI at 4.8. Package 1 offers the lowest CEI at 0.4.

4.14.3.2. Mobility

This segment is 1.8 miles long with a speed limit of 60 mph. Travel time through the segment is unchanged in all packages. The average distance for crossing points increases from 0.9 to 1.8 miles in Packages 1 and 2, but remains at 0.9 in Package 3.The RCI at 13th Rd/ Michigan Rd in Package 1 is replaced with an overpass in Package 2 which increases the average mainline access point distance from 0.45 to 0.6 miles. Package 3 functions as a freeway with an interchange included at 13th Rd along with a local service road and overpass to maintain connectivity of 12B road and Michigan Rd. Package 3 has the longest average distance for access points (1.8 miles) along the mainline.

Access to the corridor is maintained in Packages 1 and 2 but is reduced in Package 3. Package 3 has the most impact on access due to the incorporation of a freeway. However, the introduction of a local service road does allow for local access to be maintained alongside US 31. Driveways are similarly reconfigured or closed as access control changes from an arterial and expressway lite to a freeway in the packages. All driveways are closed or reconfigured to utilize the local service road in Package 3.

4.14.3.3. Environmental Resources

Natural resource impacts, particularly stream impacts, are most significant in freeway Package 3 due to the interchange being included at 13th Road and overpass at 12B Road. Potential cultural resource impacts are expected in Packages 2 and 3 in this segment, most notably a notable historic farmstead on the west side of US 31 at 13th/Michigan Rd. Talbot Cemetery is located just outside potential footprints of Packages 1 and 2 and is not expected to be impacted.

The number of driveways and public roads is limited in this segment and many of these become RIRO or closed as access progresses from arterial to freeway. Potential impacts to Sensitive communities increase as larger footprints are included at more of the intersections within this segment, with the larger impact being in Packages 2 and 3 due to an overpass being included at 13th Road in Package 2 and interchange being included in freeway Package 3. The impacts to sensitive communities are potentially greater in this segment for all packages as a larger portion of the required right-of-way is needed from them and travel time increases in Package 3. Five residential relocations and three business relocations are expected for the freeway alternative, with four of the eight being from sensitive communities. One hazardous material site may be impacted due to the interchange shown at 13th Road. Farmland impacts increase as the packages progress from arterial to freeway, most noticeably in Package 2 and significantly more in Package 3.

The amount of additional land required is progressively higher as larger footprints are included at more of the intersections within the segment, with the largest impact being in Package 3 for the freeway alternative with an interchange at 13th Road with an accompanying local service road.

No railroad impacts are expected in this segment.

4.14.3.4. Costs

The cost of each package increases as more substantial infrastructure is required for the improvements. The total cost of Package 2 is more than double that of Package 1; and the total cost of Package 3 is triple that of Package 2.

This is due to increasing impacts associated with the improvements across each of these packages. Right-of-way and construction costs increase in a similar manner.

4.14.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 14 is shown in **Table 4-40**.

Table 4-40 Segment 14 Goals Evaluation

Study Area Goal	Improvement Package			Notes
	1	2	3	
Economic Development	Neutral	Neutral	Diminish	All packages provide safety and mobility benefits. Access is greatly impacted in Package 3 with reduction of access and crossing points, which could negatively impact local businesses and locally planned developments, so it is rated diminish while Packages 1 and 2 are rated neutral.
Transportation for All	Diminish	Diminish	Diminish	Sensitive communities are present within the segment and all improvement packages have the potential to result in greater impacts to them through right-of-way acquisition and relocations. Therefore, all packages are rated diminish. Package 3 impacts are on a larger scale than Packages 1 and 2, but at a similar ratio.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Low	Low	All improvement packages do provide some safety improvements but would result in community and natural resources impacts. Packages 2 and 3 have higher CEI values with significantly more impacts to right-of-way and other resources than Package 1, so they are rated low while Package 1 is rated moderate.
Corridor Character	Neutral	Diminish	Greatly Diminish	Packages 2 and 3 would result in the most change to corridor character due to reduction in access and crossing points with a larger impact in Package 3 which is rated Greatly Diminish while Package 2 is rated Diminish. Minimal or no change to corridor character are present in Package 1 which is rated neutral.
Local Access	Neutral	Diminish	Diminish	Improvement Packages 2 and 3 are expected to result in high impacts to local access as all existing access points would be removed in places and reconfigured at the interchange with larger impacts. Package 1 has less impact to local access and is rated neutral.

4.14.4. RECOMMENDATIONS

The Level 3 screening process evaluated three improvement packages in Segment 14 and the No-Build. All packages substantially improve safety with a 58% or greater reduction in crossing conflict points. Packages 1 and 2 have the lowest CEI values, better access to the corridor compared to Package 3, as well as low resource impacts and are carried forward.

Package 3 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 3, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 3 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 3 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

4.15. PLANNING SEGMENT 15 – SOUTH PLYMOUTH

4.15.1. PLANNING SEGMENT DETAILS

Segment 15 (South Plymouth) is located on US 31 between north of 12th Road and US 30, a distance of 3.0 miles. Land use is a mix of rural residential and farmland. Large nearby developments include Marshall County REMC. This segment has a low density of existing access points at both private driveways and public roads. There is one primary intersection and one secondary intersection in this segment. Lincoln Highway with a parallel running single railroad track is currently grade separated and passes under US 31. No improvements are reviewed at this location as it currently performs acceptably.

Segment 15 consists of three improvement packages and one "No-Build" Package. Each improvement package consists of intersection alternatives carried forward from the Level 2 analysis and the impacts associated with access management between intersections. Improvement packages generally arrange the options from high-access, low-cost on the left to low-access, high-cost on the right. **Table 4-41** summarizes the Level 3 improvement packages for Planning Segment 15.

4.15.1.1. Public Comments Received

The following public comments were received prior to the Level 3 screening regarding intersections in Segment 15:

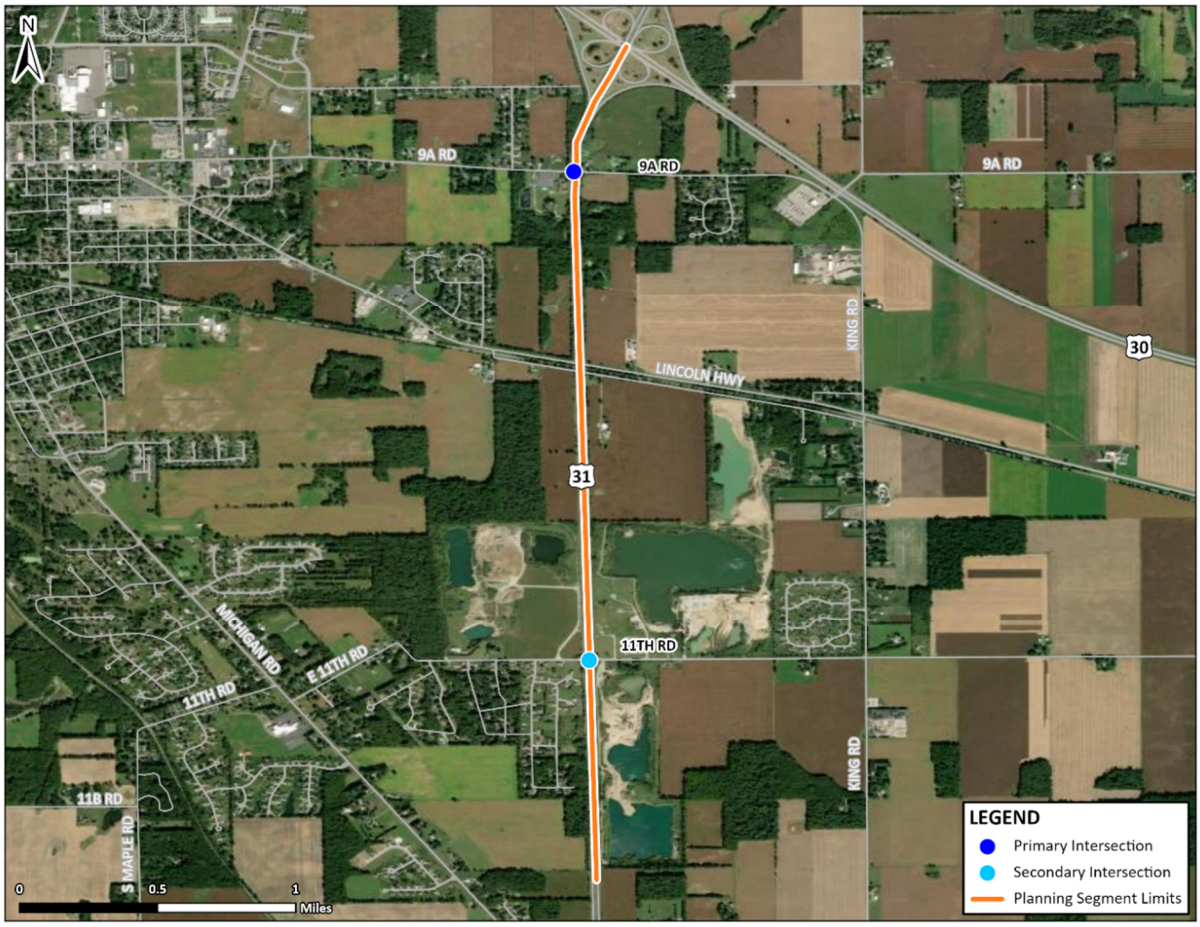
- US 31 & 9A Rd.
  - Concerns regarding access to cultural facilities in the area surrounding this intersection.
  - There is support for an overpass/underpass at this intersection.
  - Farmland access is important.

The following public comments were received on the *Draft Level 3 Screening Report* regarding the improvement packages in Segment 15:

- Request an interchange at Lincoln Highway.
- Request overpass at 11th Rd.
- The study team received a comment letter from the City of Plymouth. For more information on this letter, please see **Appendix C**.

See **Appendix C** to read the *Draft Level 3 Screening Report* comments and responses.

Figure 4-29 Planning Segment 15 Map



4.15.2. IMPROVEMENT PACKAGES

4.15.2.1. No-Build Package

This package does not include any improvements within the planning segment. The existing facility would remain as is. The existing facility is an arterial with a free flow condition.

4.15.2.2. Improvement Package 1

The purpose of Package 1 is to improve safety over the No-Build Package through access management. Improvement Package 1 is an expressway with a free flow condition. Improvement Package 1 includes a directional intersection at 11th Rd. Converting the intersection of US 31 and 11th Road to a directional intersection would improve safety by reducing the number of conflict points. Improvement Package 1 implements relatively low-cost and low-impact solutions.

4.15.2.3. Improvement Package 2

The purpose of Package 2 is to improve safety through access management. Improvement Package 2 is an expressway with a free flow condition. Improvement Package 2 includes adding a directional intersection at 9A Rd and an RCI at 11th Rd. Both of these improvements would improve safety by reducing conflict points, while the RCI will also maintain crossroad mobility. The directional intersection at 9A Rd includes adding a right turn lane along US 31. This package implements relatively low-cost and low-impact solutions.

4.15.2.4. Improvement Package 3

The purpose of this improvement package is to improve safety and operations by fully controlling access. Improvement Package 3 is a freeway with a free flow condition. This improvement package includes closure of 11th Rd and an overpass at 9A Rd. Closing 11th Road would improve safety by eliminating conflict points at the current intersection. The overpass at 9A Road would also improve safety by eliminating conflict points, while providing a crossing of US 31. This overpass includes lowering US 31 to provide sufficient clearance height while minimizing impacts to the surrounding properties. This improvement package implements relatively mid-level cost and high-impact solutions.

Table 4-41 Improvement Packages – Segment 15 (South Plymouth)

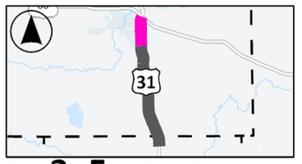
Planning Segment	Access & Cost	Higher Access to/from US 31 ⟷ Lower Access to/from US 31			
		Lower Cost		Higher Cost	
	Facility Type, Traffic Conditions, and Access Control	Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
	Alternatives	**No-Build**	**Improvement Package 1**	**Improvement Package 2**	**Improvement Package 3**
South Plymouth	11th Rd.	Stop Control	Directional	RCI	Closed
	9A Rd.	Partial Directional	Partial Directional	Directional	Overpass

Figure 4-30 Segment 15 Improvement Packages

Level 3 Screening

US 30 West Study Area | US 31 | South Plymouth Segment

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

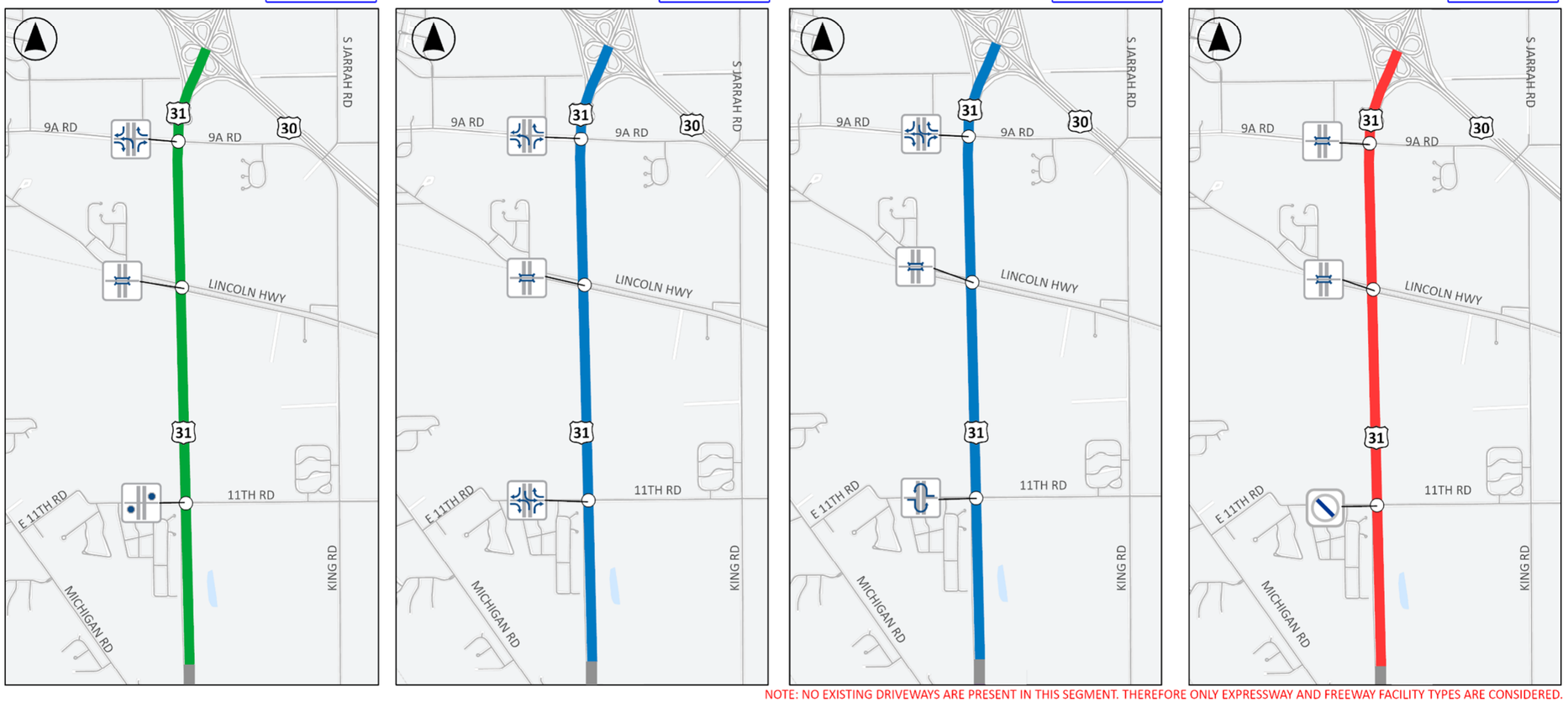


No-Build: Arterial
Free Flow CARRY FORWARD

Package 1: Expressway
Free Flow CARRY FORWARD

Package 2: Expressway
Free Flow CARRY FORWARD

Package 3: Freeway
Free Flow CARRY FORWARD



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

INTERSECTION TYPES:

- Intersection Closed
- Directional
- Two-Way Stop Controlled Intersection
- Overpass
- 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

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4.15.3. EVALUATION OF COSTS, IMPACTS, & BENEFITS

The following table provides a comparison of safety and mobility measures, resource impacts, and costs between the packages of improvements for this planning segment. Improvement package exhibits for each intersection alternative evaluated are available in **Appendix A**. A summary of the findings for each category of measures is provided following the table.

Table 4-42 Segment 15 Summary Matrix

Measurement of Effectiveness			No-Build	Package 1	Package 2	Package 3
US 31 Facility Type, Traffic Conditions, and Access Control			Arterial Free Flow Minimal Access Control	Expressway Free Flow Partial Access	Expressway Free Flow Partial Access	Freeway Free Flow Limited Access
Purpose and Need	Safety	Total Conflict Points (number)	39	19	30	0
		Crossing Conflict Points (number)	17	3	4	0
		% Reduction in Crossing Conflict Points to No-Build	N/A	82%	76%	100%
		Estimate of Crossing Crashes Prevented (20 yrs)	N/A	3.3	3.0	4.0
		Cost Effectiveness Index	N/A	1.4	4.8	2.9
	Mobility	Avg Travel Time along US 31 (min) during AM/PM Peak Hour	3.00	3.00	3.00	3.00
		Average Distance between US 31 Access Points (miles)	1.50	1.50	3.00	No Access
		Average Distance between US 31 Crossing Points (miles)	3.00	3.00	3.00	3.00
		Change in Crossing Time (Across US 31)	N/A	Similar	Increased	Increased
		Res Driveways, (RIRO/Full)[close]	0	0	0	0
		Comm Driveways (RIRO, Full)[close]	0	0	0	0
		Field Access Driveways (RIRO, Full)[close]	0	0	0	0
Environmental Resources	Natural	NWI Wetlands Impacted (acres impacted)	N/A	0	0	<1
		Streams Impacted (Lft impacted)	N/A	150	500	0
		Floodplain (acres impacted)	N/A	0	0	0
		Forested Areas (acres impacted)	N/A	0	0	0
	Cultural	Potential Impact to Above Ground Resources (yes/no) (visual/direct)	N/A	No	No	No
		Potential Known Archaeological Sites (yes/no)	N/A	No	No	No
		Cemeteries (number)	N/A	0	0	0
	Community/Socioeconomic	Residential Relocations (number)	N/A	0	0	1
		Business Relocations (number)	N/A	0	0	1
		Total New Right of Way Acquisition (acres)	N/A	0	<1	4
		Sensitive Communities (acres)	N/A	0	<1	2
		Sensitive Communities (relocations)	N/A	0	0	1
		Risk of Greater Impacts to Sensitive Communities (yes/no)	N/A	No	No	Yes
		Farmland (acres impacted)	N/A	0	<1	<1
		Farmland Access (impacts,Yes/No)	N/A	No	No	No
		Potential Impacts to Other Secton 4(f) Resources (yes/no)	N/A	No	No	Yes
		Potential Hazardous Material Sites (number)	N/A	0	0	0
		Railroad Impacts (score)	N/A	0	0	0
Costs		Estimated Construction Cost (2024 Dollars)	N/A	$2M to $4M	$8M to $10M	$5M to $7M
		Estimated Right of Way Costs (2024 Dollars)	N/A	<$5K	$30K to $40K	$1M to $3M
		Estimated Total Package Costs (2024 Dollars)	N/A	$4M to $5M	$13M to $16M	$10M to $13M
Study Goals		Economic Development	N/A	Neutral	Diminish	Diminish
		Transportation for All	N/A	Neutral	Neutral	Diminish
		Multi-Modal Access & Coordination	N/A	Neutral	Neutral	Neutral
		Emerging Technologies	N/A	Neutral	Neutral	Neutral
		Fiscal & Environmental Practicality	N/A	Moderate	Low	Low
		Corridor Character	N/A	Neutral	Diminish	Diminish
		Local Access	N/A	Diminish	Diminish	Greatly Diminish
Level 3 Screening Result			Carry Forward	Carry Forward	Carry Forward	Carry Forward

Note: Soft costs (preliminary engineering, construction engineering, etc.) are included in the total package cost.

4.15.3.1. Safety

Three improvement packages were evaluated for this segment. The total number of conflict points is reduced across all packages when compared to the No-Build scenario. Significant reductions in crossing conflict points are seen in all three packages by converting stop-controlled intersections to directionals or RCIs, overpasses, or closures. Package 1 is expected to reduce crossing conflicts by 82% and has the lowest CEI (1.4) among all packages. Package 2 is expected to reduce crossing conflicts by 76% but has a relatively high CEI (4.8). Although Package 3 eliminates all crossing conflicts, it still has a relatively high CEI (2.9) because of the relatively low number of expected crashes at this location that can be reduced.

4.15.3.2. Mobility

Segment 15 spans 3 miles with a speed limit of 60 mph. The average travel time is the same across all packages as they are all free flow. Package 1 has one directional at 11th Rd, and Package 2 has an RCI at 11th Rd and a directional at 9A Rd. Package 3 has total access control along US 31 with only an overpass and a closure. The cross-street mobility is reduced in all packages. The access to US 31 in Packages 1 and 2 is from the interchange at US 31 and US 31 just to the north of this segment. No driveways exist in this segment.

4.15.3.3. Environmental Resources

Natural resource impacts are minimal in this segment with only minor impacts to streams. Cultural resources are not impacted in this segment. l

Potential impacts to sensitive communities increase as larger footprints are included at more of the intersections within this segment, with the largest impact being in Package 3 due to an overpass being included at 9A Road. The impacts to sensitive communities are potentially greater in Package 3 as half of the required right-of-way is needed from these communities and the travel time increases to access US 30. One residential and one business relocation is anticipated for the freeway alternative Package 3. One of these relocations is part of a sensitive community. No hazardous material sites will be impacted for any alternatives in this segment. There is potential for impacts to a Section 4(f) property in Package 3. Farmland impacts are relatively low in all packages.

The amount of additional land required is larger where larger footprints are required. The largest impact is in Package 3 with an overpass at 9A Road.

No impacts are expected to the railroad.

4.15.3.4. Costs

There is low right-of-way cost for Package 1 as all the improvements, such as the stop control and directional intersections at 11th and 9A Roads, are within the existing footprint of the roadway. Package 2 has a higher cost than Package 1 due to the addition of an RCI at 11th Rd. The overpass in Package 3 will require right-of-way that is relatively high cost, and the associated construction cost is also higher compared to Package 1.

4.15.3.5. Goals Evaluation

A summary of the goals evaluation for each improvement package in Segment 15 is shown in **Table 4-43**.

Table 4-43 Segment 15 Goals Evaluation

Study Area Goal	Improvement Package			Notes
	1	2	3	
Economic Development	Neutral	Diminish	Diminish	All improvement packages provide safety benefits, but local mobility and access would be impacted by increasing levels of access control in Packages 2 and 3 which could negatively impact local businesses (including agri-business) and locally planned developments, so those packages are rated diminish. There is less change from existing in Package 1, so it is rated neutral.
Transportation for All	Neutral	Neutral	Diminish	Sensitive communities are present within the segment and a potential of greater impacts to them is possible in Package 3 where half the right-of-way and relocations are from sensitive communities. Therefore, Package 3 is rated diminish. Greater impacts to sensitive communities would not be anticipated for Packages 1 and 2, so they are rated neutral.
Multi-Modal Access and Connections	Neutral	Neutral	Neutral	There are no pedestrian facilities within this segment, so all packages are rated neutral. Opportunities exist to incorporate bicycle/pedestrian facilities into preliminary design phase of any future projects in the study area.
Emerging Technologies	Neutral	Neutral	Neutral	In general, none of the improvement packages would impact the ability to implement autonomous and connected vehicles, so all packages are rated neutral. Specific locations for EV infrastructure have not yet been identified for this planning segment. In general, those with more control of access could impact the implementation of the INDOT EV Infrastructure Plan; however, additional information and coordination is needed to complete the assessment.
Fiscal & Environmental Practicality	Moderate	Low	Low	All improvement packages do provide some safety improvements but with a relatively high cost for the amount of expected improvement. Package 3 provides the most safety benefits but would result in the most community and natural resource impacts, so it is rated low. Package 1 may prevent nearly the same number of crossing crashes for half the cost, so it is rated moderate. Package 2 has the highest CEI so is rated low.
Corridor Character	Neutral	Neutral	Diminish	Package 3 would result in the most changes to the corridor character with less access and crossing locations potentially impacting agricultural movements, so it is rated diminish. Packages 1 and 2 have less impacts in comparison and are rated neutral.
Local Access	Diminish	Diminish	Greatly Diminish	Improvement Packages 1 and 2 retain access but with limited ability to make all movements, so are rated diminish. Improvement Package 3 has a crossing but access is removed to US 31, so it is rated greatly diminish.

4.15.4. RECOMMENDATIONS

The Level 3 screening process evaluated three improvement packages in Segment 15 and the No-Build. Package 3 has the highest crossing conflict point improvement among all other packages at 100% but removes all access to US 31. It has the second highest CEI and has potential to impact a residence and a business. Package 2 eliminates 76% of the crossing conflict points but also has the highest CEI among the three packages. At 82%, Package 1 is preferred over Package 2 by eliminating crossing conflict points. It is also the package with the lowest CEI and lowest impact to other resources. Overall, all three packages are anticipated to improve segment safety substantially with minor impacts. All three packages are carried forward.

Package 3 would result in higher costs and higher impacts with marginal benefits to safety and mobility. However, given the role of US 30 in the regional and statewide transportation network, a change in facility type, such as that included in Package 3, may be considered in the future to achieve broader transportation goals and objectives. The tradeoffs between the potential benefits, impacts and costs would require further analysis in the future to determine if Package 3 is a reasonable solution to the planning segment's transportation needs. For these reasons, Package 3 is carried forward.

The No-Build Package does not address any safety or operational issues but would be required to be considered in any subsequent NEPA and project development studies and will, therefore, be carried forward.

5. SUMMARY OF RECOMMENDATIONS

The recommendations for improvement packages that are carried forward or eliminated for each planning segment are summarized in **Table 5-1**.

Table 5-1: Improvement Package Recommendations

Planning Segment				Facility Type	Package																		
					Arterial									Expressway Lite	Expressway							Freeway	
				Flow Type	Free Flow				Non-Free Flow					Free Flow	Non-Free Flow				Free Flow				
				Access Control	Partial																	Limited	
US 30	1	Valparaiso	4.9 miles	No Build					1			2		3	4		5					6	
				Carry Forward					Eliminated			Eliminated		Carry Forward	Eliminated		Carry Forward					Carry Forward	
	2	Wanatah	5.0 miles	No Build					1		2		3	4								5	6
				Carry Forward					Carry Forward		Eliminated		Eliminated	Carry Forward								Eliminated	Carry Forward
	3	Hanna	5.0 miles	No Build	1		2		3					4								5	6
				Carry Forward	Eliminated		Carry Forward		Carry Forward					Carry Forward								Eliminated	Carry Forward
	4	LaPorte/Starke	5.0 miles	No Build	1			2			3			4								5	6
				Carry Forward	Carry Forward			Carry Forward			Eliminated			Carry Forward								Eliminated	Carry Forward
	5	Hamlet	5.0 miles	No Build															1		2	3	
				Carry Forward															Carry Forward		Carry Forward	Carry Forward	
	6	Grovertown	5.2 miles	No Build	1			2			3			4								5	
				Carry Forward	Carry Forward			Carry Forward			Eliminated			Carry Forward								Carry Forward	
	7	West Plymouth	5.0 miles	No Build											3				1		2	4	5
				Carry Forward											Eliminated				Carry Forward		Carry Forward	Carry Forward	Carry Forward
	8	Plymouth	4.8 miles	No Build											1	2	3	4					5
				Carry Forward											Eliminated	Eliminated	Carry Forward	Eliminated					Carry Forward
	9	East Plymouth	3.2 miles	No Build											3				1		2		4
				Carry Forward											Eliminated				Carry Forward		Carry Forward		Carry Forward
	10	Inwood	3.6 miles	No Build															1				2
				Carry Forward															Carry Forward				Carry Forward
	11	Bourbon	5.0 miles	No Build															1		2		3
				Carry Forward															Eliminated		Carry Forward		Carry Forward
US 31	15	South Plymouth	3.0 miles	No Build															1		2		3
				Carry Forward															Carry Forward		Carry Forward		Carry Forward
	14	13th/ Michigan	1.8 miles	No Build	1									2									3
				Carry Forward	Carry Forward									Carry Forward									Carry Forward
	13	North Argos	3.0 miles	No Build															1				2
				Carry Forward															Carry Forward				Carry Forward
	12	South Argos	5.8 miles	No Build	Separate INDOT Study																		
				Carry Forward																			

6. NEXT STEPS

Cohesive packages based on certain access management strategies are presented in this document to show potential interoperability between intersections and to be able to assess potential impacts relative to each other.

At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the PEL study have been funded by INDOT. A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections between them (i.e., access management). Depending on multiple factors, including statewide priorities, and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area.

It is possible that improvement packages could be mixed and matched across planning segments in the future. This means that access management strategies could vary throughout the study area; however, as part of that decision-making process (which may occur subsequent to this PEL study), an assessment will be completed to consider factors such as driver expectation and continuity across the planning segments, as well as the relationship and potential impacts upon other intersections and/or planning segments.

Additionally, one of the purposes of completing a PEL study is the early identification of potential issues that would require further consideration. These will be documented in the final PEL Study Report at the end of this study. Additional details and evaluation required to assist would typically be developed during the National Environmental Policy Act (NEPA) process, which occurs during INDOT's traditional project development process for projects utilizing federal funds or requiring federal approvals**.**

6.1. FUTURE VISION

Based on the work completed as part of the ProPEL US 30 West study, INDOT's long-term vision is to upgrade US 30 and US 31 in the study area to a free-flow facility, which is a road without traffic signals, stop signs, or yield signs for the mainline traffic, where such upgrades would match driver expectations and provide better operations for the corridor while providing safer travel conditions. There are varying types of free-flow facilities, ranging from freeways – which have full control of access – to free-flow facilities that have no or partial control of access. The ProPEL US 30 West study found achieving this long-term vision was feasible; however, there are tradeoffs to consider and uncertainties that would impact the implementation timeline.

Tradeoffs to consider include:

- Higher costs to implement;
- Higher community and environmental impacts to implement; and
- Potentially severe impacts to local communities and businesses due to the loss of access to/from US 31 and US 30, as well as reduced mobility across them.

Uncertainties impacting the implementation timeline include:

- Policy decisions of elected officials and agency leaders;
- Statewide transportation priorities; and
- Transportation funding.

Given these tradeoffs and uncertainties, the ProPEL US 30 West study considered a range of improvements that provide INDOT with the flexibility needed to incrementally move toward a long-term vision of a free-flow facility through a series of improvements over time to address the identified transportation needs. The improvements

include more immediate, lower cost improvements, as well as higher-cost improvements that require funding beyond what is currently available.

Due to the identified uncertainties, the studies conclude that implementation of a free-flow facility on US 30 and US 31 will likely extend beyond the study's planning horizon of 2045. In the interim, the study provides INDOT with a flexible guide to incrementally upgrade the segments of US 30 and US 31 in the study area to free-flow facility.

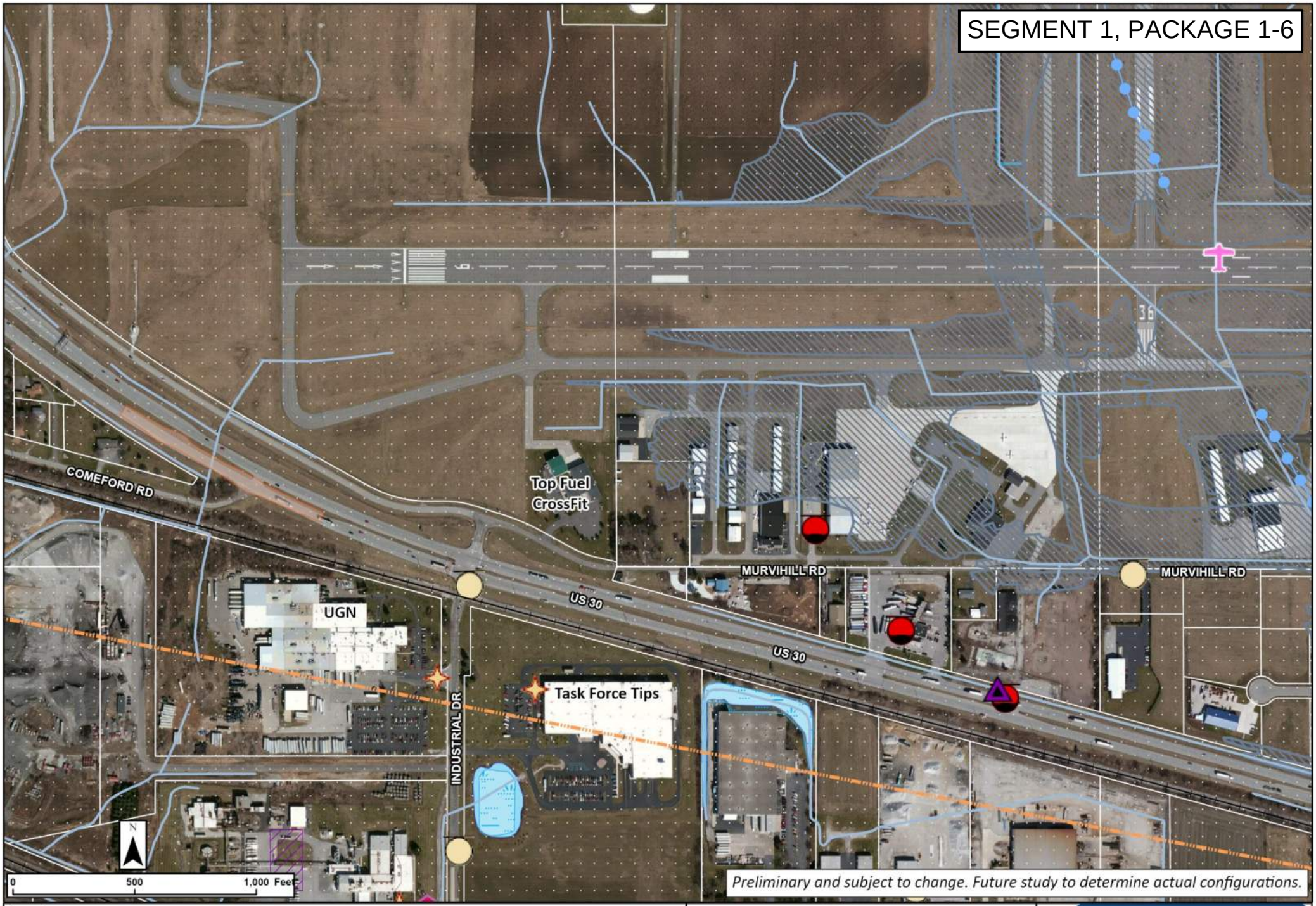
6.2. FINAL PEL REPORT

This PEL study is being conducted in accordance with FHWA's PEL program which was established to help transportation planning agencies develop a collaborative, integrated, and seamless decision-making process that minimizes duplication of efforts between early (i.e., pre-NEPA) transportation planning studies and the NEPA process. The overall goal of this PEL study was to complete planning products such as the purpose and need statement and to develop, analyze, and screen a range of reasonable alternatives in a NEPA-compliant manner. As such, when the NEPA process is initiated, these planning products can be incorporated via reference and the information can be used to develop and inform future projects and NEPA studies as is appropriate under planning regulations (23 CFR 450). These planning products can minimize the need for rework and provide a seamless transition between the PEL study and future NEPA studies.

The final step of the ProPEL US 30 West study will be the development and publication of the PEL Study Report, which will include completion of the FHWA PEL Questionnaire. Like all other planning products for the study, the PEL Study Report will be made available for agency and public review. The PEL study report is expected to be published in 2025. INDOT will determine the appropriate public involvement methods depending on if/what new information is presented in the PEL Study Report. If no new information is presented, INDOT may use other ways to engage stakeholders and the public rather than conducting formal in-person public information meetings.

APPENDIX A: IMPROVEMENT PACKAGE MAPS

Segment 1 Package 1



Legend

- Concept Footprint
- Airport
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and SR 49 Acceleration and Deceleration Lanes Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



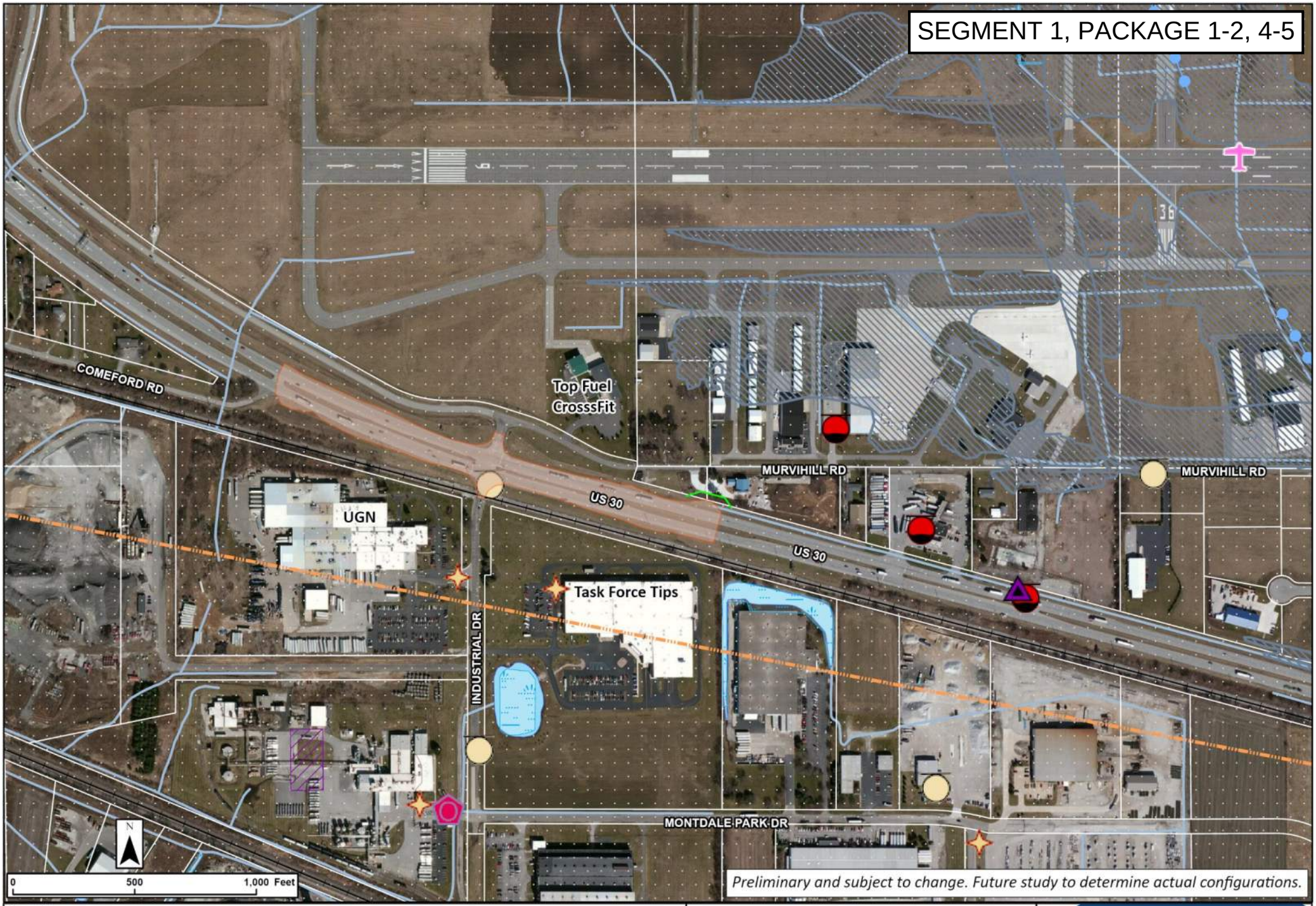
Legend

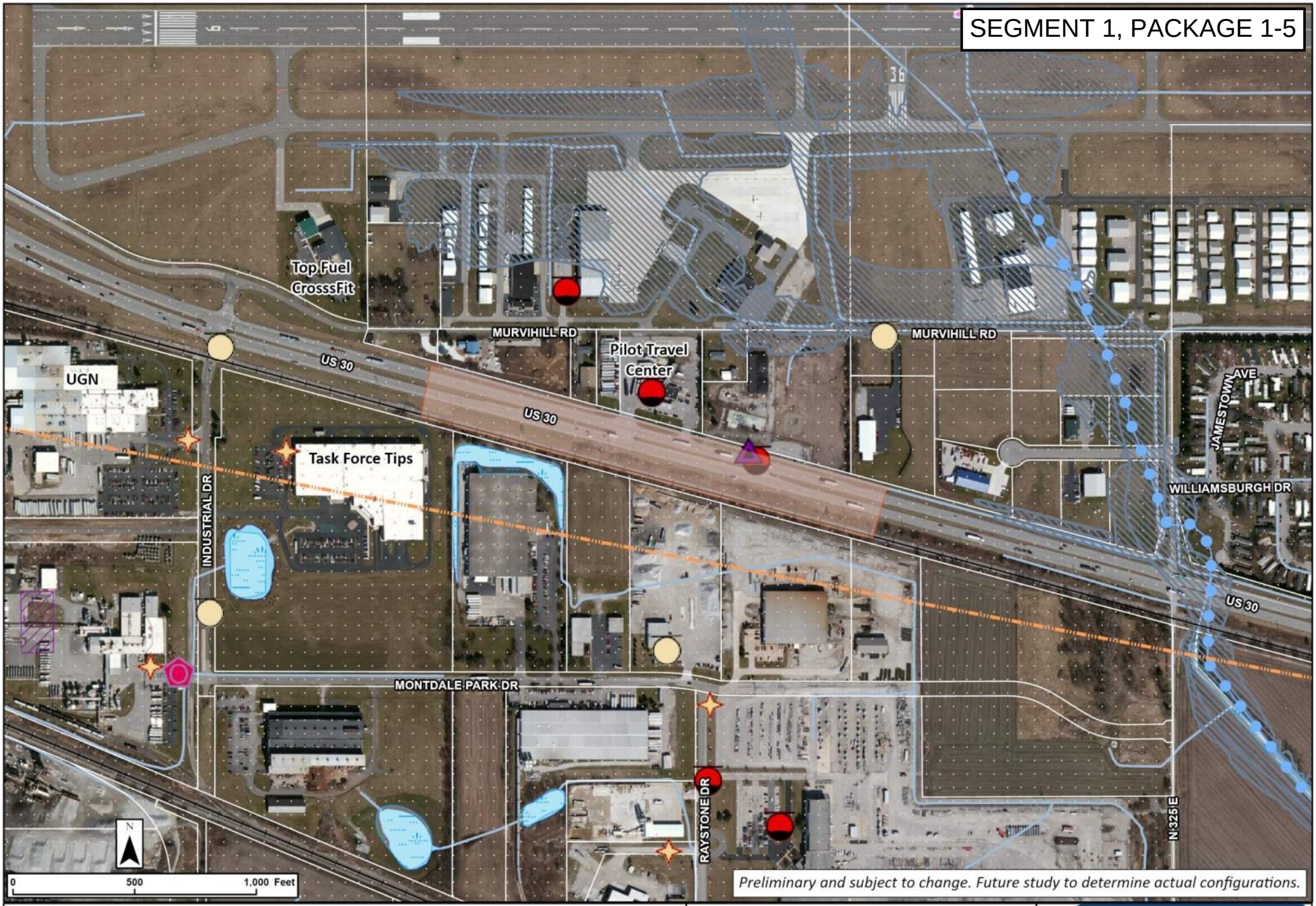
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Institutional Controls IDEM
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain
- Pipeline
- Airport

US 30 West

US 30 and Comeford Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.


SEGMENT 1, PACKAGE 1-2, 4-5
COMEFORD RD
Top Fuel
CrossFit
MURVIHILL RD
MURVIHILL RD
US 30
US 30
UGN
Task Force Tips
INDUSTRIAL DR
MONTDALE PARK DR
N
0
500
1,000 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Airport
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Institutional Controls IDEM
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Lake / Pond
Floodplain
Stream / River
Pipeline
US 30 West
US 30 and Industrial Drive
Restricted Crossing U-Turn
Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



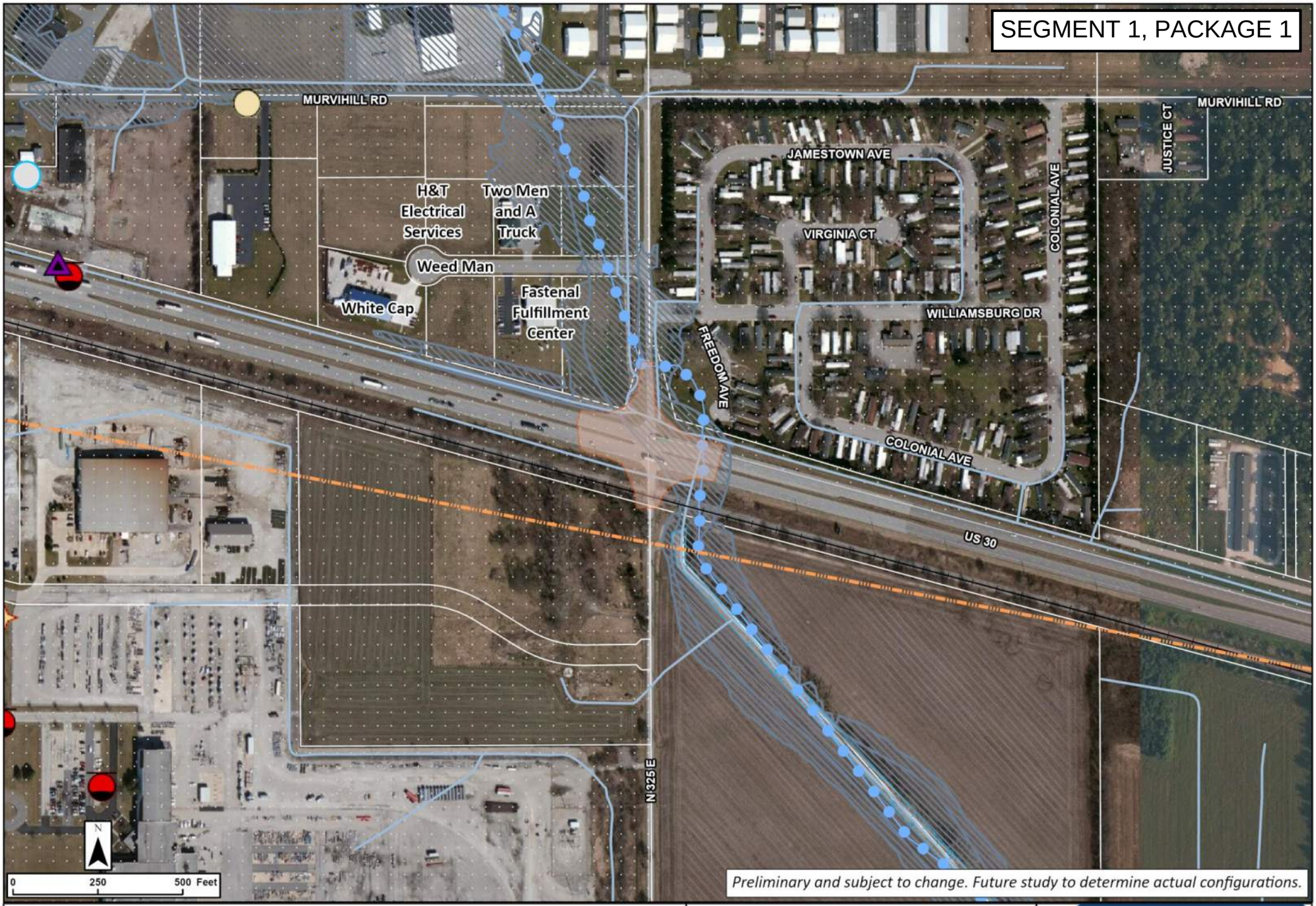
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Airport
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Pilot Travel Center Directional Intersection Alternative

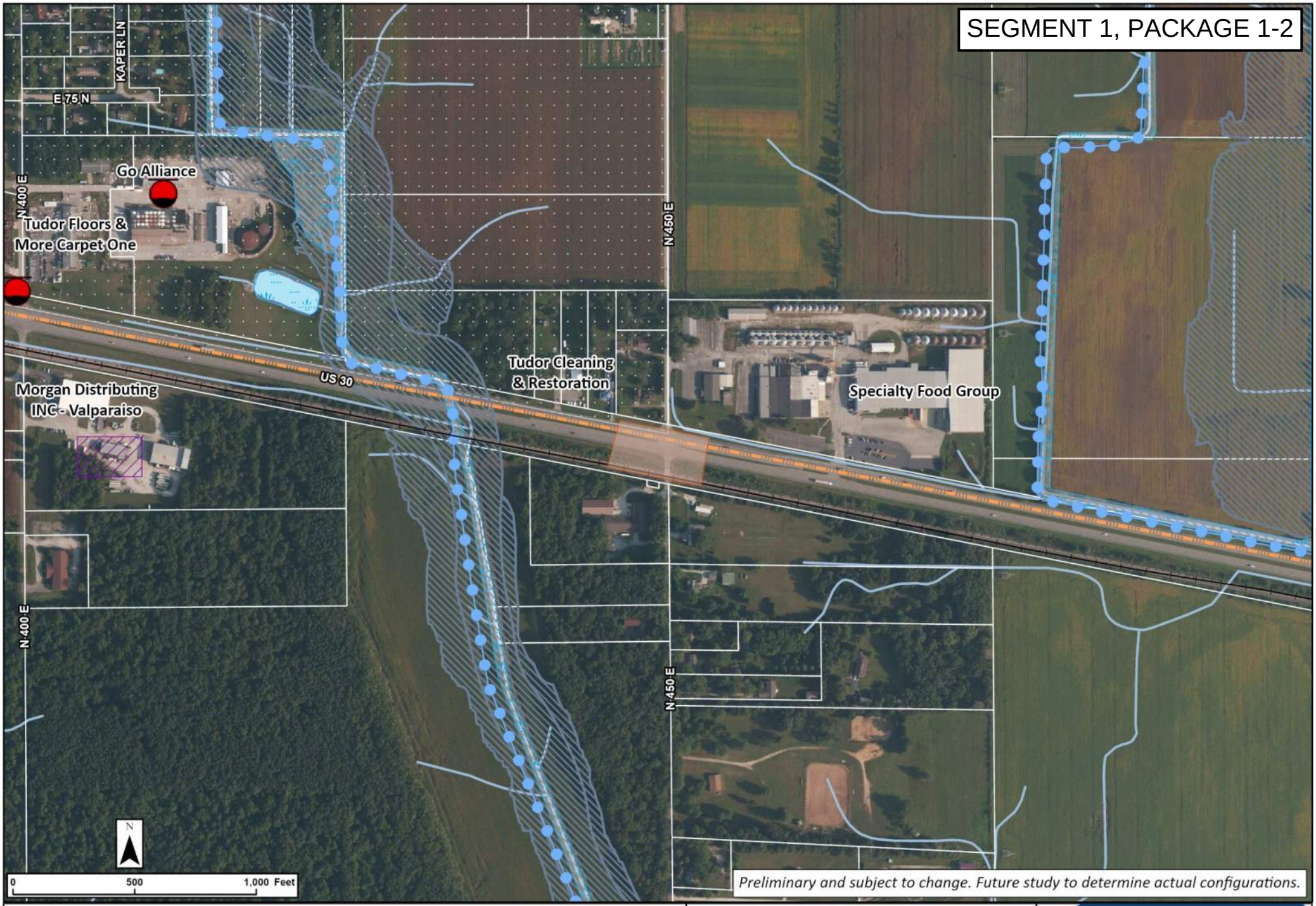
PROPEL US 30
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and Porter CR 325 E Signalized Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



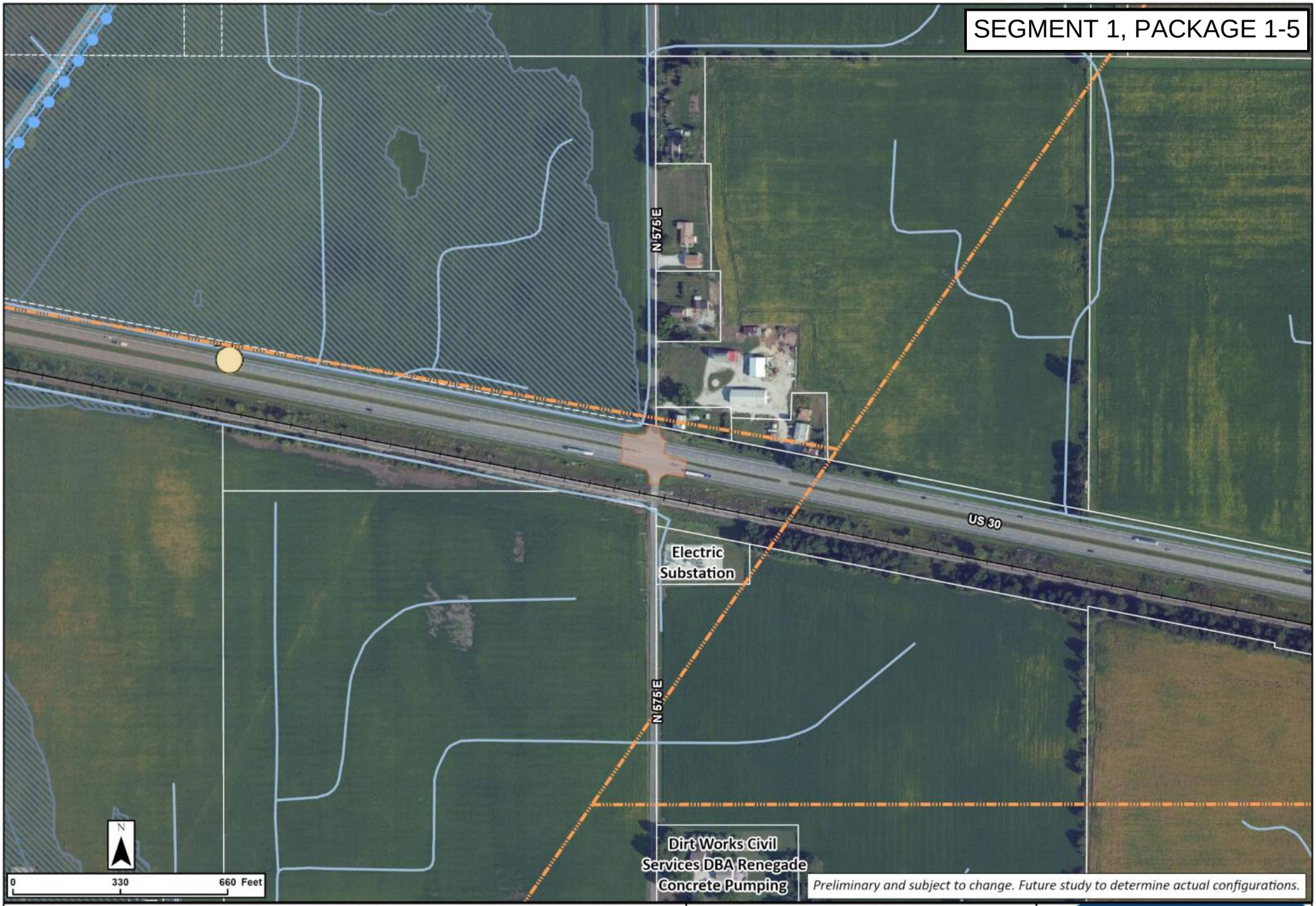
Legend

- Concept Footprint
- Pipeline
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Porter CR 450 E
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

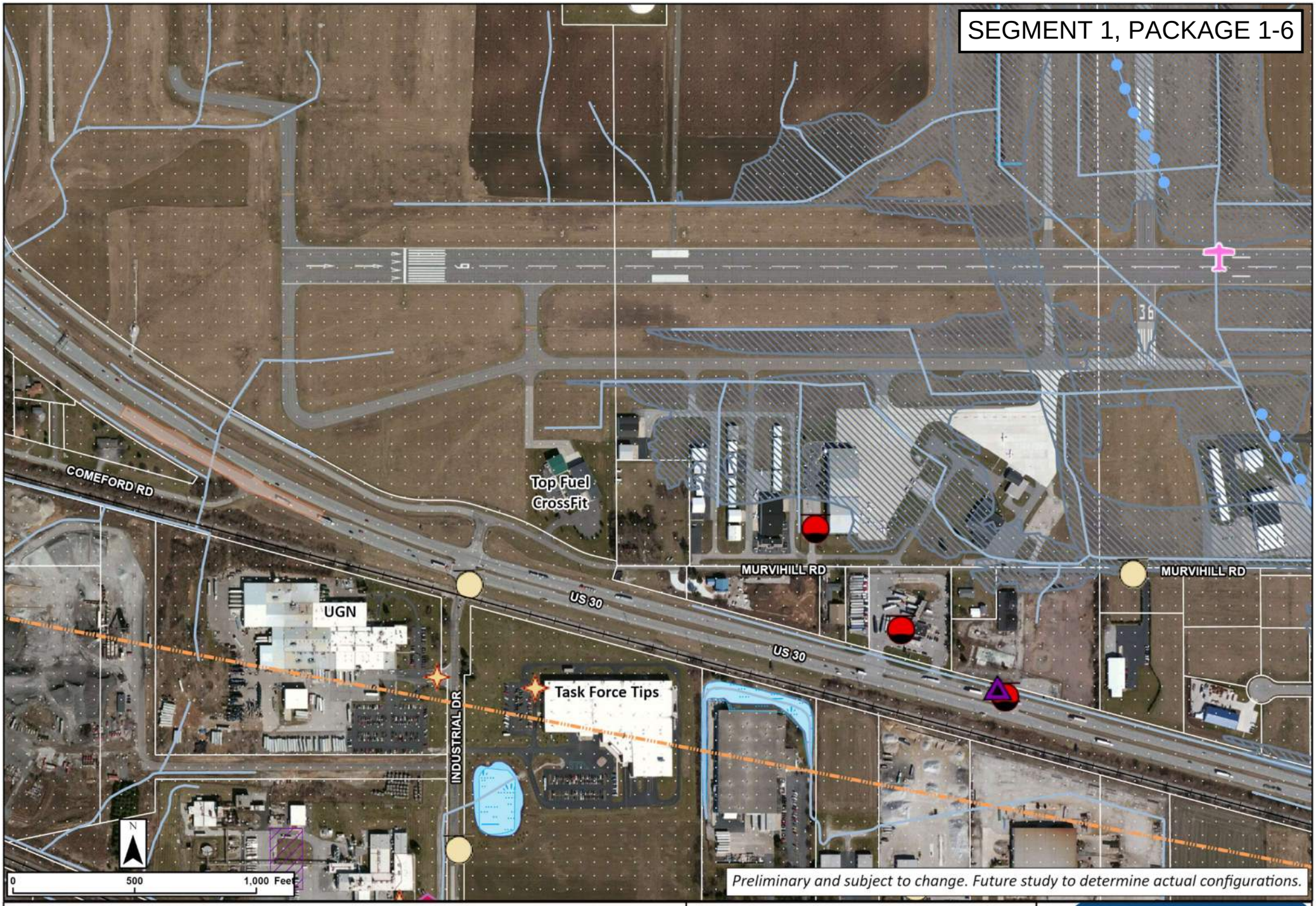
- Concept Footprint
- Railroad, In Service
- UST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain
- Pipeline

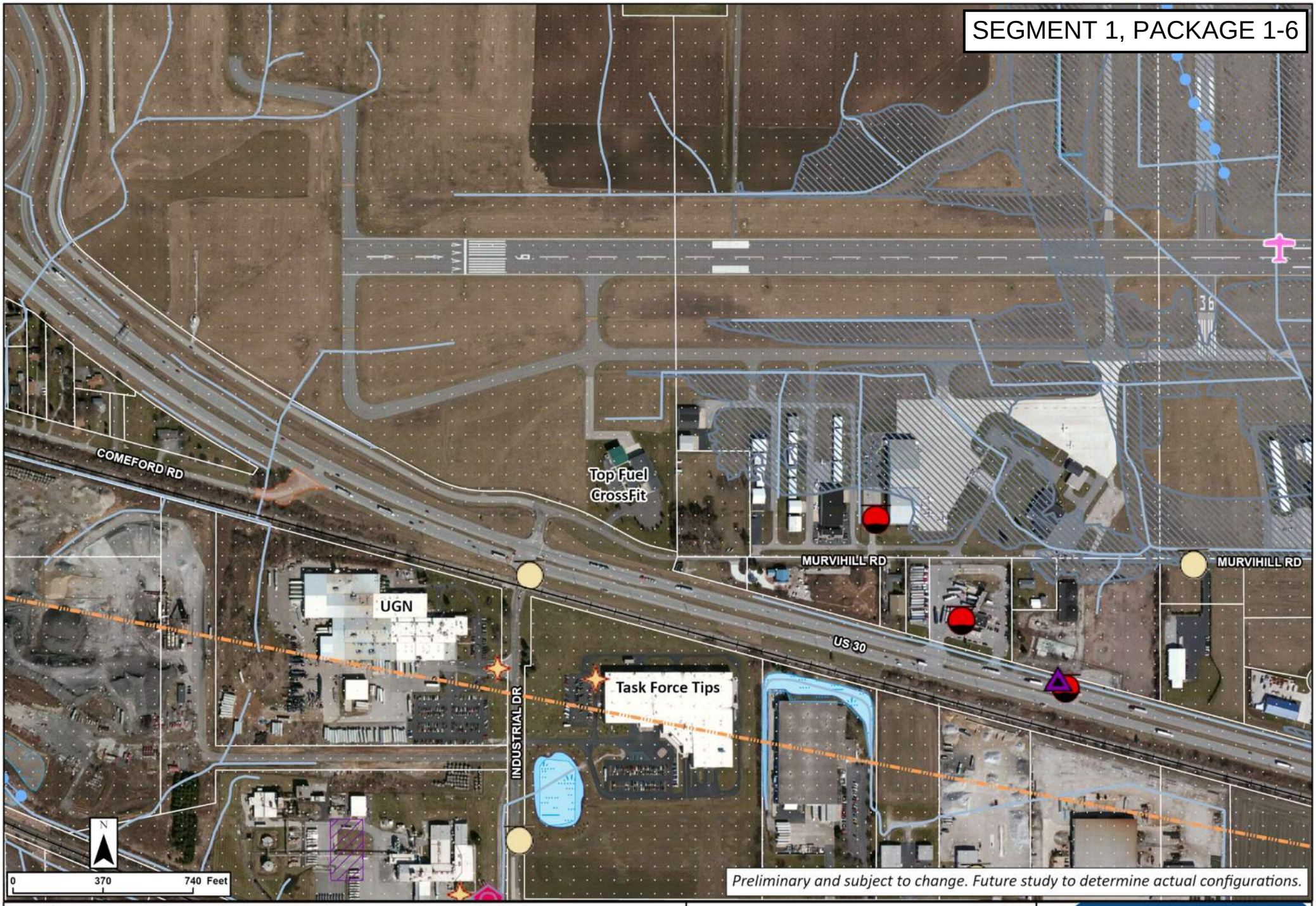
US 30 West

US 30 and Porter CR 575 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 1 Package 2


SEGMENT 1, PACKAGE 1-6
COMEFORD RD
Top Fuel
CrossFit
MURVIHILL RD
MURVIHILL RD
US 30
US 30
UGN
INDUSTRIAL DR
Task Force Tips
N
0
500
1,000 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Airport
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Institutional Controls IDEM
Sensitive Communities
Impaired Stream/Lake
Stream / River
NWI Wetlands
Lake / Pond
Floodplain
Pipeline
US 30 West
US 30 and SR 49
Acceleration and Deceleration
Lanes Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



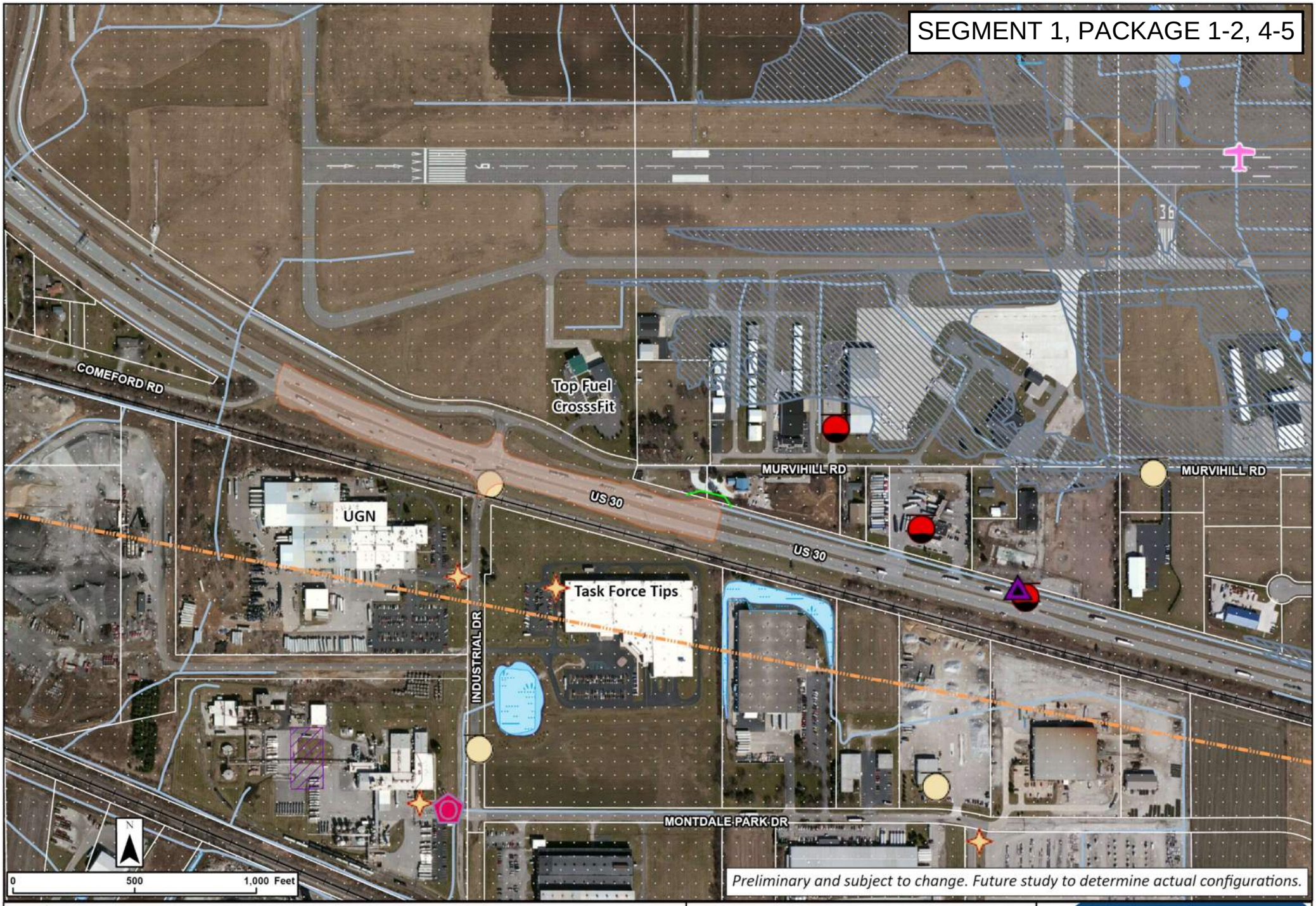
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Institutional Controls IDEM
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain
- Pipeline
- Airport

US 30 West

US 30 and Comeford Rd
Closure Intersection
Alternative

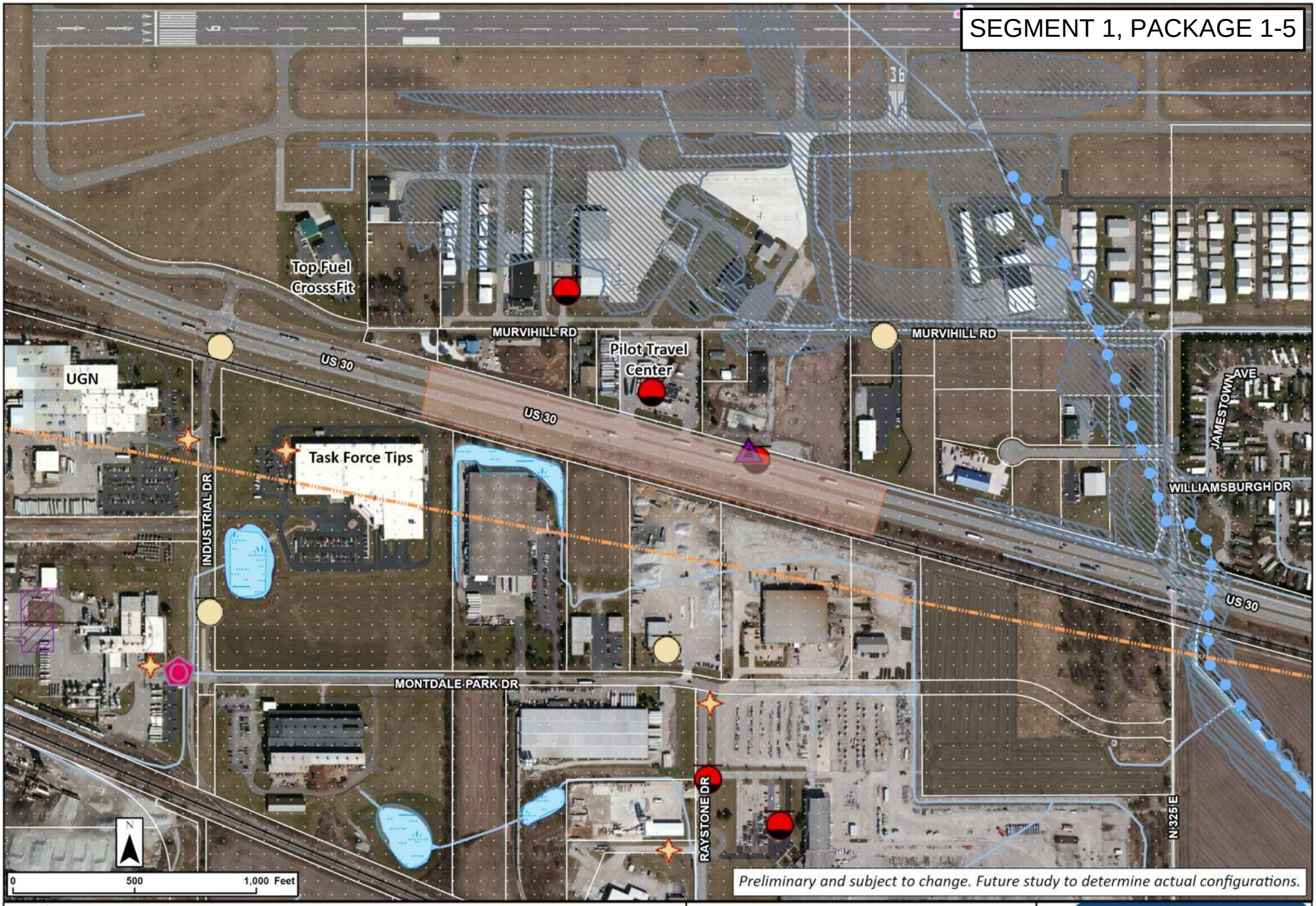
PROPEL US 30
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and Industrial Drive
Restricted Crossing U-Turn
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

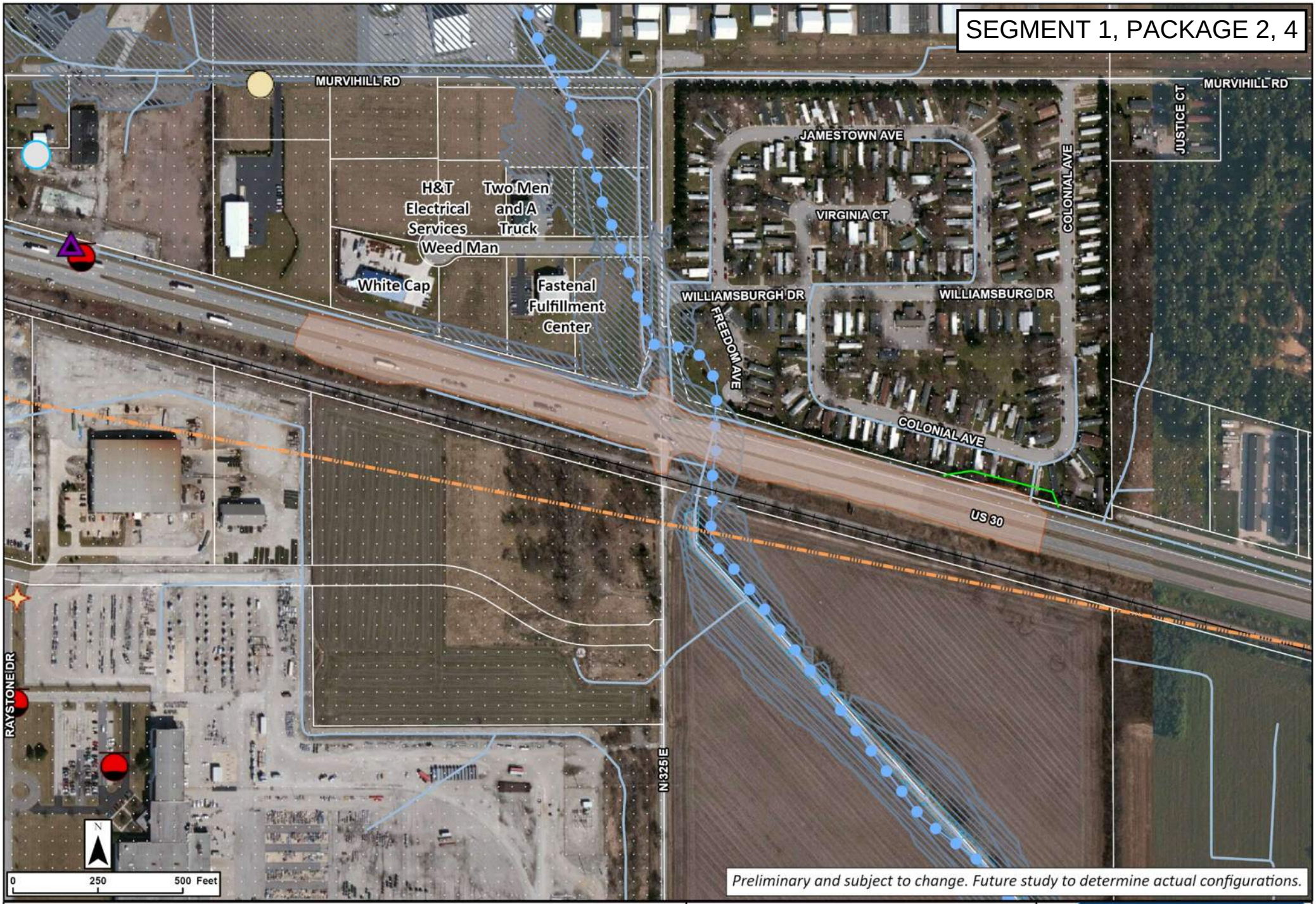
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Airport
- Floodplain
- Stream / River
- Pipeline

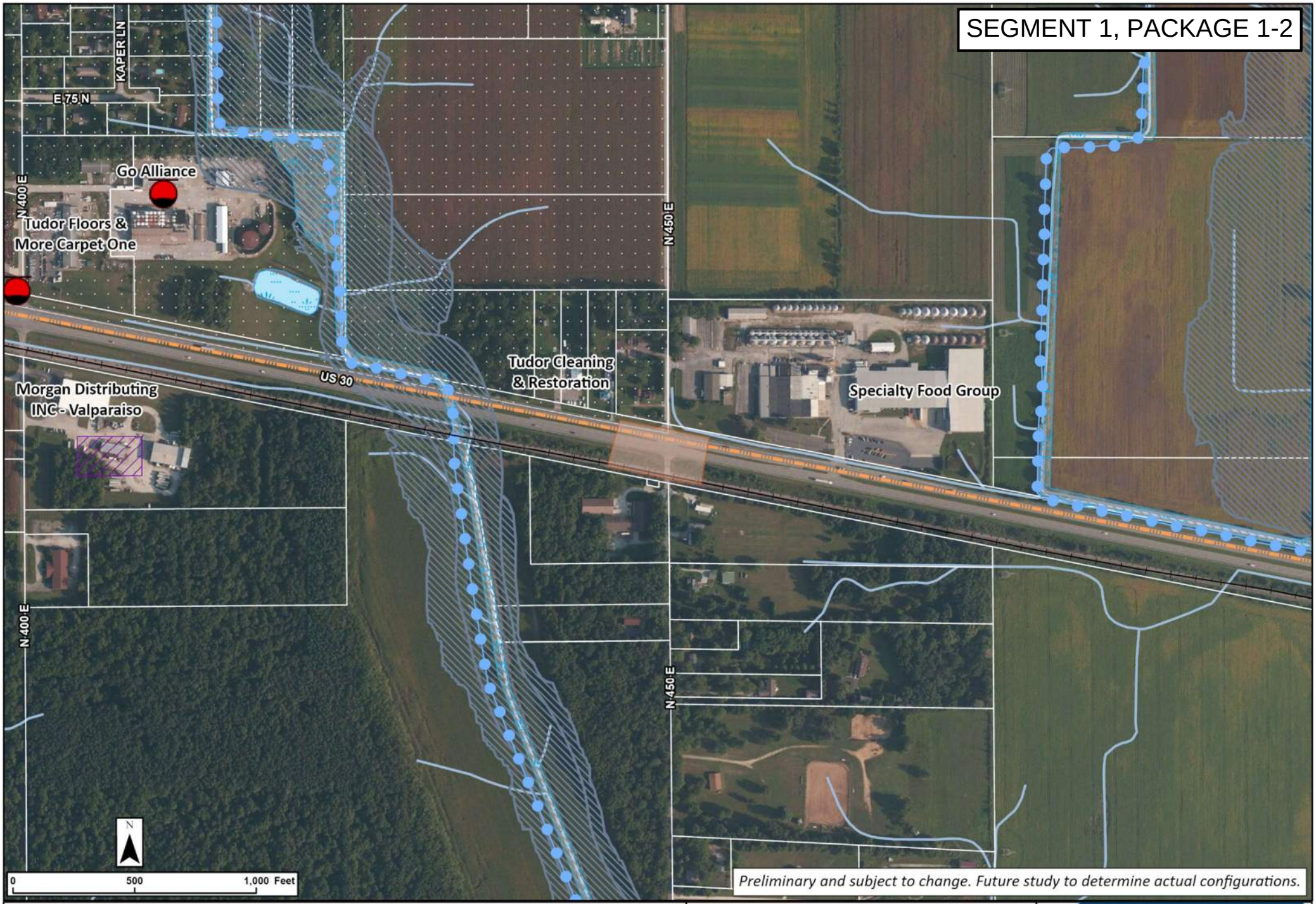
US 30 West

US 30 and Pilot Travel Center Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.


SEGMENT 1, PACKAGE 2, 4
MURVIHILL RD
MURVIHILL RD
JUSTICE CT
JAMESTOWN AVE
VIRGINIA CT
COLONIAL AVE
H&T Electrical Services
Two Men and A Truck
Weed Man
White Cap
Fastenal Fulfillment Center
WILLIAMSBURGH DR
WILLIAMSBURG DR
FREEDOM AVE
COLONIAL AVE
US 30
RAYSTONE DR
N 325 E
N
0
250
500 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Pipeline
Railroad, In Service
Wells/OilGas
RCRA Generator/TSD
State Cleanup Site
UST
LUST
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Floodplain
Stream / River
US 30 West
US 30 and Porter CR 325 E
Reduced Conflict Intersection
Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



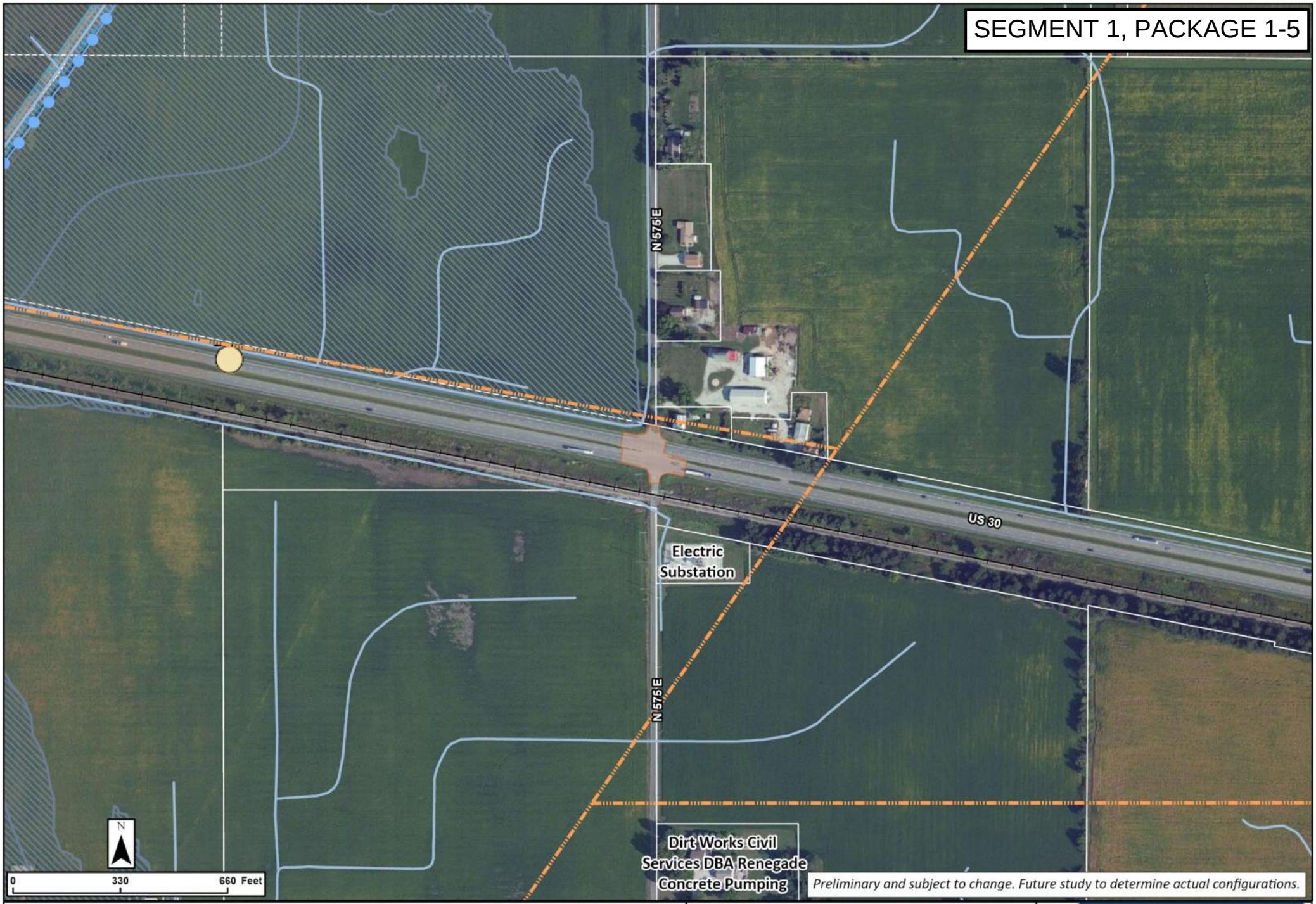
Legend

- Concept Footprint
- Pipeline
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Porter CR 450 E
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

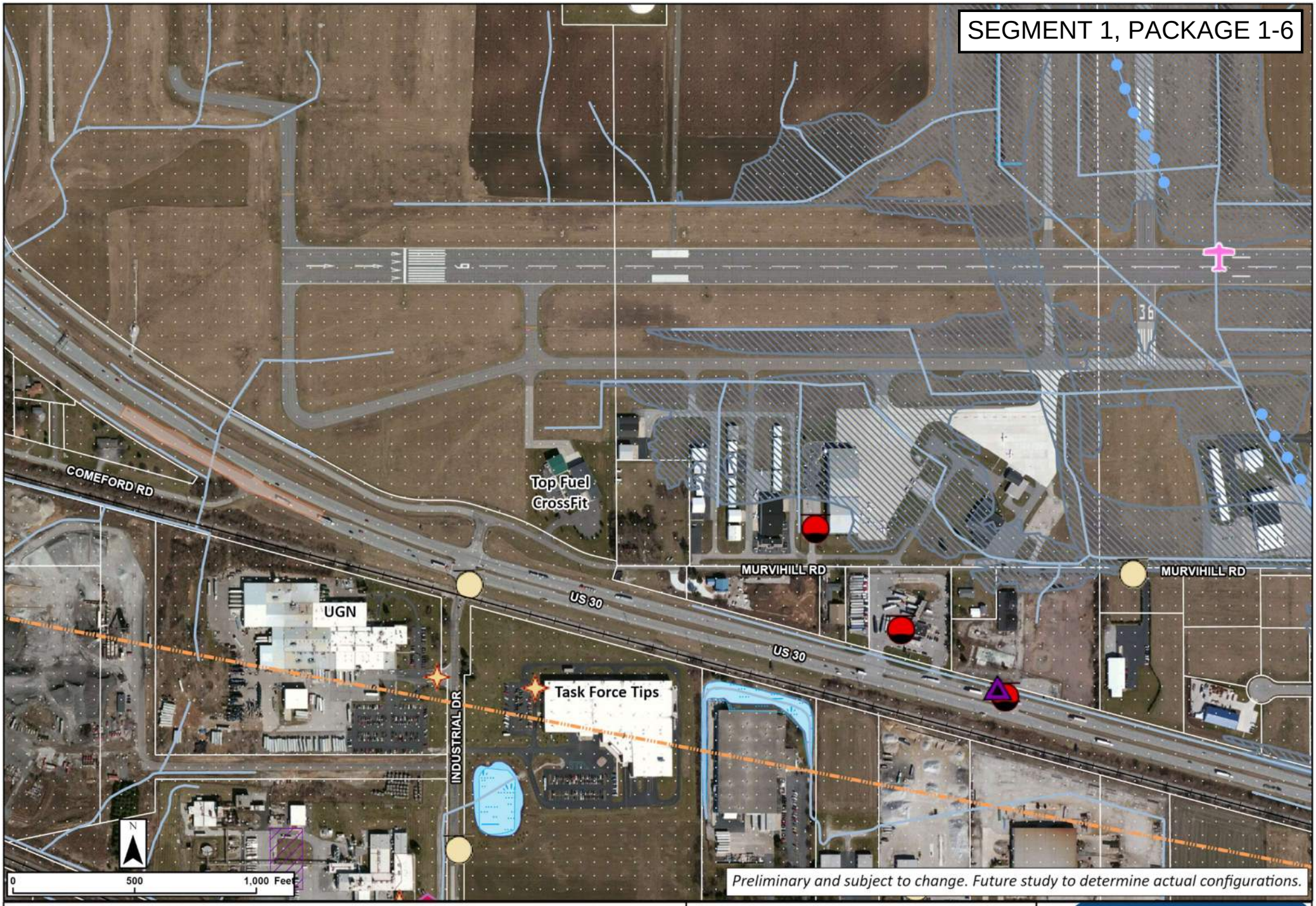
- Concept Footprint
- Railroad, In Service
- UST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain
- Pipeline

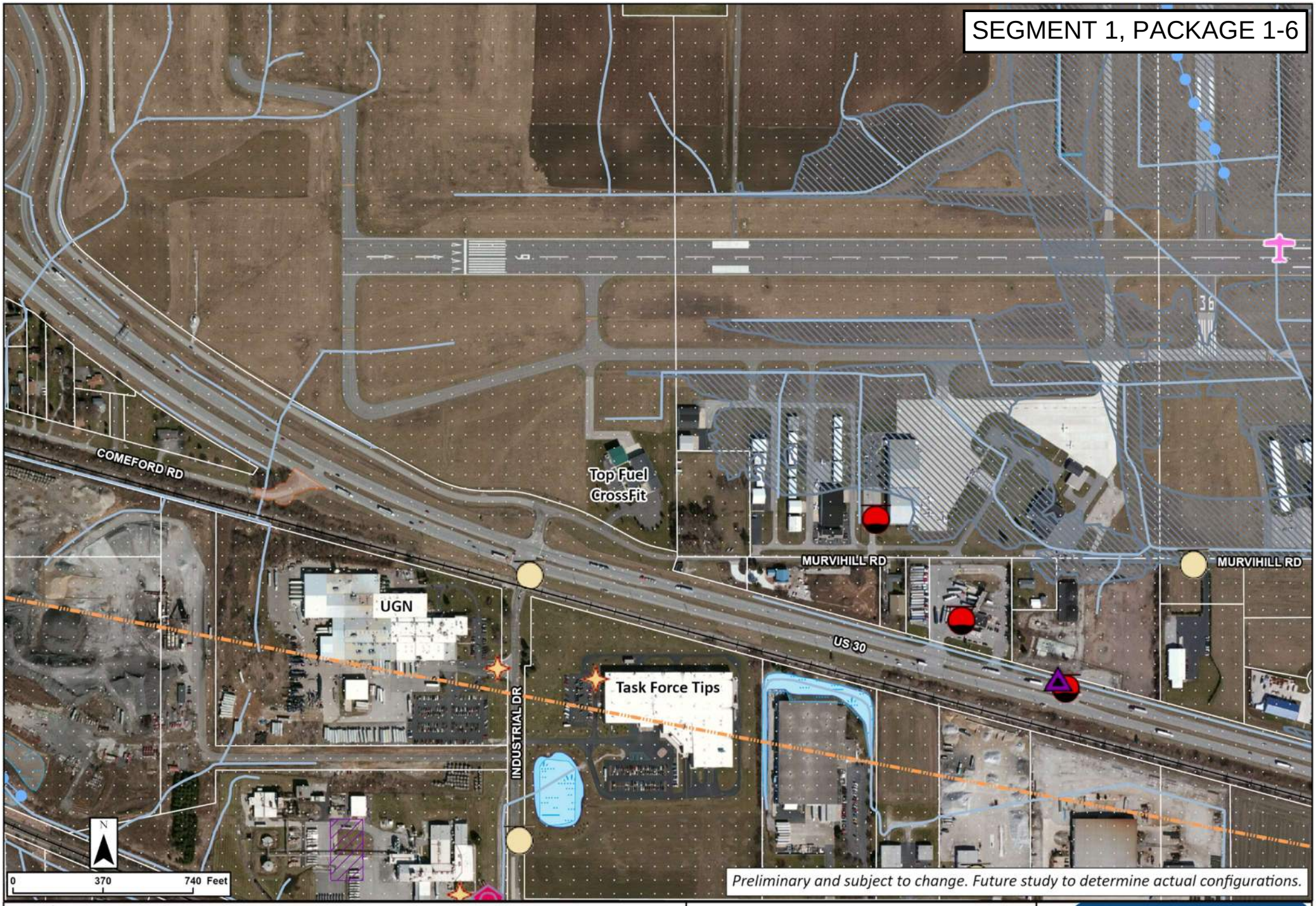
US 30 West

US 30 and Porter CR 575 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 1 Package 3


SEGMENT 1, PACKAGE 1-6
COMEFORD RD
Top Fuel
CrossFit
MURVIHILL RD
MURVIHILL RD
US 30
US 30
UGN
INDUSTRIAL DR
Task Force Tips
N
0
500
1,000 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Airport
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Institutional Controls IDEM
Sensitive Communities
Impaired Stream/Lake
Stream / River
NWI Wetlands
Lake / Pond
Floodplain
Pipeline
US 30 West
US 30 and SR 49
Acceleration and Deceleration
Lanes Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



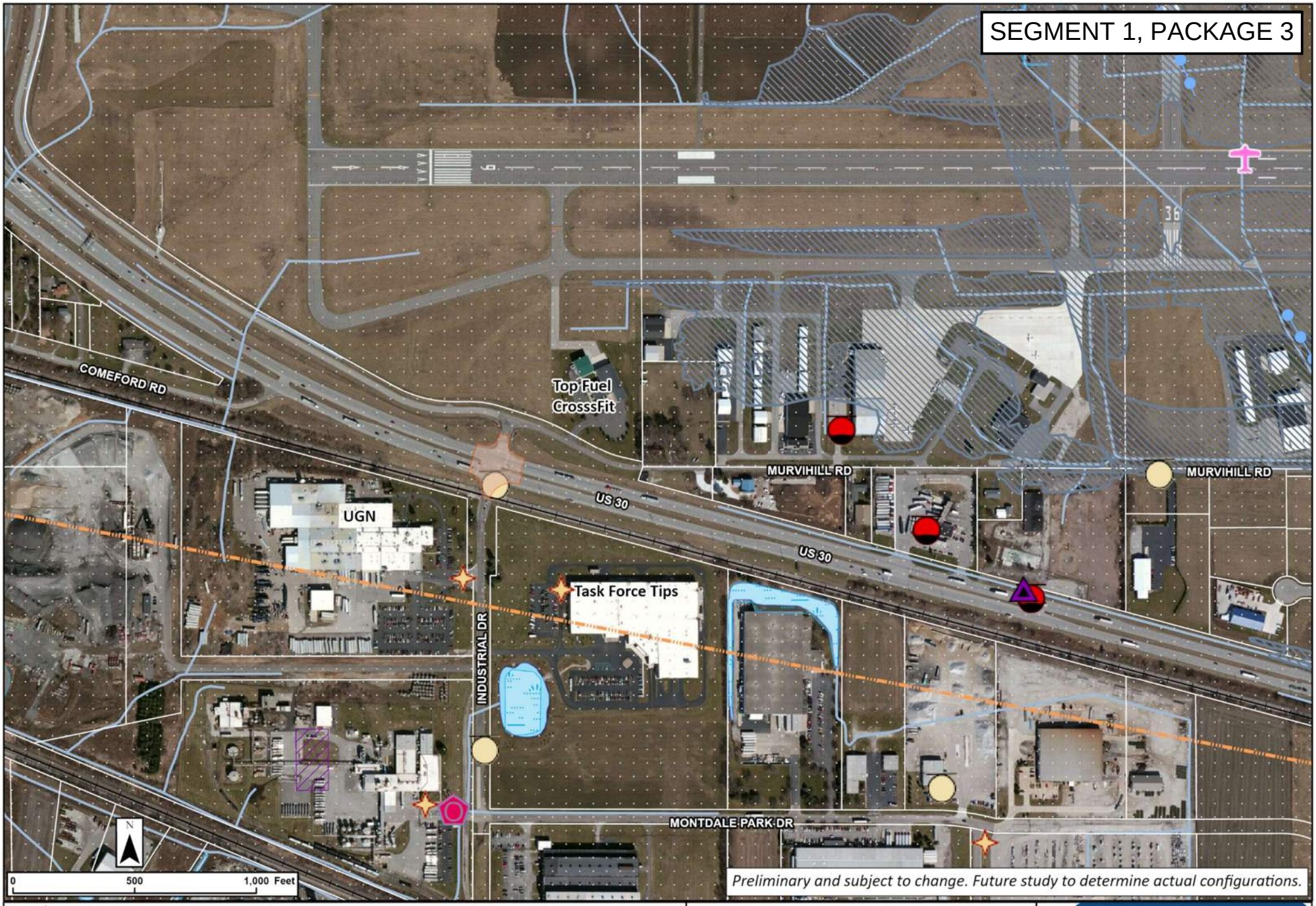
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Institutional Controls IDEM
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain
- Pipeline
- Airport

US 30 West

US 30 and Comeford Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

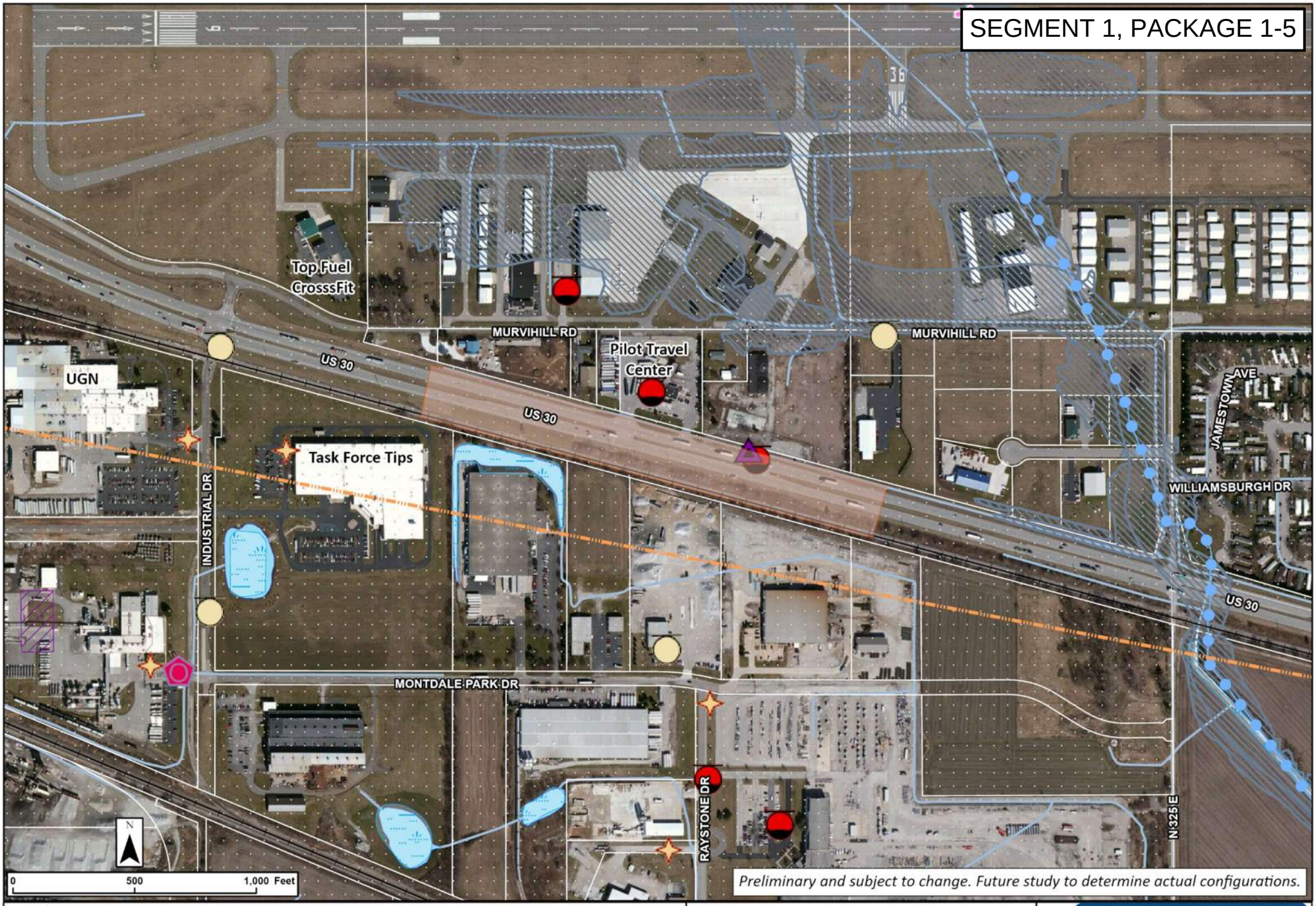
- Concept Footprint
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Airport
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Industrial Drive Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

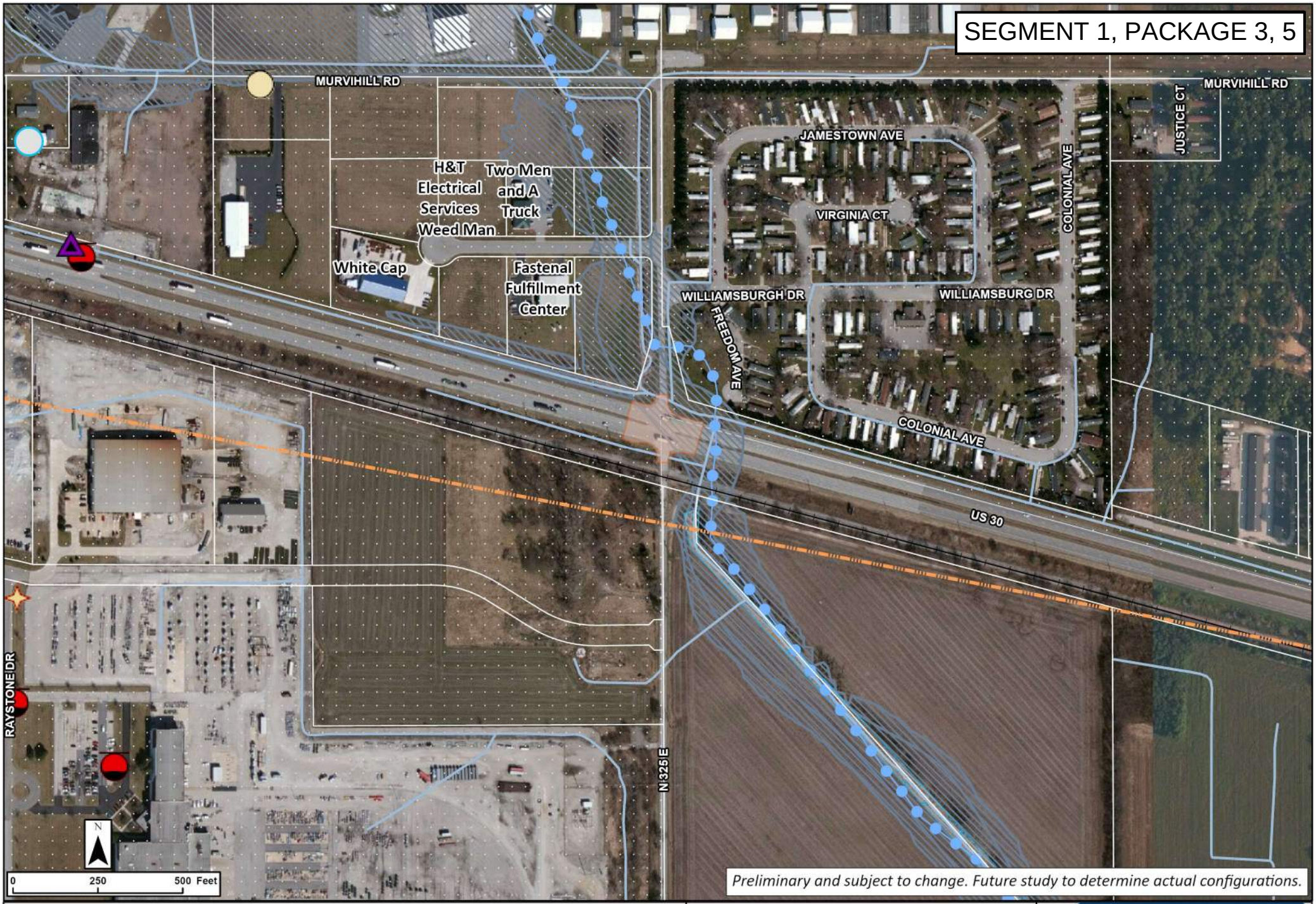
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Airport
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Pilot Travel Center Directional Intersection Alternative

PROPEL US 30

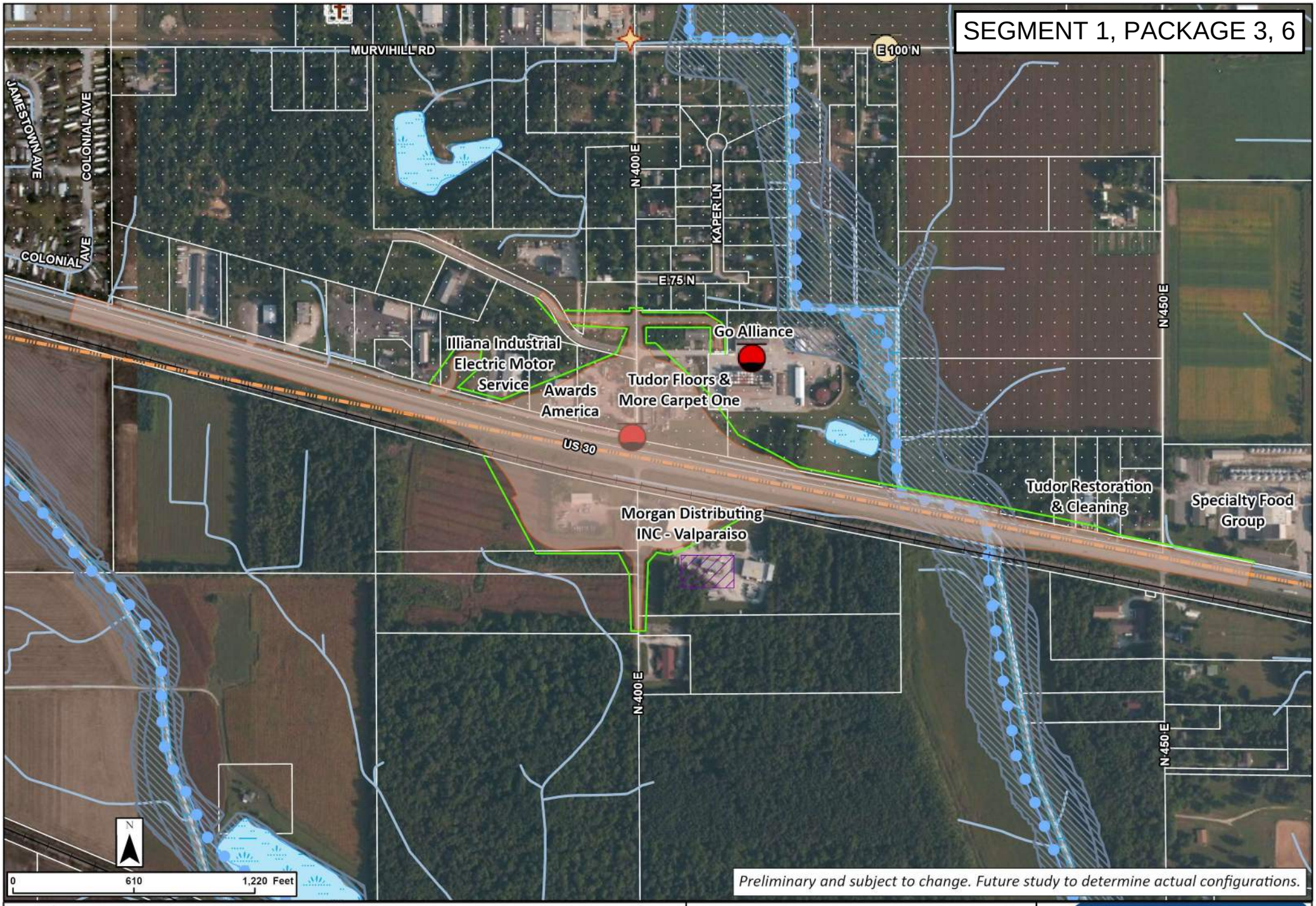
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and Porter CR 325 E Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

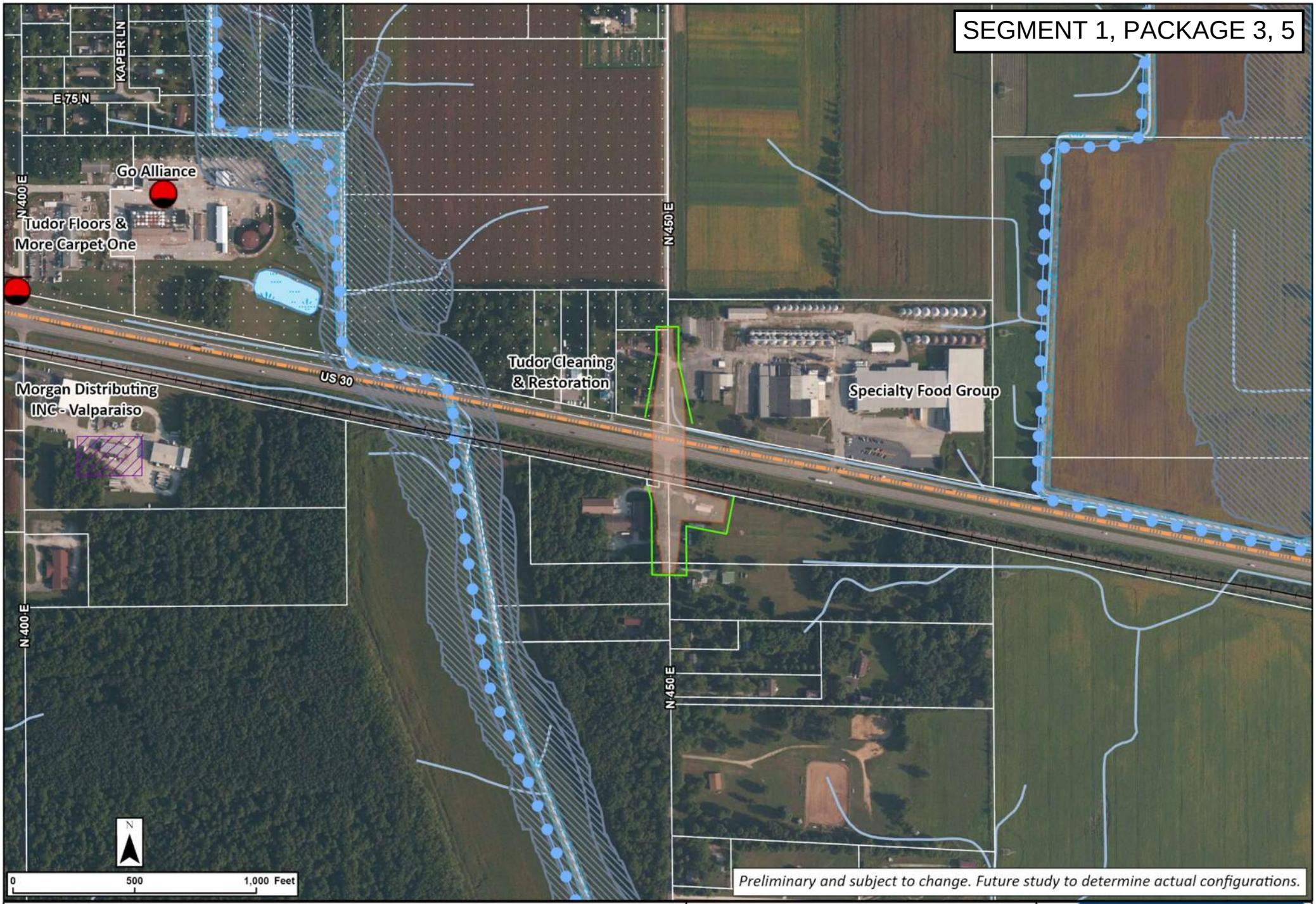
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 400 E Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



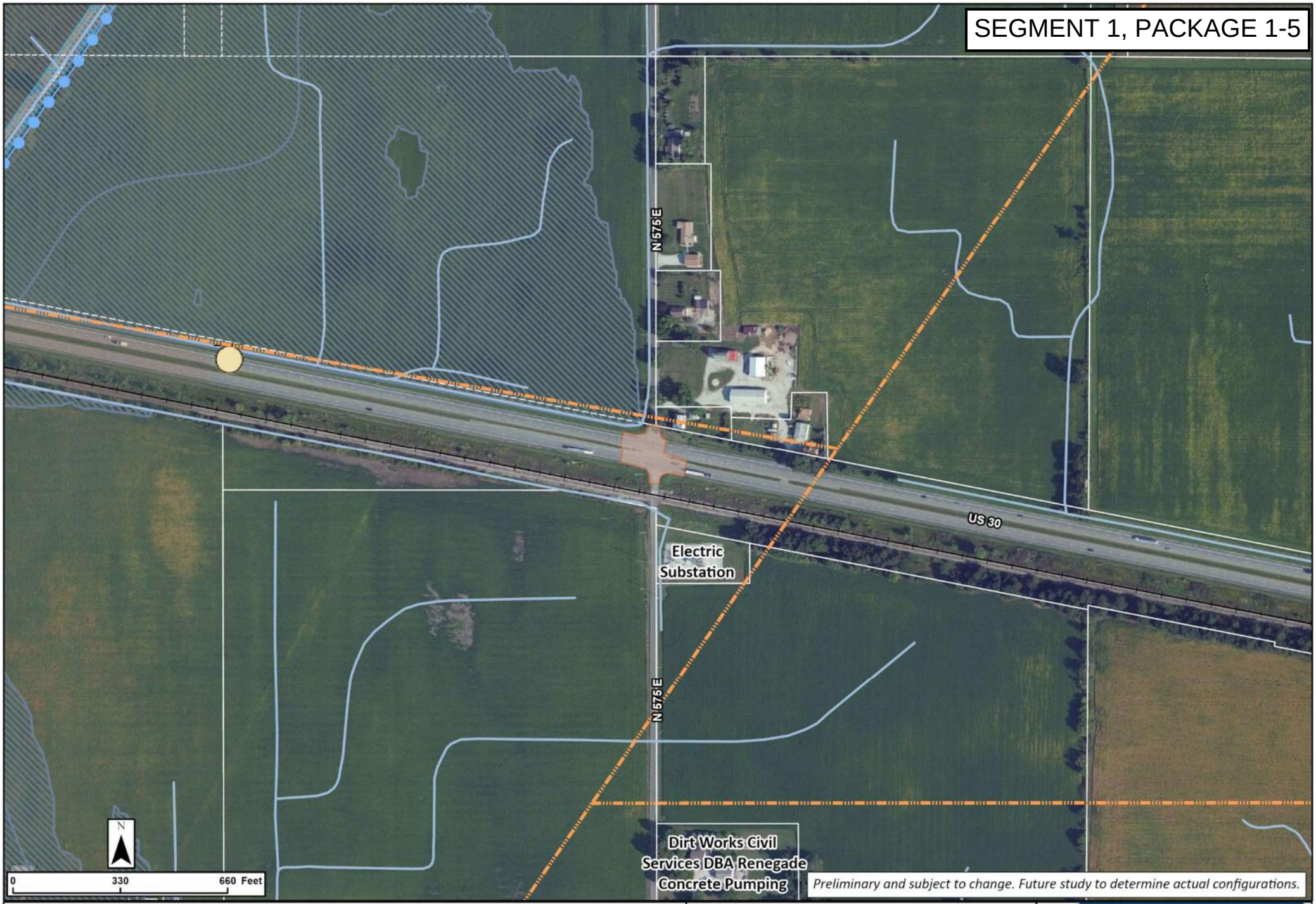
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 450 E
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



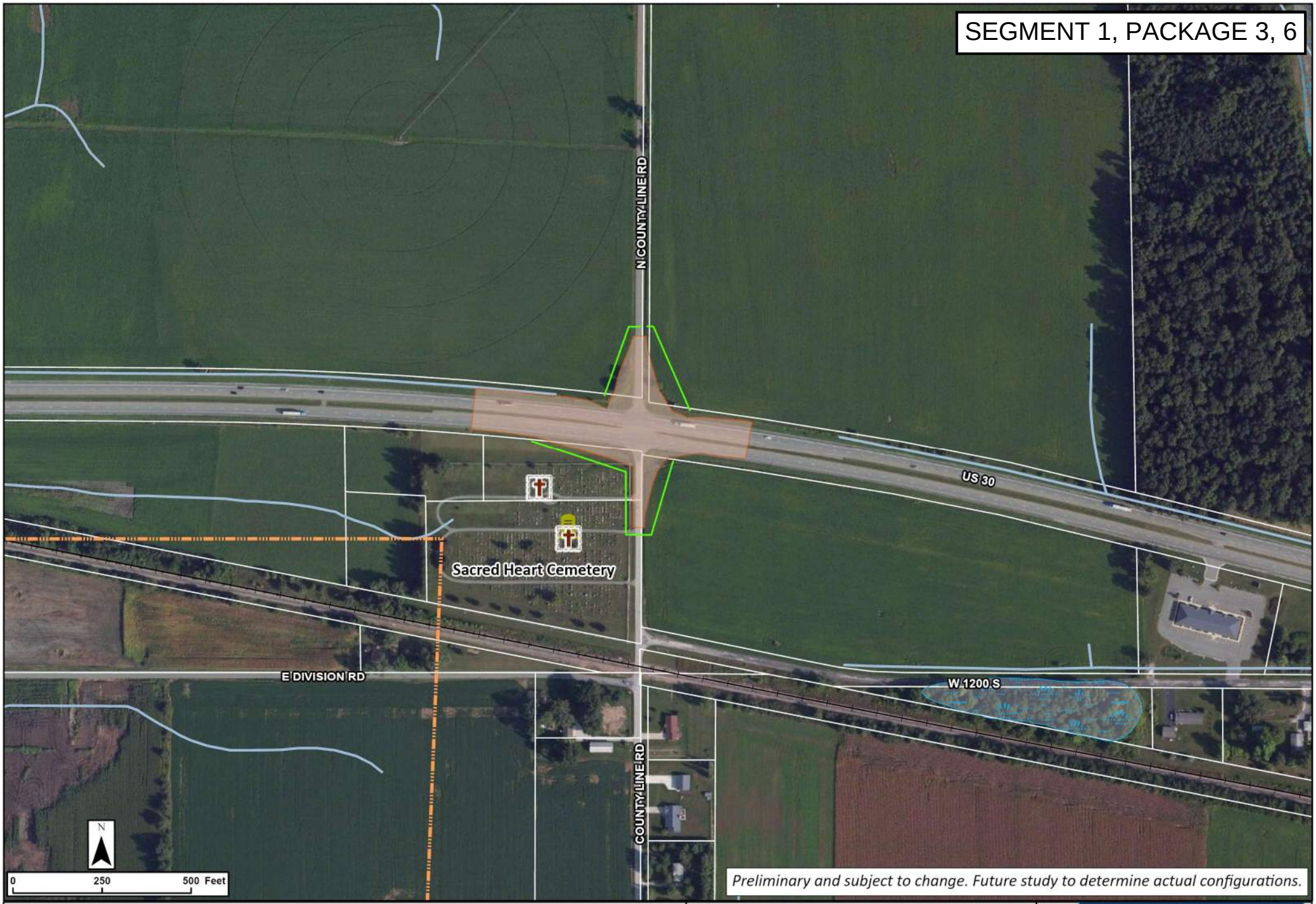
Legend

- Concept Footprint
- Railroad, In Service
- UST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 575 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Cemeteries
- Pipeline
- Railroad, In Service
- IHBBC Cemetery
- Stream / River
- NWI Wetlands

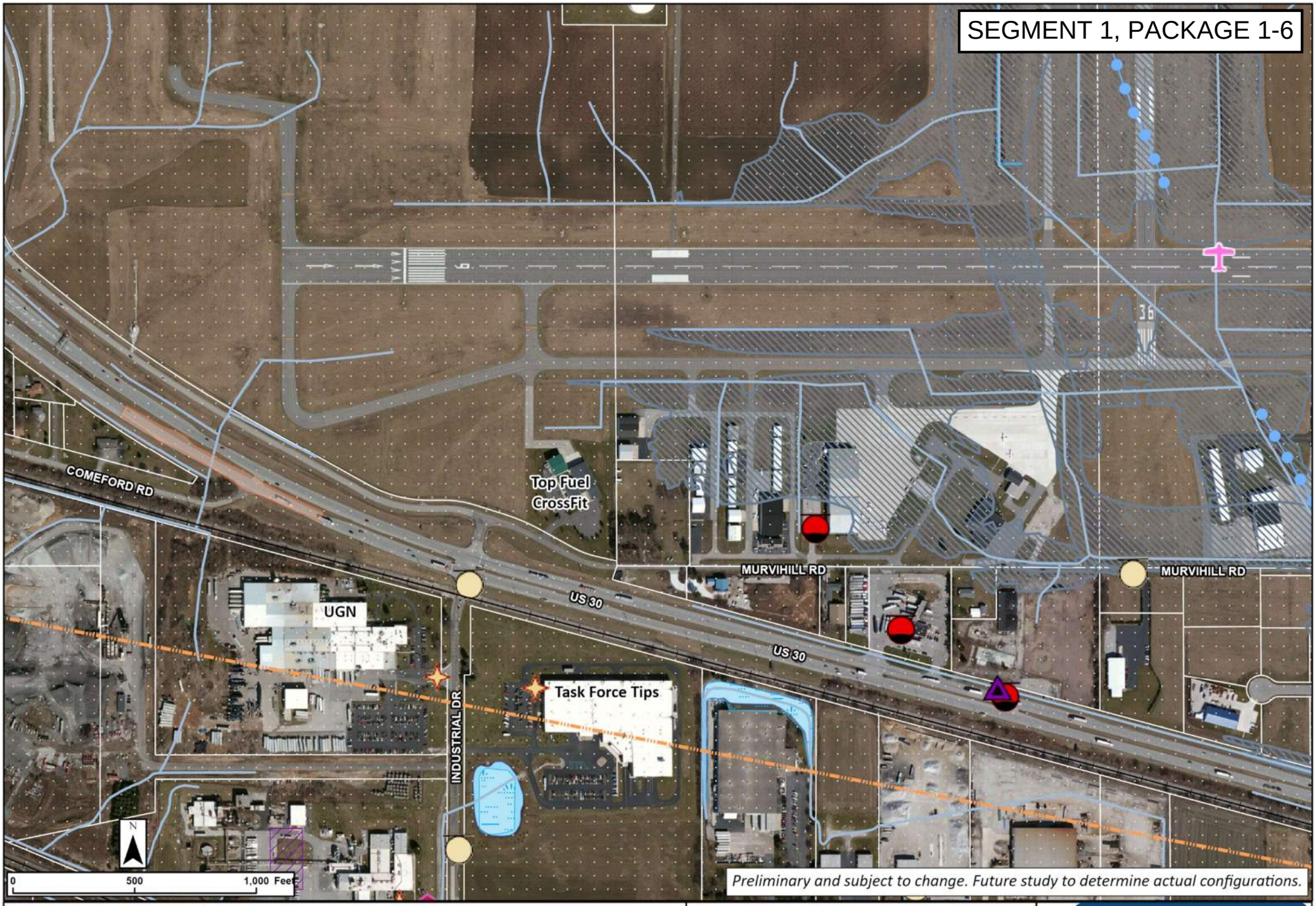
US 30 West

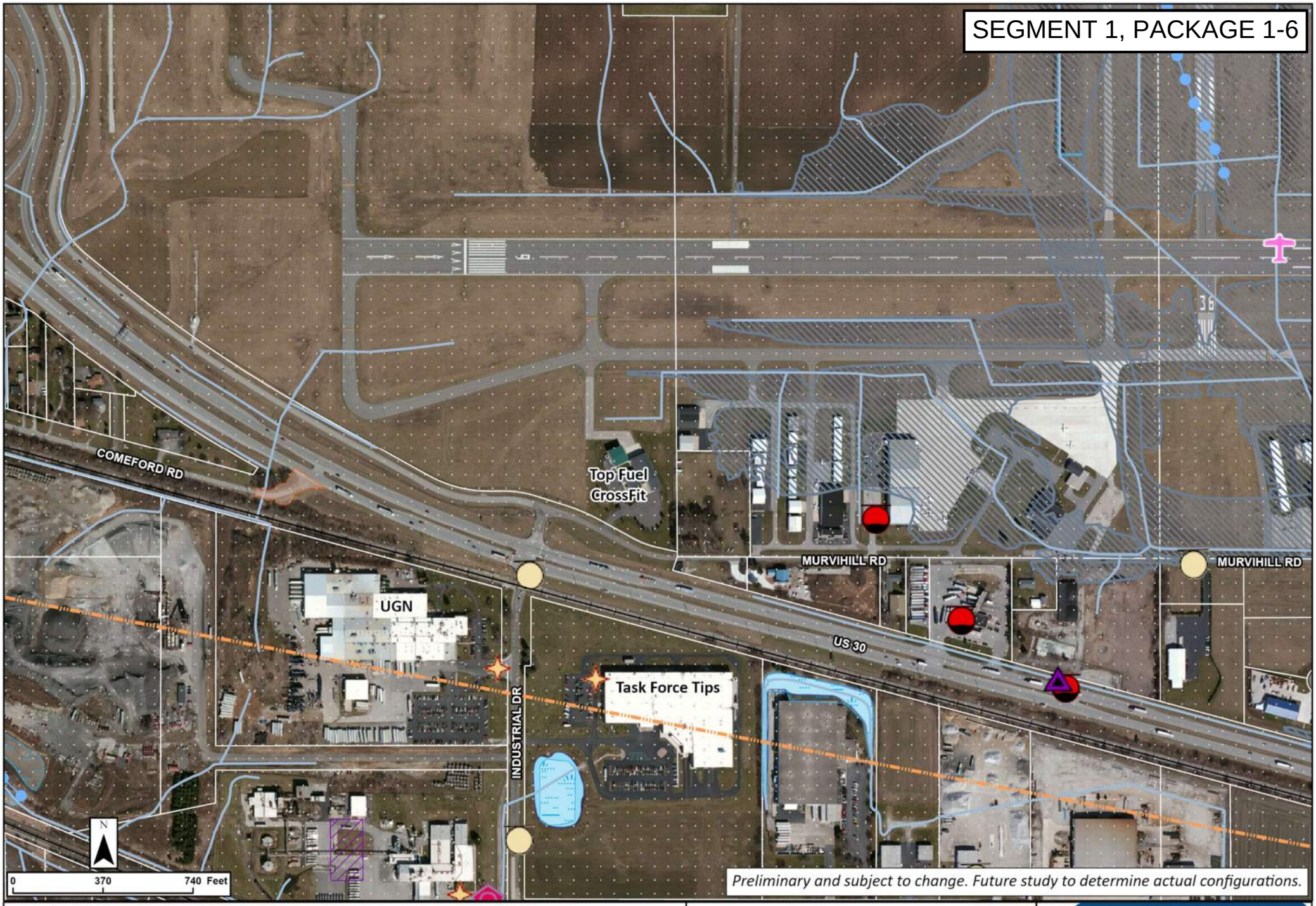
US 30 and County Line Road Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 1 Package 4


SEGMENT 1, PACKAGE 1-6
COMEFORD RD
Top Fuel
CrossFit
MURVIHILL RD
MURVIHILL RD
US 30
US 30
UGN
INDUSTRIAL DR
Task Force Tips
N
0
500
1,000 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Airport
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Institutional Controls IDEM
Sensitive Communities
Impaired Stream/Lake
Stream / River
NWI Wetlands
Lake / Pond
Floodplain
Pipeline
US 30 West
US 30 and SR 49
Acceleration and Deceleration
Lanes Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



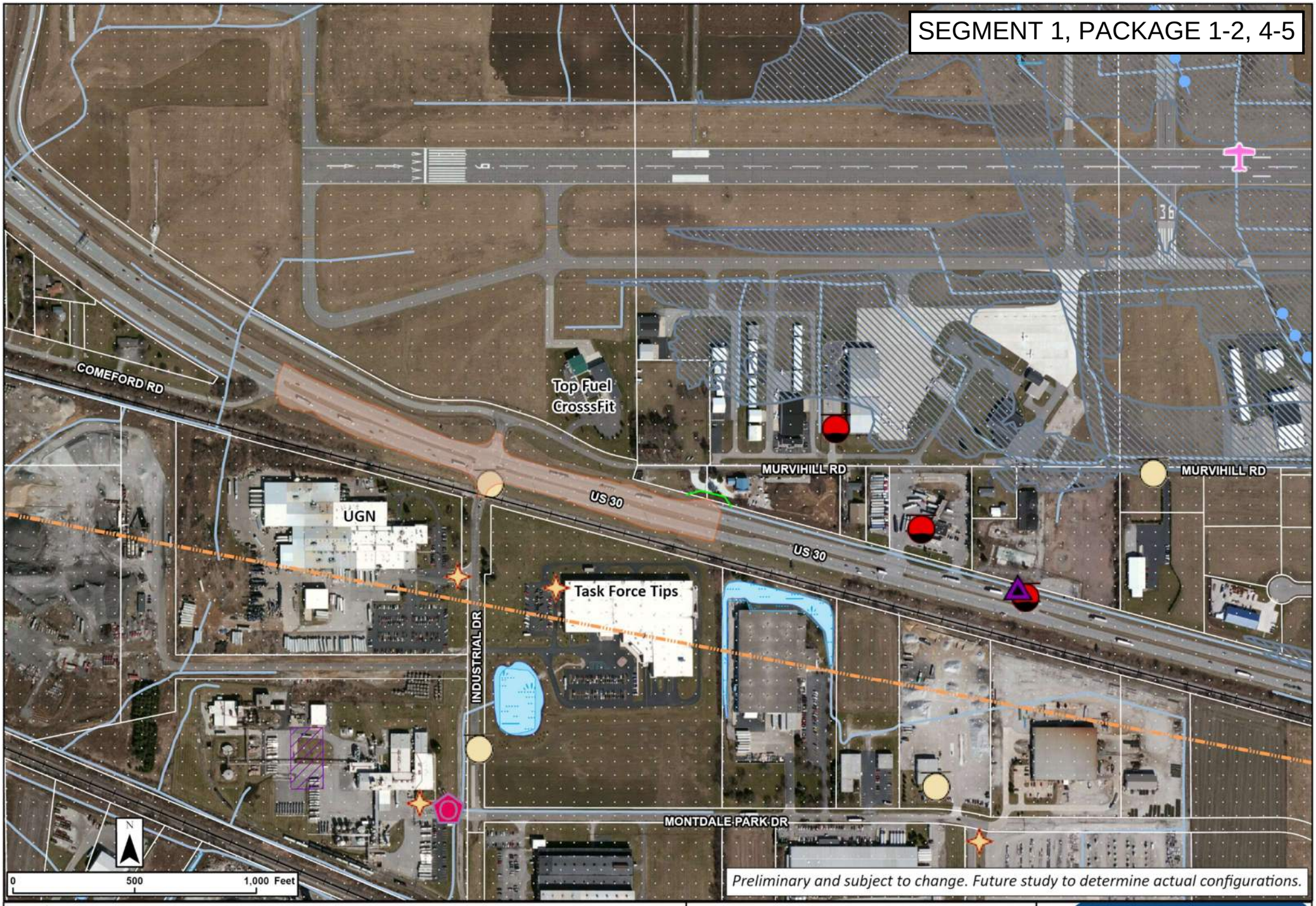
Legend

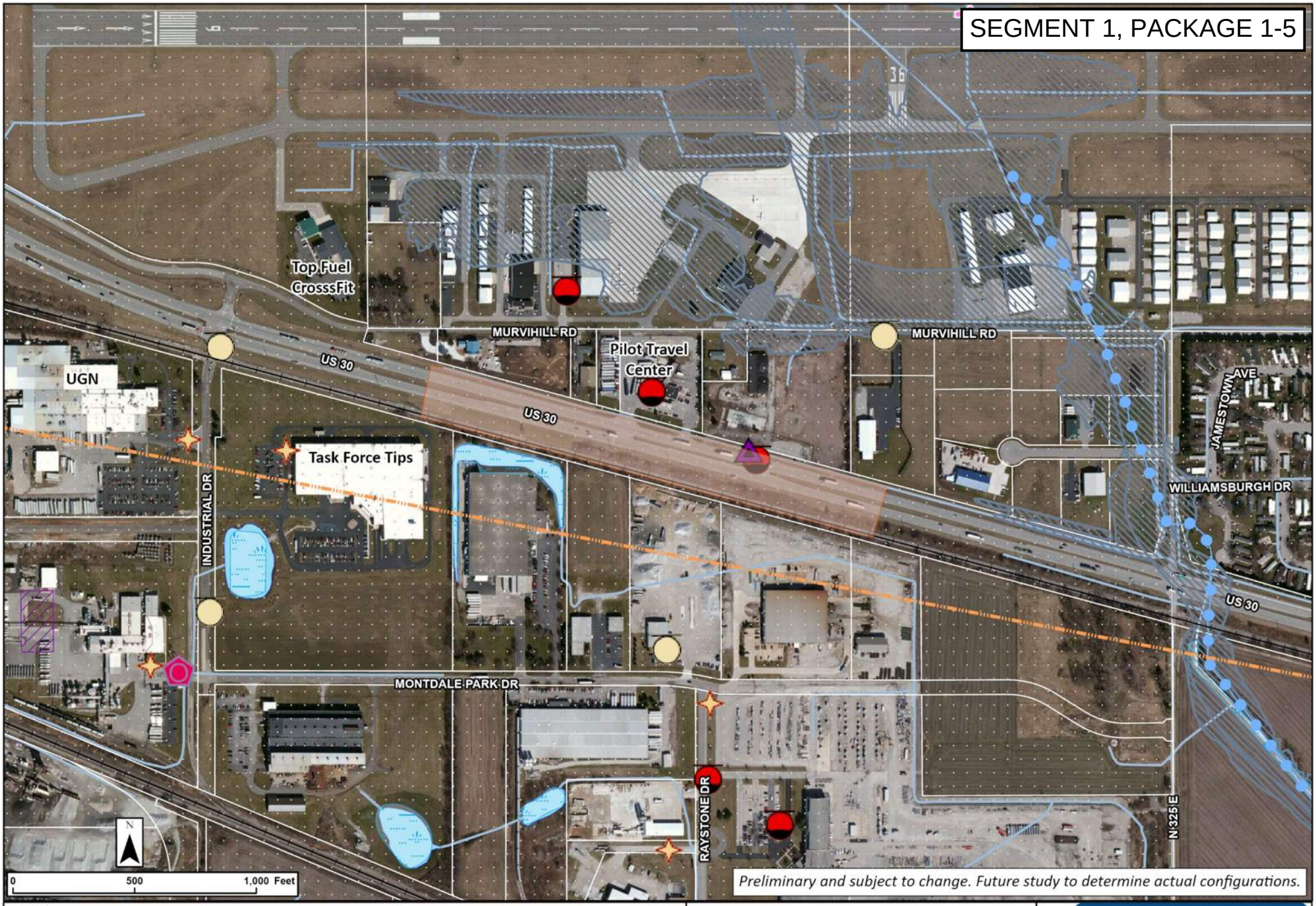
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Institutional Controls IDEM
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain
- Pipeline
- Airport

US 30 West

US 30 and Comeford Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.


SEGMENT 1, PACKAGE 1-2, 4-5
COMEFORD RD
Top Fuel
CrossFit
MURVIHILL RD
MURVIHILL RD
US 30
US 30
UGN
Task Force Tips
INDUSTRIAL DR
MONTDALE PARK DR
N
0
500
1,000 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Airport
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Institutional Controls IDEM
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Lake / Pond
Floodplain
Stream / River
Pipeline
US 30 West
US 30 and Industrial Drive
Restricted Crossing U-Turn
Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



Legend

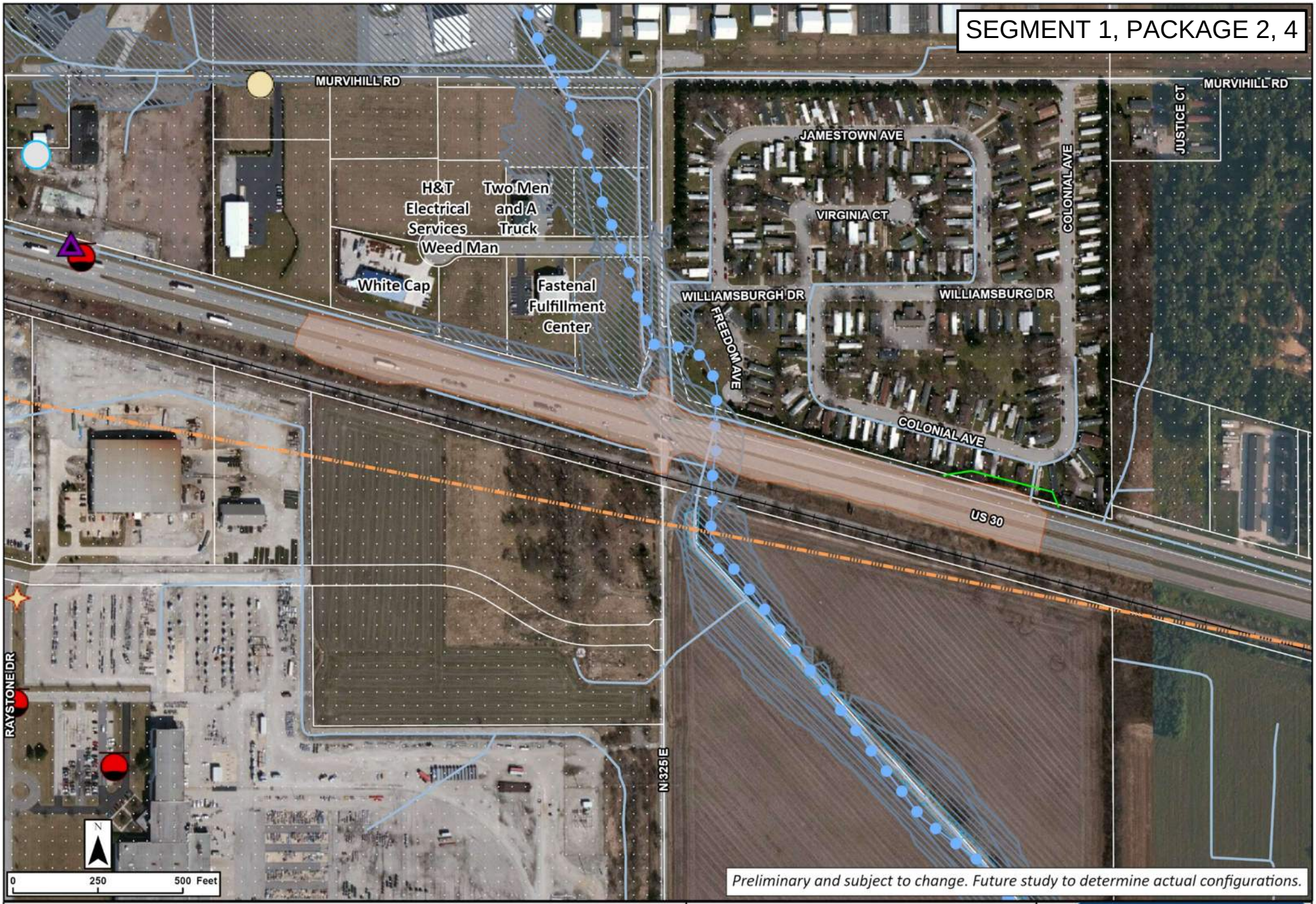
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Airport
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Pilot Travel Center Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

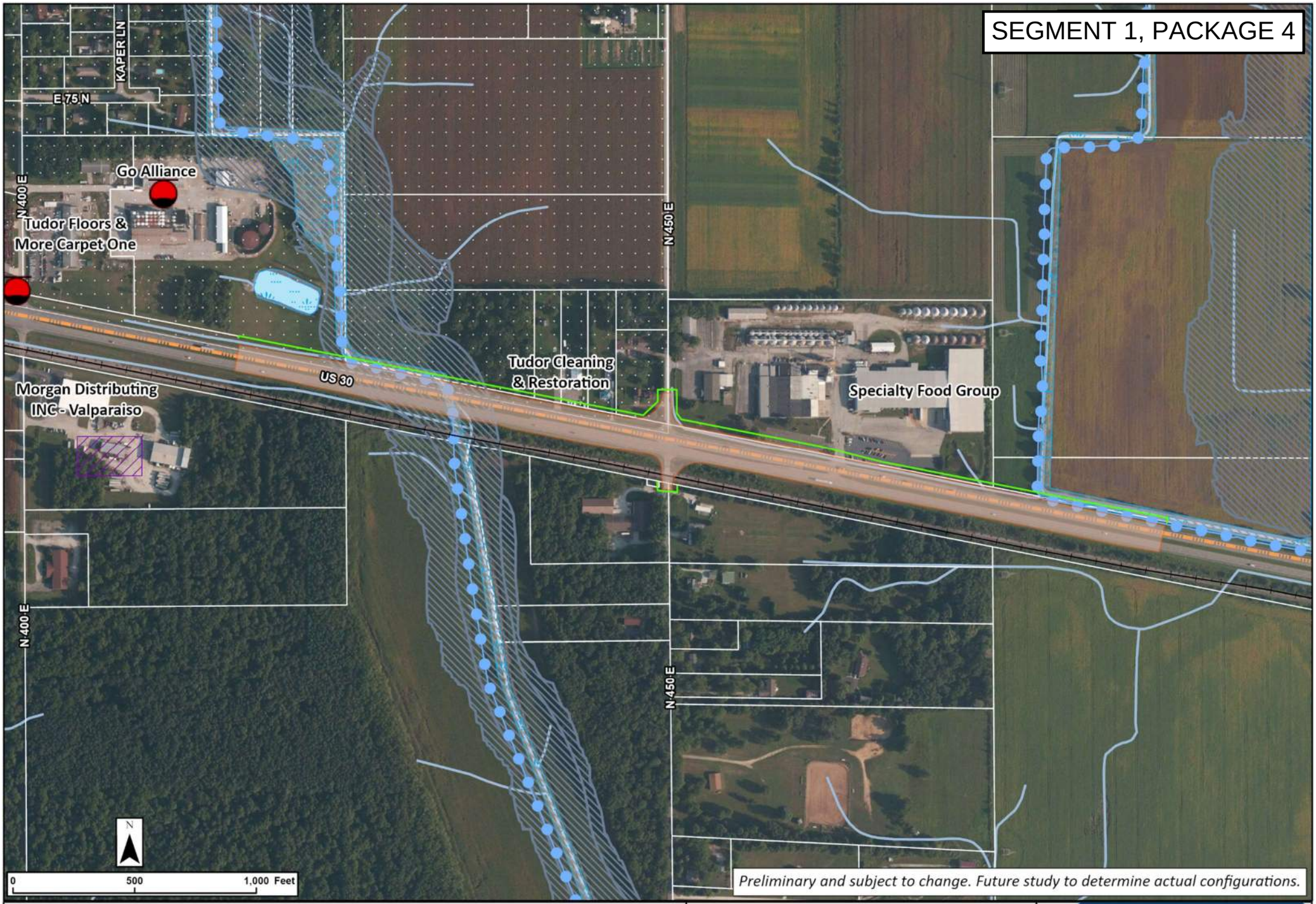

SEGMENT 1, PACKAGE 2, 4
MURVIHILL RD
MURVIHILL RD
JUSTICE CT
JAMESTOWN AVE
VIRGINIA CT
COLONIAL AVE
H&T Electrical Services
Two Men and A Truck
Weed Man
White Cap
Fastenal Fulfillment Center
WILLIAMSBURGH DR
WILLIAMSBURG DR
FREEDOM AVE
COLONIAL AVE
US 30
RAYSTONE DR
N 325 E
N
0
250
500 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Pipeline
Railroad, In Service
Wells/OilGas
RCRA Generator/TSD
State Cleanup Site
UST
LUST
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Floodplain
Stream / River
US 30 West
US 30 and Porter CR 325 E
Reduced Conflict Intersection
Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



US 30 West

US 30 and Porter CR 400 E
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



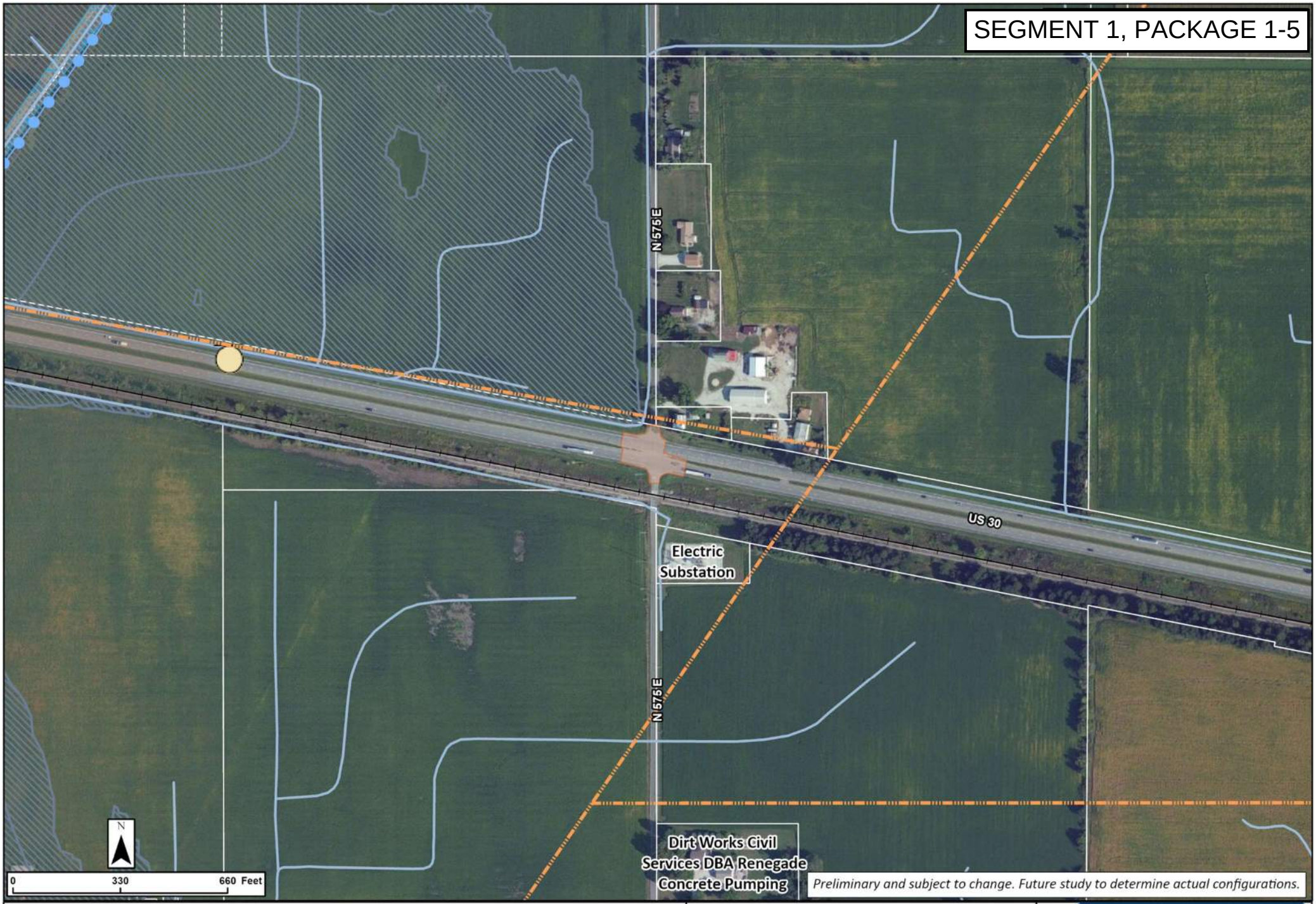
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 450 E
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

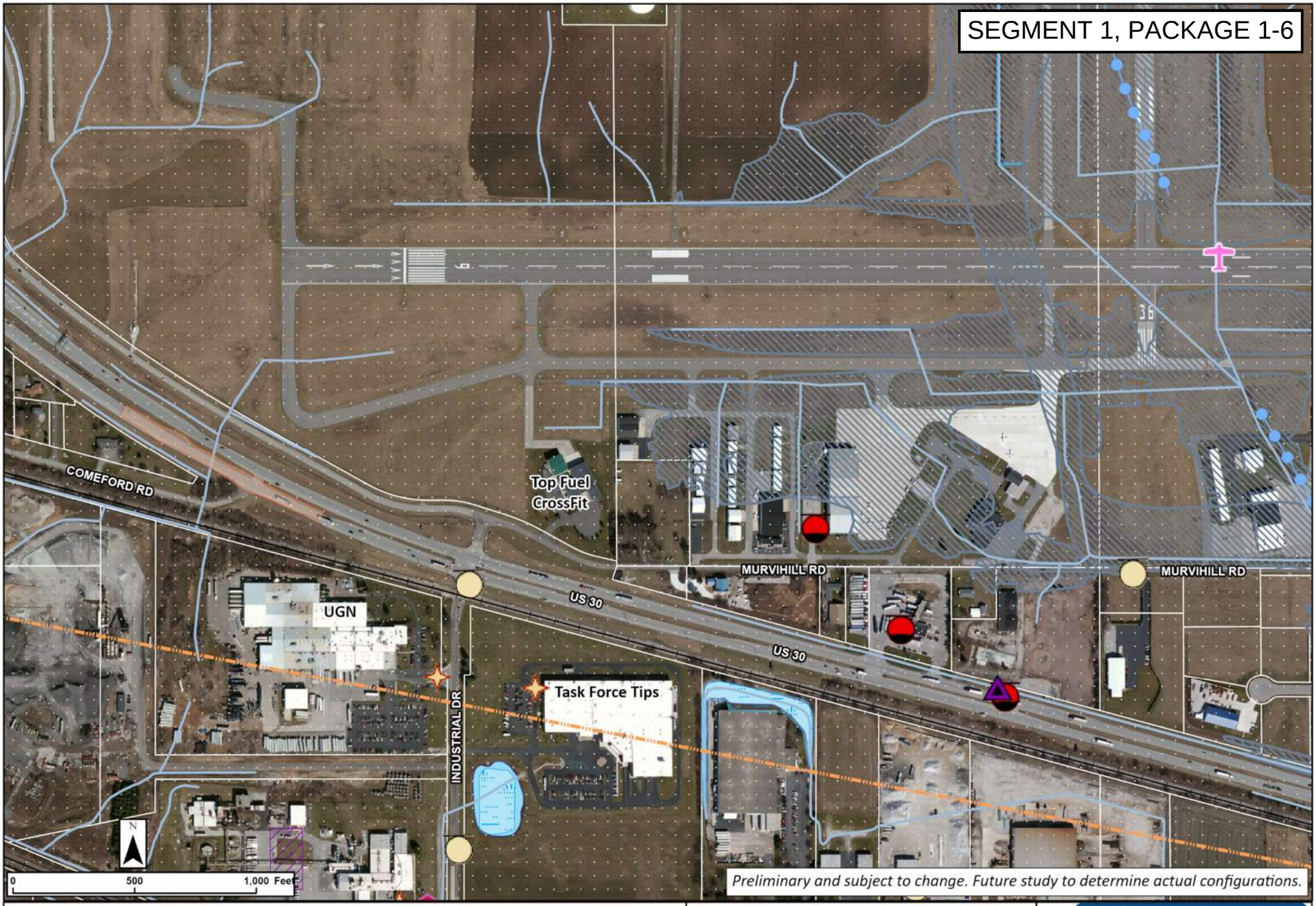
- Concept Footprint
- Railroad, In Service
- UST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 575 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 1 Package 5


SEGMENT 1, PACKAGE 1-6
COMEFORD RD
Top Fuel
CrossFit
MURVIHILL RD
MURVIHILL RD
US 30
US 30
UGN
INDUSTRIAL DR
Task Force Tips
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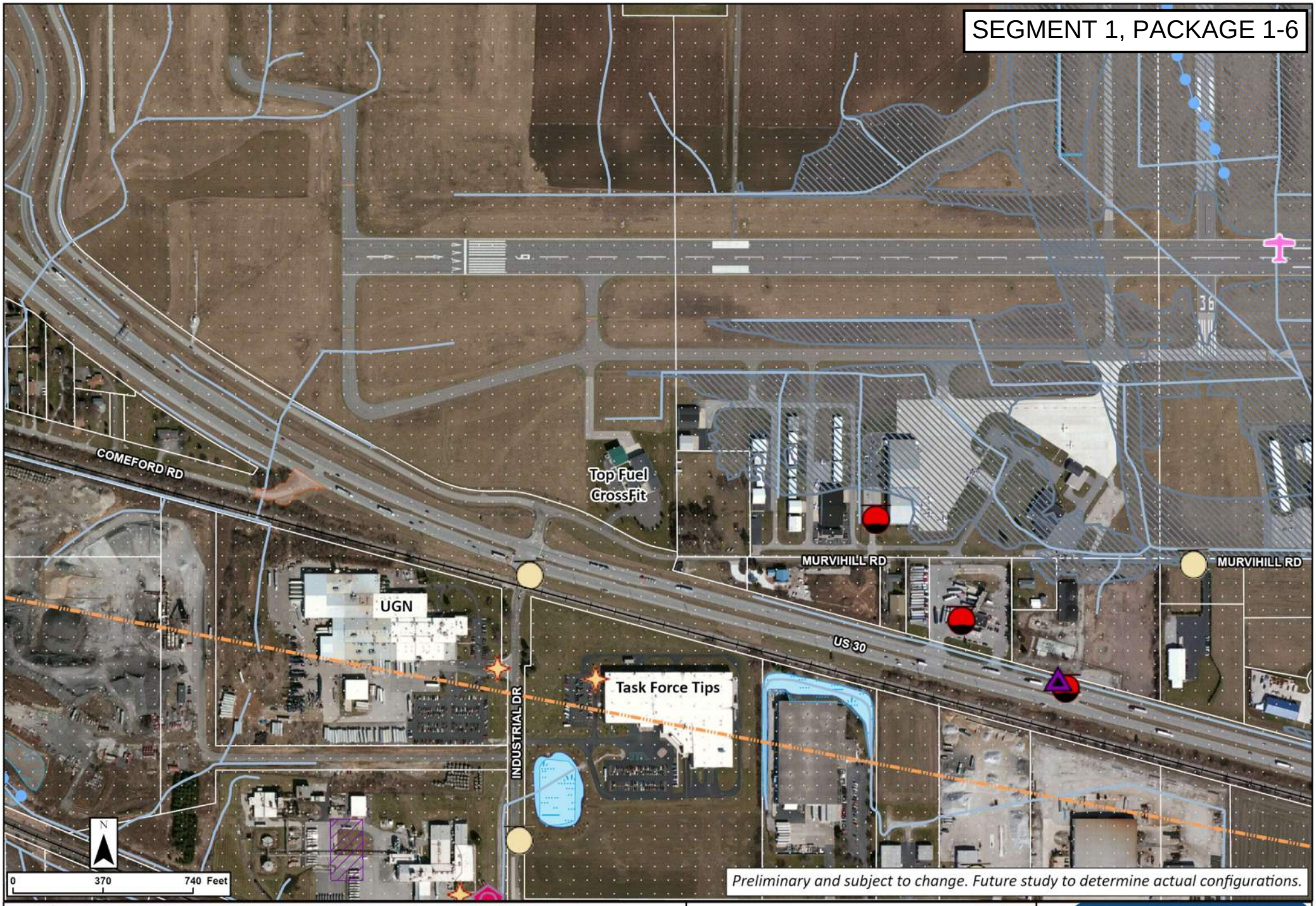
500
1,000 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Airport
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Institutional Controls IDEM
Sensitive Communities
Impaired Stream/Lake
Stream / River
NWI Wetlands
Lake / Pond
Floodplain
Pipeline
US 30 West
US 30 and SR 49
Acceleration and Deceleration
Lanes Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



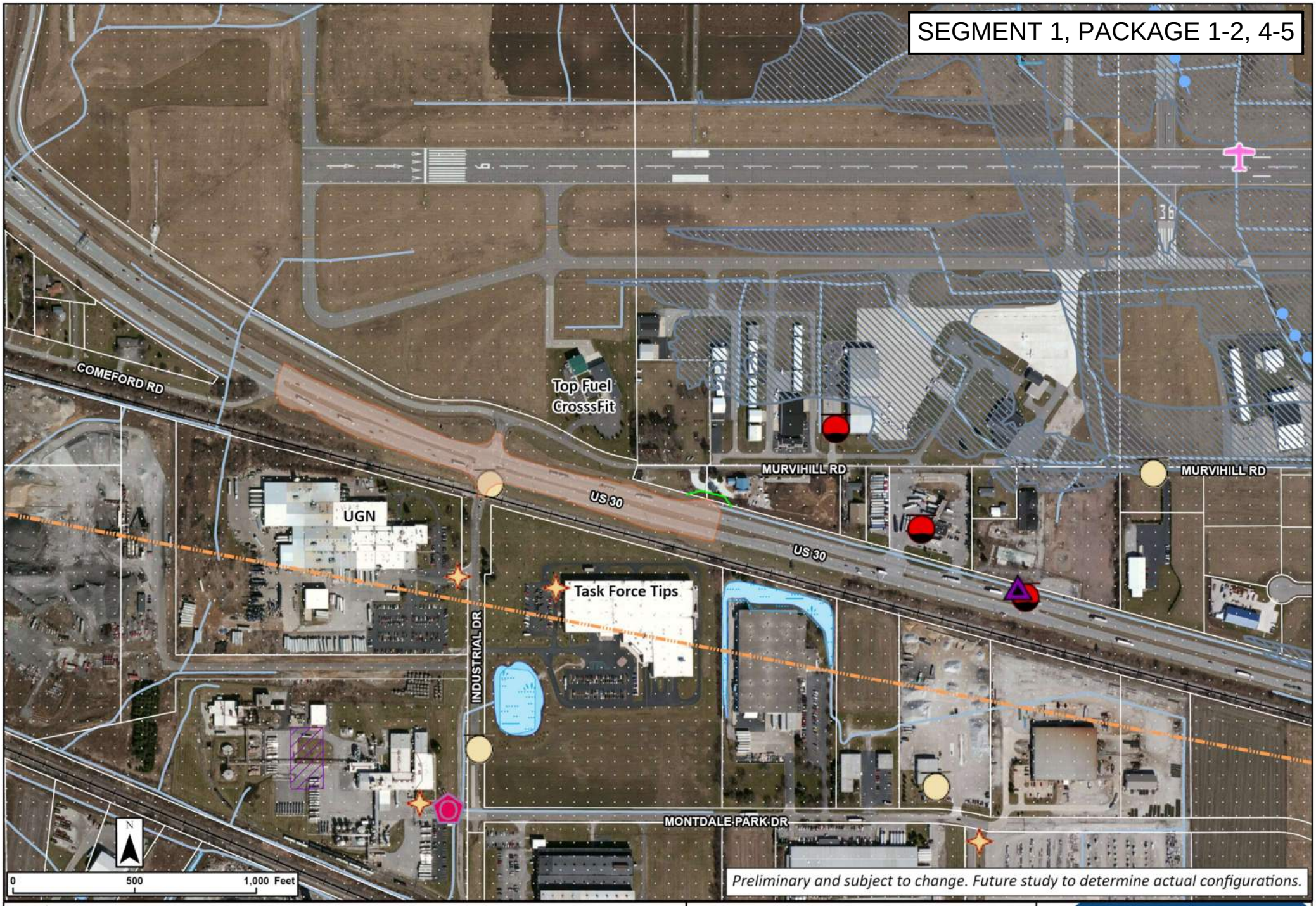
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Institutional Controls IDEM
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain
- Pipeline
- Airport

US 30 West

US 30 and Comeford Rd
Closure Intersection
Alternative

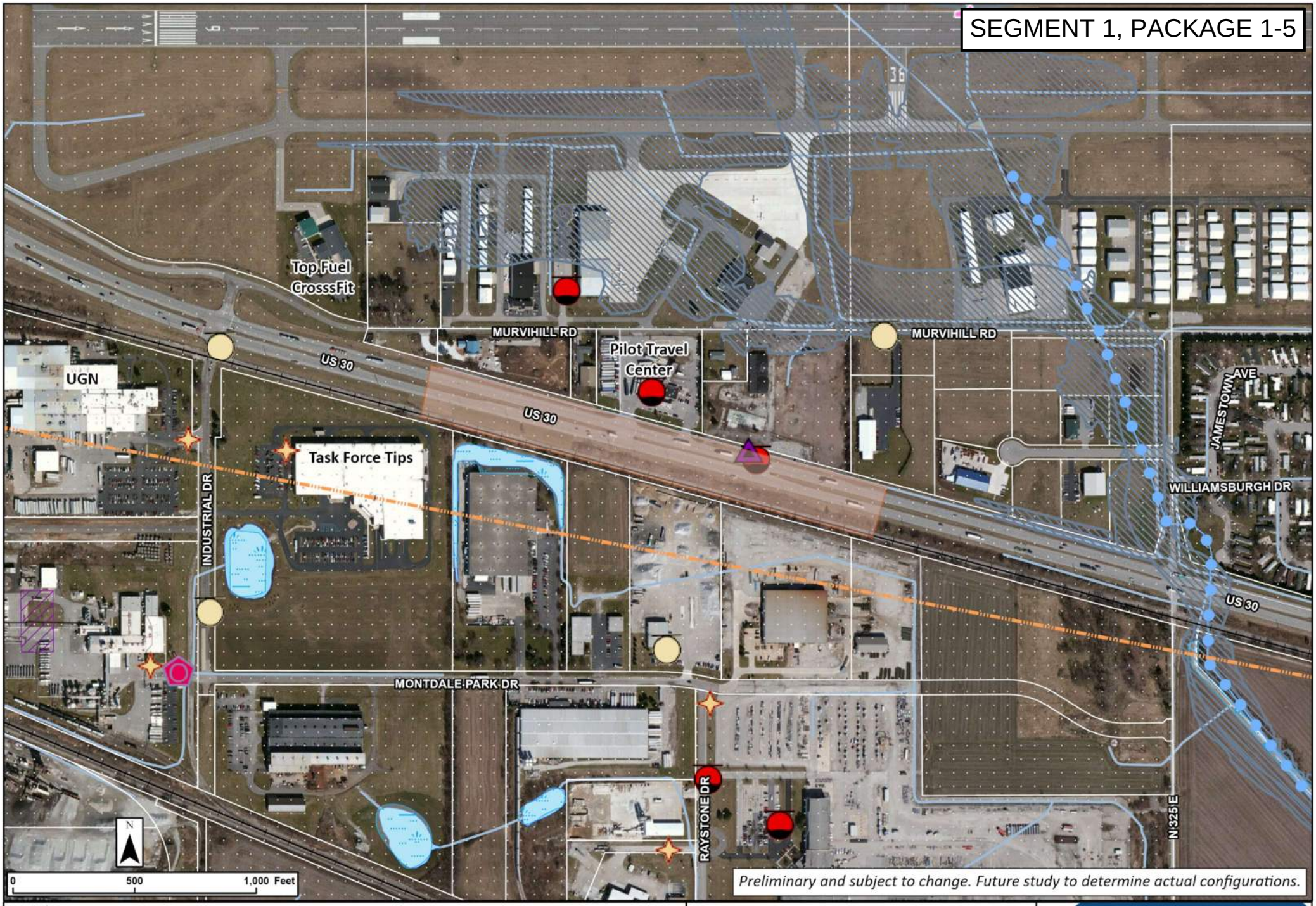
PROPEL US 30
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and Industrial Drive
Restricted Crossing U-Turn
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

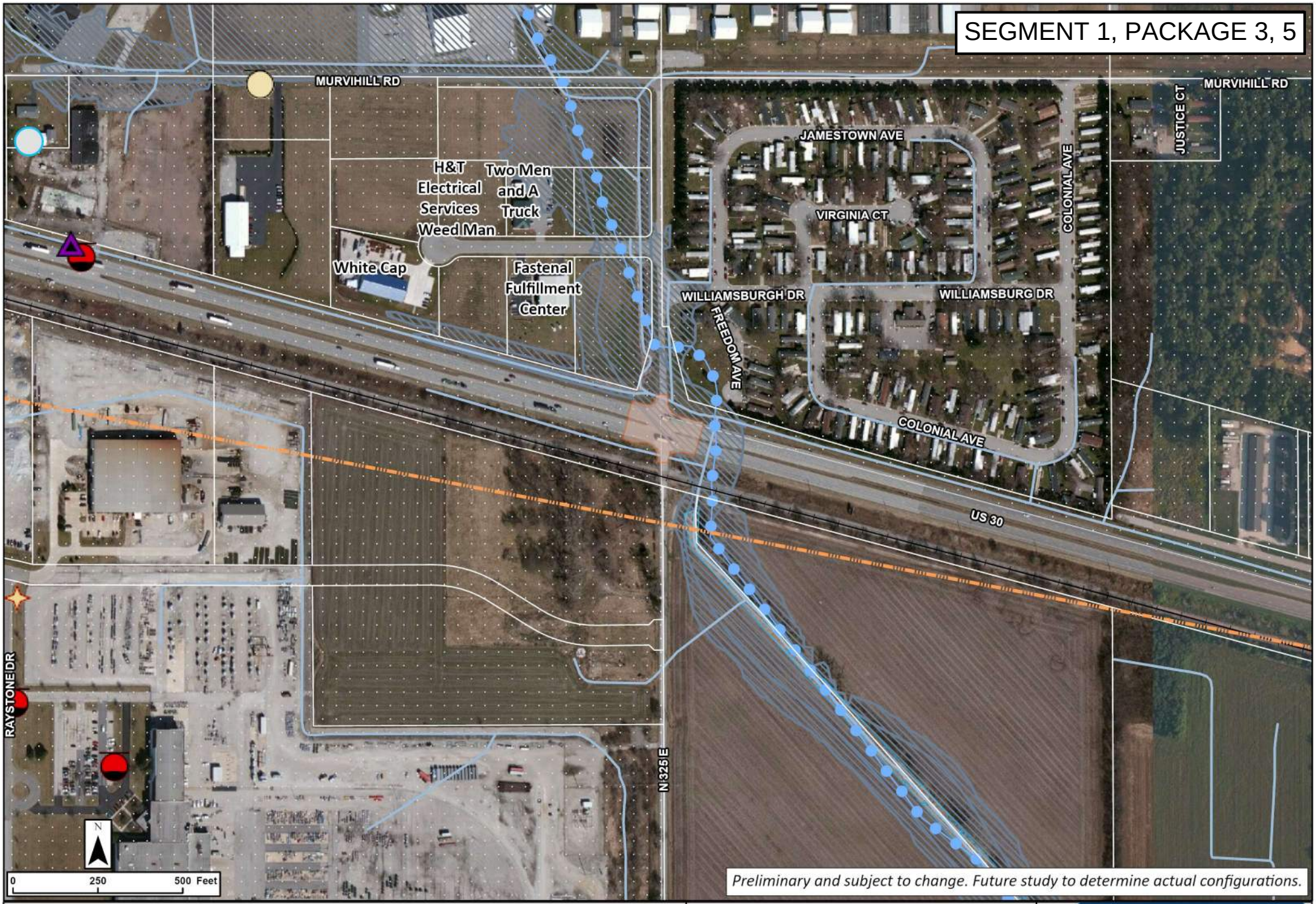
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Airport
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Pilot Travel Center Directional Intersection Alternative

PROPEL US 30

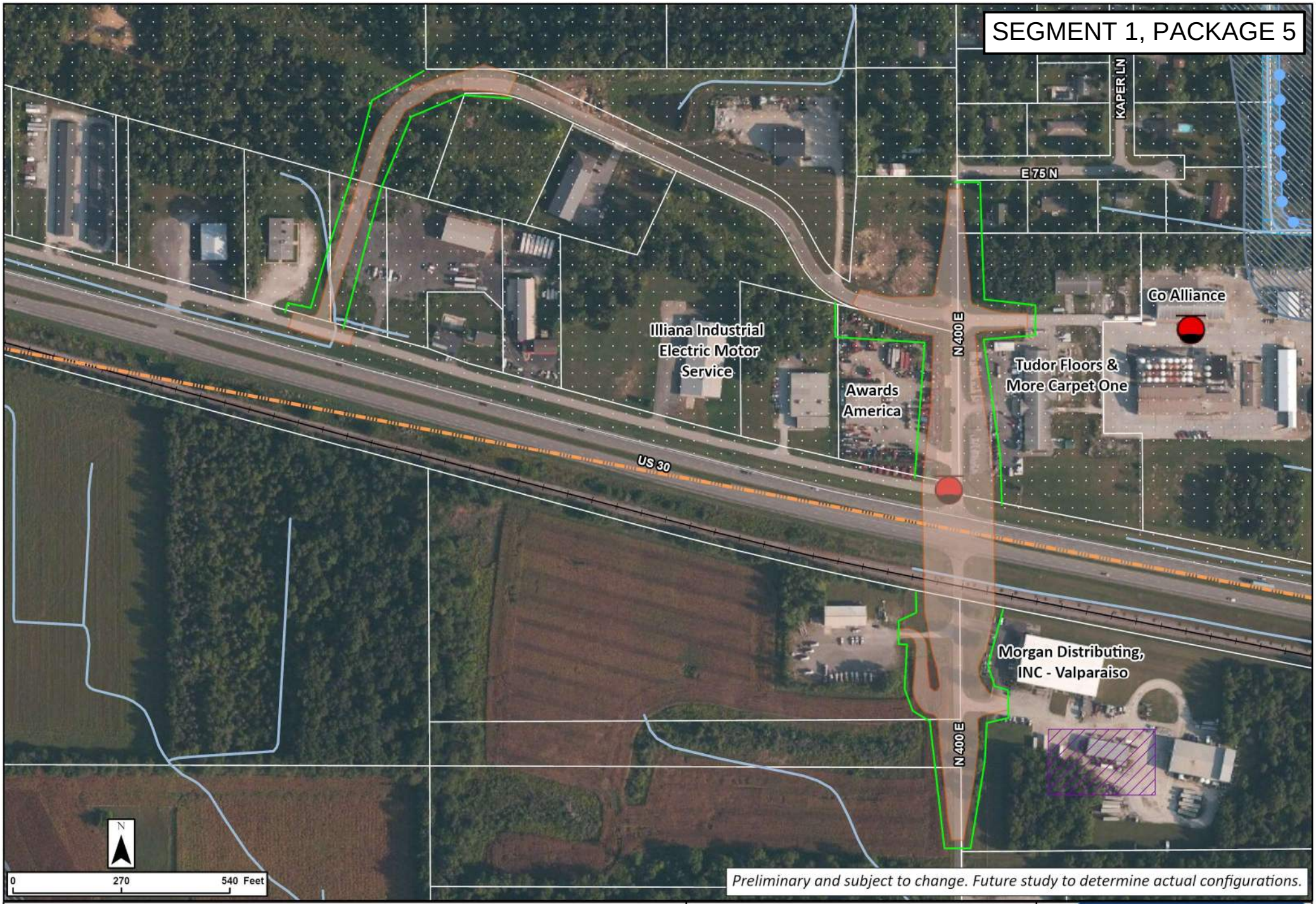
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and Porter CR 325 E Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



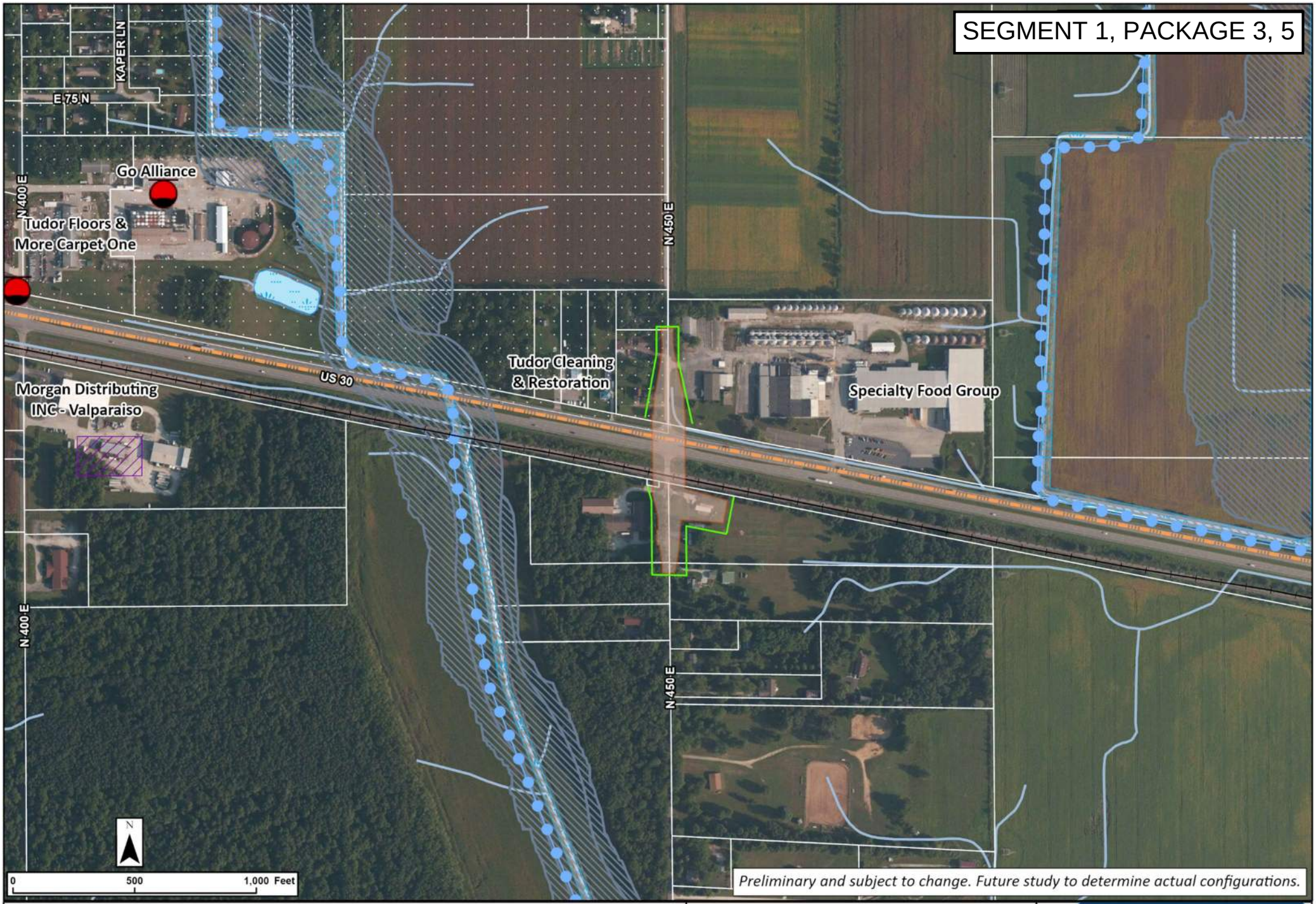
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Porter CR 400 E
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

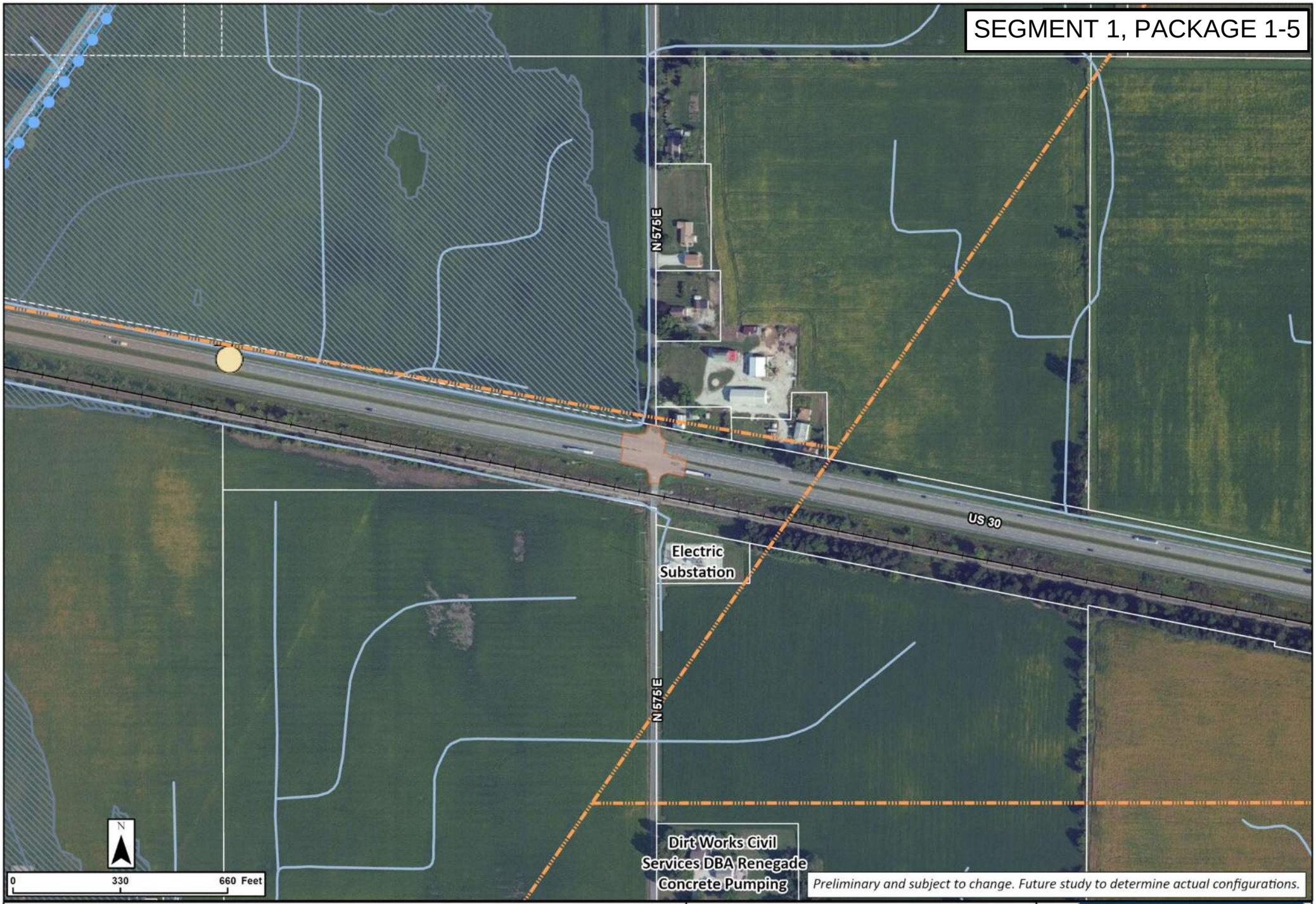
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 450 E Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



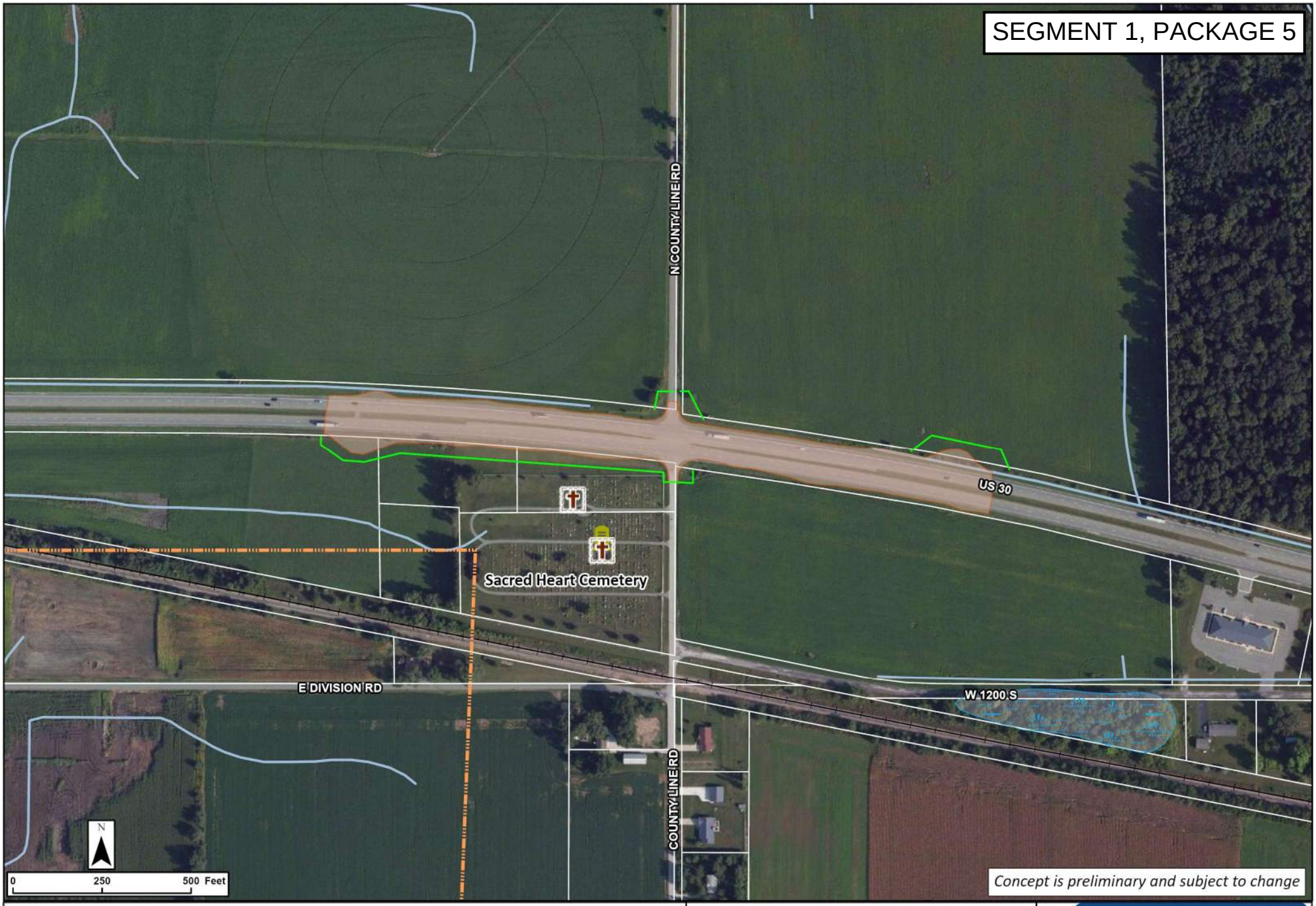
Legend

- Concept Footprint
- Railroad, In Service
- UST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain
- Pipeline

US 30 West

US 30 and Porter CR 575 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

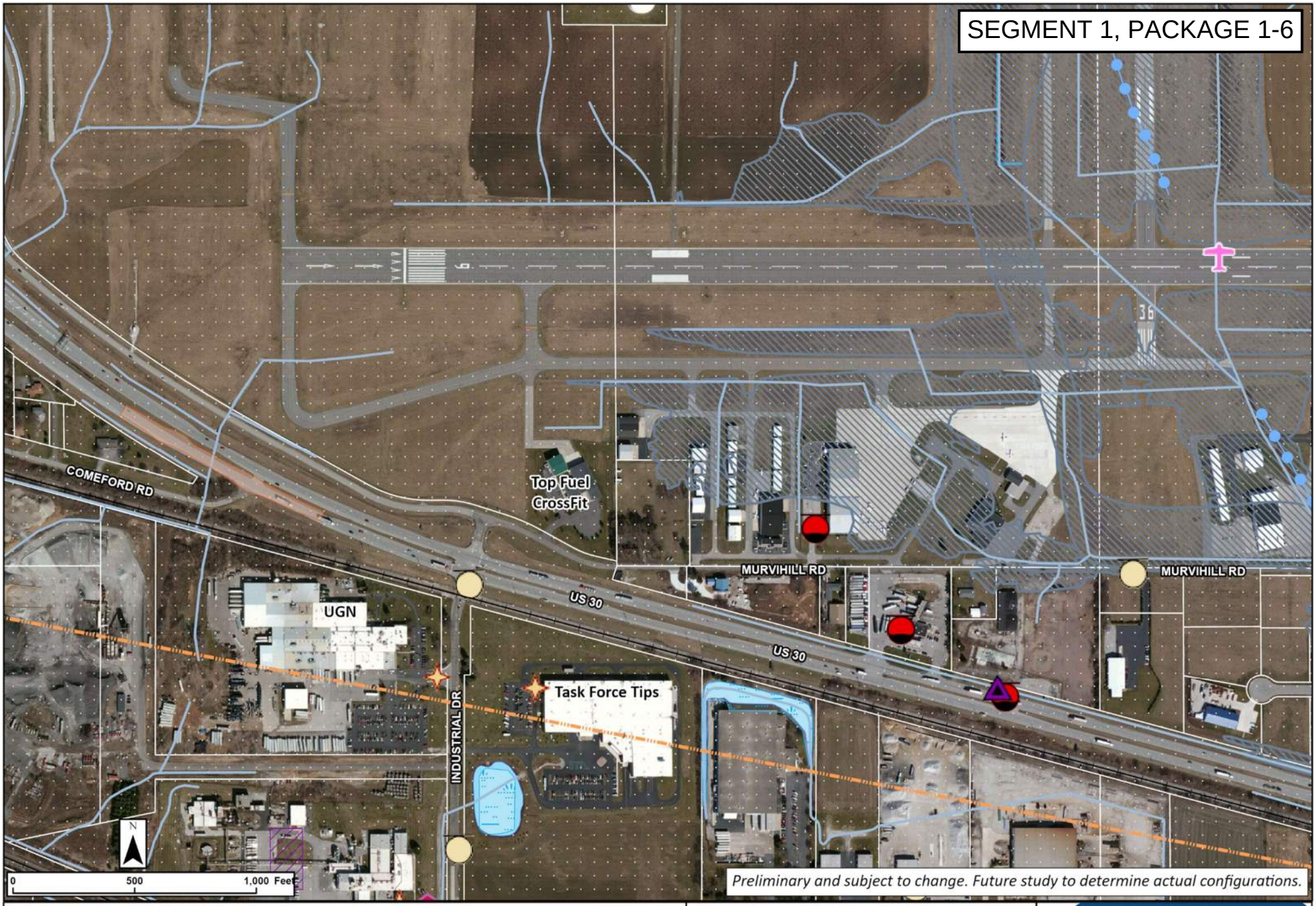
- Concept Footprint
- Potential New ROW
- Cemeteries
- Pipeline
- Railroad, In Service
- IHBBC Cemetery
- Stream / River
- NWI Wetlands

US 30 West

US 30 and County Line Road
Reduced Conflict Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 1 Package 6



Legend

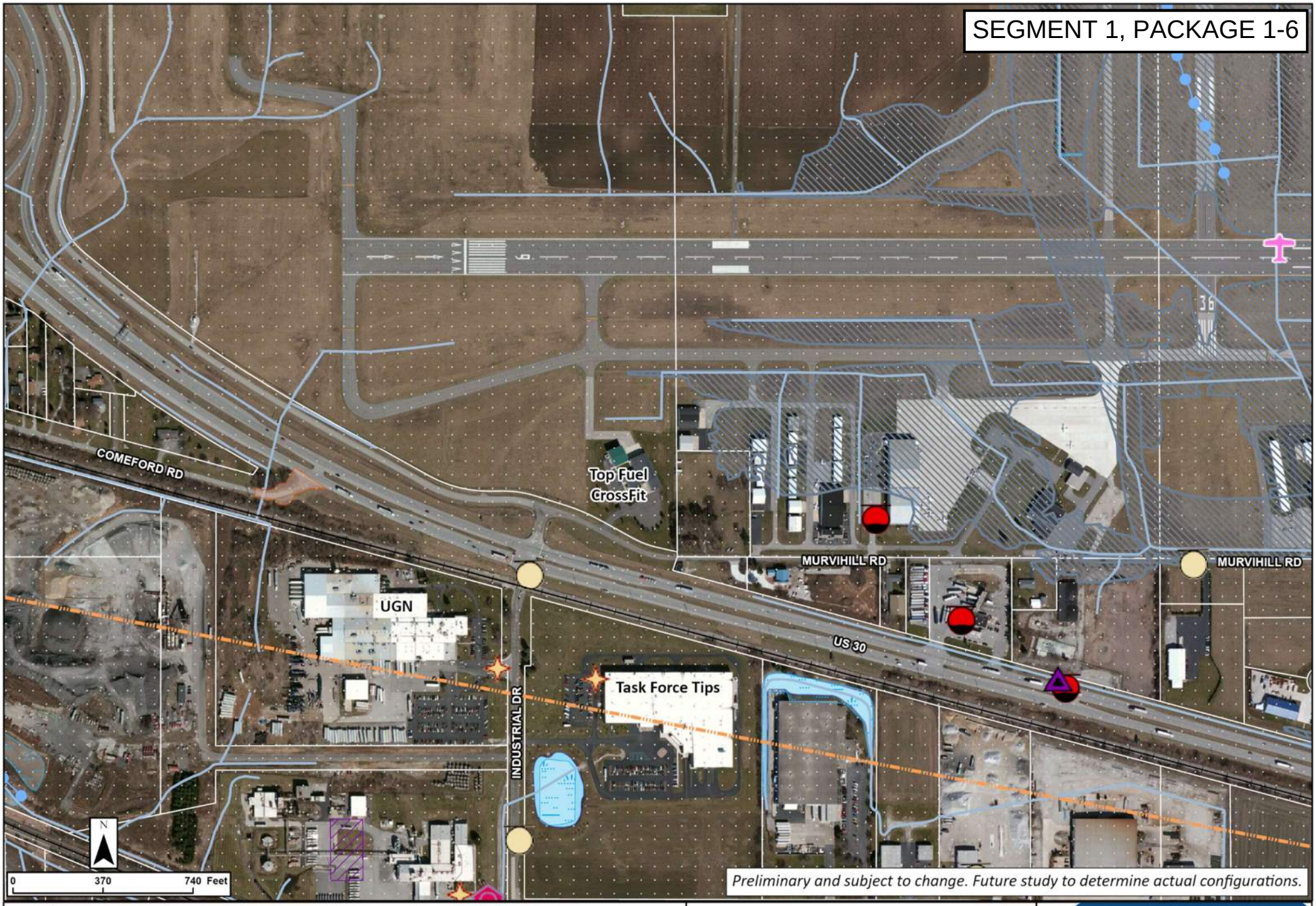
- Concept Footprint
- Airport
- Railroad, In Service
- RCRA Generator/TSD
- State Cleanup Site
- UST
- Voluntary Remediation Program
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and SR 49 Acceleration and Deceleration Lanes Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



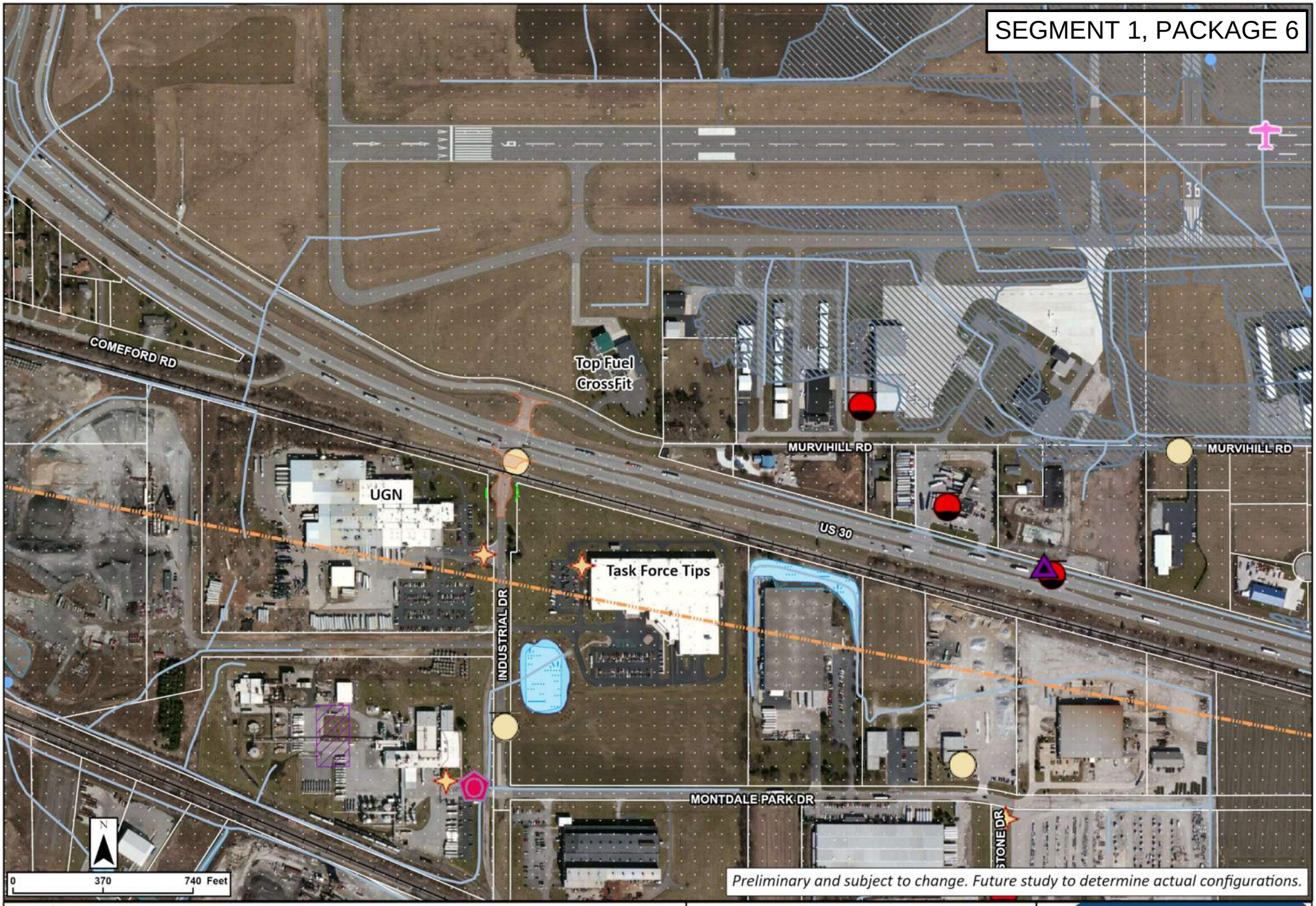
Legend

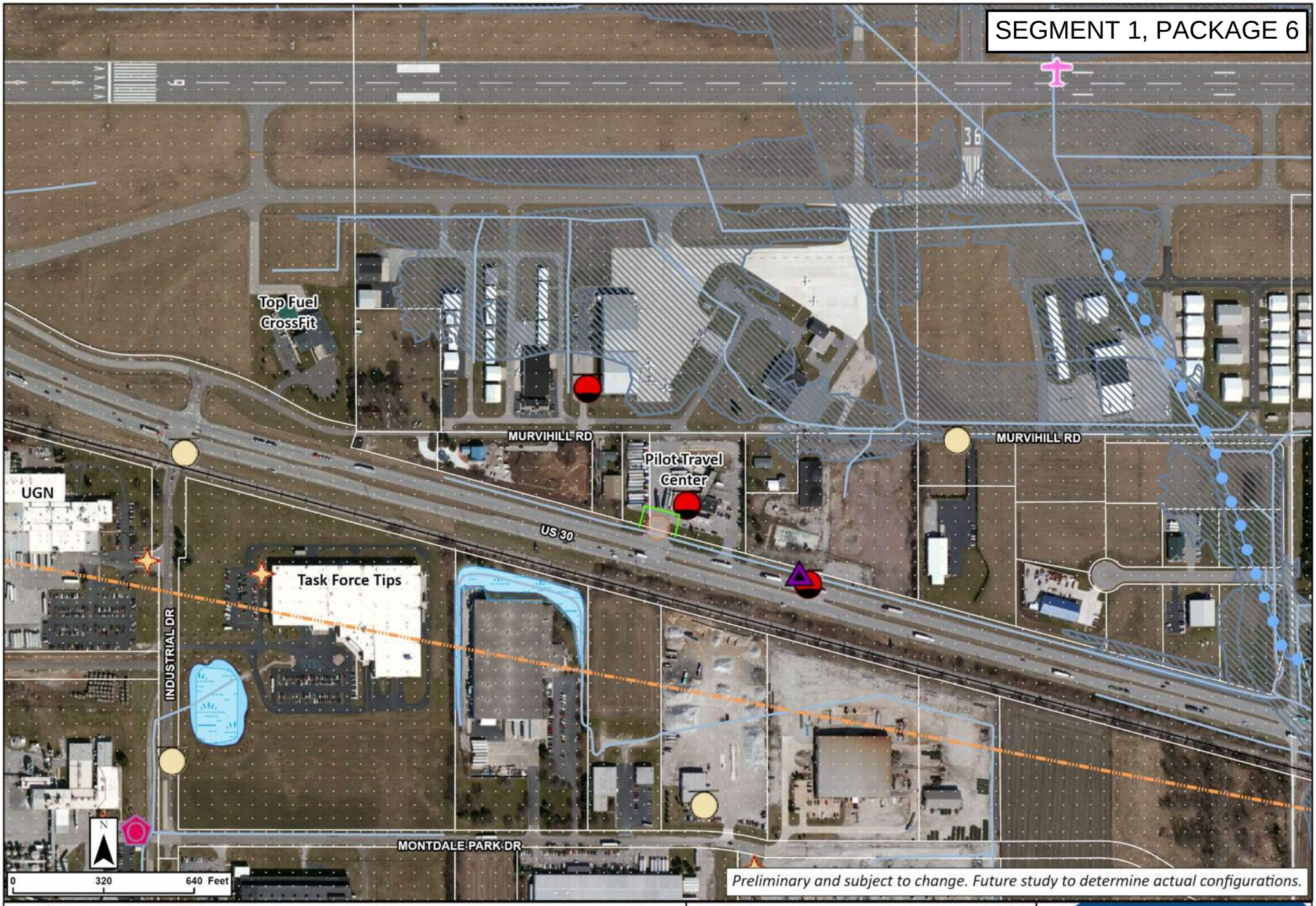
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Institutional Controls IDEM
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain
- Pipeline
- Airport

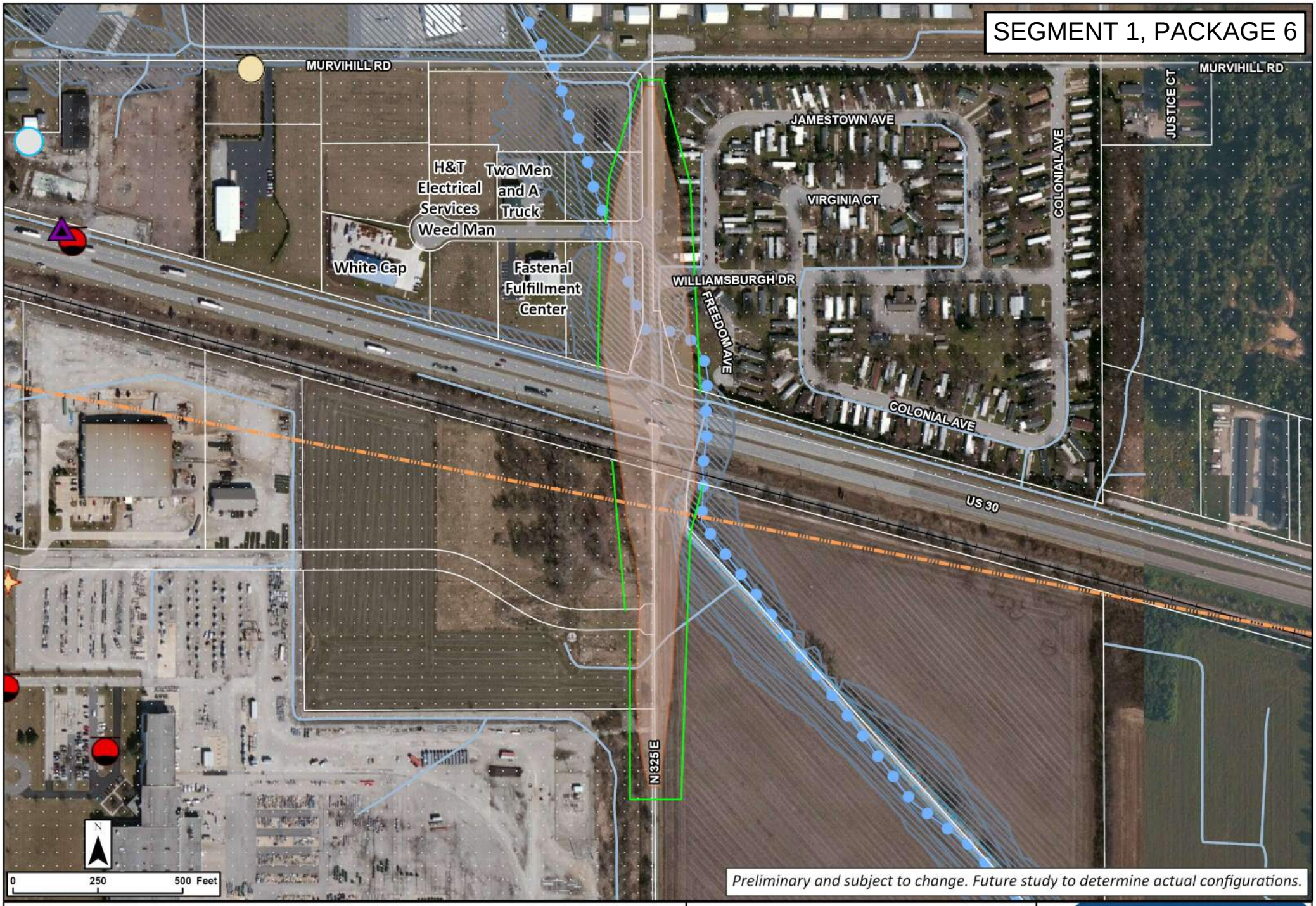
US 30 West

US 30 and Comeford Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.


SEGMENT 1, PACKAGE 6
COMEFORD RD
Top Fuel CrossFit
MURVIHILL RD
MURVIHILL RD
UGN
US 30
Task Force Tips
INDUSTRIAL DR
MONTDALE PARK DR
N
0
370
740 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Railroad, In Service
RCRA Generator/TSD
UST
LUST
Sensitive Communities
Institutional Controls IDEM
NWI Wetlands
Stream / River
Lake / Pond
Floodplain
Pipeline
Airport
US 30 West
US 30 and Industrial Dr
Closure Intersection
Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30


SEGMENT 1, PACKAGE 6
Top Fuel CrossFit
MURVIHILL RD
MURVIHILL RD
Pilot Travel Center
UGN
US 30
Task Force Tips
INDUSTRIAL DR
MONTDALE PARK DR
N
0
320
640 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Railroad, In Service
RCRA Generator/TSD
State Cleanup Site
UST
Voluntary Remediation Program
LUST
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Lake / Pond
Airport
Floodplain
Pipeline
US 30 West
US 30 and Pilot Travel Center
Closure Intersection
Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



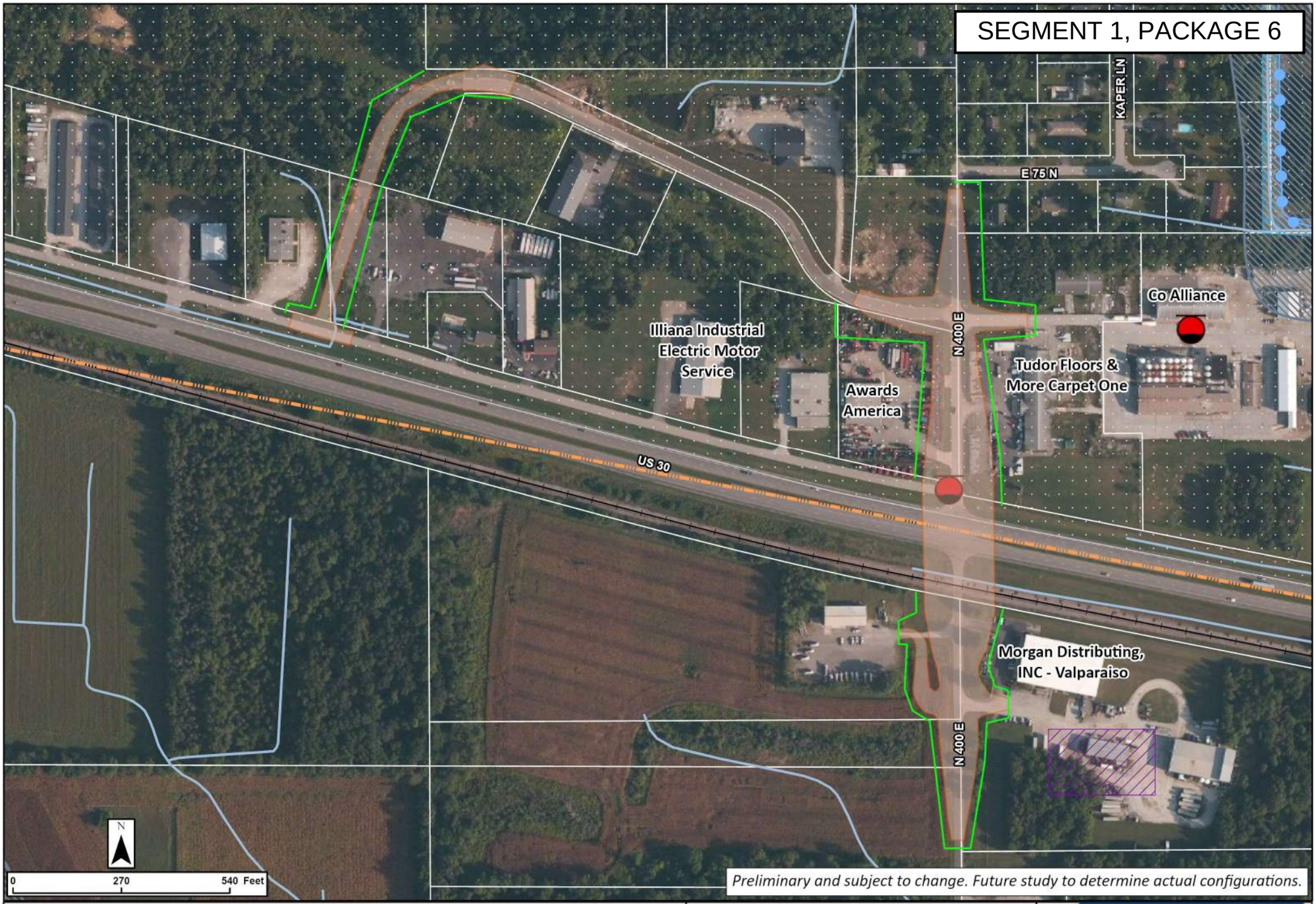
Legend

- Concept Footprint
- Potential New ROW
- Pipeline
- Railroad, In Service
- Wells/OilGas
- RCRA Generator/TSD
- State Cleanup Site
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Porter CR 325 E Overpass Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

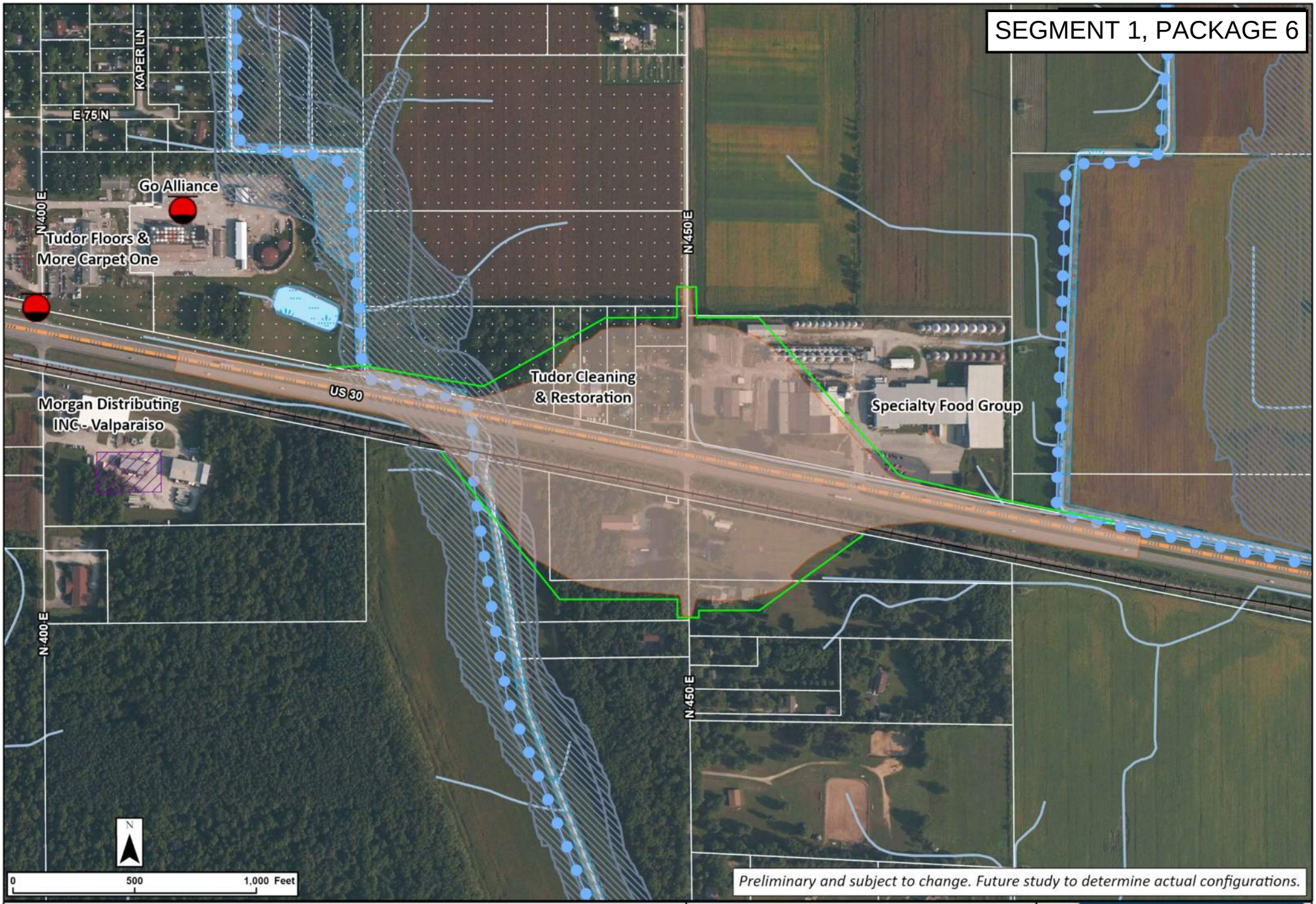
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and Porter CR 400 E Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



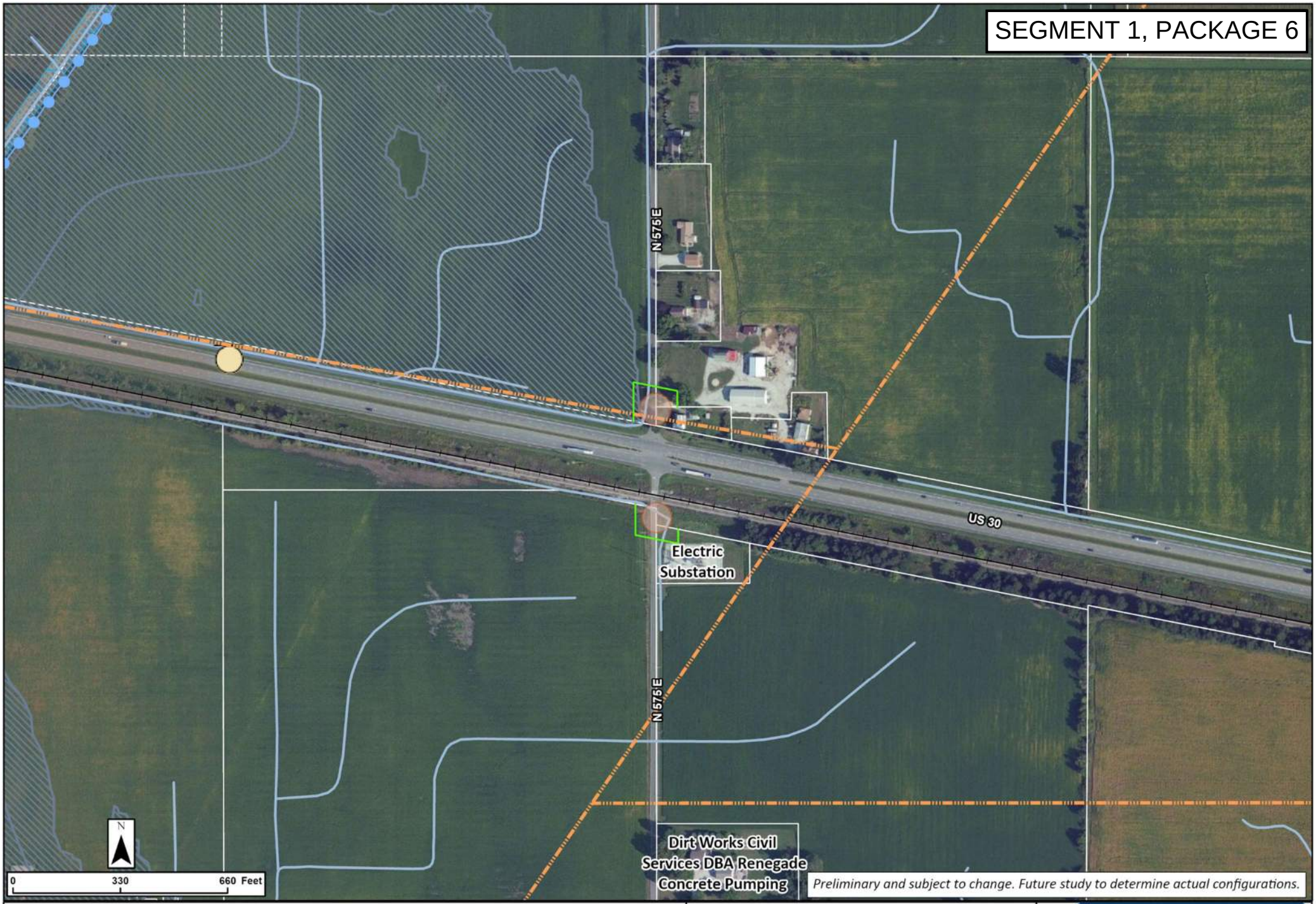
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream/ River
- Pipeline

US 30 West

US 30 and Porter CR 450 E
Interchange Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- UST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain
- Pipeline

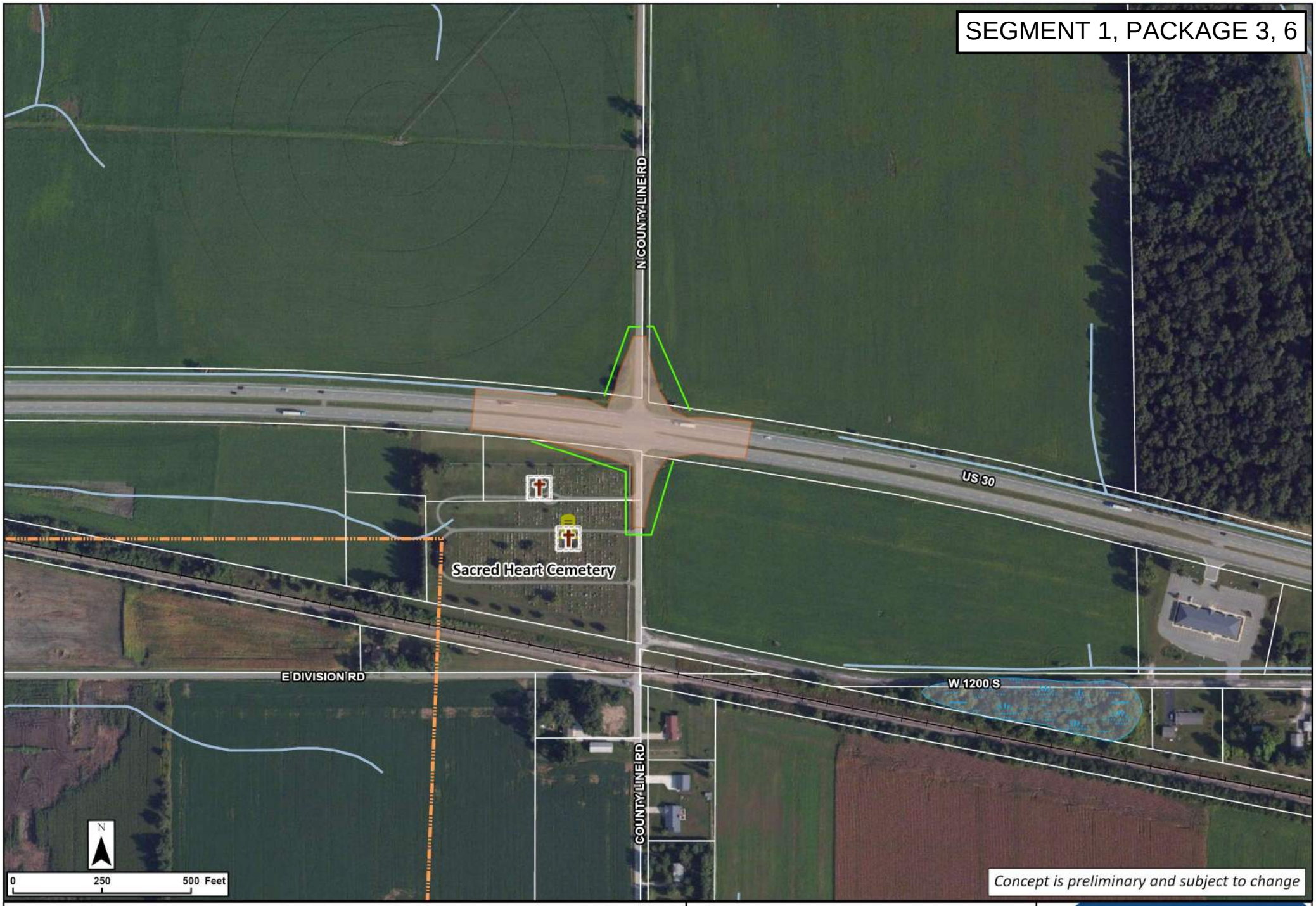
US 30 West

US 30 and Porter CR 575 E

Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Cemeteries
- Pipeline
- Railroad, In Service
- IHBBC Cemetery
- Stream / River
- NWI Wetlands

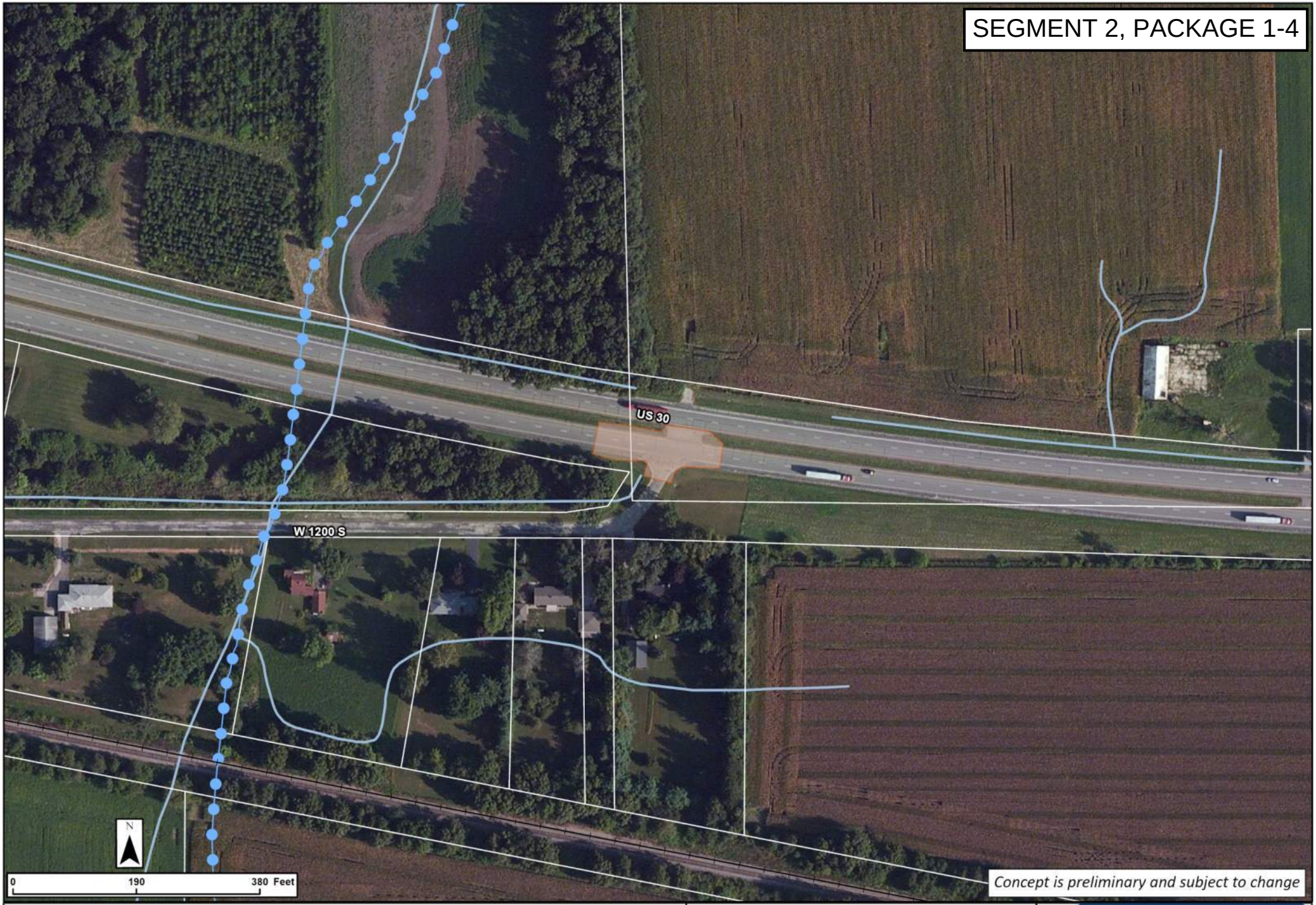
US 30 West

US 30 and County Line Road Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 2 Package 1



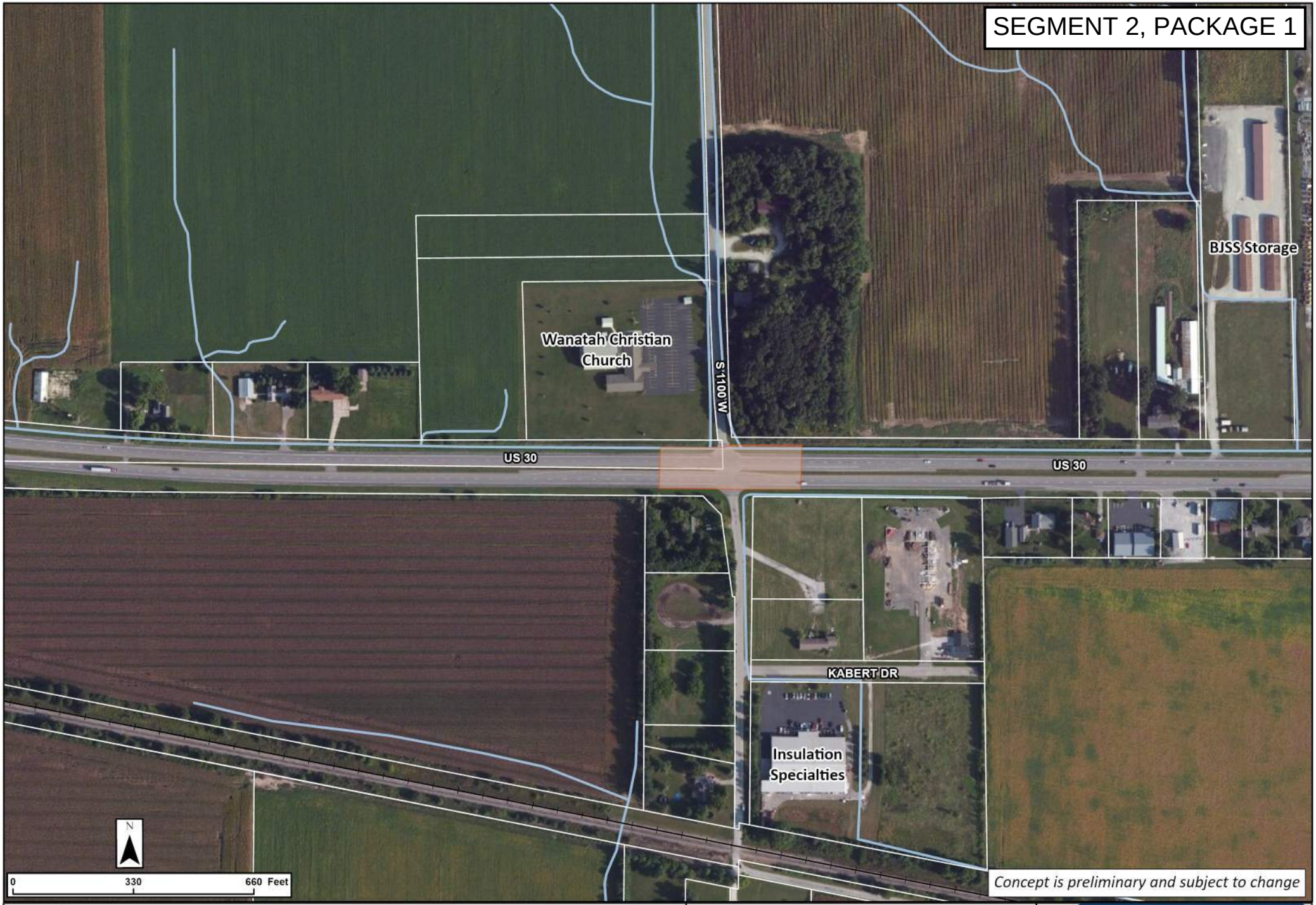
Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Stream / River

US 30 West

US 30 and LaPorte CR 1200 S
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Railroad, In Service
- Stream

US 30 West

US 30 and LaPorte CR 1100 W Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



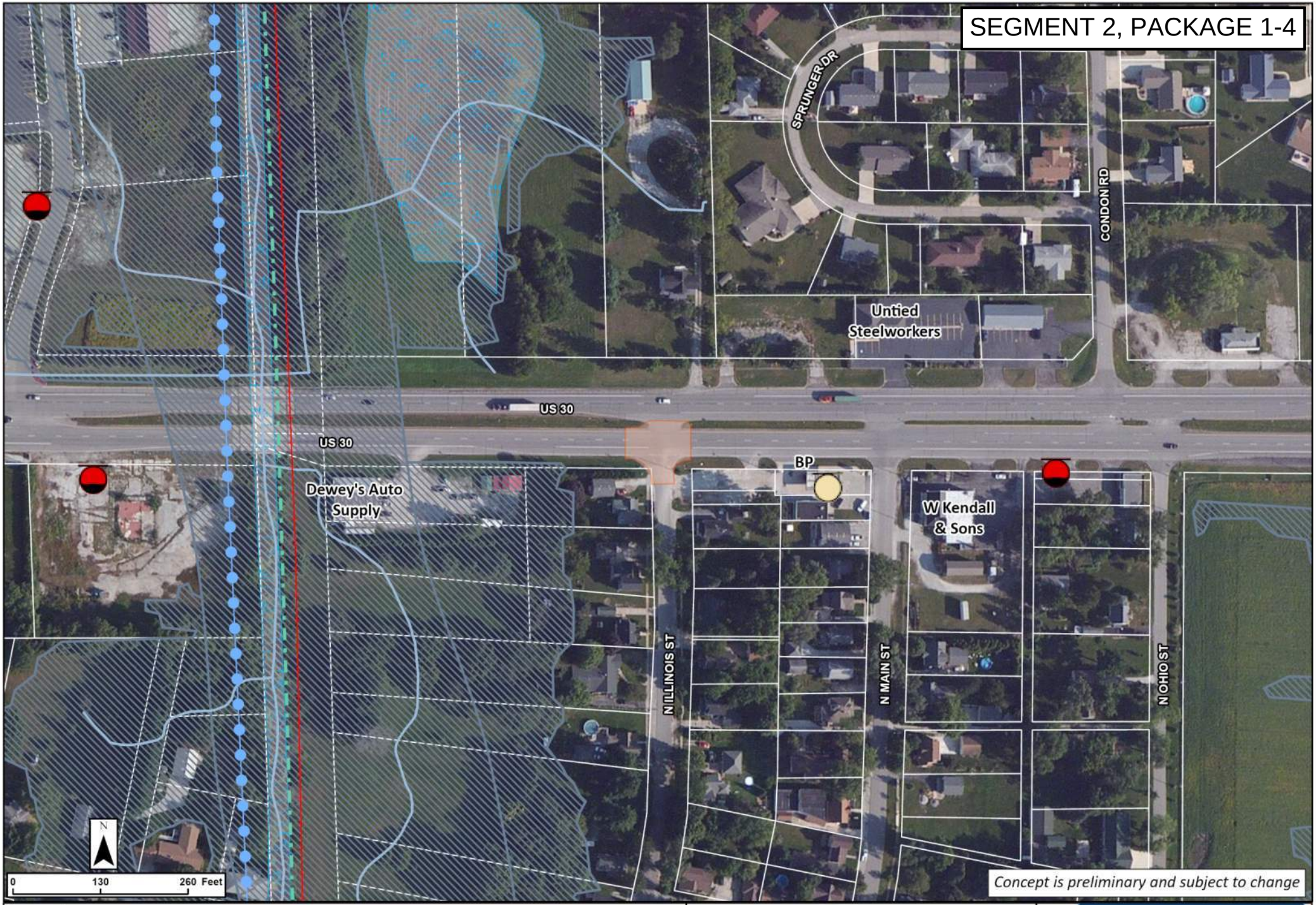
Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Lincoln St/Stoneyard Dr
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

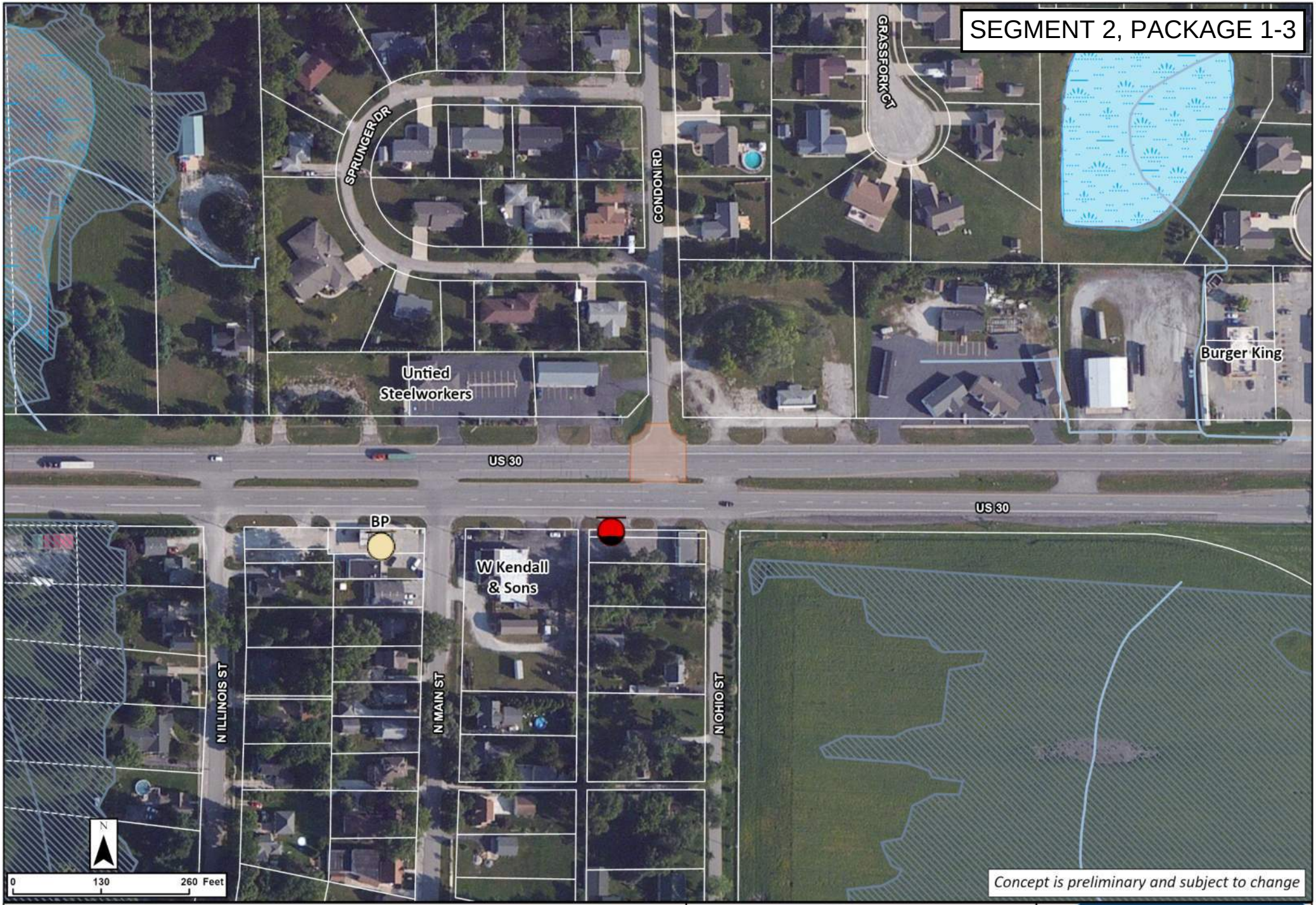
US 30 West

US 30 and N Illinois St

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



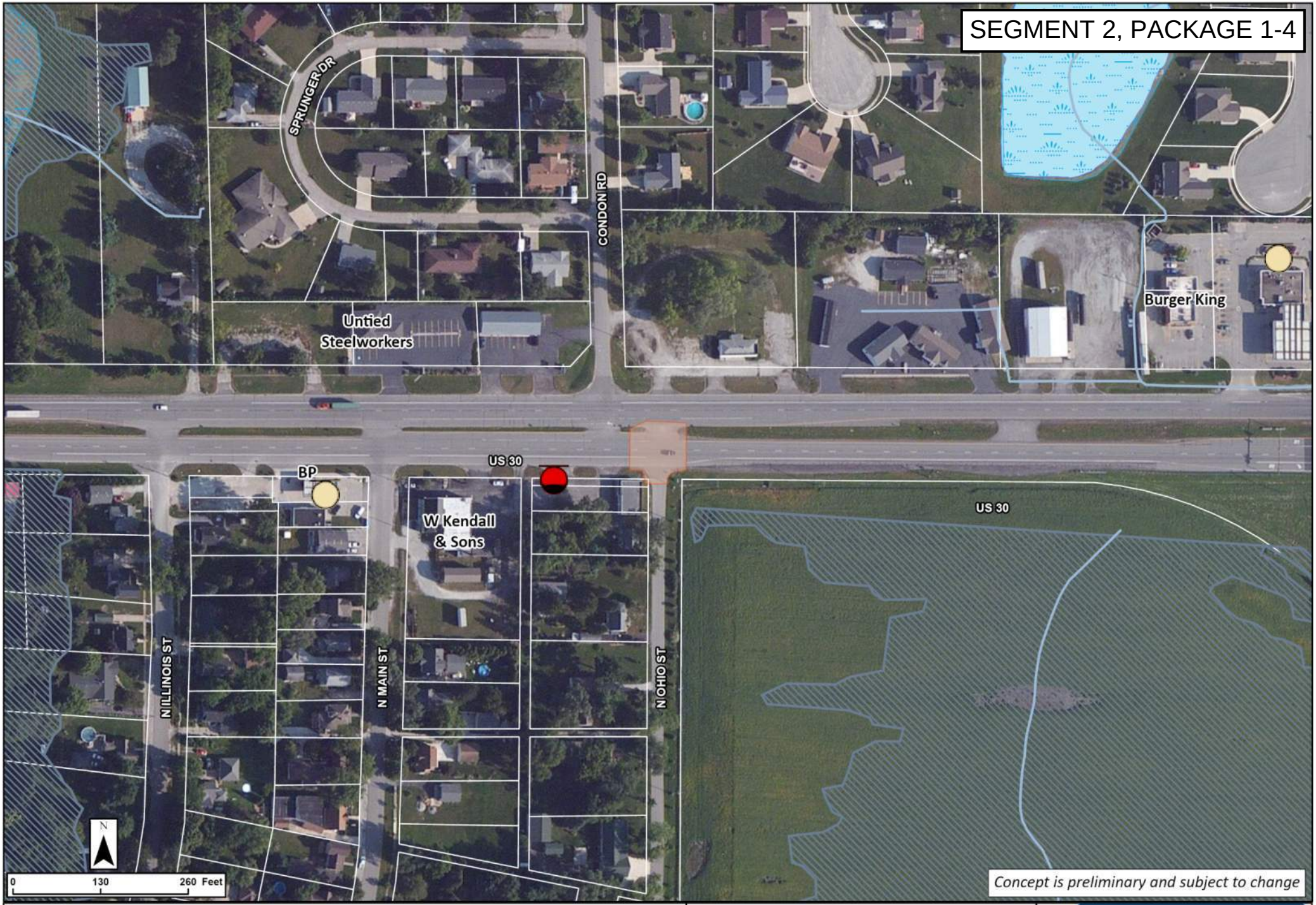
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Condon Rd
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



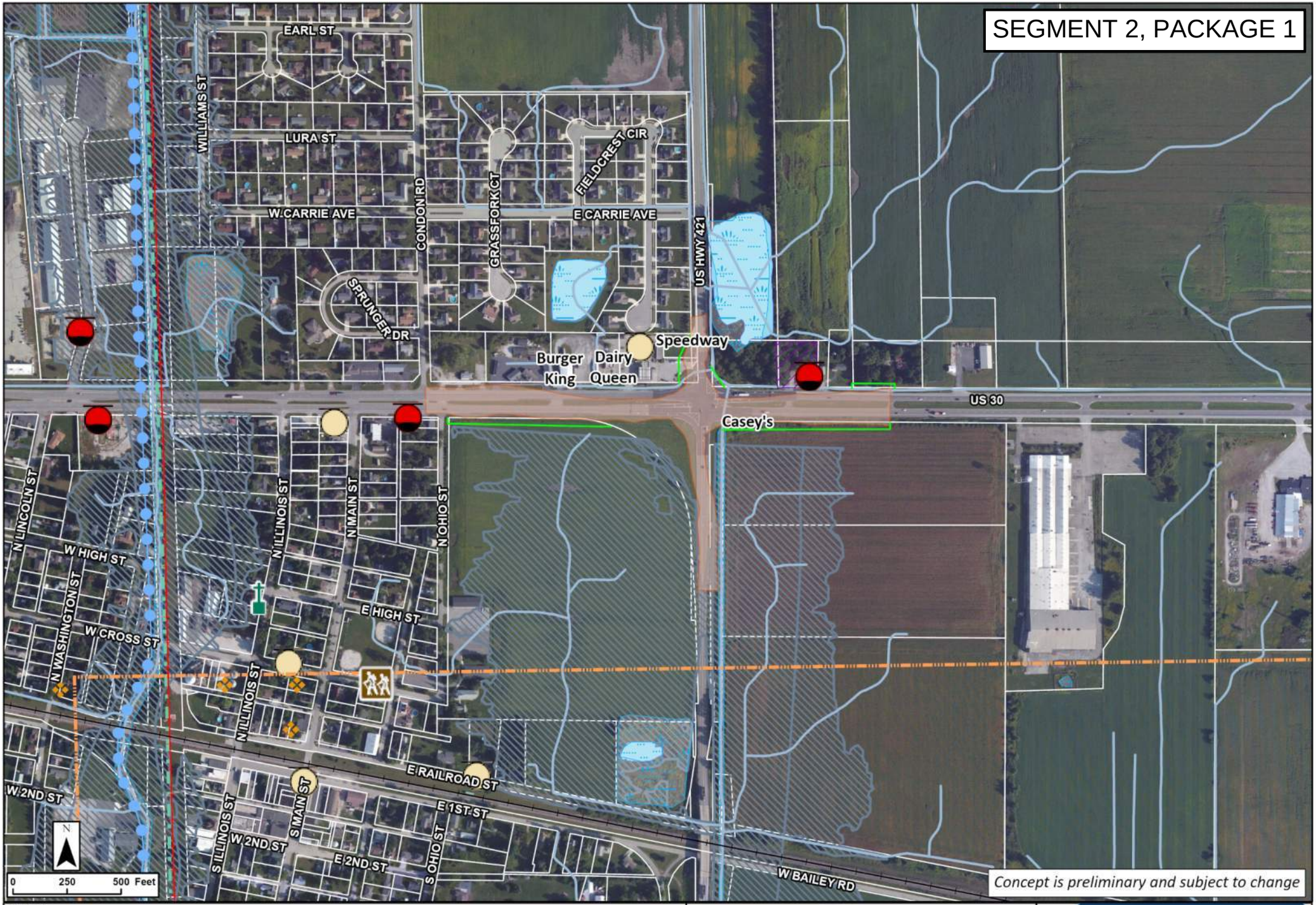
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Ohio St
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

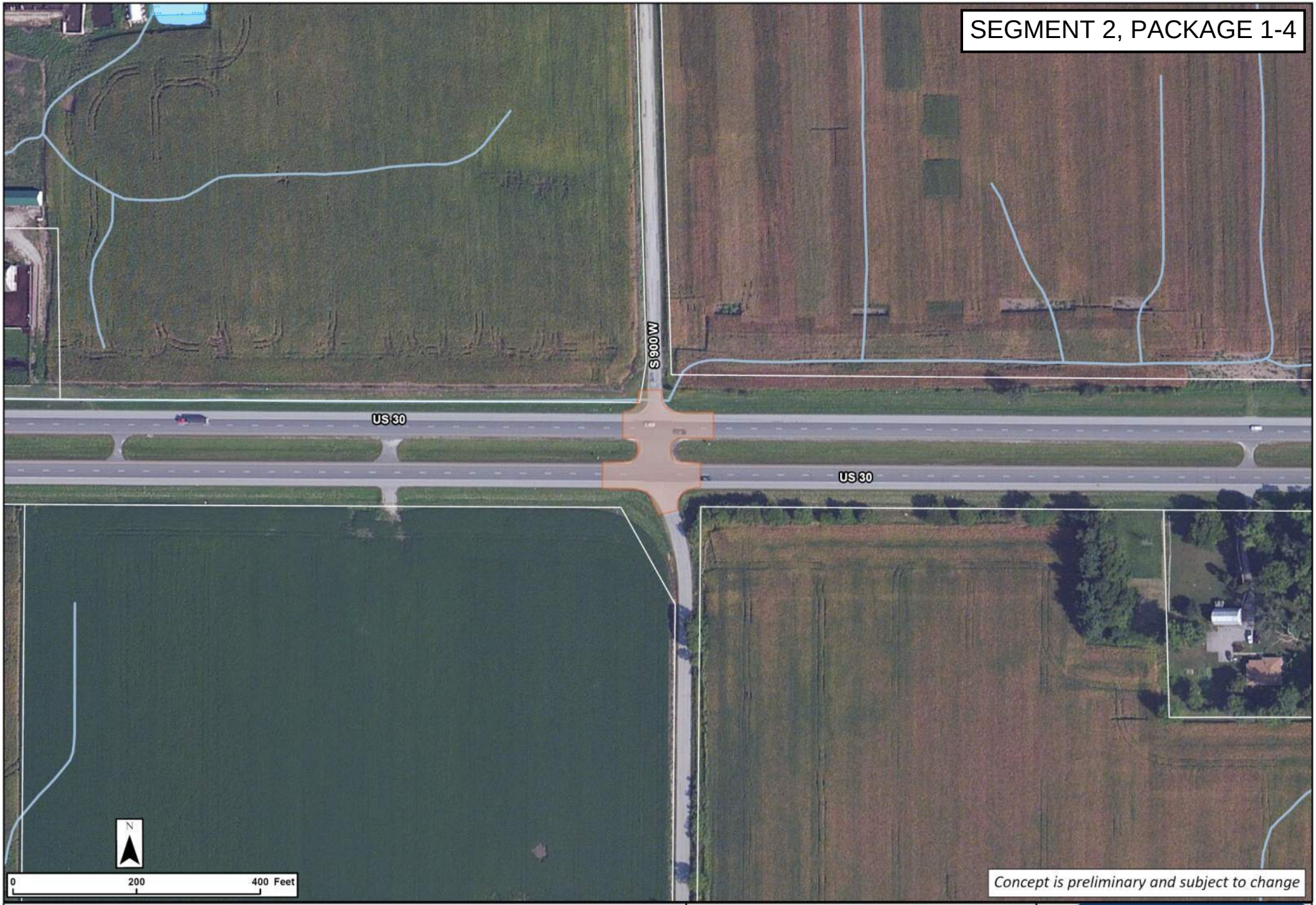
- Concept Footprint
- Potential New ROW
- Religious Facility
- Recreational Facility
- Railroad, In Service
- Railroad, Abandoned
- Trails
- Wells/OilGas
- UST
- LUST
- Institutional Controls IDEM
- IHSSI Outstanding Notable Sites
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and US 421 Roundabout Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

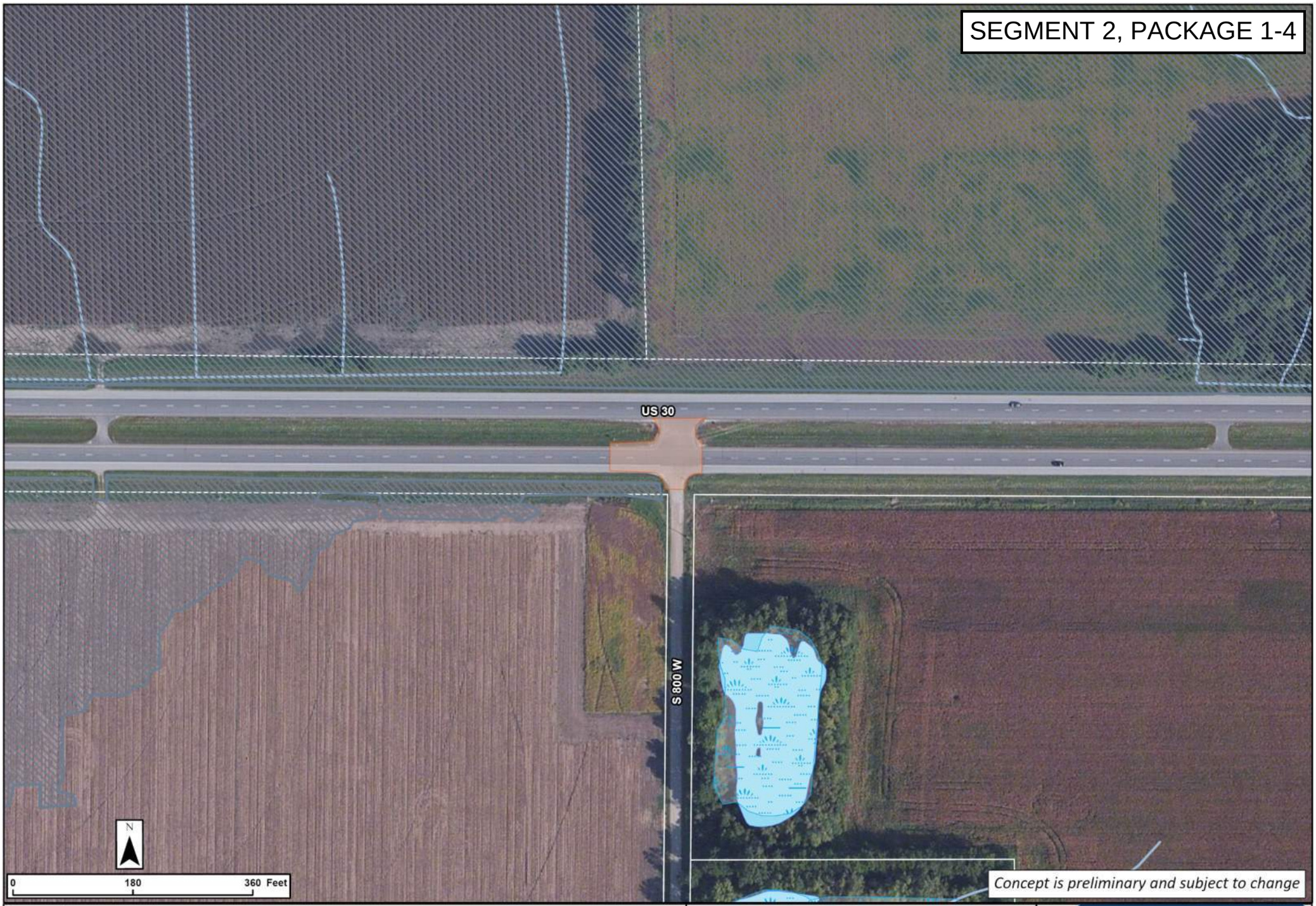
- Concept Footprint
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 900 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

SEGMENT 2, PACKAGE 1-4



Legend

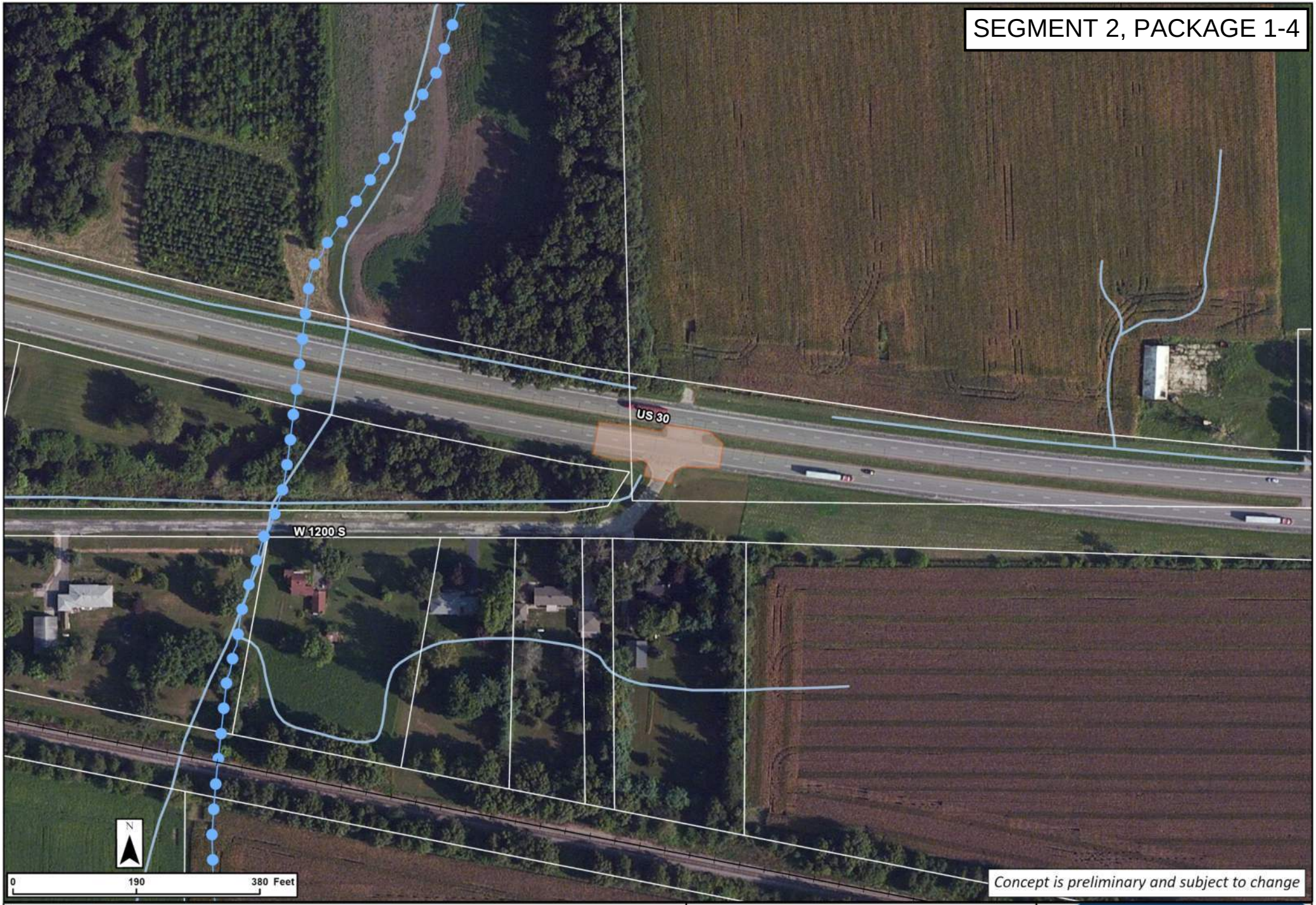
- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 800 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 2 Package 2



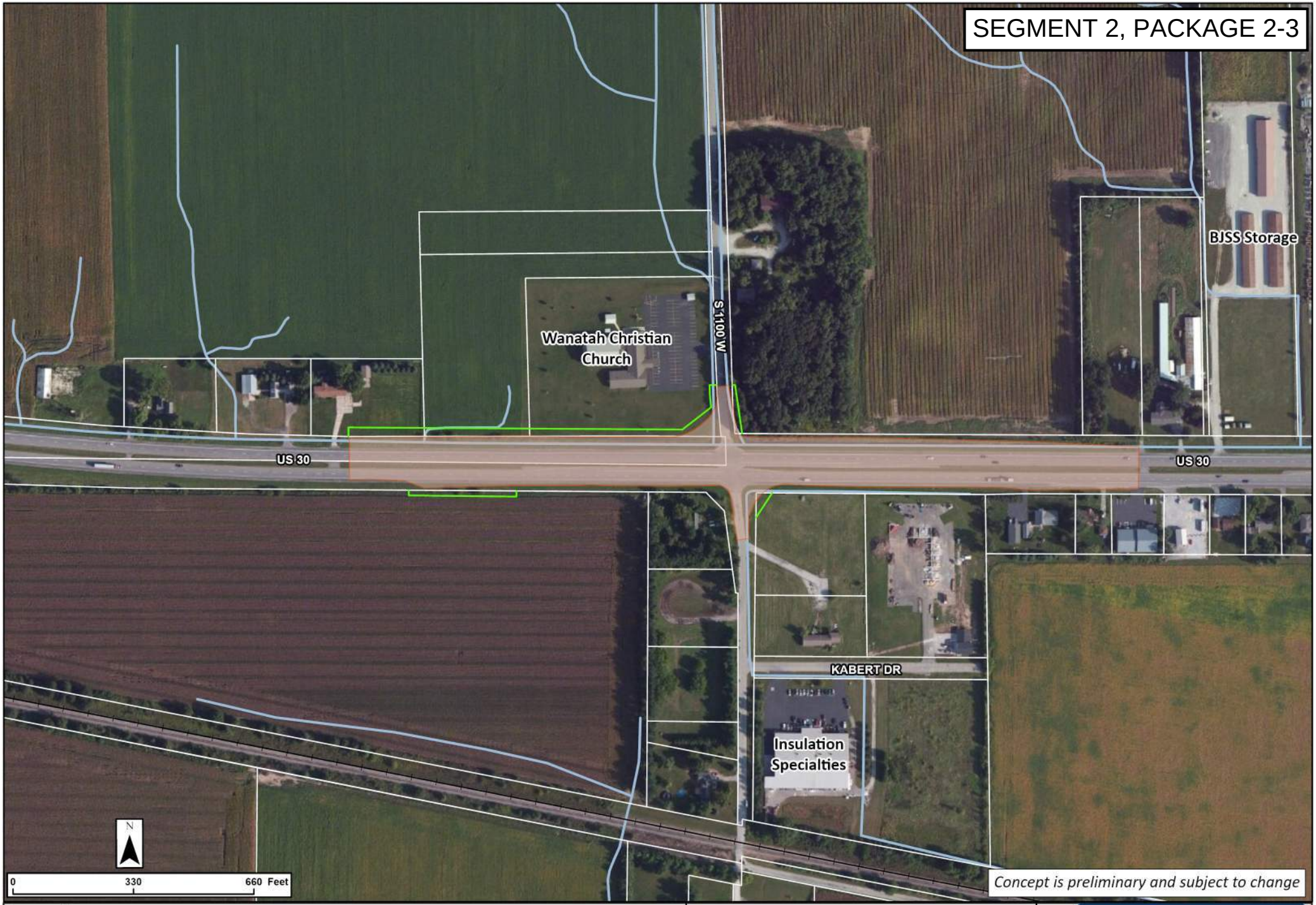
Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Stream / River

US 30 West

US 30 and LaPorte CR 1200 S
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



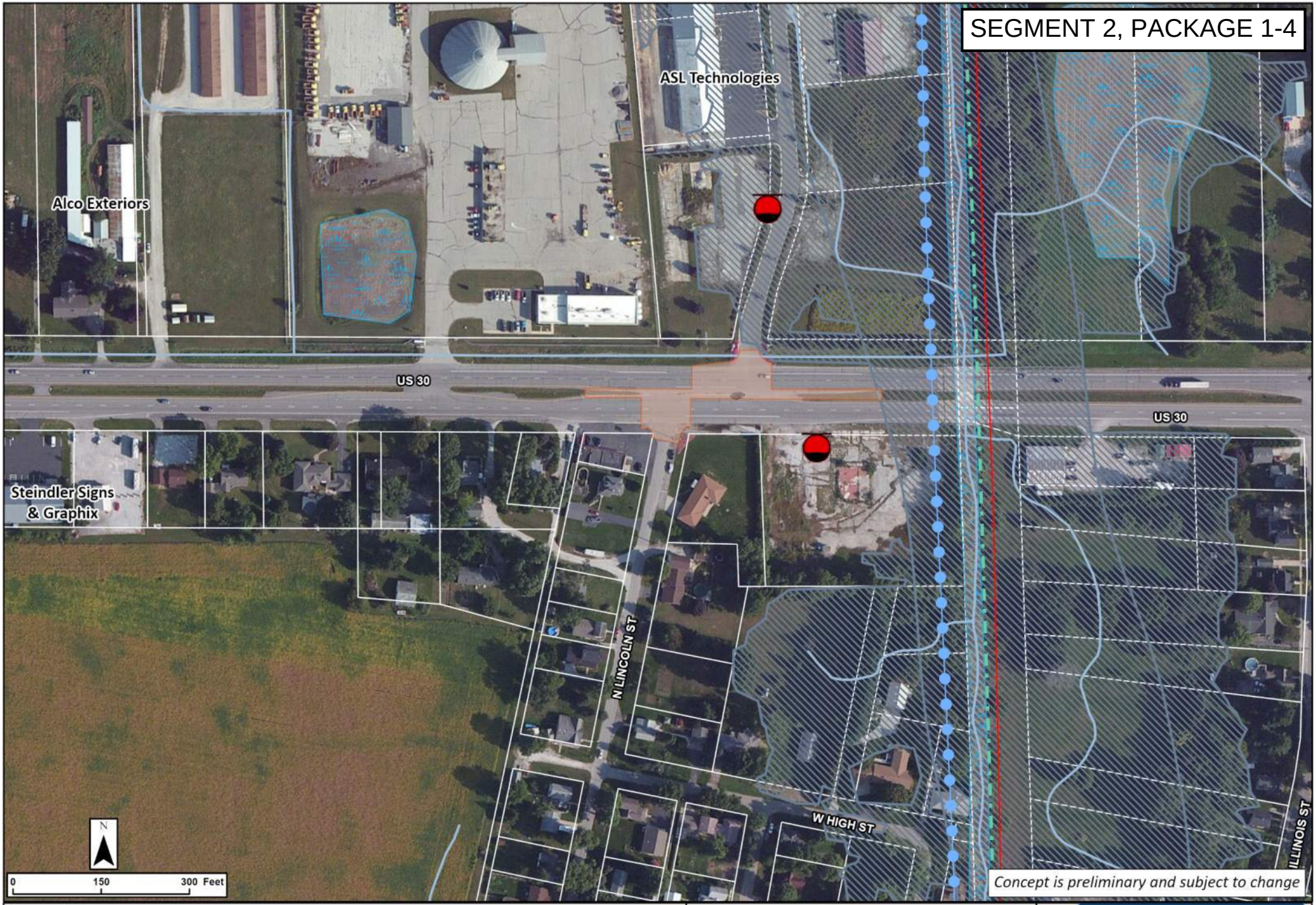
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Stream

US 30 West

US 30 and LaPorte CR 1100 W
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



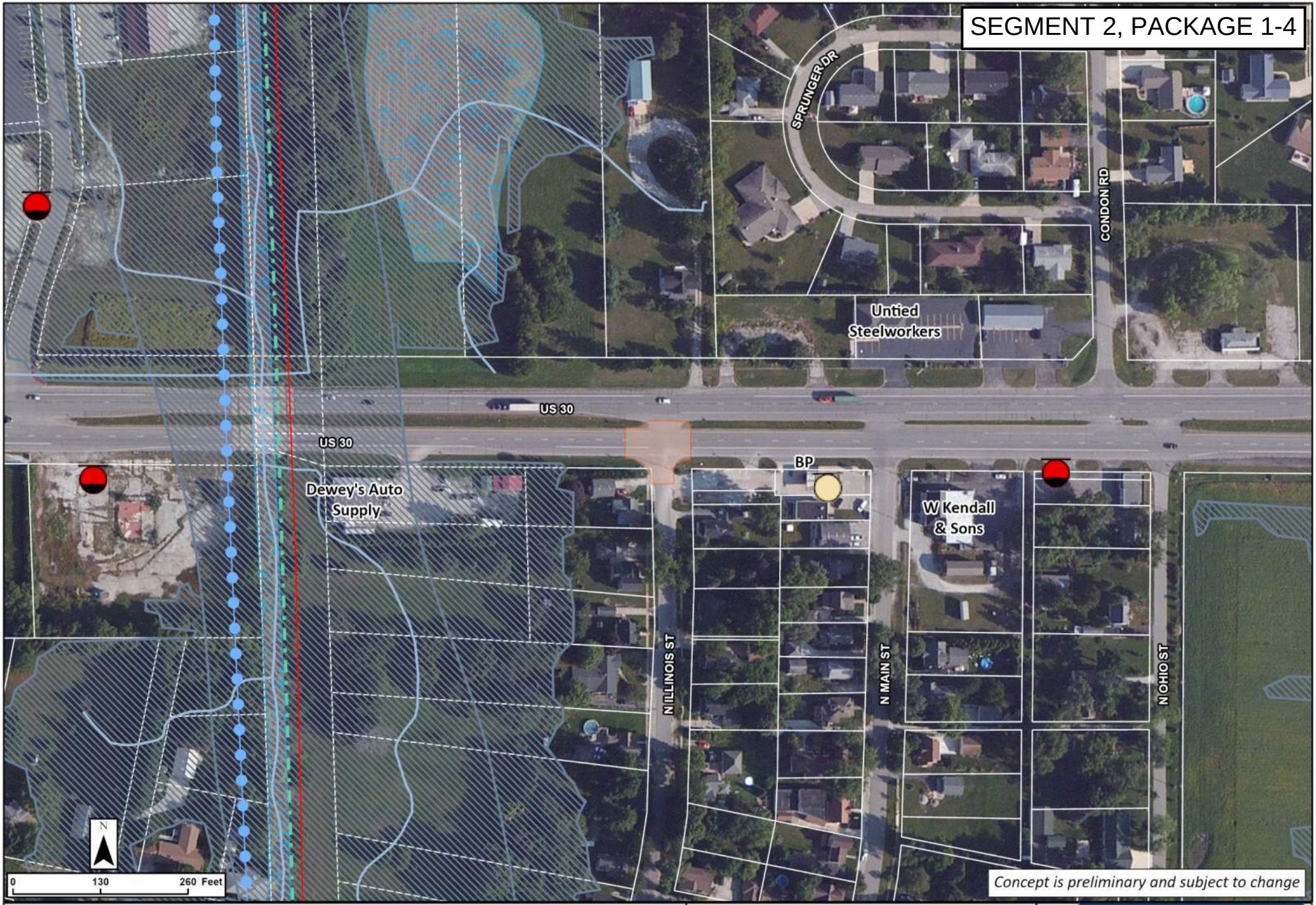
Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Lincoln St/Stoneyard Dr
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



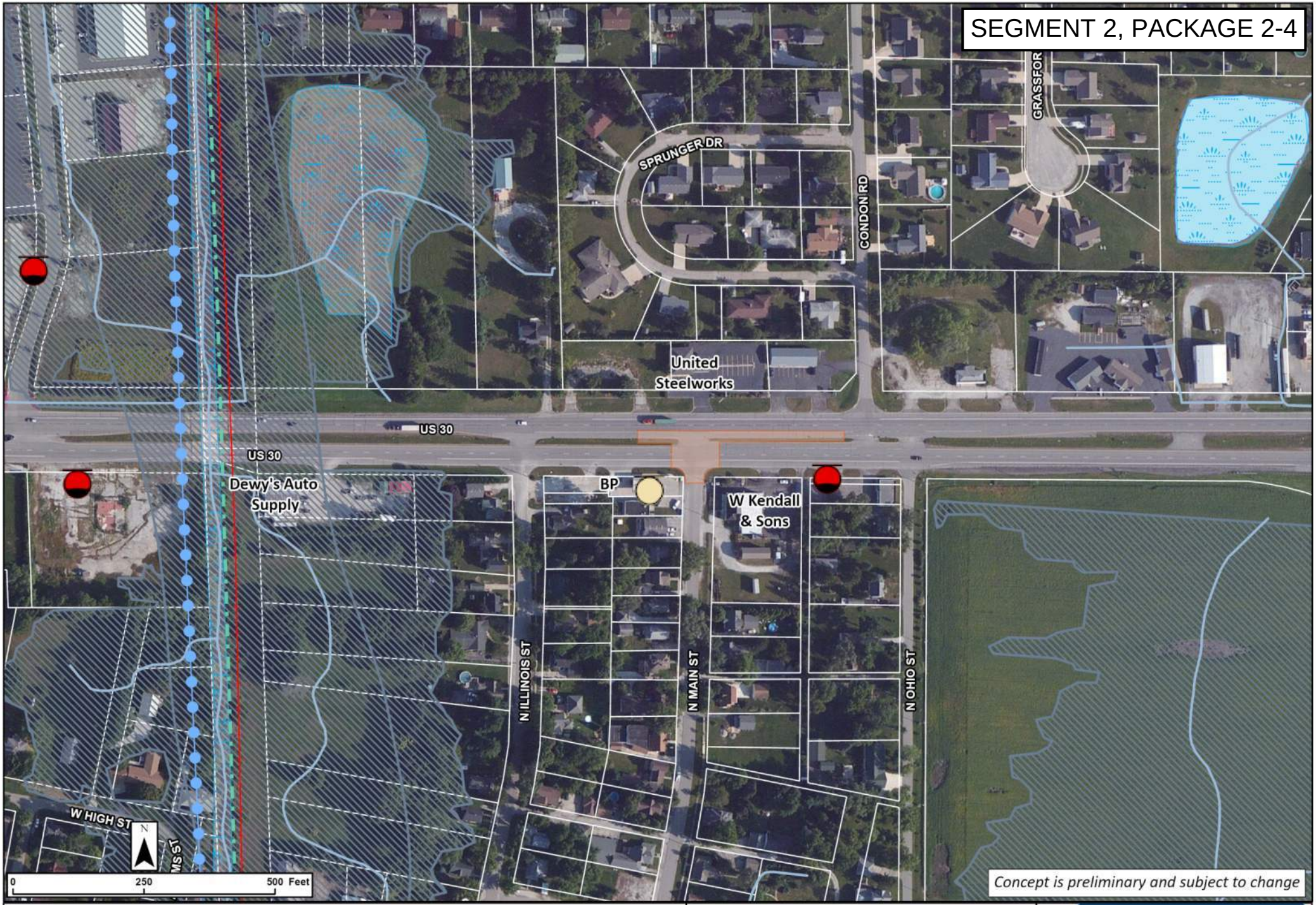
Legend

- Concept Footprint
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and N Illinois St
Right-In Right-Out Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

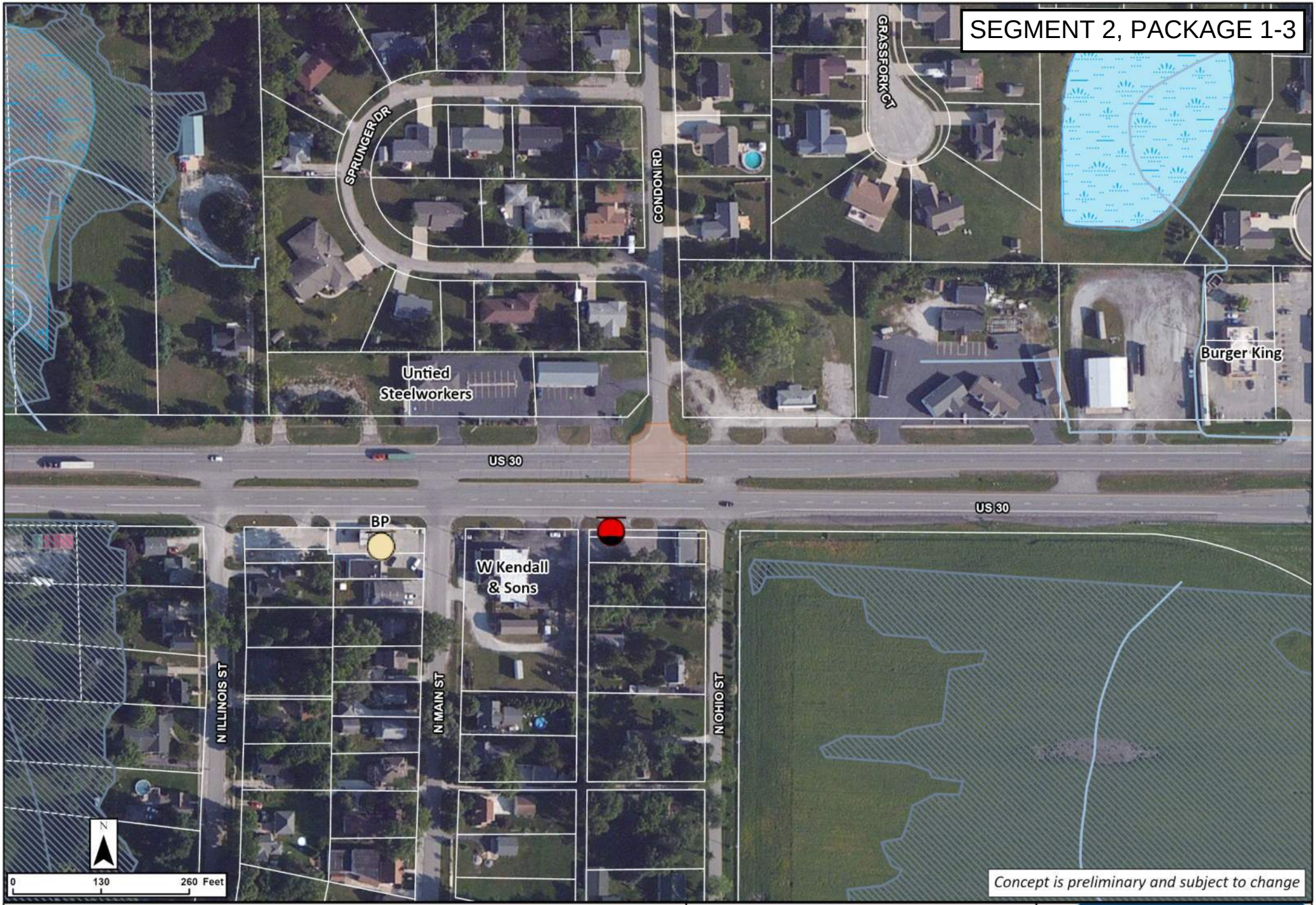
- Concept Footprint
- Religious Facility
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Main Street Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



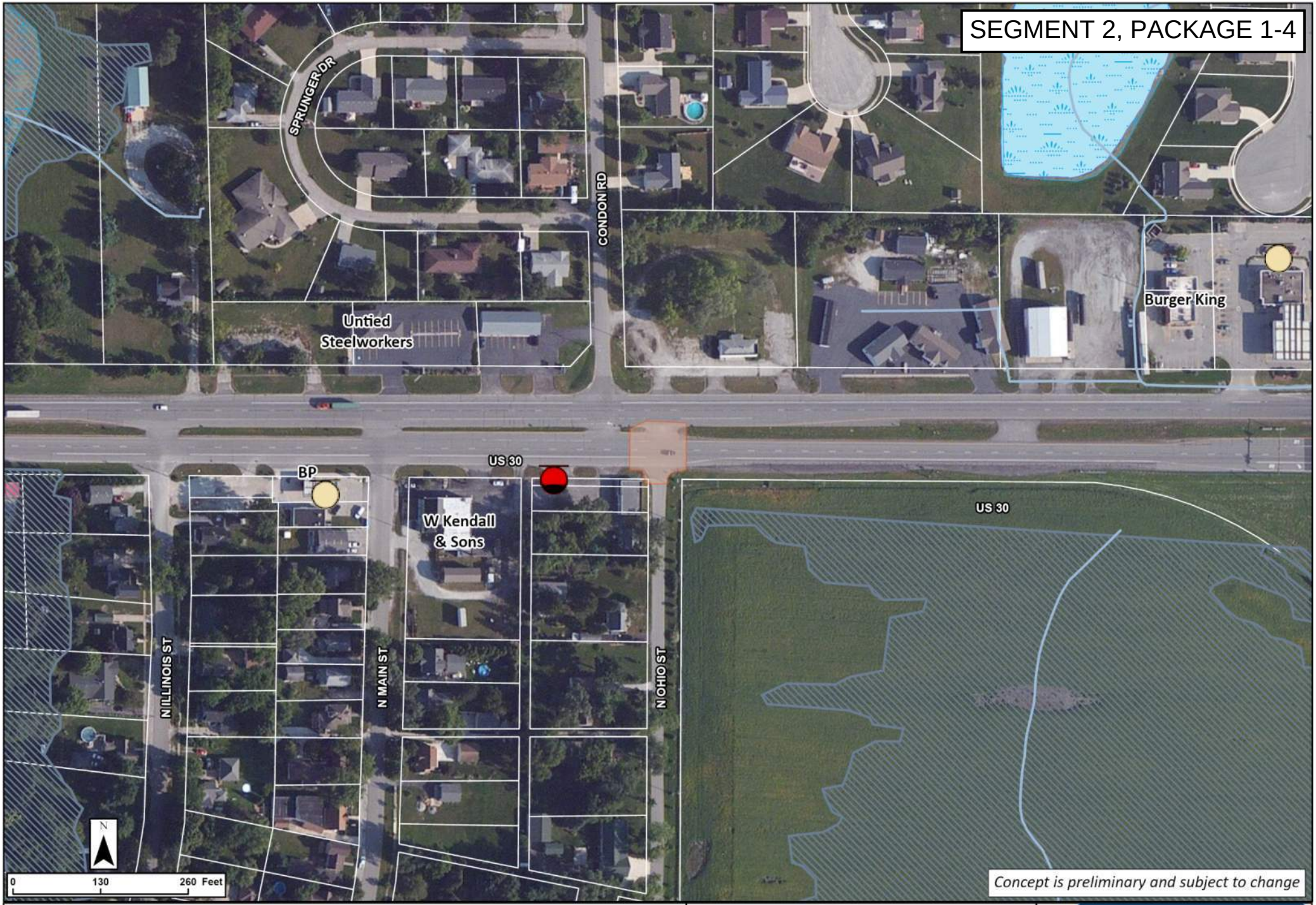
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Condon Rd
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



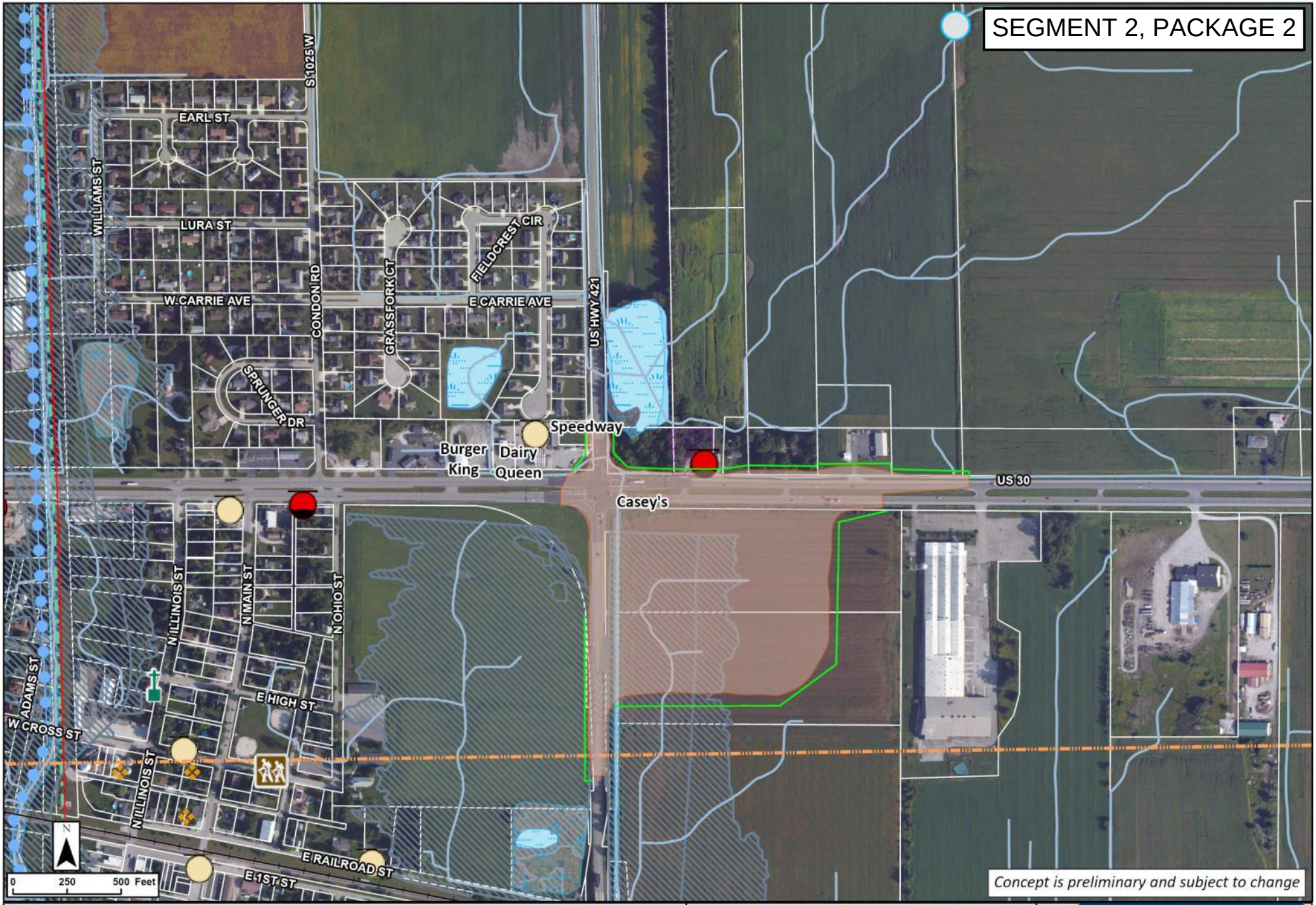
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Ohio St
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



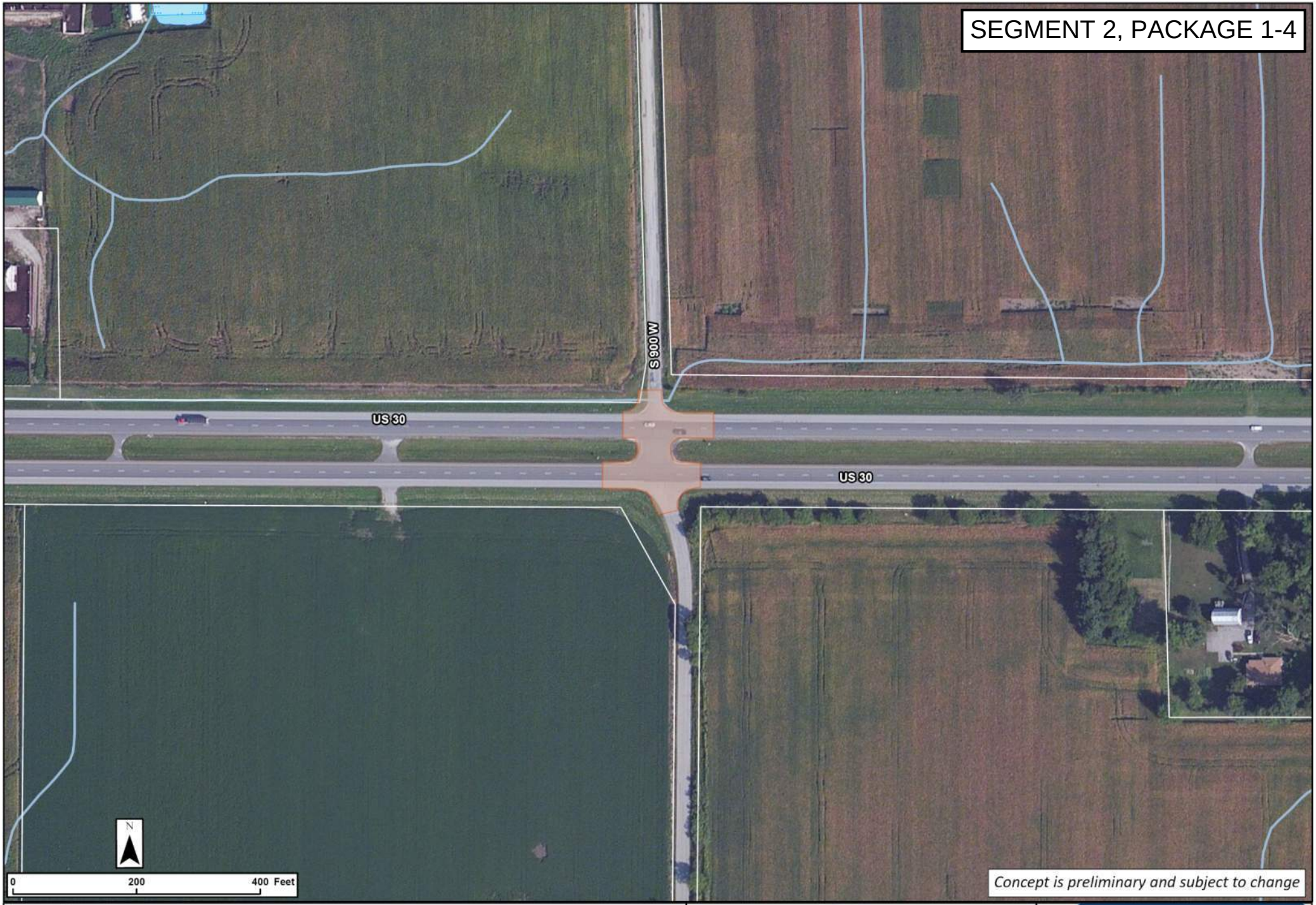
Legend

- Concept Footprint
- Potential New ROW
- Religious Facility
- Recreational Facility
- Railroad, In Service
- Railroad, Abandoned
- Trails
- Wells/OilGas
- UST
- LUST
- Institutional Controls IDEM
- IHSSI Outstanding Notable Sites
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and US 421
Quadrant Roadway SE
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

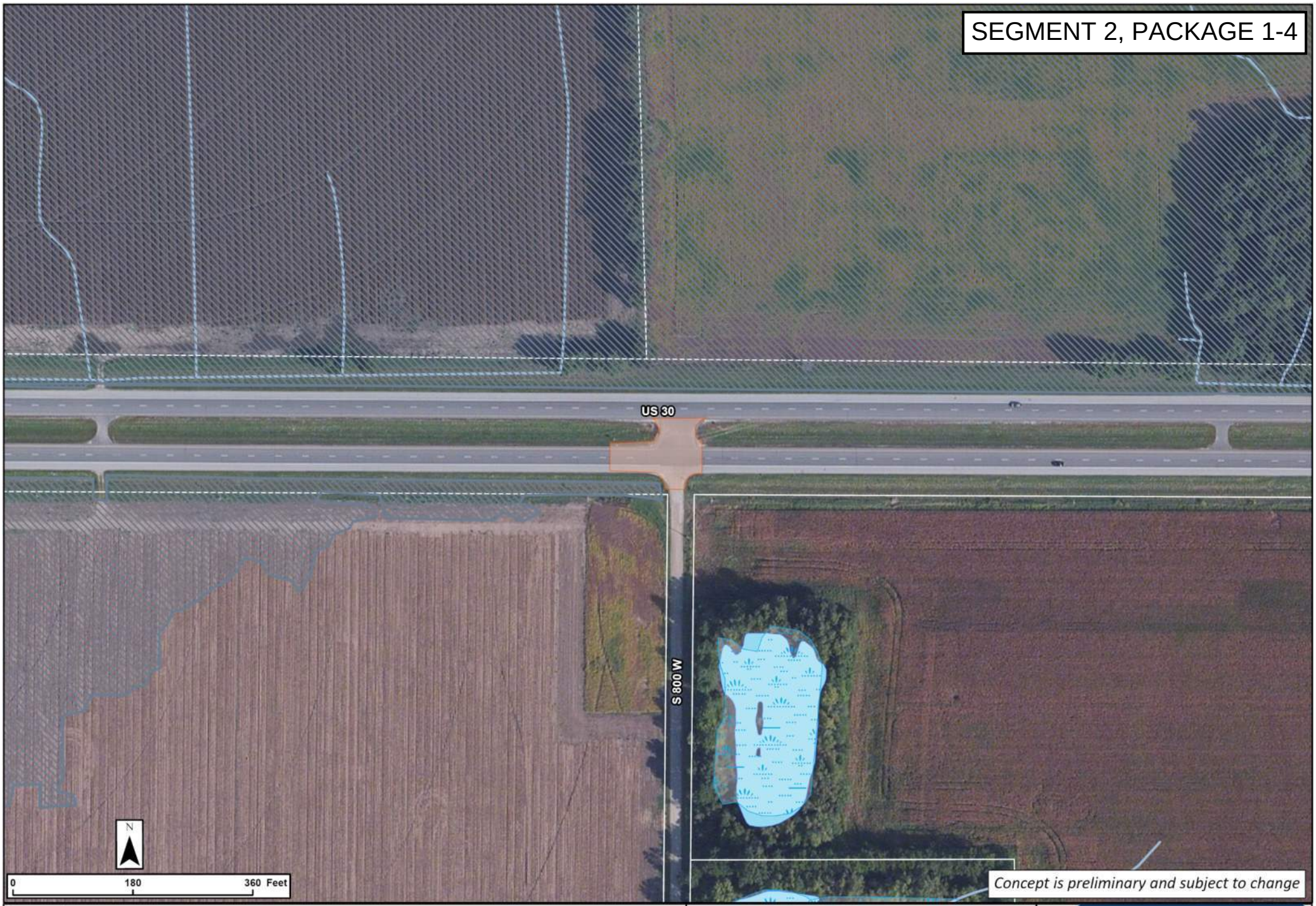
- Concept Footprint
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 900 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

SEGMENT 2, PACKAGE 1-4



Concept is preliminary and subject to change

Legend

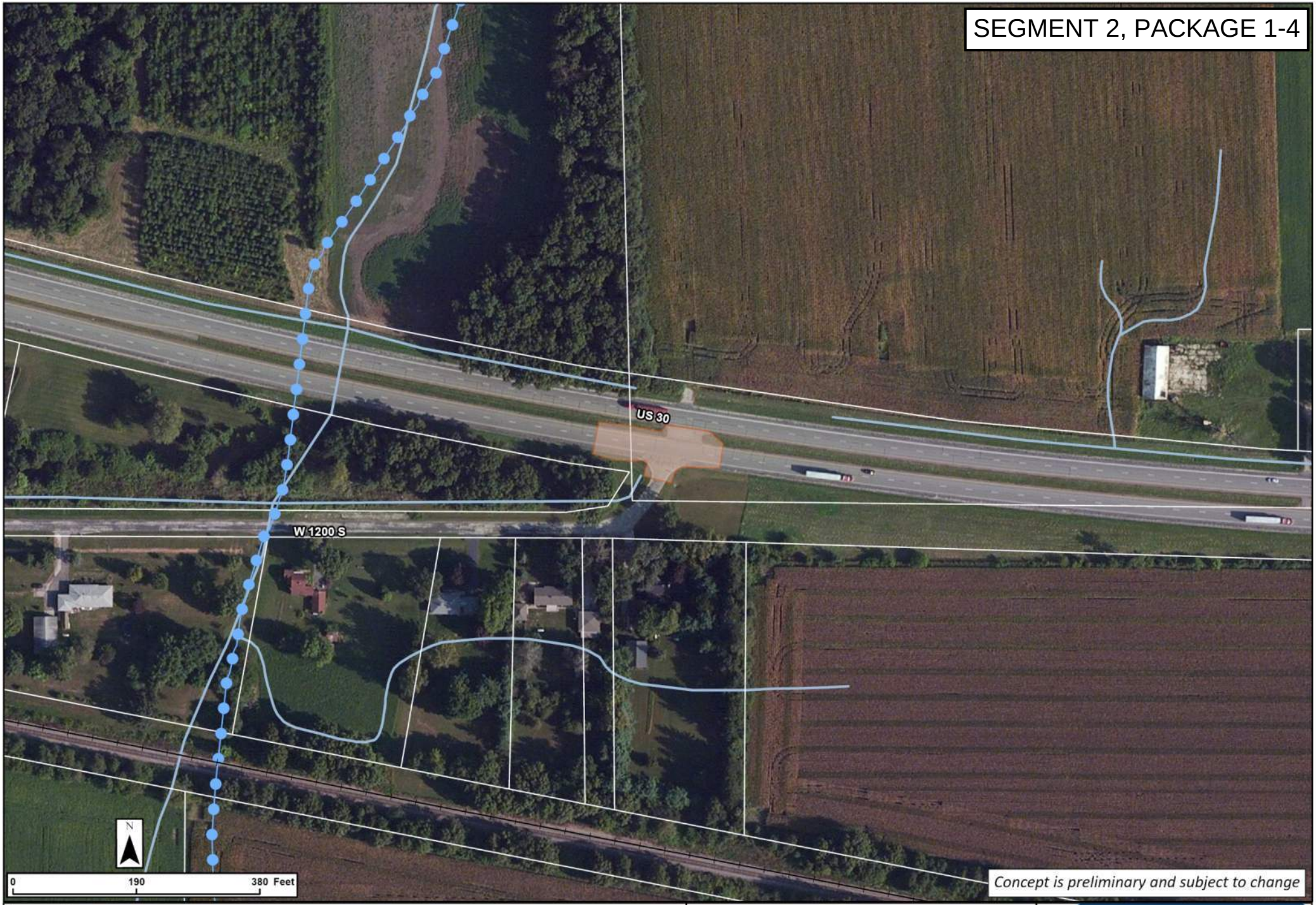
- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 800 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 2 Package 3



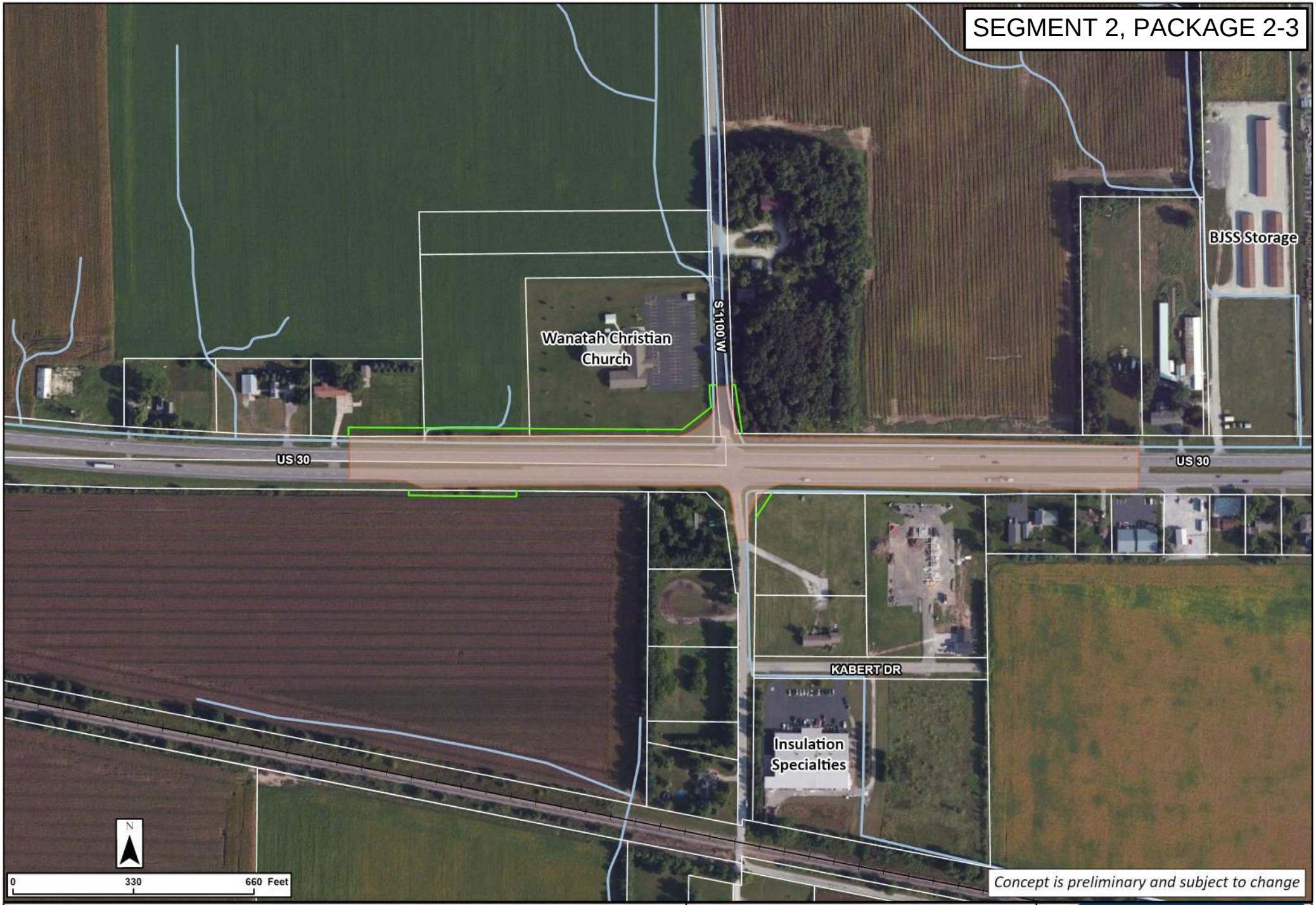
Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Stream / River

US 30 West

US 30 and LaPorte CR 1200 S
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Stream

US 30 West

US 30 and LaPorte CR 1100 W
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



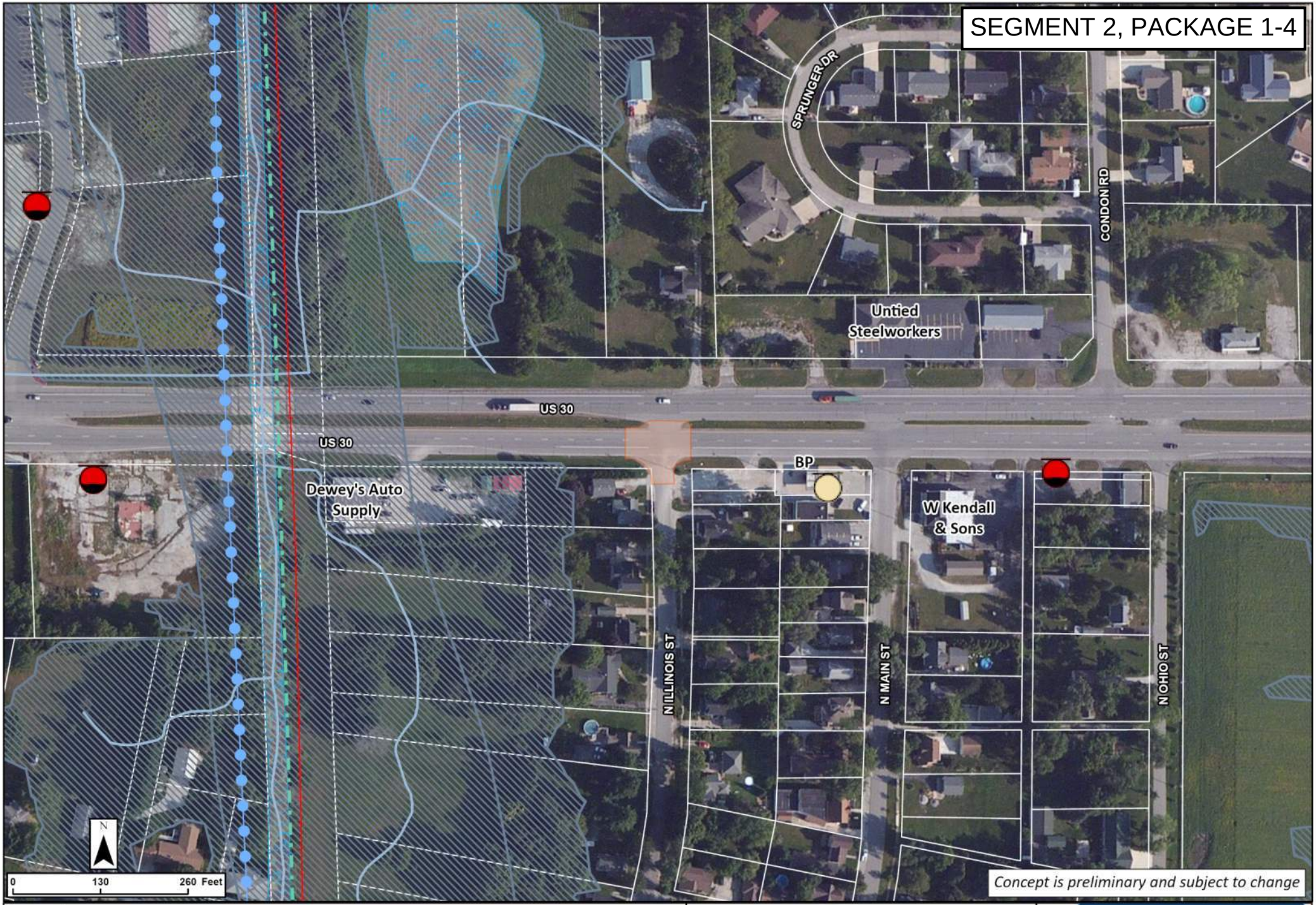
Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Lincoln St/Stoneyard Dr
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

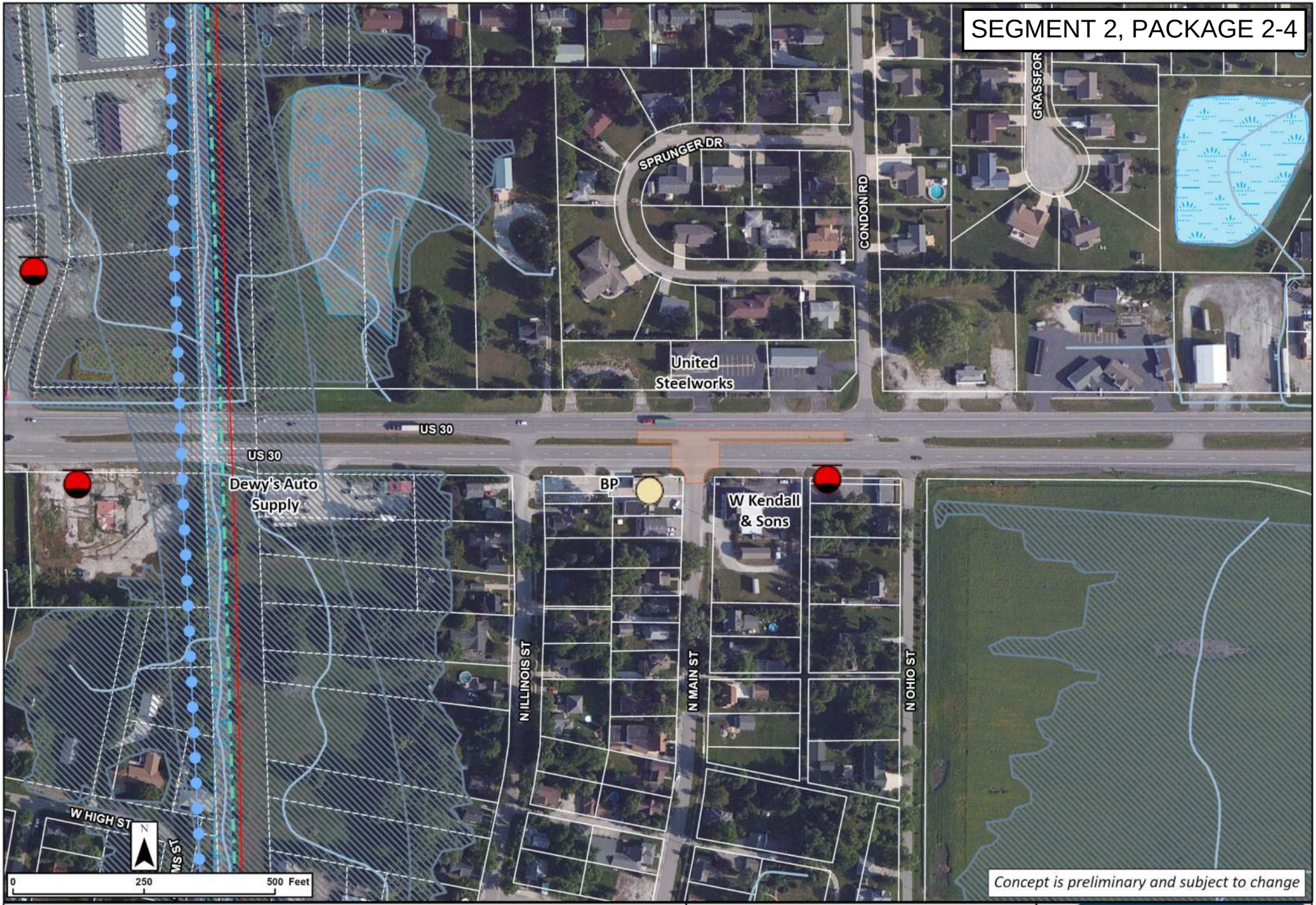
US 30 West

US 30 and N Illinois St

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

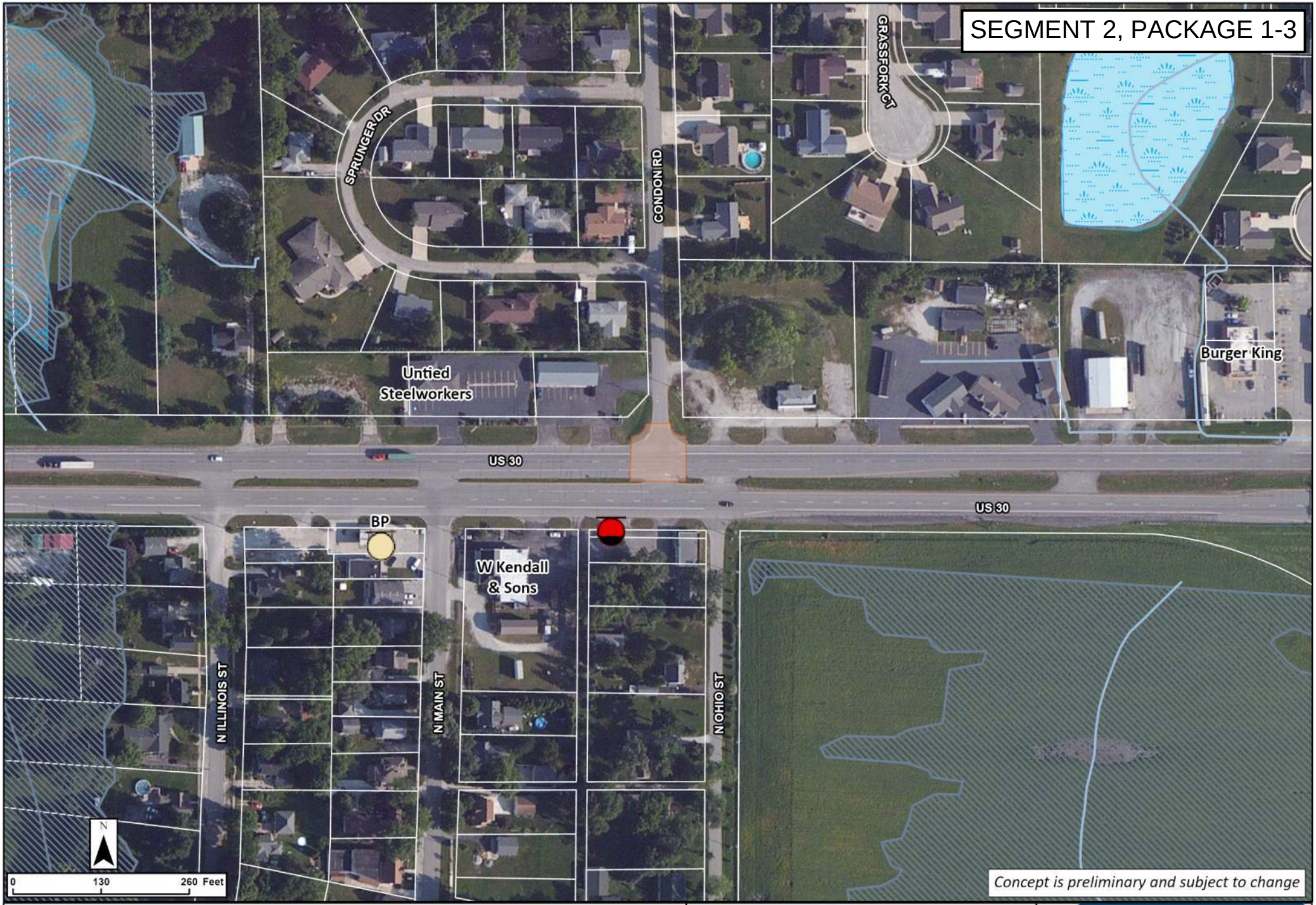
- Concept Footprint
- Religious Facility
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Main Street Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



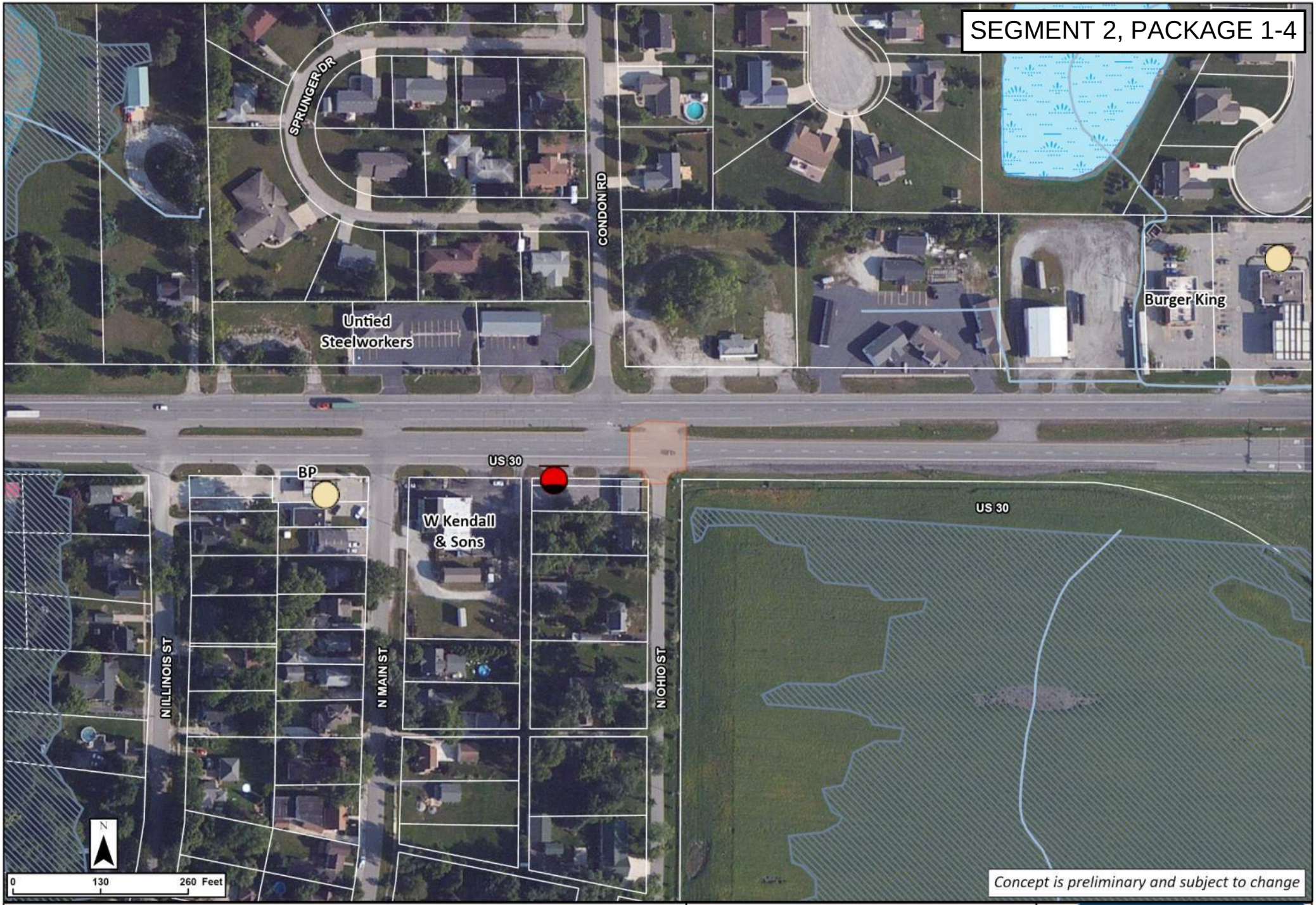
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Condon Rd
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



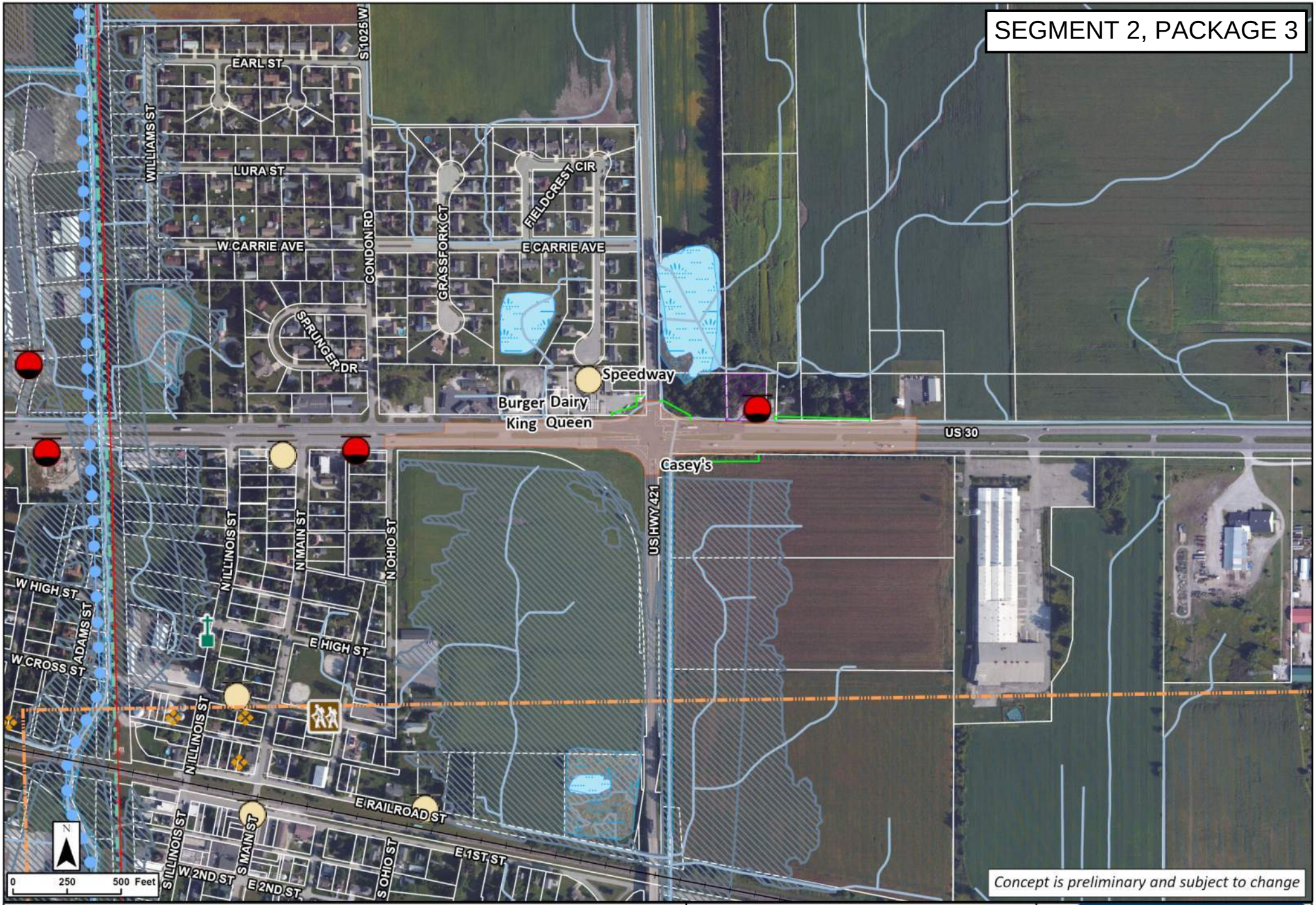
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Ohio St
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



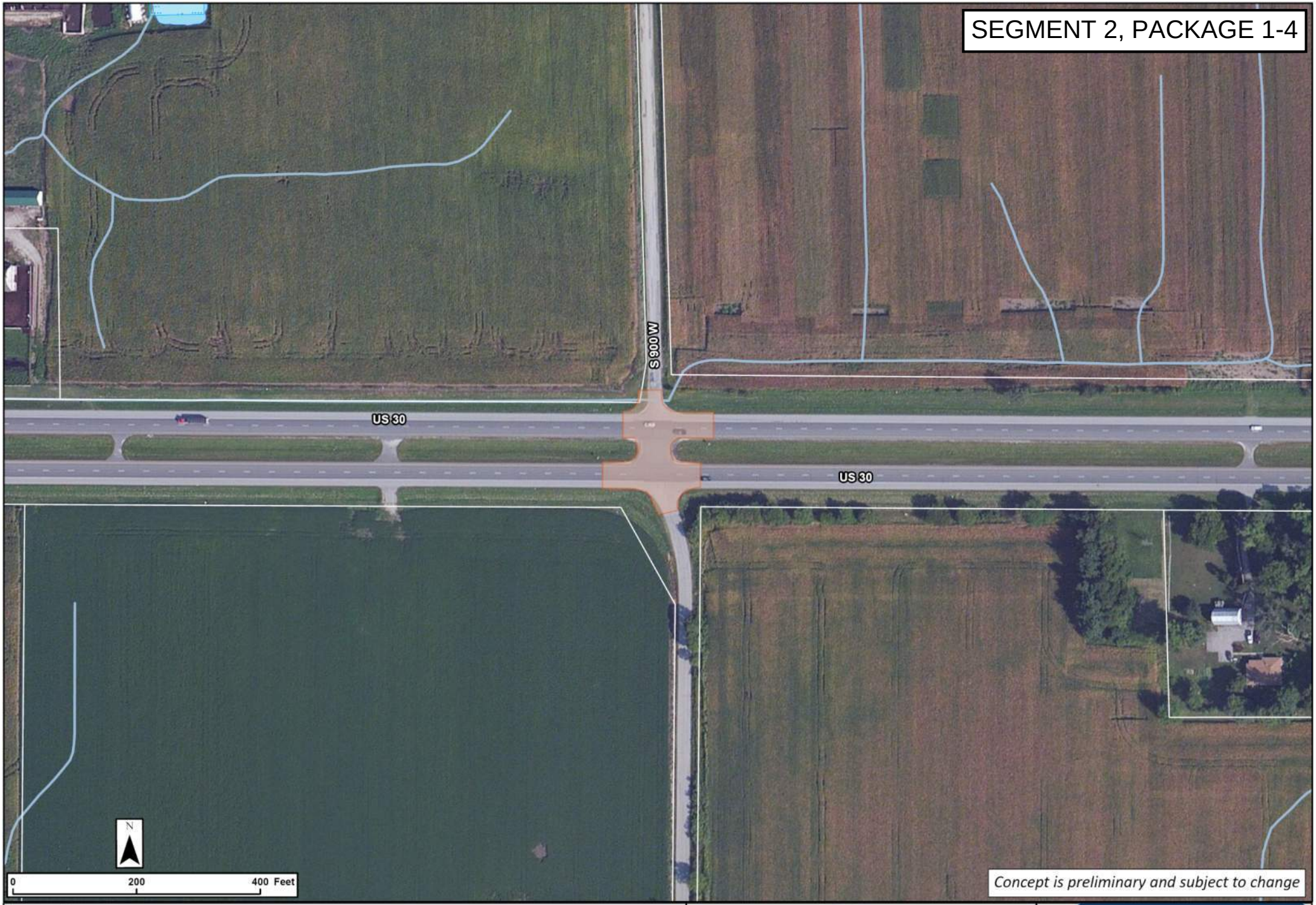
Legend

- Concept Footprint
- Potential New ROW
- Religious Facility
- Recreational Facility
- Railroad, In Service
- Railroad, Abandoned
- Trails
- Wells/OilGas
- UST
- LUST
- Institutional Controls IDEM
- IHSSI Outstanding Notable Sites
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and US 421
Displaced Left Turn
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



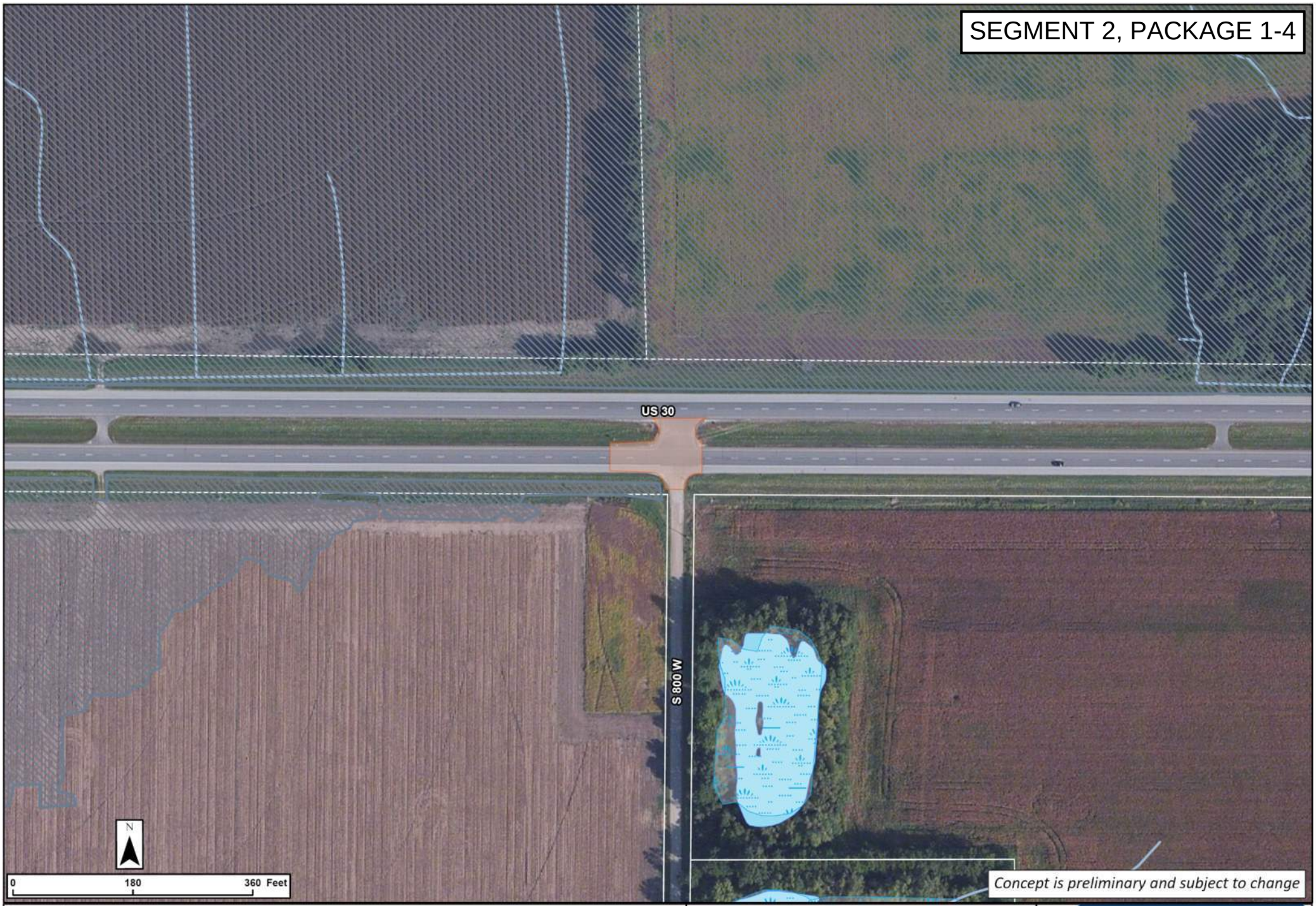
Legend

- Concept Footprint
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 900 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

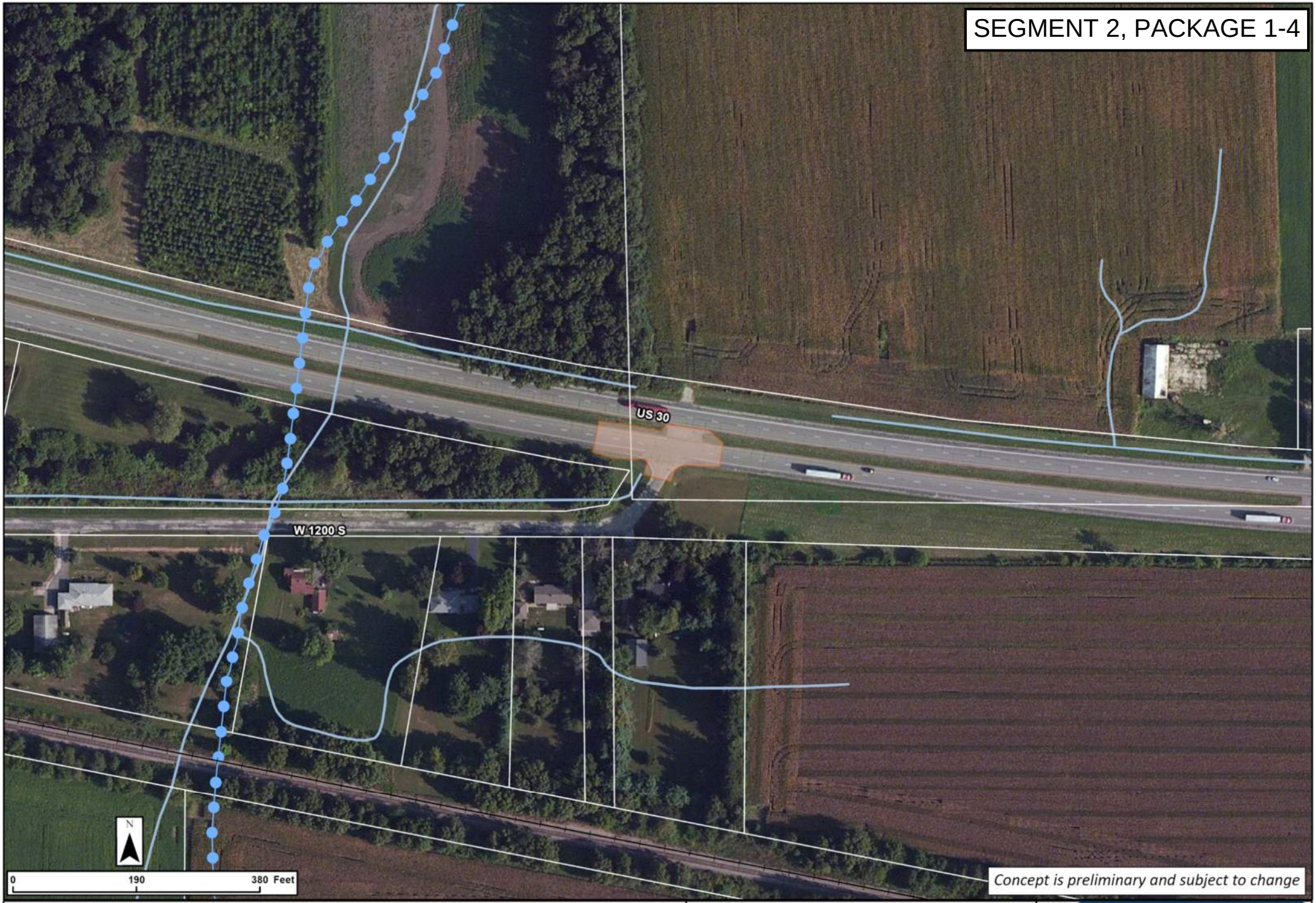
- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 800 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 2 Package 4



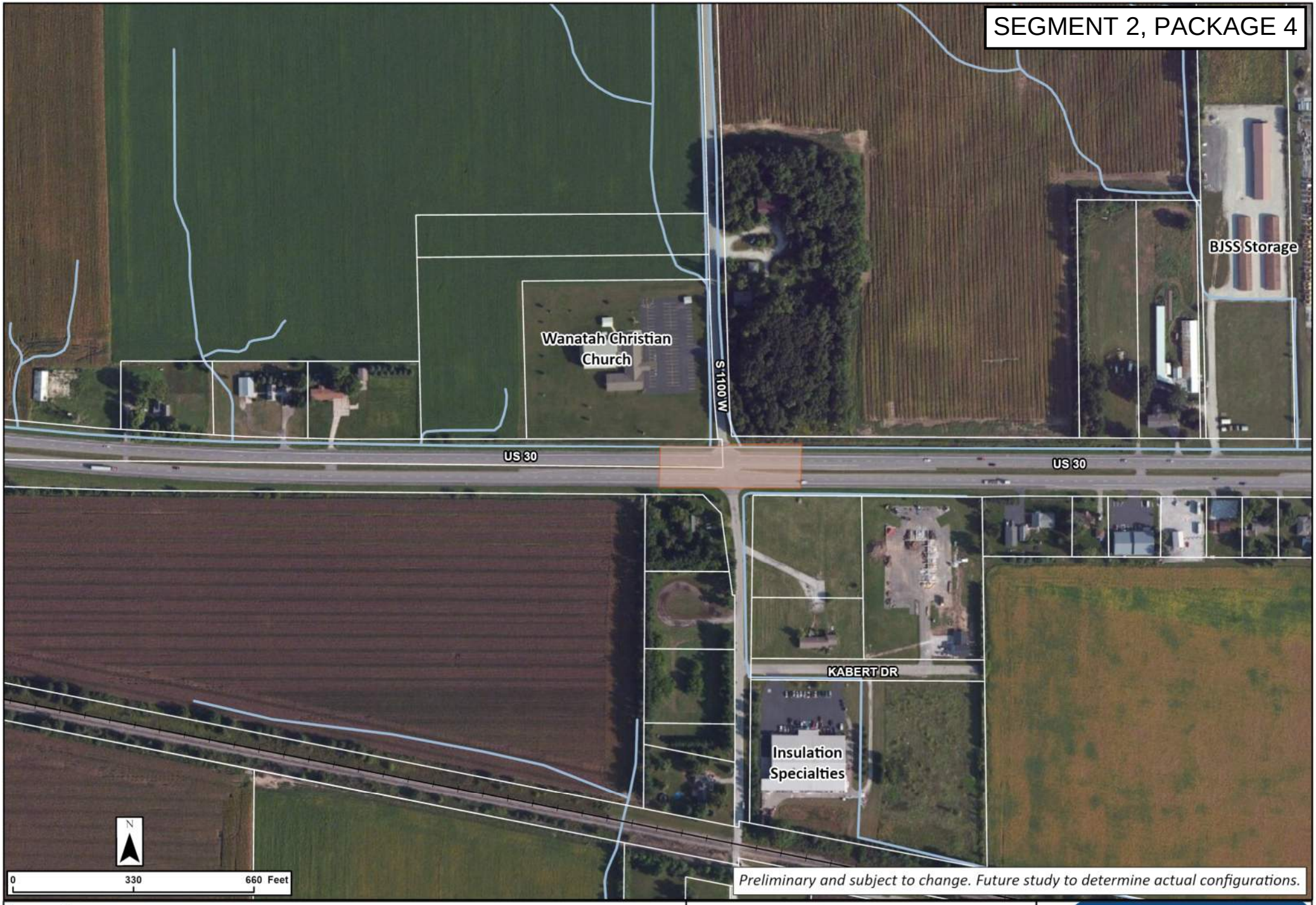
Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Stream / River

US 30 West

US 30 and LaPorte CR 1200 S
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

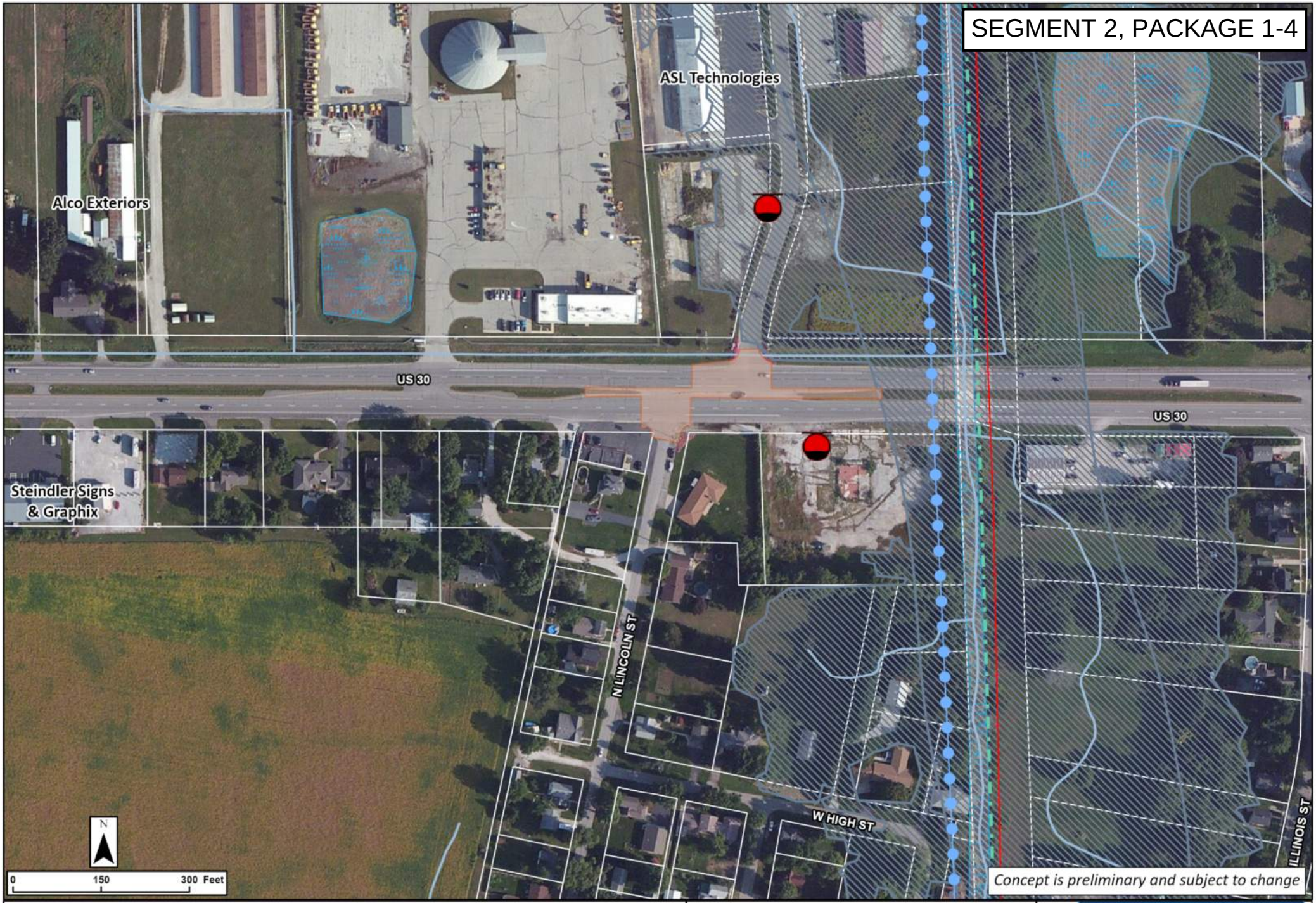
- Concept Footprint
- Stream
- Railroad, In Service

US 30 West

US 30 and LaPorte CR 1100 W Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



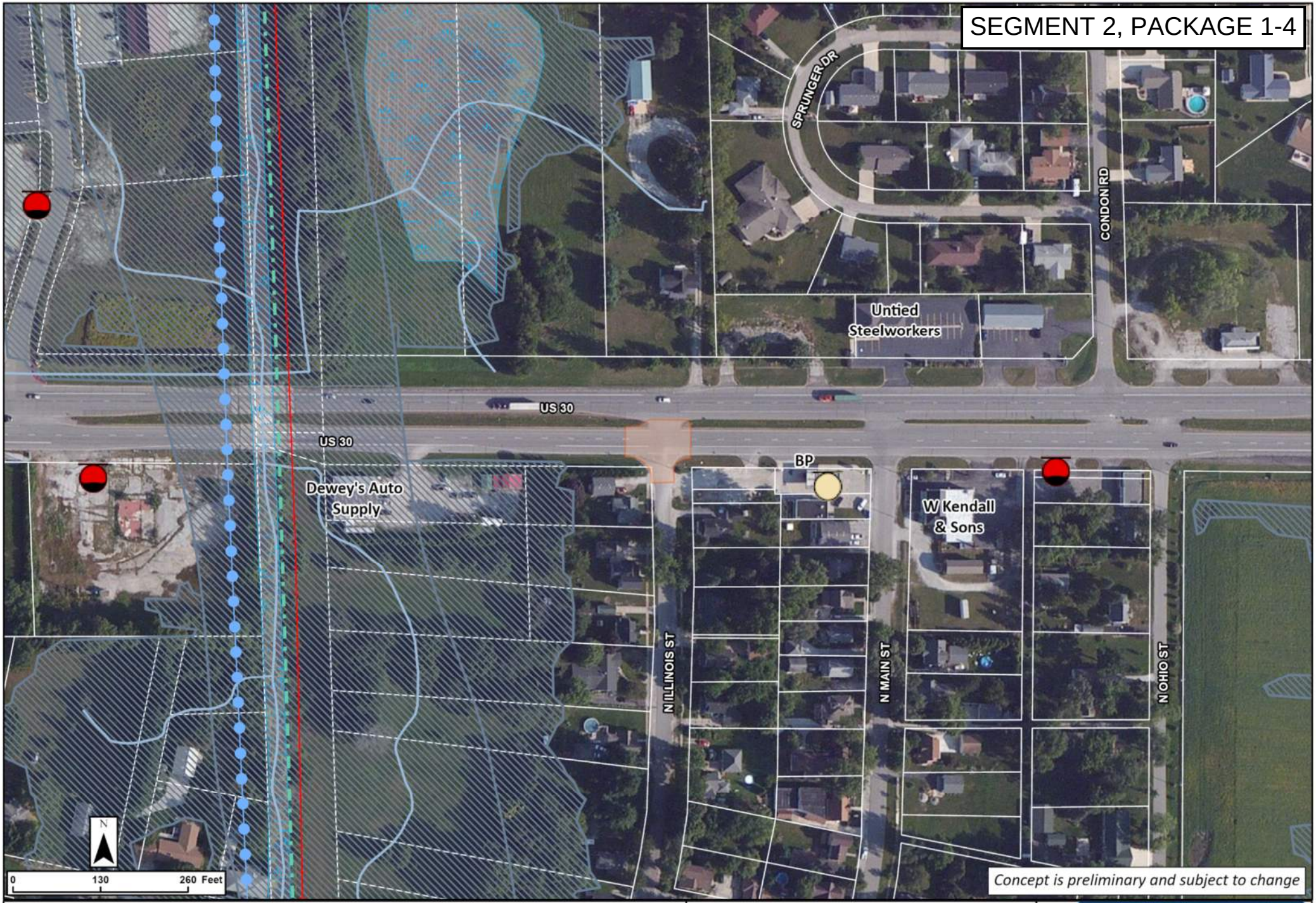
Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Lincoln St/Stoneyard Dr
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



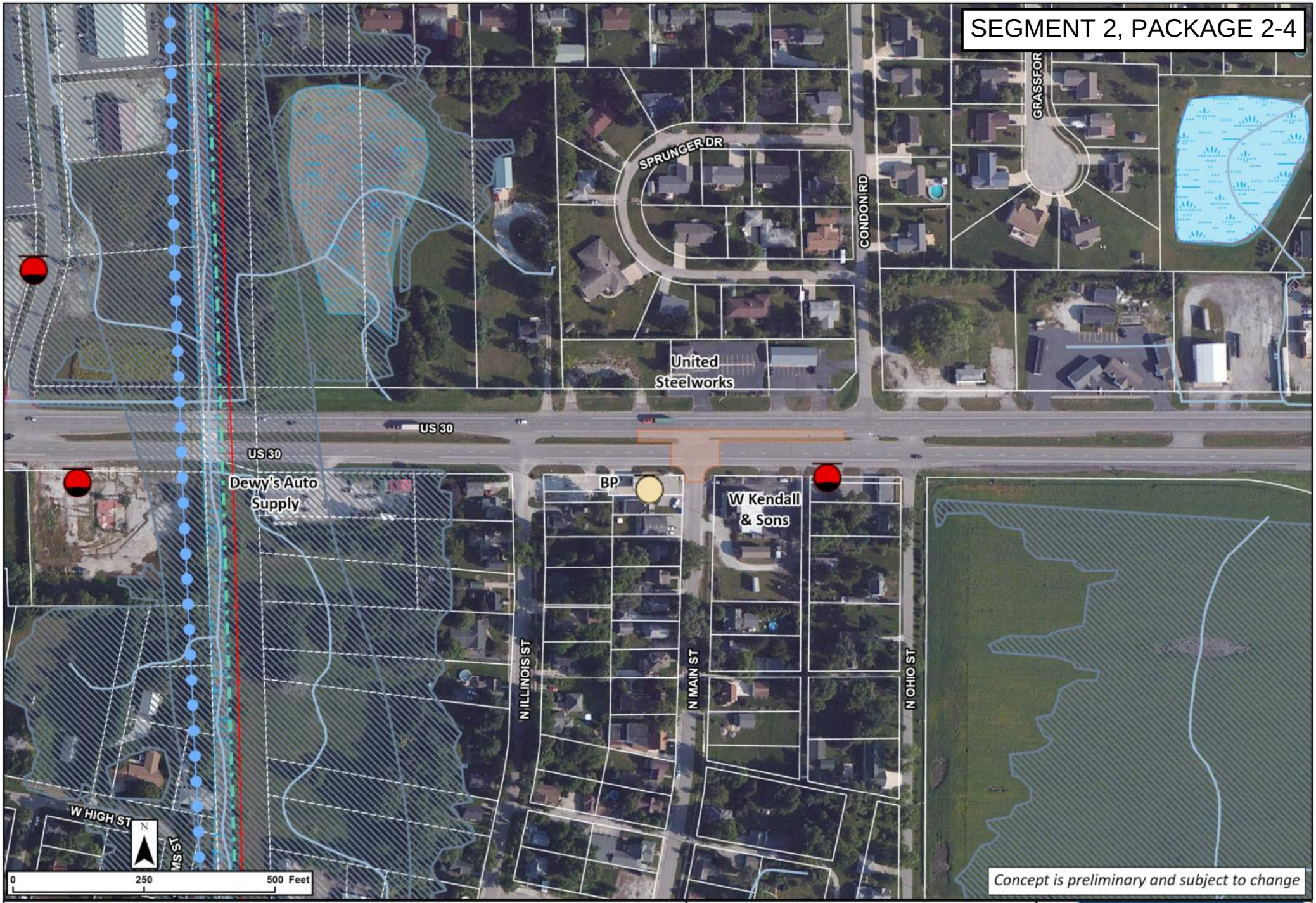
Legend

- Concept Footprint
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and N Illinois St
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



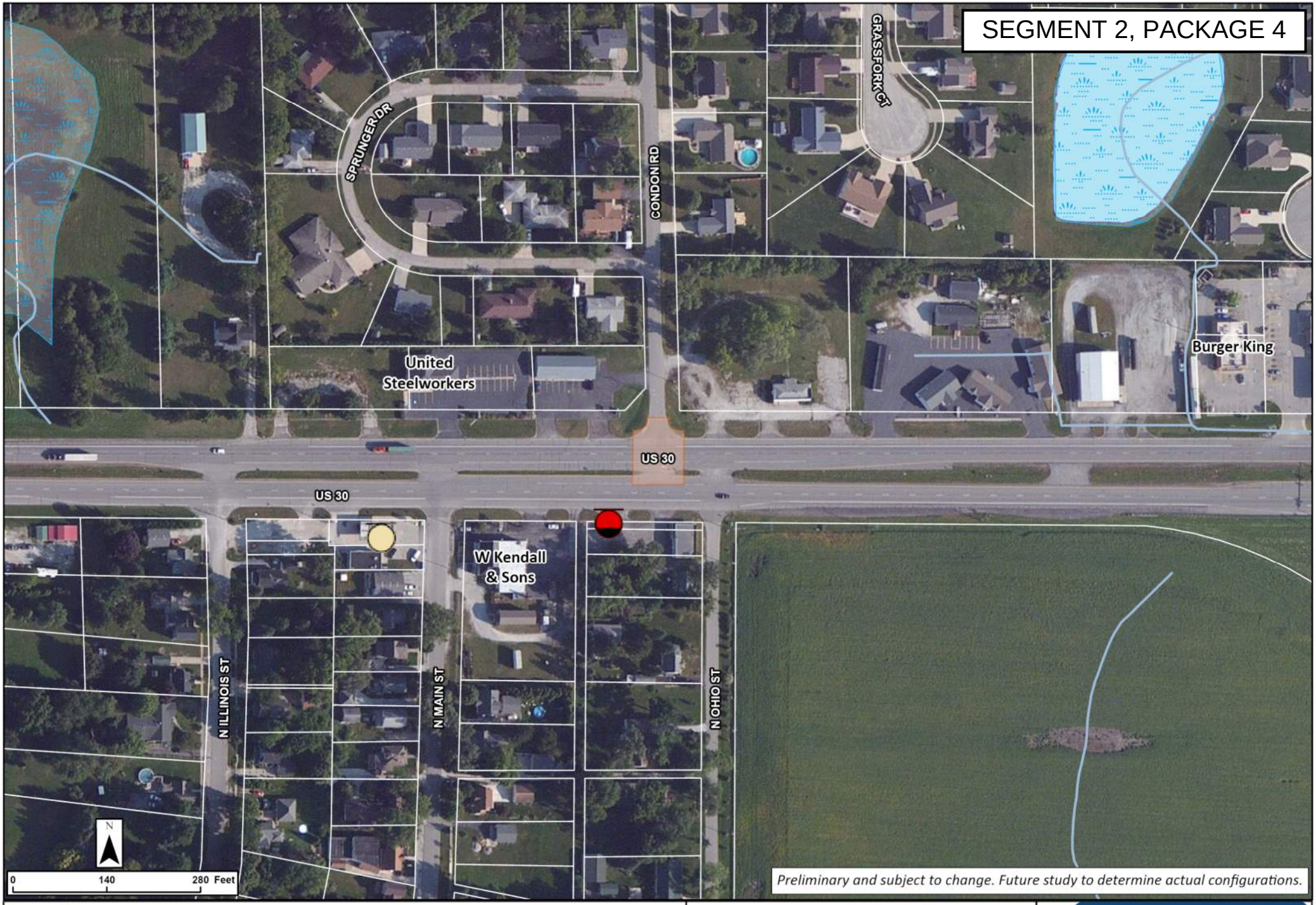
Legend

- Concept Footprint
- Religious Facility
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Main Street
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



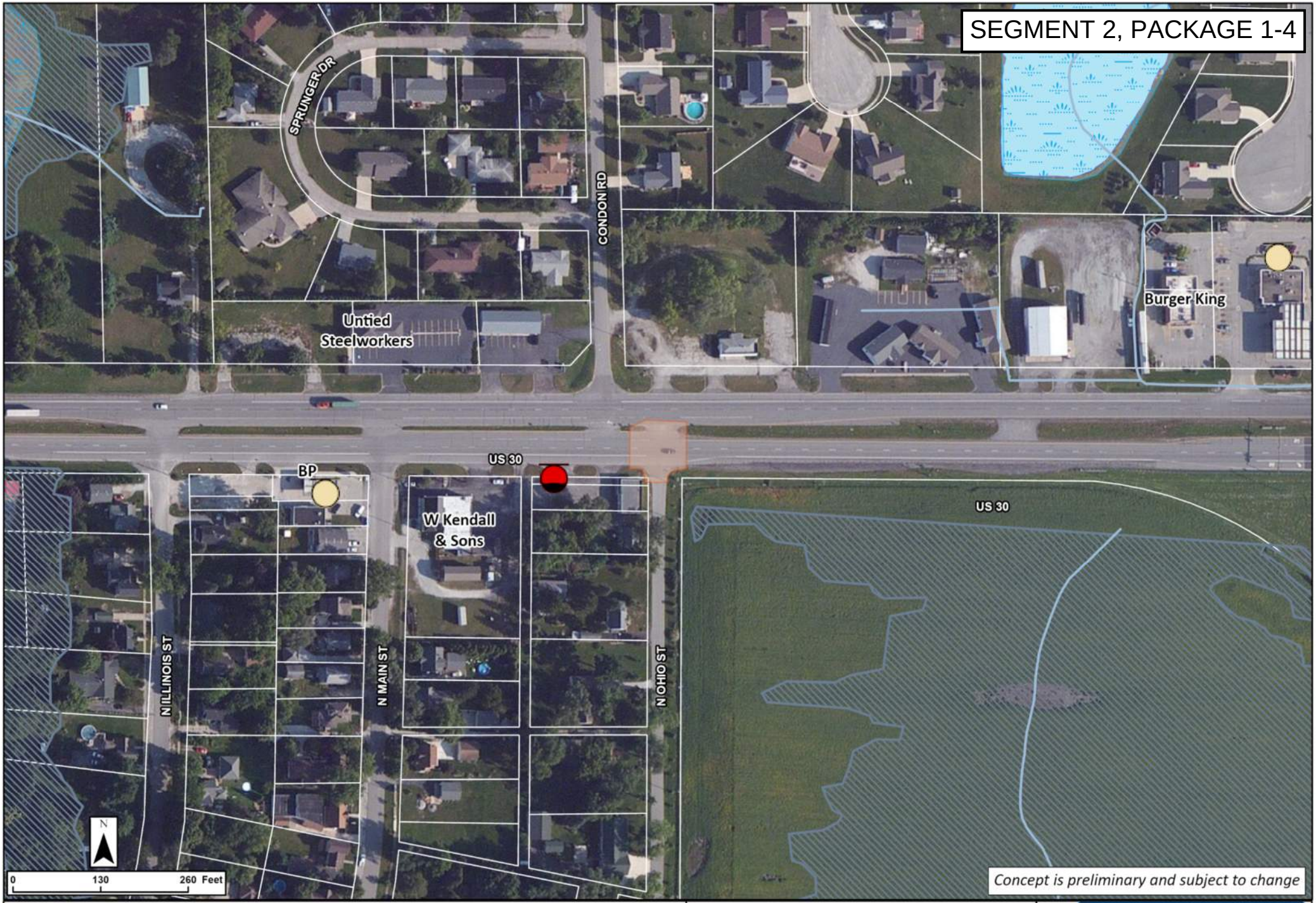
Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Condon Road
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

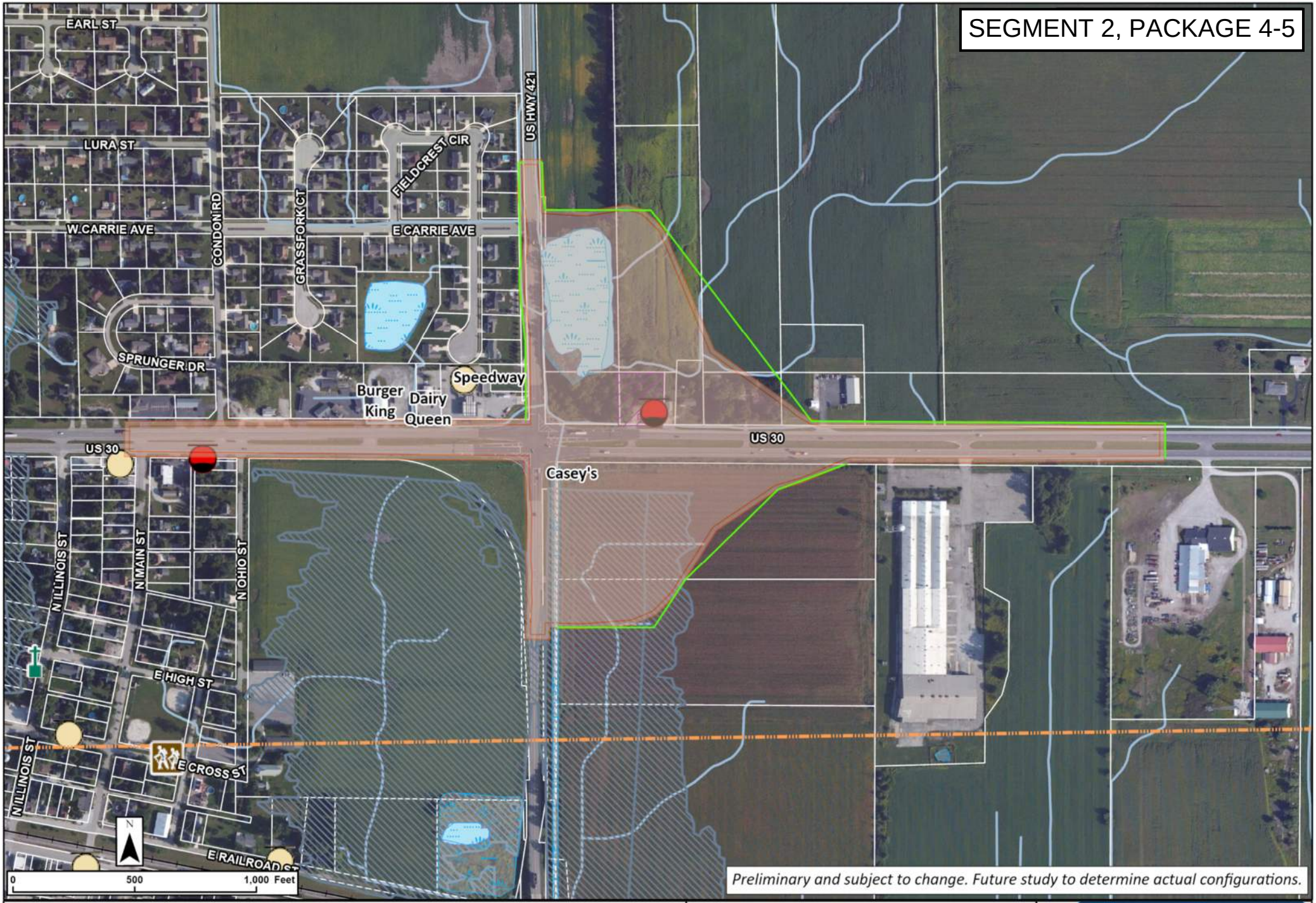
US 30 West

US 30 and Ohio St

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

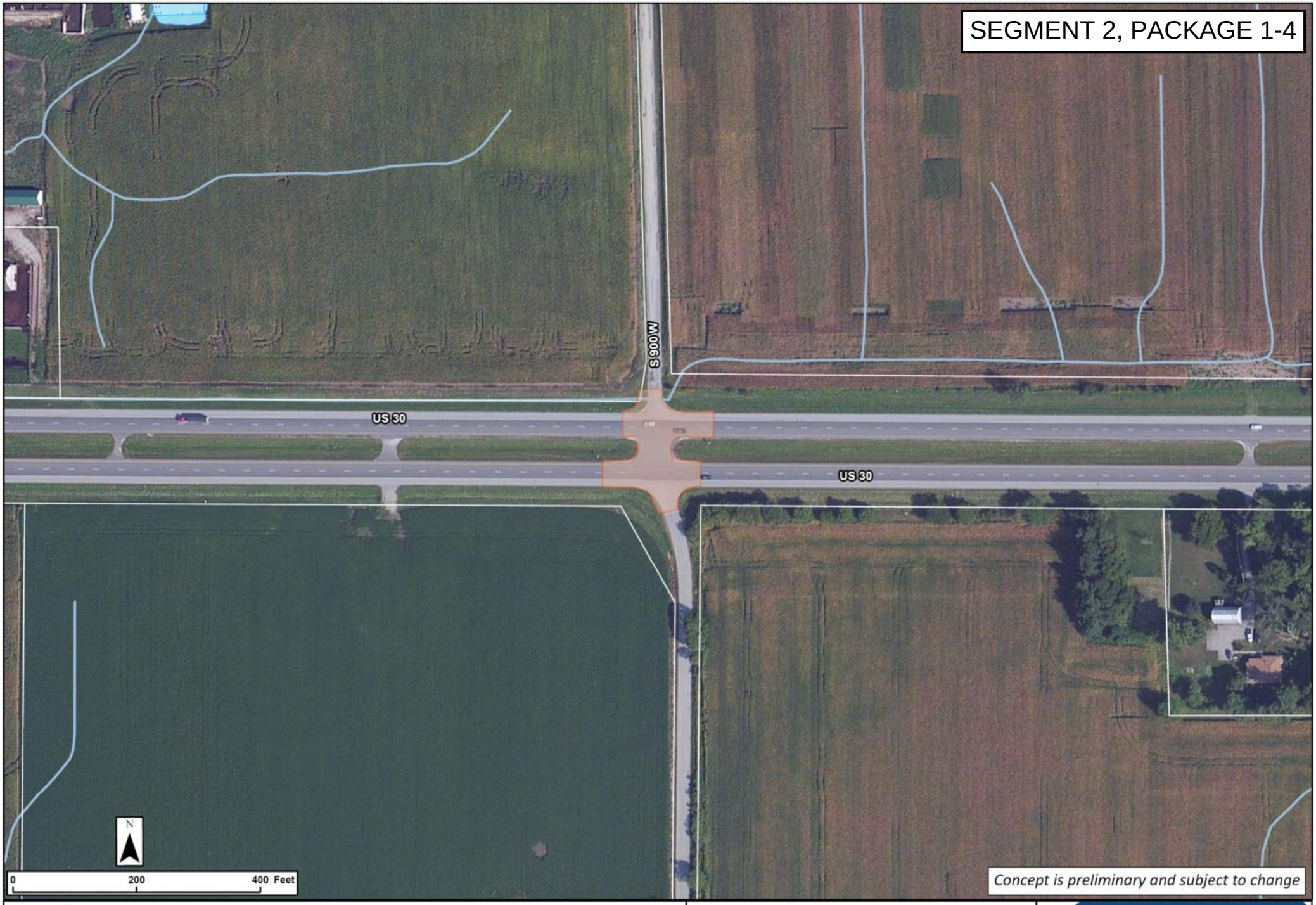
- Concept Footprint
- Potential New ROW
- Religious Facility
- Recreational Facility
- Railroad, In Service
- UST
- LUST
- Institutional Controls IDEM
- IHSSI Outstanding Notable Sites
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and US 421 Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



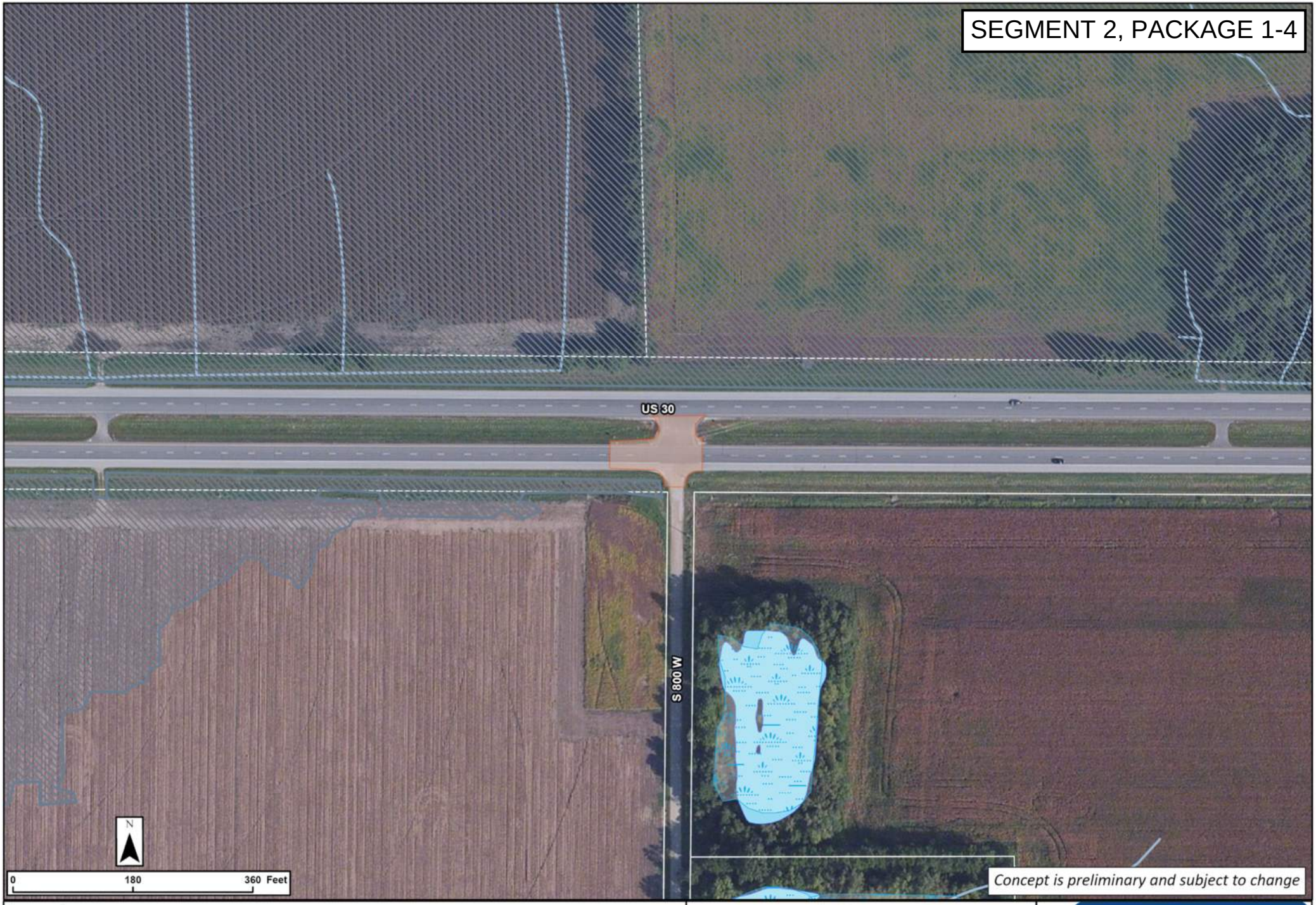
Legend

- Concept Footprint
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 900 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

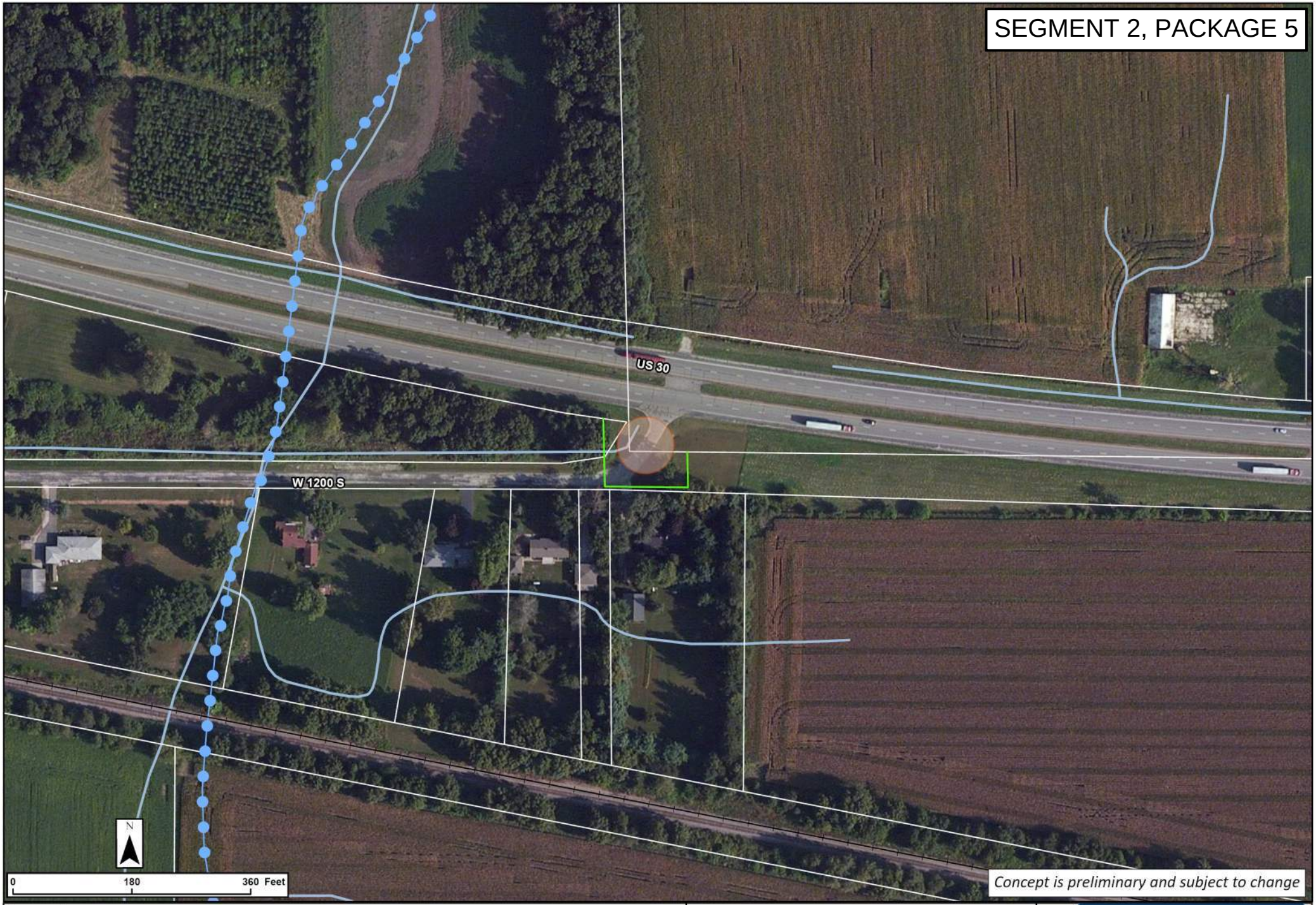
- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 800 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 2 Package 5



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- Stream / River

US 30 West

US 30 and LaPorte CR 1200 S Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Stream / River

US 30 West

US 30 and LaPorte CR 1100 W Closure Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Lincoln St Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

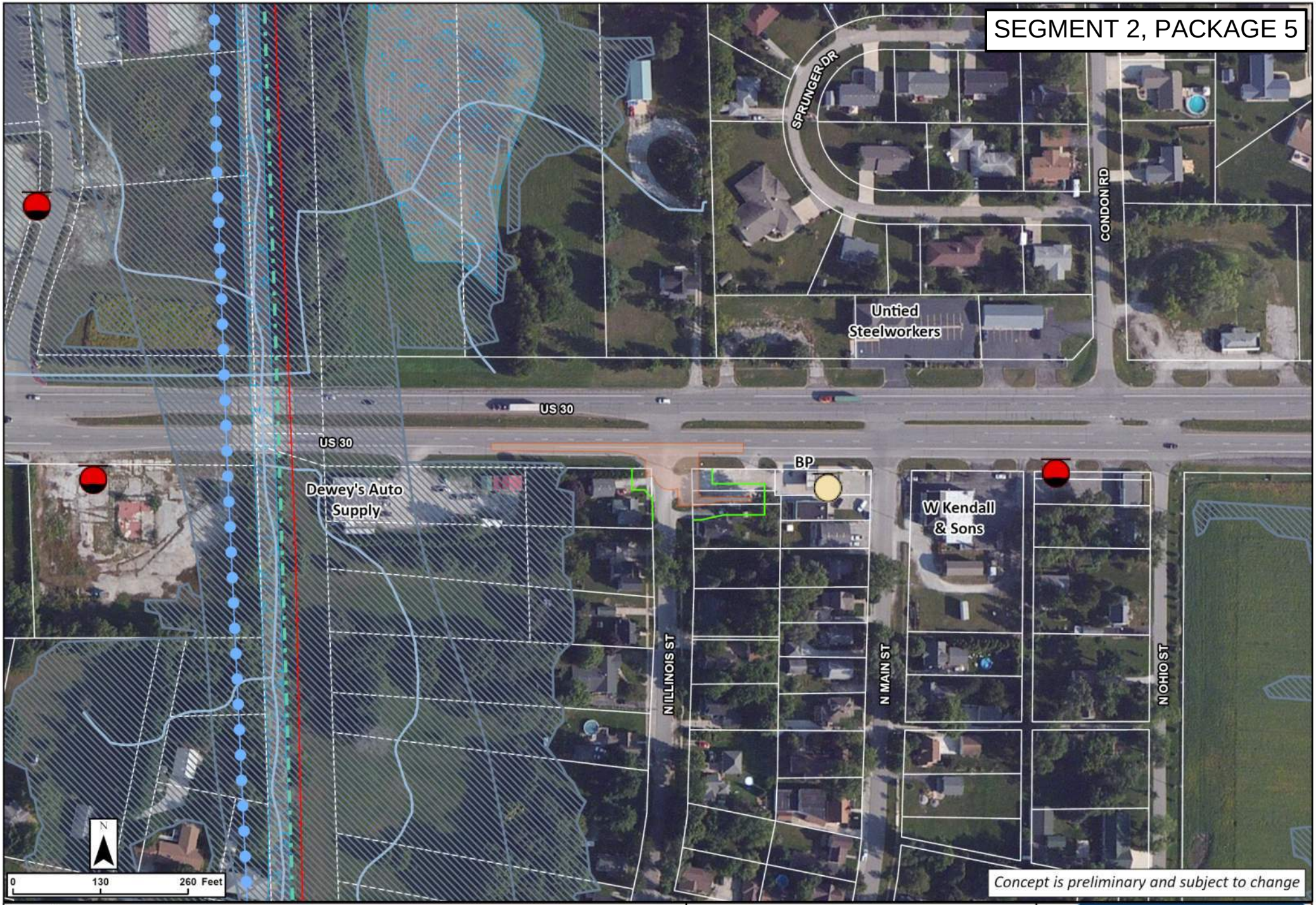
- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Stoneyard St Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



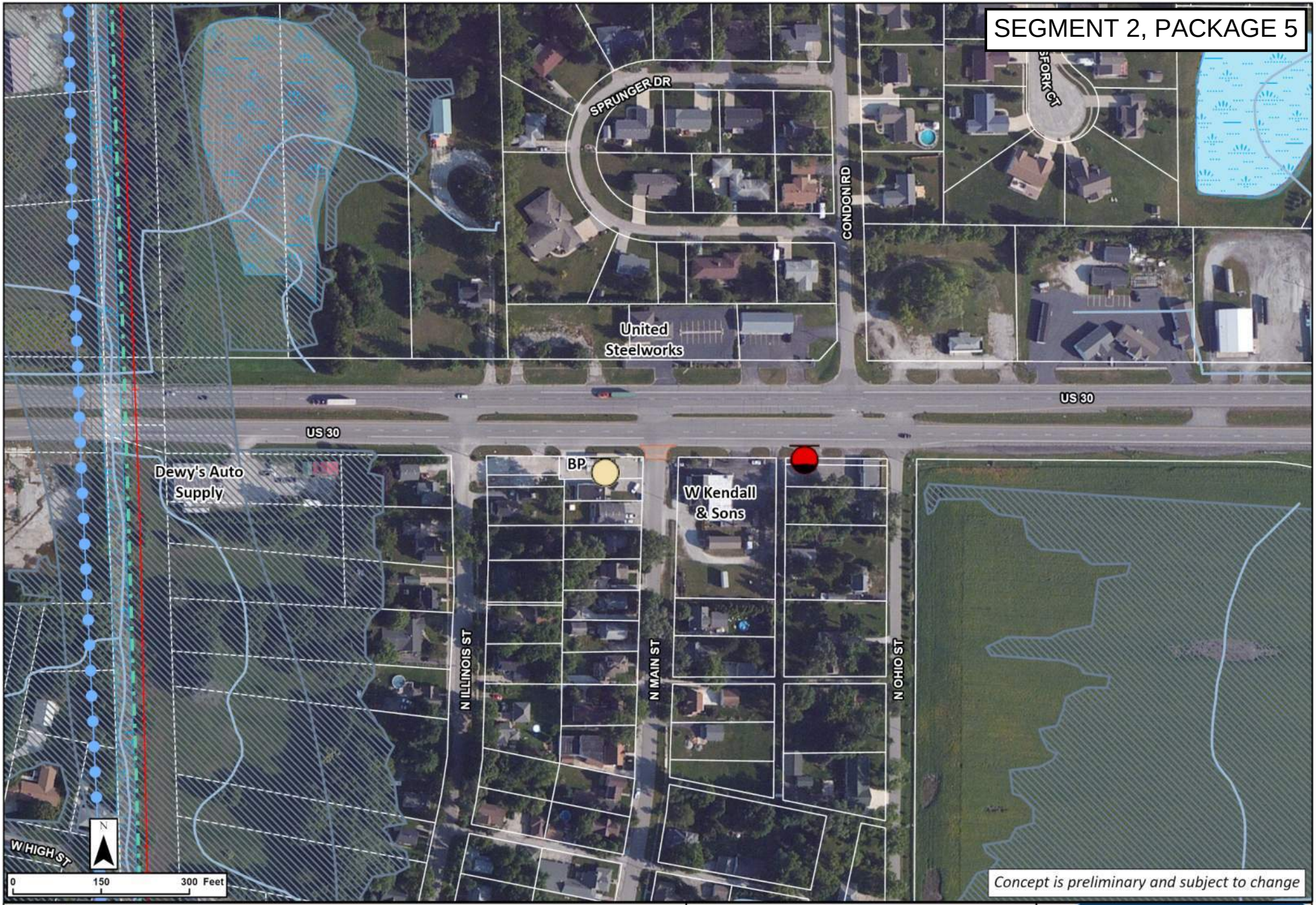
Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- UST
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and N Illinois St Closure Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

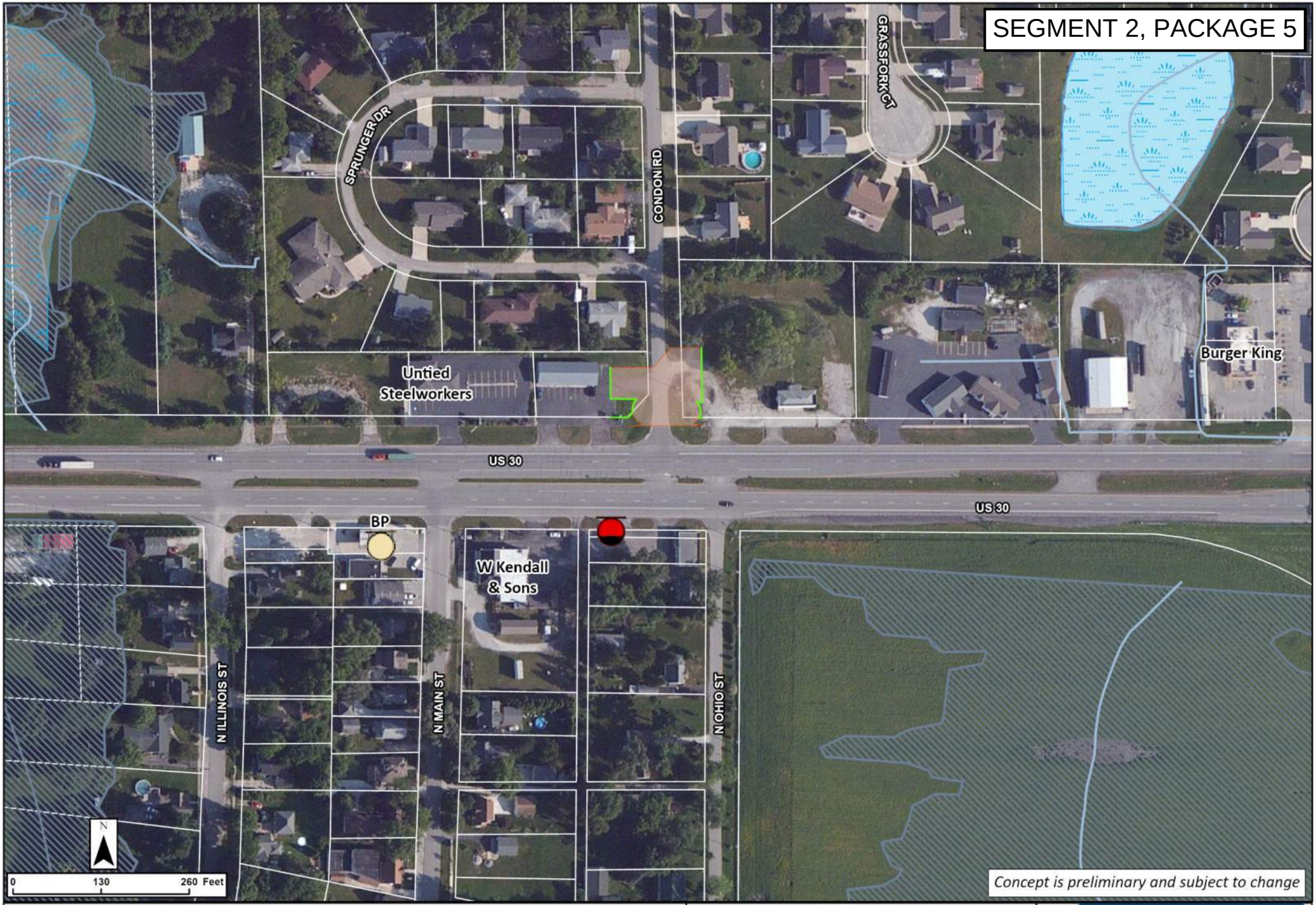
- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- Trails
- LUST
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Main St Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- UST
- LUST
- NWI Wetlands
- Stream / River
- Floodplain
- Lake / Pond

US 30 West

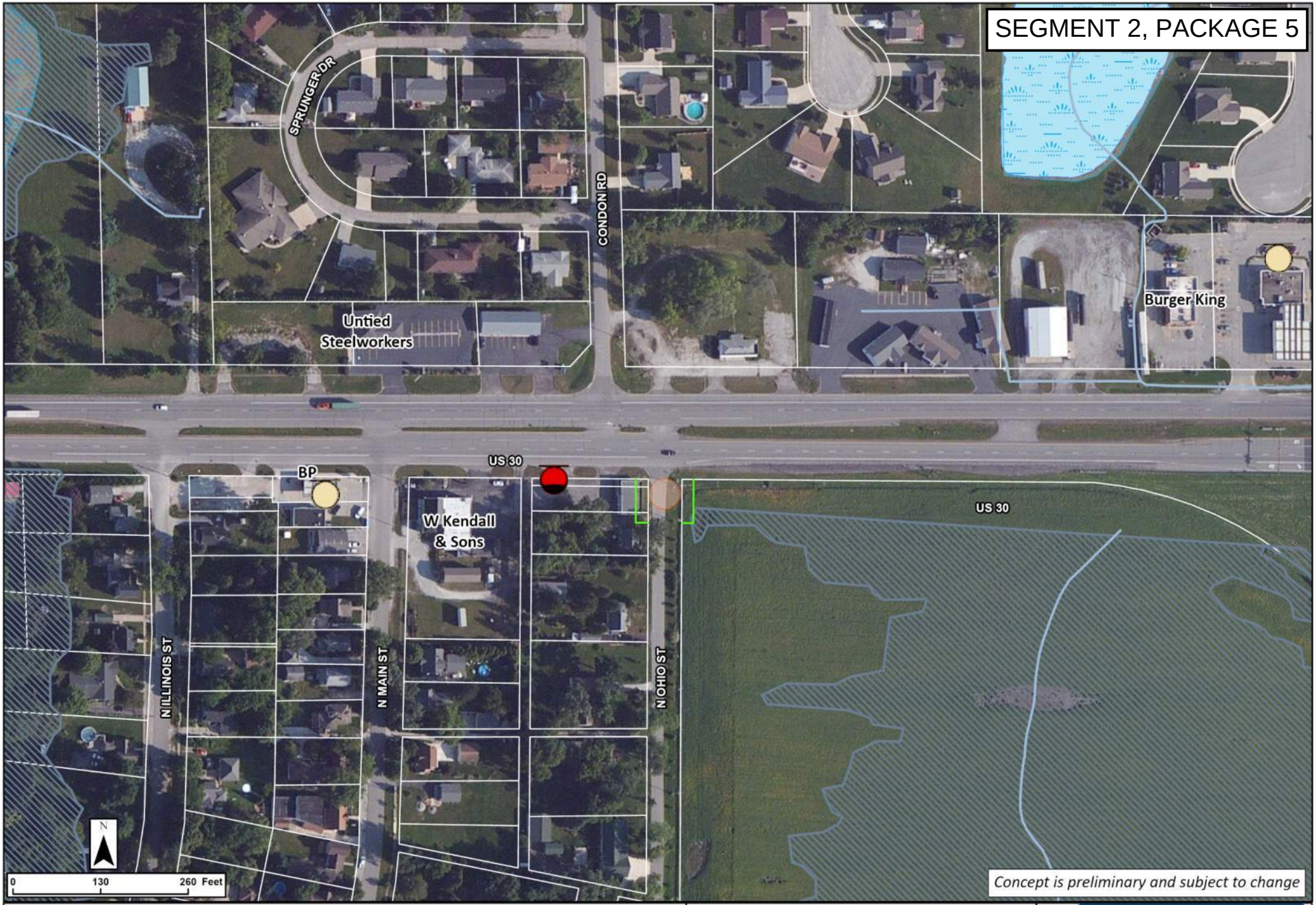
US 30 and Condon Rd

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

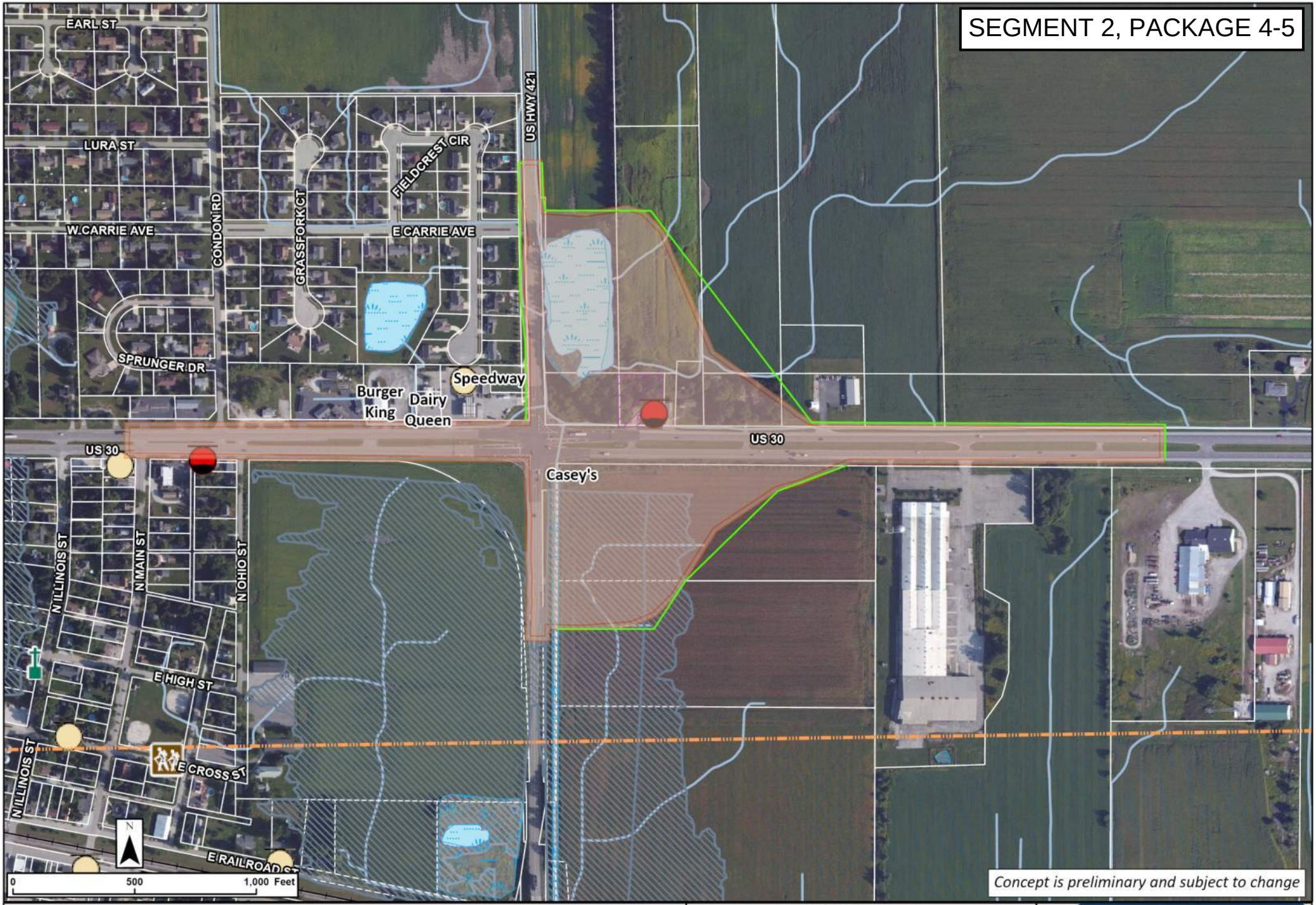
- Concept Footprint
- Potential New ROW
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Ohio St Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

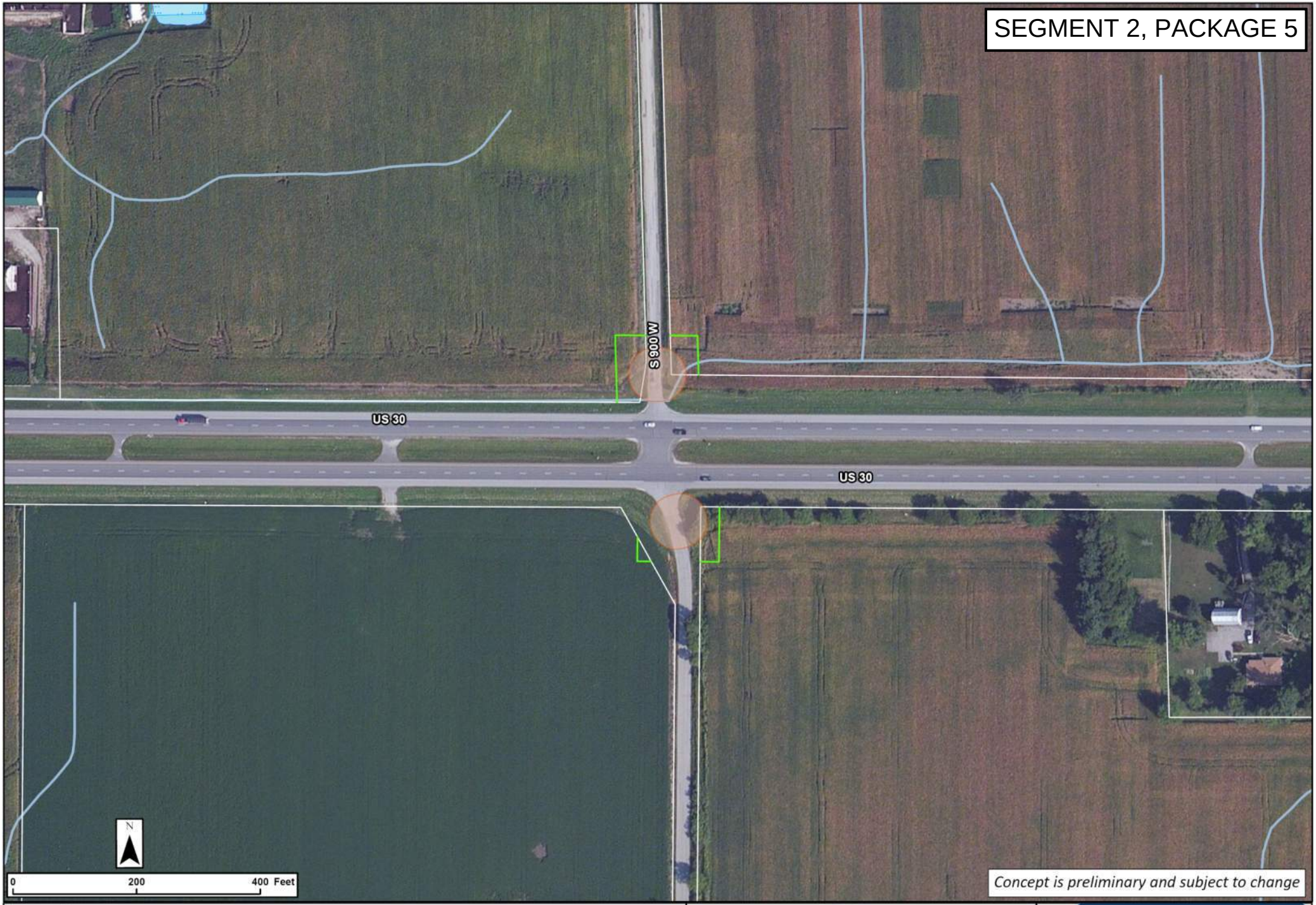
- Concept Footprint
- Potential New ROW
- Religious Facility
- Recreational Facility
- Railroad, In Service
- UST
- LUST
- Institutional Controls IDEM
- IHSSI Outstanding Notable Sites
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River
- Pipeline

US 30 West

US 30 and US 421 Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



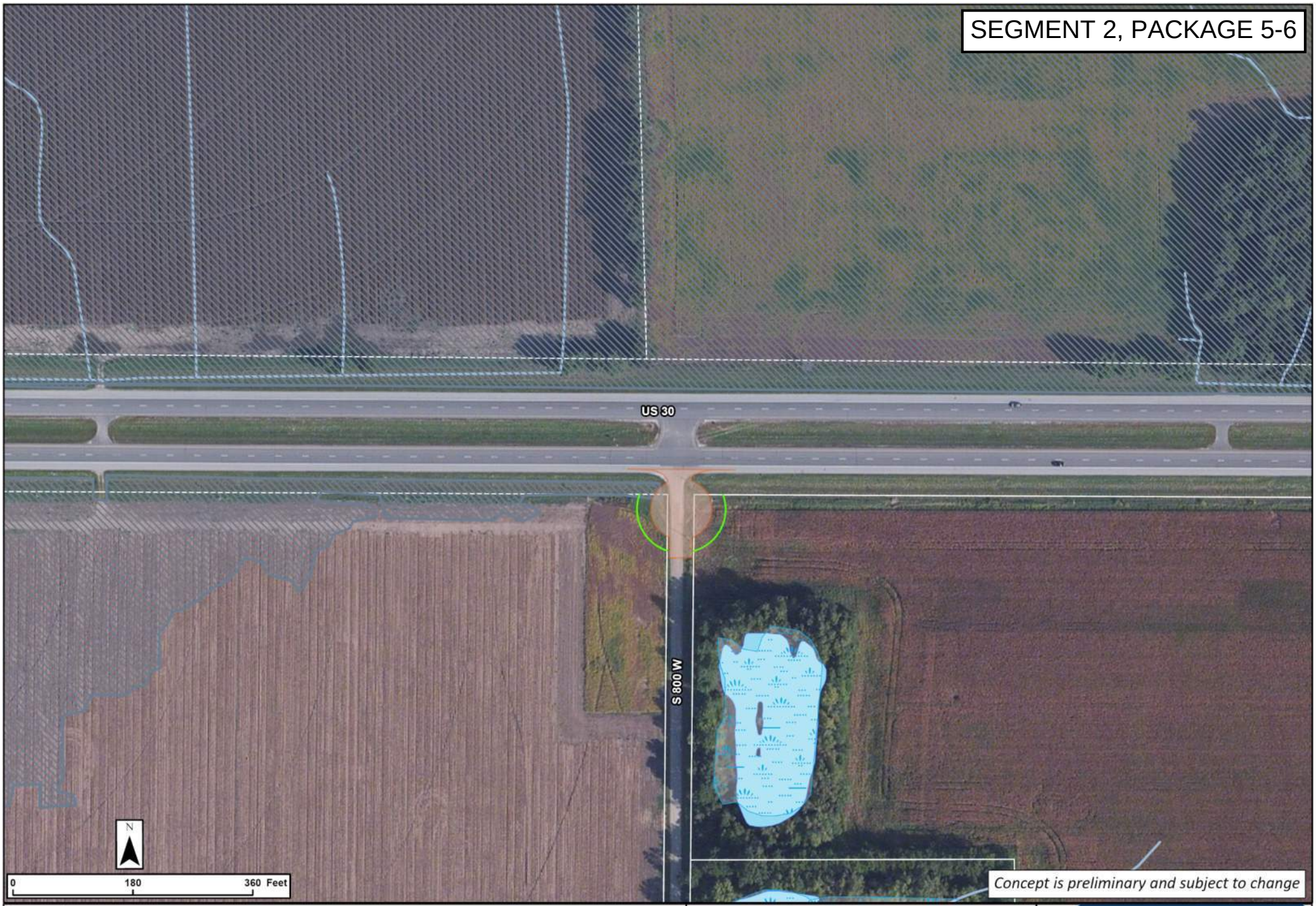
Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and LaPorte CR 900 W
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

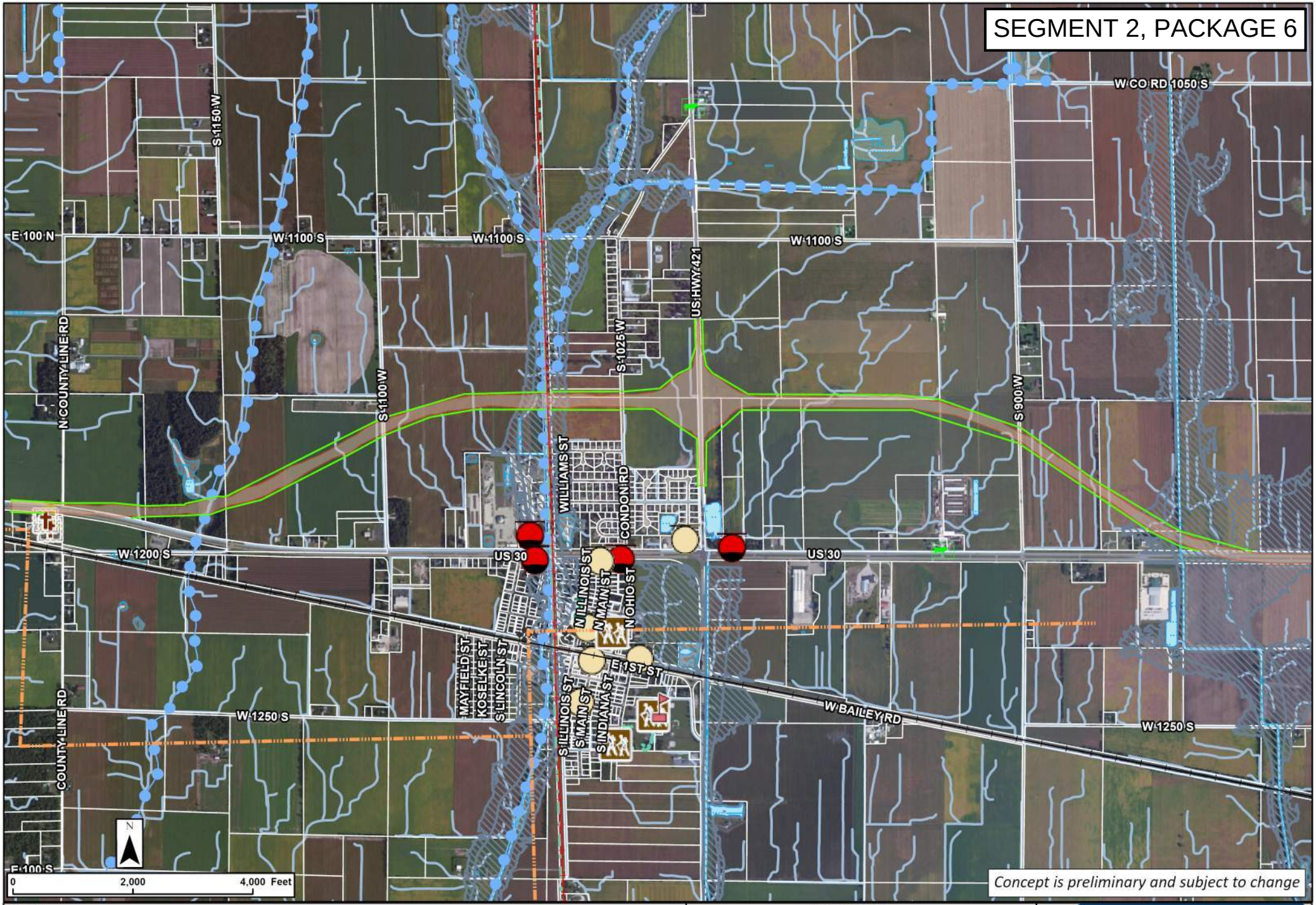
US 30 West

US 30 and LaPorte CR 800 W Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 2 Package 6



Legend

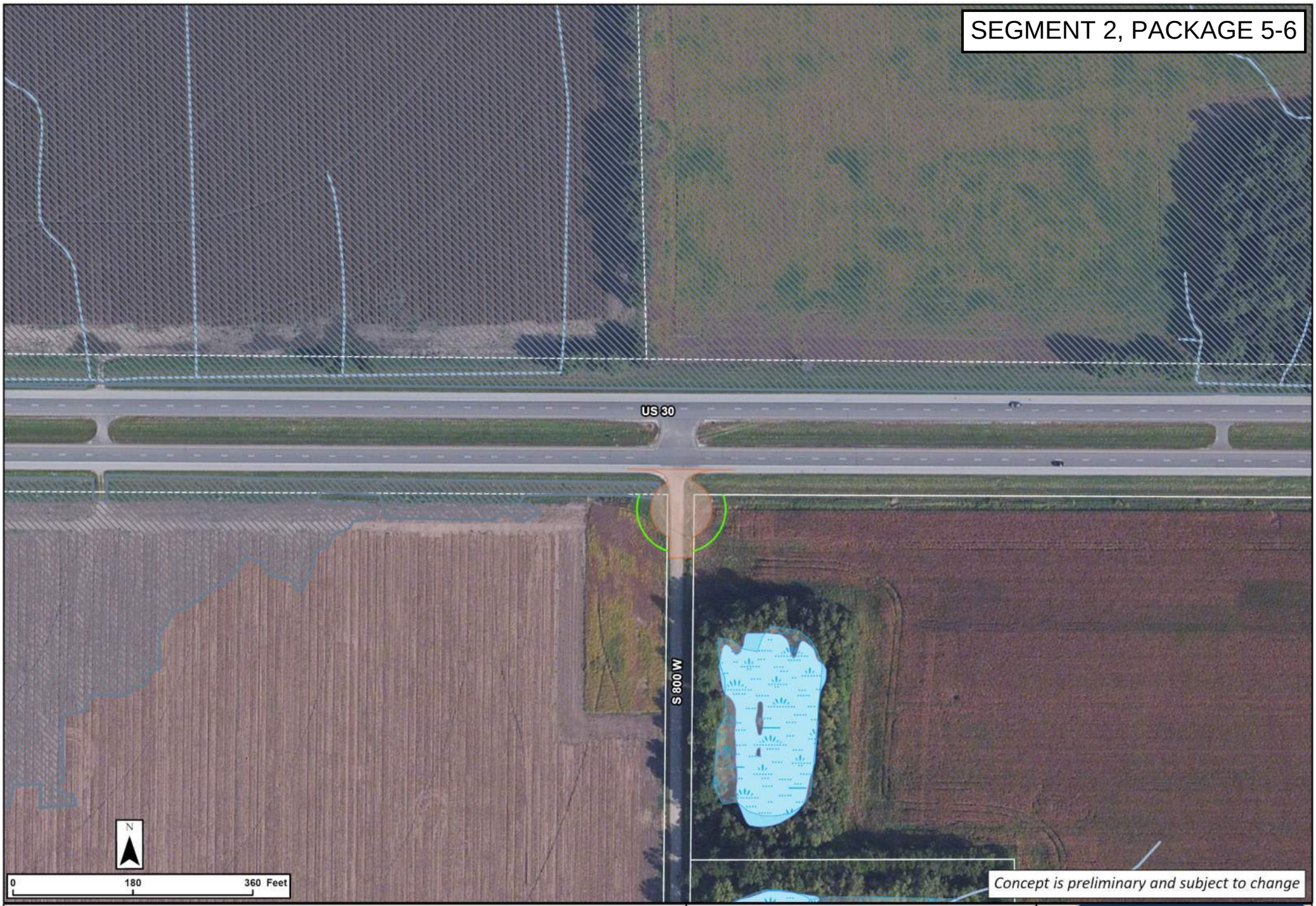
- Concept Footprint
- Potential New ROW
- Religious Facility
- Cemeteries
- School
- Recreational Facility
- Railroad, In Service
- Railroad, Abandoned
- Trails
- UST
- LUST
- CFO/CAFO
- Institutional Controls IDEM
- Pipeline
- Stream / River
- IHBBC Cemetery
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and US 421 Bypass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and LaPorte CR 800 W Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 3 Package 1



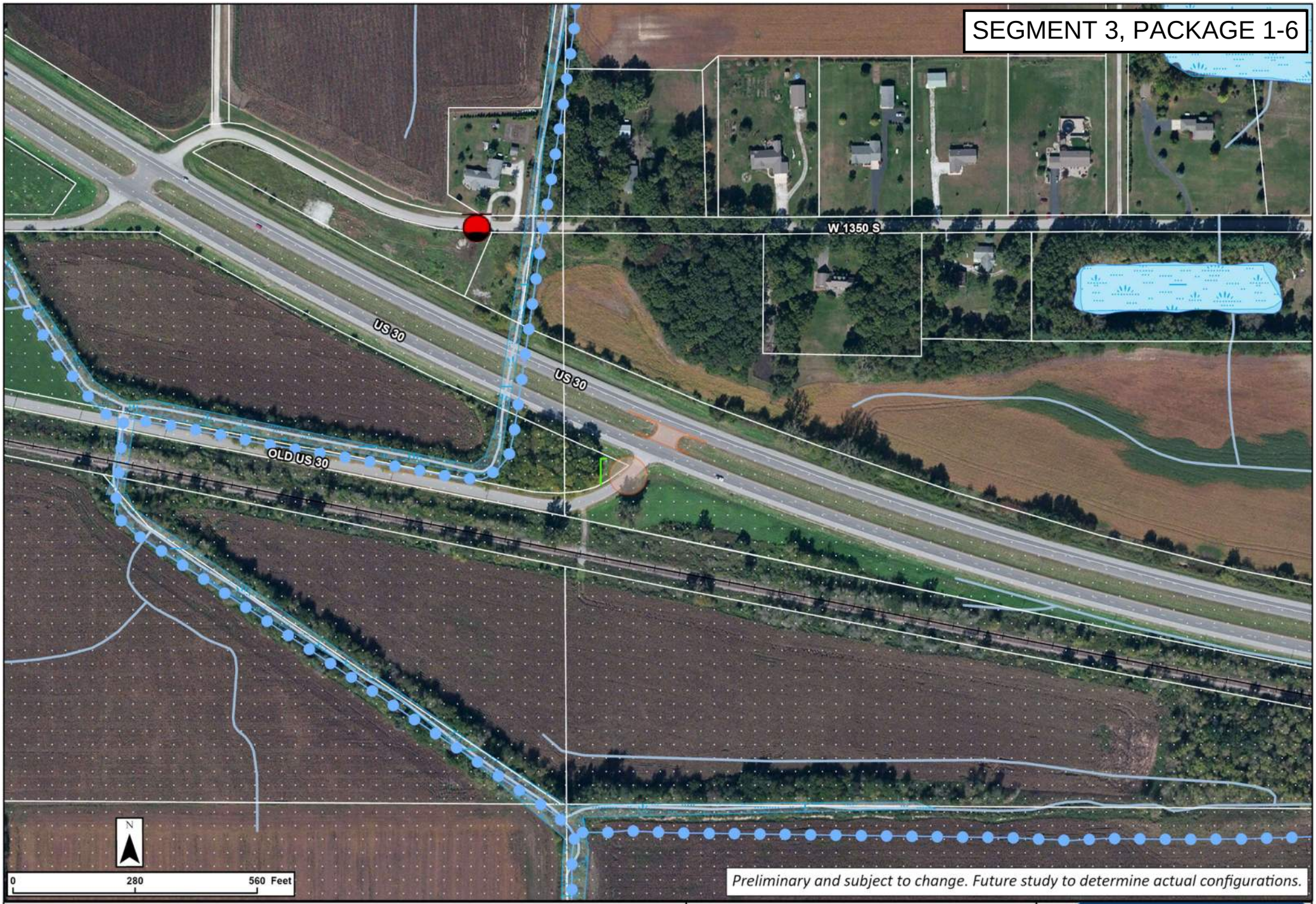
Legend

- Concept Footprint
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1350 S
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

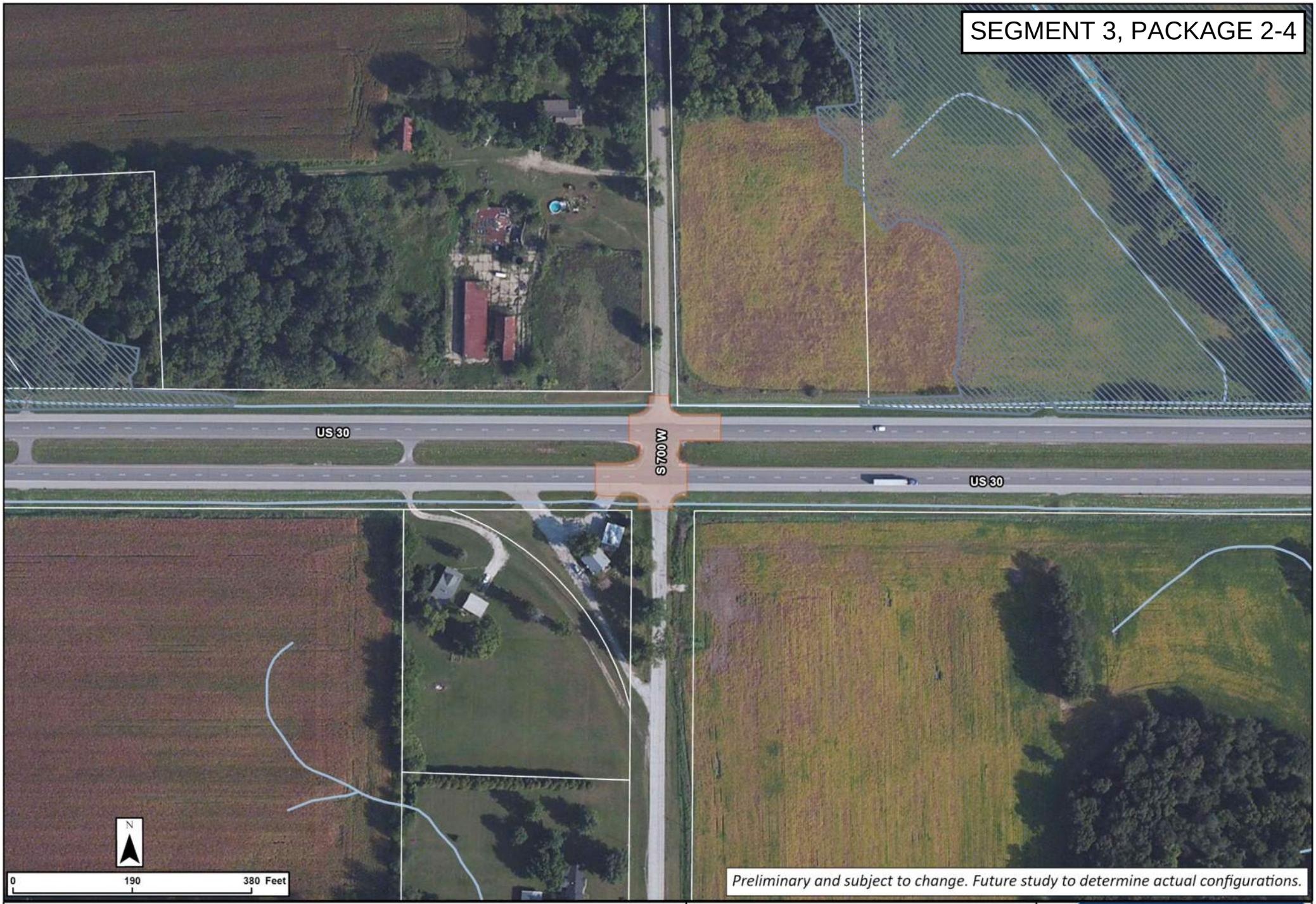
US 30 West

US 30 and Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 3 Package 2



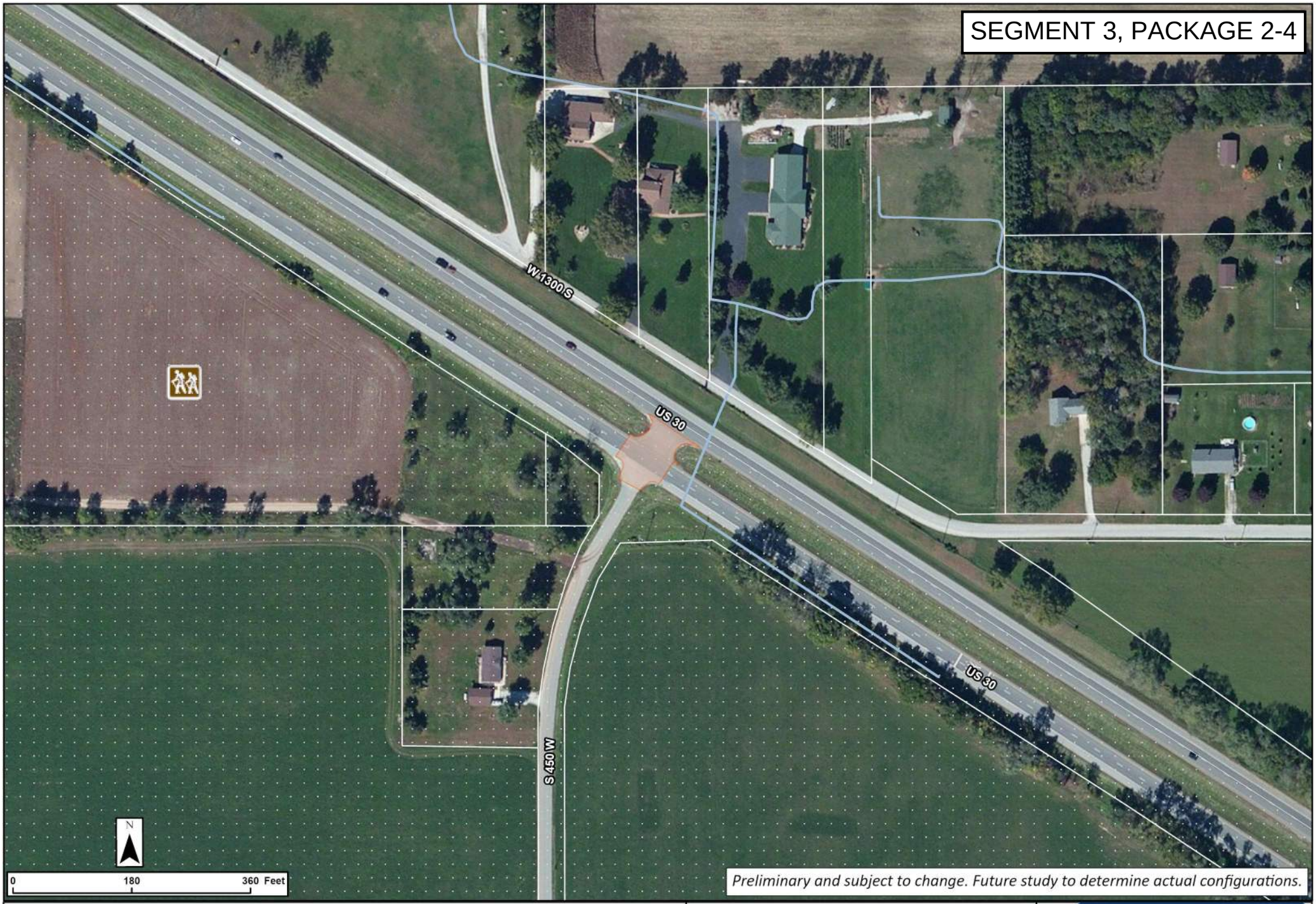
Legend

- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 700 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Recreational Facility
- Sensitive Communities
- Stream / River

US 30 West

US 30 and LaPorte CR 450 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



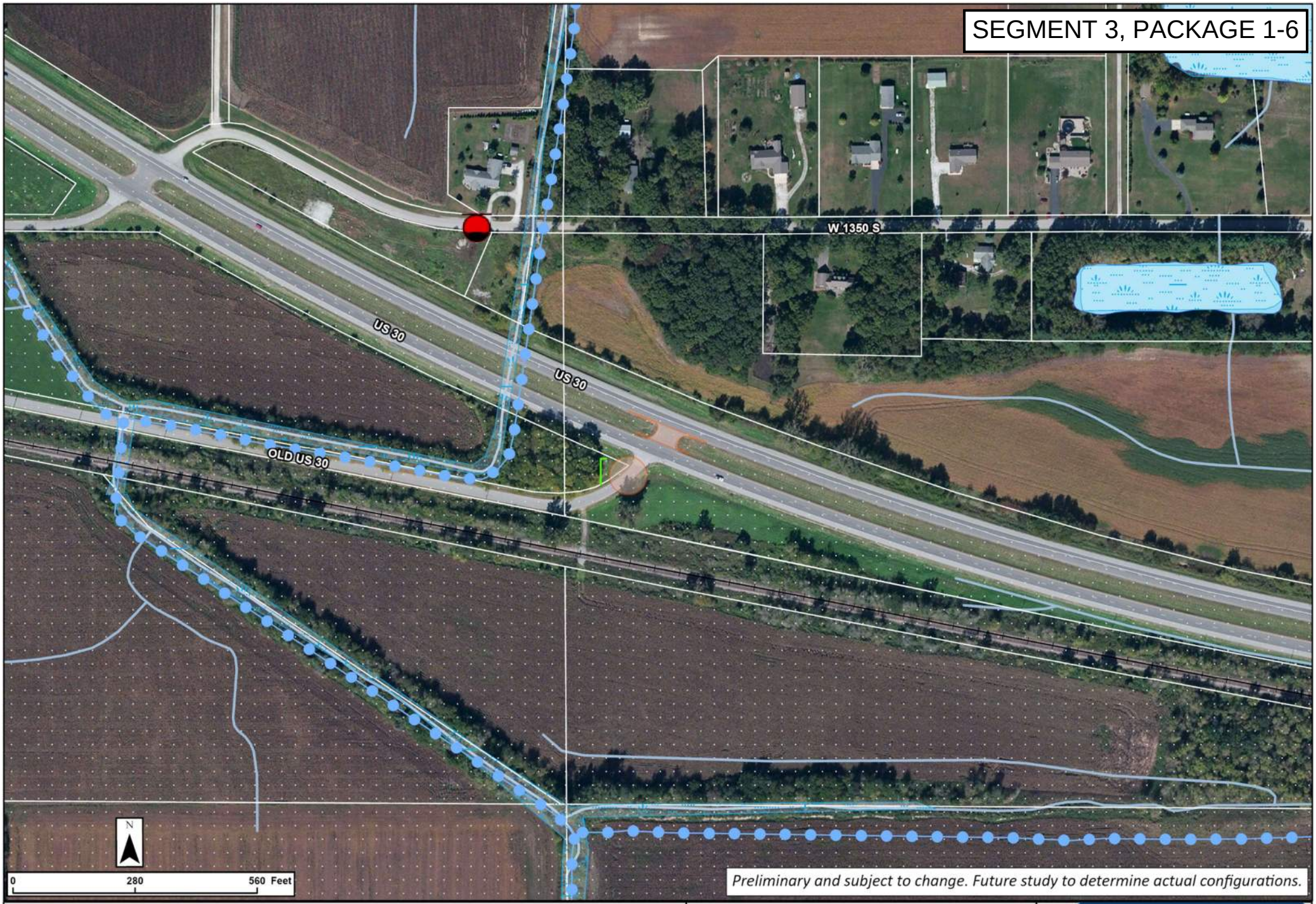
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1350 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

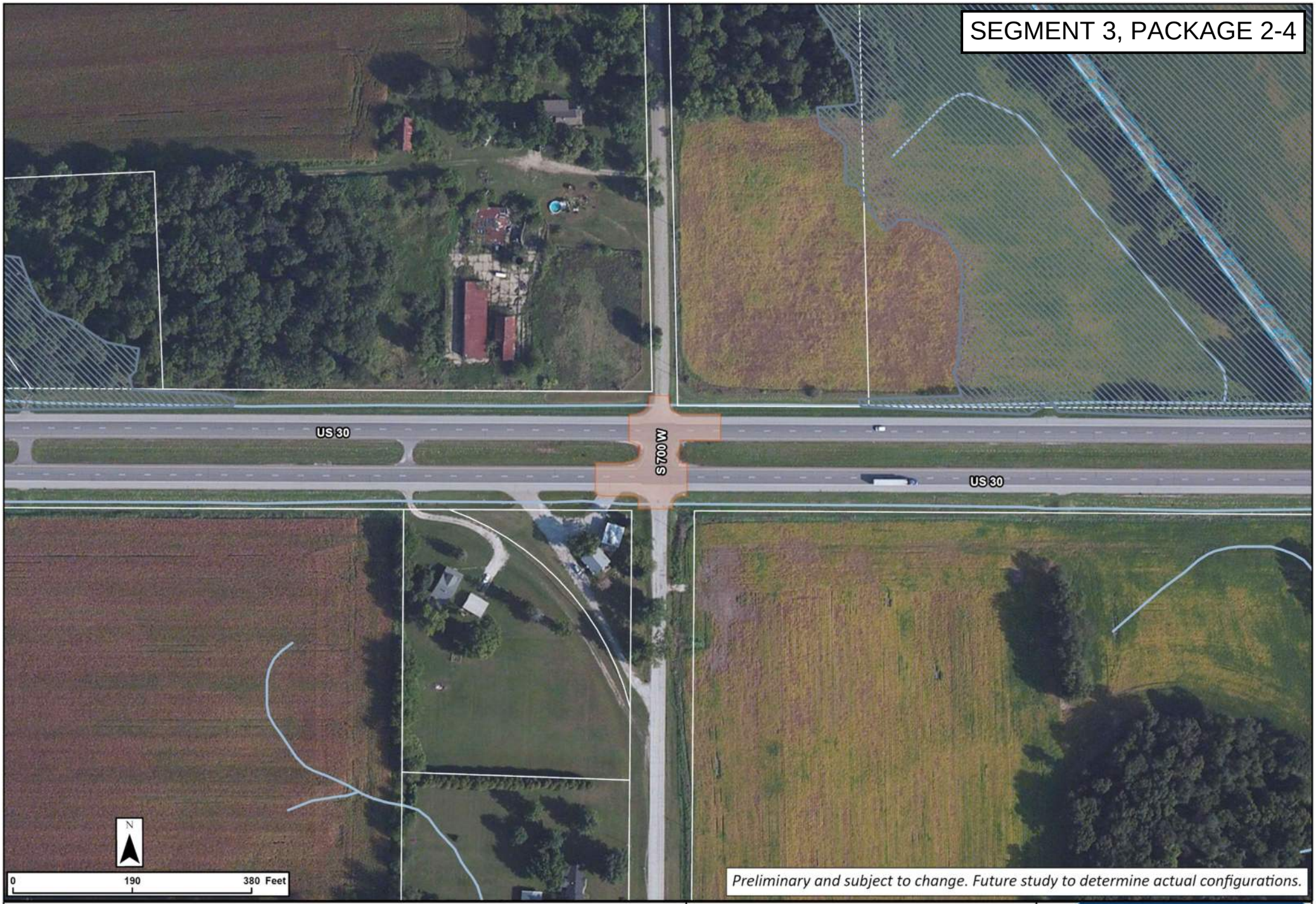
US 30 West

US 30 and Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 3 Package 3



Legend

- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 700 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Recreational Facility
- Sensitive Communities
- Stream / River

US 30 West

US 30 and LaPorte CR 450 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



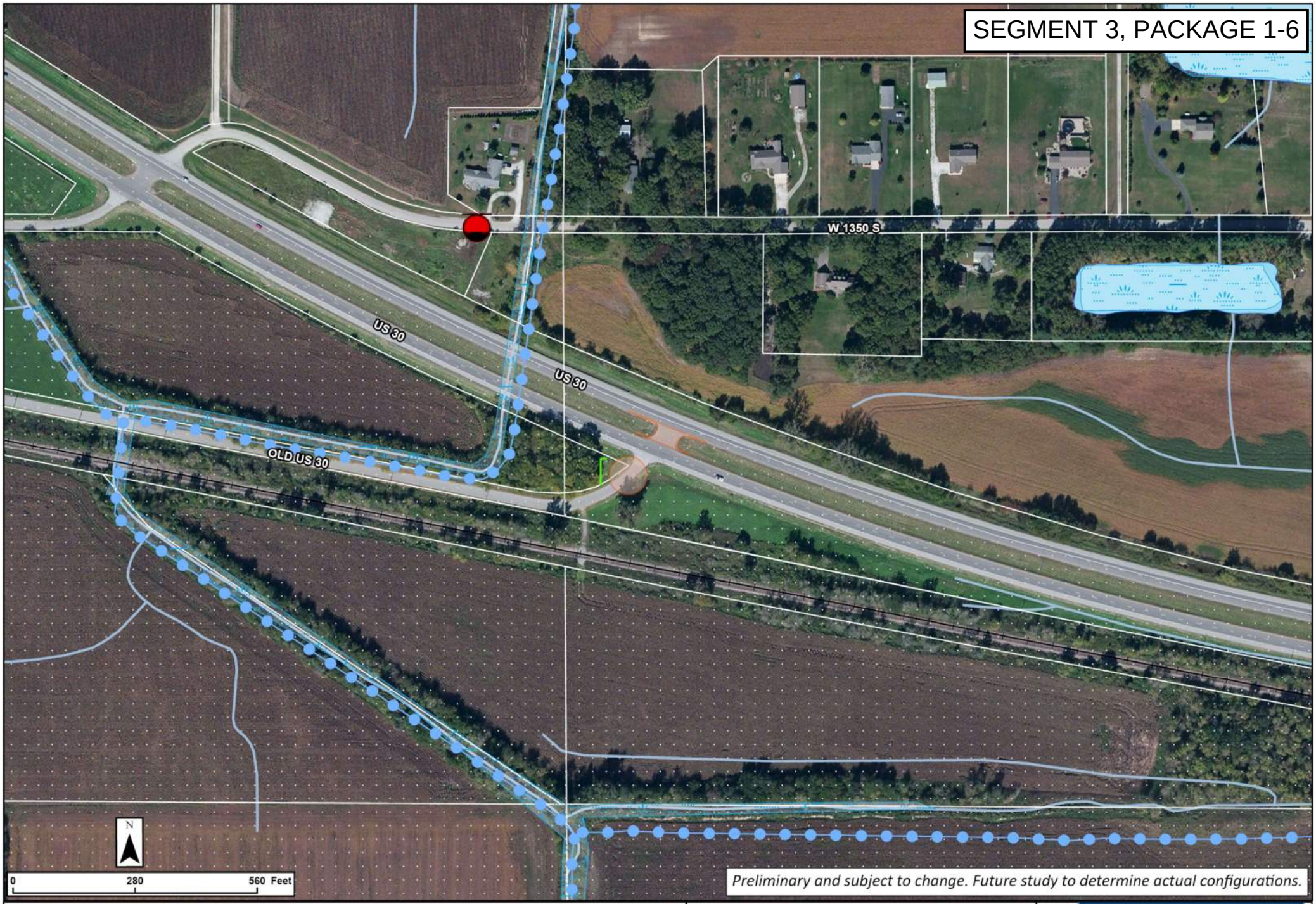
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1350 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

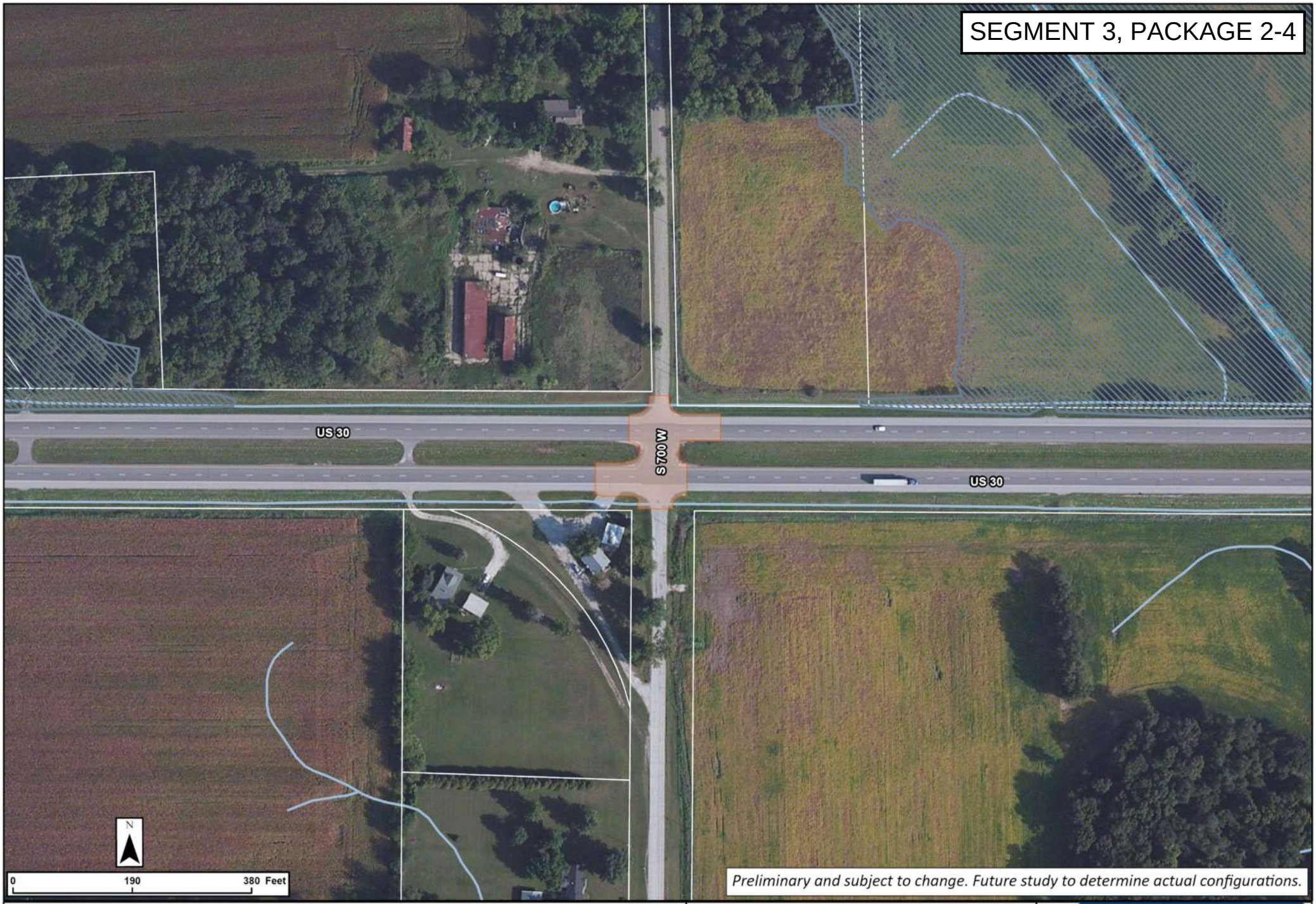
US 30 West

US 30 and Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 3 Package 4



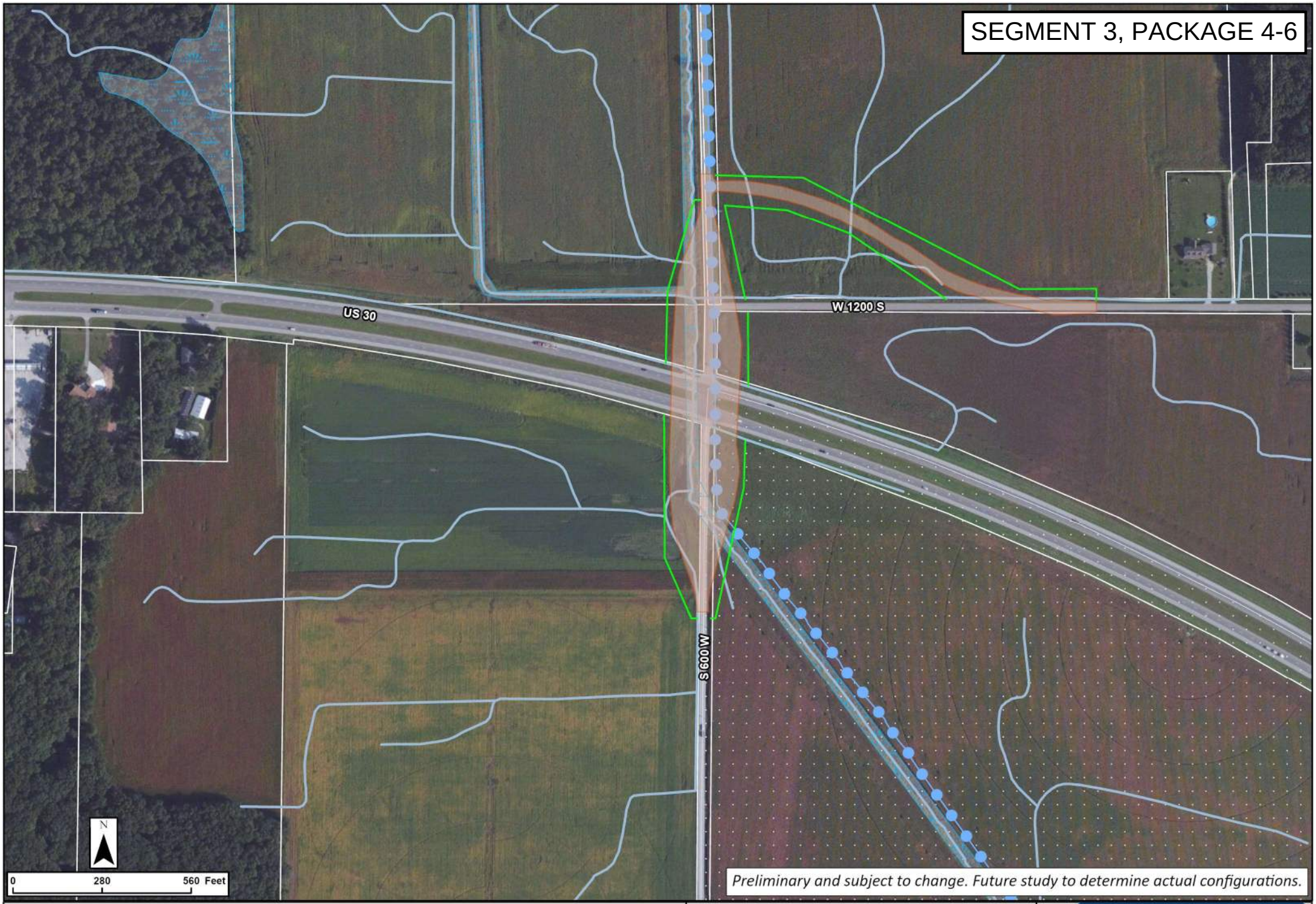
Legend

- Concept Footprint
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 700 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Floodplain

US 30 West

US 30 and LaPorte CR 600 W Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



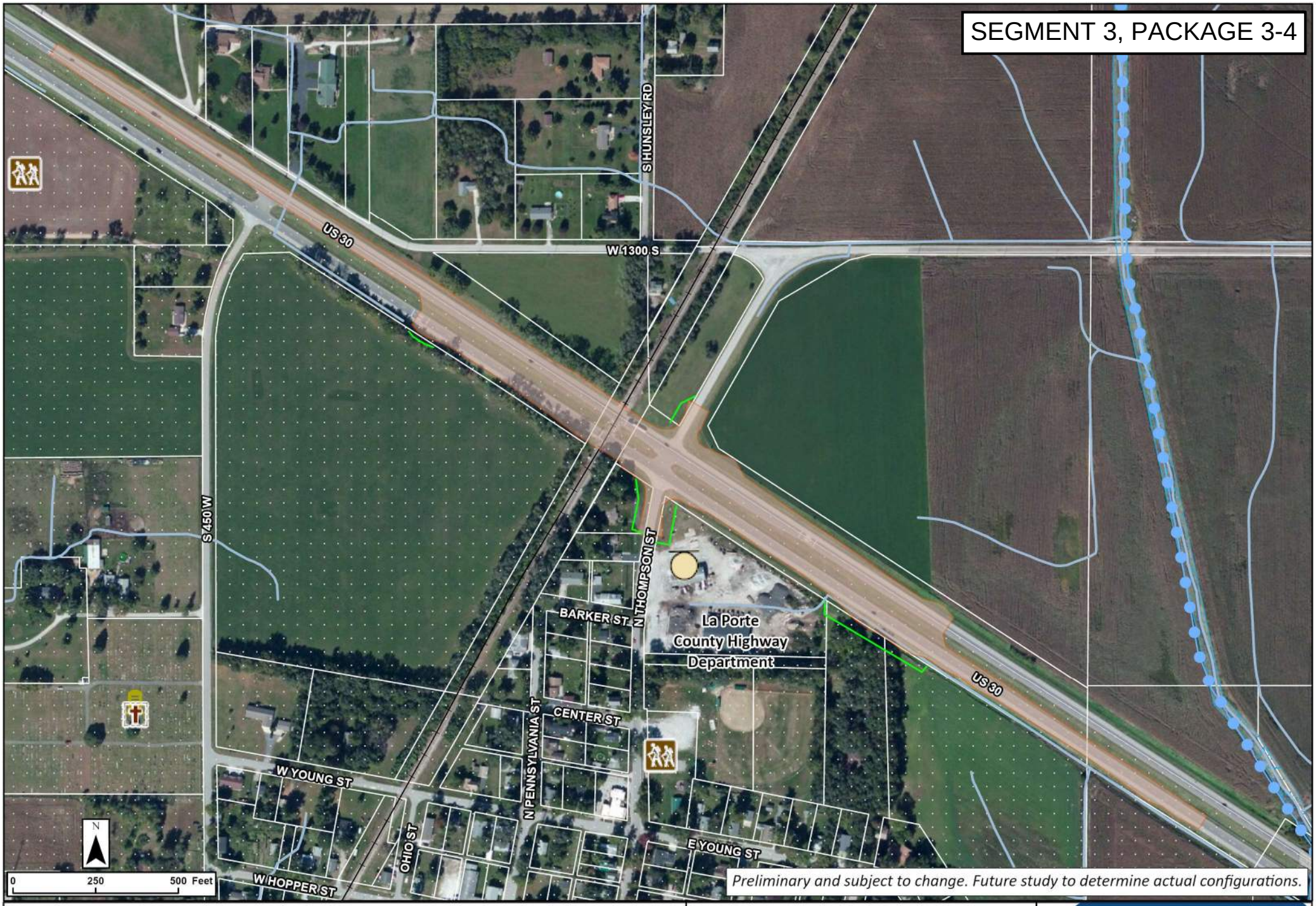
Legend

- Concept Footprint
- Recreational Facility
- Sensitive Communities
- Stream / River

US 30 West

US 30 and LaPorte CR 450 W
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Cemeteries
- Recreational Facility
- Railroad, In Service
- UST
- IHBBC Cemetery
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Sensitive Communities
- Floodplain

US 30 West

US 30 and N Thompson St
Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



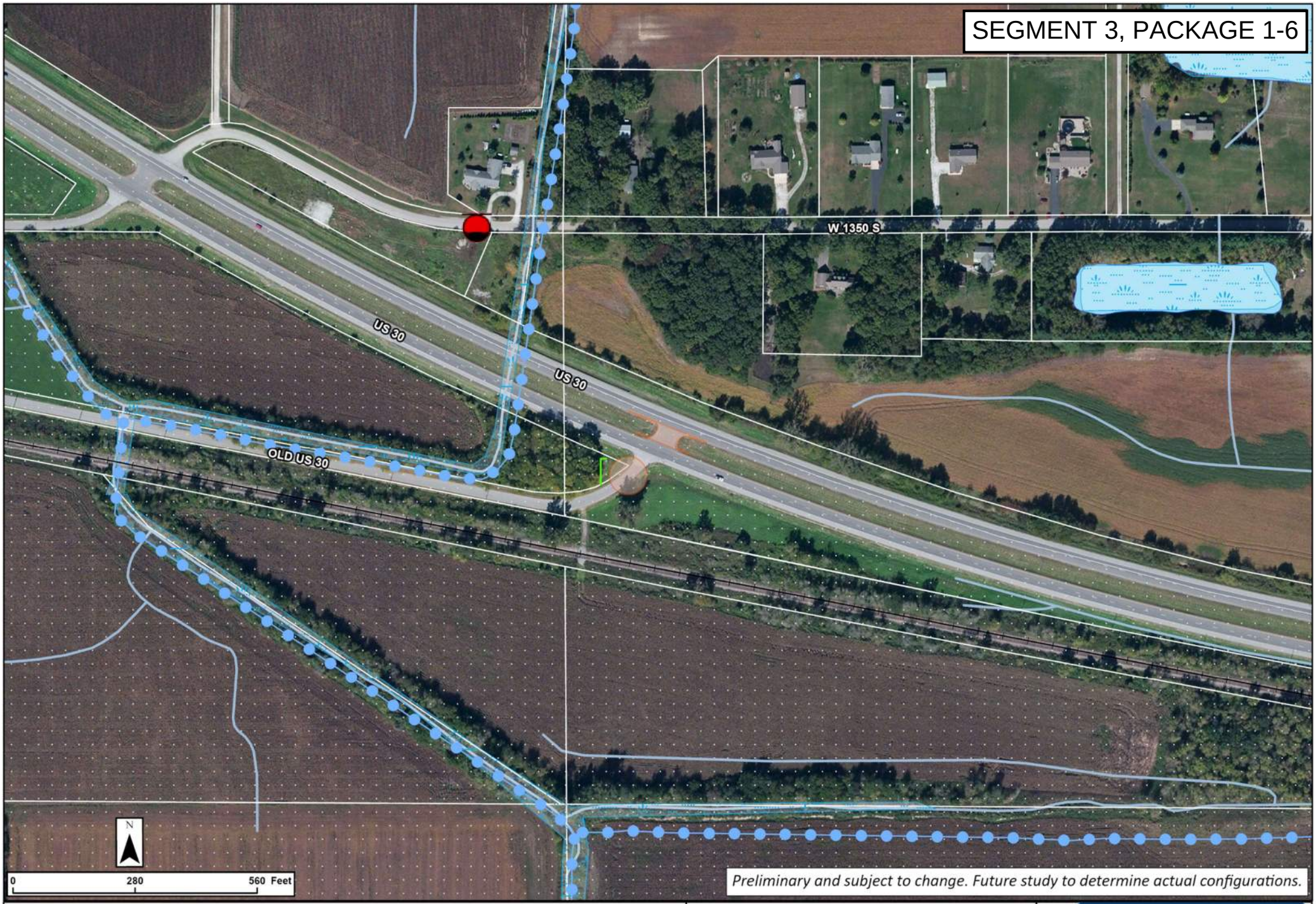
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1350 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

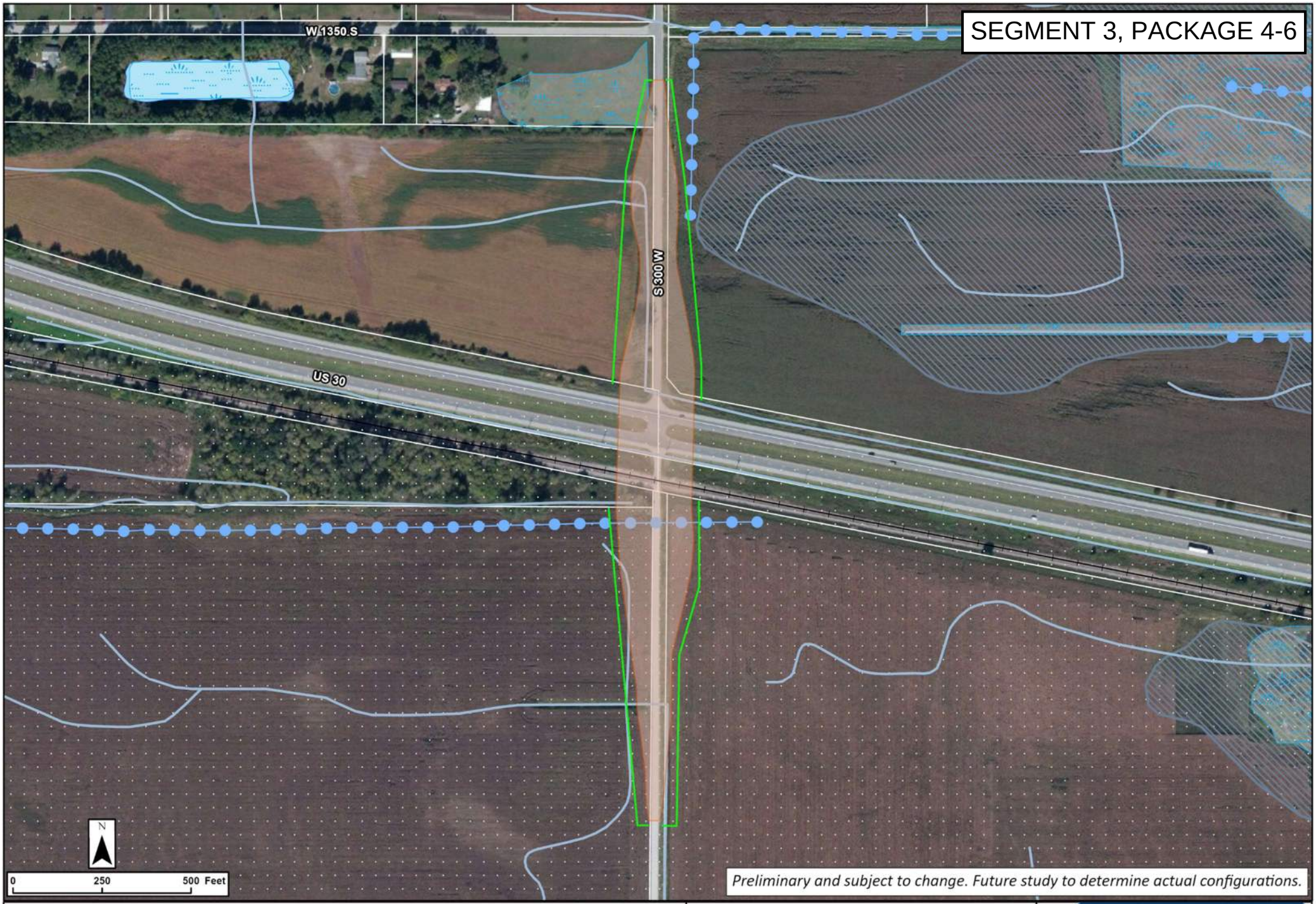
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

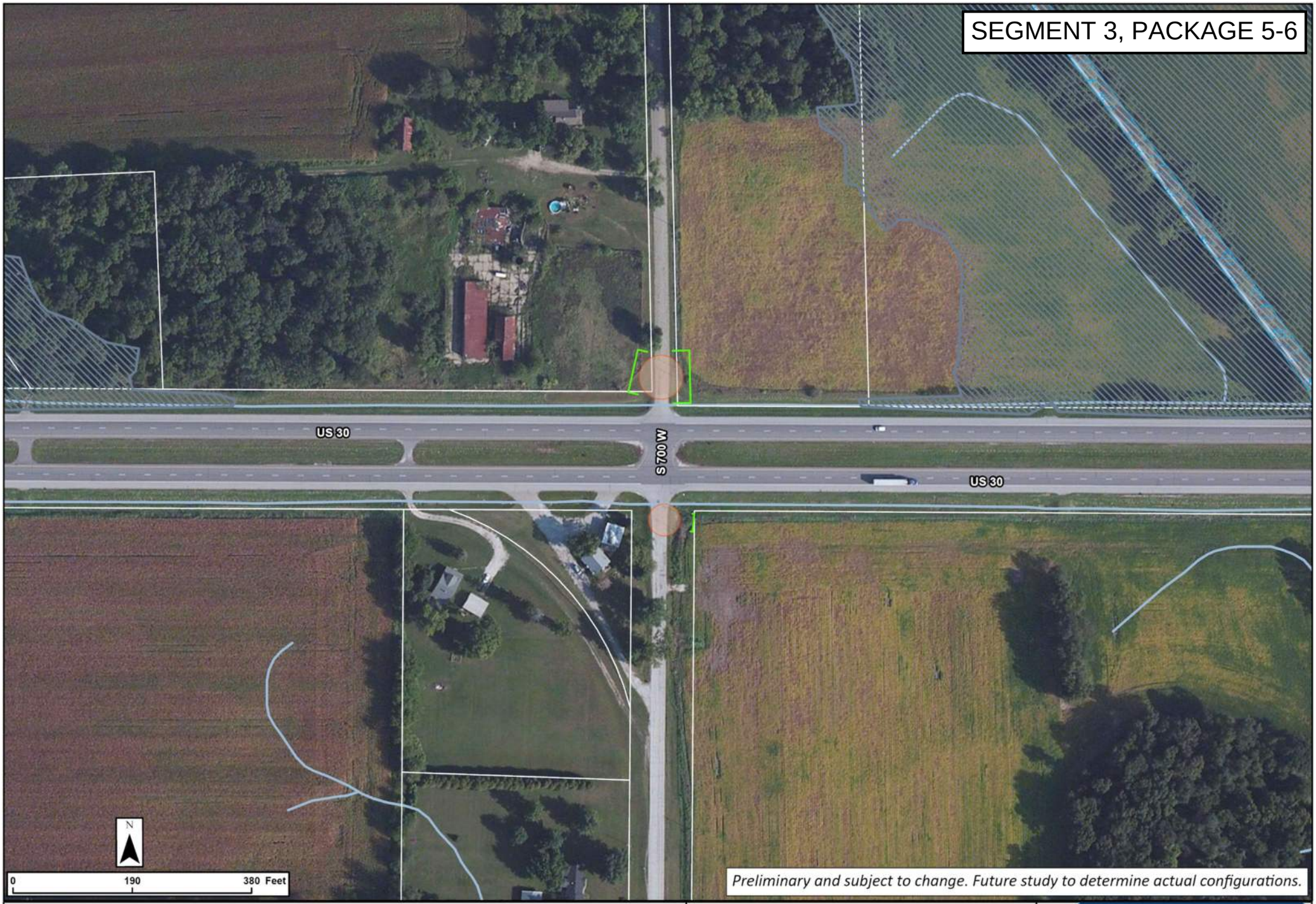
US 30 West

US 30 and LaPorte CR 300 W Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 3 Package 5



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

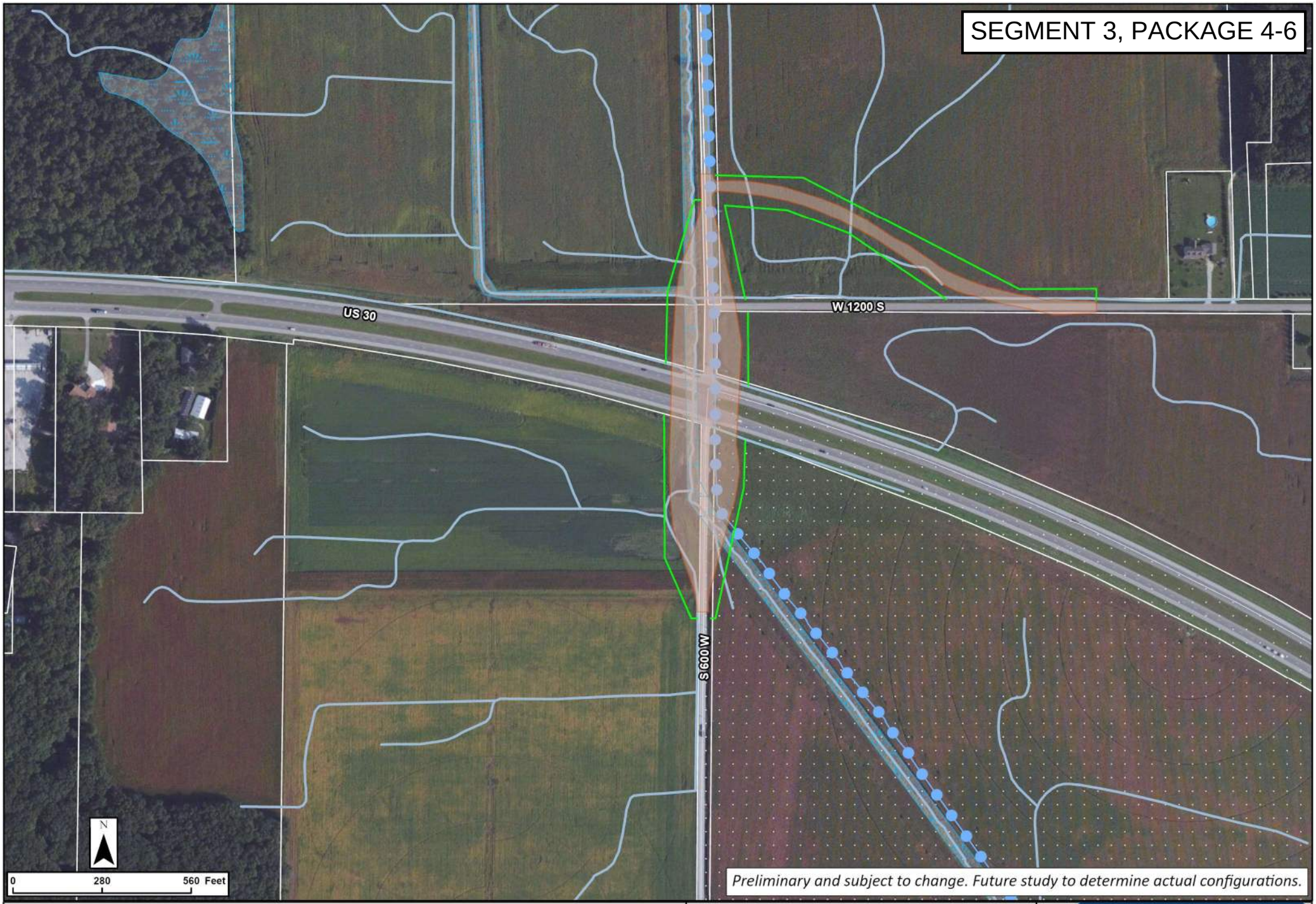
US 30 and LaPorte CR 700 W

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Floodplain

US 30 West

US 30 and LaPorte CR 600 W Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Recreational Facility
- Sensitive Communities
- Stream / River

US 30 West

US 30 and LaPorte CR 450 W Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- UST
- Sensitive Communities
- Floodplain
- Stream / River

US 30 West

US 30 and N Thompson St
Closure and Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



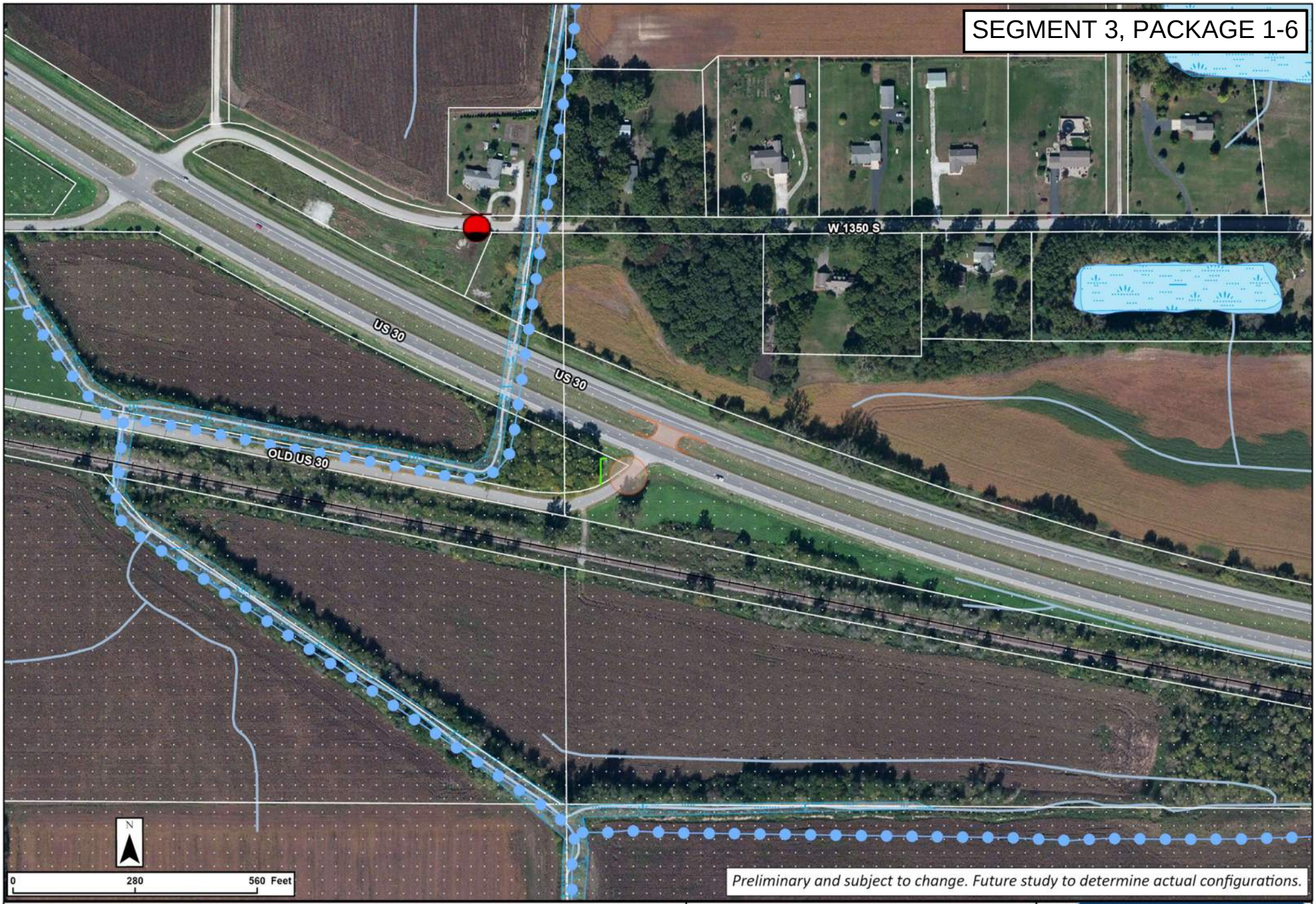
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1350 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

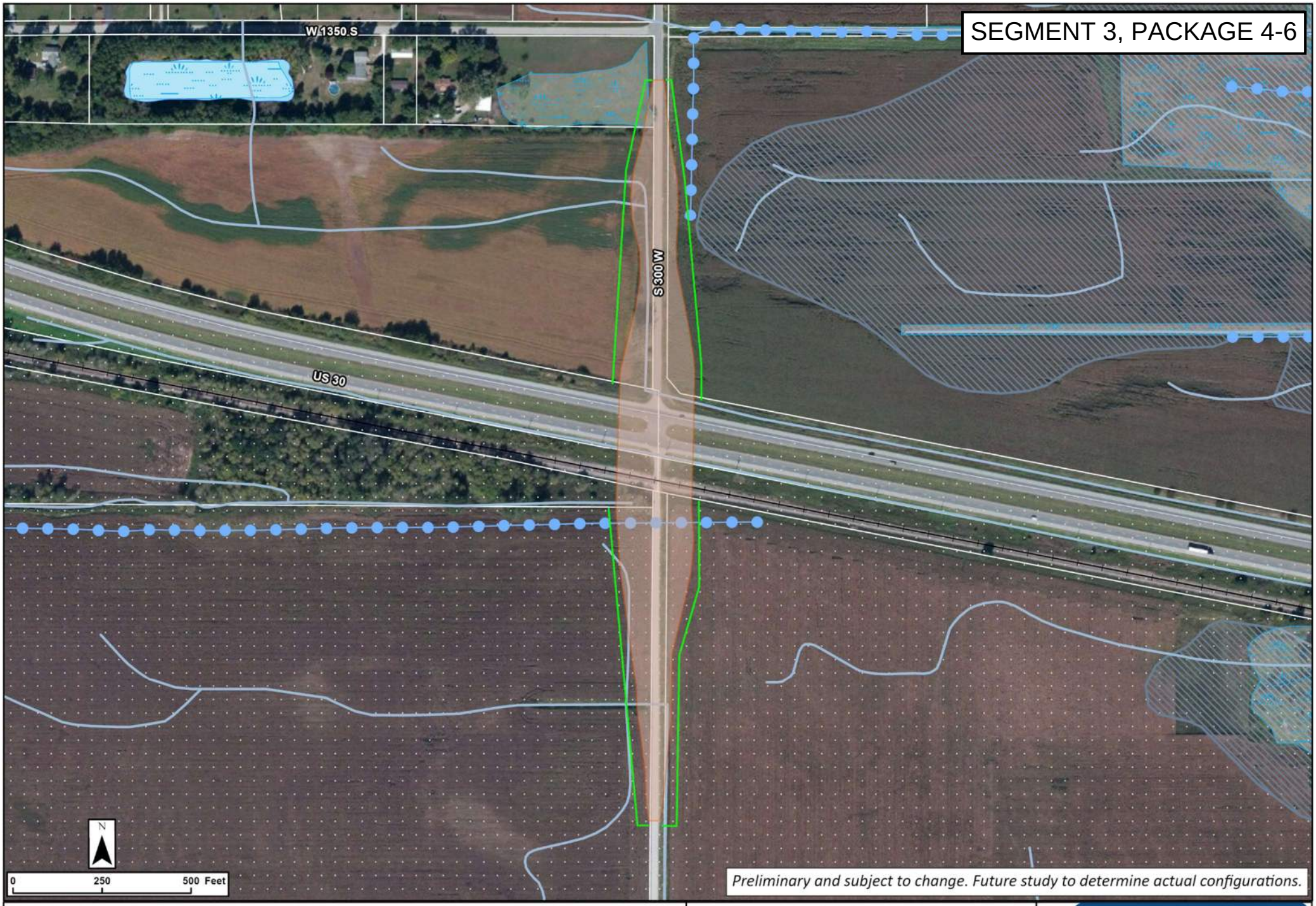
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

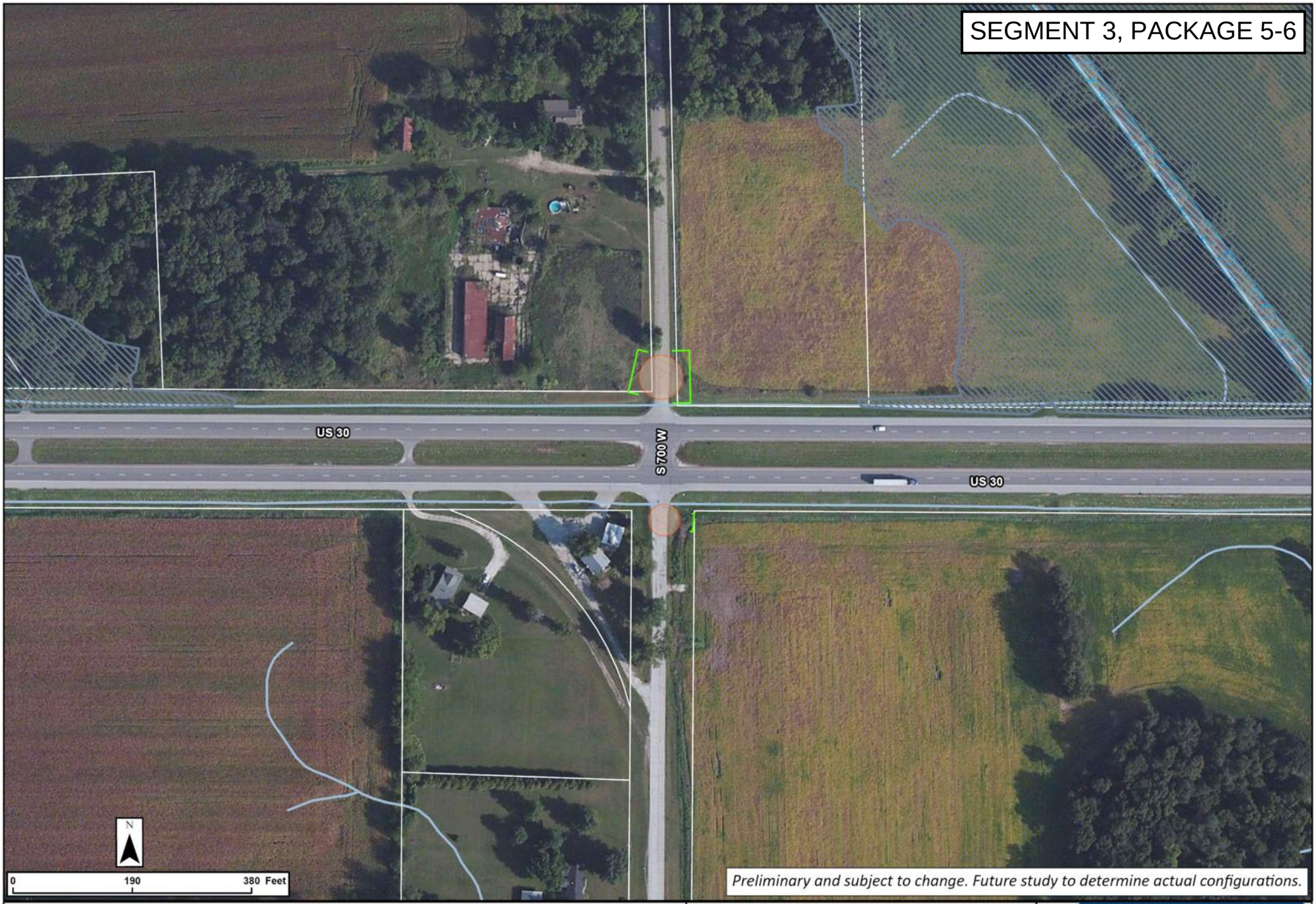
US 30 West

US 30 and LaPorte CR 300 W Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 3 Package 6



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

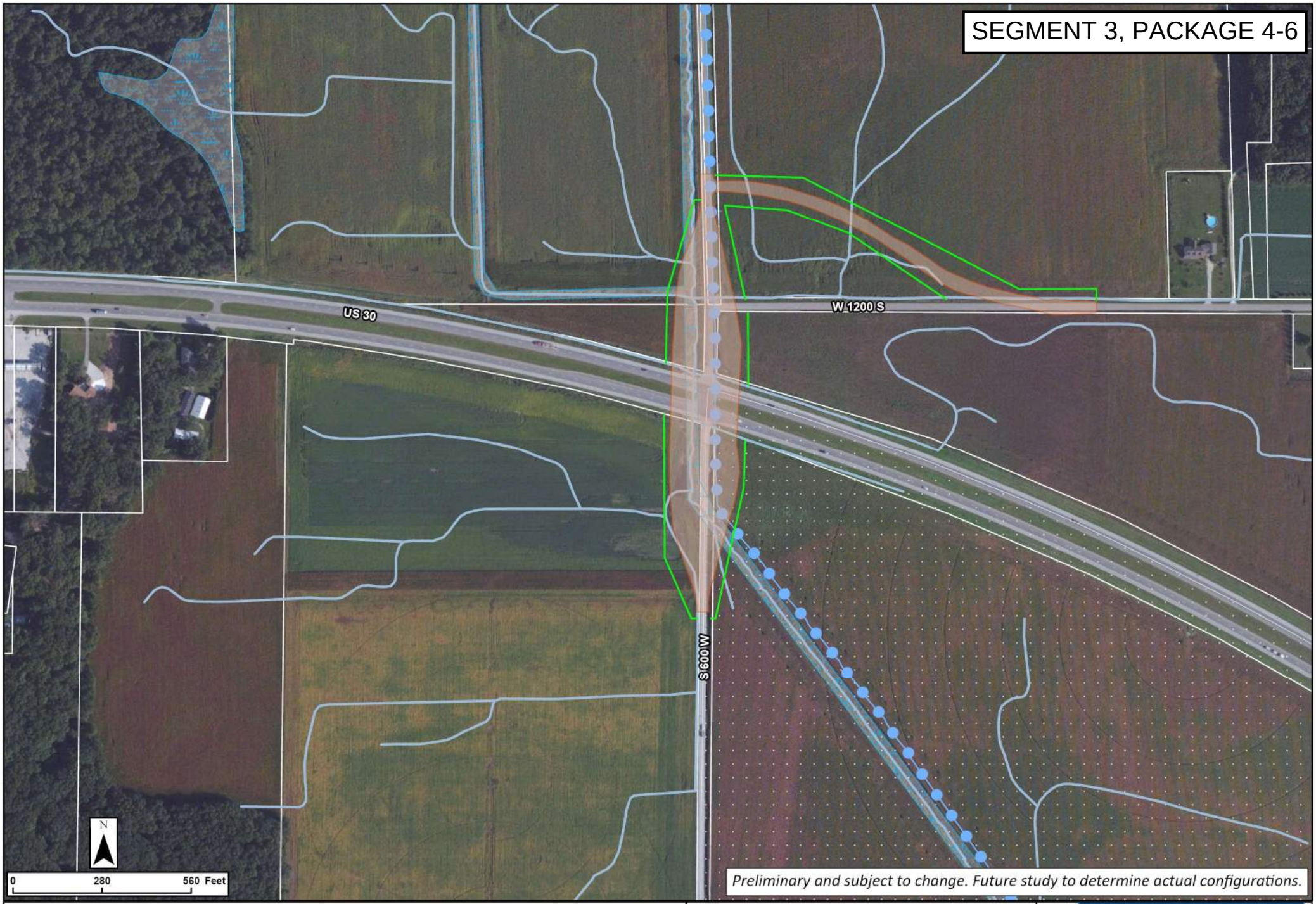
US 30 and LaPorte CR 700 W

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Floodplain

US 30 West

US 30 and LaPorte CR 600 W Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

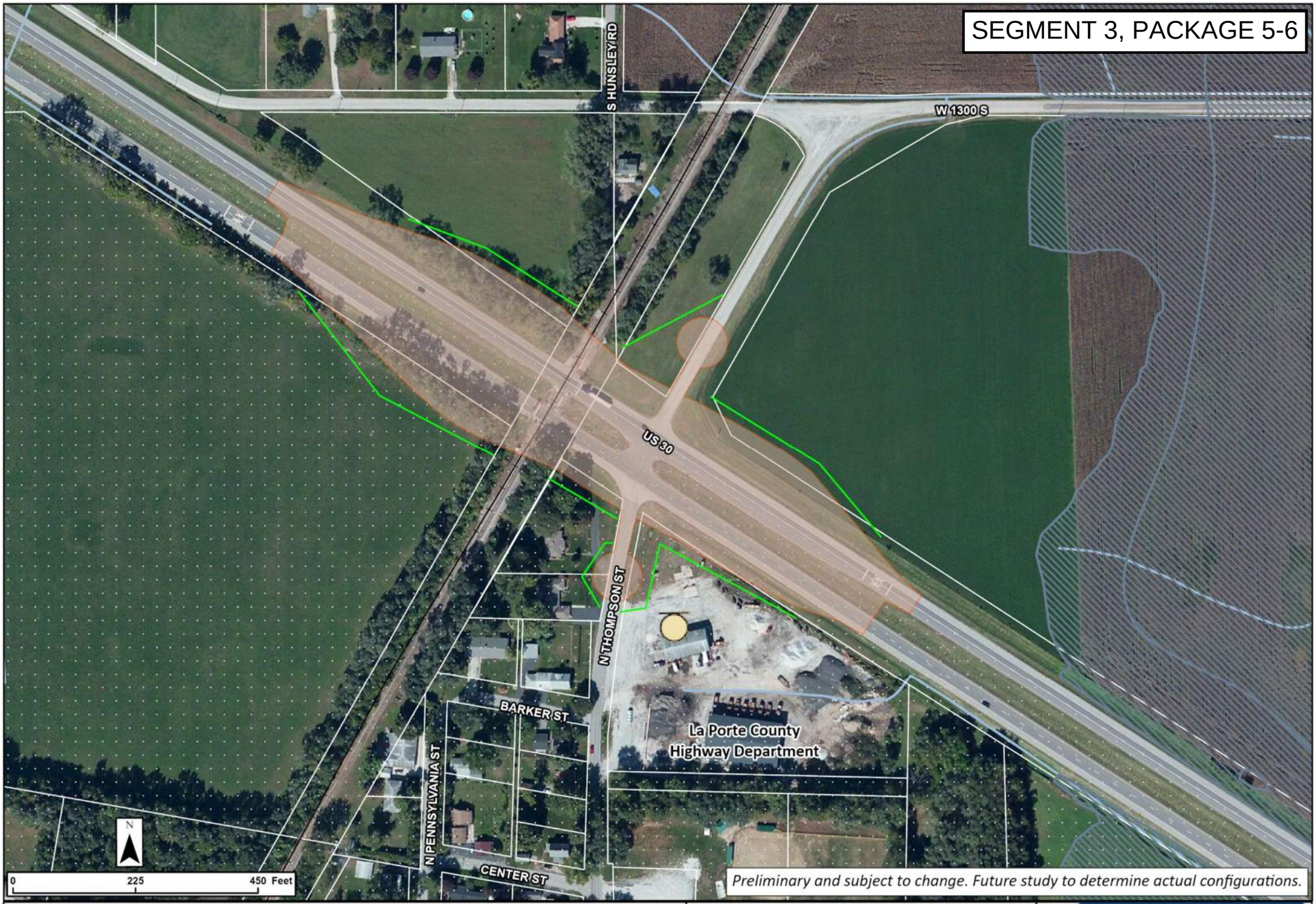
- Concept Footprint
- Potential New ROW
- Recreational Facility
- Sensitive Communities
- Stream / River

US 30 West

US 30 and LaPorte CR 450 W Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



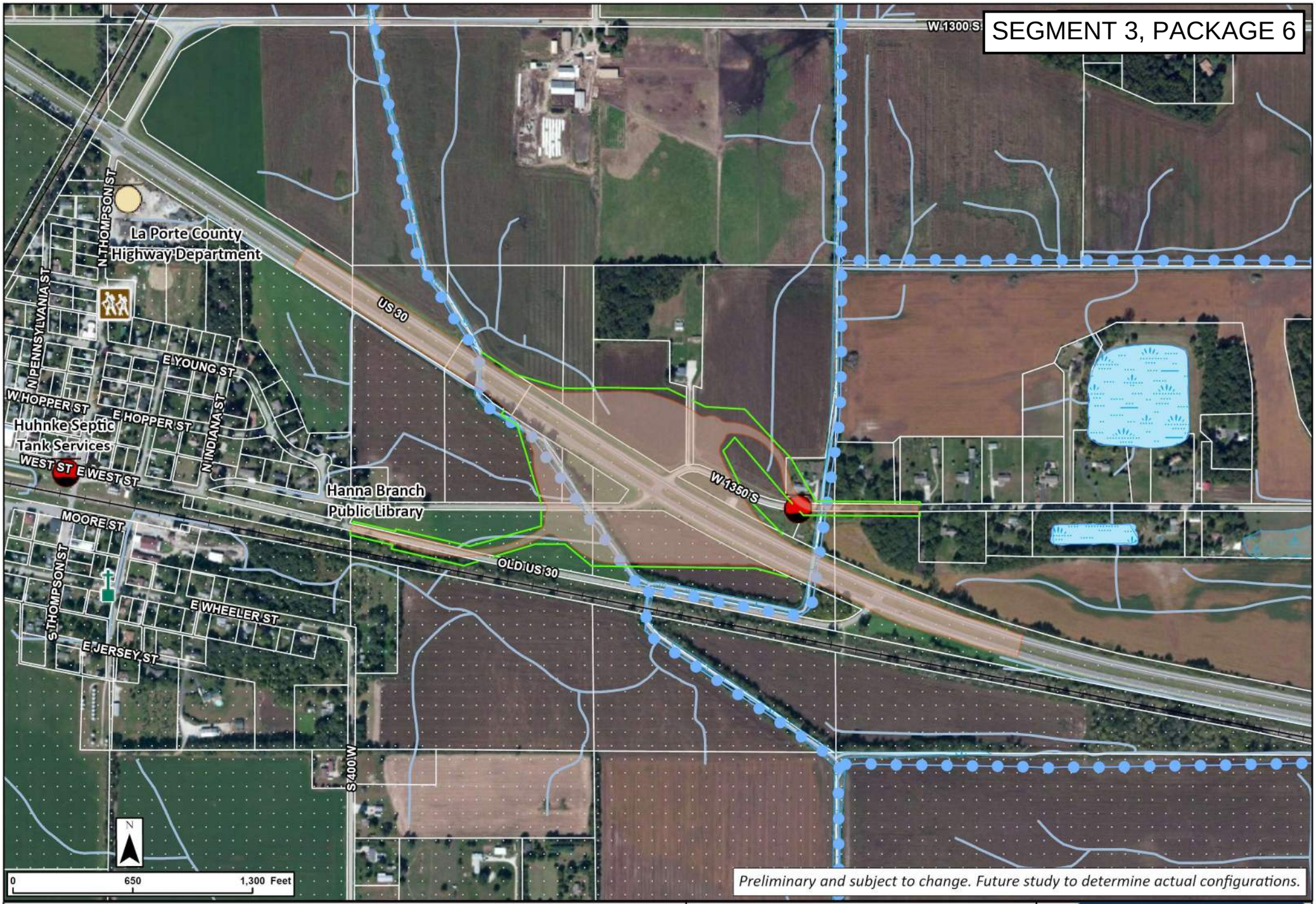
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- UST
- Sensitive Communities
- Floodplain
- Stream / River

US 30 West

US 30 and N Thompson St
Closure and Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

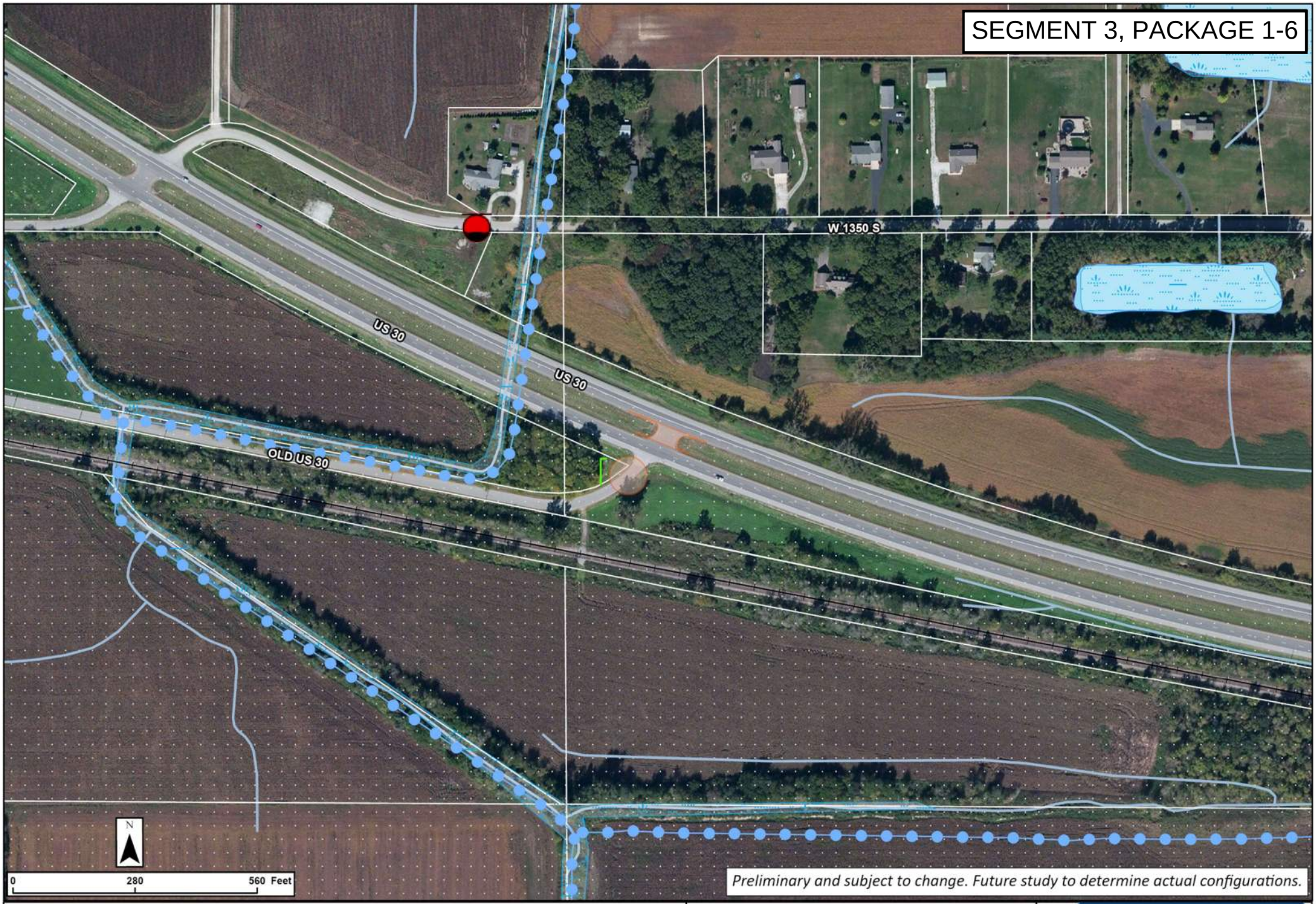
- Concept Footprint
- Potential New ROW
- Religious Facility
- Recreational Facility
- Railroad, In Service
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1350 Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

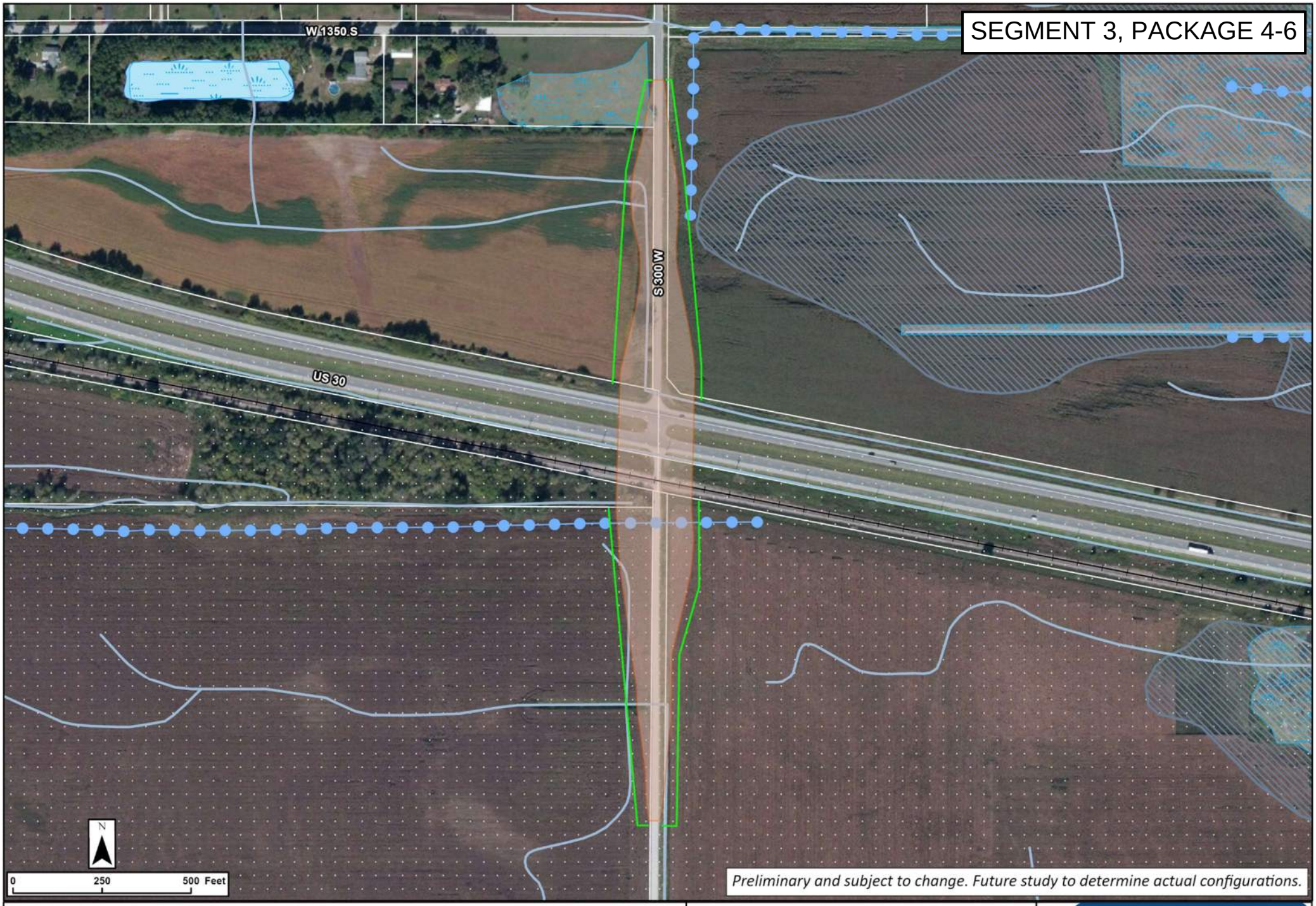
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

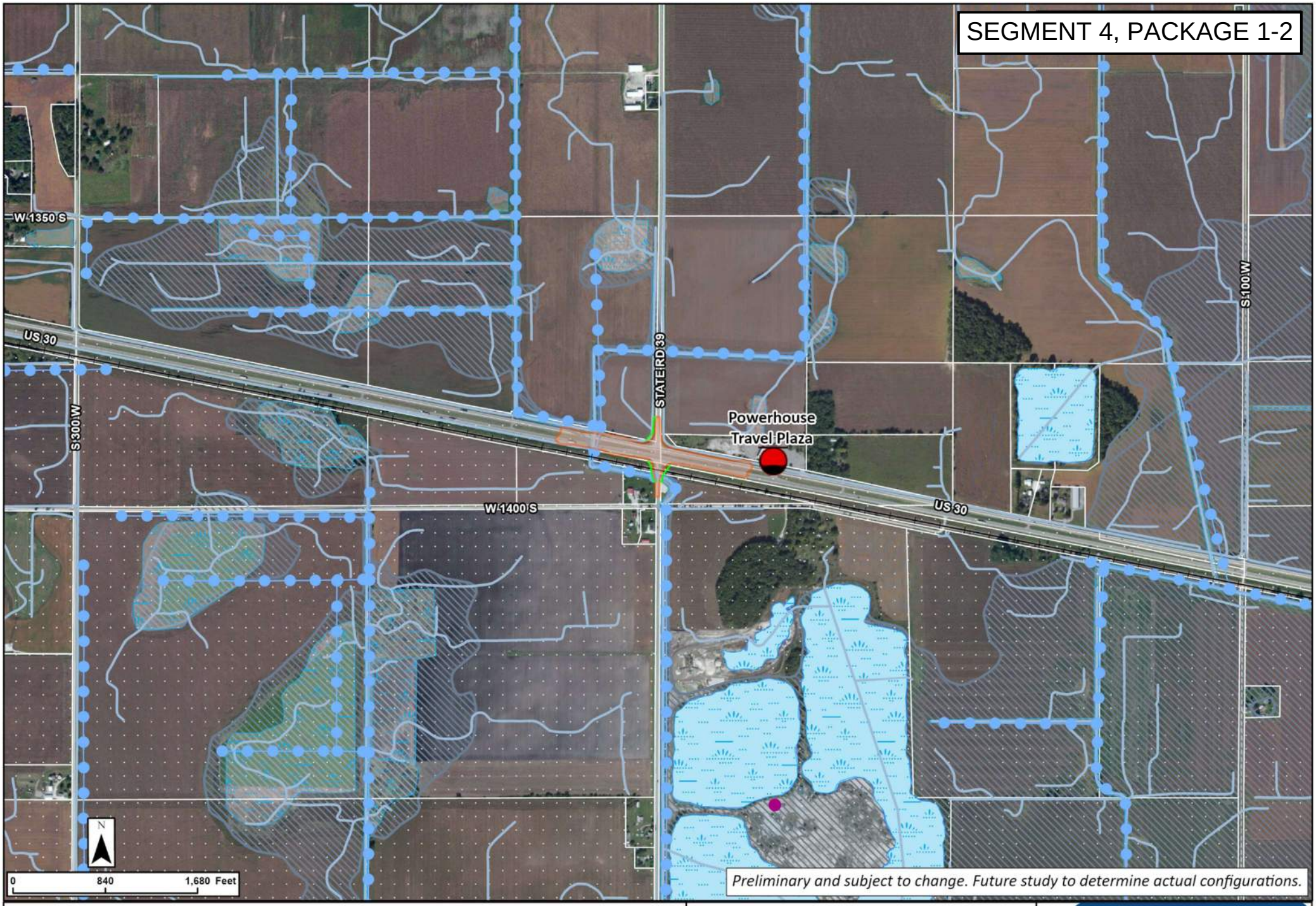
US 30 West

US 30 and LaPorte CR 300 W Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 4 Package 1



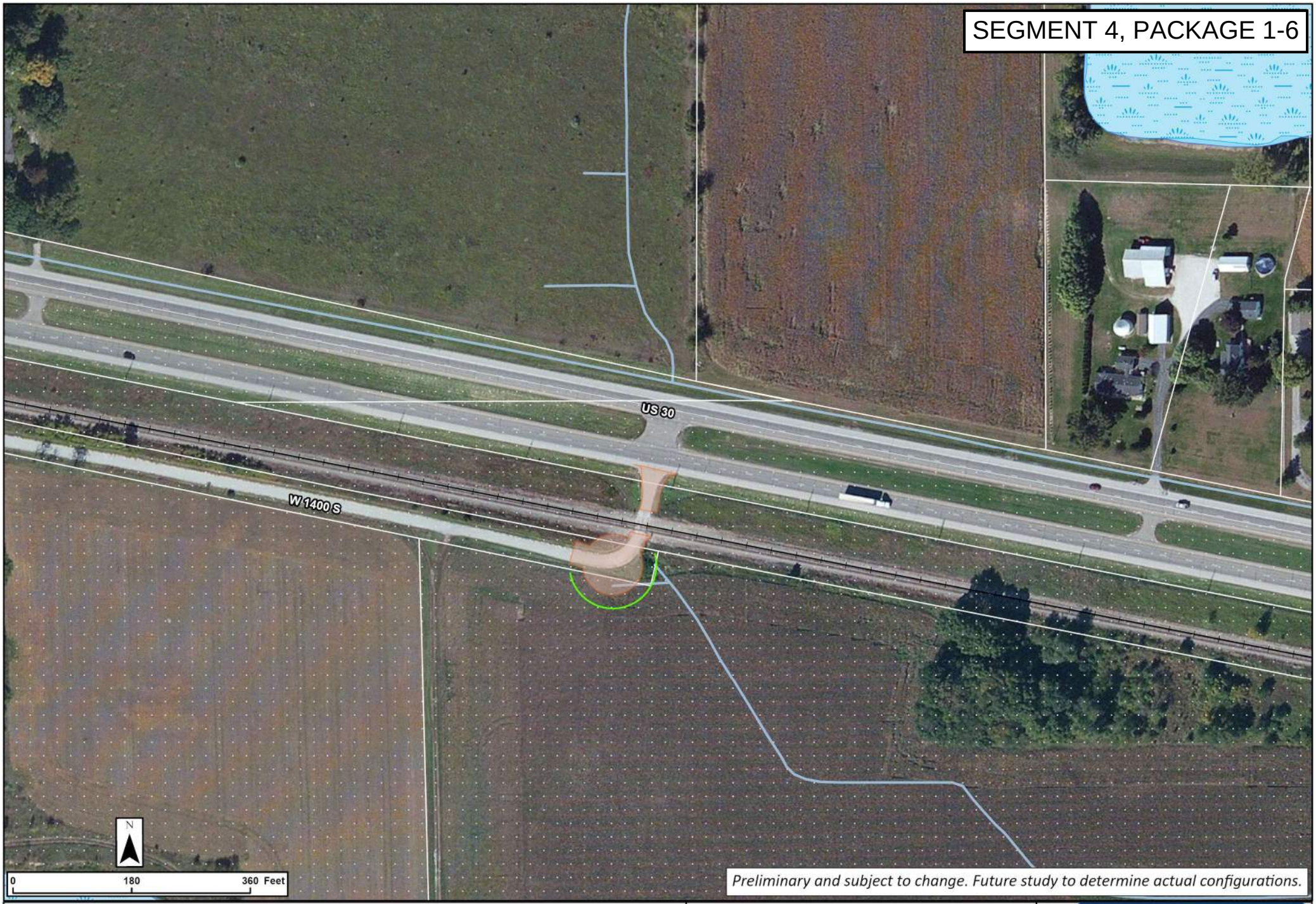
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and SR 39
Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

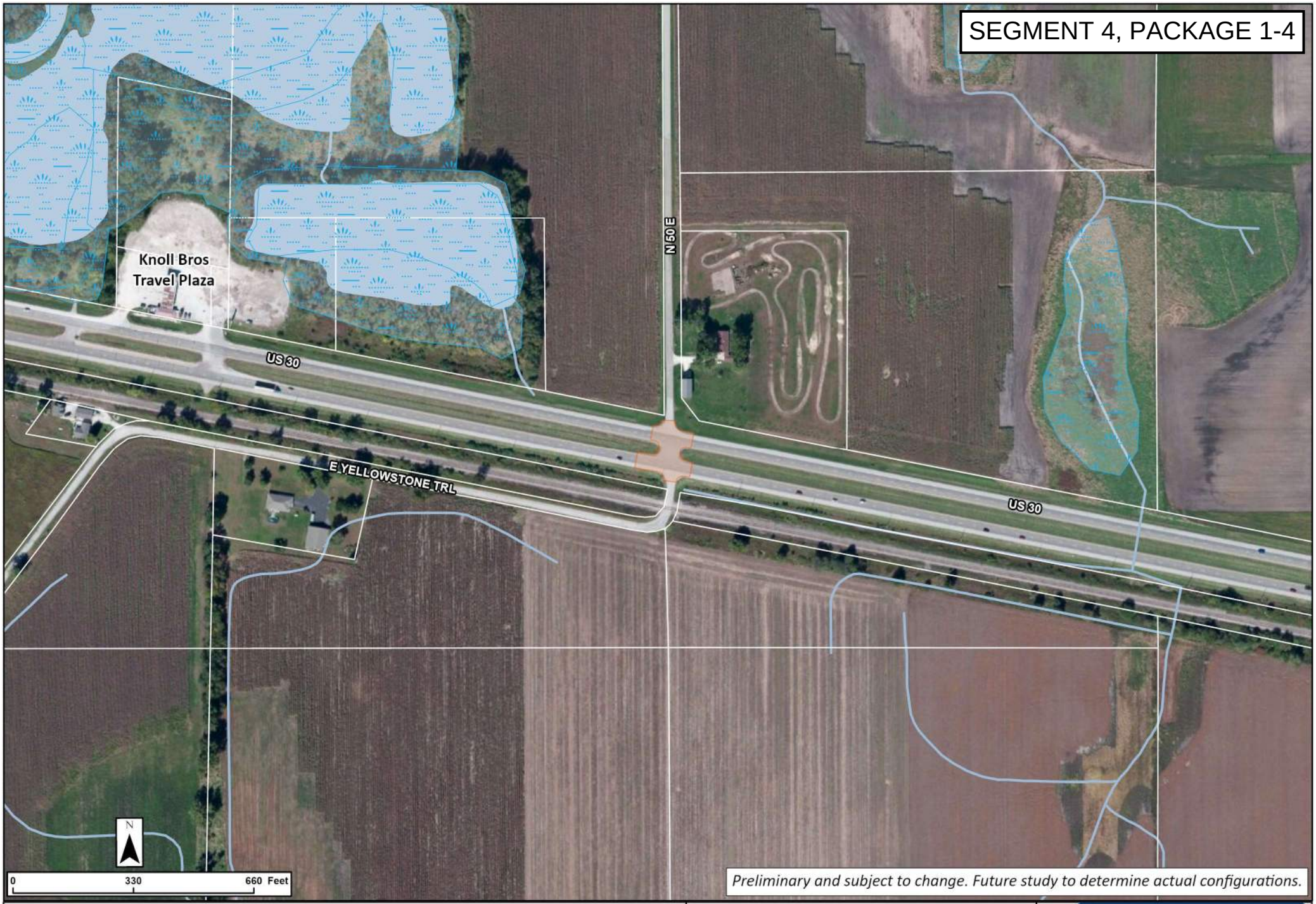
US 30 and LaPorte CR 1400 S

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



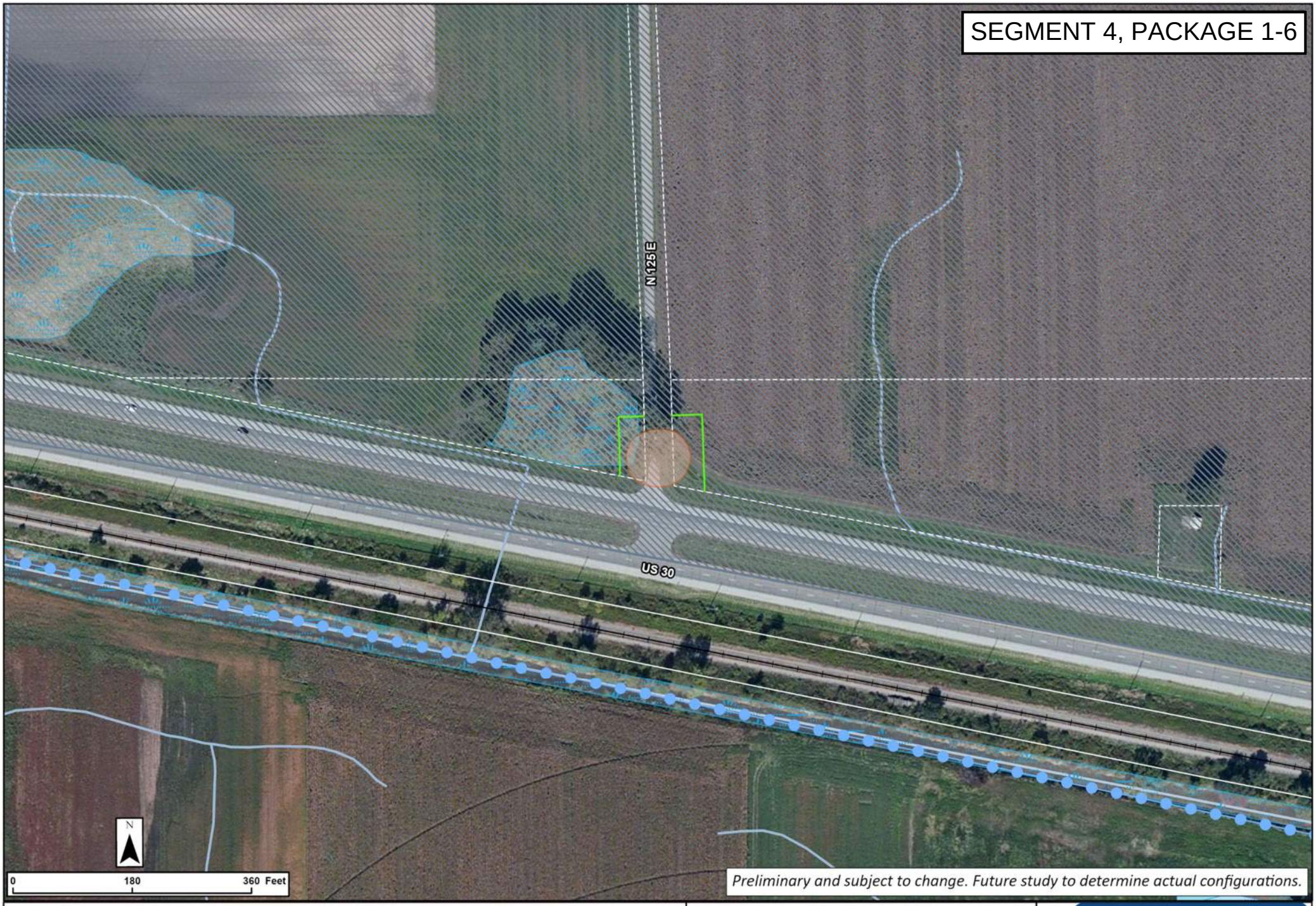
Legend

- Concept Footprint
- Railroad, In Service
- UST
- Managed Lands
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 50
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



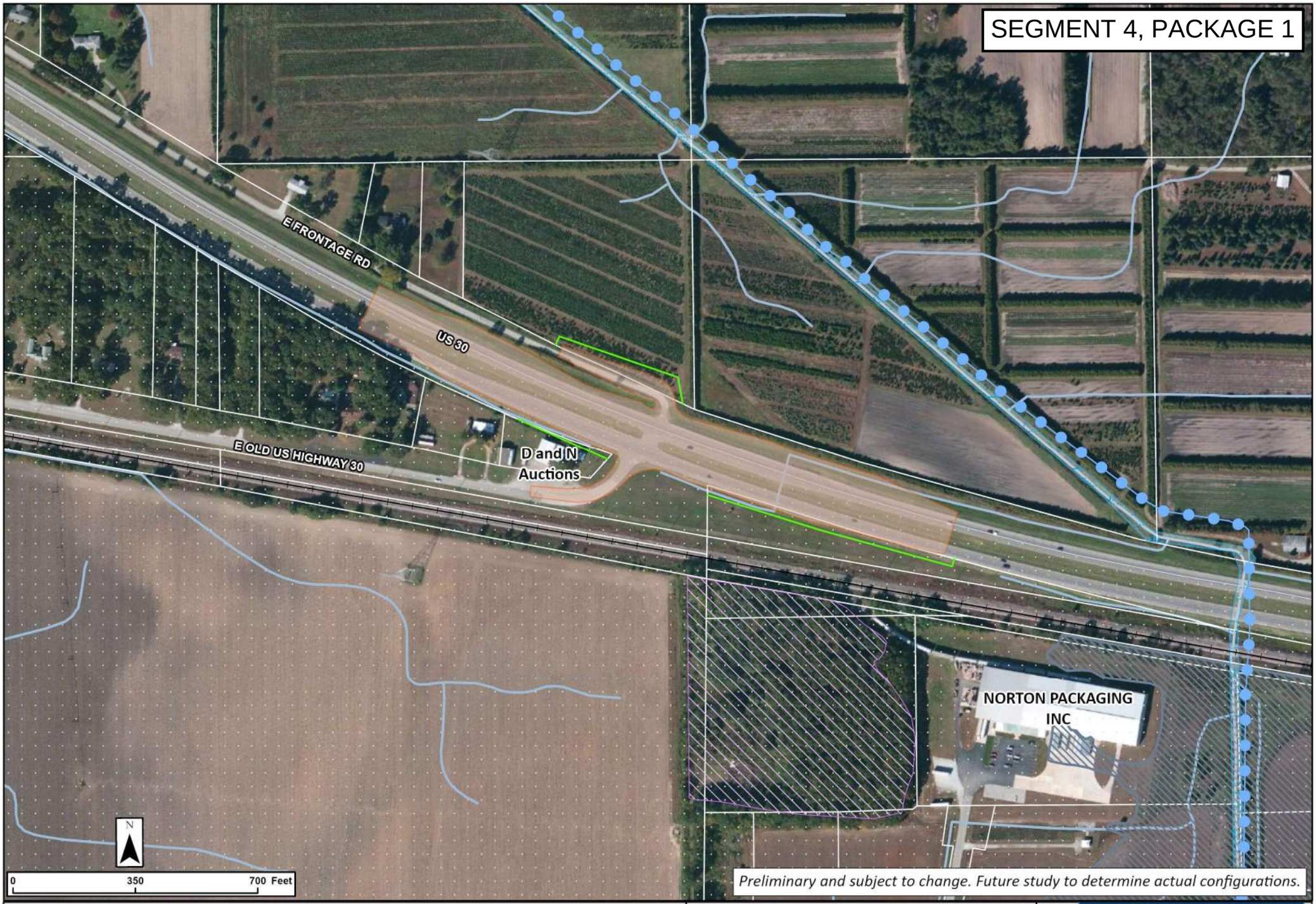
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 125 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

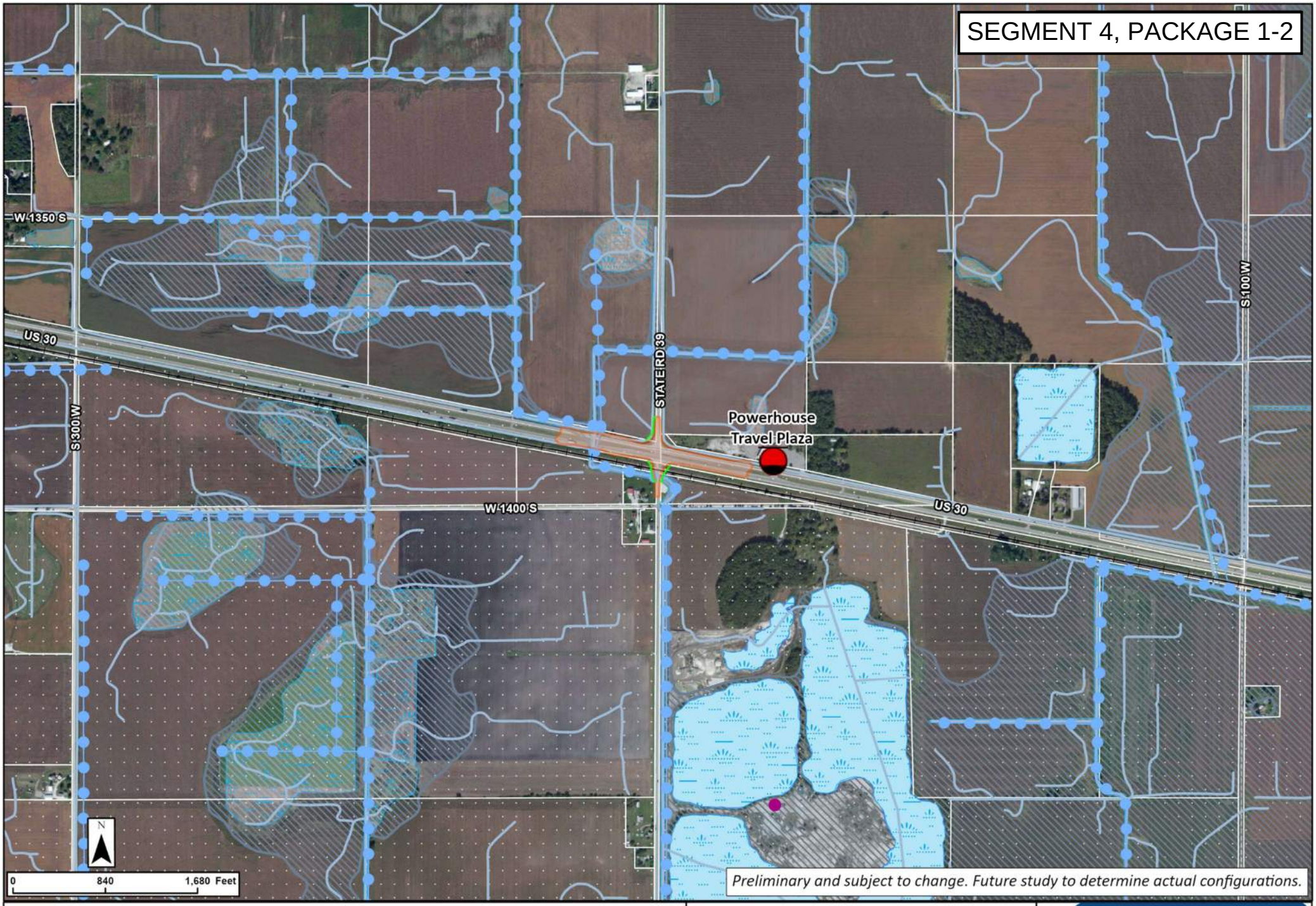
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Landfill Boundaries
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and E Frontage Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 4 Package 2



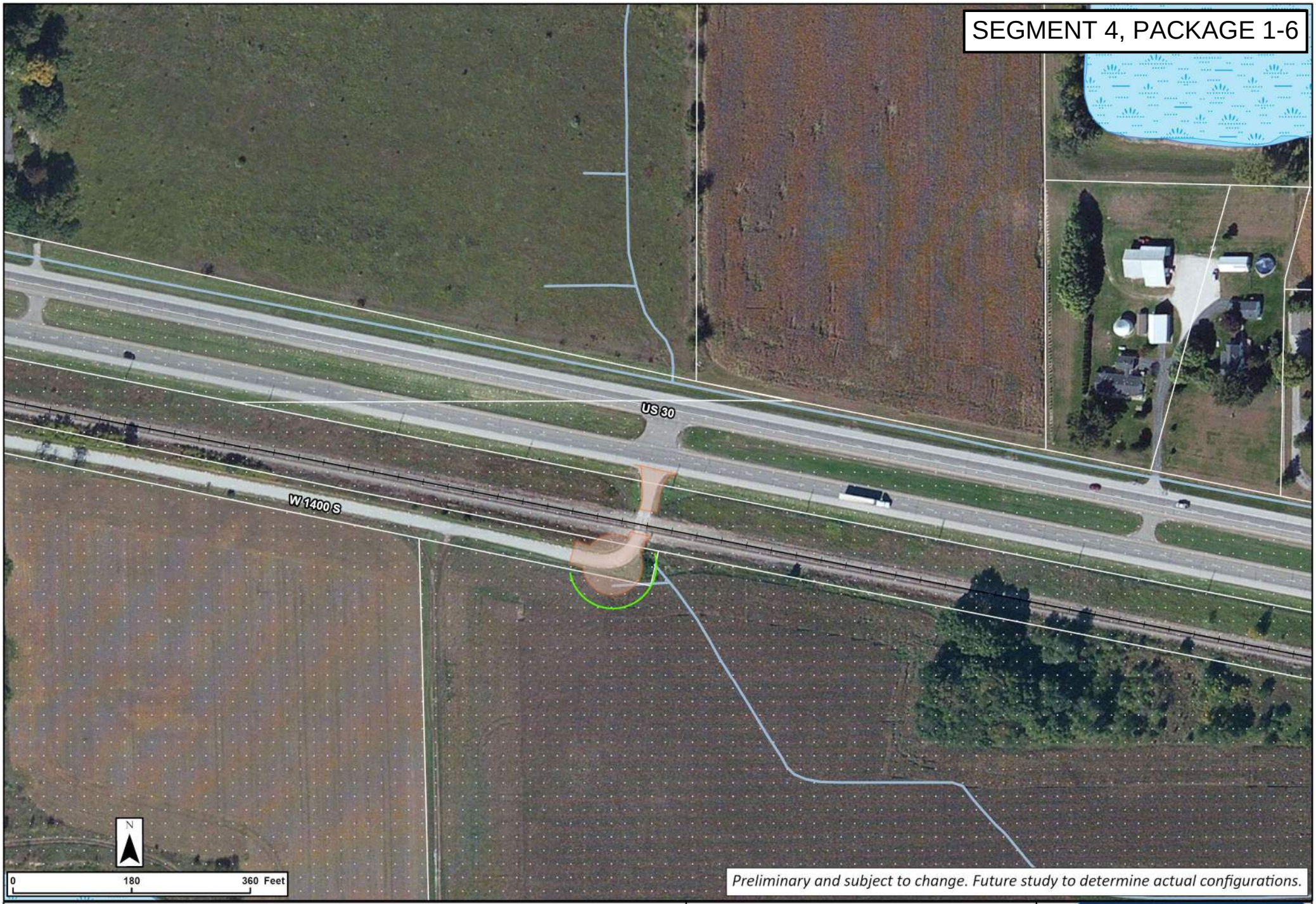
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and SR 39
Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



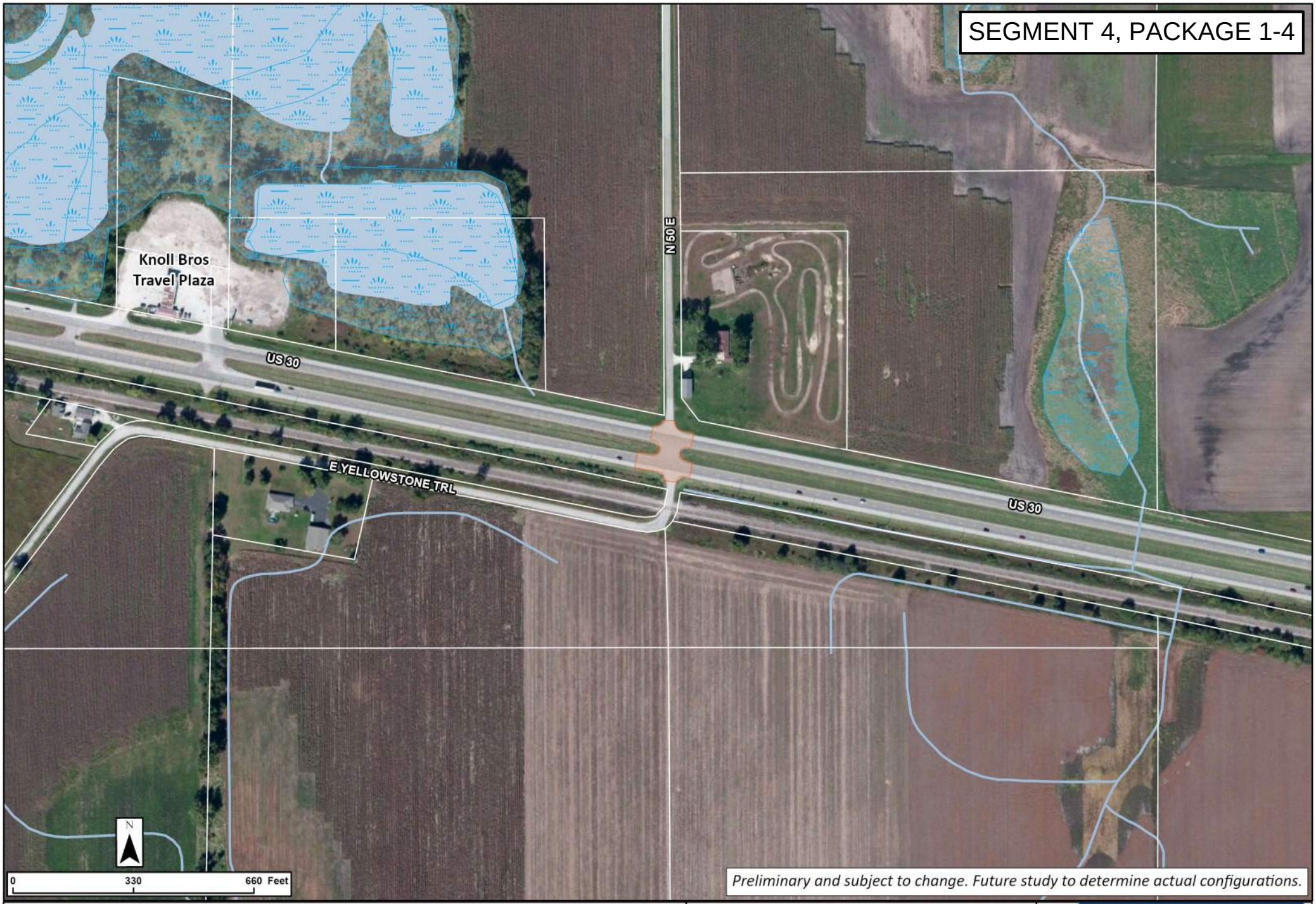
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1400 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



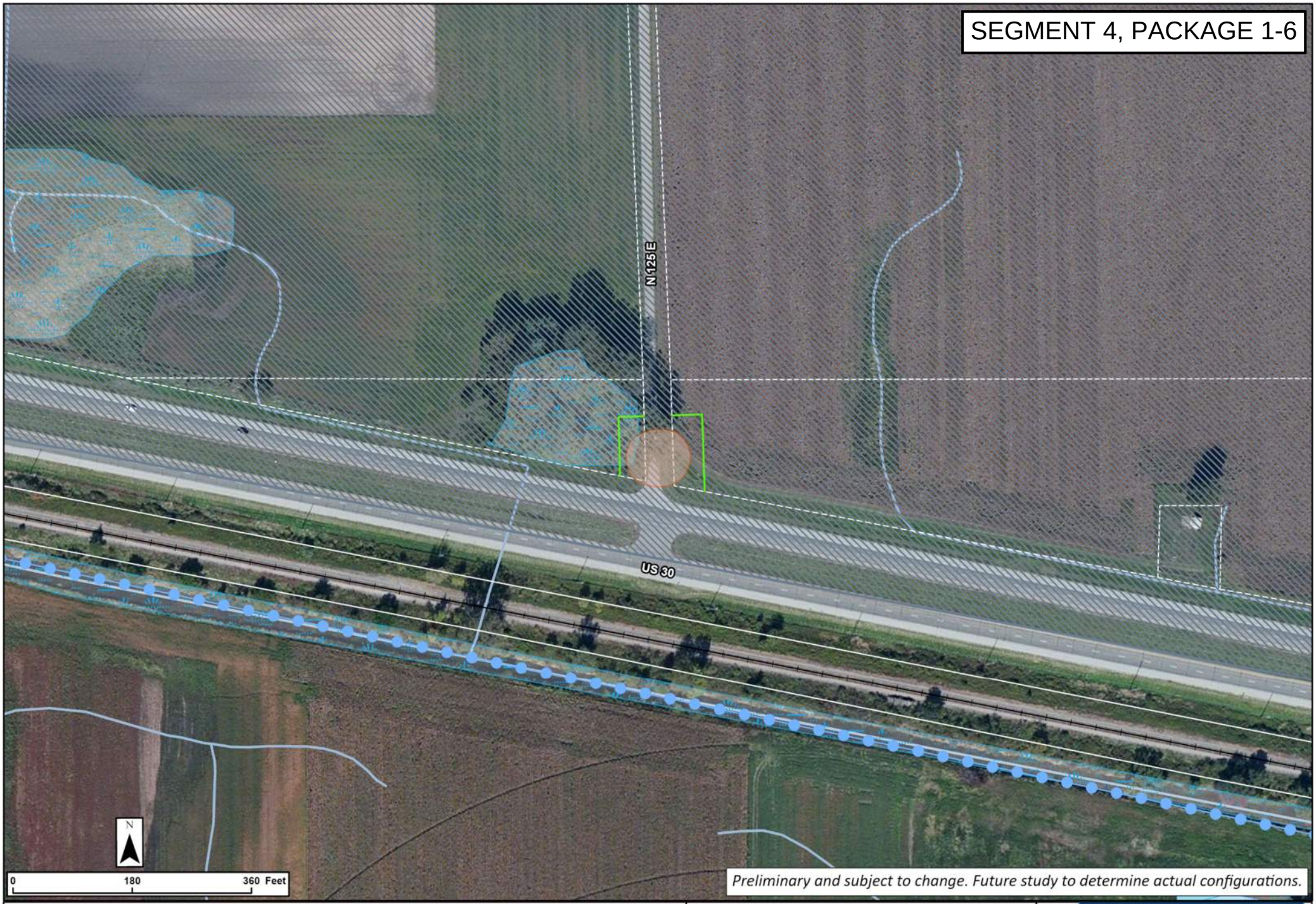
Legend

- Concept Footprint
- Railroad, In Service
- UST
- Managed Lands
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 50
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



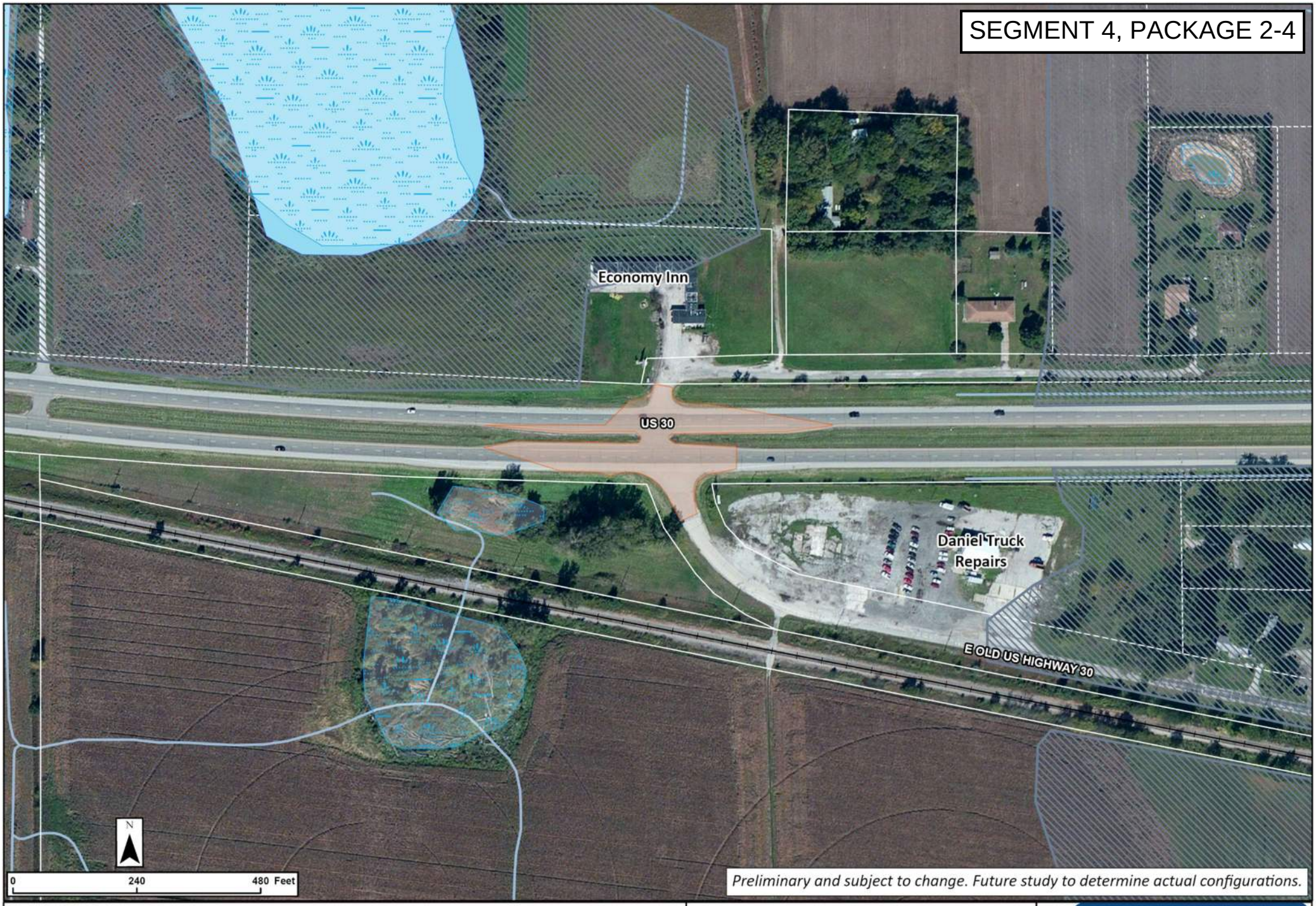
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 125 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

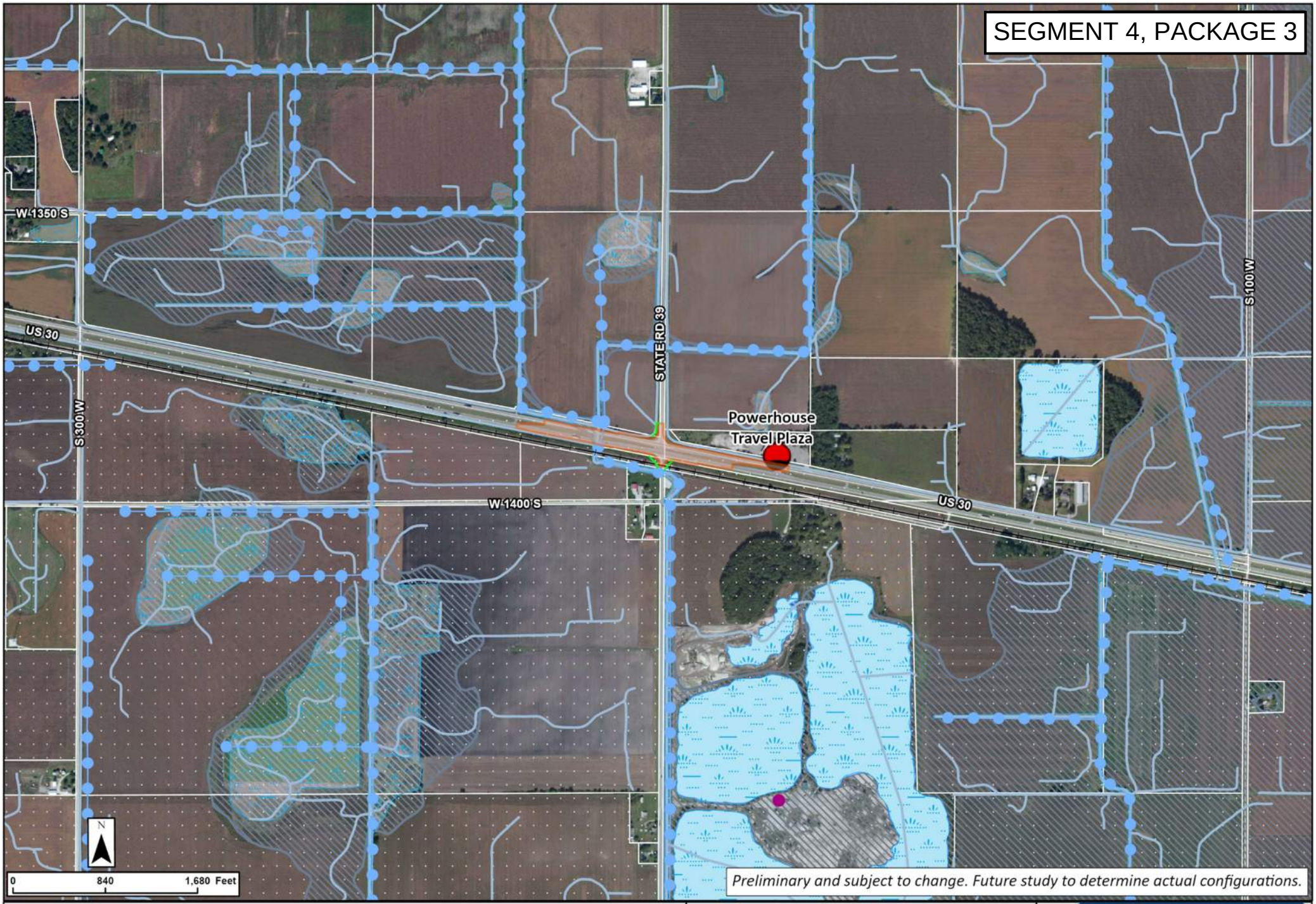
- Concept Footprint
- Railroad, In Service
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and E Frontage Rd/Old US 30
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 4 Package 3



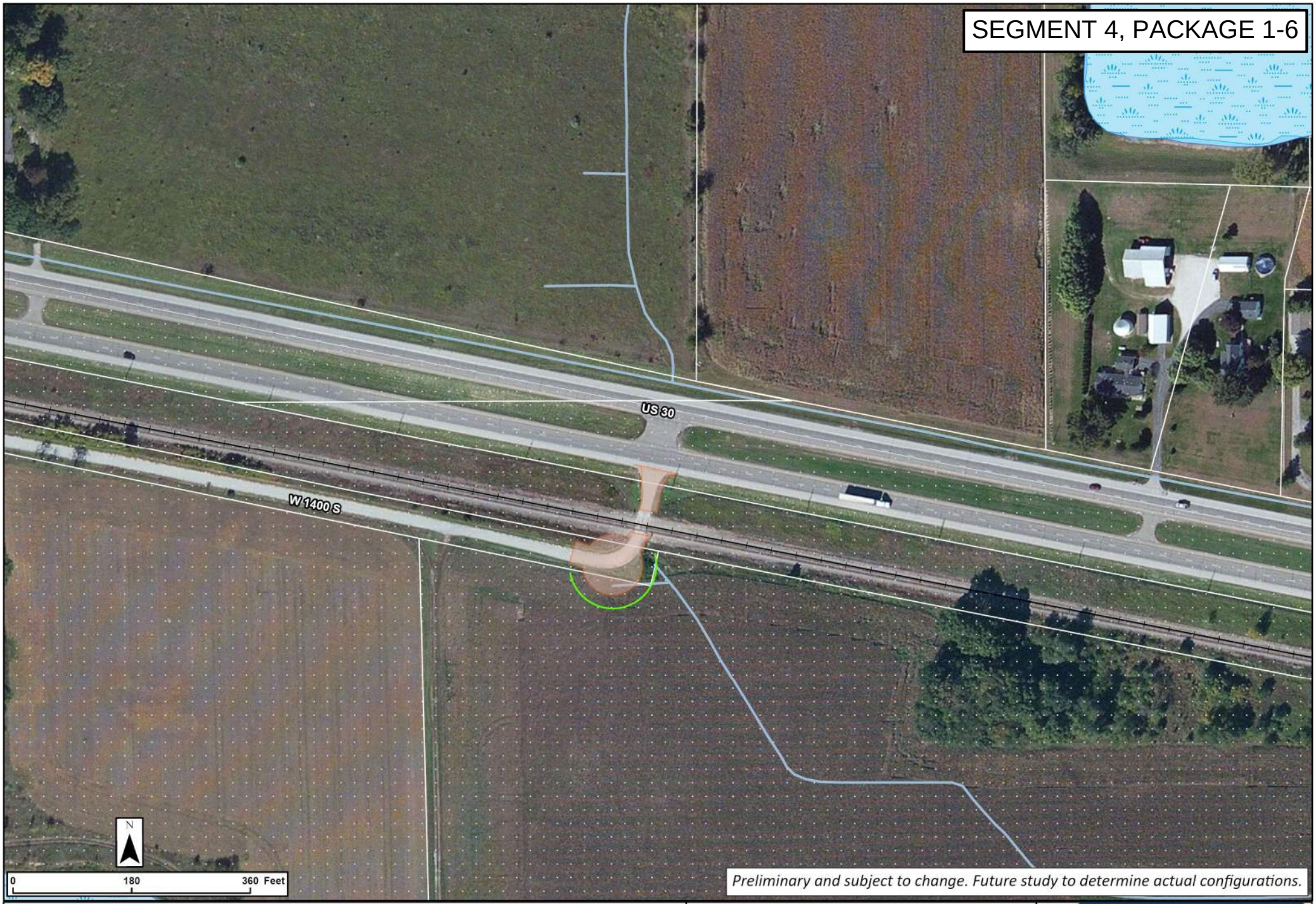
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and SR 39
Partial Displaced Left
Turn Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



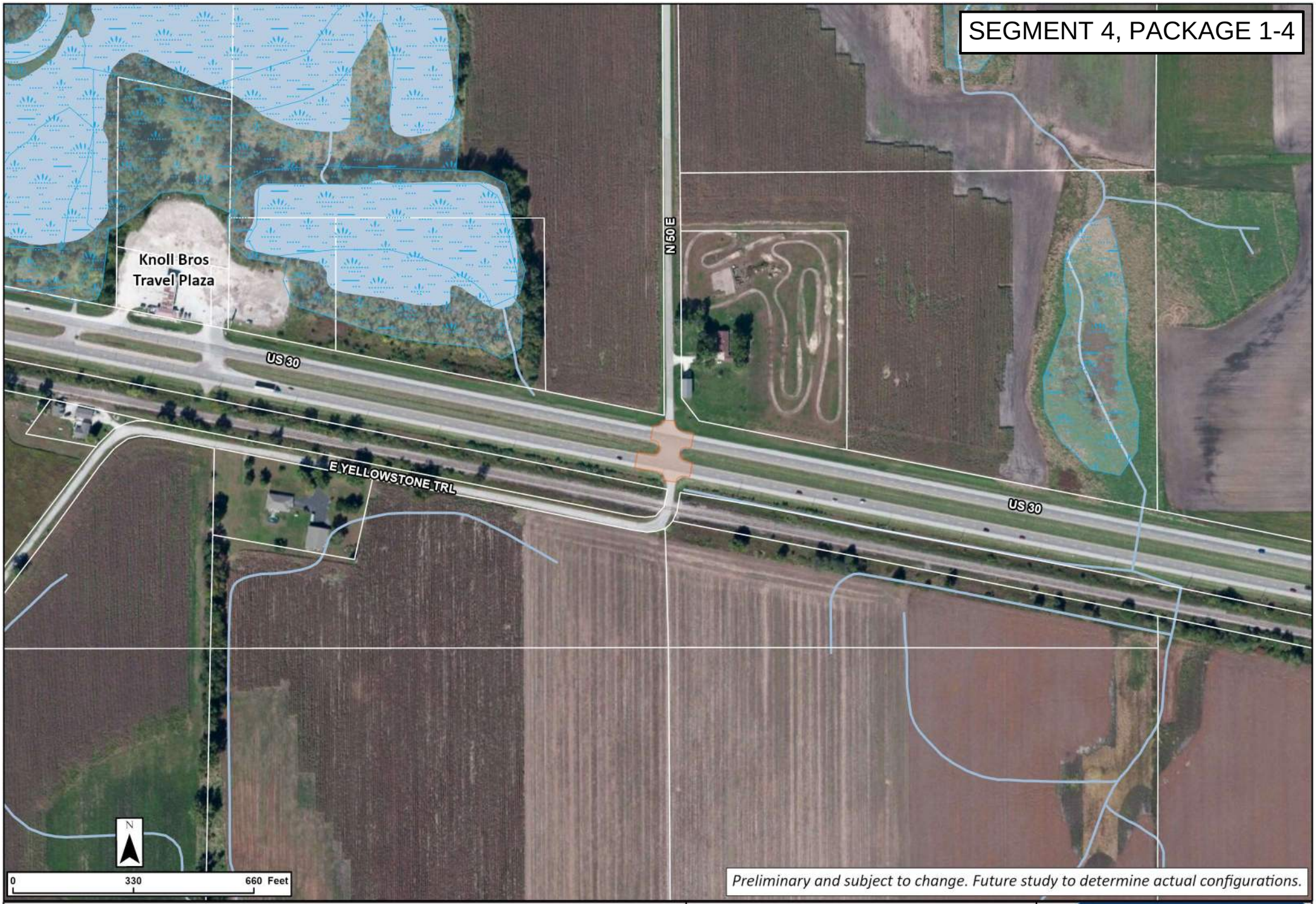
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1400 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



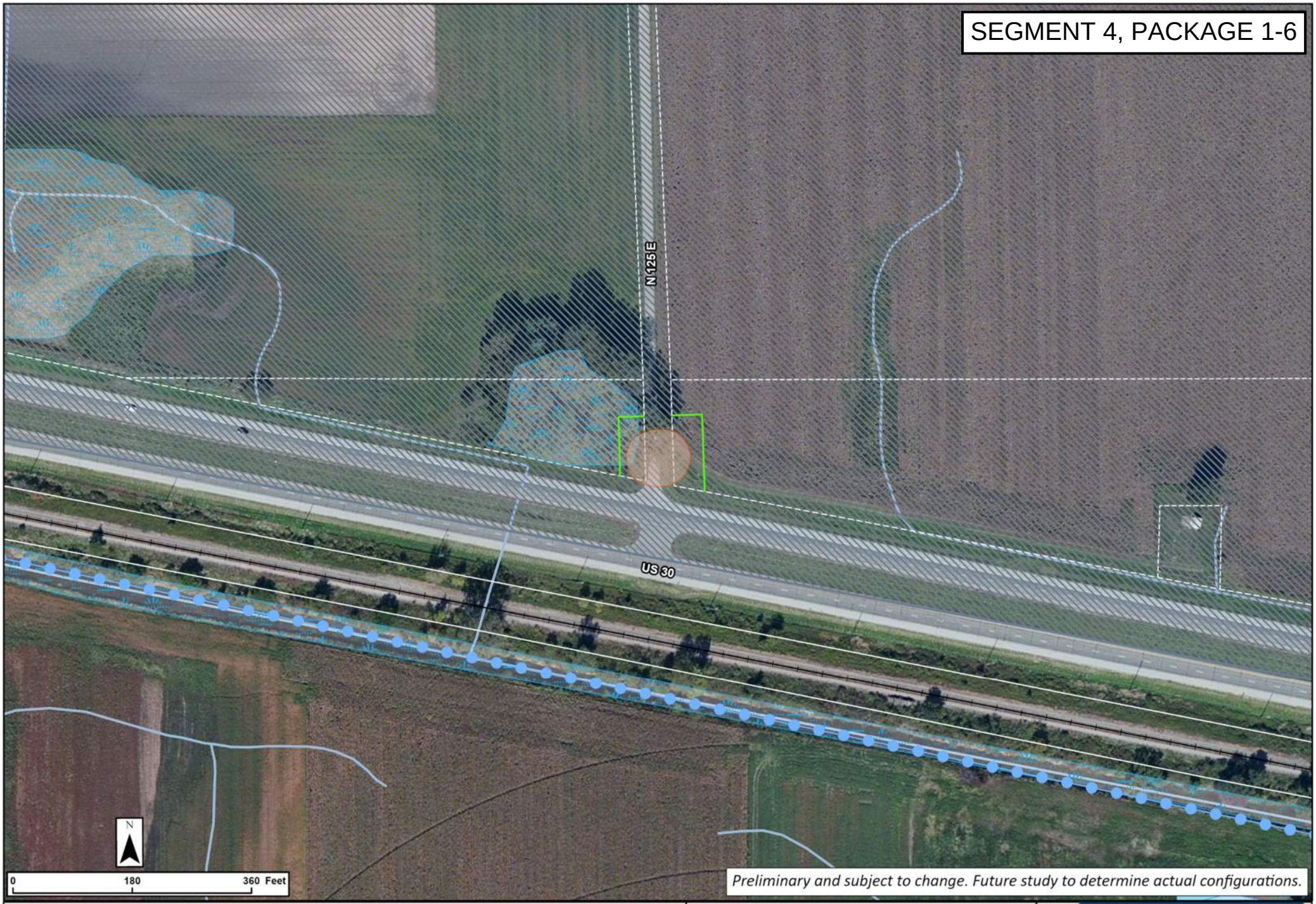
Legend

- Concept Footprint
- Railroad, In Service
- UST
- Managed Lands
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 50
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



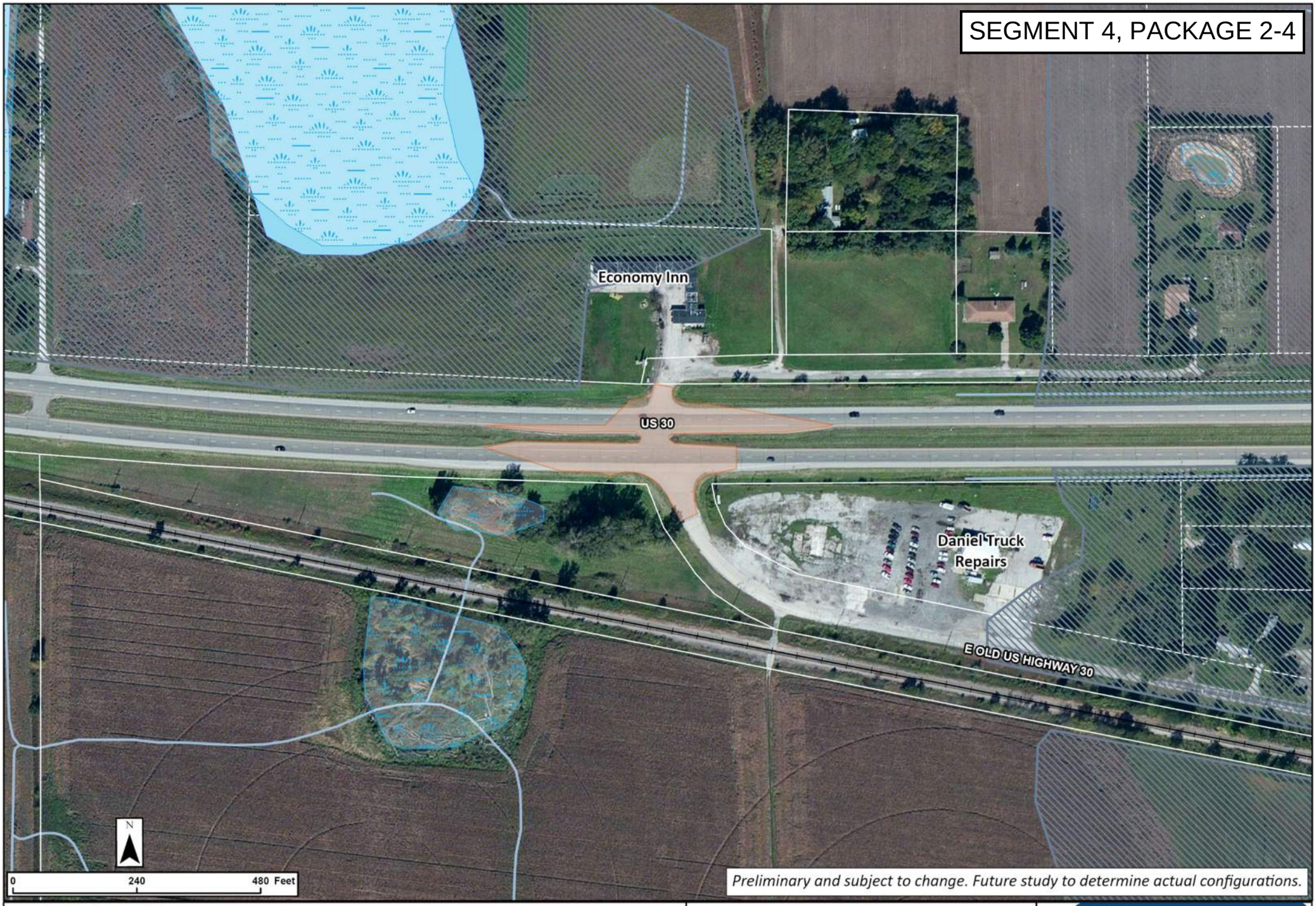
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 125 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

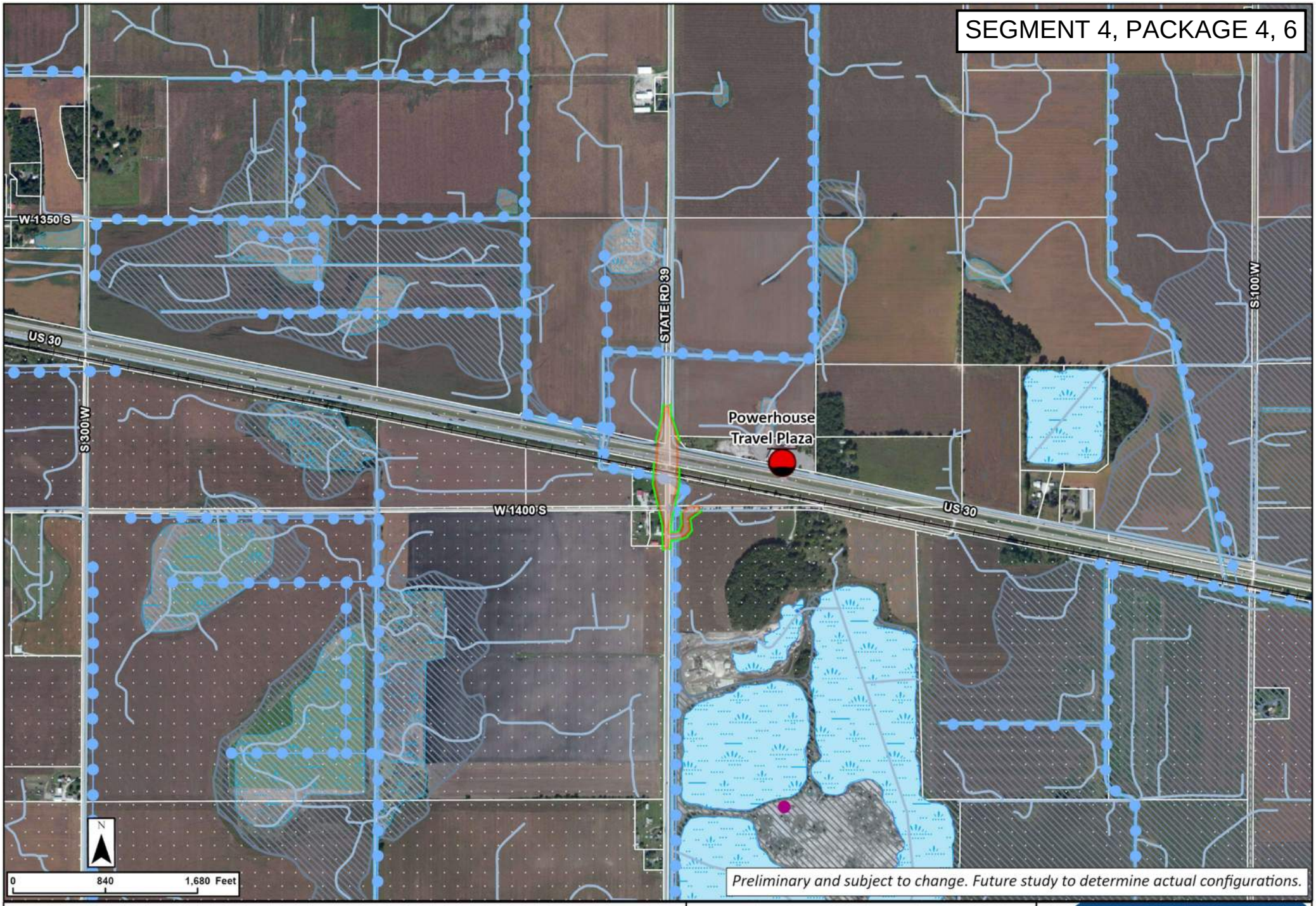
- Concept Footprint
- Railroad, In Service
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and E Frontage Rd/Old US 30
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 4 Package 4



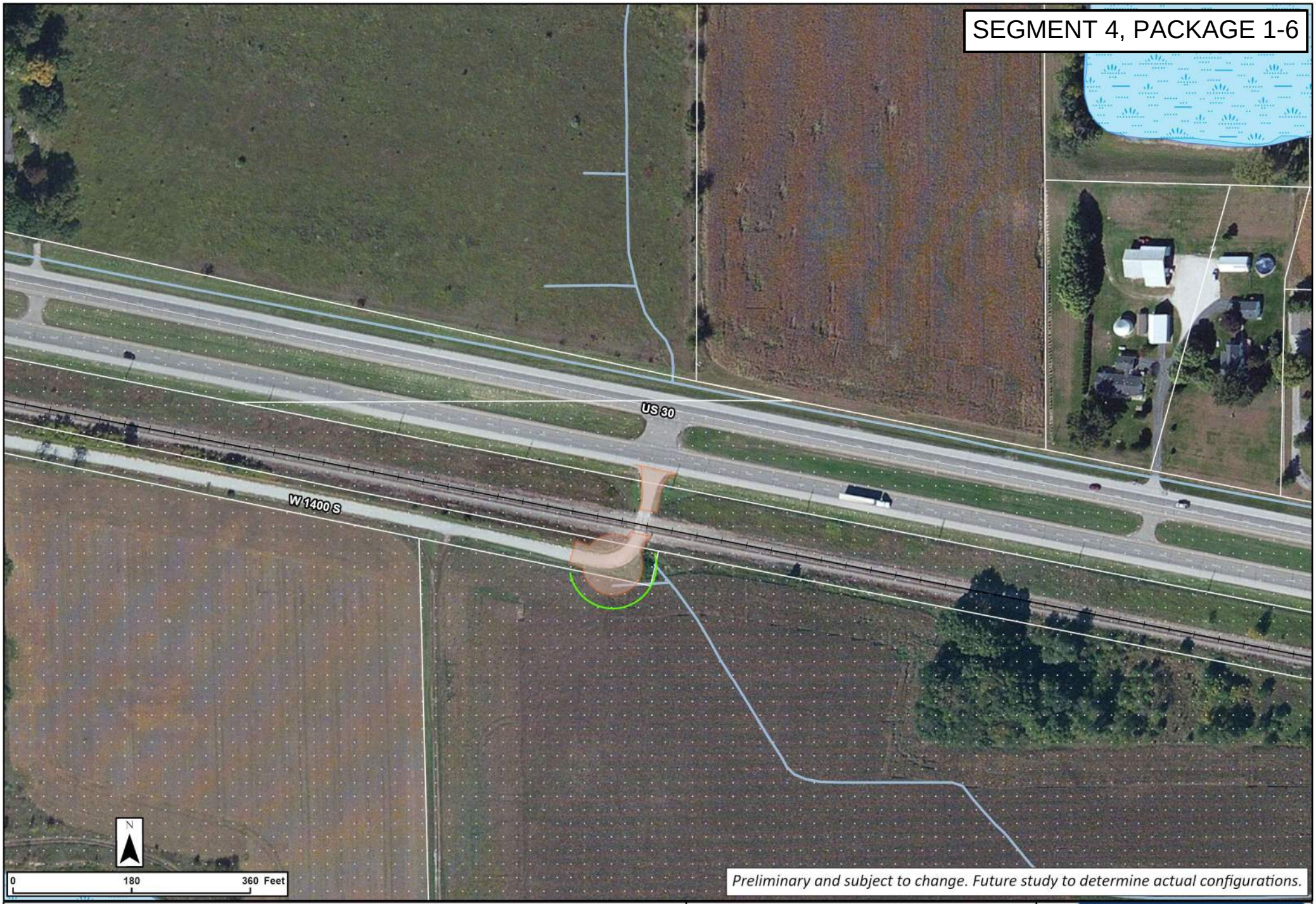
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and SR 39
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



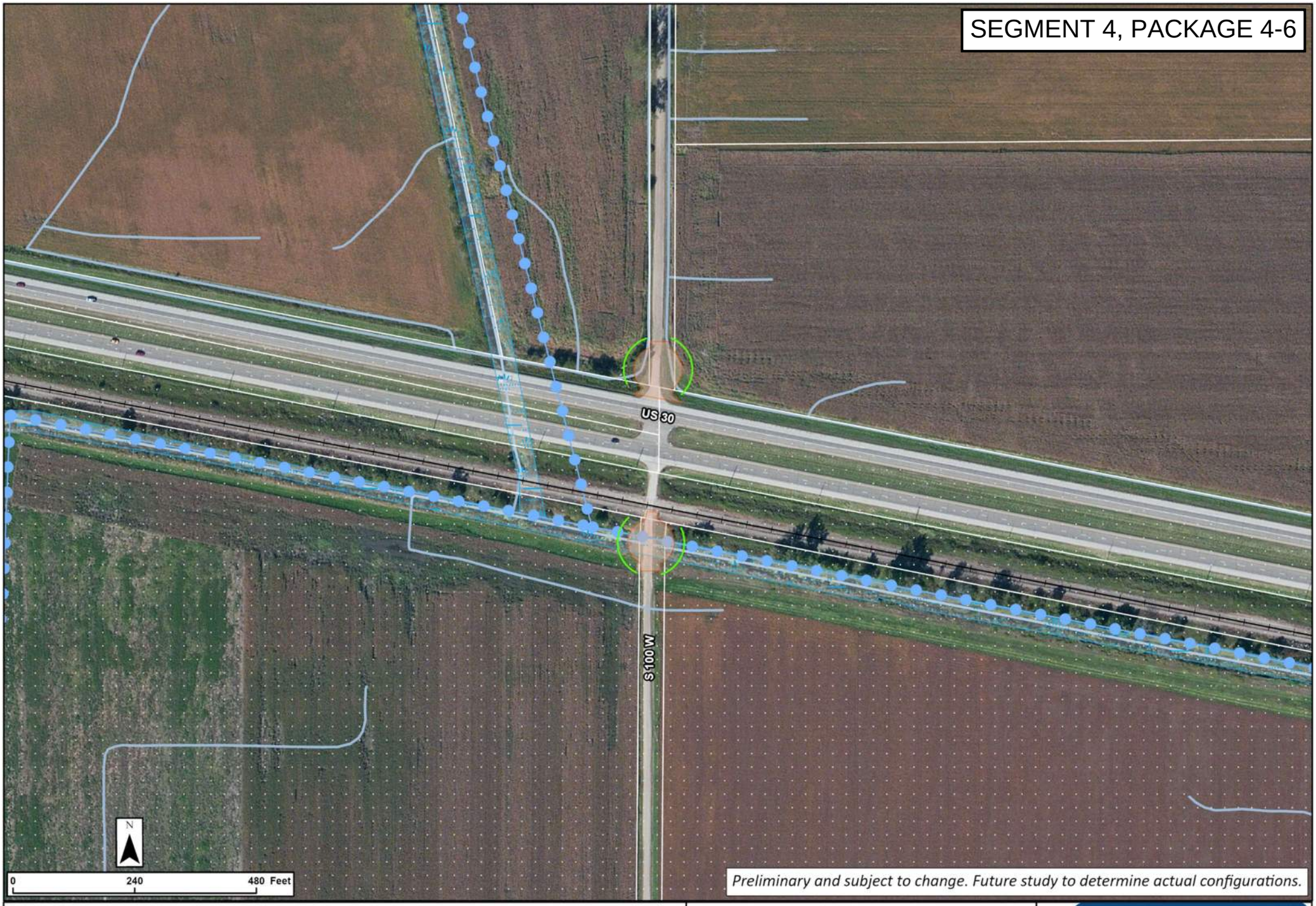
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1400 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

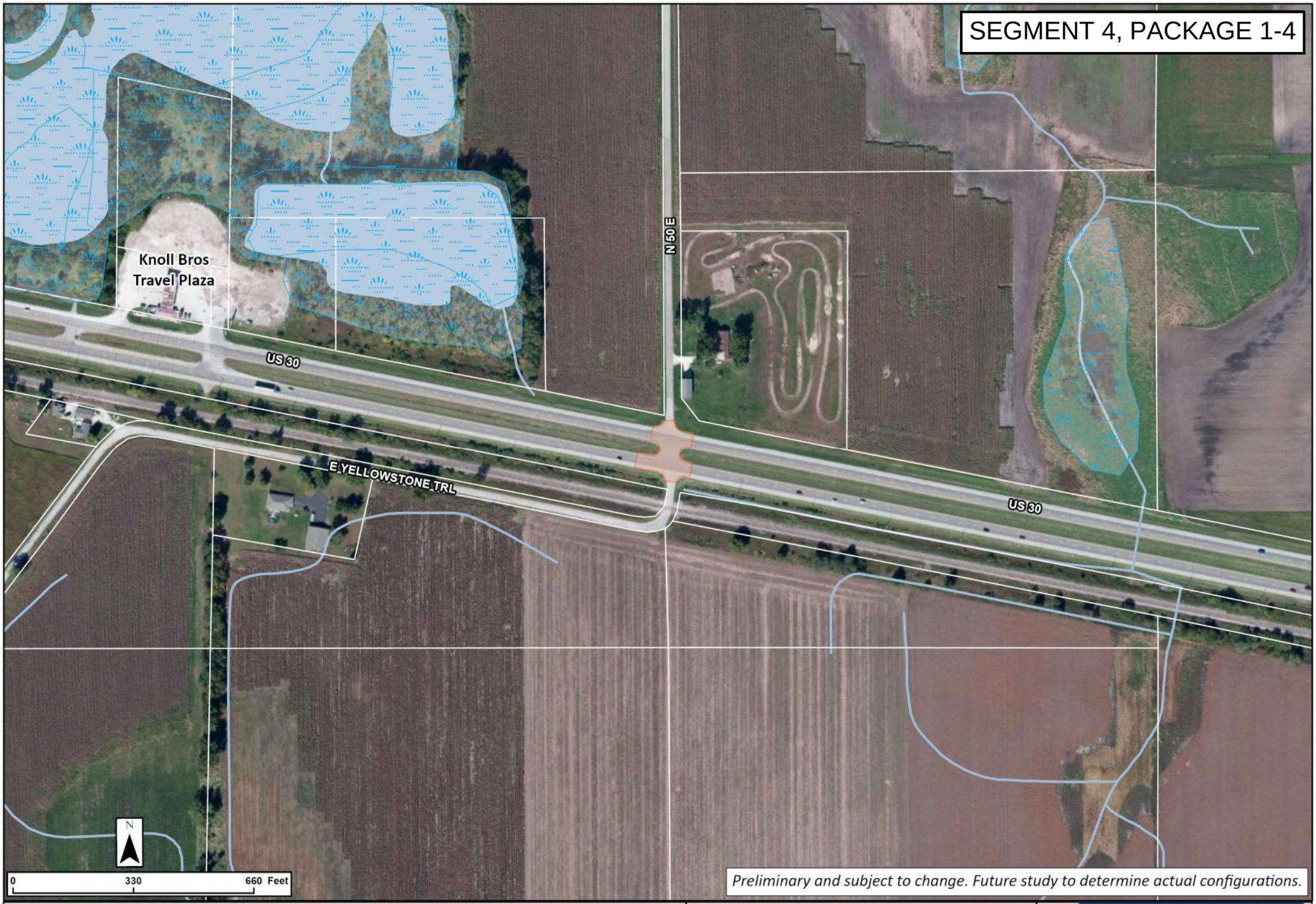
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 100 W Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



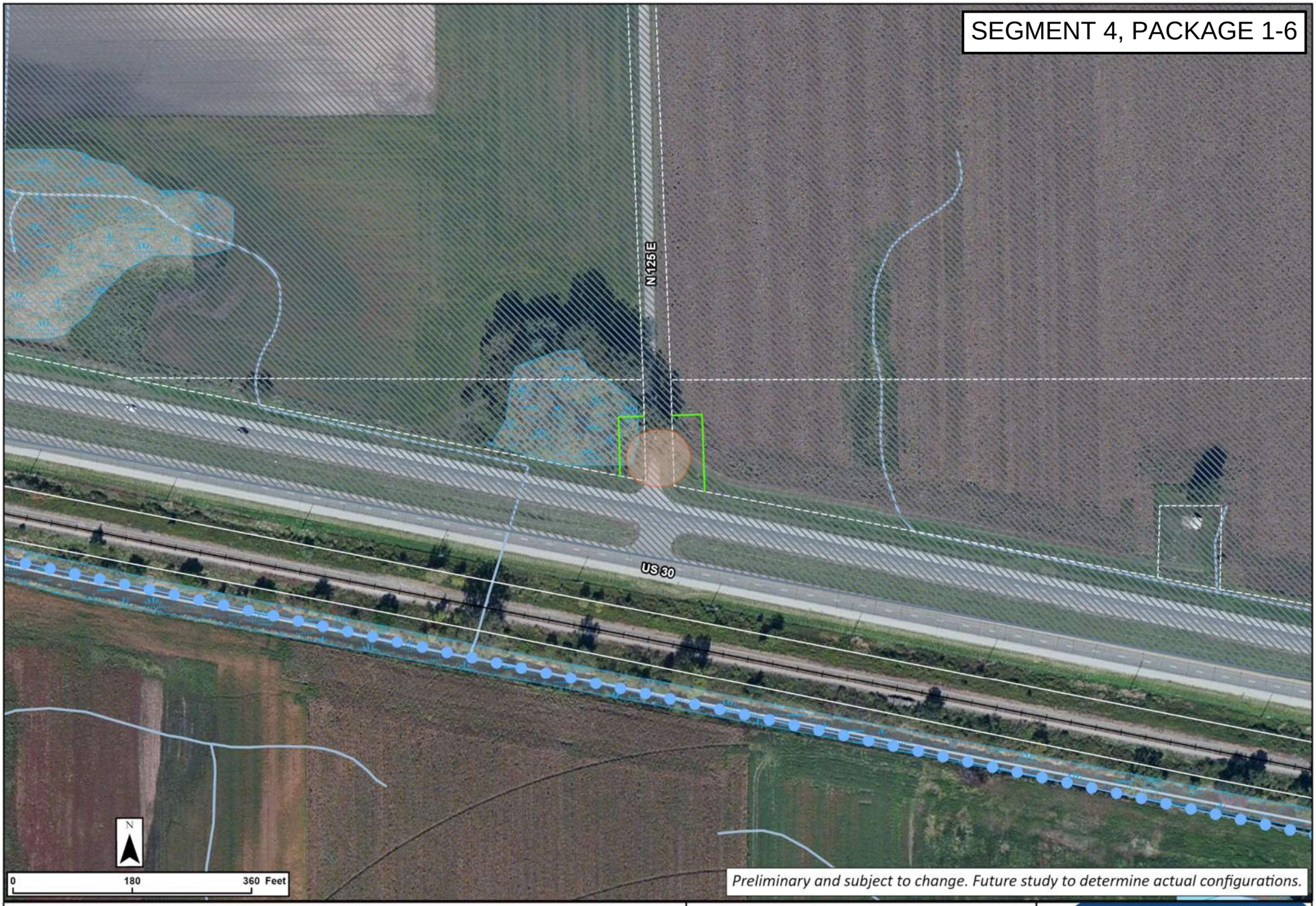
Legend

- Concept Footprint
- Railroad, In Service
- UST
- Managed Lands
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 50
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



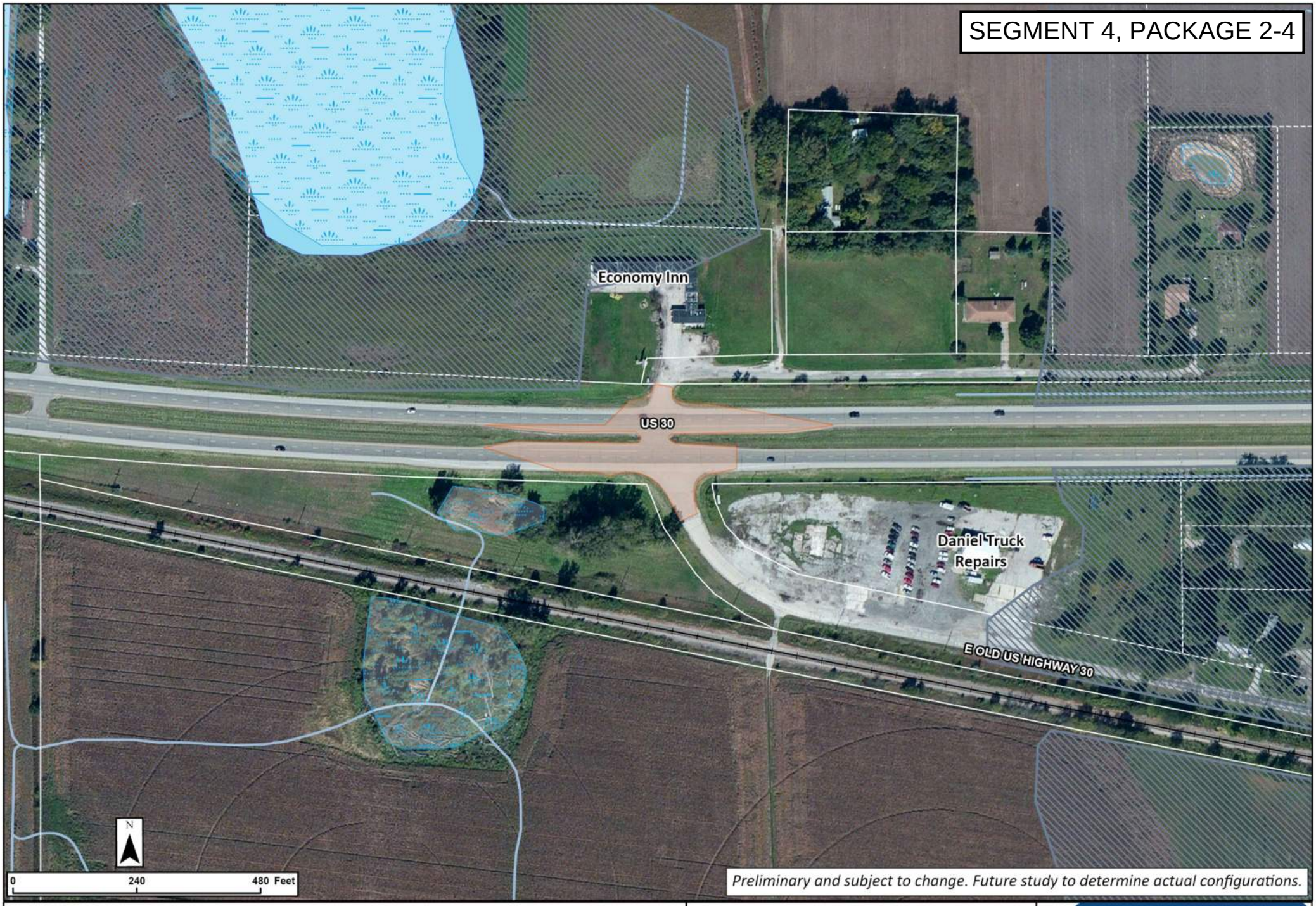
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 125 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

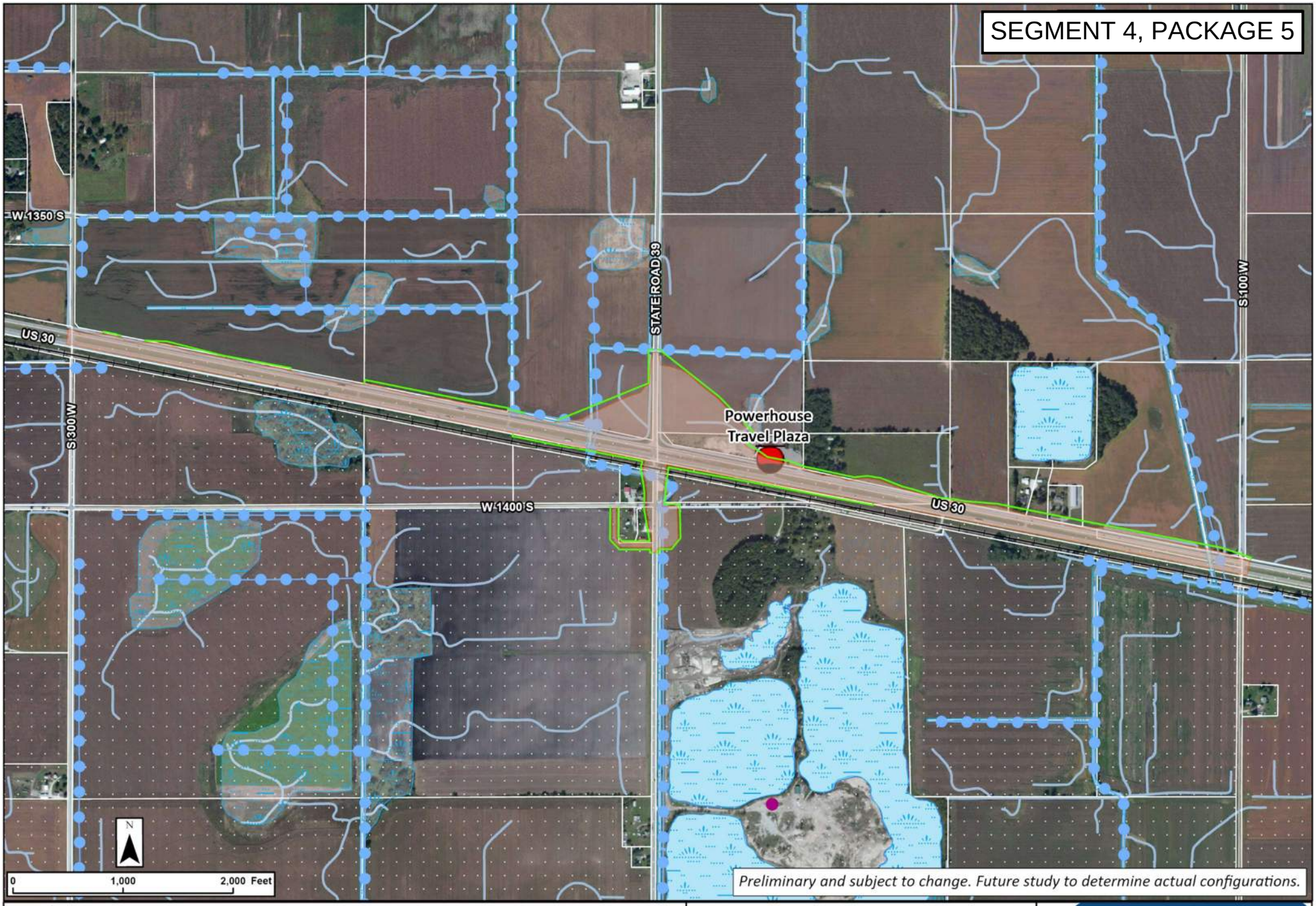
- Concept Footprint
- Railroad, In Service
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and E Frontage Rd/Old US 30
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 4 Package 5



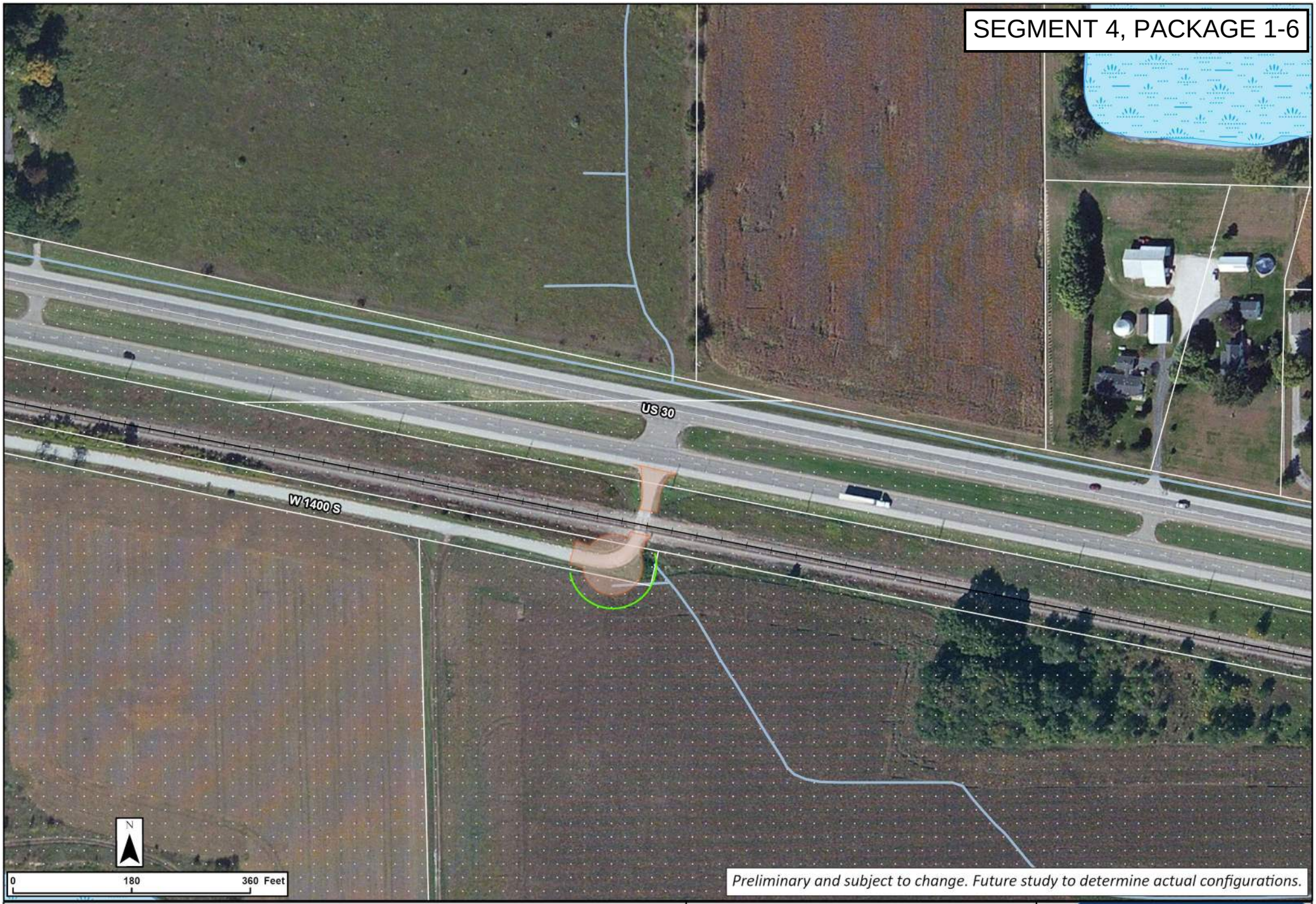
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and SR 39
Interchange Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



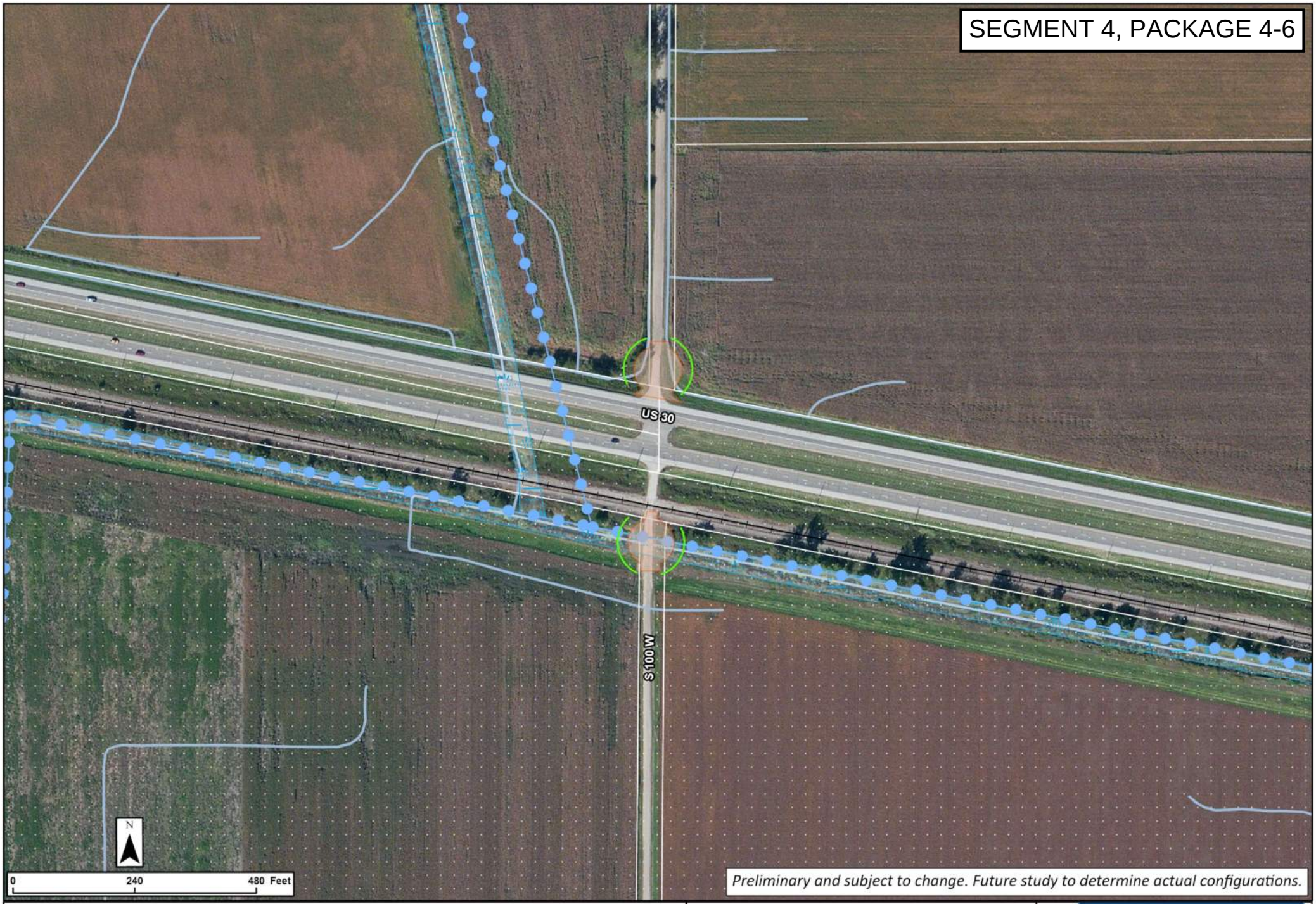
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1400 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

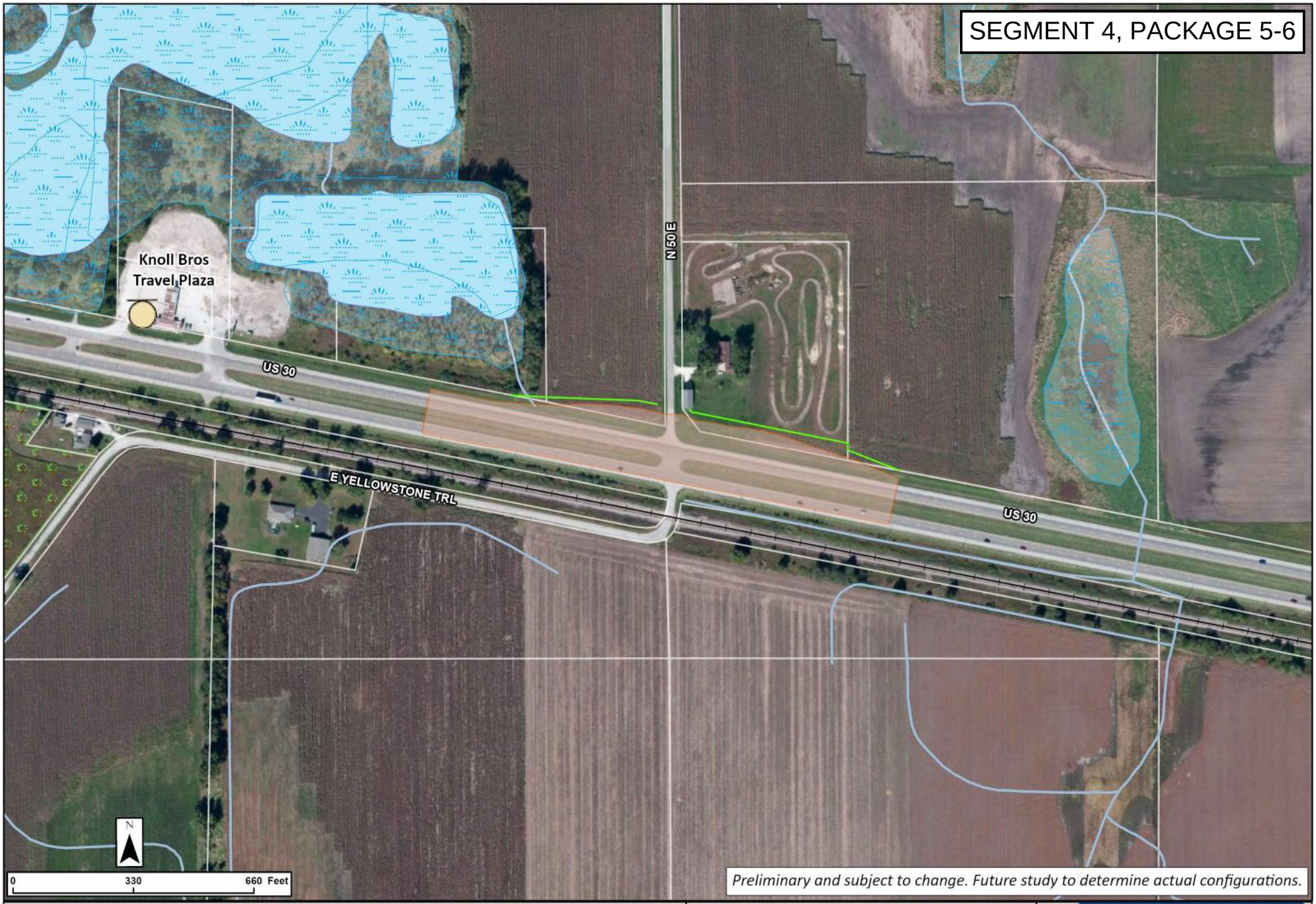
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 100 W Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



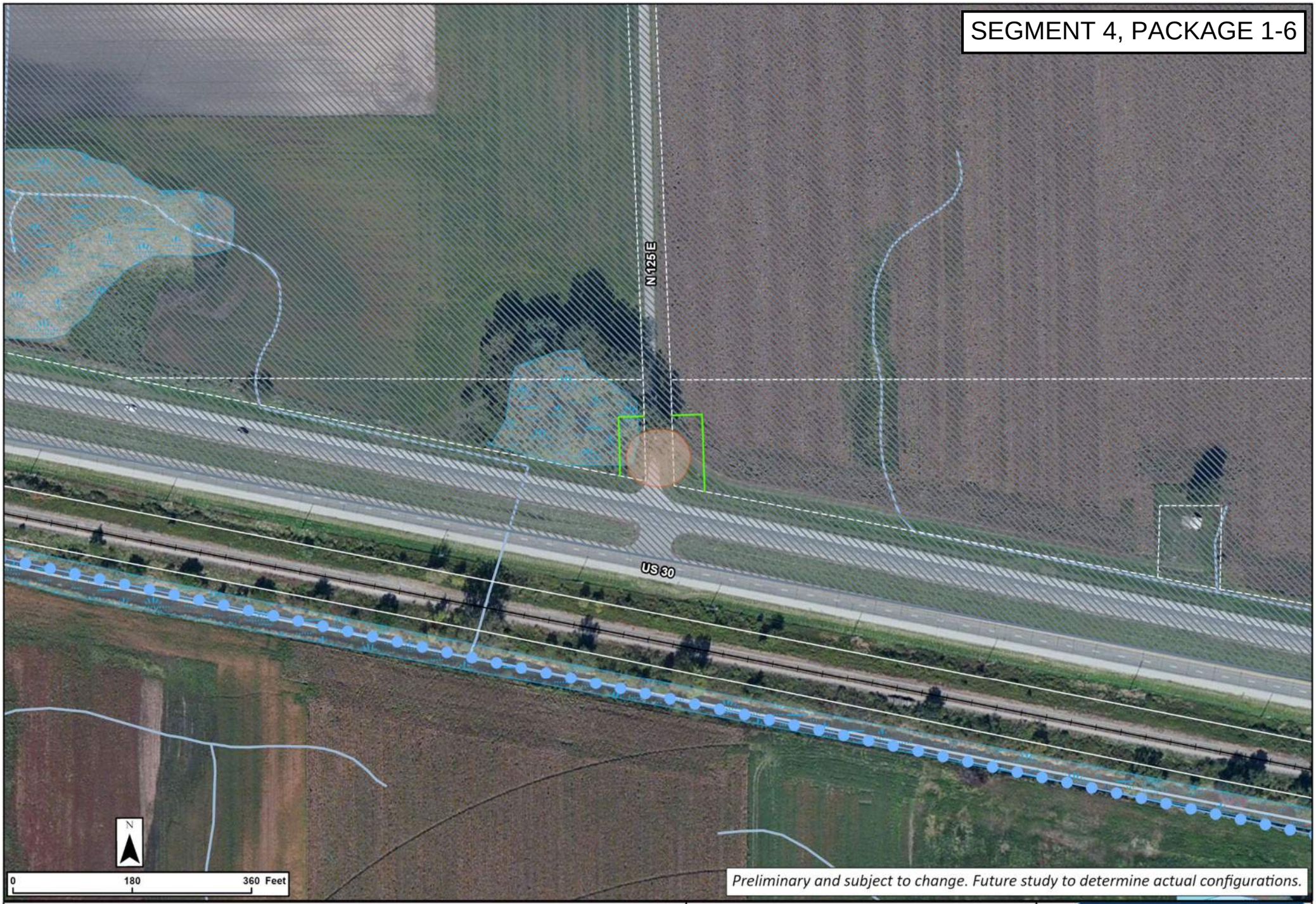
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- UST
- Managed Lands
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 50
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



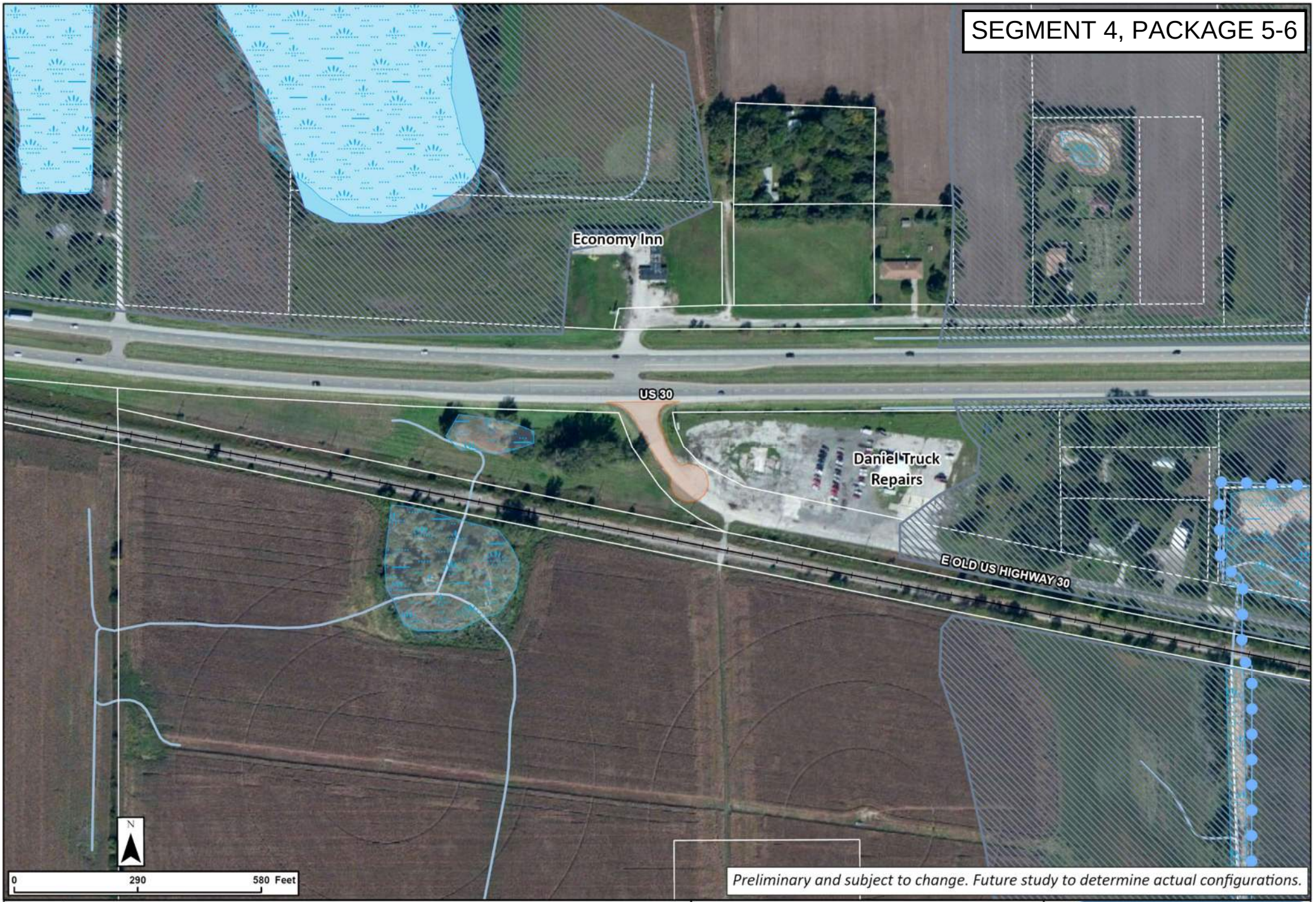
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 125 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

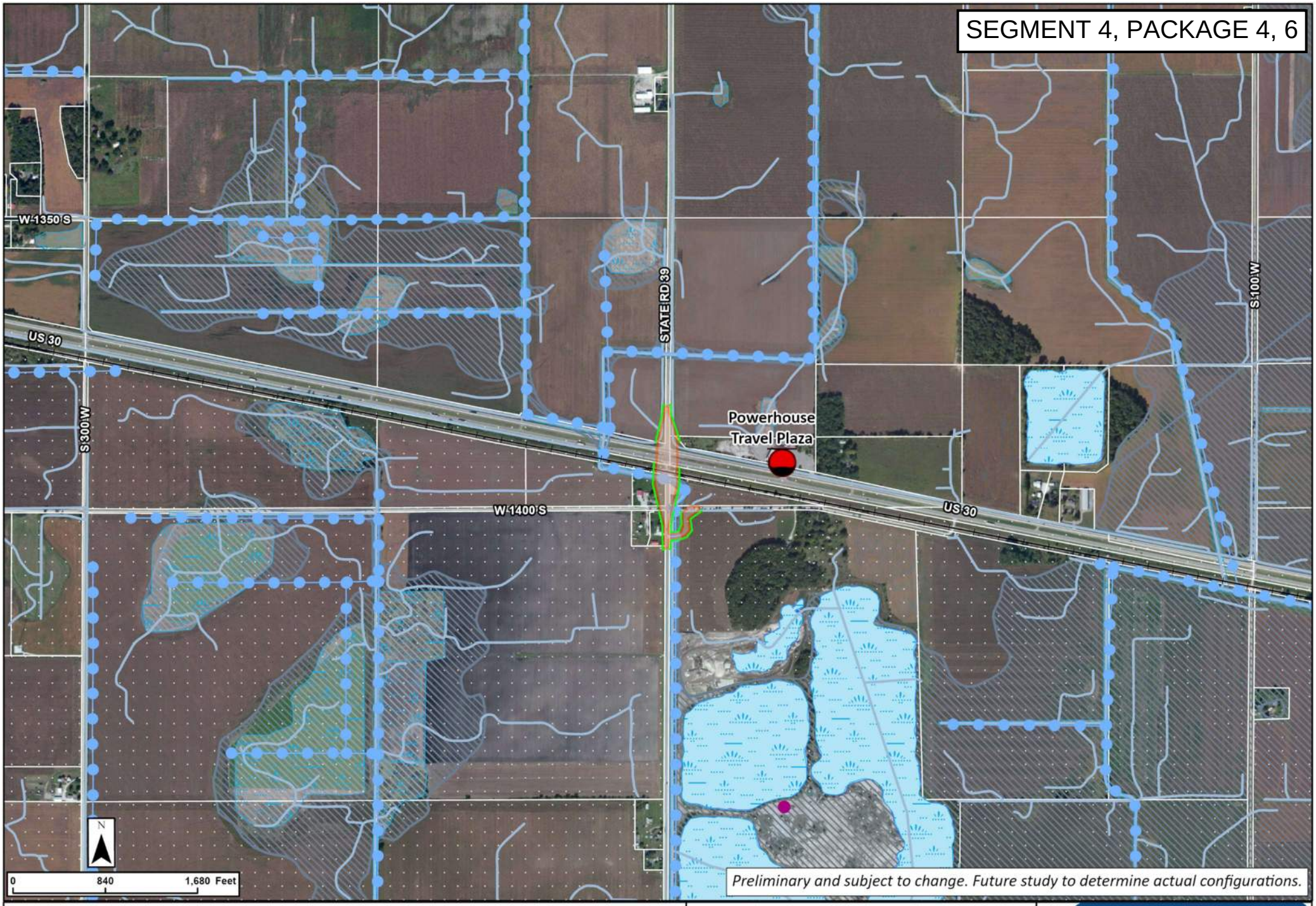
- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain

US 30 West

US 30 and E Frontage Rd/Old US 30
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 4 Package 6



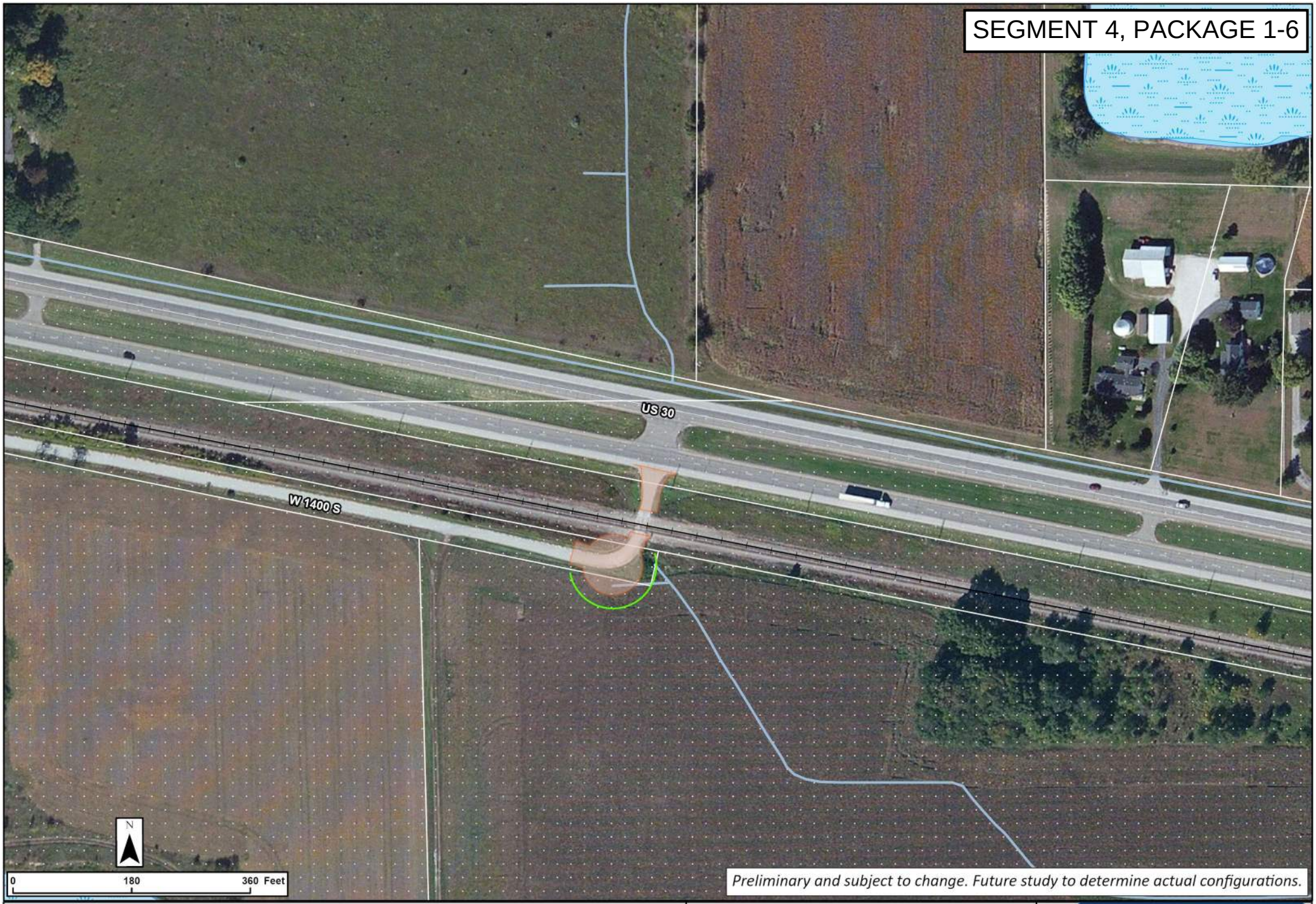
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and SR 39
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



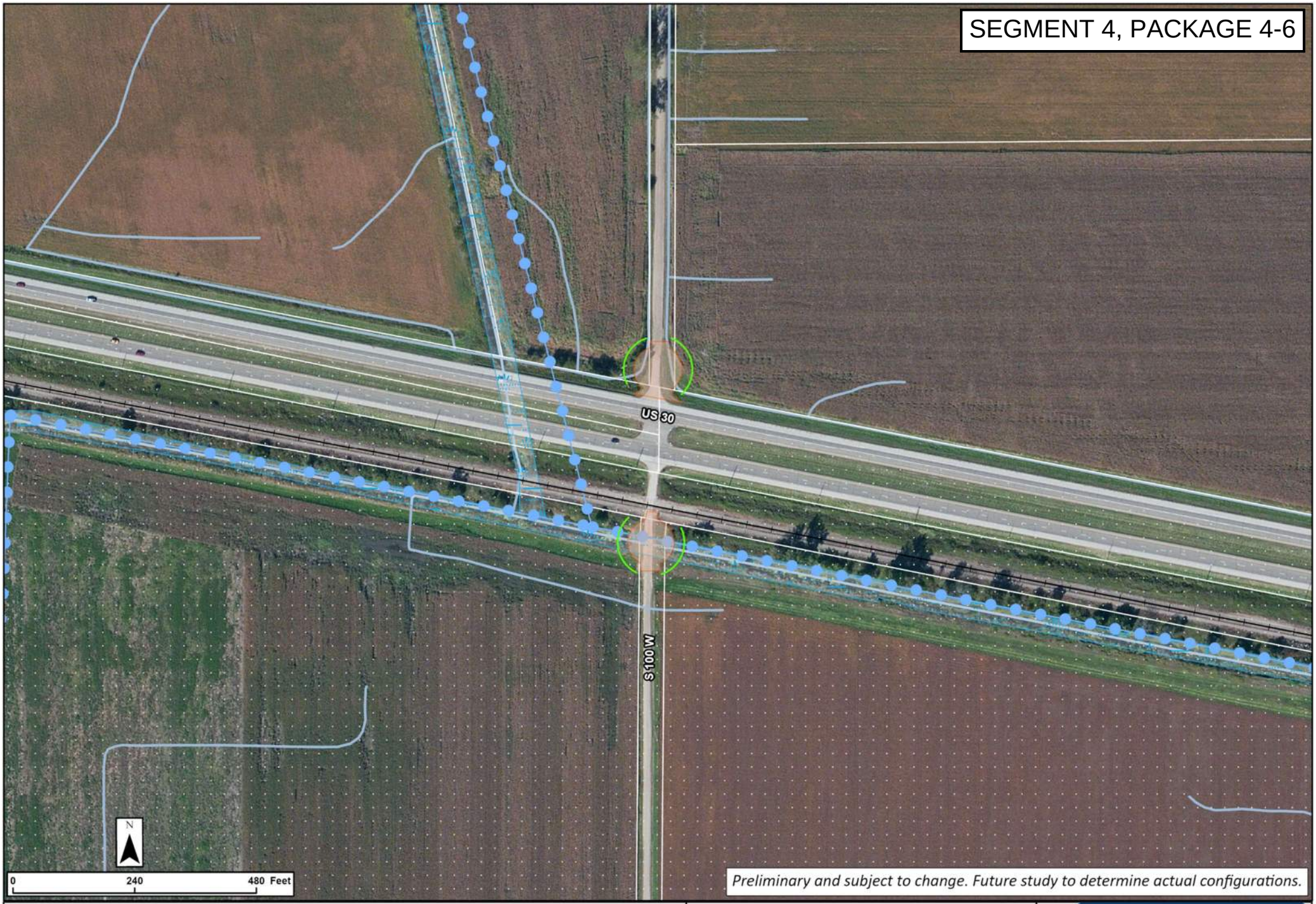
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and LaPorte CR 1400 S
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

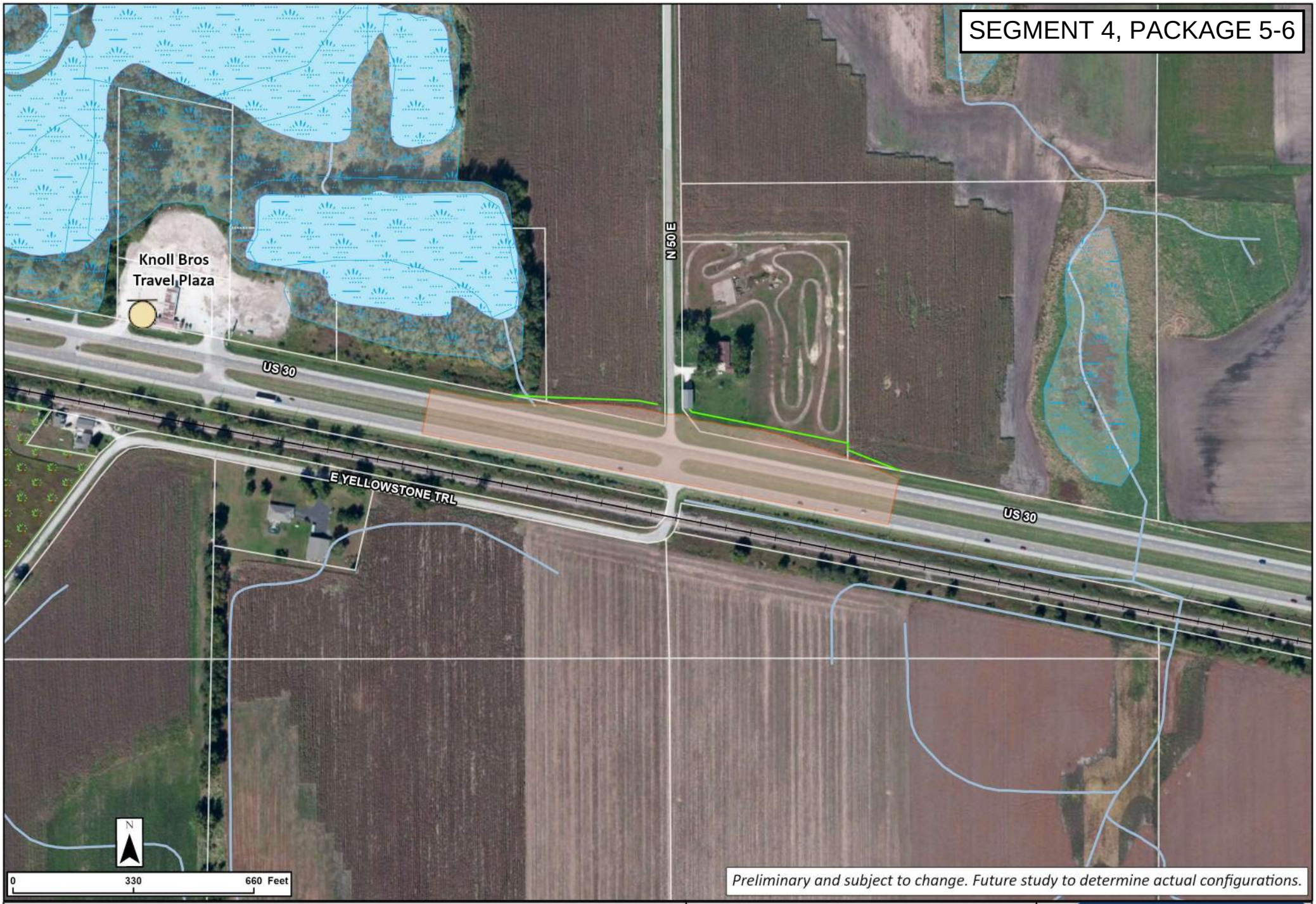
US 30 and LaPorte CR 100 W

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



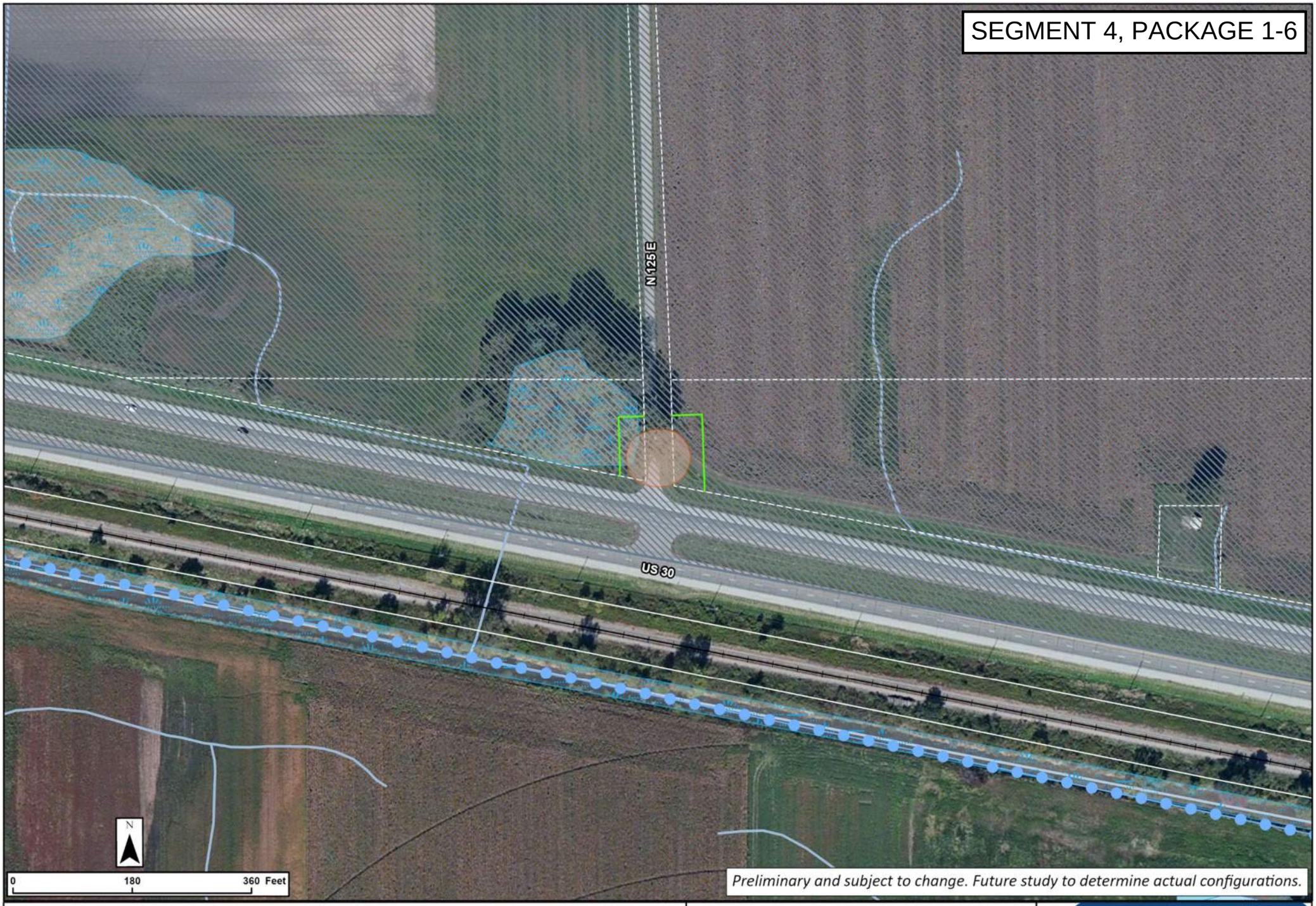
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- UST
- Managed Lands
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 50
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



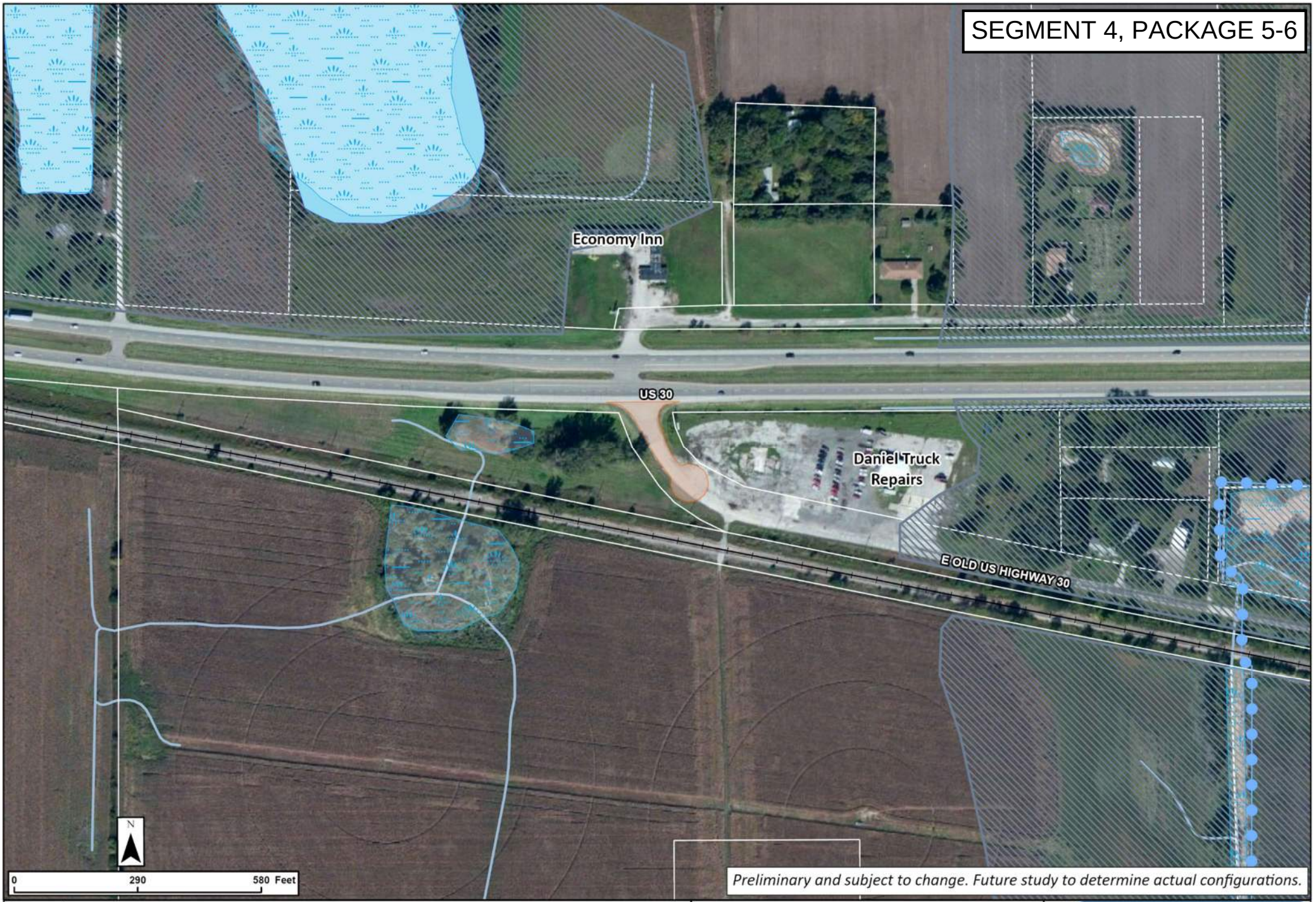
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 125 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain

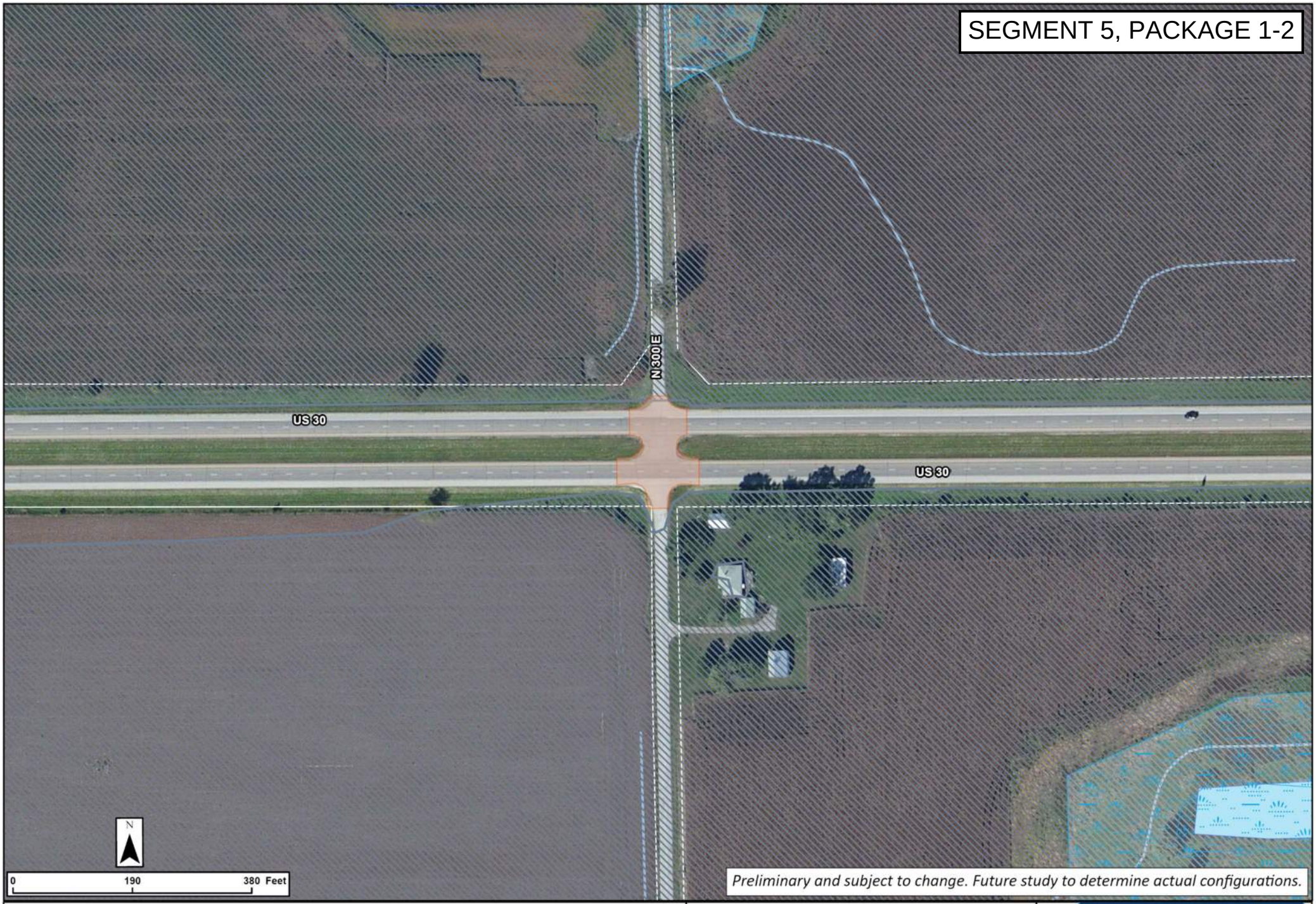
US 30 West

US 30 and E Frontage Rd/Old US 30
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 5 Package 1

SEGMENT 5, PACKAGE 1-2



Preliminary and subject to change. Future study to determine actual configurations.

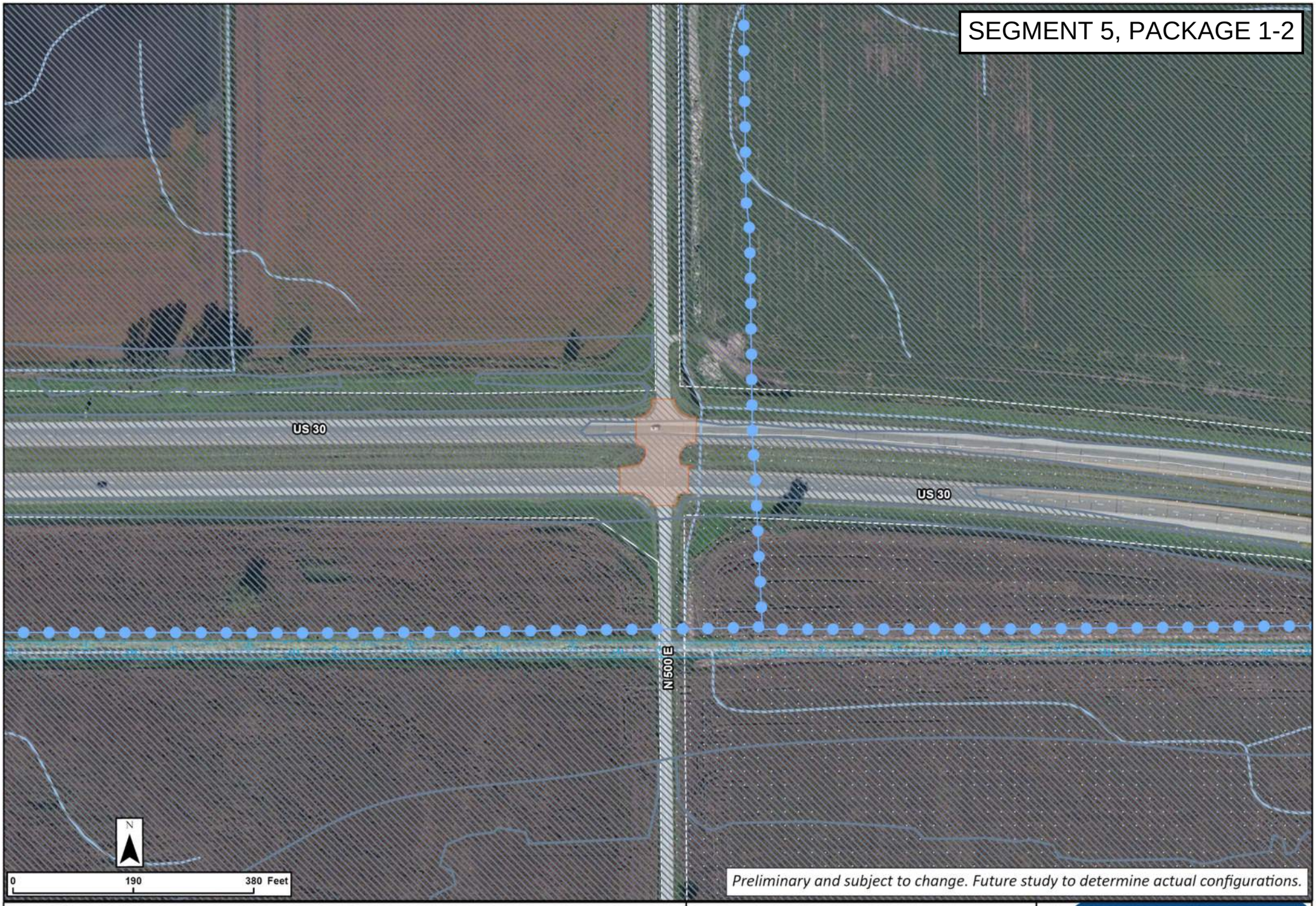
Legend

- Concept Footprint
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 300 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



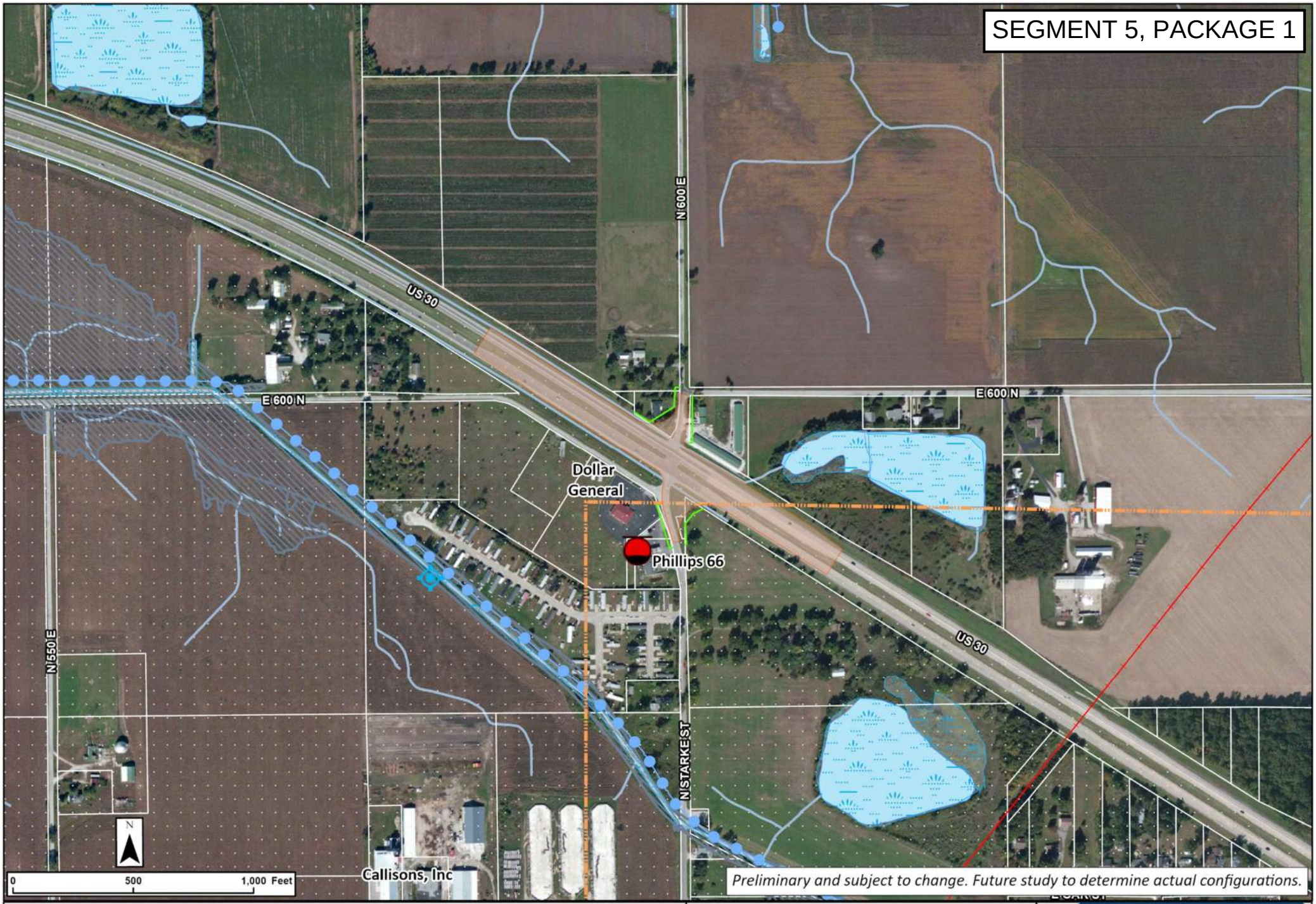
Legend

- Concept Footprint
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 500 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

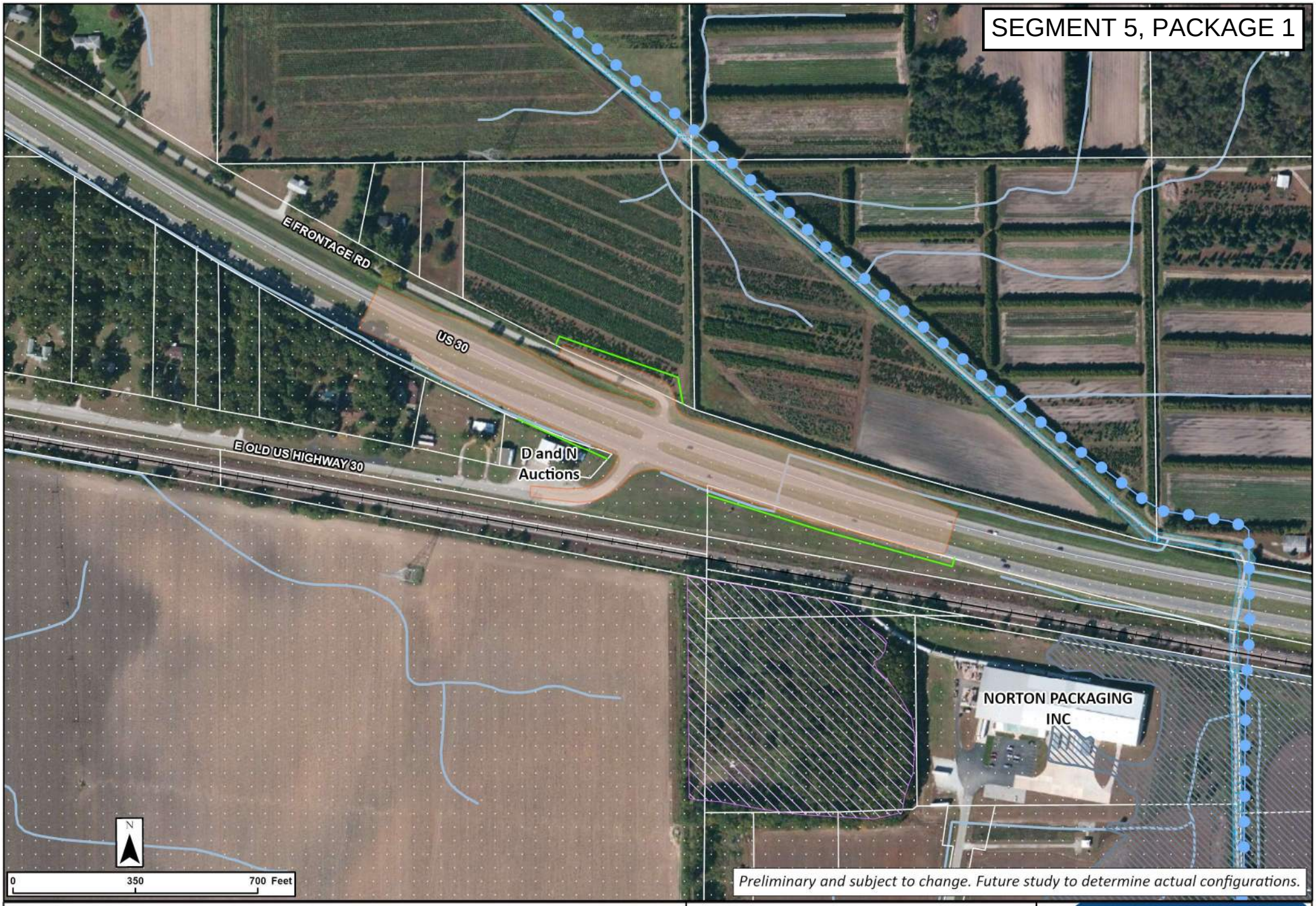
- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- LUST
- IHSSI Outstanding Notable Sites
- Sensitive Communities
- NPDES Pipe Locations
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream
- Pipeline

US 30 West

US 30 and Starke CR 600 E Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

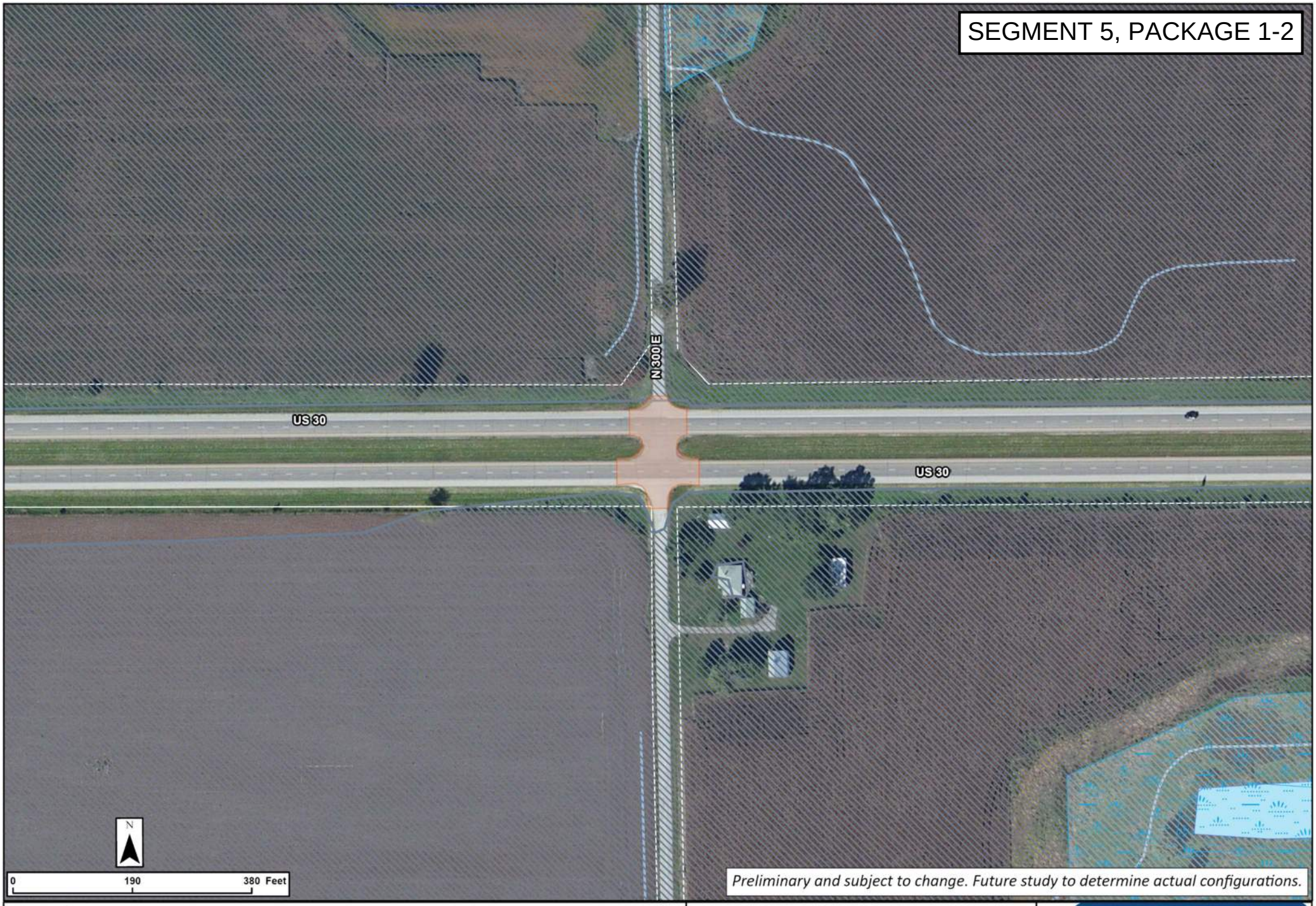
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Landfill Boundaries
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and E Frontage Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 5 Package 2



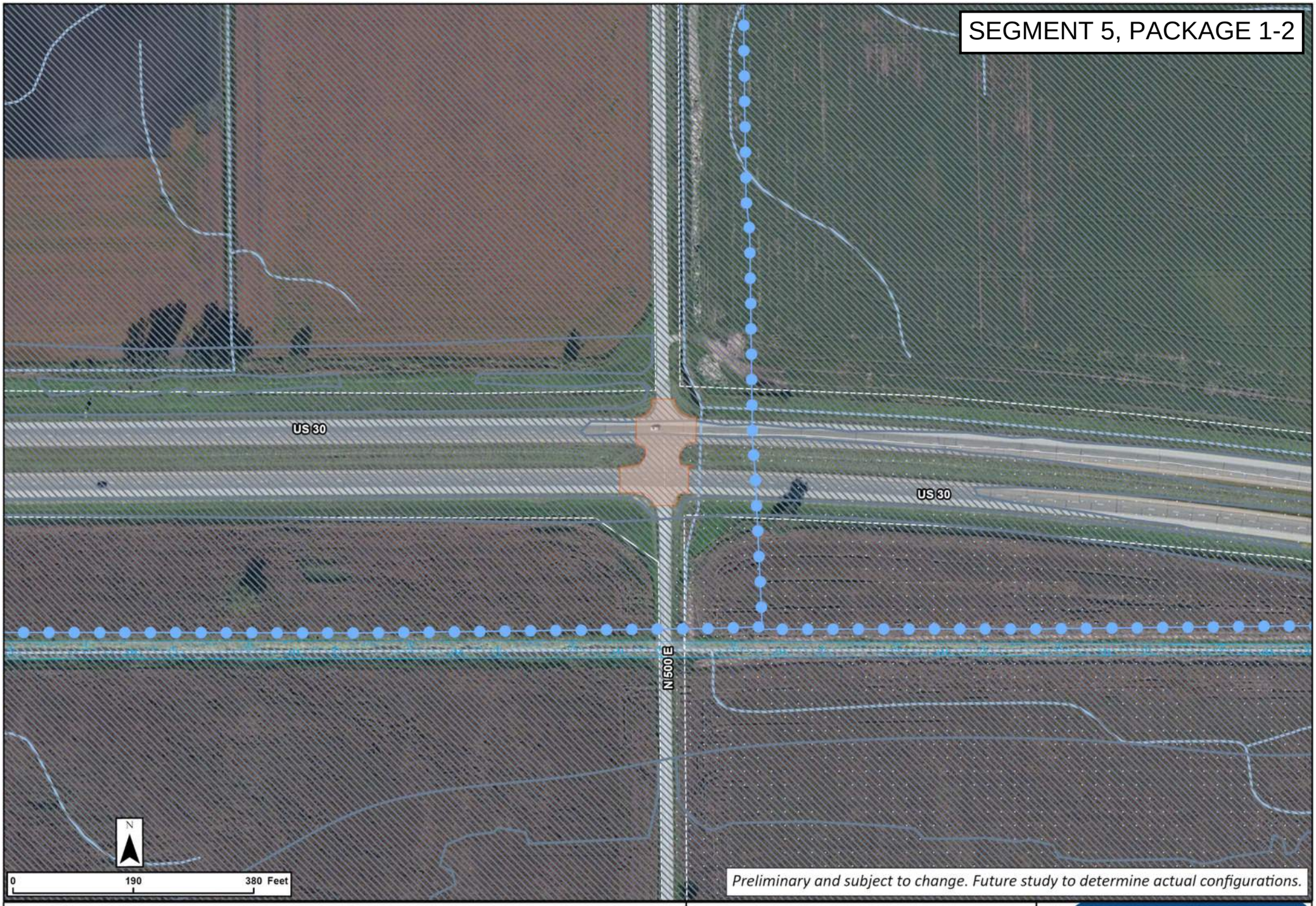
Legend

- Concept Footprint
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 300 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



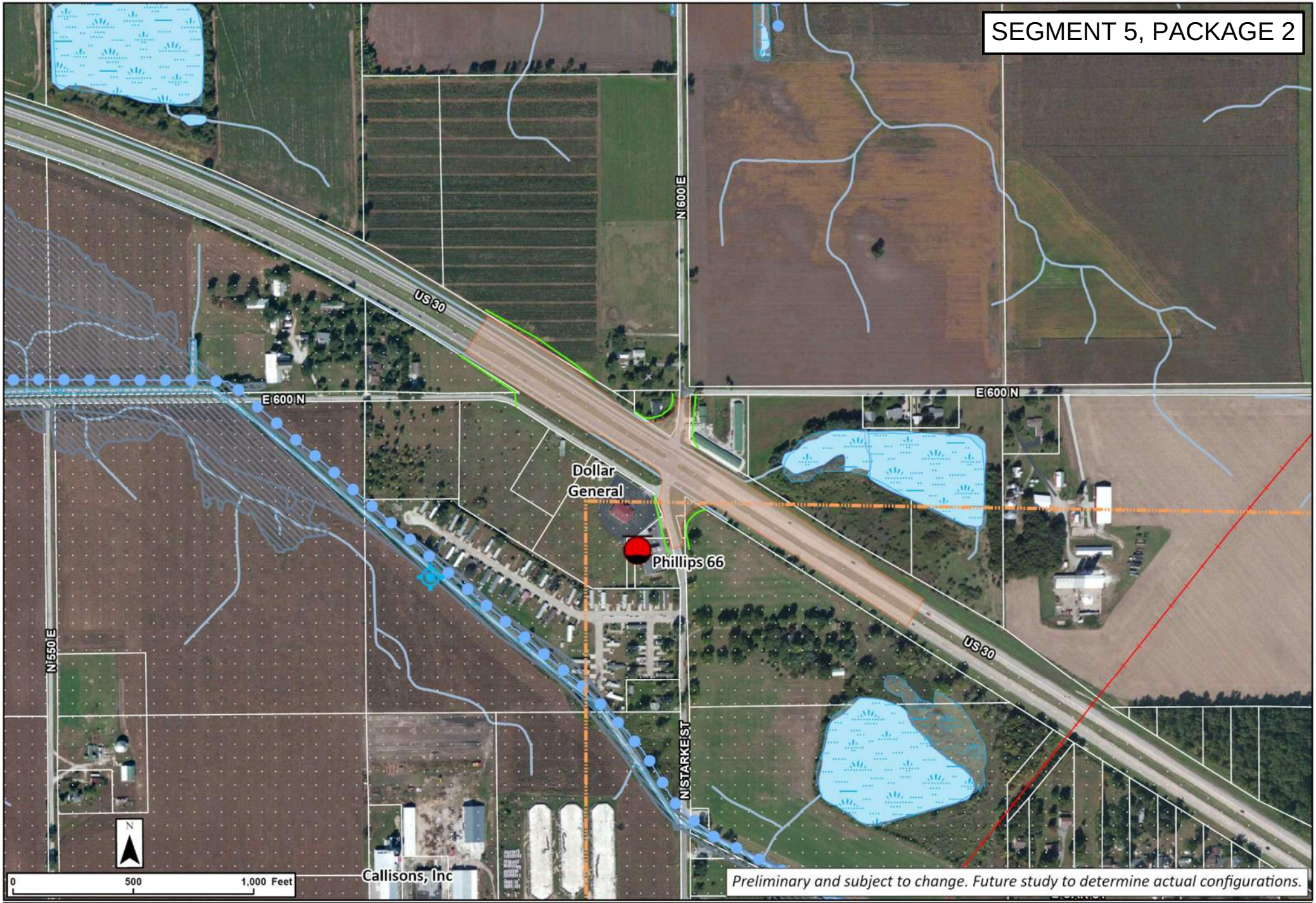
Legend

- Concept Footprint
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 500 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



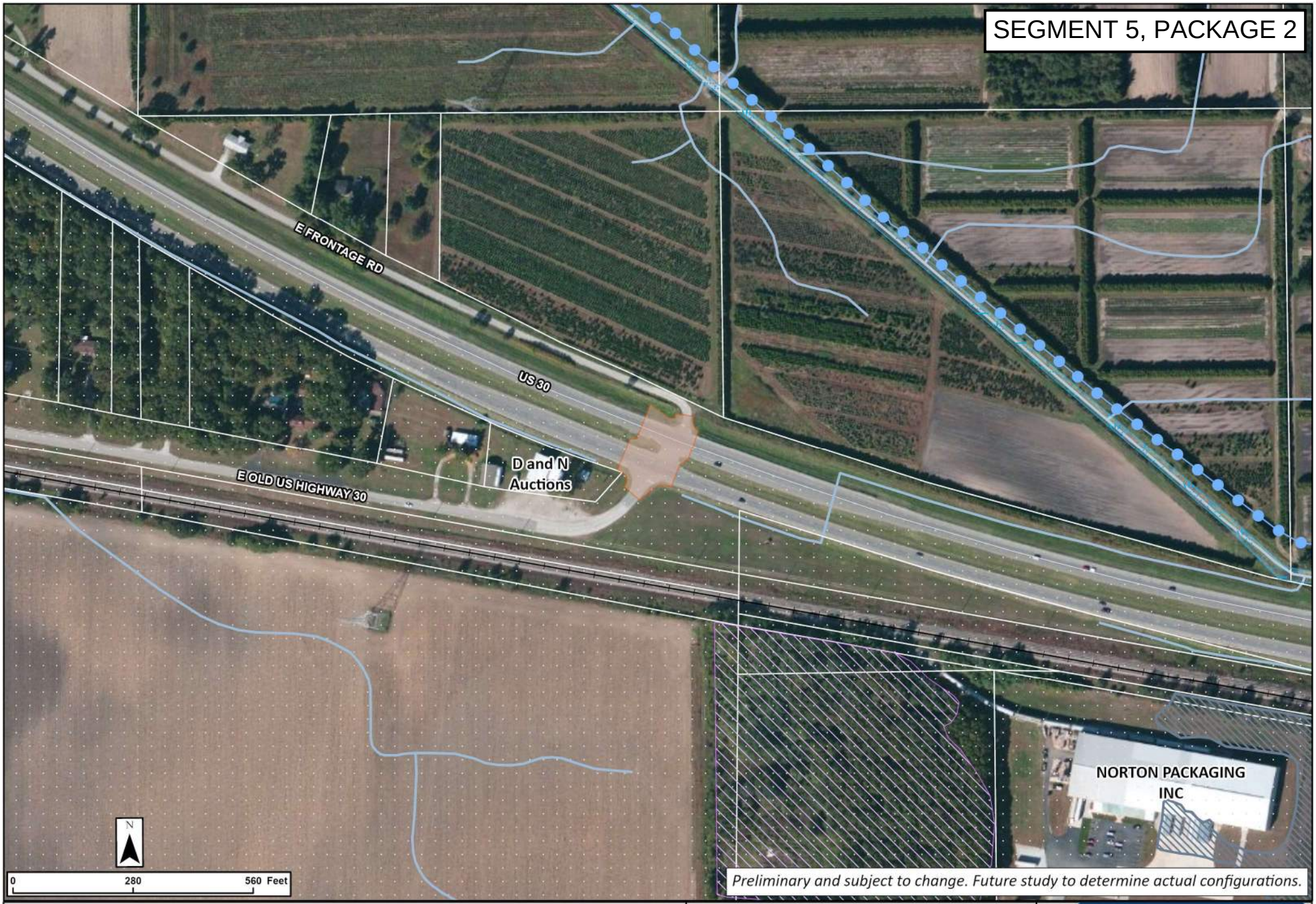
Legend

- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- LUST
- IHSSI Outstanding Notable Sites
- Sensitive Communities
- NPDES Pipe Locations
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream
- Pipeline

US 30 West

US 30 and Starke CR 600 E
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

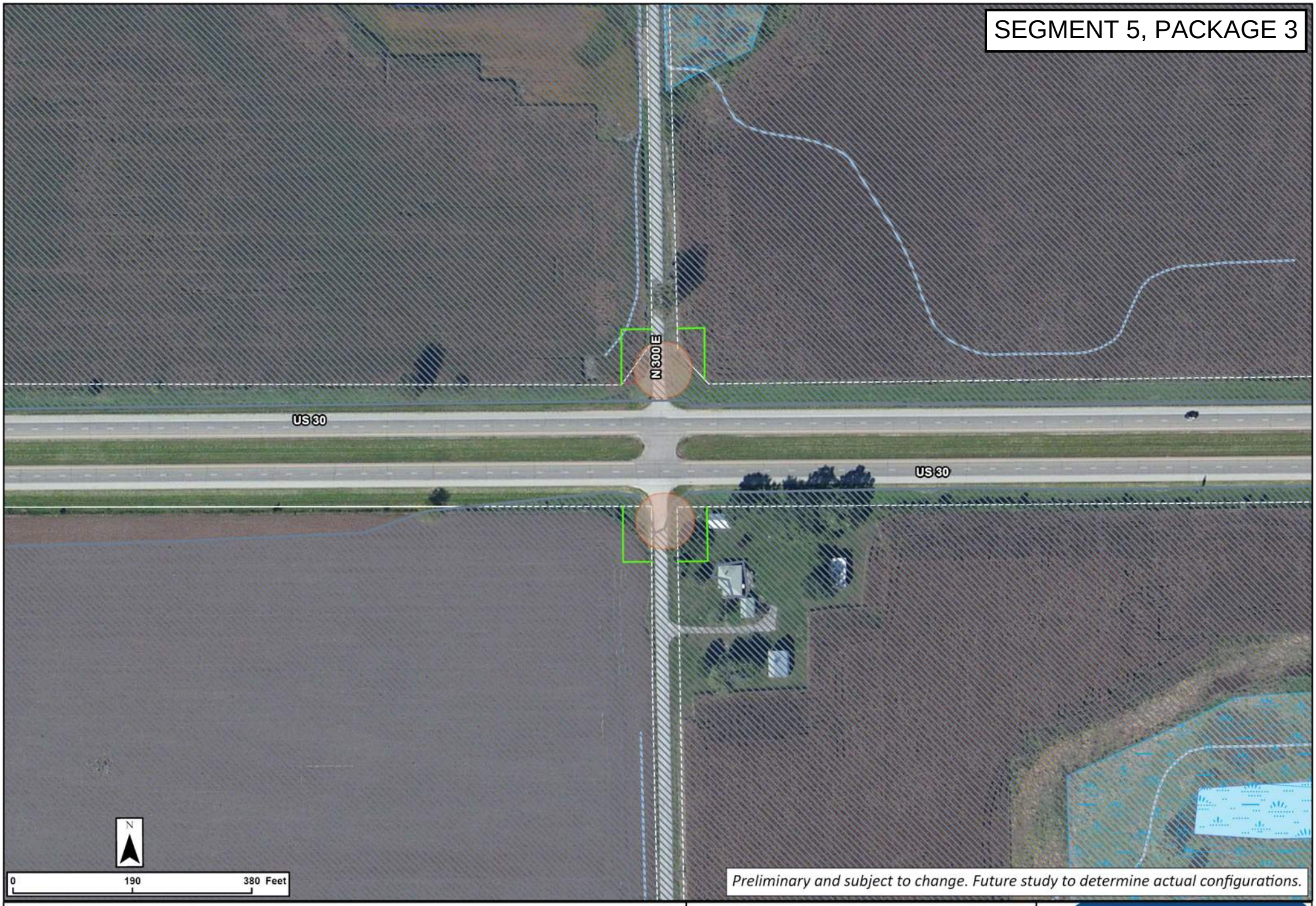
- Concept Footprint
- Railroad, In Service
- Landfill Boundaries
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and E Frontage Rd/Old US 30
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 5 Package 3



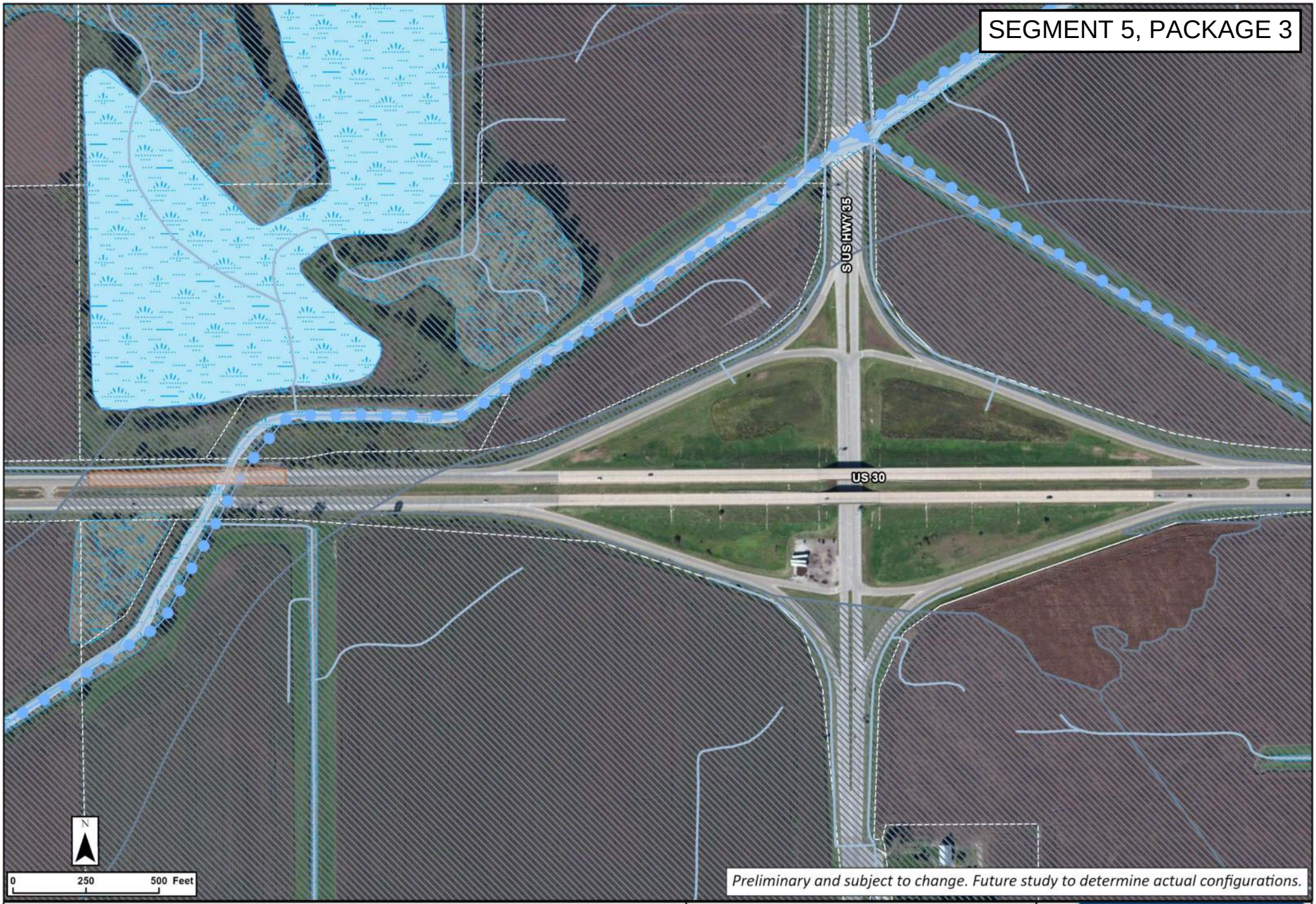
Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 300 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



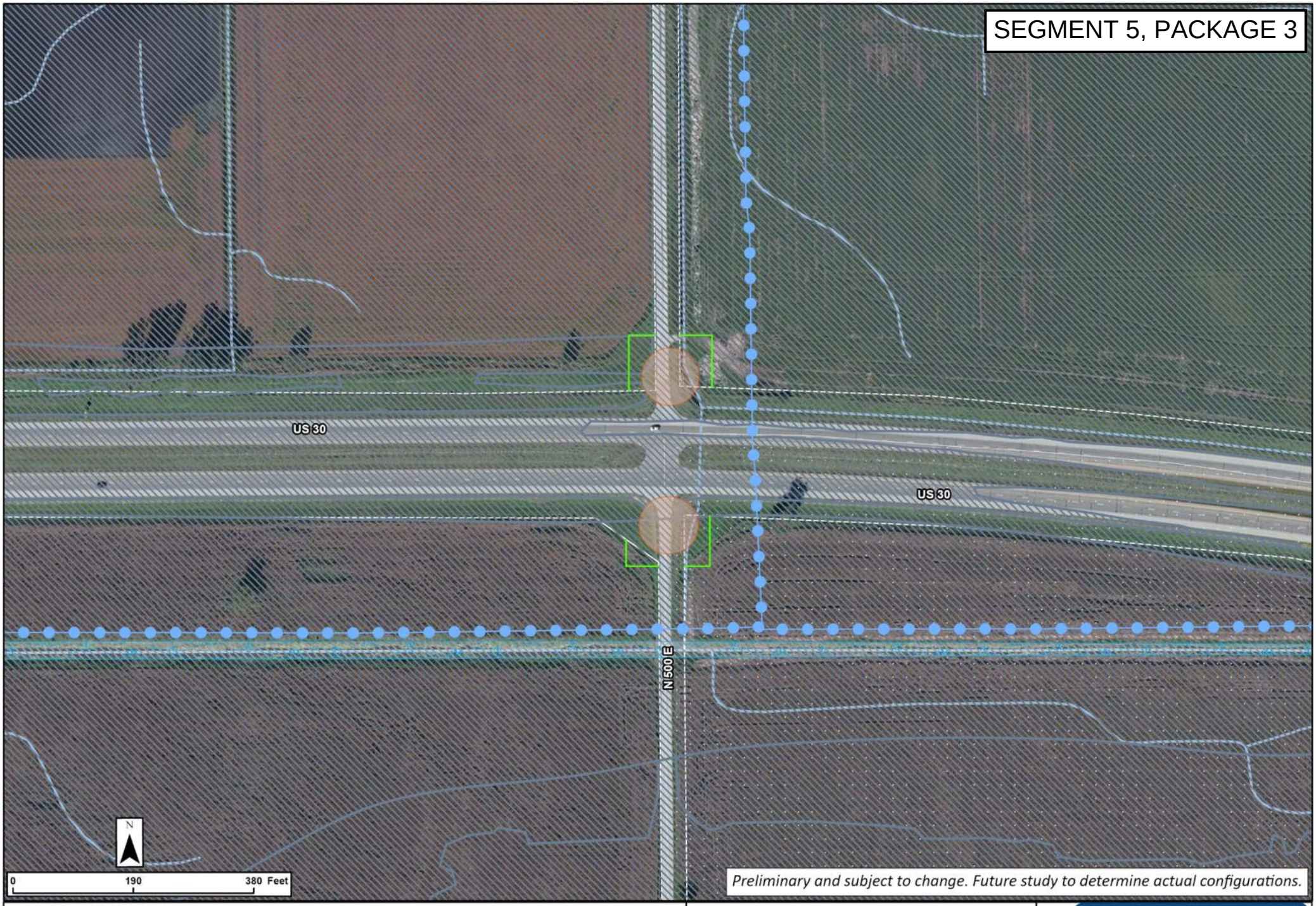
Legend

- Concept Footprint
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and US 35
Acceleration Lanes
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



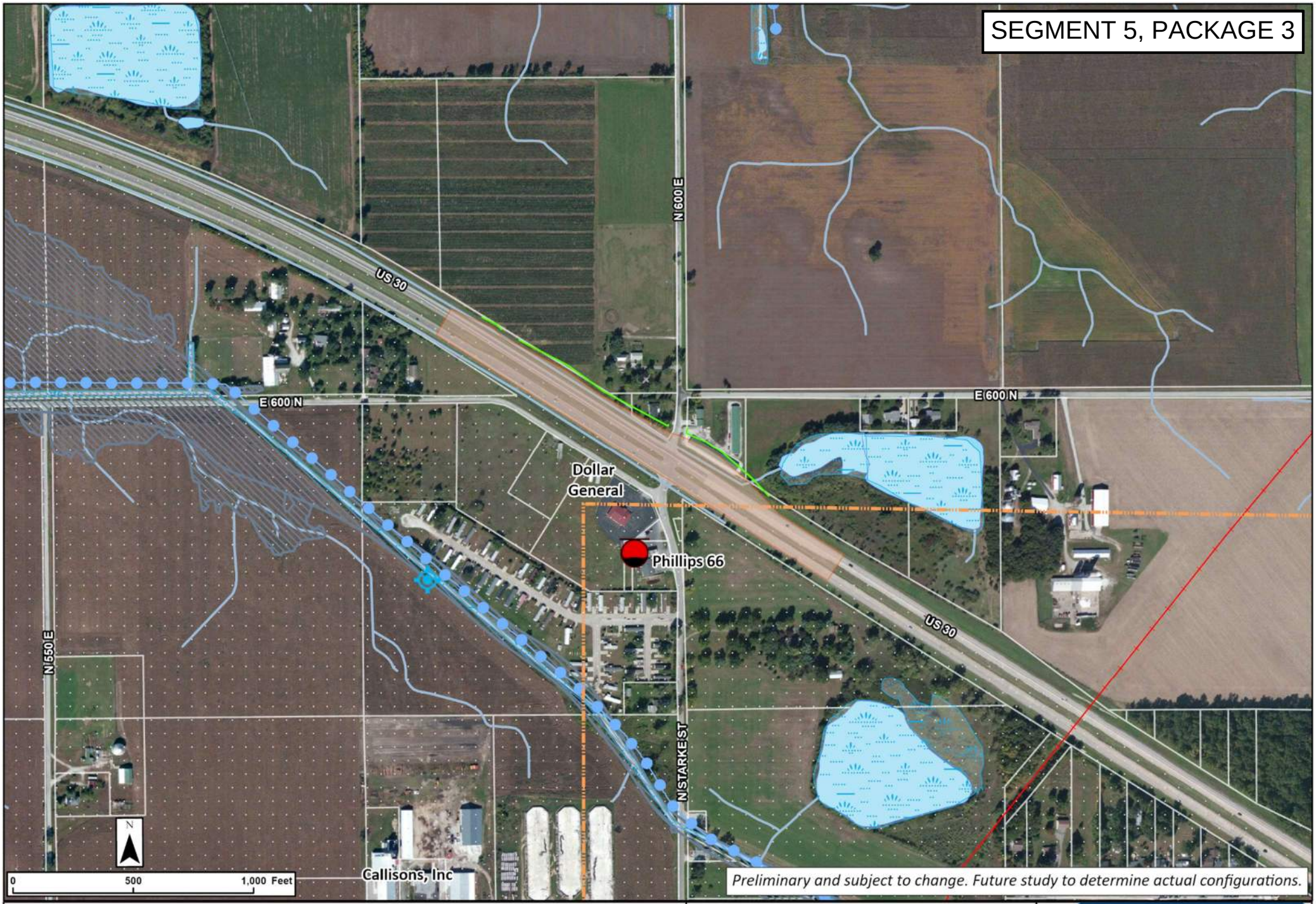
Legend

- Concept Footprint
- Potential New ROW
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and Starke CR 500 E
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

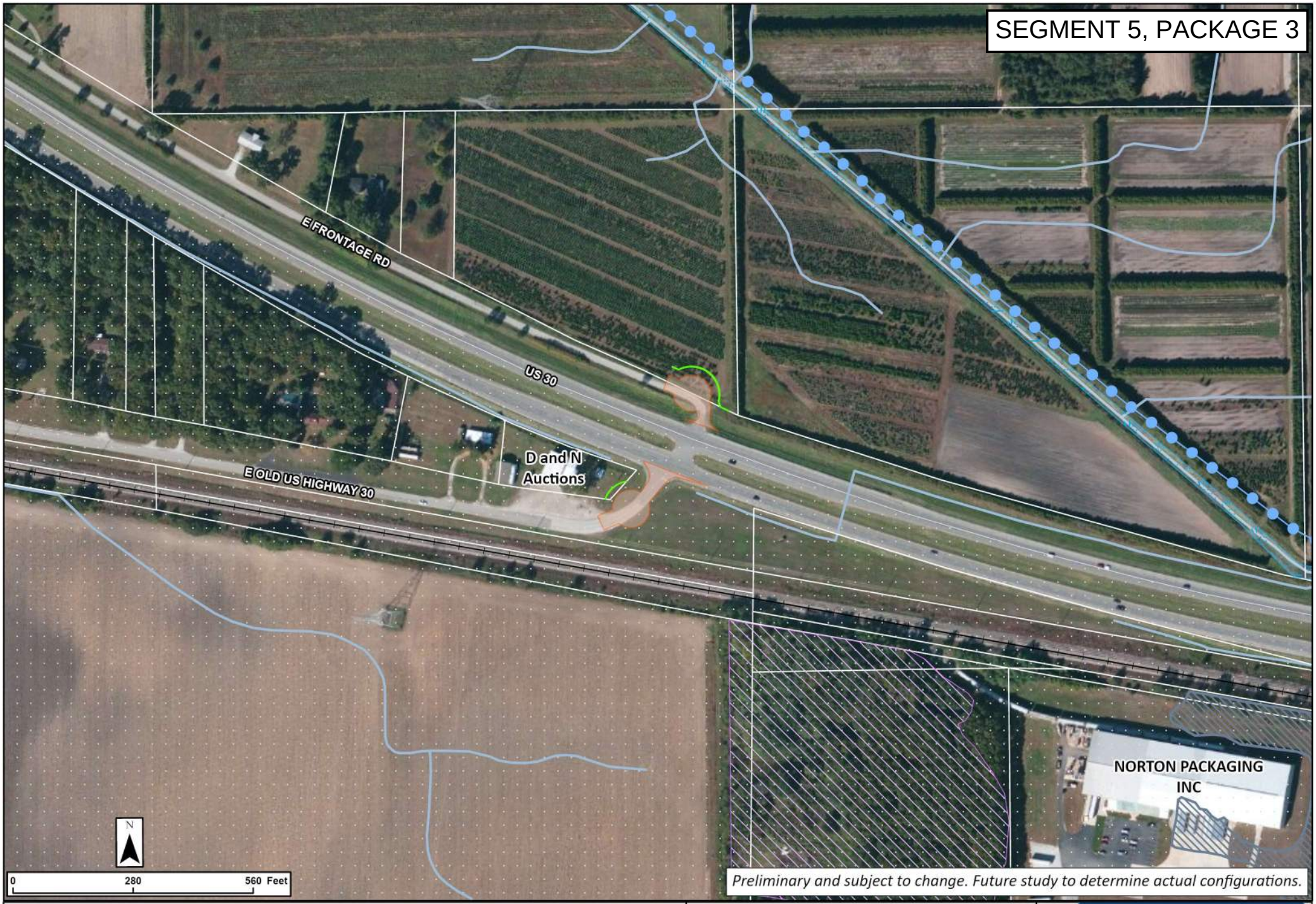
- Concept Footprint
- Potential New ROW
- Railroad, Abandoned
- LUST
- IHSSI Outstanding Notable Sites
- Sensitive Communities
- NPDES Pipe Locations
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream
- Pipeline

US 30 West

US 30 and Starke CR 600 E Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Landfill Boundaries
- Sensitive Communities
- Floodplain
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River

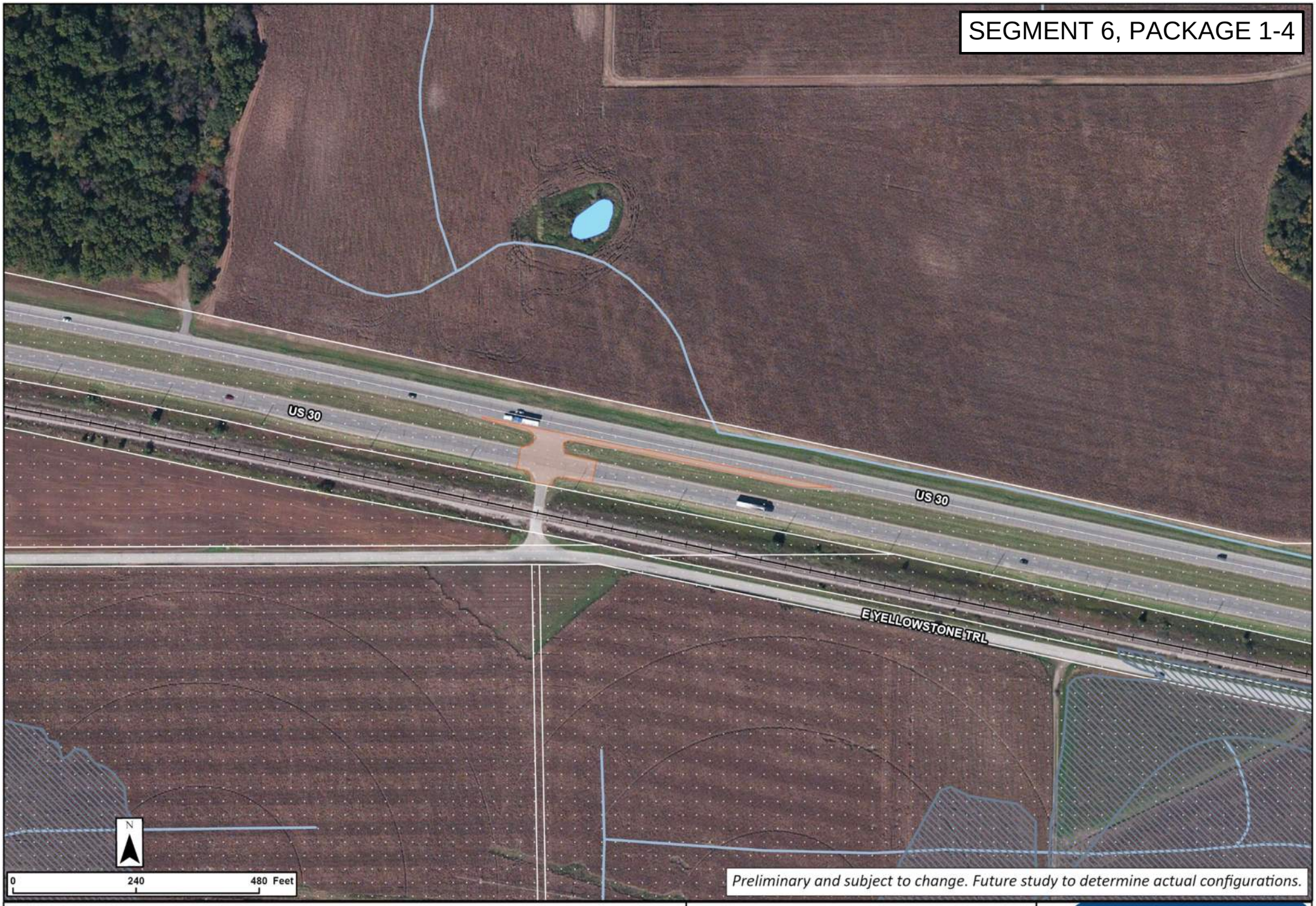
US 30 West

US 30 and E Frontage Rd/Old US 30 Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 6 Package 1



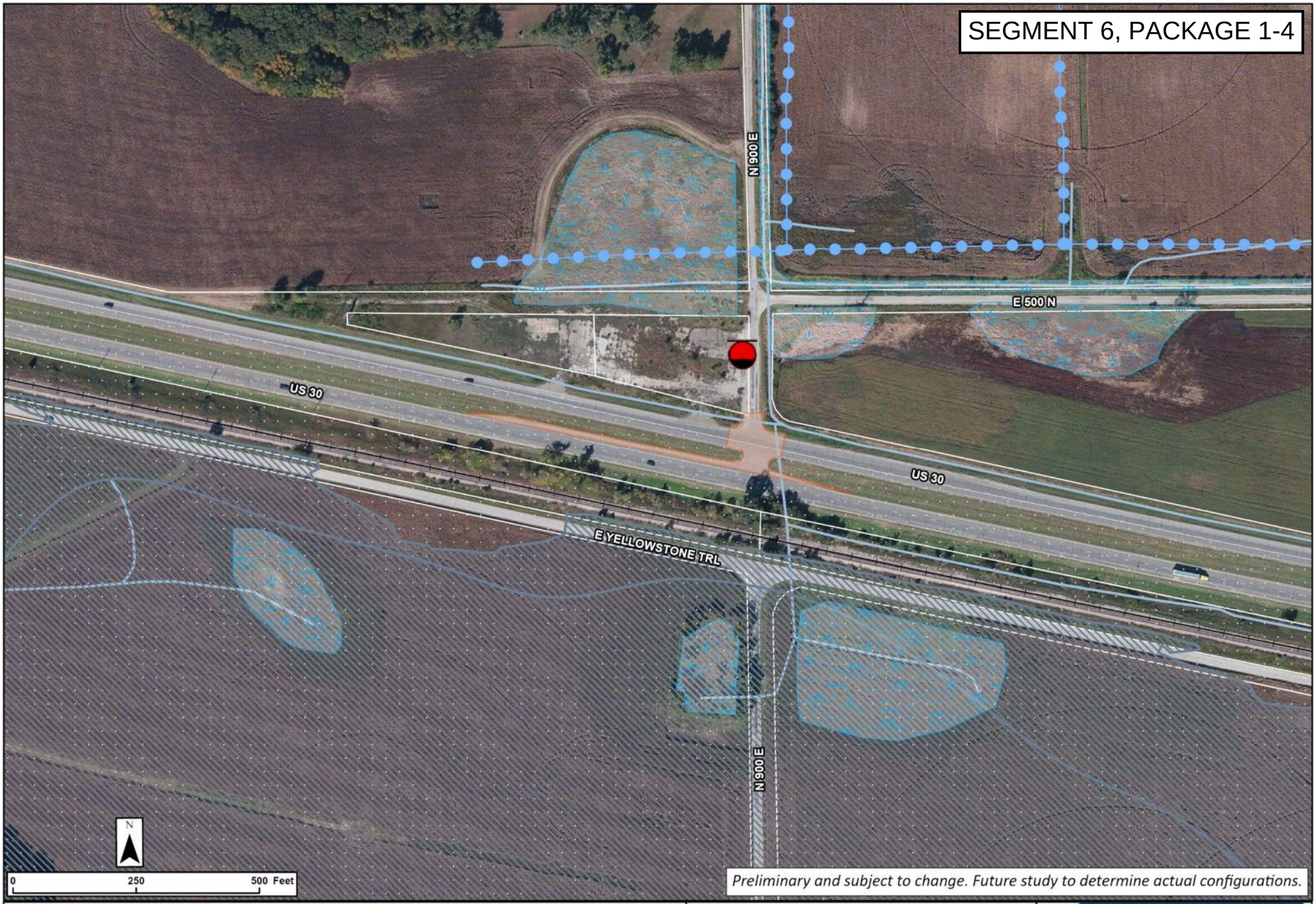
Legend

- Concept Footprint
- Railroad, In Service
- Stream / River
- Sensitive Communities
- Floodplain
- Lake / Pond

US 30 West

US 30 and Starke CR 500 N
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



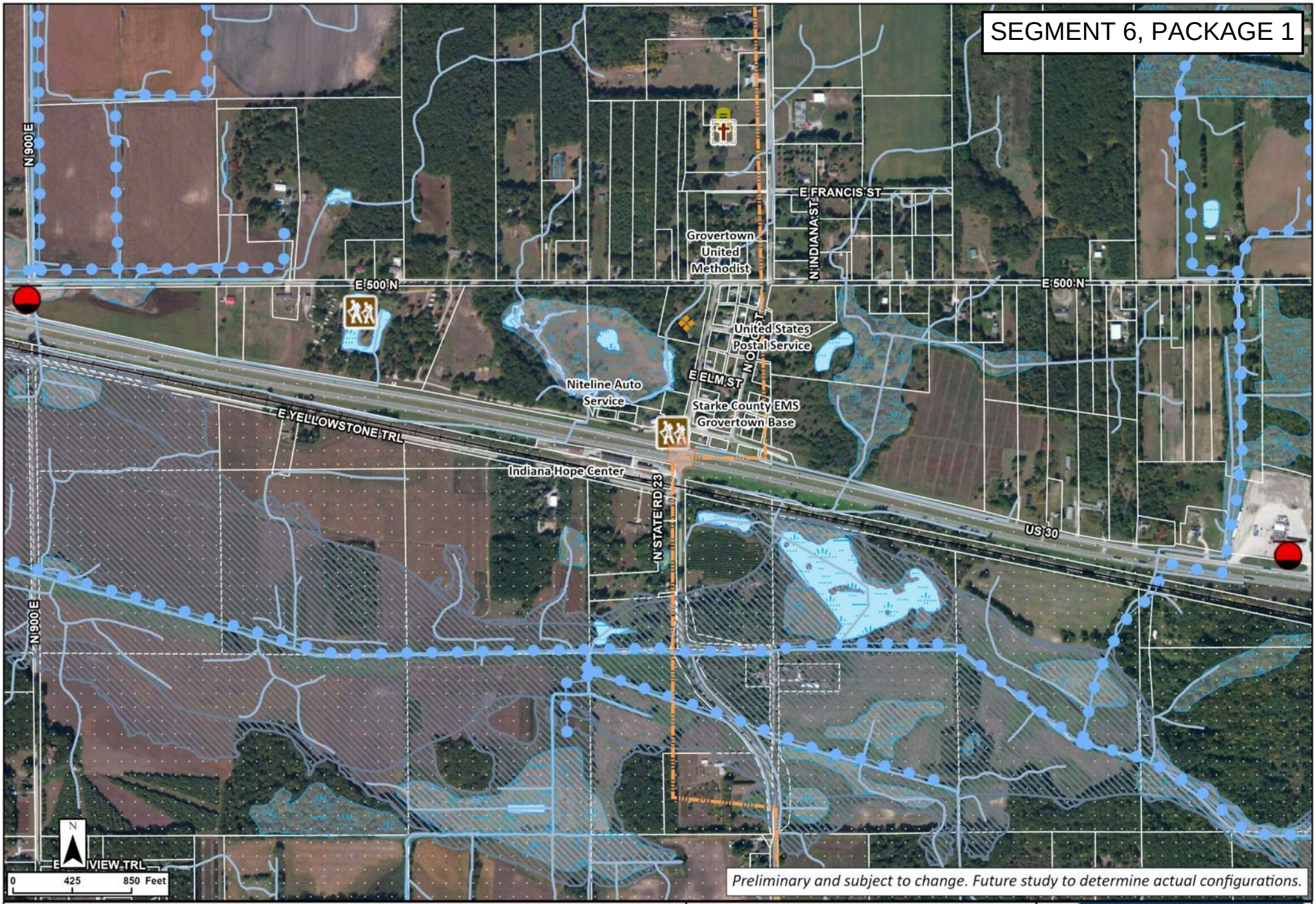
Legend

- Concept Footprint
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 900 E
Right-In Right-Out Intersection
Alternative

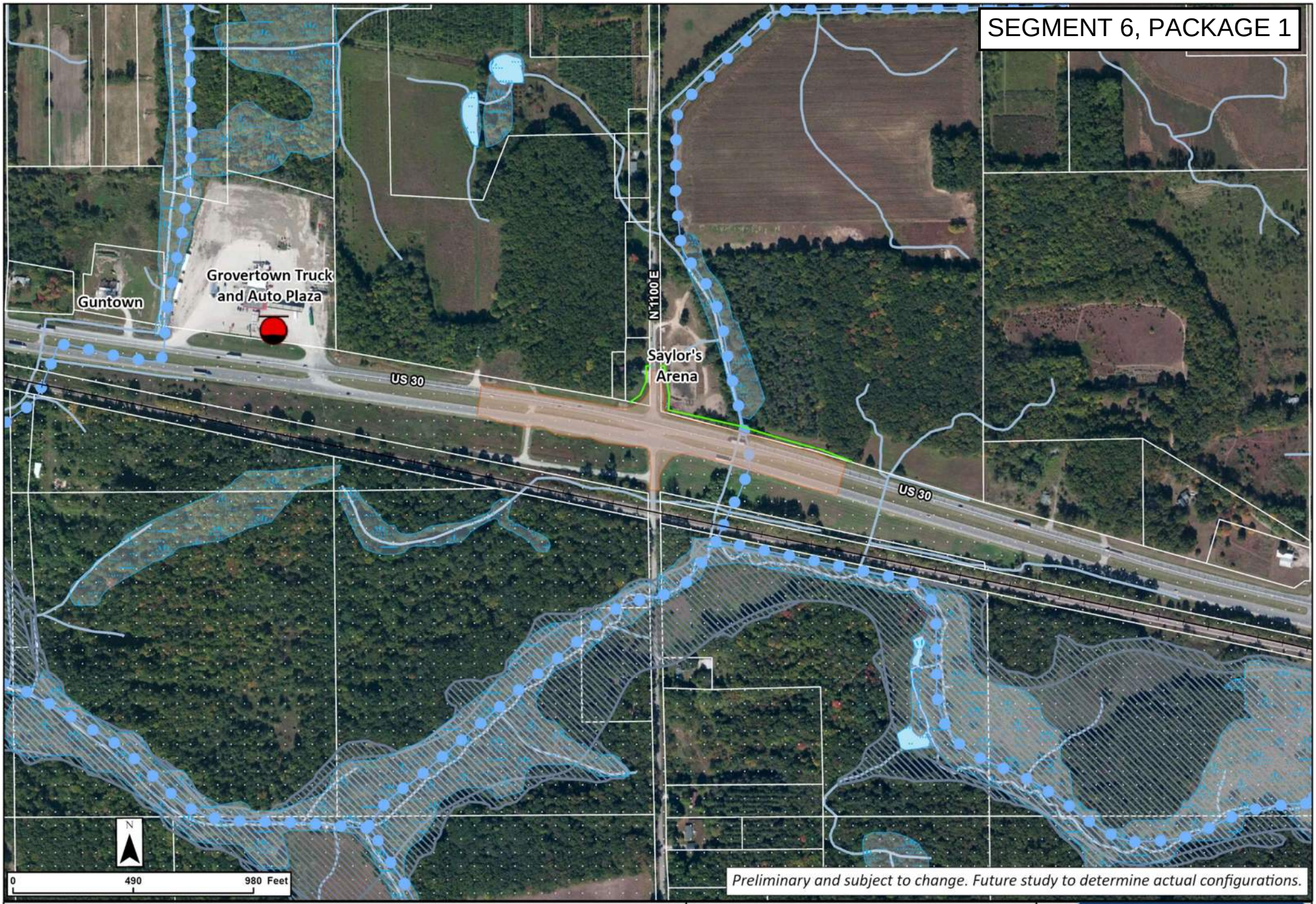
PROPEL US 30
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and SR 23/N 1000 E Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



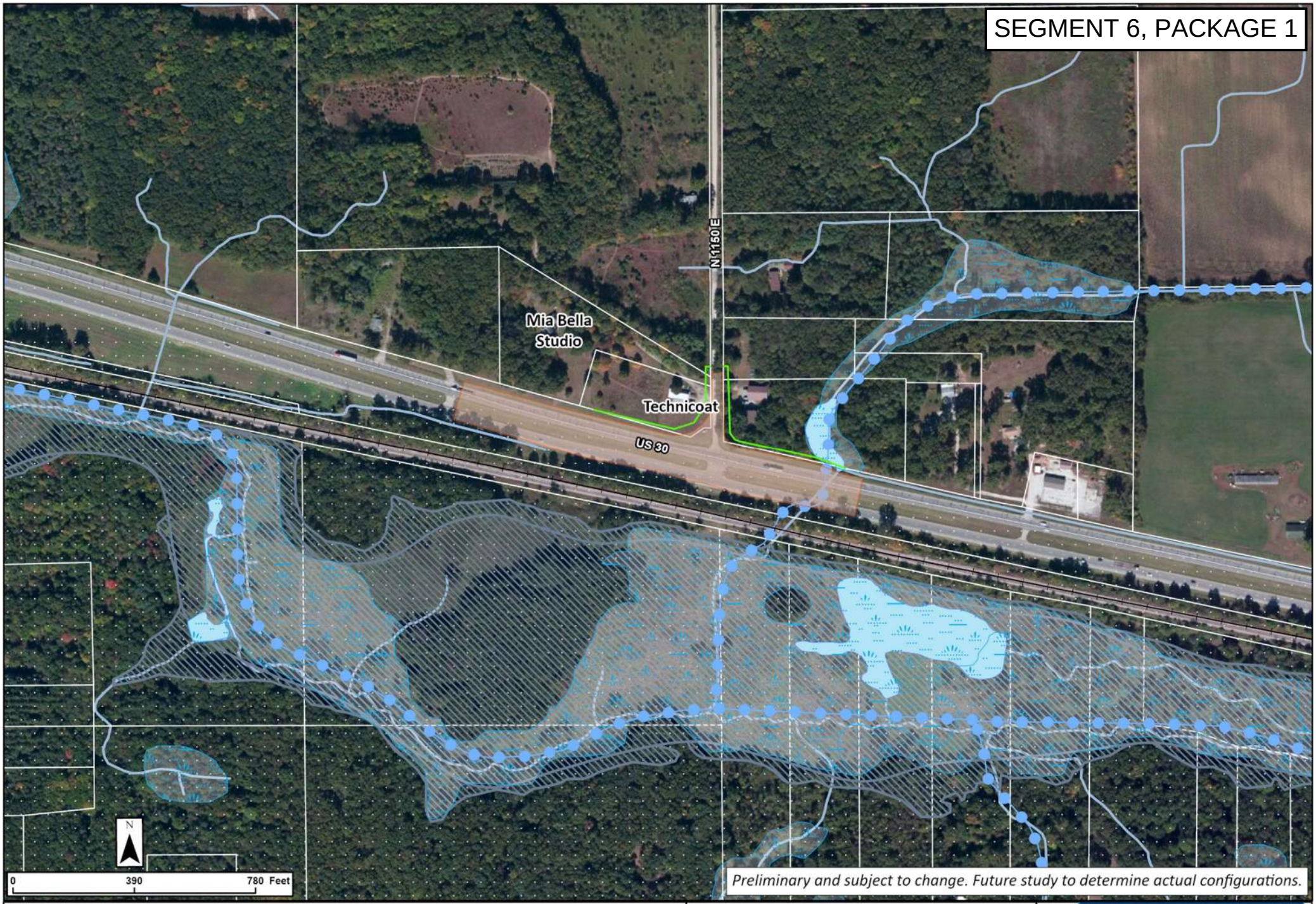
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Starke CR 1100 E
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain

US 30 West

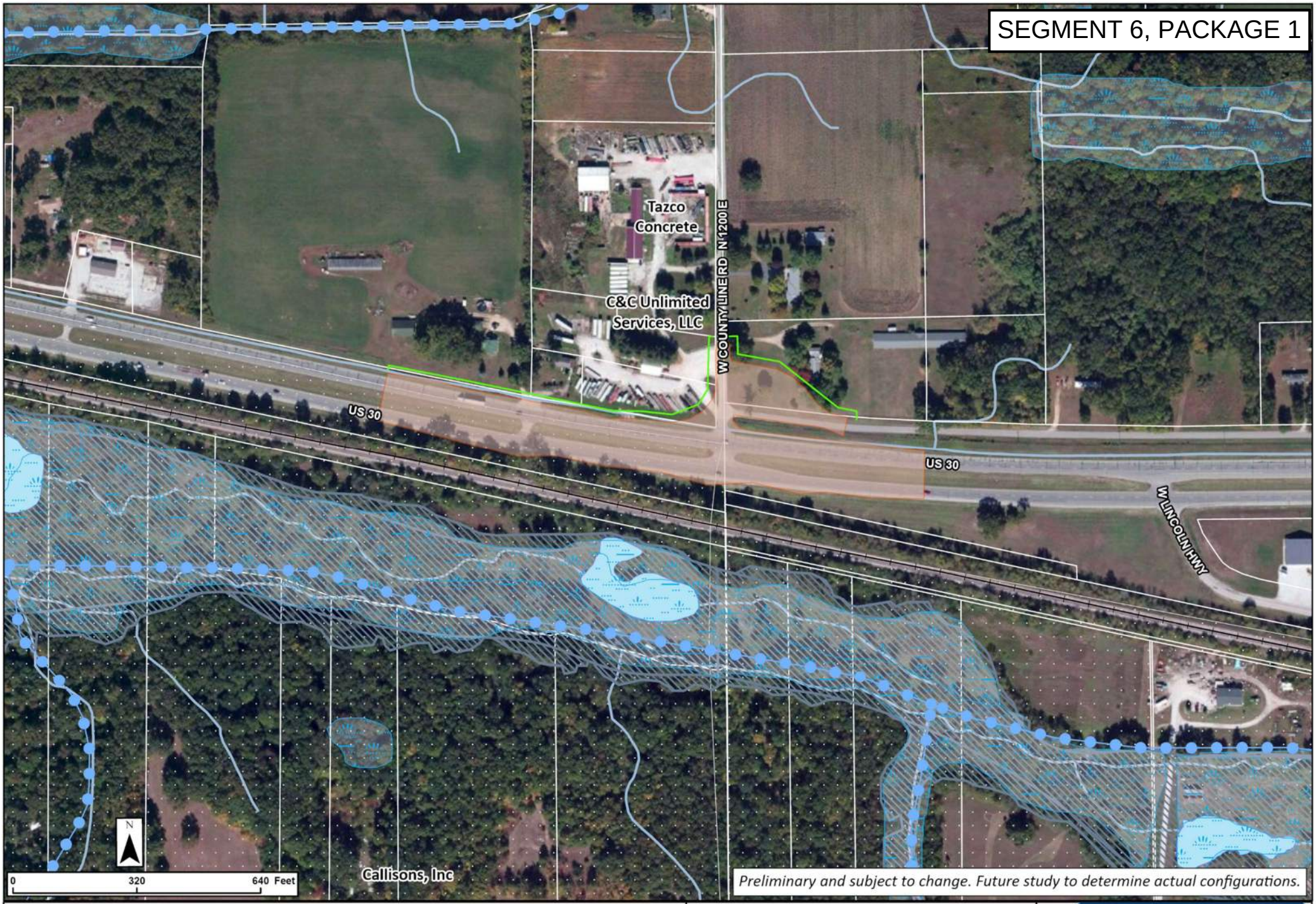
US 30 and Starke CR 1150 E

Directional

Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

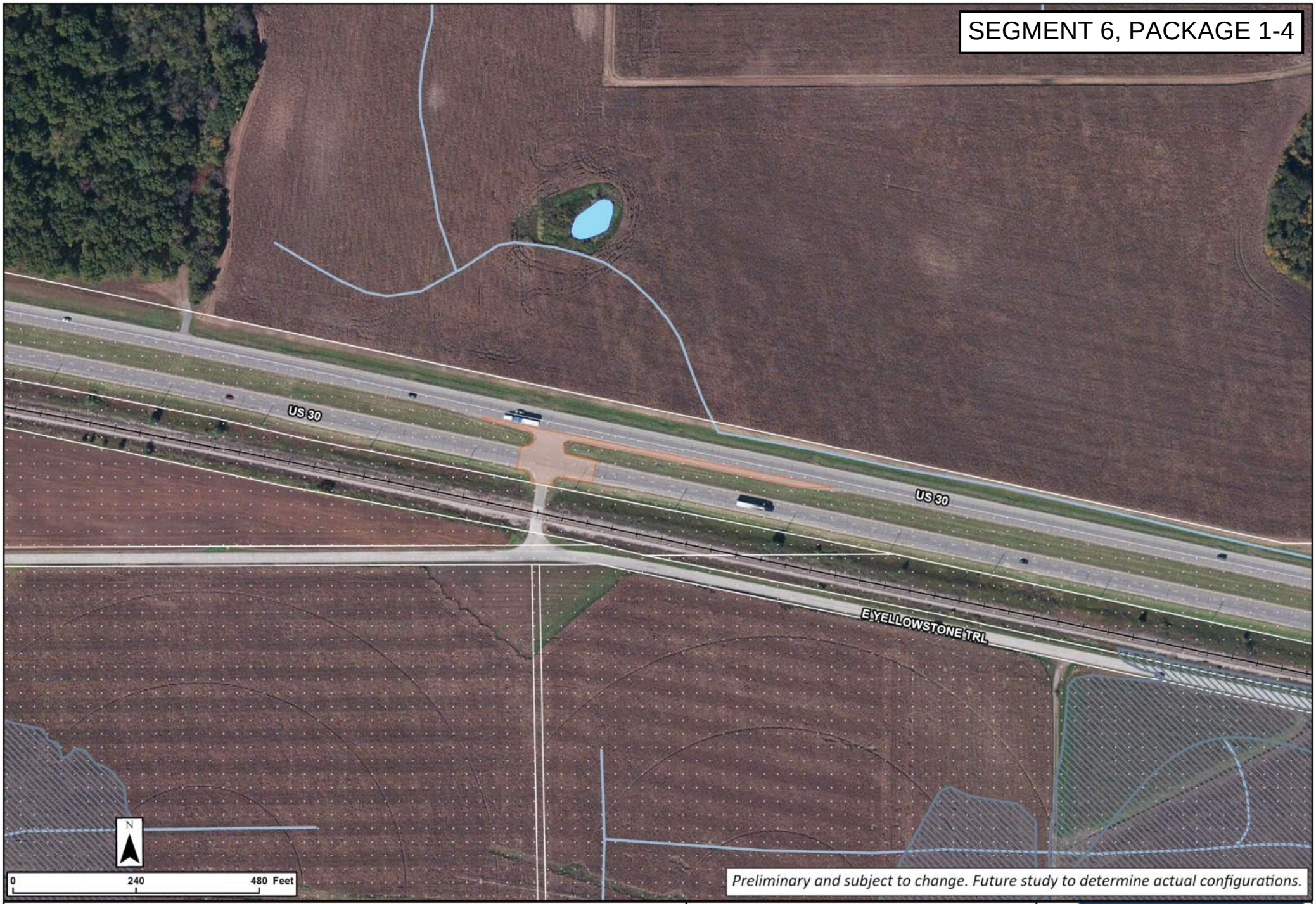
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Marshall County Line/Starke CR 1200 E Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 6 Package 2



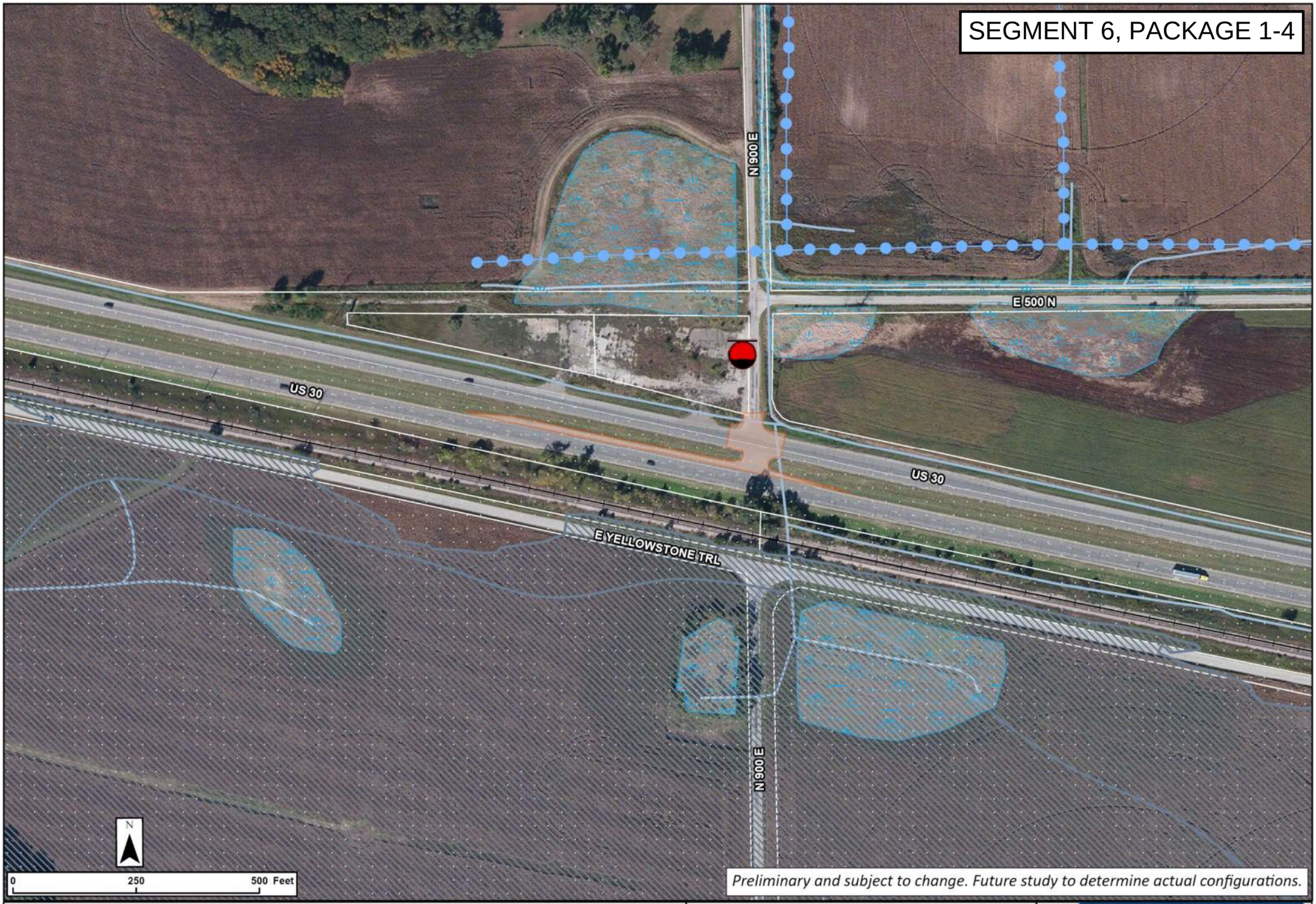
Legend

- Concept Footprint
- Railroad, In Service
- Stream / River
- Sensitive Communities
- Floodplain
- Lake / Pond

US 30 West

US 30 and Starke CR 500 N
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



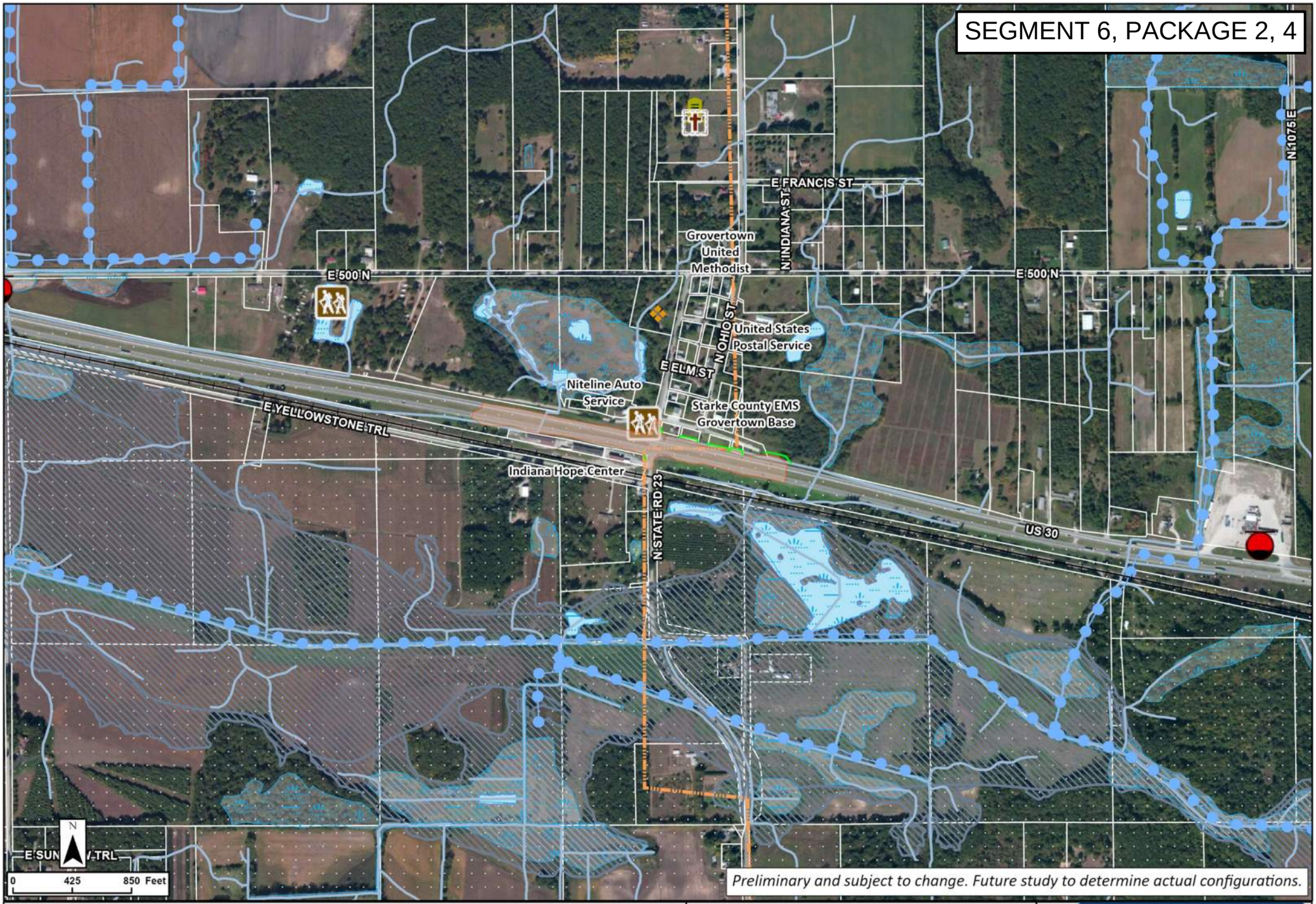
Legend

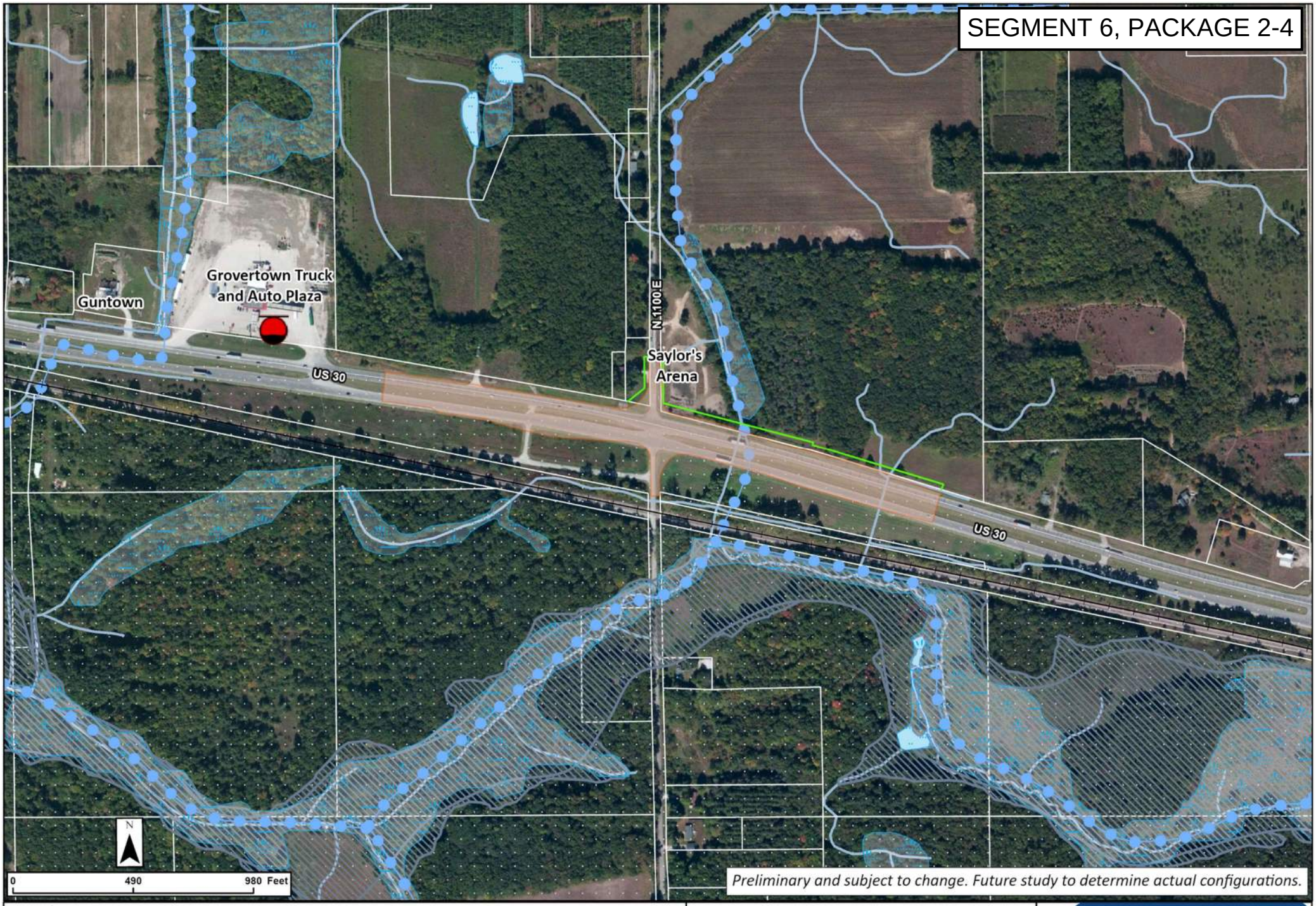
- Concept Footprint
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 900 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.


SEGMENT 6, PACKAGE 2, 4
E FRANCIS ST
N INDIANA ST
N 1075 E
Grovertown United Methodist
E 500 N
E 500 N
N OHIO ST
United States Postal Service
E ELM ST
Niteline Auto Service
Starke County EMS Grovertown Base
E YELLOWSTONE TRL
Indiana Hope Center
N STATE RD 23
US 30
N
0 425 850 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Cemeteries
Recreational Facility
Railroad, In Service
LUST
IHSSI Outstanding Notable Sites
IHBBC Cemetery
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Lake / Pond
Floodplain
Stream / River
Pipeline
US 30 West
US 30 and SR 23/N 1000 E
Reduced Conflict
Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



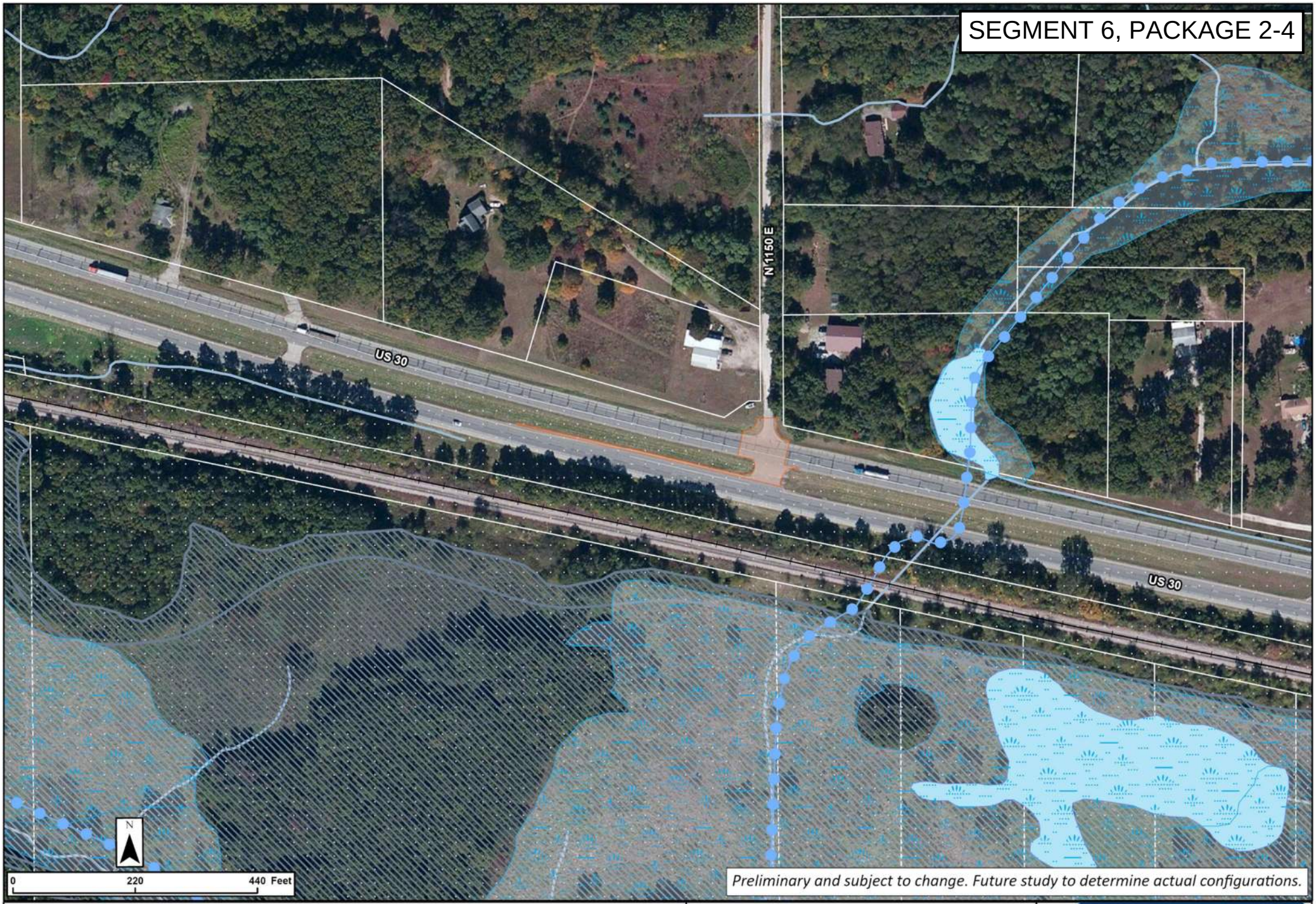
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Starke CR 1100 E
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



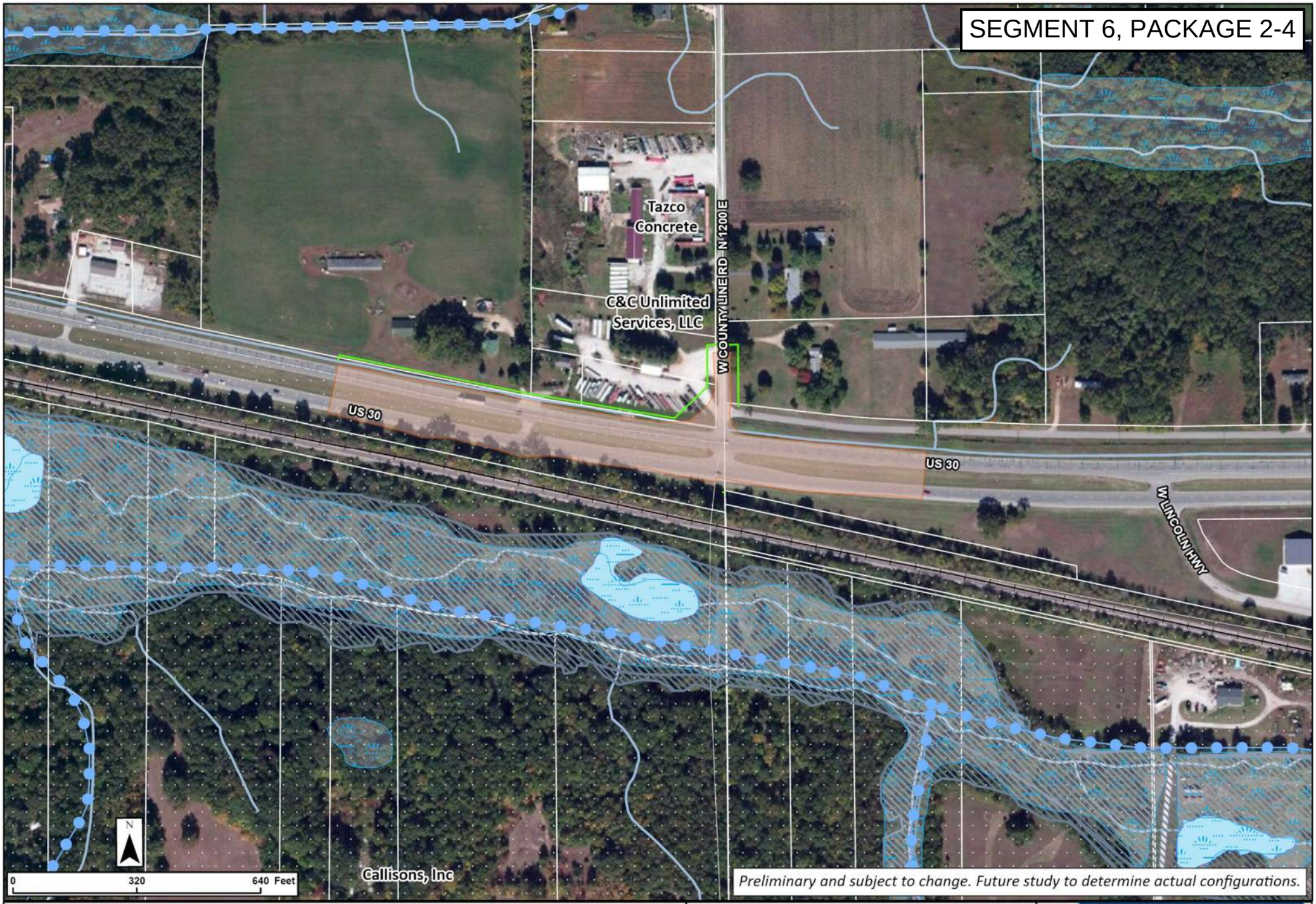
Legend

- Concept Footprint
- Stream / River
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Sensitive Communities

US 30 West

US 30 and Starke CR 1150 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

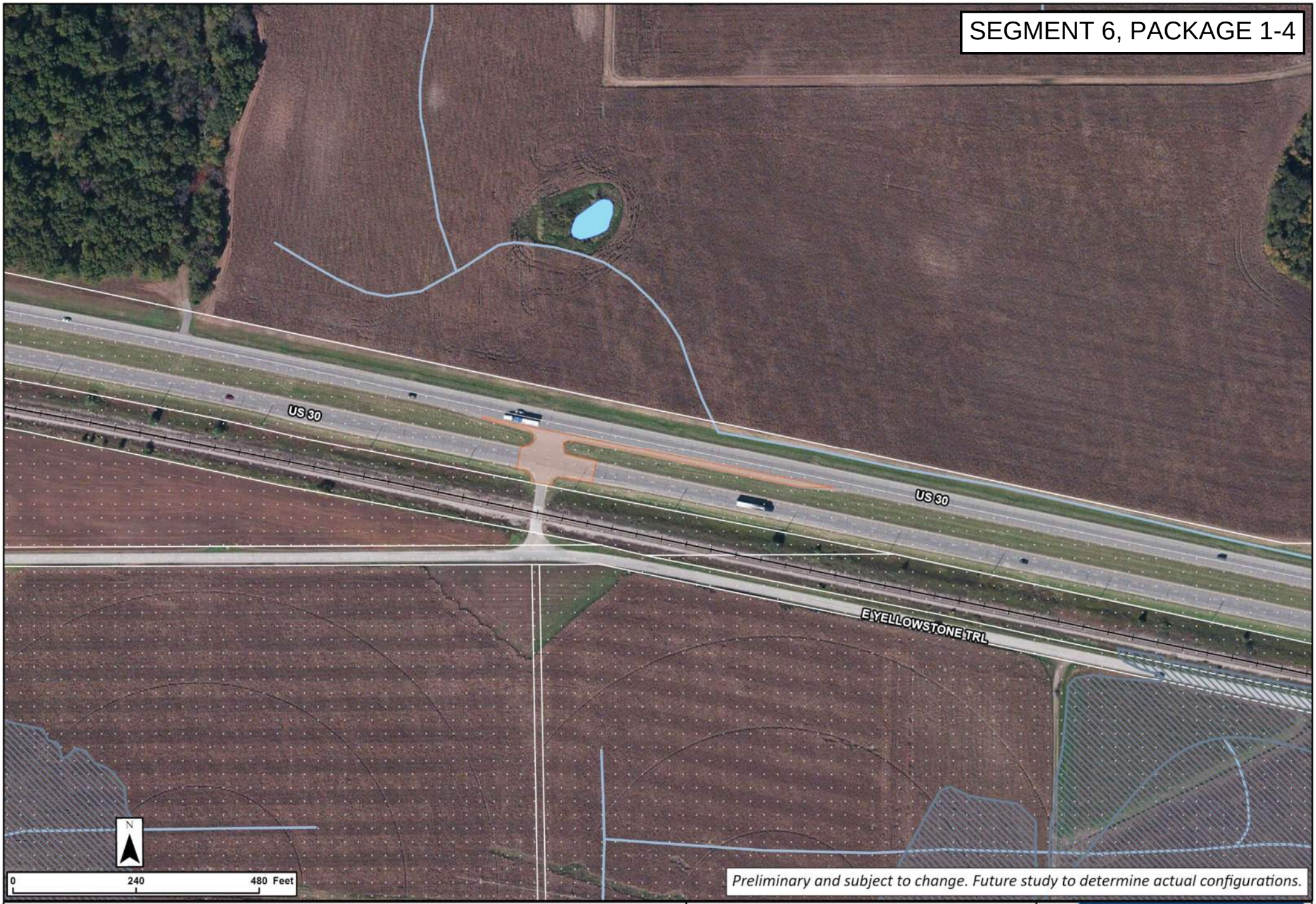
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Marshall County Line/Starke CR 1200 E Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 6 Package 3



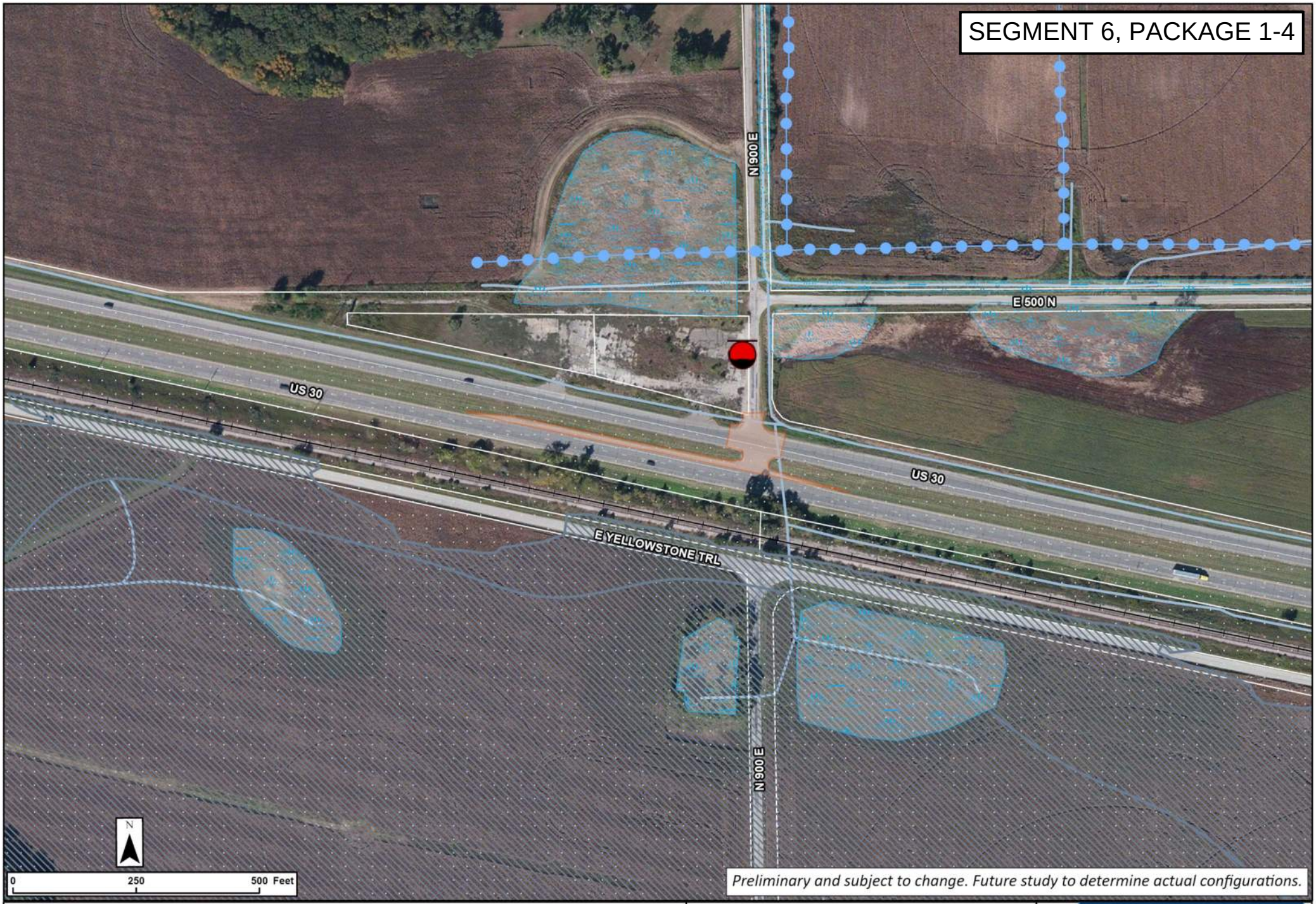
Legend

- Concept Footprint
- Railroad, In Service
- Stream / River
- Sensitive Communities
- Floodplain
- Lake / Pond

US 30 West

US 30 and Starke CR 500 N
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



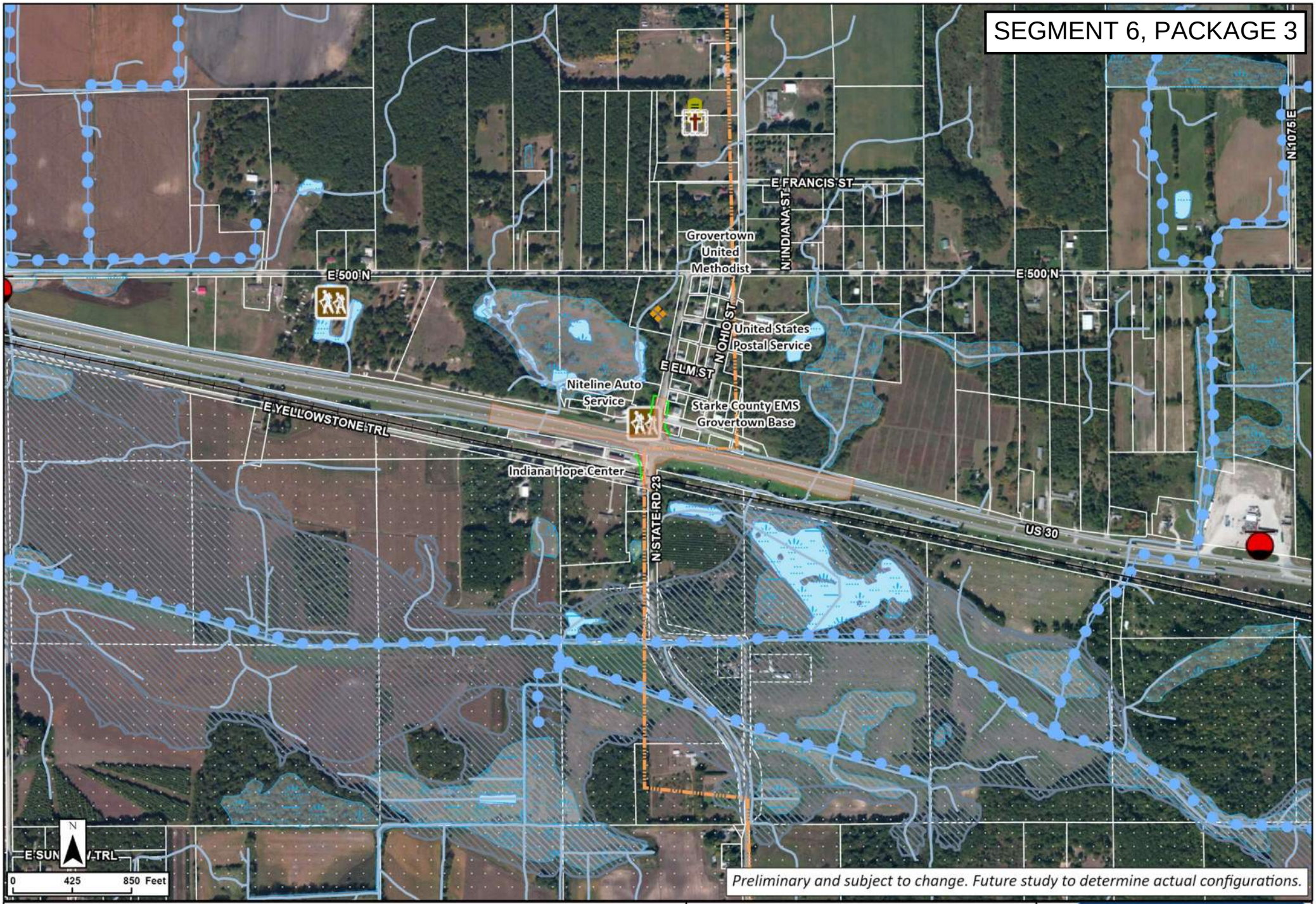
Legend

- Concept Footprint
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 900 E
Right-In Right-Out Intersection
Alternative

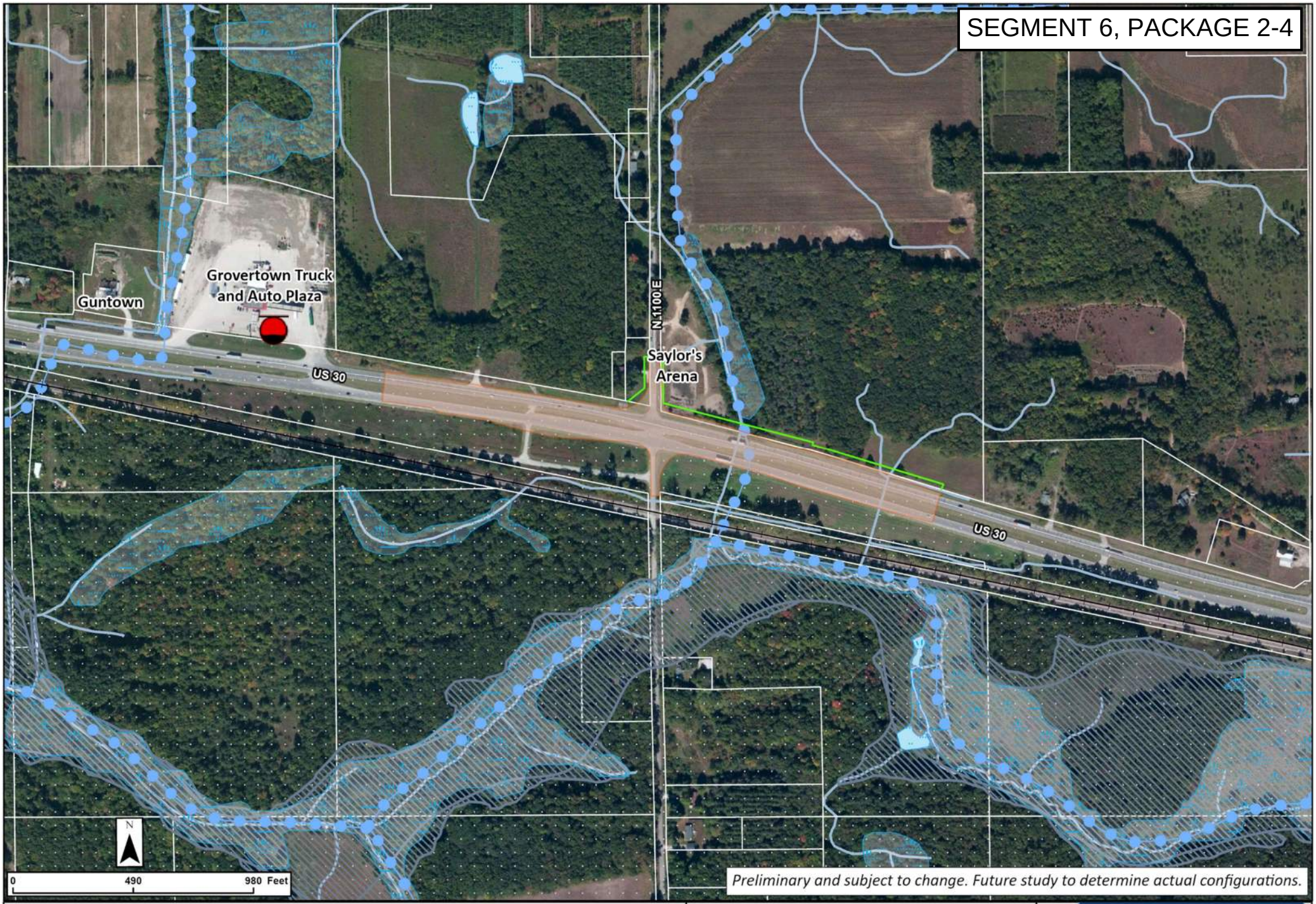
PROPEL US 30
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and SR 23/N 1000 E
Roundabout Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



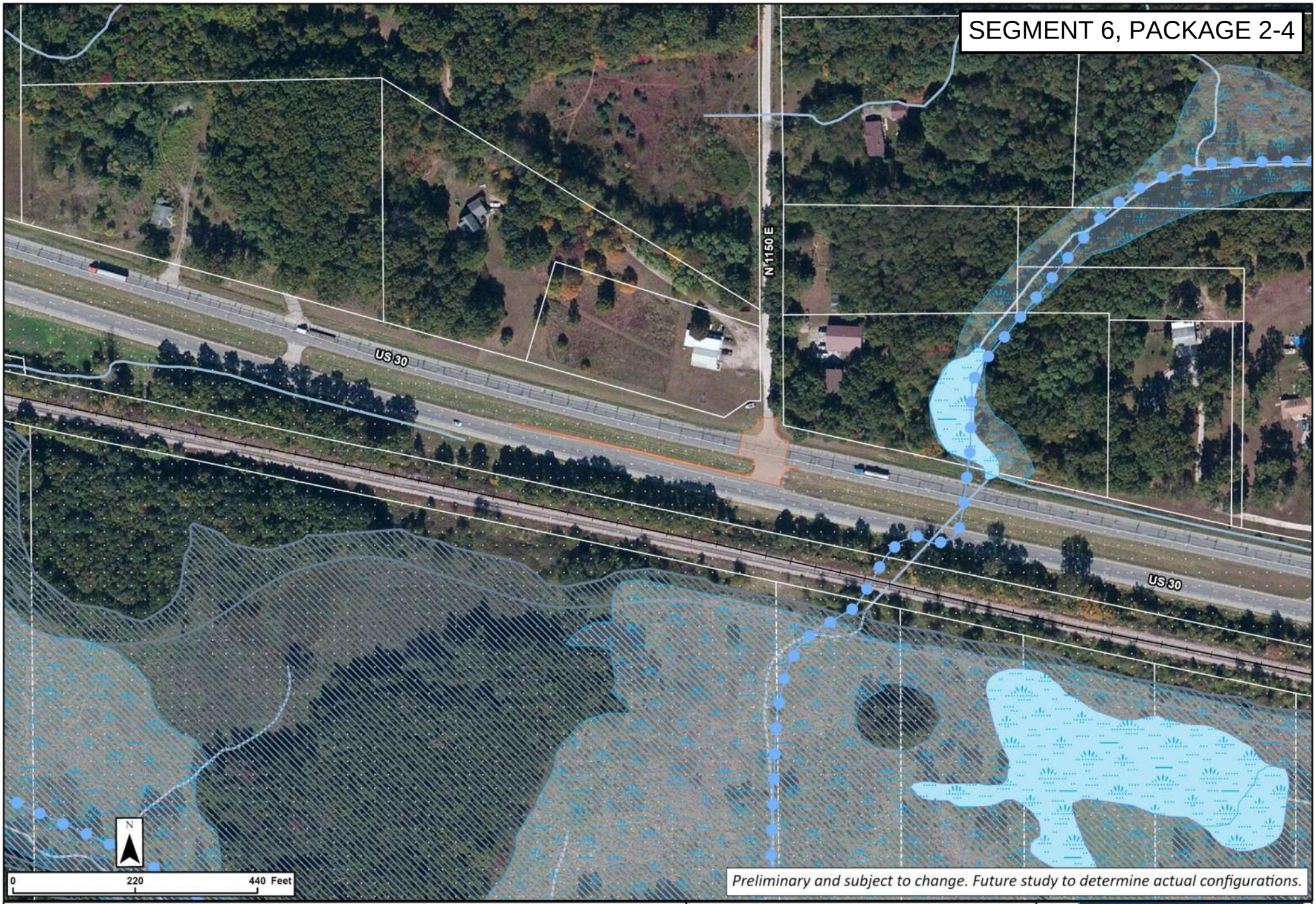
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Starke CR 1100 E
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



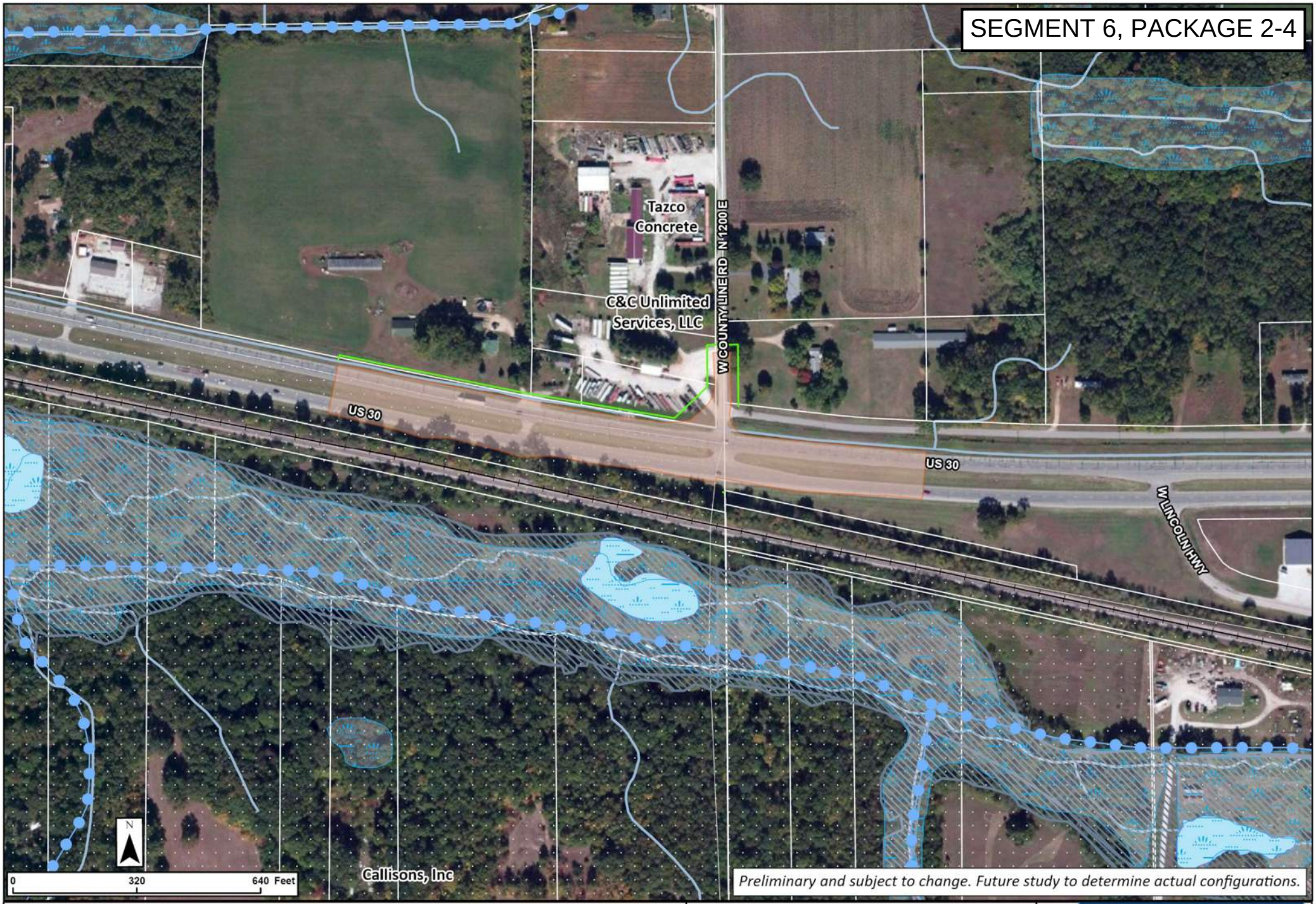
Legend

- Concept Footprint
- Stream / River
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Sensitive Communities

US 30 West

US 30 and Starke CR 1150 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

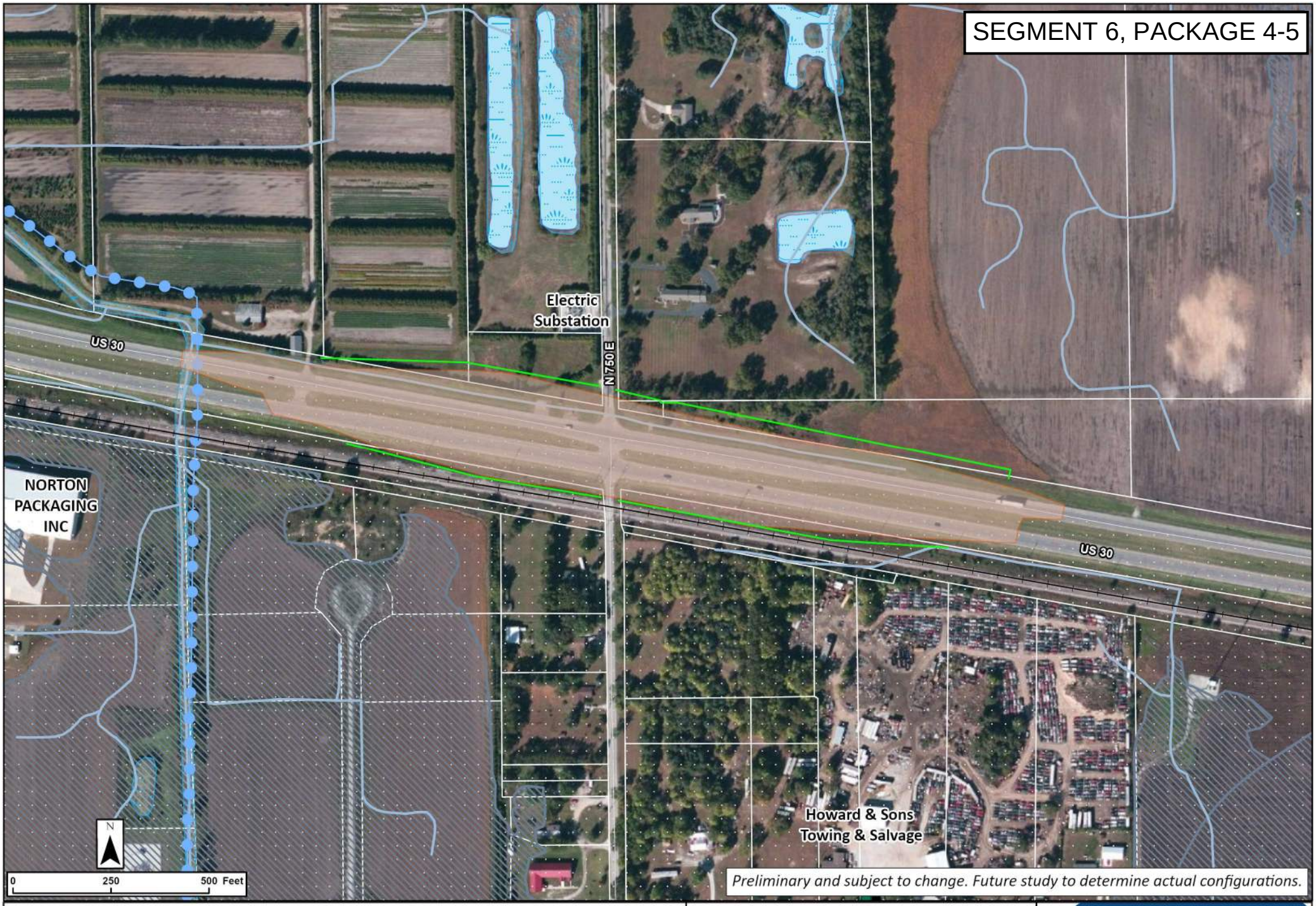
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Marshall County Line/Starke CR 1200 E Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 6 Package 4



Legend

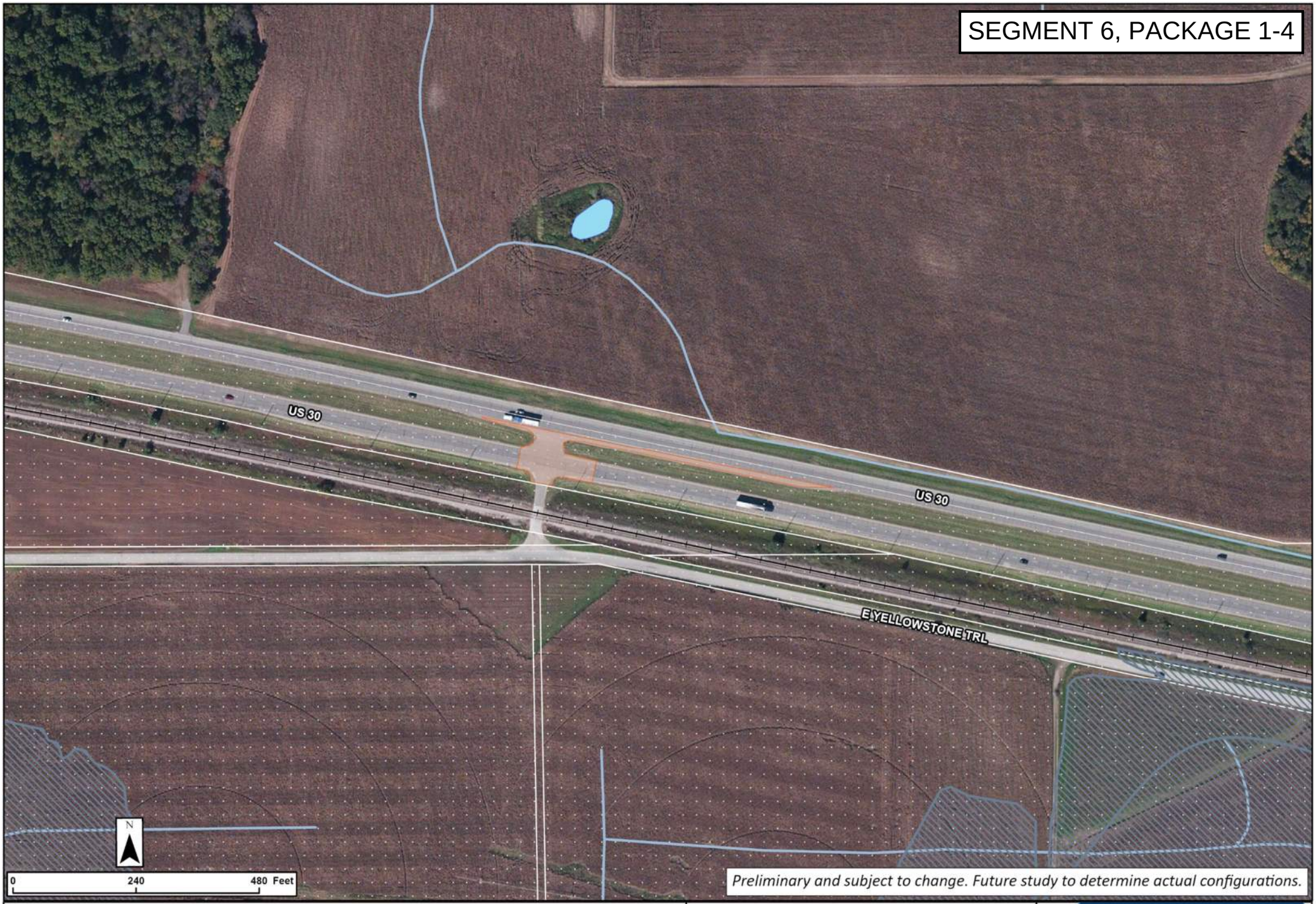
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Starke CR 750 E Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



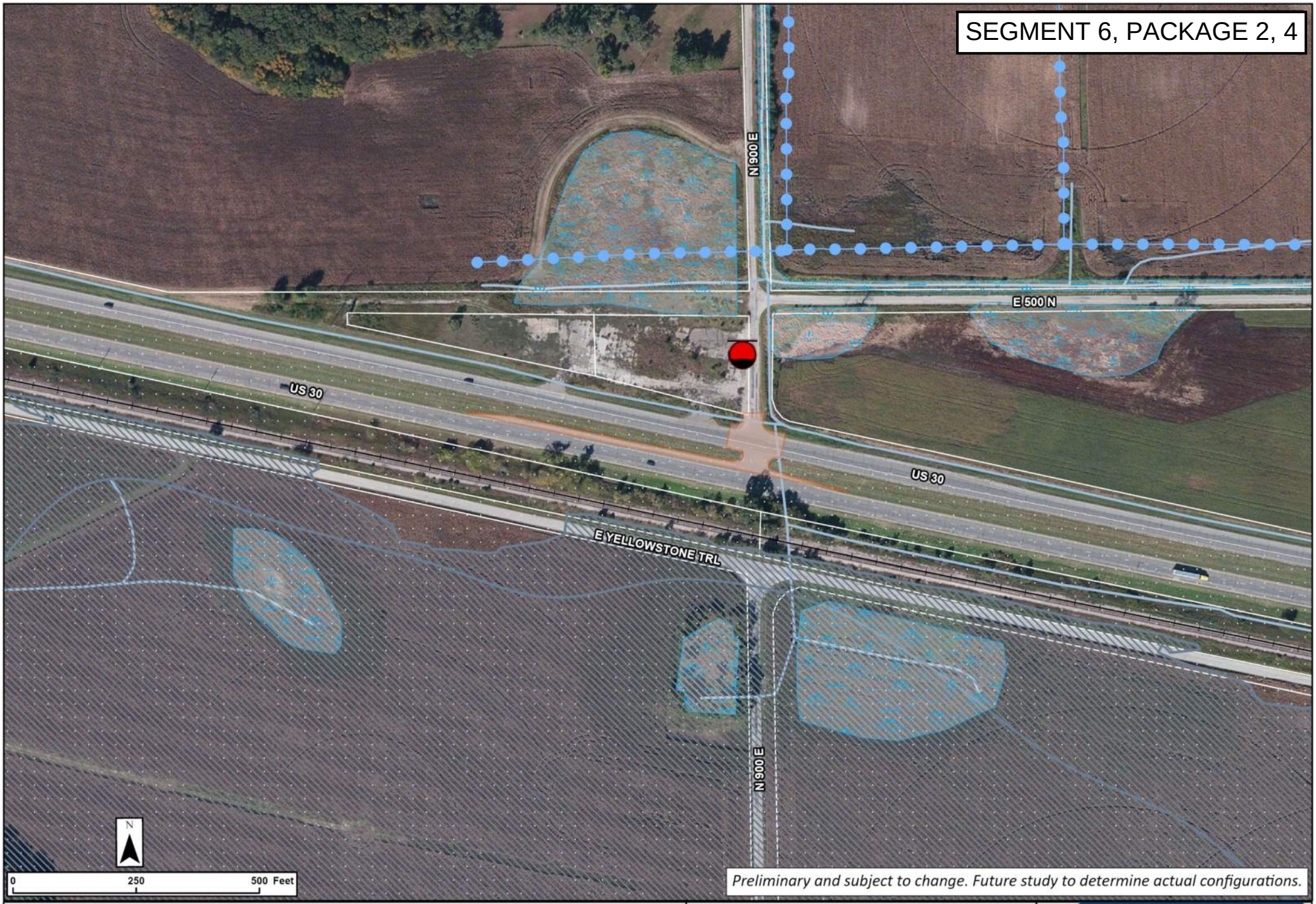
Legend

- Concept Footprint
- Railroad, In Service
- Stream / River
- Sensitive Communities
- Floodplain
- Lake / Pond

US 30 West

US 30 and Starke CR 500 N
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



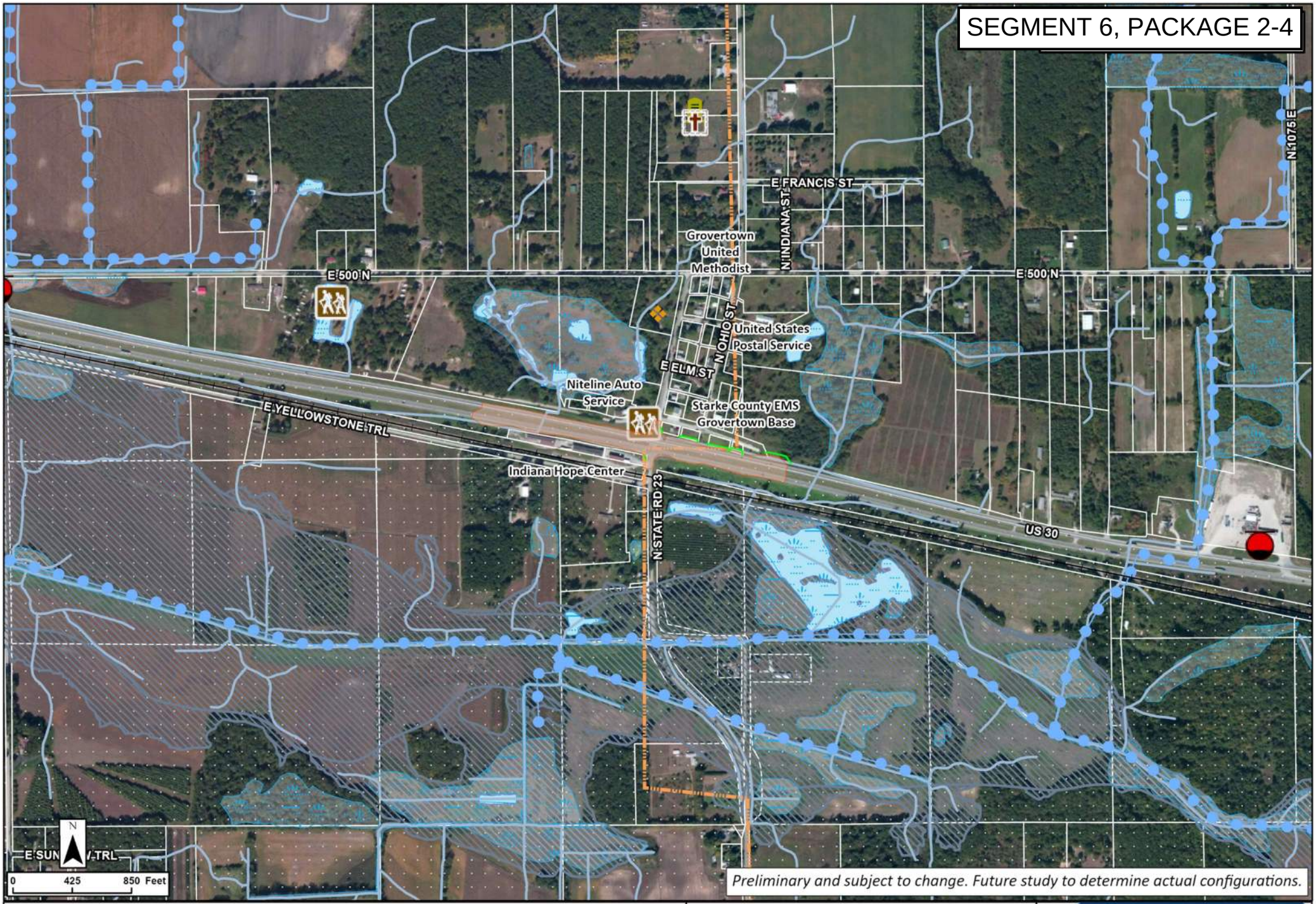
Legend

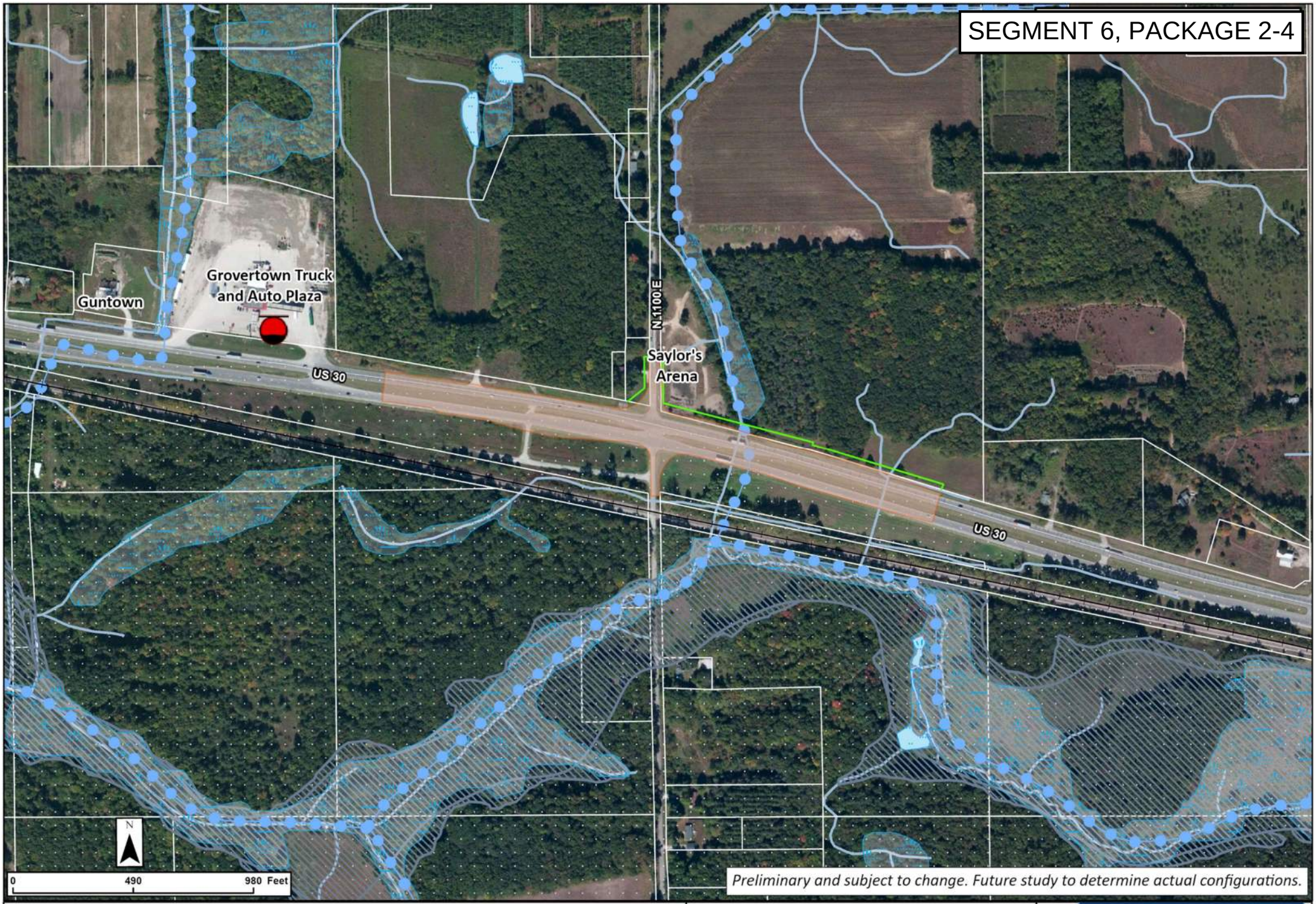
- Concept Footprint
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 900 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.


SEGMENT 6, PACKAGE 2-4
E FRANCIS ST
N INDIANA ST
N 1075 E
Grovertown United Methodist
E 500 N
E 500 N
N OHIO ST
United States Postal Service
E ELM ST
Niteline Auto Service
Starke County EMS Grovertown Base
E YELLOWSTONE TRL
Indiana Hope Center
N STATE RD 23
US 30
N
0 425 850 Feet
Preliminary and subject to change. Future study to determine actual configurations.
Legend
Concept Footprint
Potential New ROW
Cemeteries
Recreational Facility
Railroad, In Service
LUST
IHSSI Outstanding Notable Sites
IHBBC Cemetery
Sensitive Communities
Impaired Stream/Lake
NWI Wetlands
Lake / Pond
Floodplain
Stream / River
Pipeline
US 30 West
US 30 and SR 23/N 1000 E
Reduced Conflict
Intersection Alternative
PROPEL
Smarter Transportation. Stronger Communities.
US 30



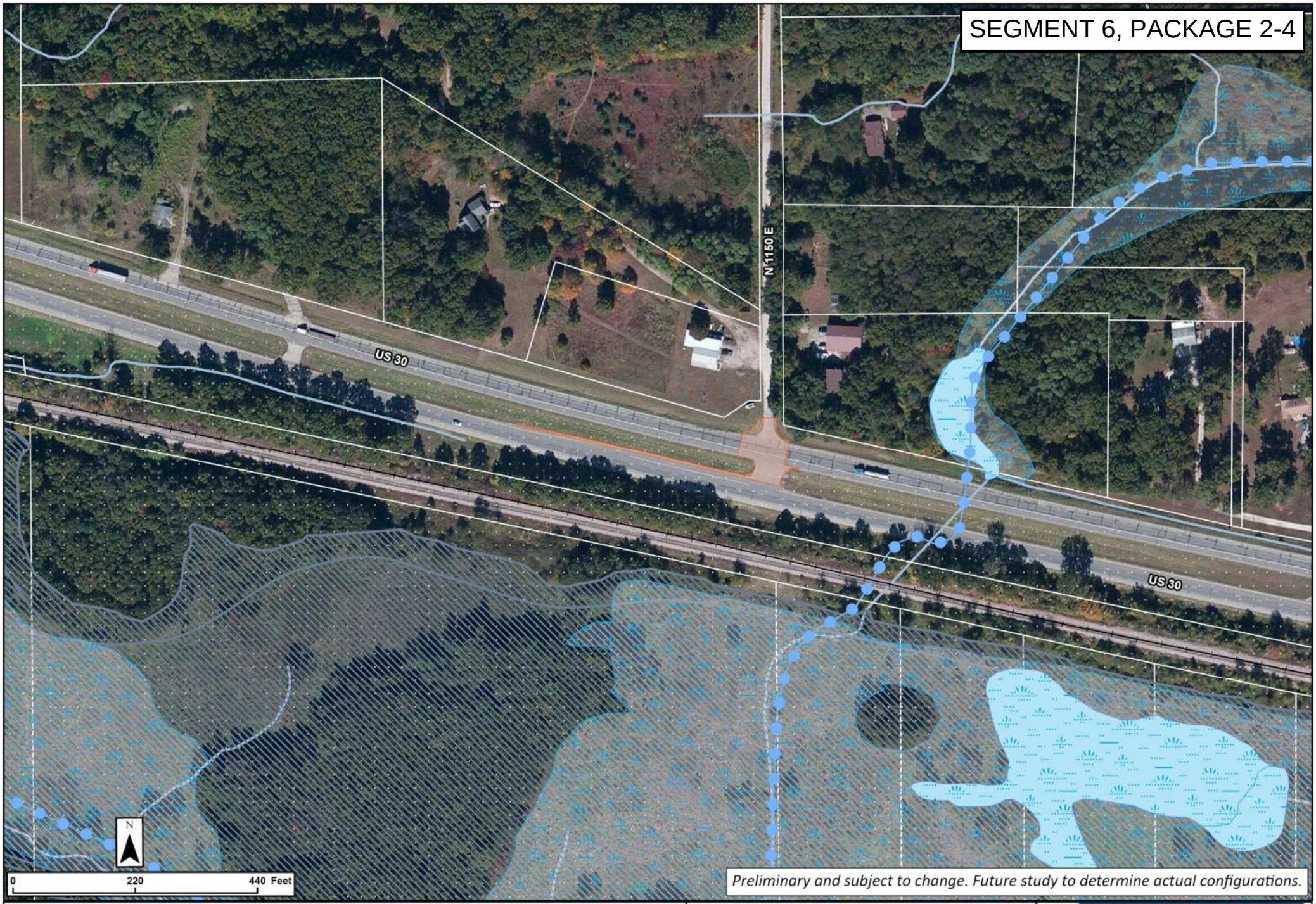
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Starke CR 1100 E
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



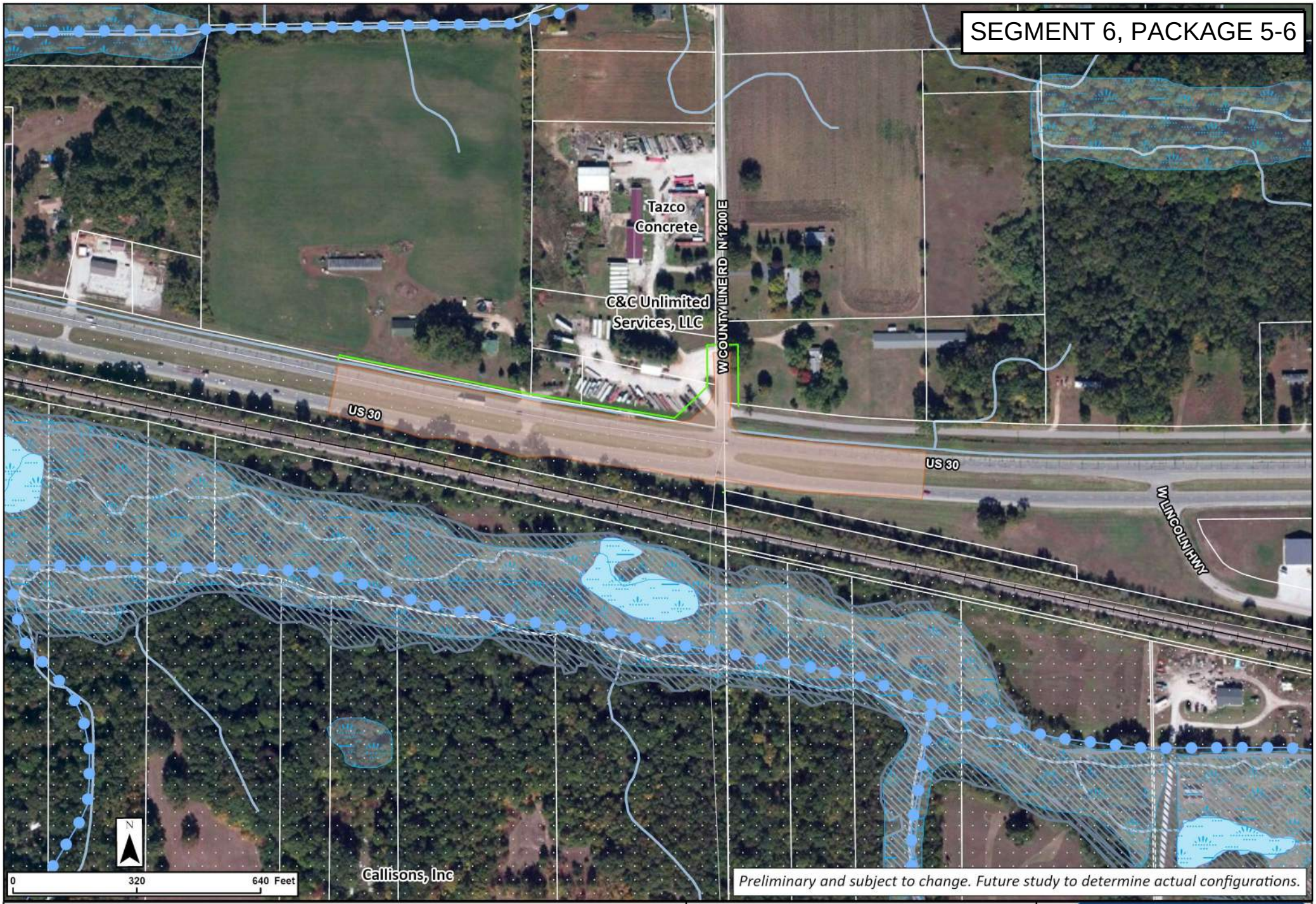
Legend

- Concept Footprint
- Stream / River
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Lake / Pond
- Sensitive Communities

US 30 West

US 30 and Starke CR 1150 E
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

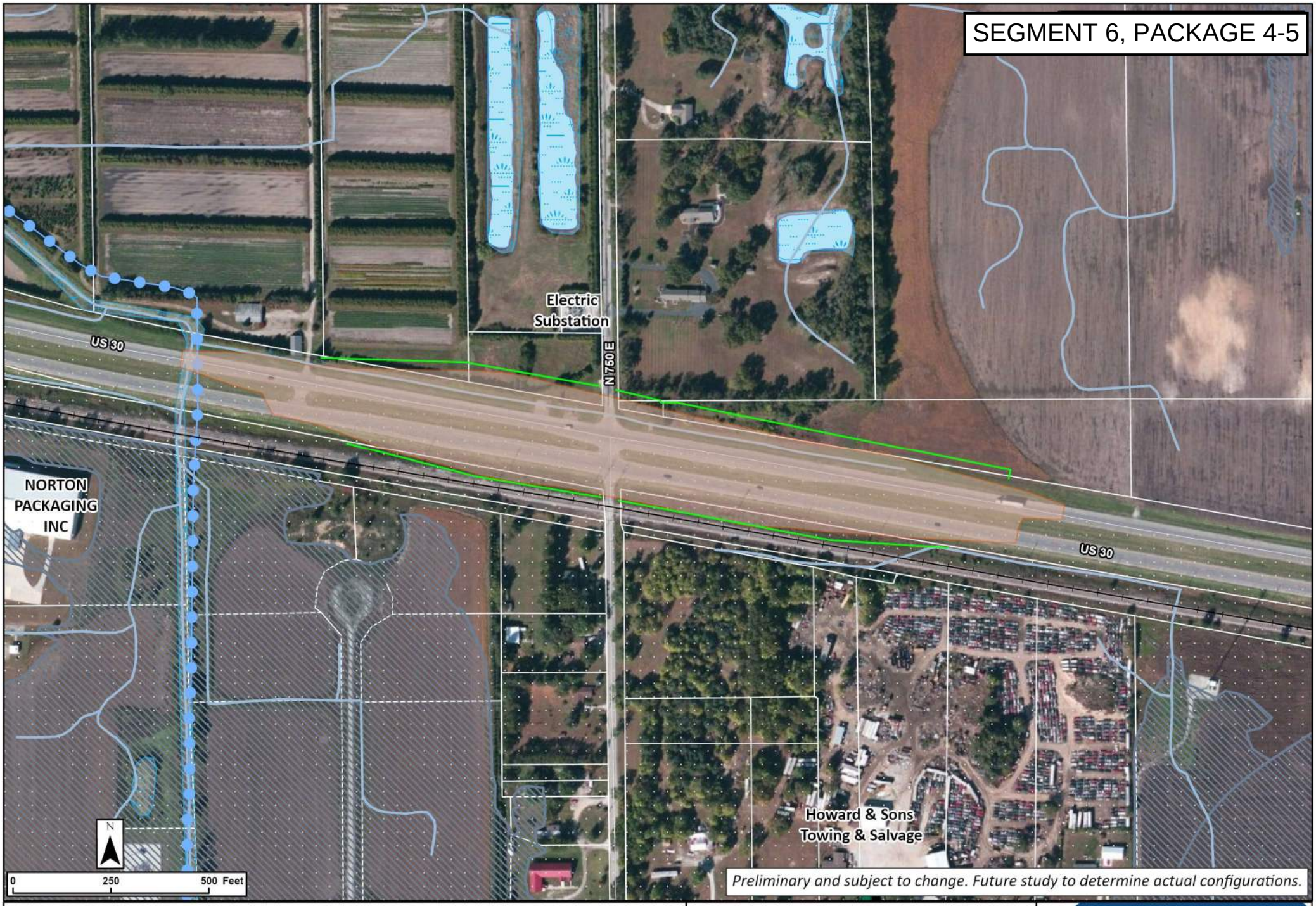
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Marshall County Line/Starke CR 1200 E Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 6 Package 5



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 30 West

US 30 and Starke CR 750 E Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



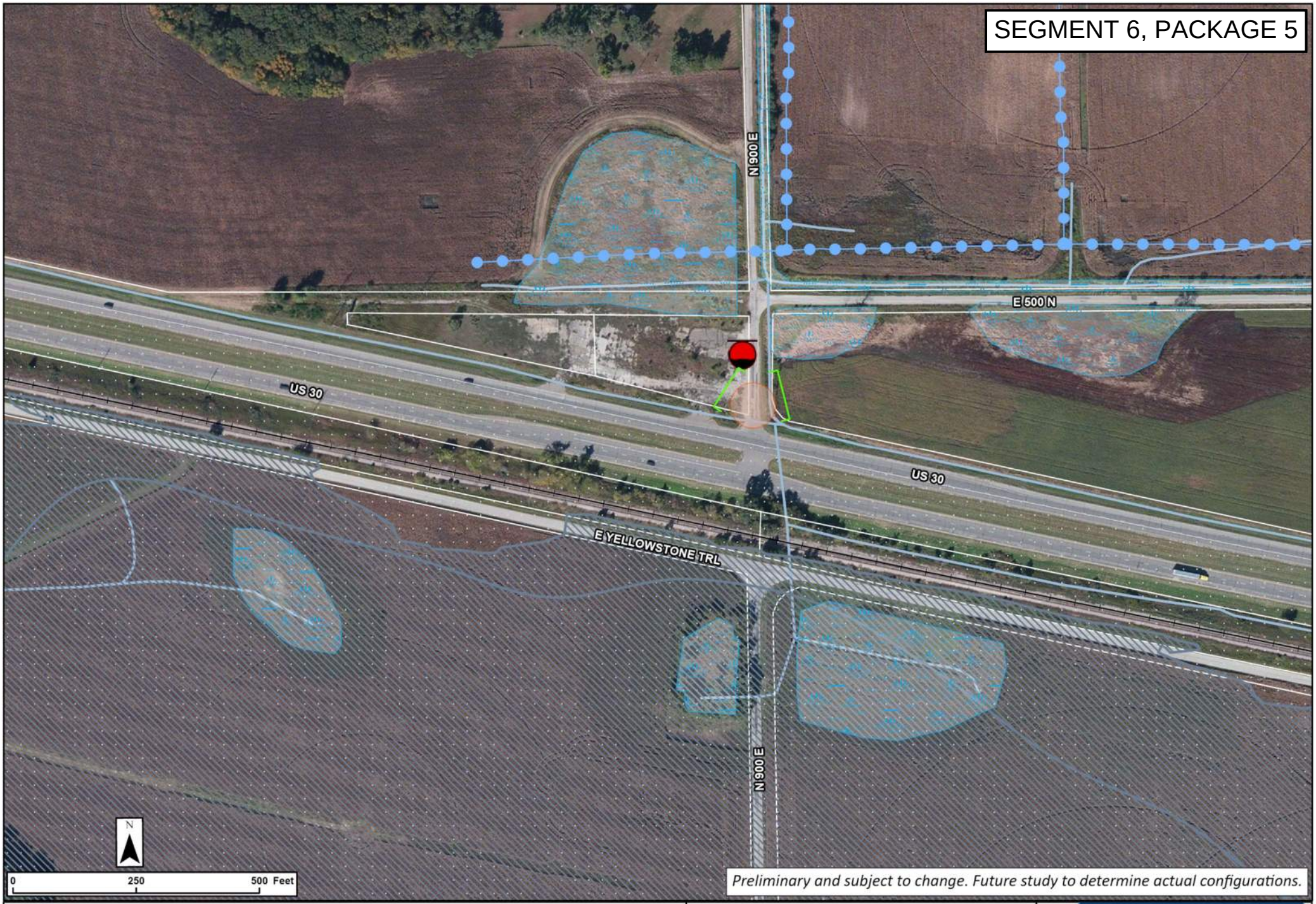
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Floodplain
- Lake / Pond
- Stream / River

US 30 West

US 30 and Starke CR 500 N
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

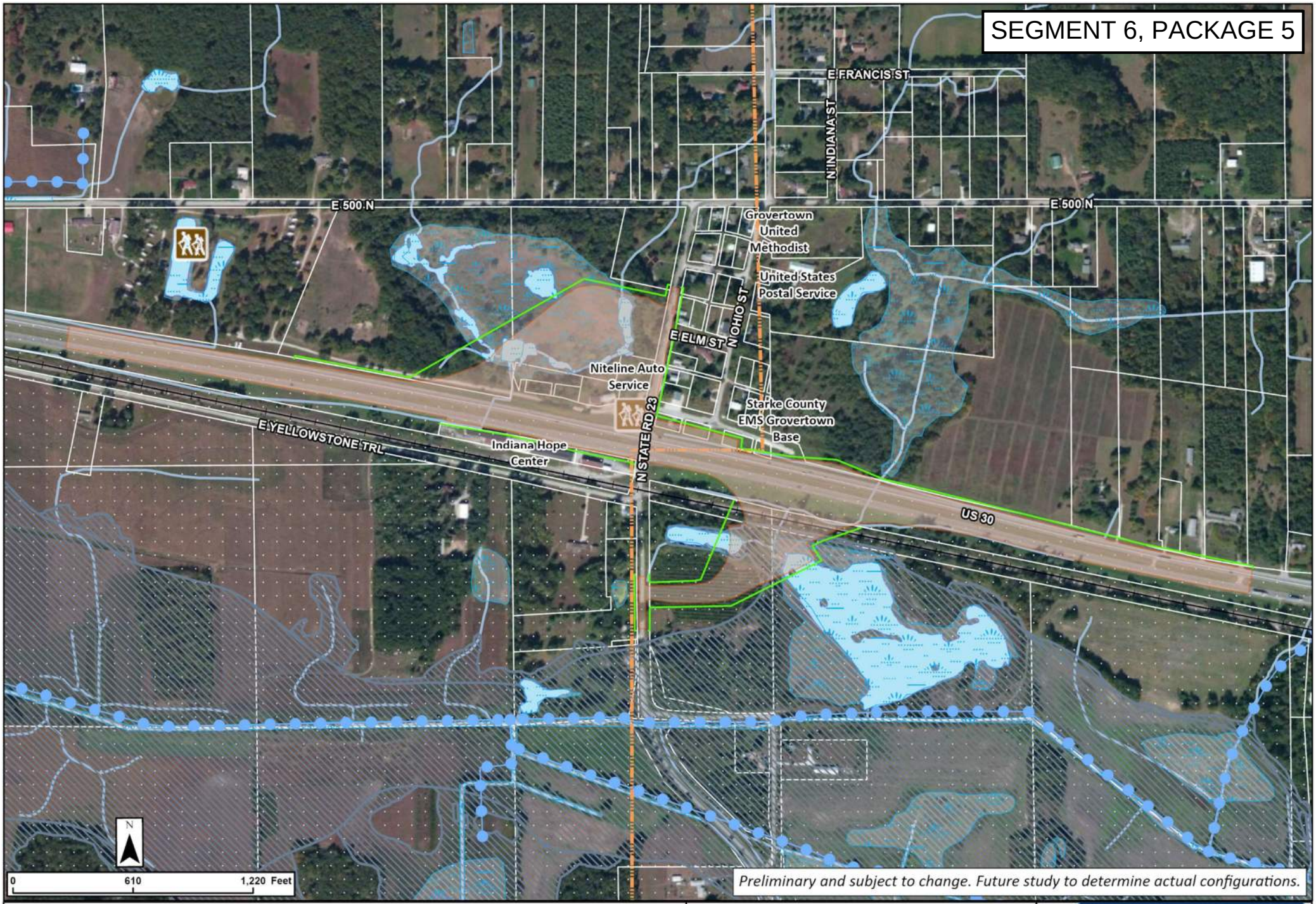
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and Starke CR 900 E Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

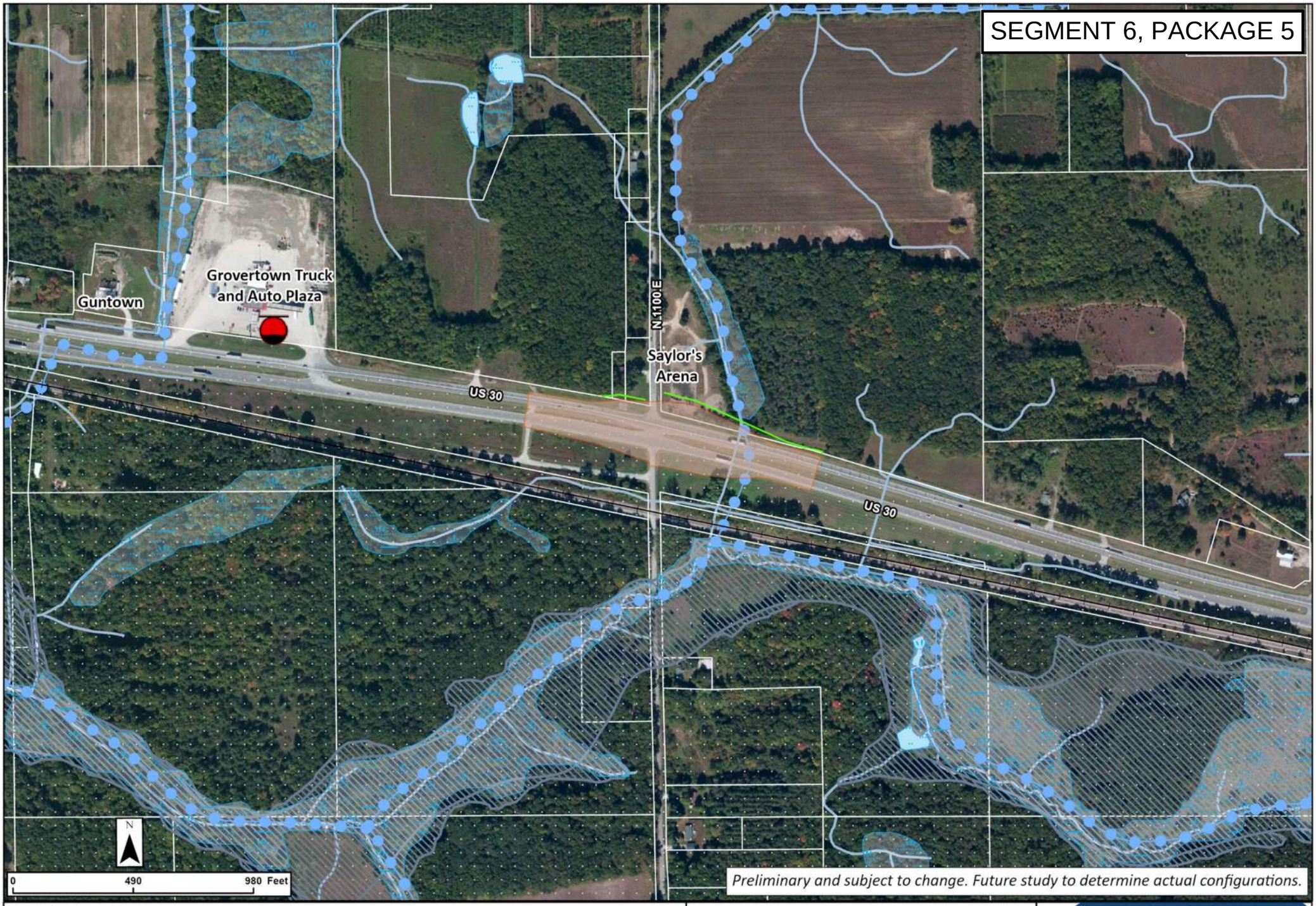
- Concept Footprint
- Potential New ROW
- Recreational Facility
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Cemeteries
- Stream / River

US 30 West

US 30 and SR 23/N 1000 E Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

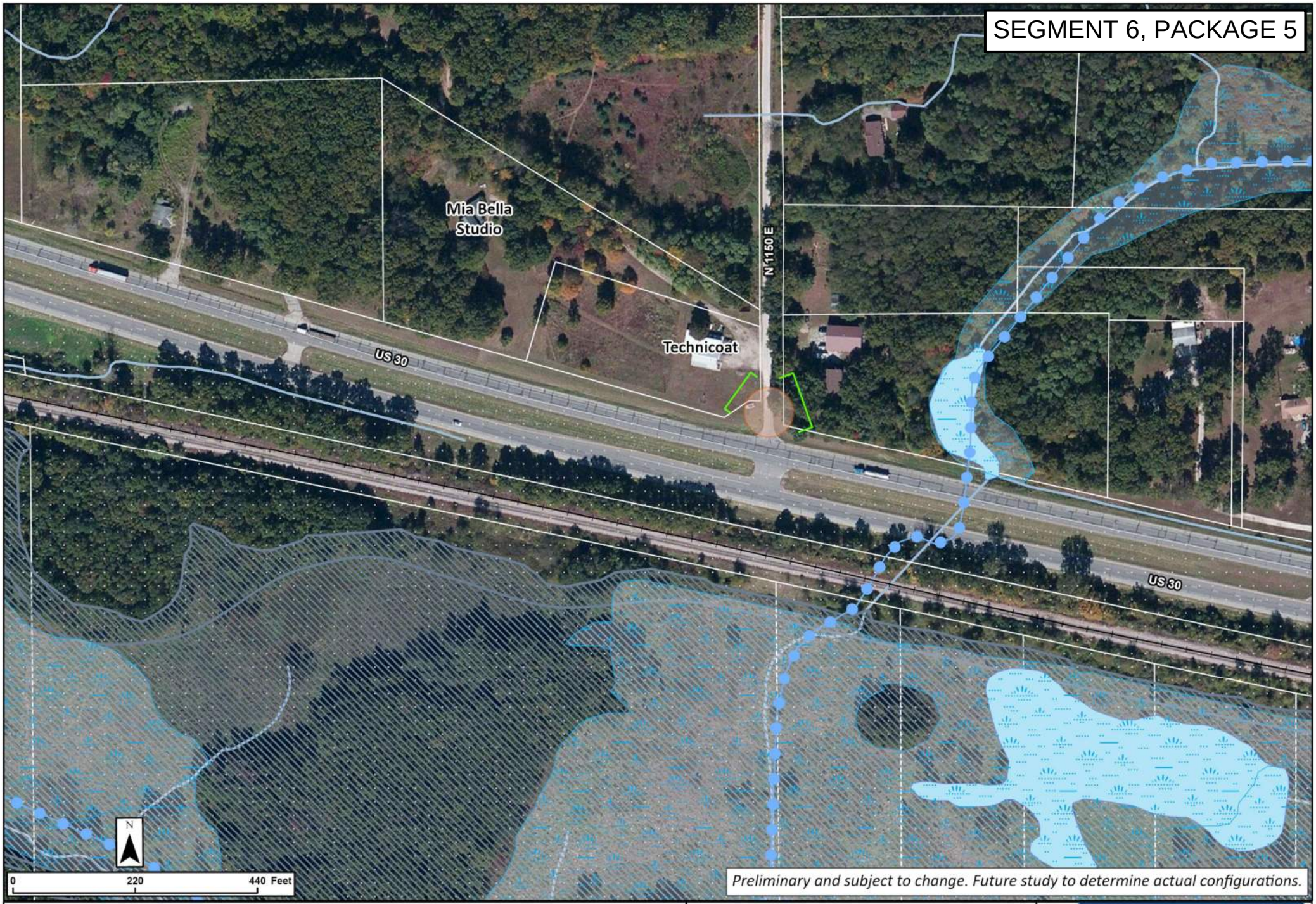
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Starke CR 1100 E Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

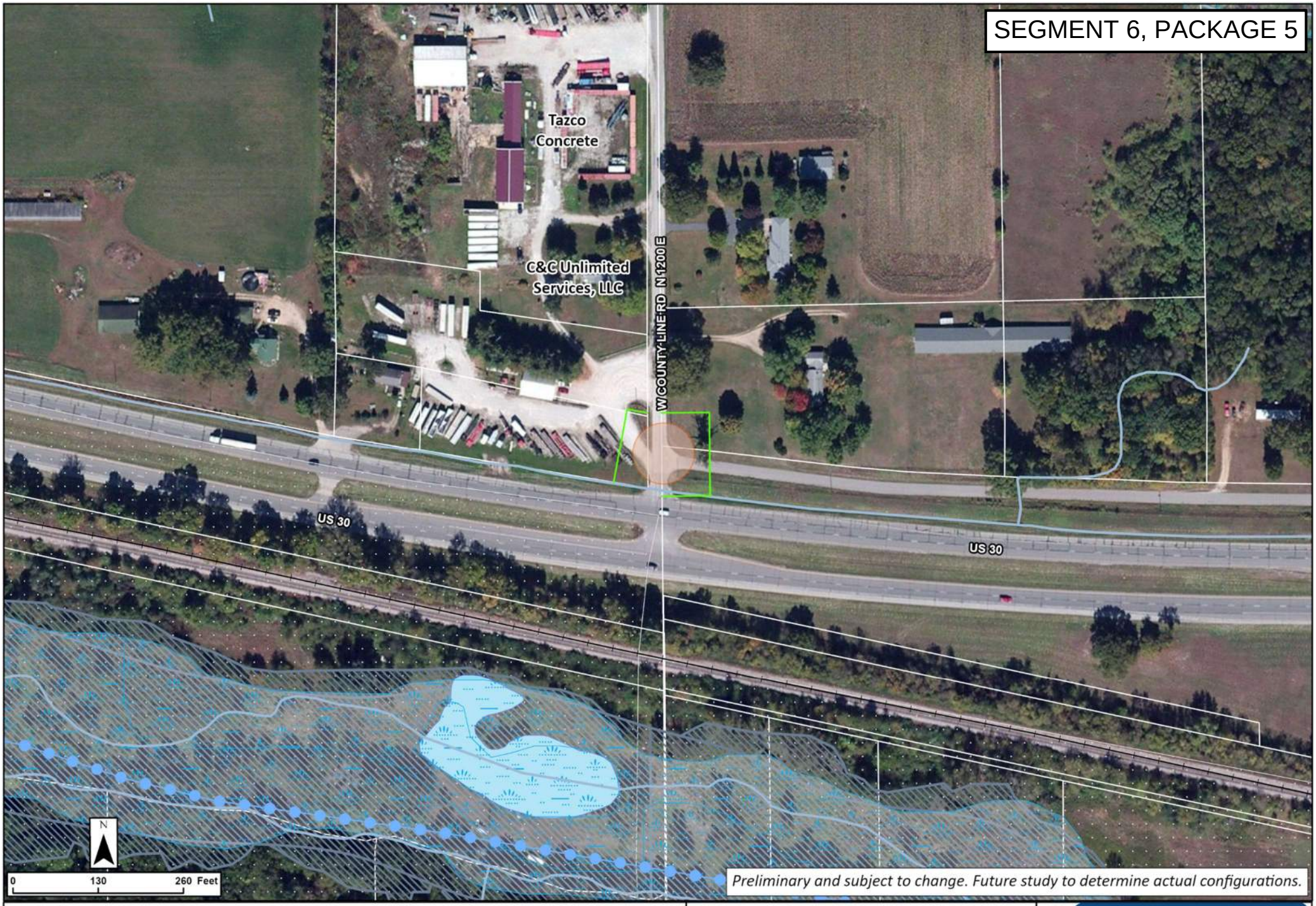
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

US 30 and Starke CR 1150 E Closure Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

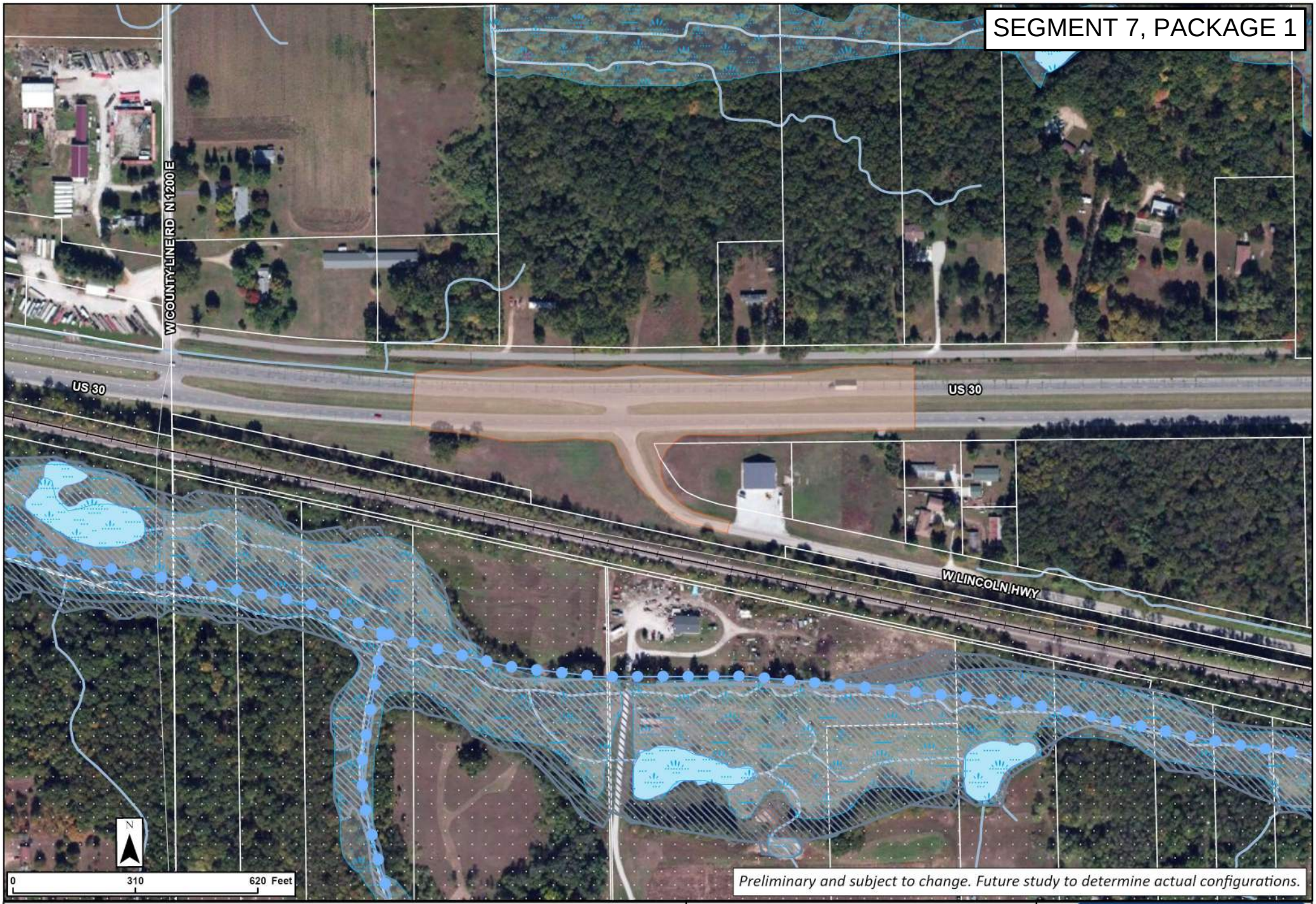
- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

US 30 and Marshall County Line/Starke CR 1200 E Closure
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 7 Package 1



Legend

- Concept Footprint
- Railroad, In Service
- Floodplain
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and Old US 30
Directional Intersection
Alternative

PROPEL
Smarter Transportation. Stronger Communities. US 30



Legend

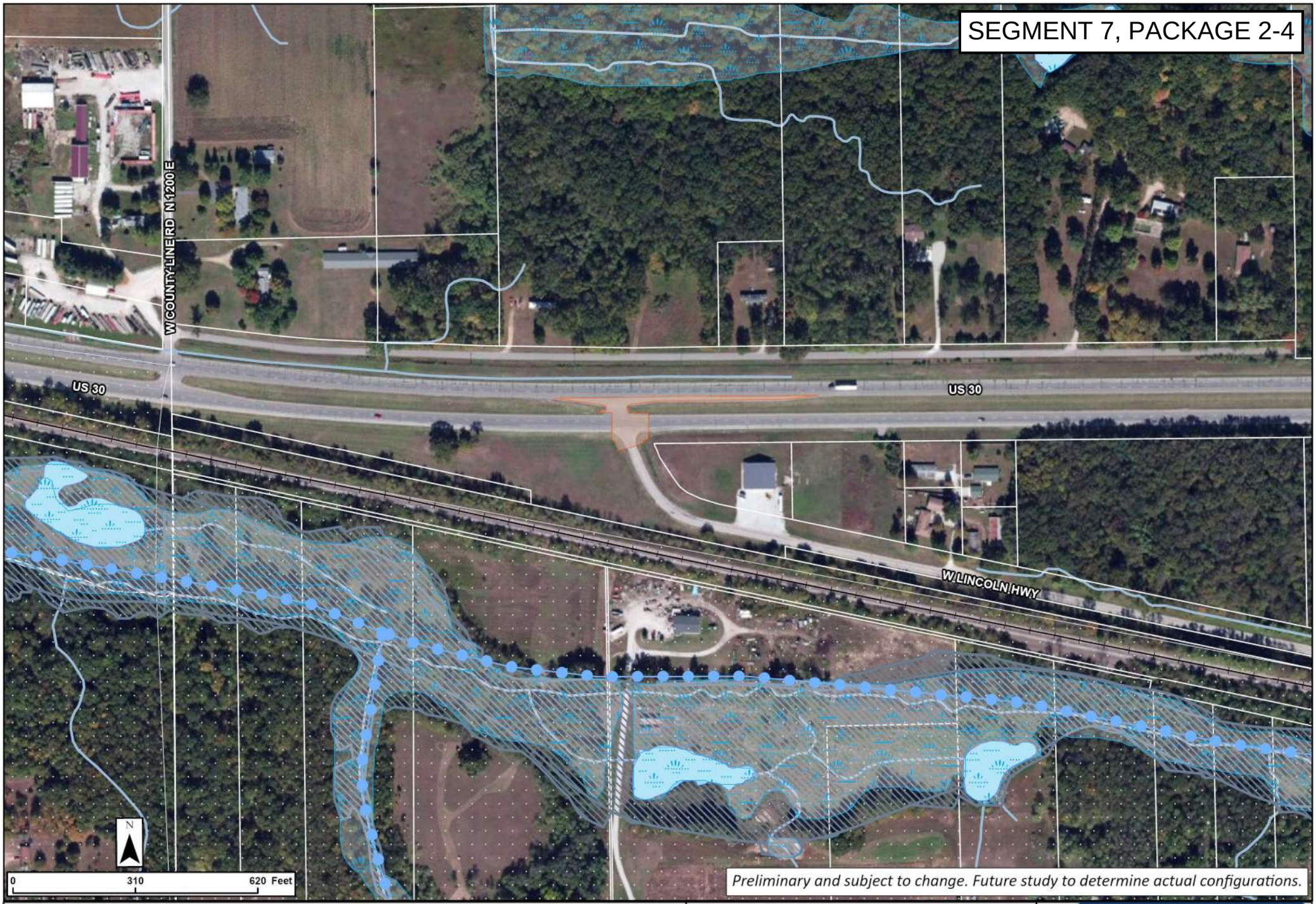
- Concept Footprint
- Potential New ROW
- Recreational Facility
- Pipeline
- UST
- LUST
- Stream / River
- NWI Wetlands
- Lake / Pond

US 30 West

US 30 and Queen Road
Reduced Conflict Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 7 Package 2



Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

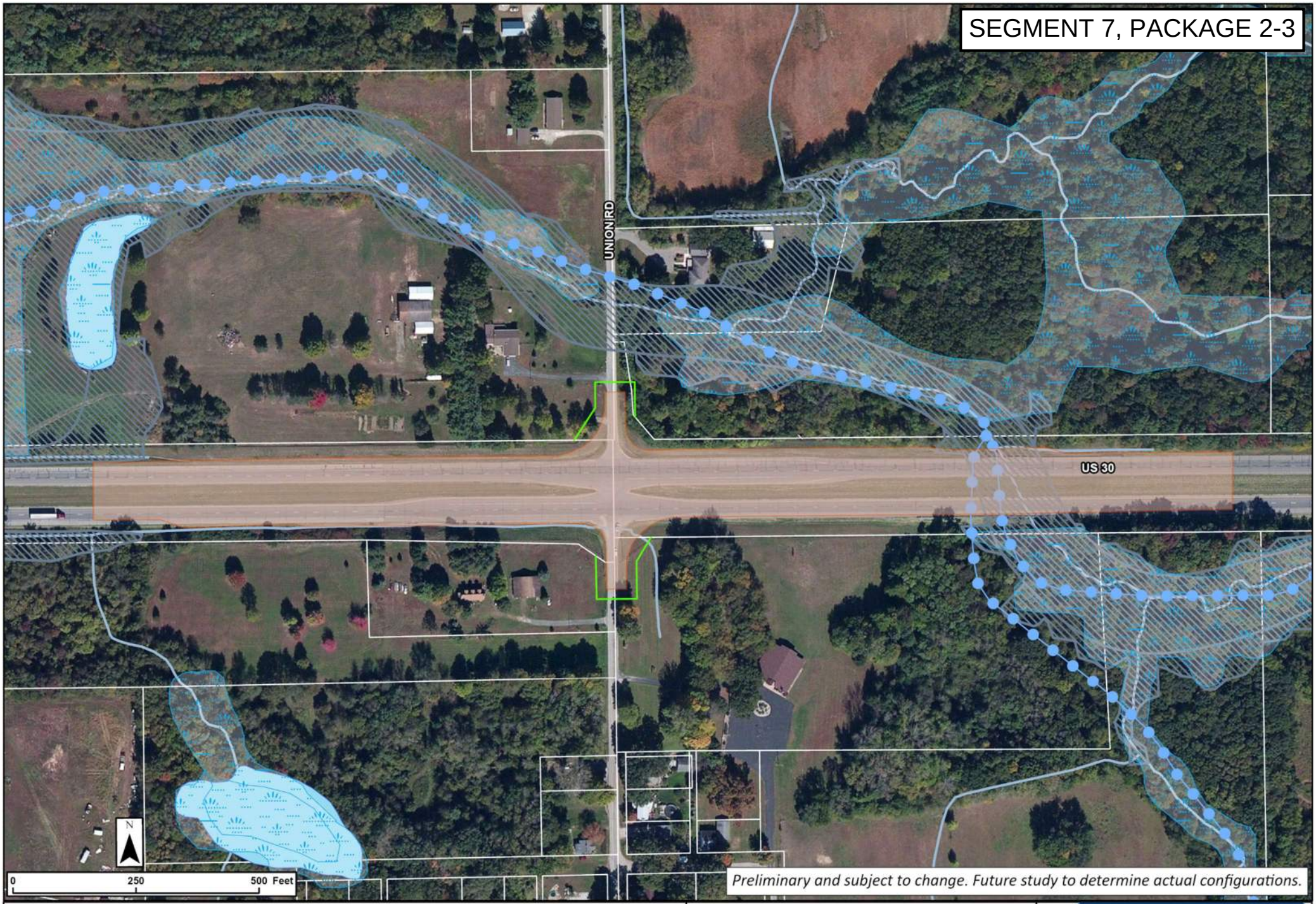
US 30 West

US 30 and Old US 30

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

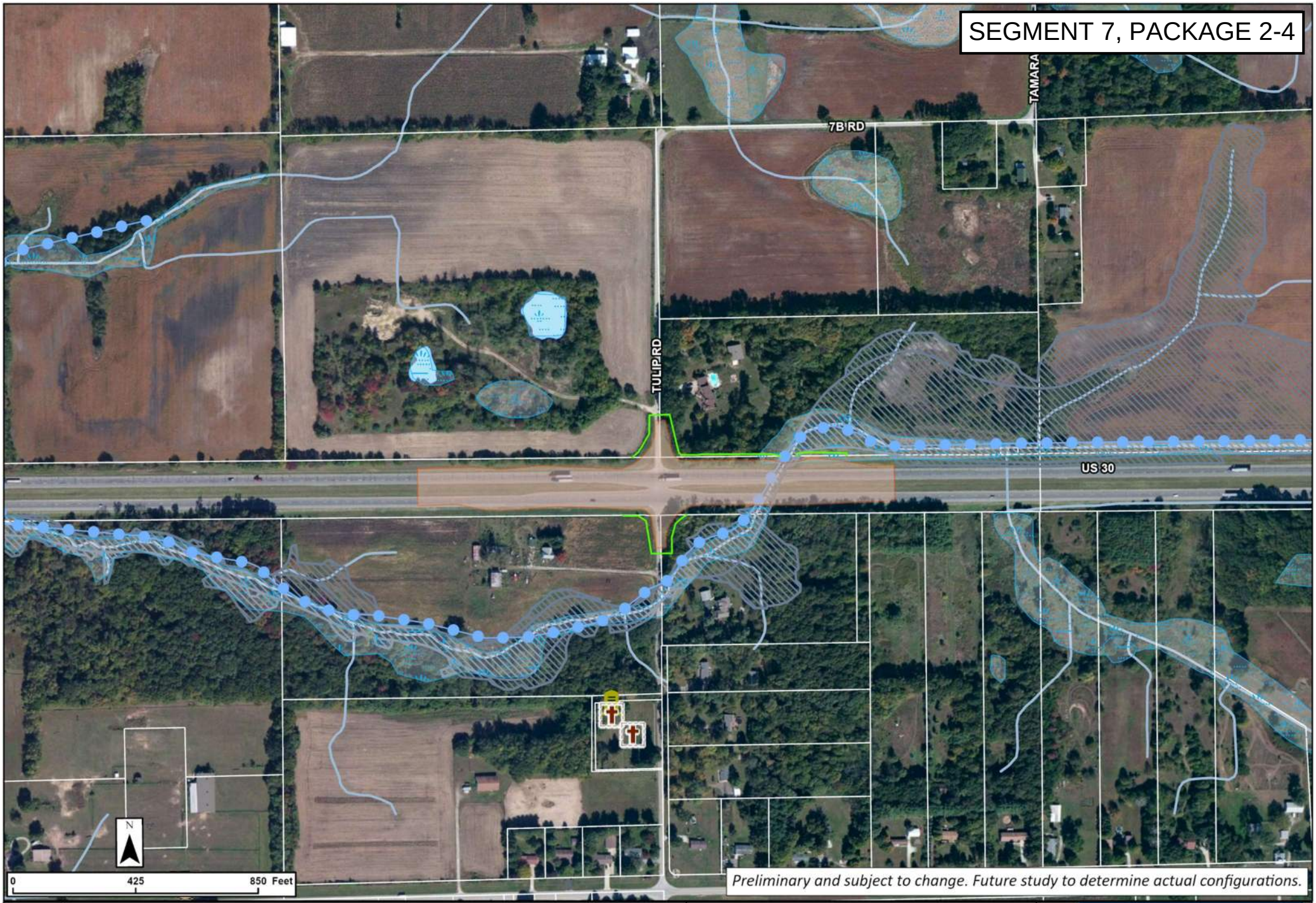
US 30 and Union Rd

Reduced Conflict

Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Cemeteries
- IHBBC Cemetery
- Impaired Stream/Lake
- Floodplain
- NWI Wetlands
- Lake / Pond
- Stream / River

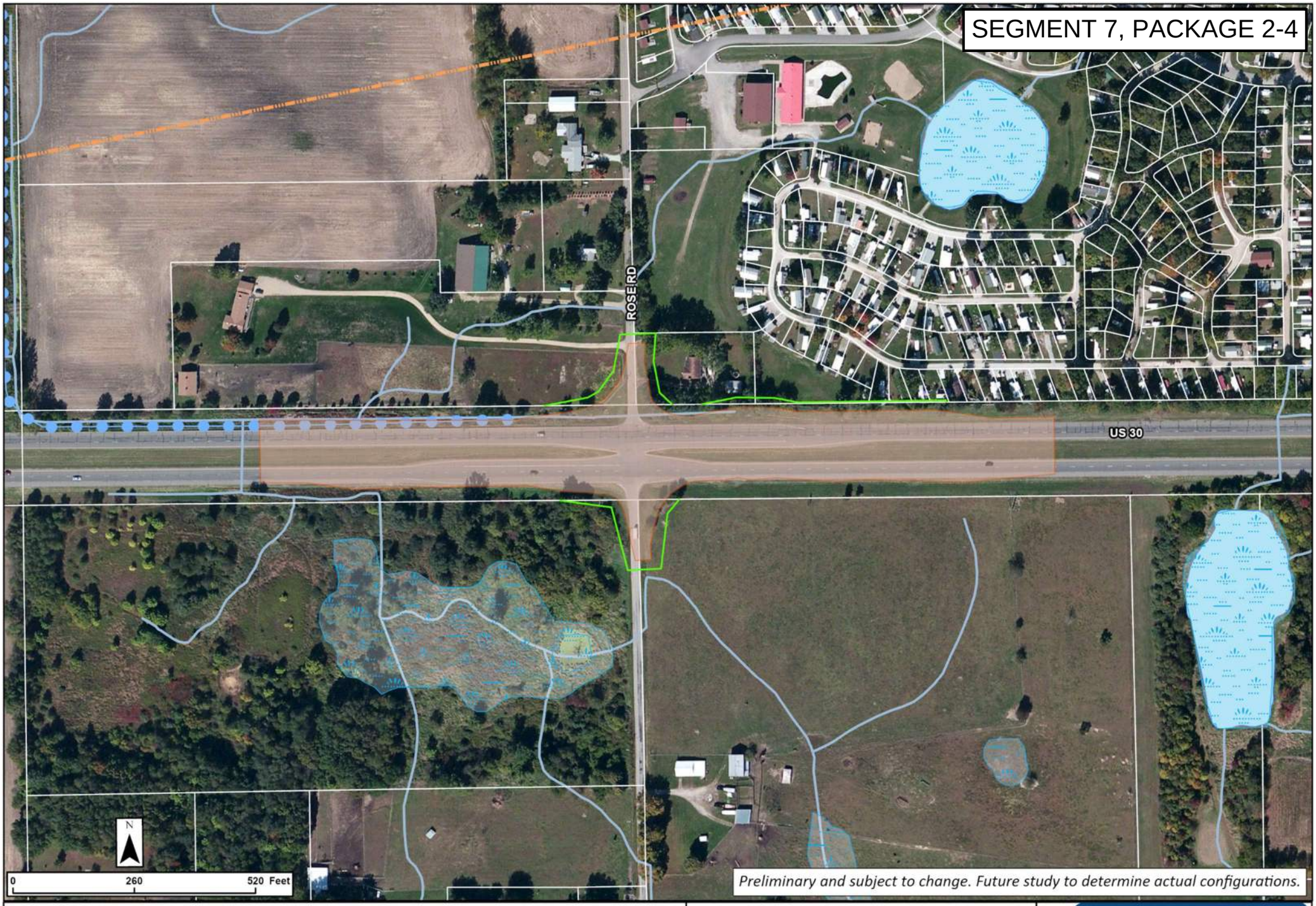
US 30 West

US 30 and Tulip Rd

Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Pipeline

US 30 West

US 30 and Rose Rd

Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Recreational Facility
- Pipeline
- UST
- LUST
- Stream / River
- NWI Wetlands
- Lake / Pond

US 30 West

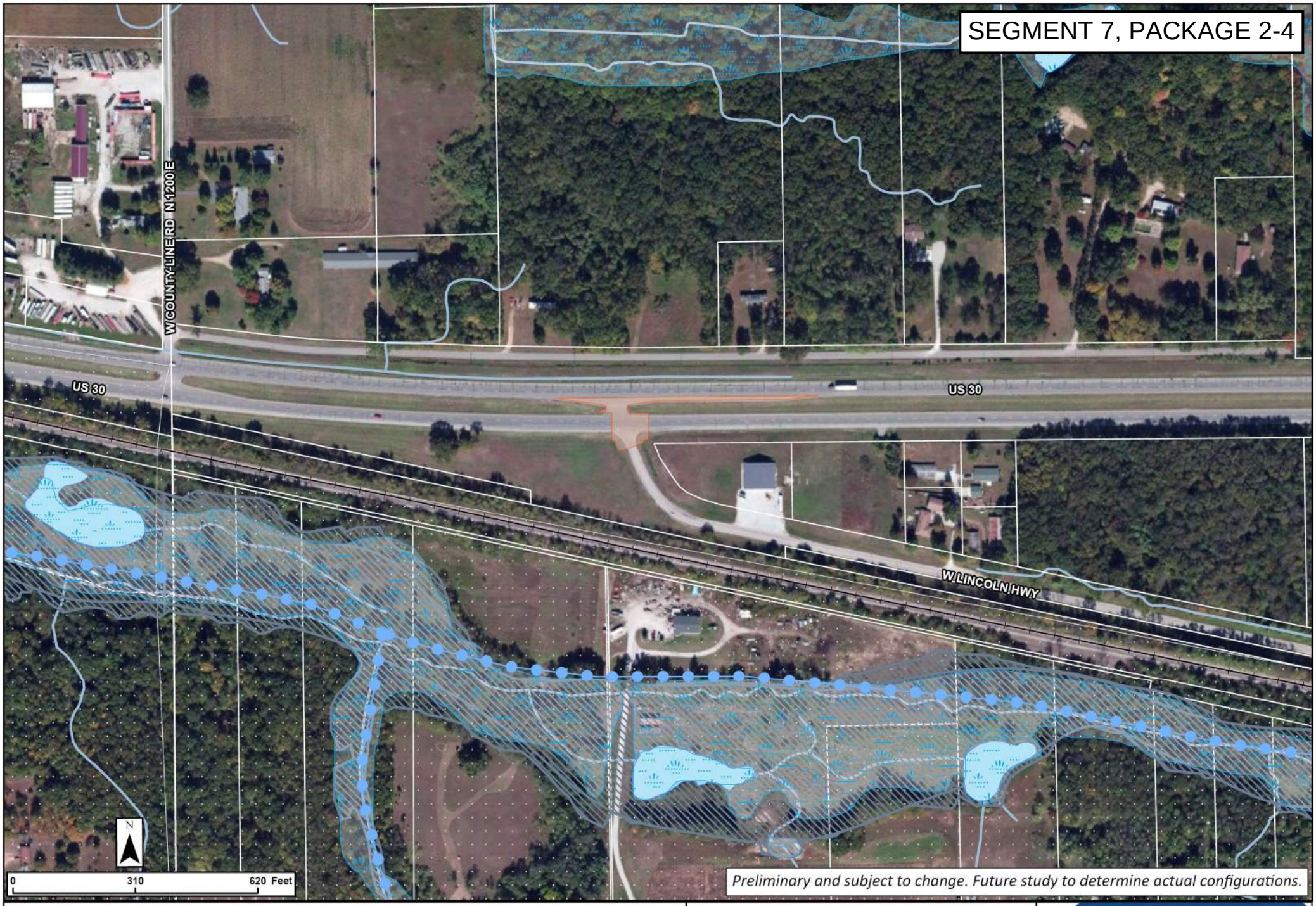
US 30 and Queen Road

Reduced Conflict Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 7 Package 3



Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

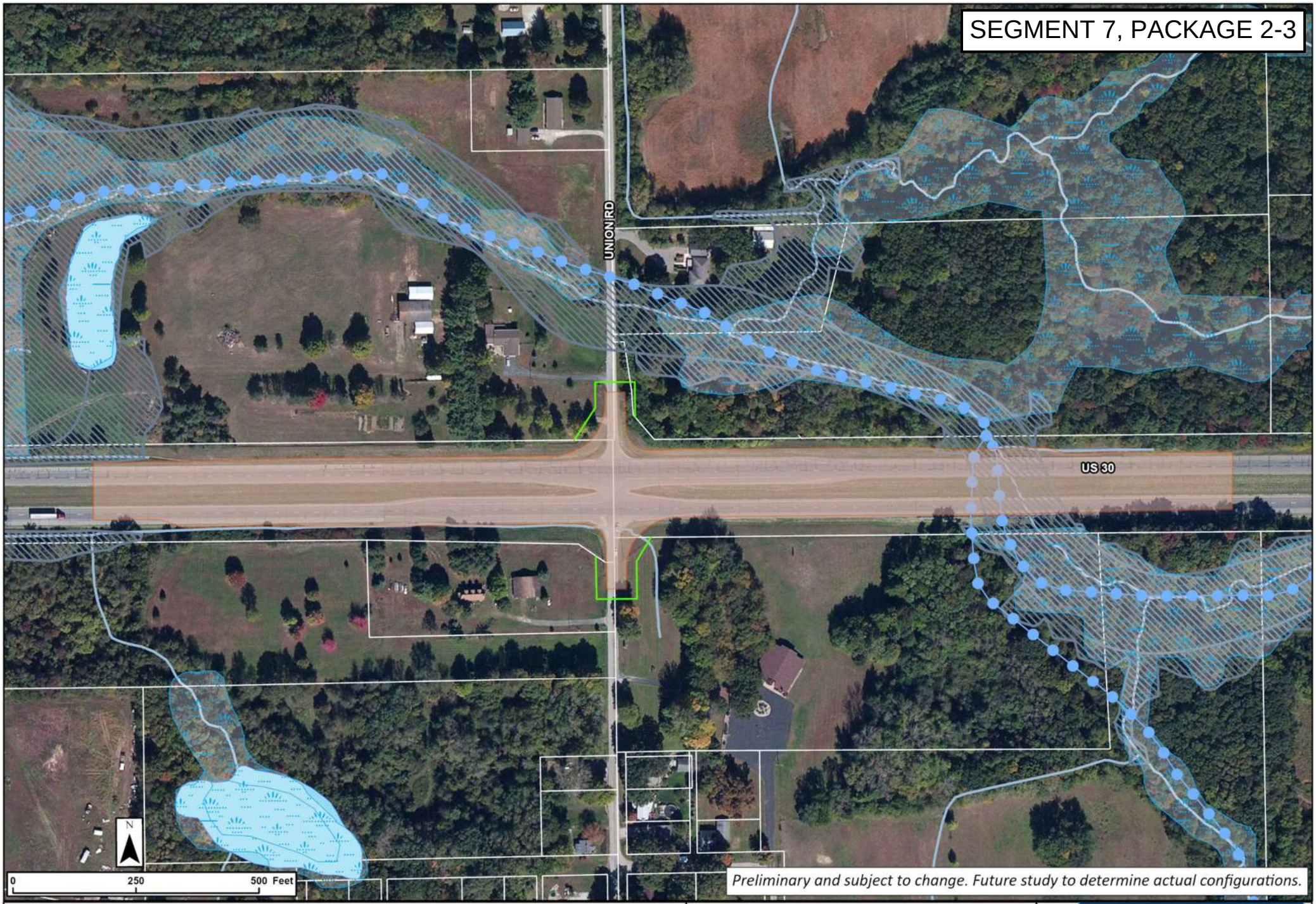
US 30 West

US 30 and Old US 30

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

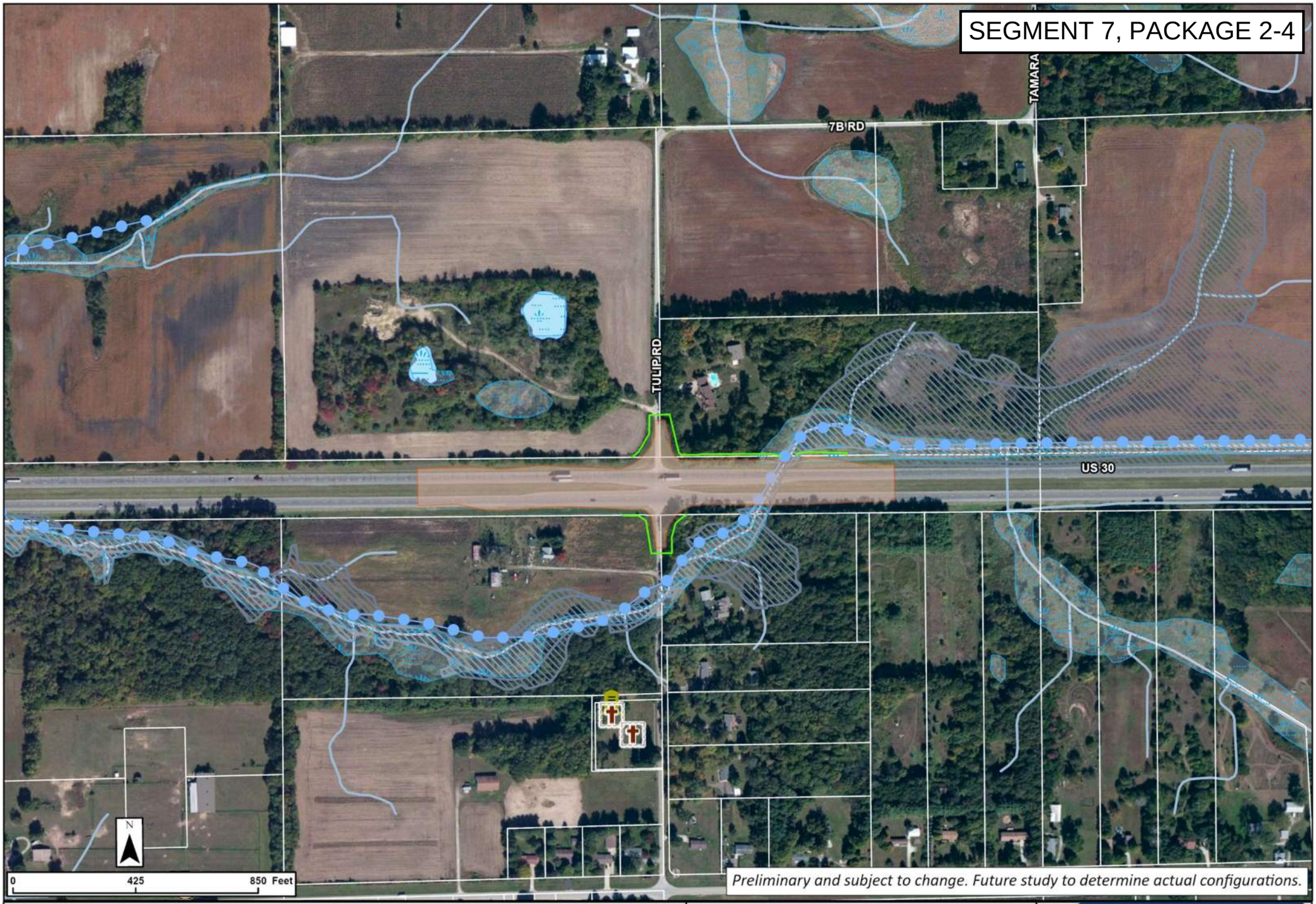
US 30 and Union Rd

Reduced Conflict

Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Cemeteries
- IHBBC Cemetery
- Impaired Stream/Lake
- Floodplain
- NWI Wetlands
- Lake / Pond
- Stream / River

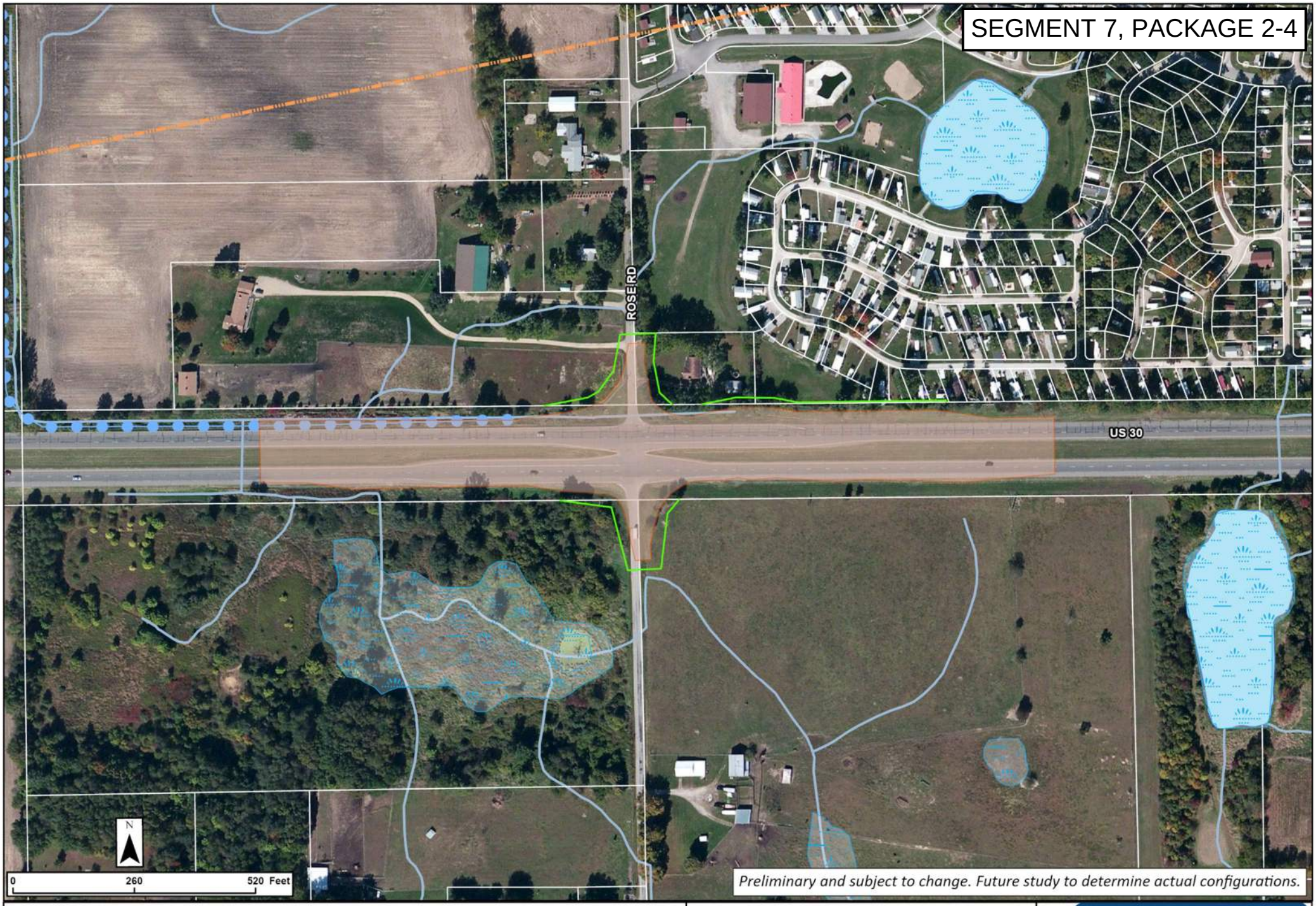
US 30 West

US 30 and Tulip Rd

Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Pipeline

US 30 West

US 30 and Rose Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

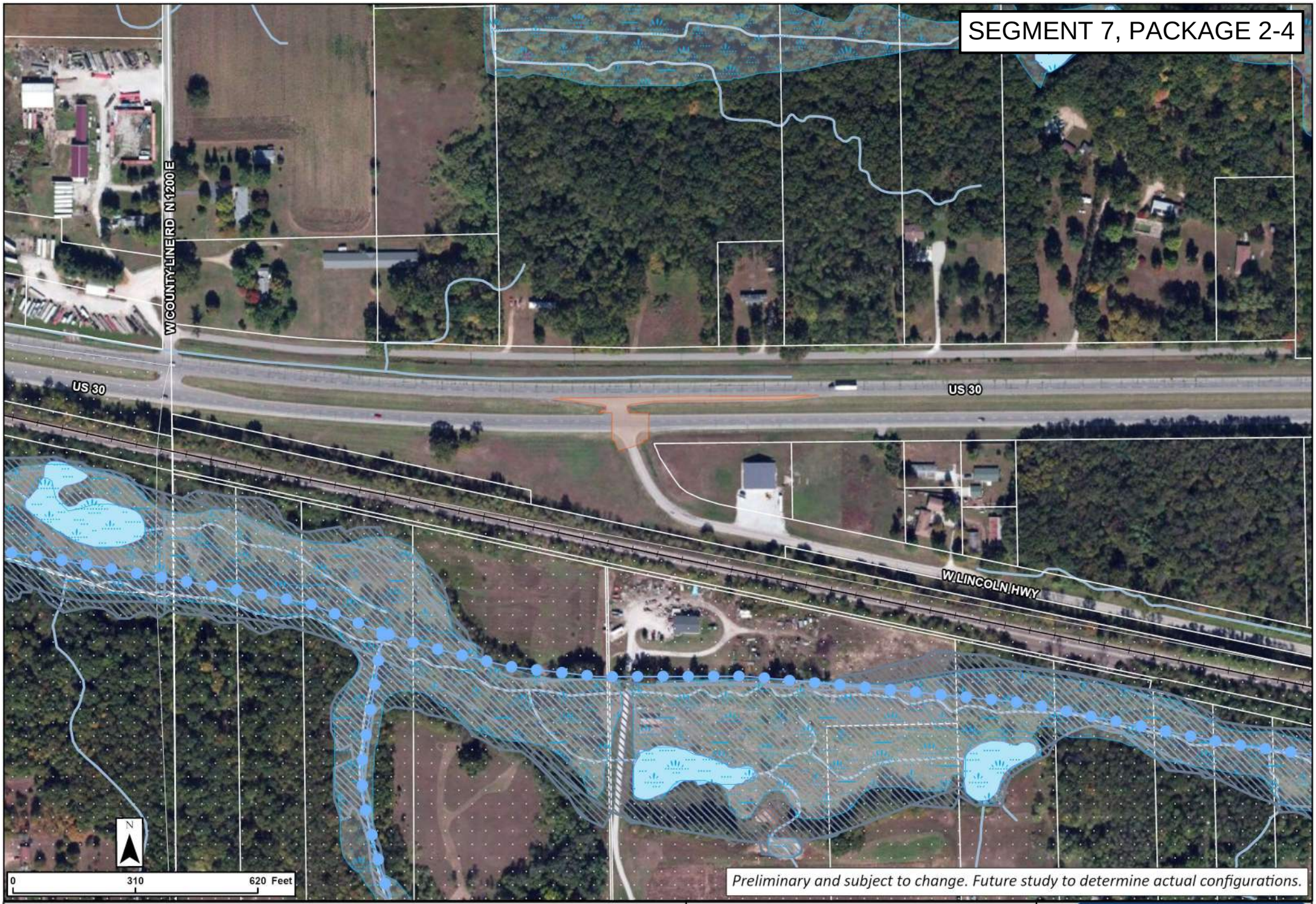
- Concept Footprint
- Potential New ROW
- Recreational Facility
- Pipeline
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Queen Road Roundabout Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 7 Package 4



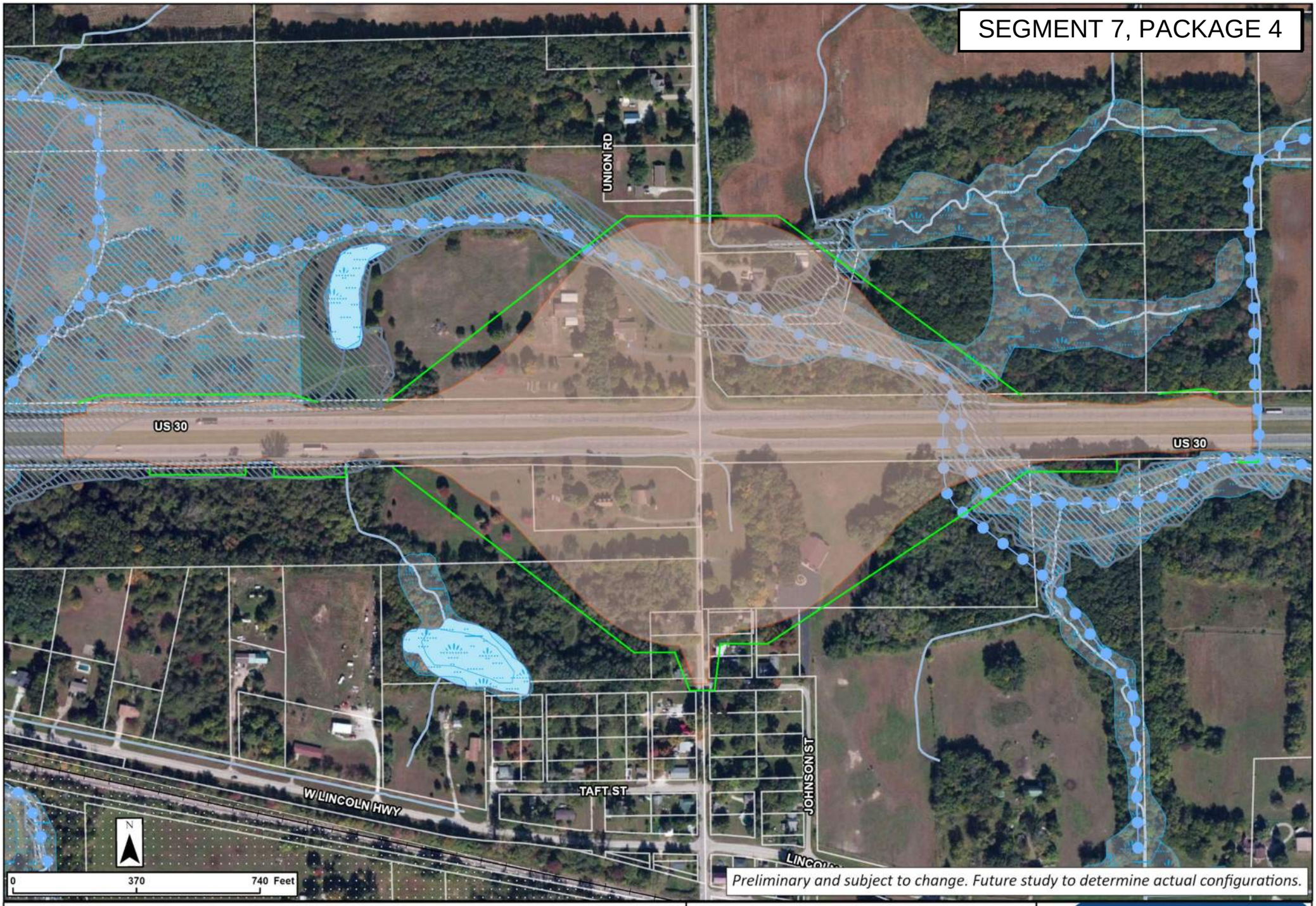
Legend

- Concept Footprint
- Railroad, In Service
- Impaired Stream/Lake
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Old US 30
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

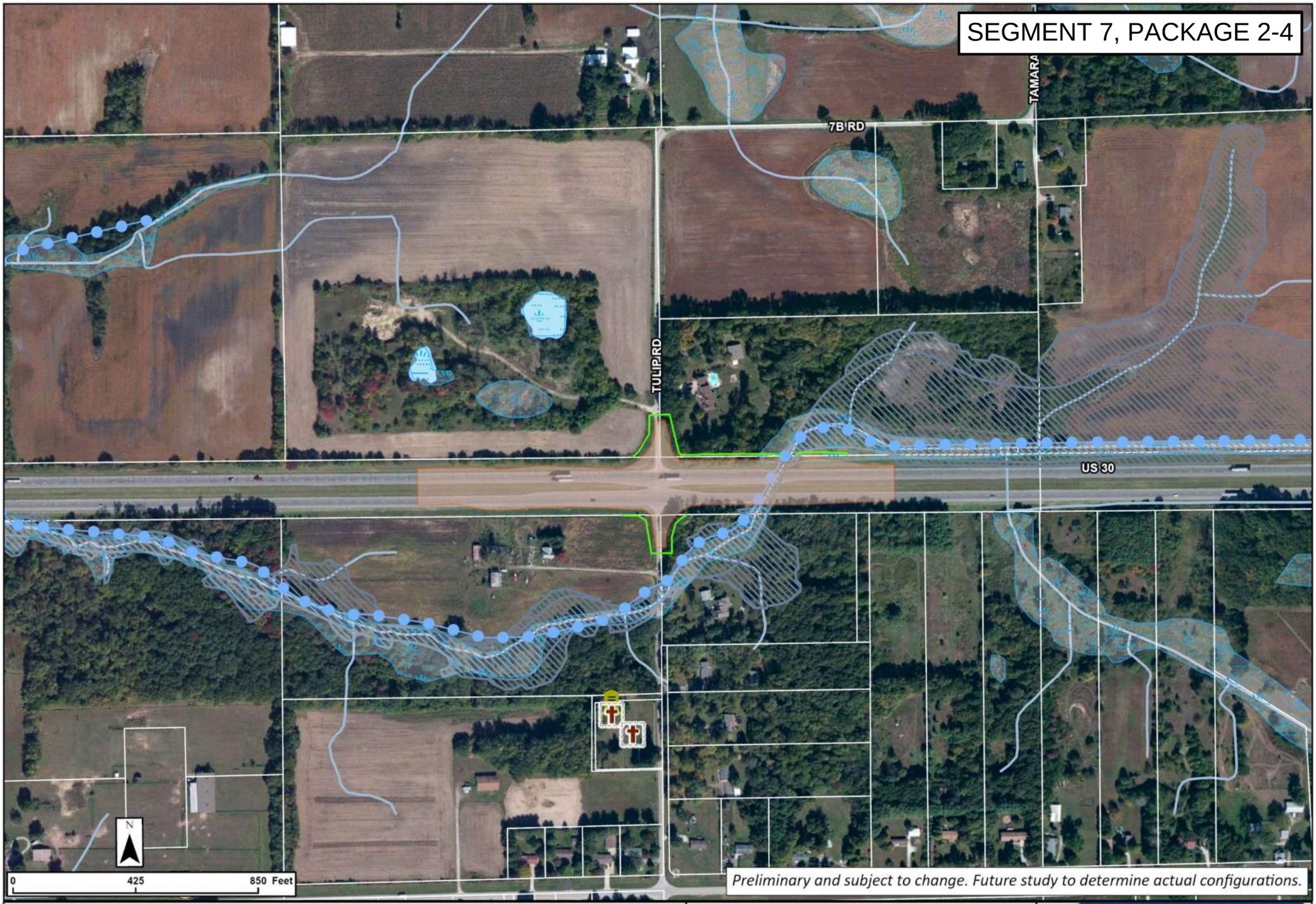
- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Union Rd Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Cemeteries
- IHBBC Cemetery
- Impaired Stream/Lake
- Floodplain
- NWI Wetlands
- Lake / Pond
- Stream / River

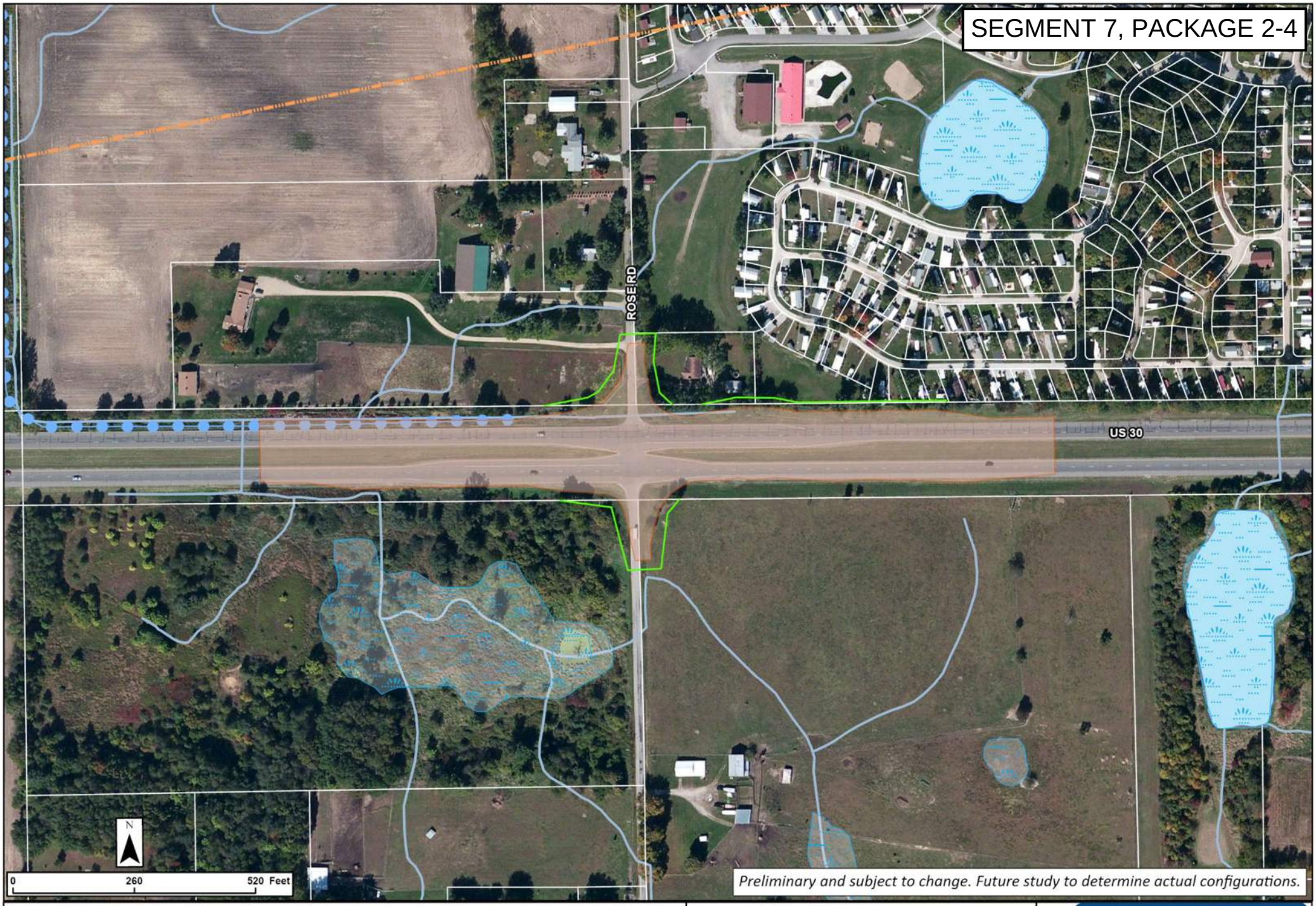
US 30 West

US 30 and Tulip Rd

Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Pipeline

US 30 West

US 30 and Rose Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

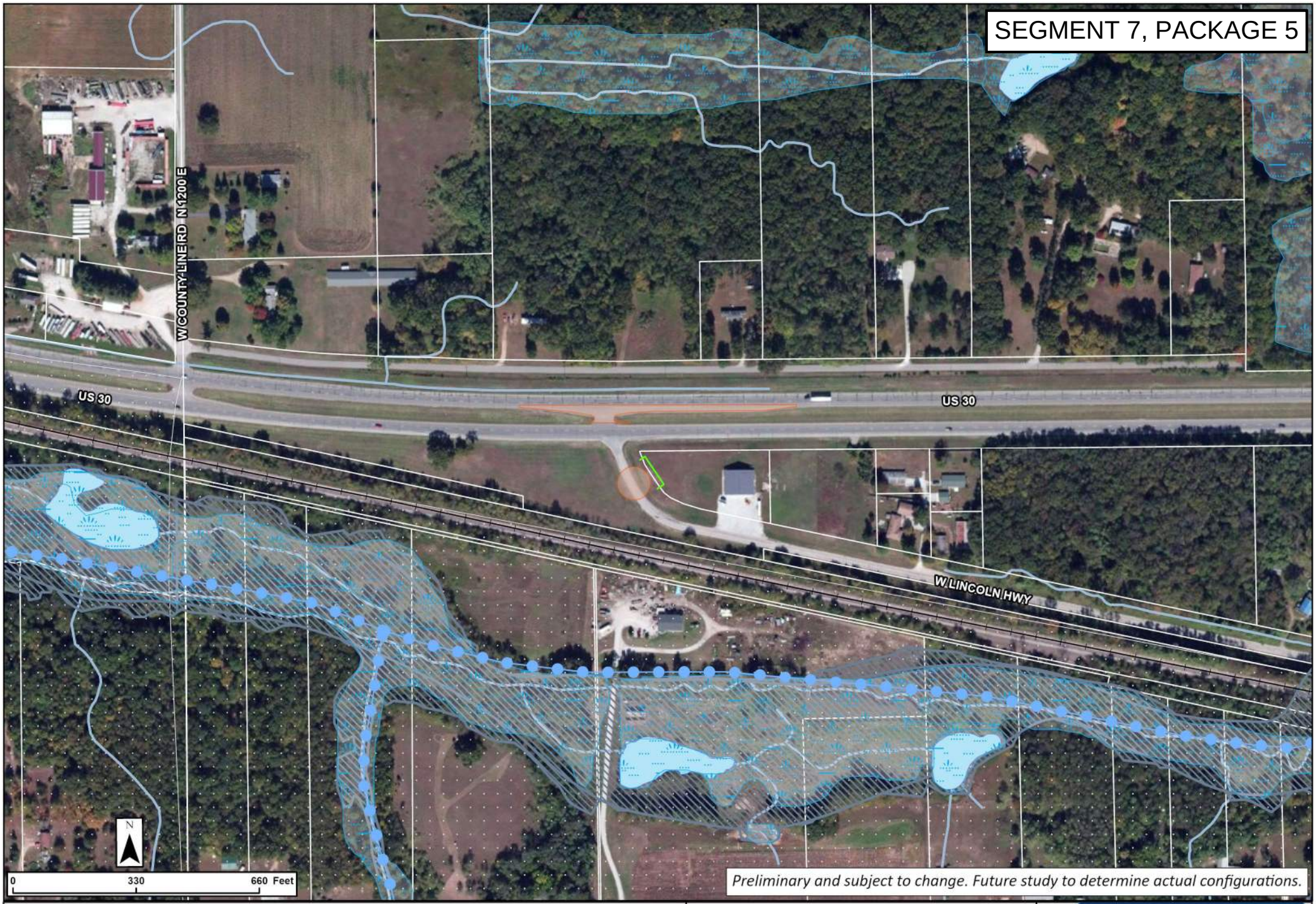
- Concept Footprint
- Potential New ROW
- Recreational Facility
- Pipeline
- UST
- LUST
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Queen Road Overpass Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 7 Package 5



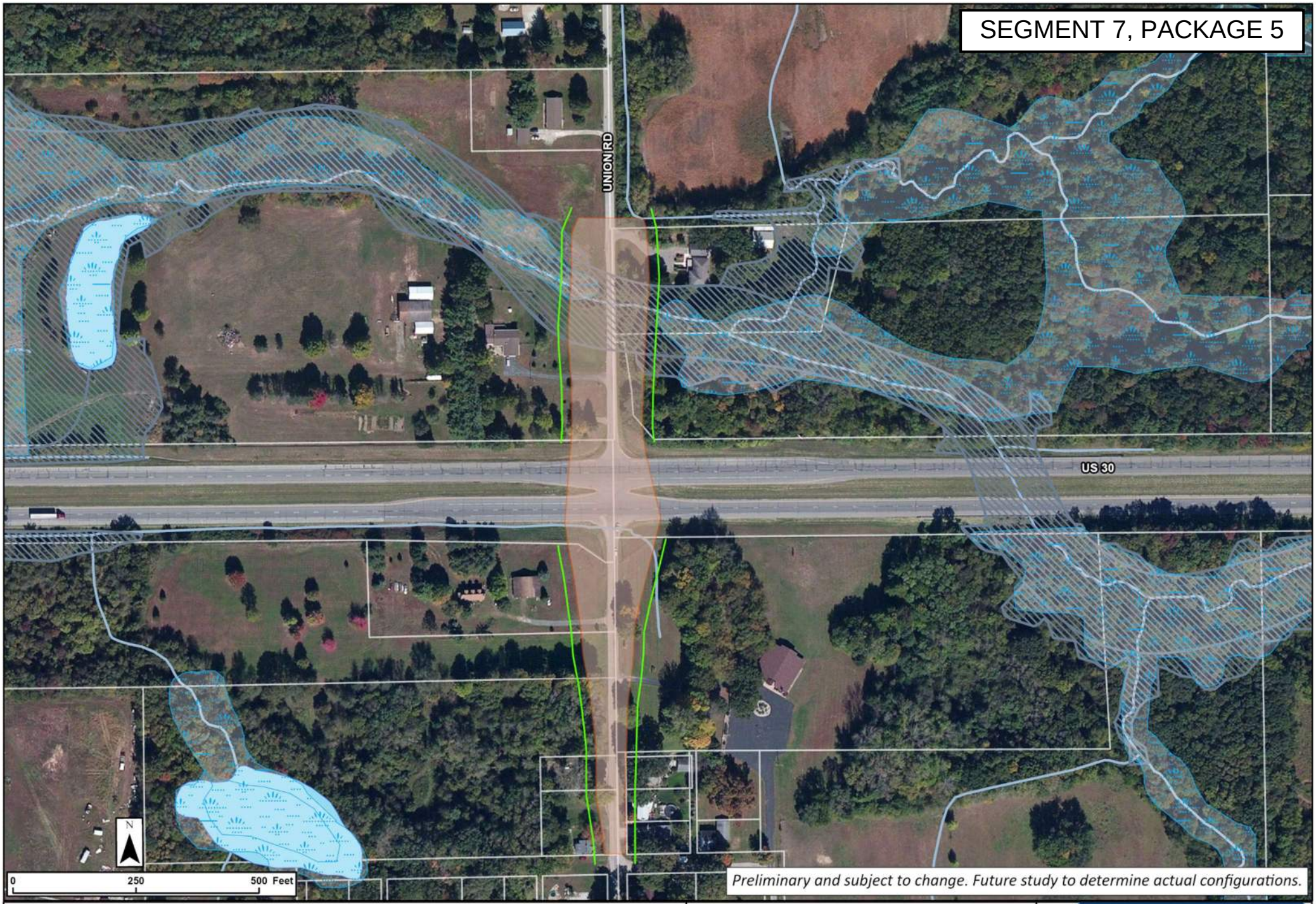
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Impaired Stream/Lake
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Old US 30
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



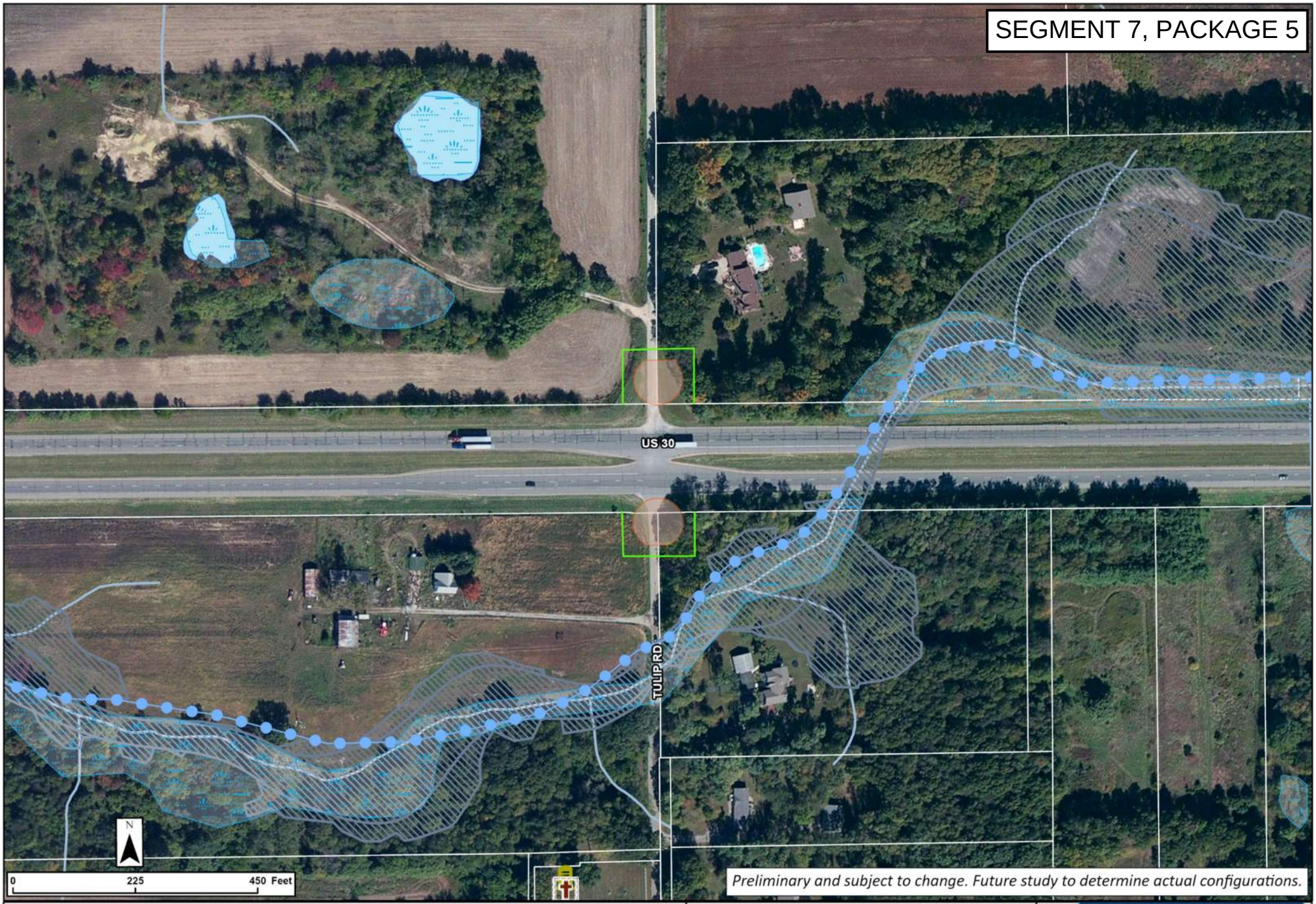
Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and Union Rd
Overpass Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- IHBBC Cemetery
- Impaired Stream/Lake
- NWI Wetlands
- Cemeteries
- Floodplain
- Stream / River
- Lake / Pond

US 30 West

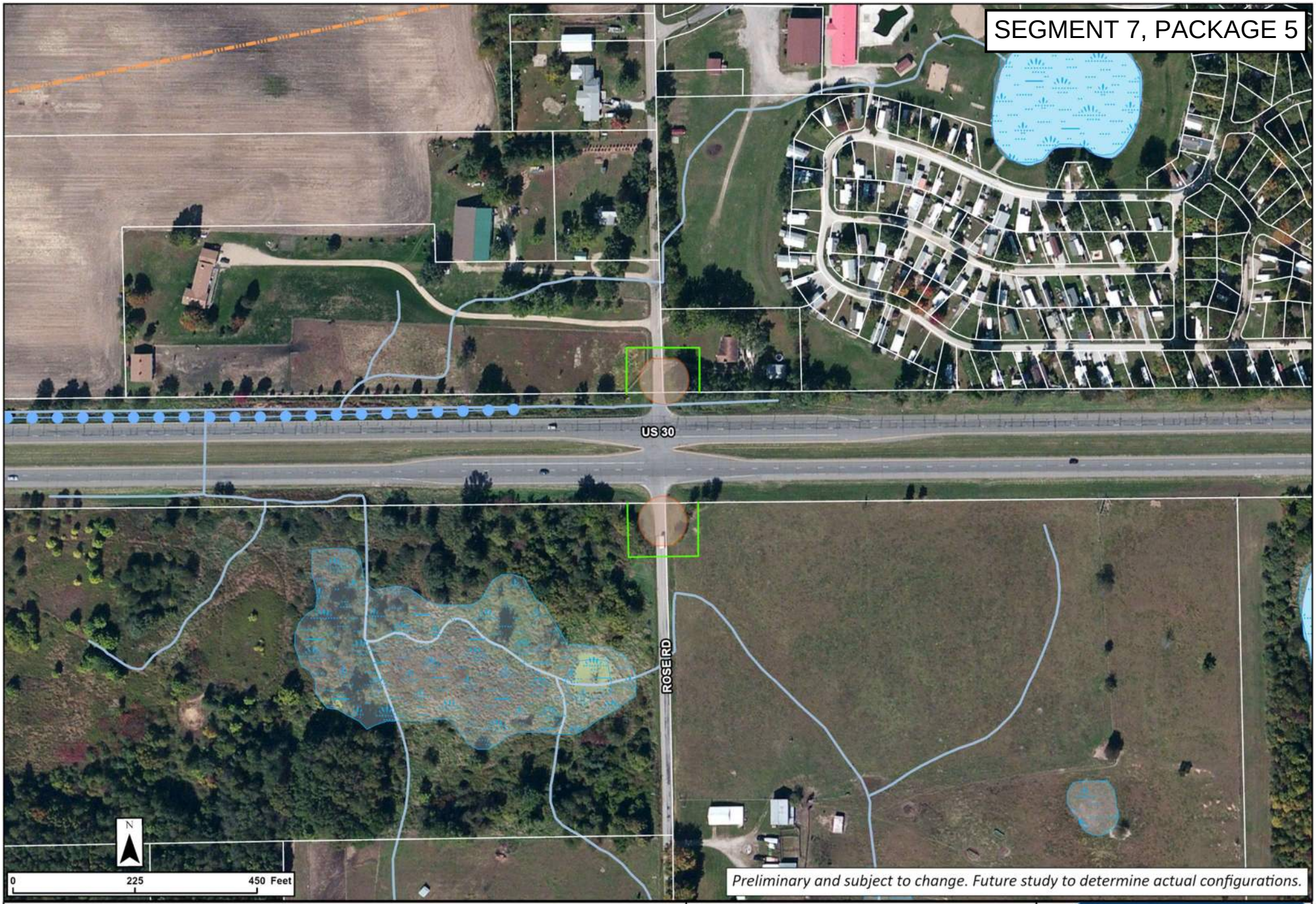
US 30 and Tulip Rd

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond
- Pipeline

US 30 West

US 30 and Rose Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Recreational Facility
- NWI Wetlands
- Stream / River

US 30 West

US 30 and Redwood Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Recreational Facility
- UST
- LUST
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

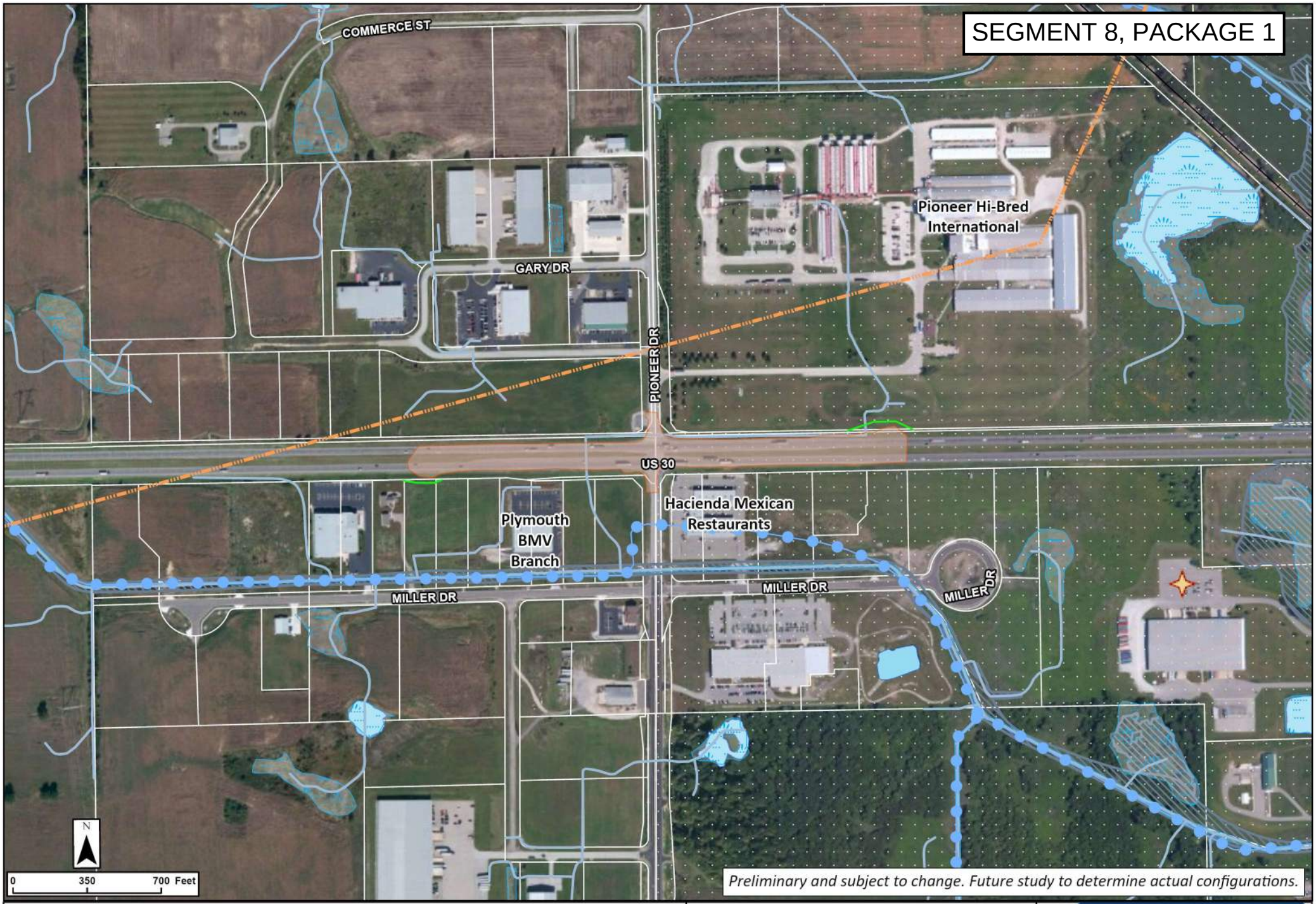
US 30 West

US 30 and Queen Road Interchange Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 8 Package 1



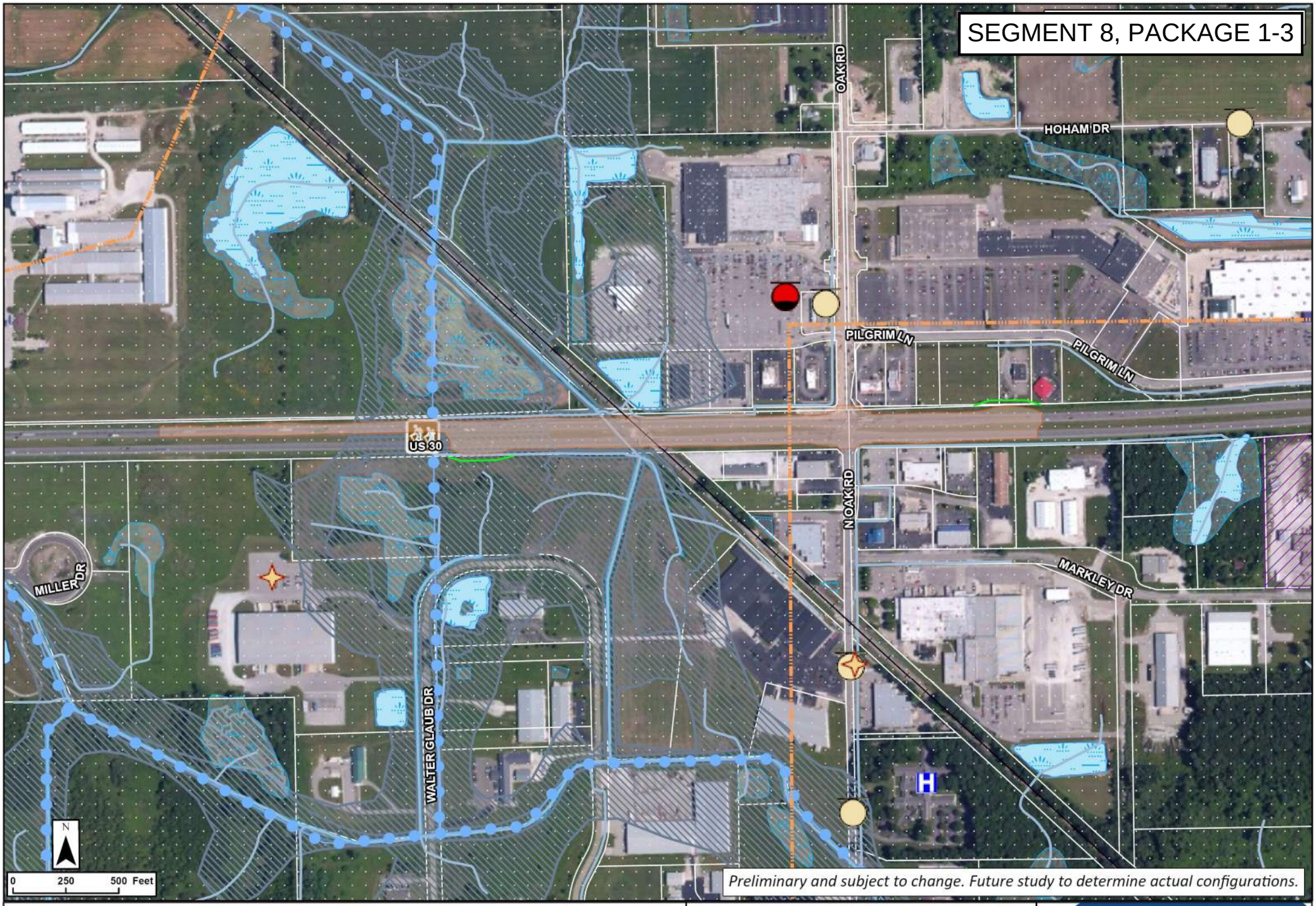
Legend

- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Pioneer Drive
Reduced Conflict Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

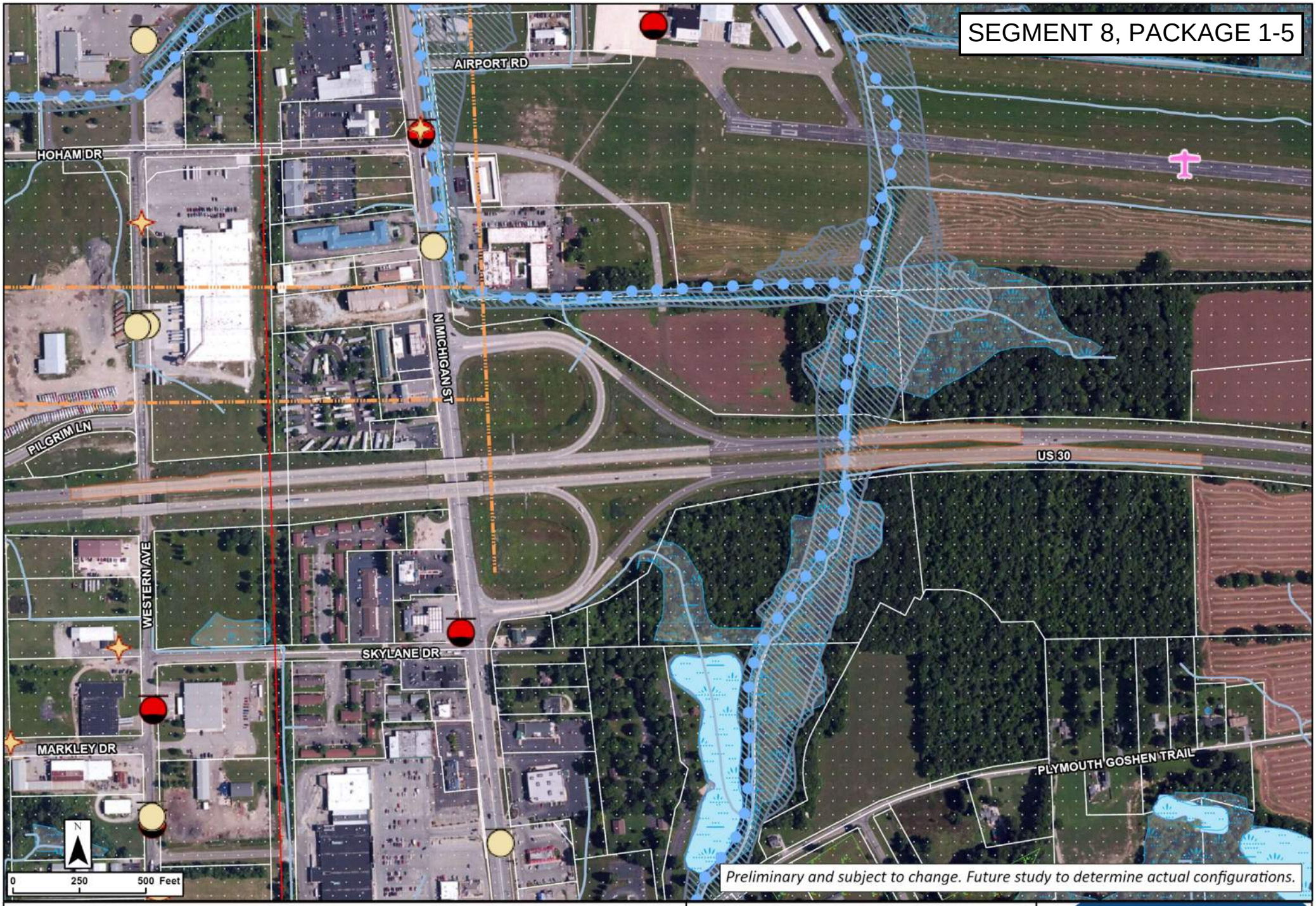
- Concept Footprint
- Potential New ROW
- Hospital
- Recreational Facility
- Pipeline
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Brownfield
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Oak Drive Boulevard Left Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

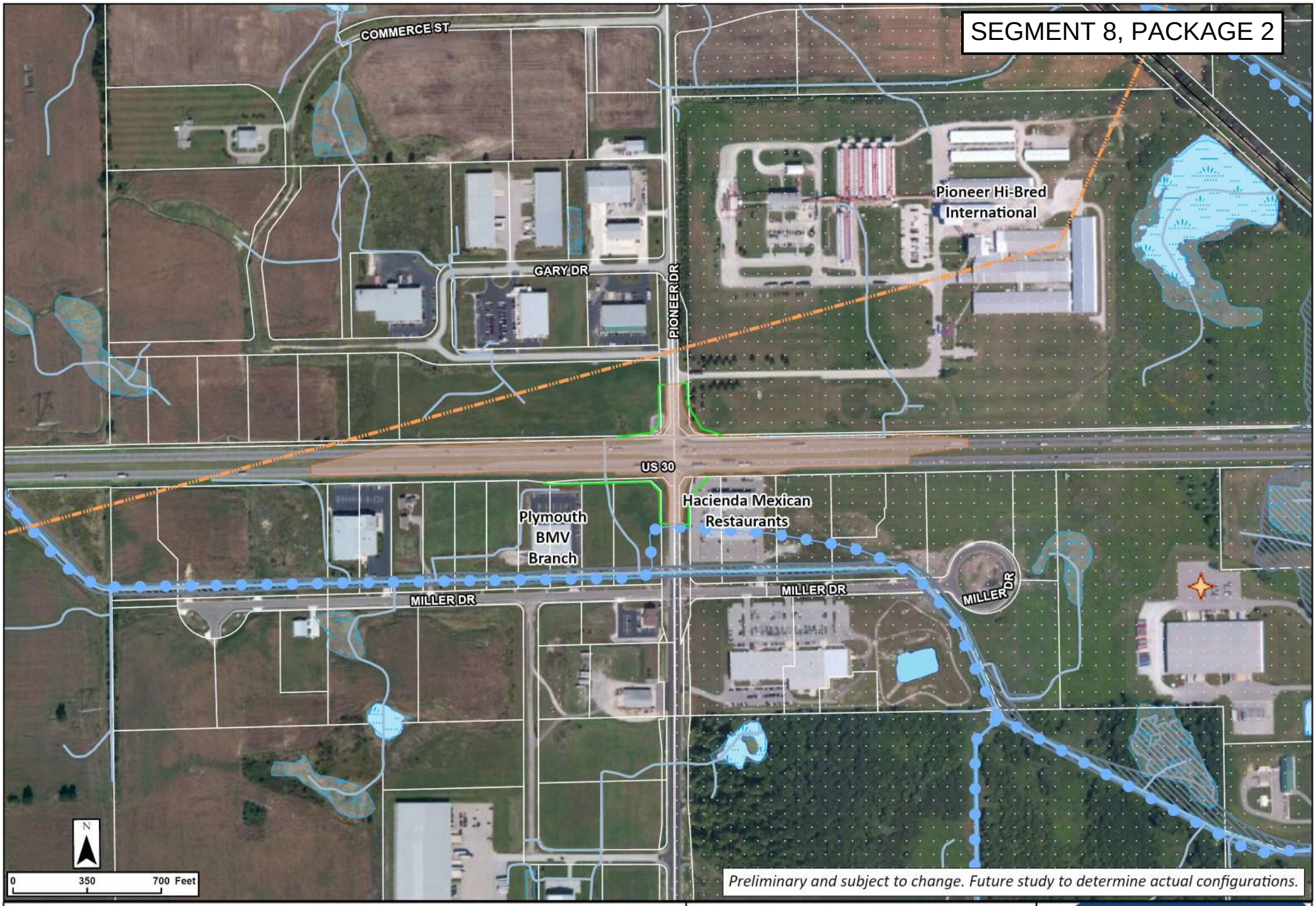
- Concept Footprint
- Airport
- Managed Lands
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Michigan Street Acceleration Deceleration Lanes Improvement Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 8 Package 2



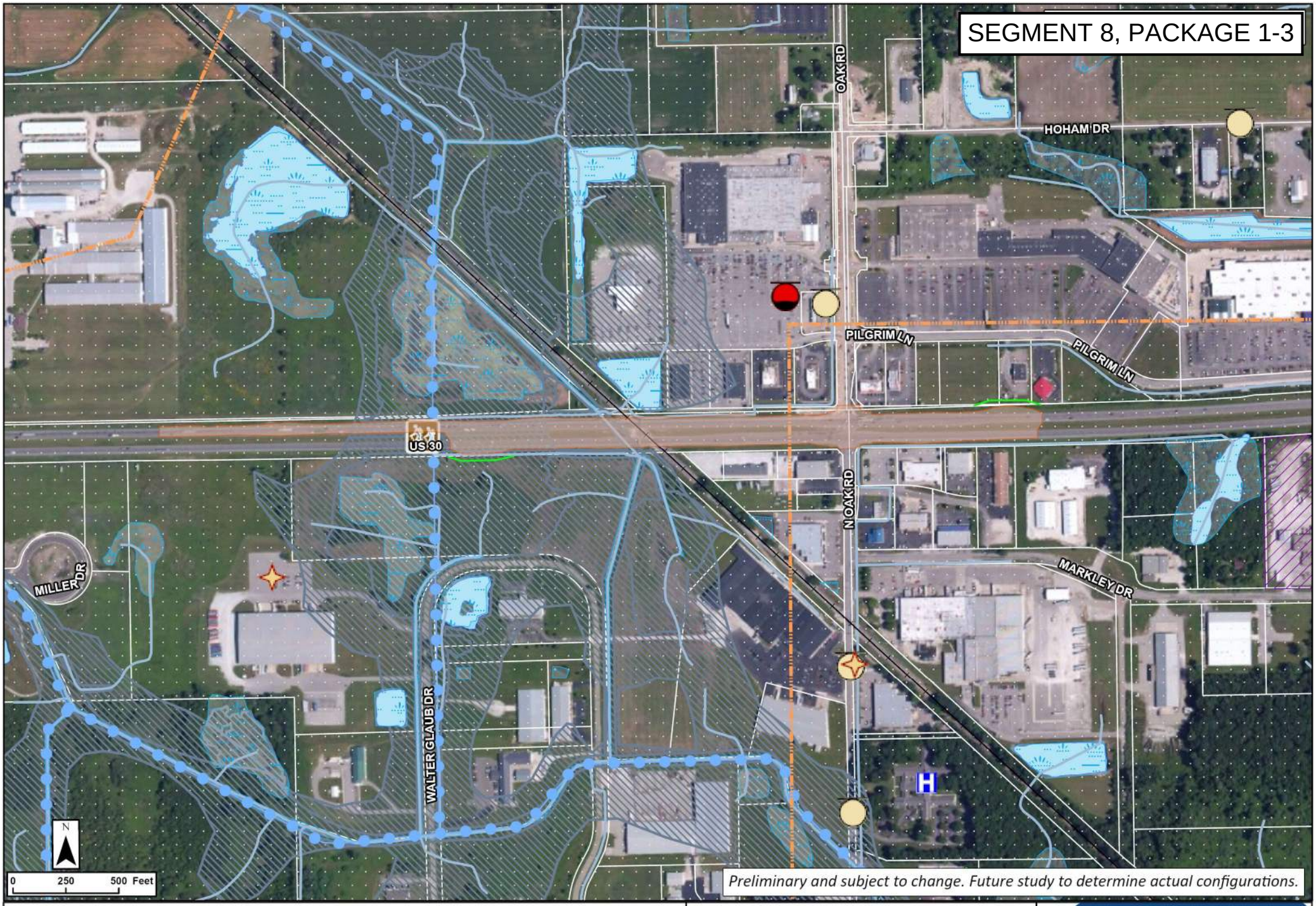
Legend

- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Pioneer Drive
Displaced Left Turn Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



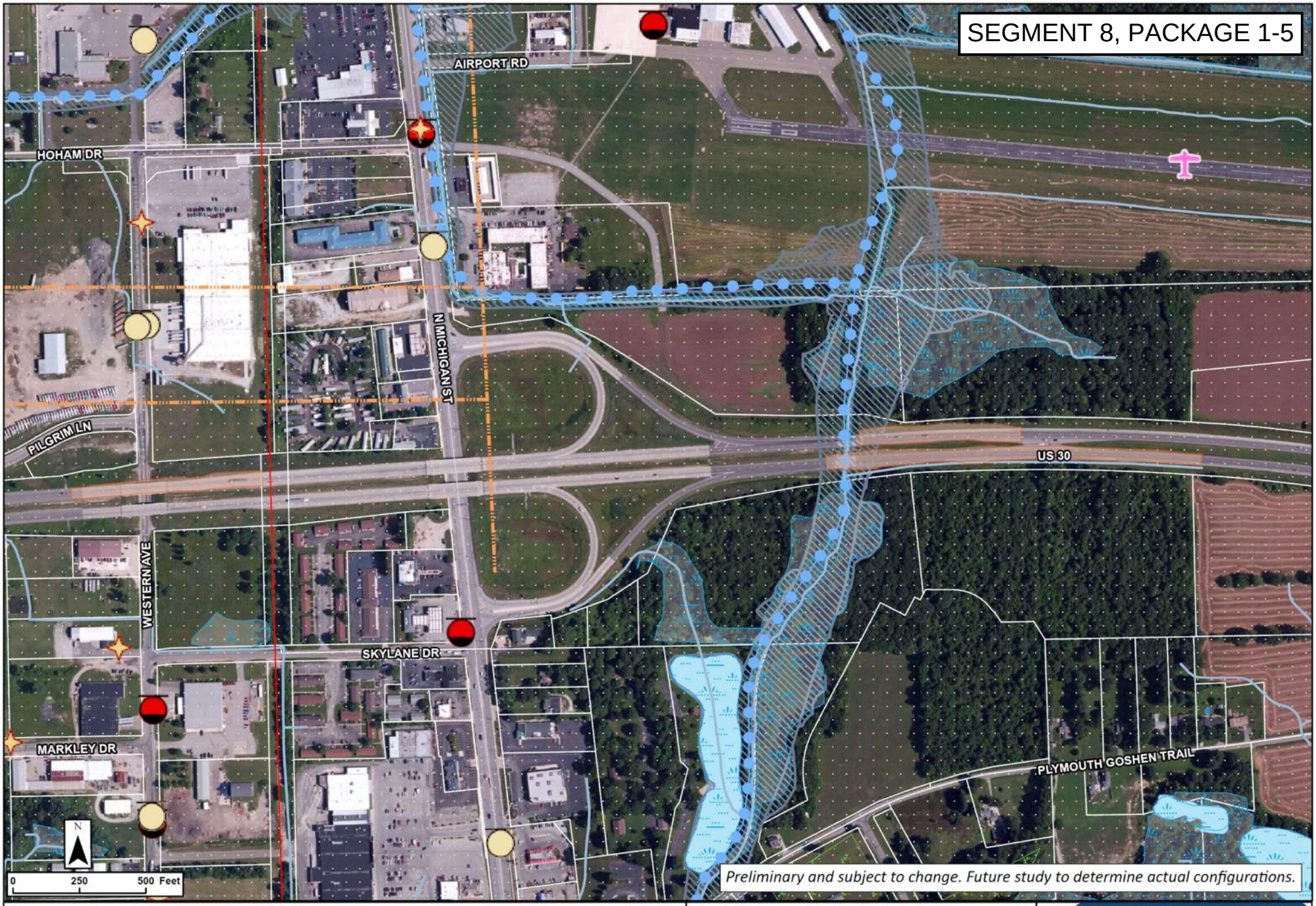
Legend

- Concept Footprint
- Potential New ROW
- Hospital
- Recreational Facility
- Pipeline
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Brownfield
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Oak Drive Boulevard Left Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

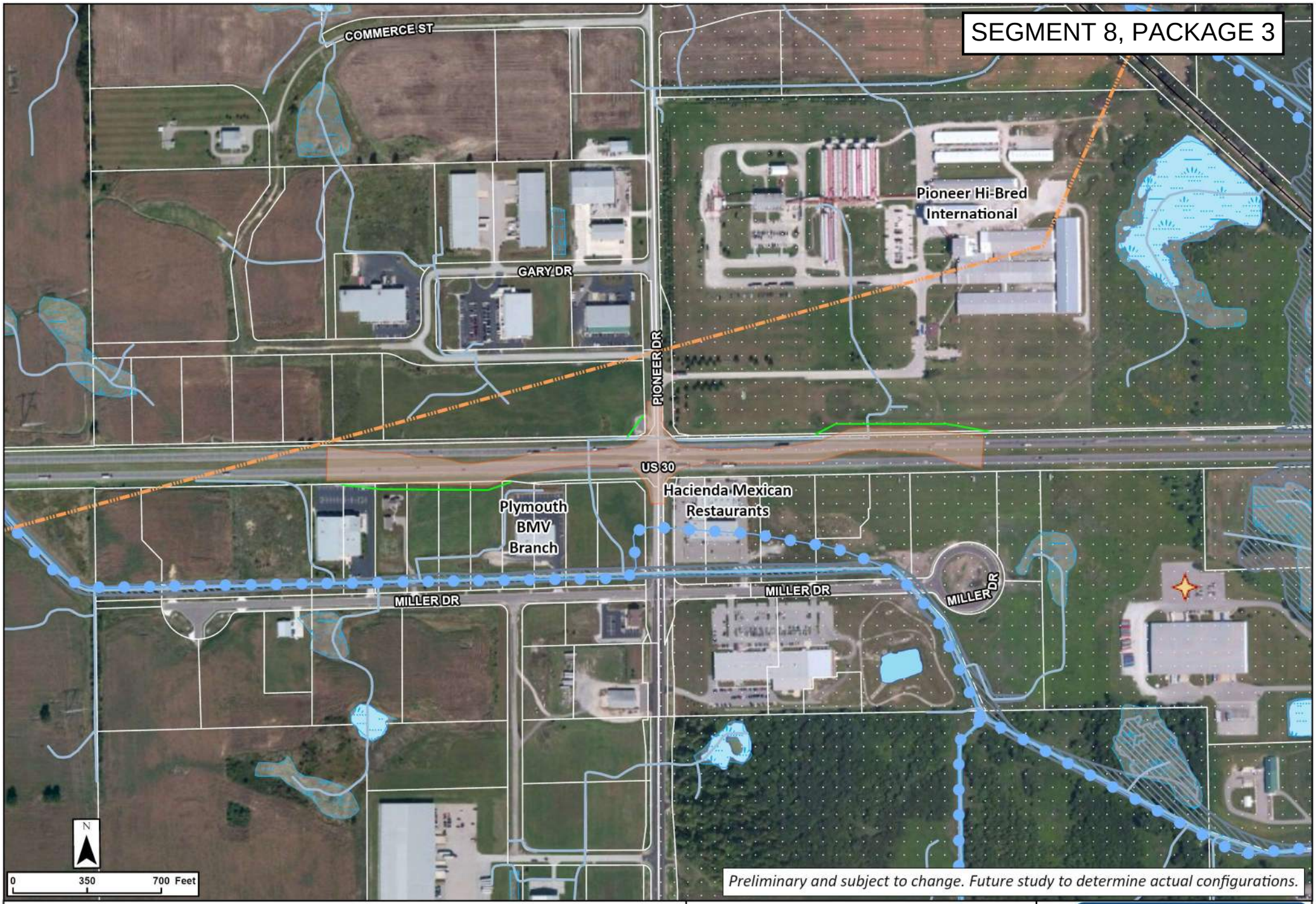
- Concept Footprint
- Airport
- Managed Lands
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Michigan Street Acceleration Deceleration Lanes Improvement Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 8 Package 3



Legend

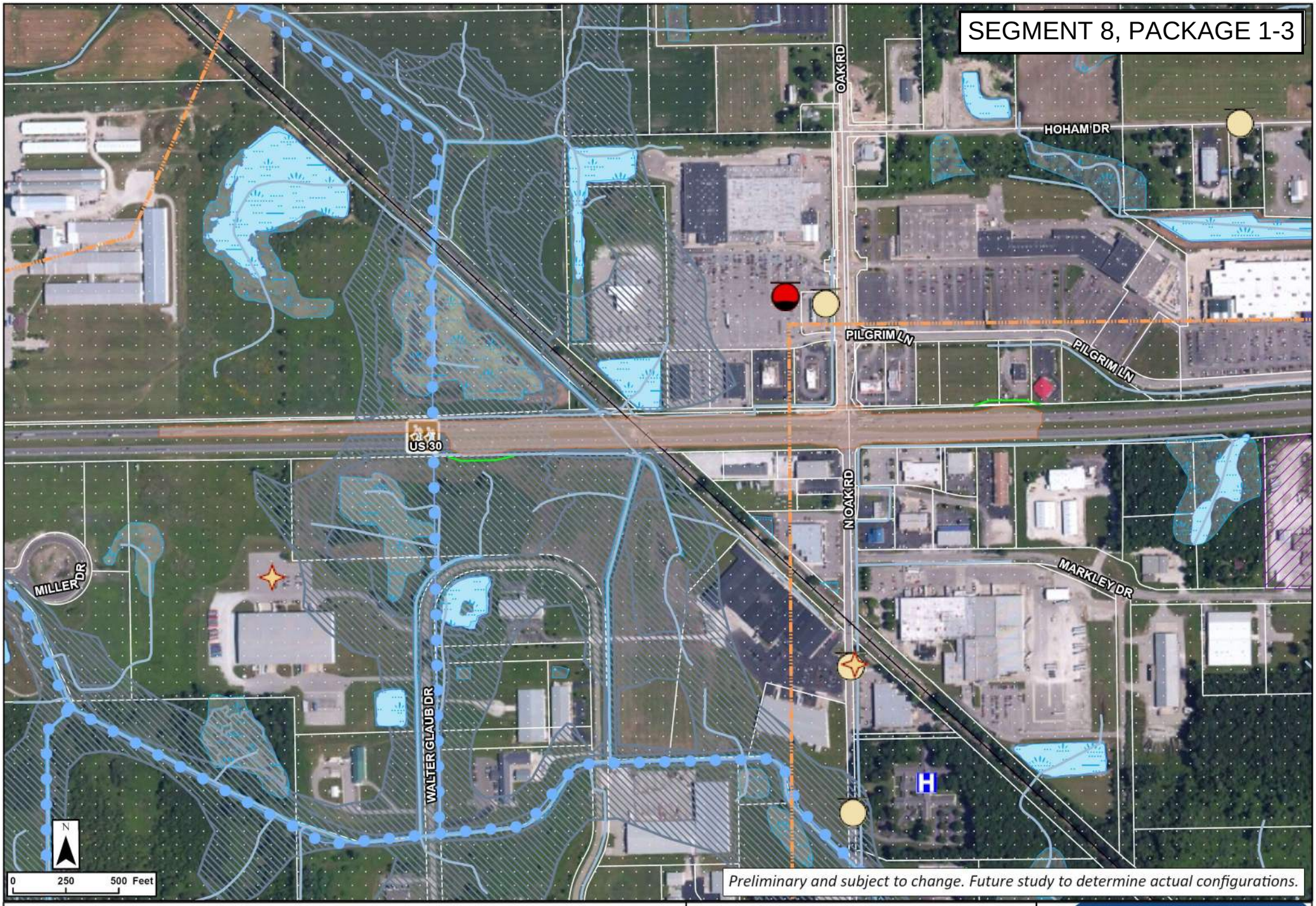
- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Pioneer Drive Roundabout Intersection Alternative

PROPEL US 30

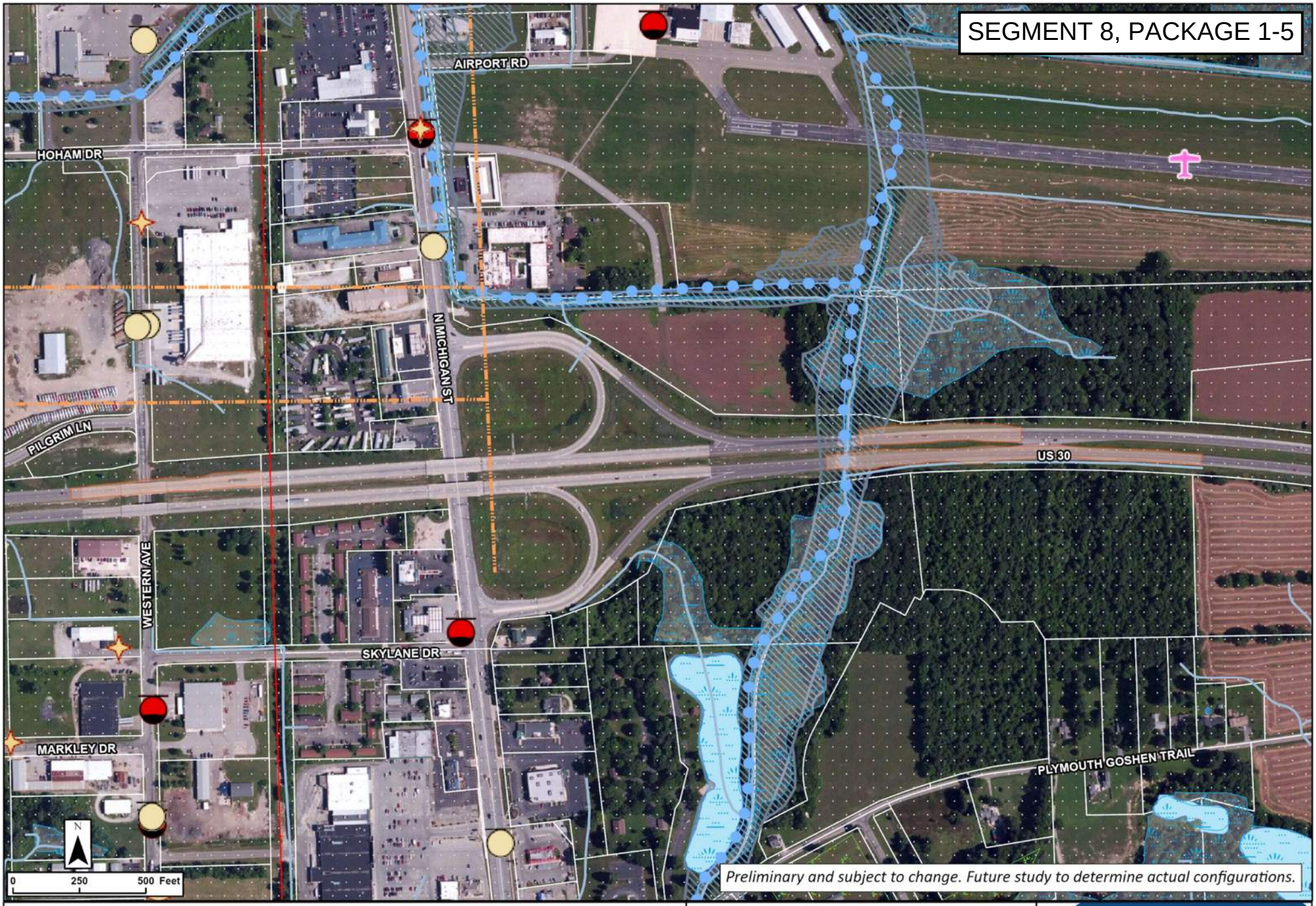
Smarter Transportation. Stronger Communities.



US 30 West

US 30 and Oak Drive Boulevard Left Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



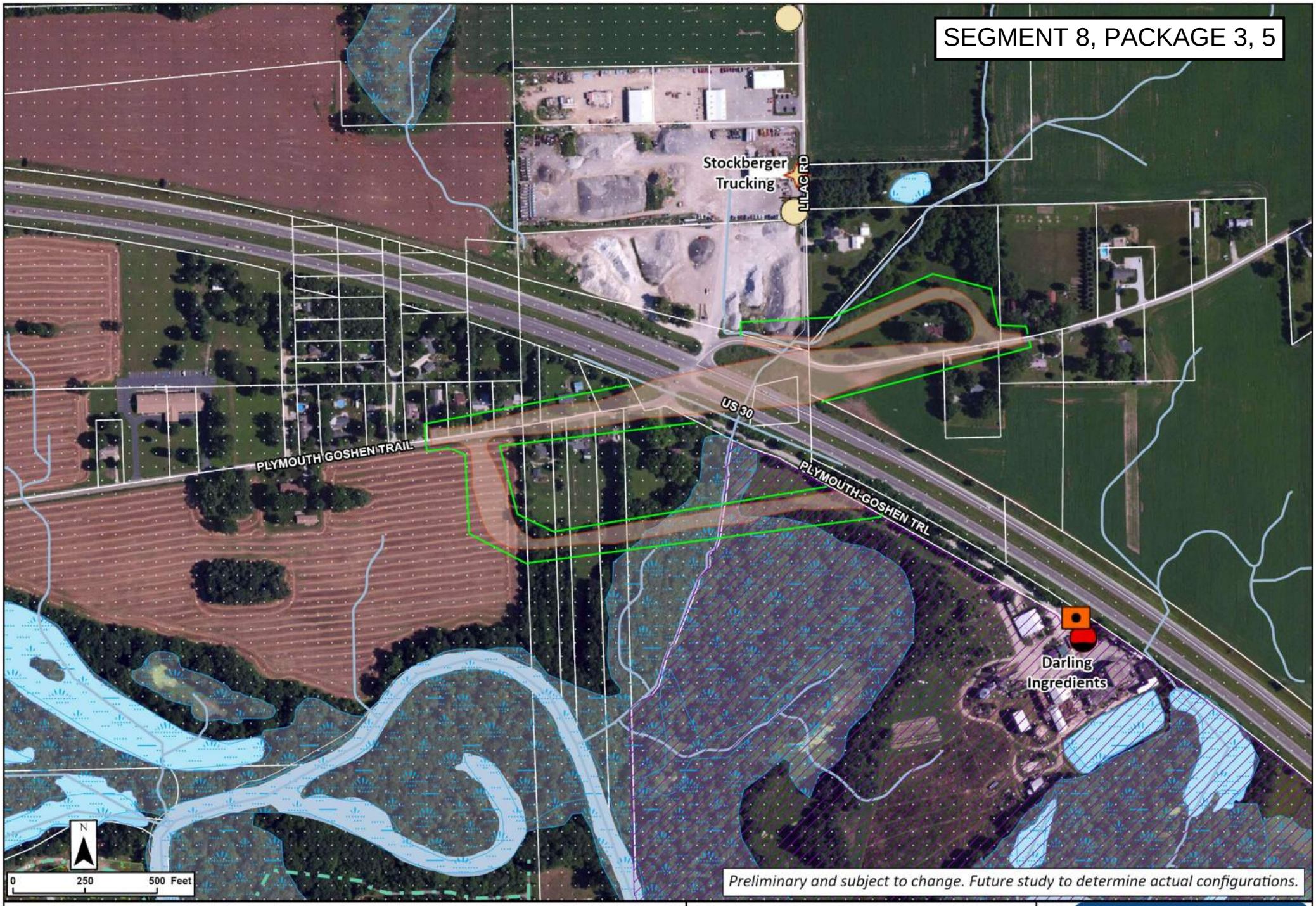
Legend

- Concept Footprint
- Airport
- Managed Lands
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Michigan Street Acceleration Deceleration Lanes Improvement Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

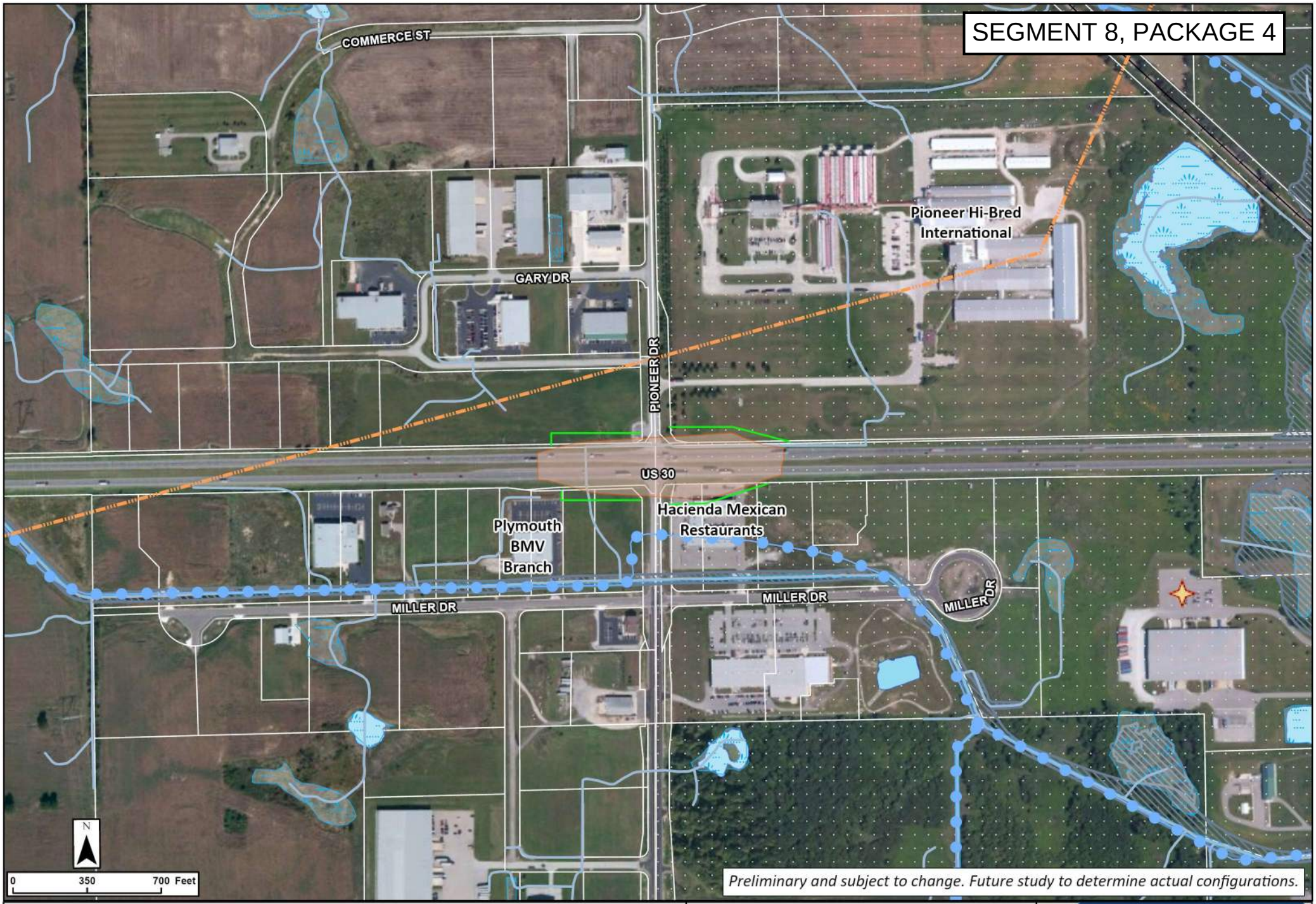
- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- UST
- Solid Waste Landfill
- LUST
- Notice of Contamination
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Trails

US 30 West

US 30 and Plymouth Goshen Trail Overpass Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 8 Package 4



Legend

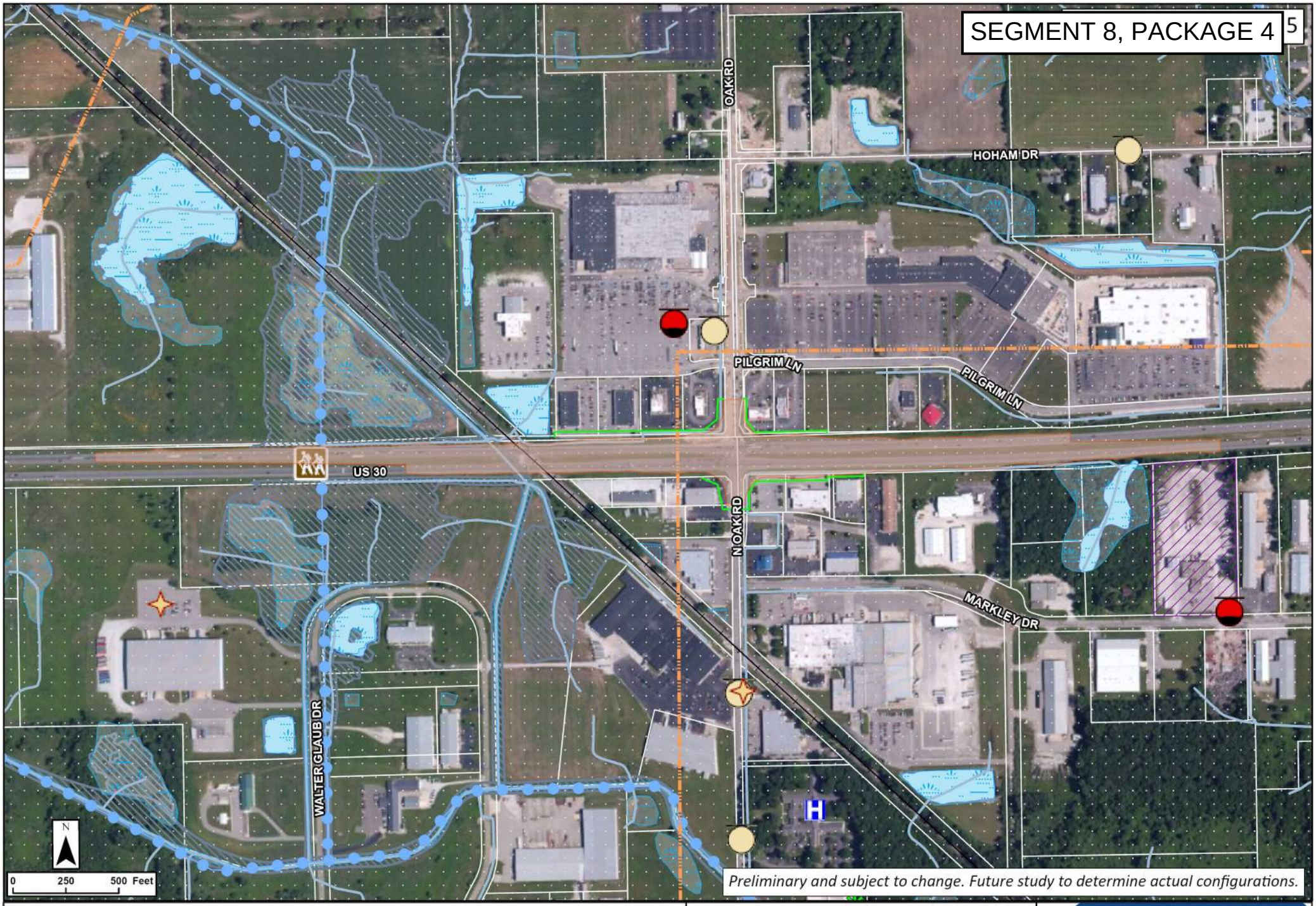
- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain
- Pipeline

US 30 West

US 30 and Pioneer Drive Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



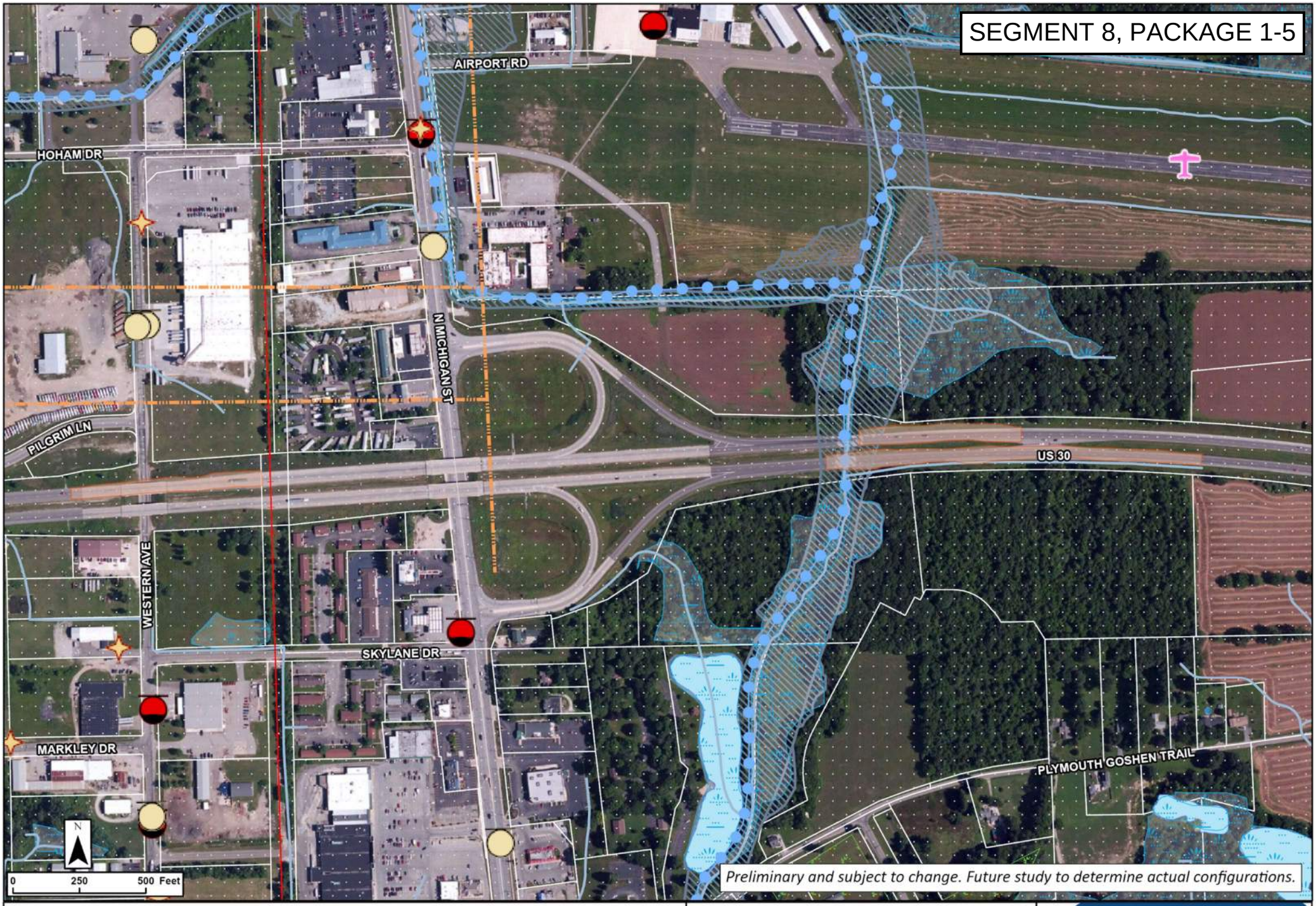
Legend

- Concept Footprint
- Potential New ROW
- Hospital
- Recreational Facility
- Pipeline
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Brownfield
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Oak Drive
Displaced Left Turn Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



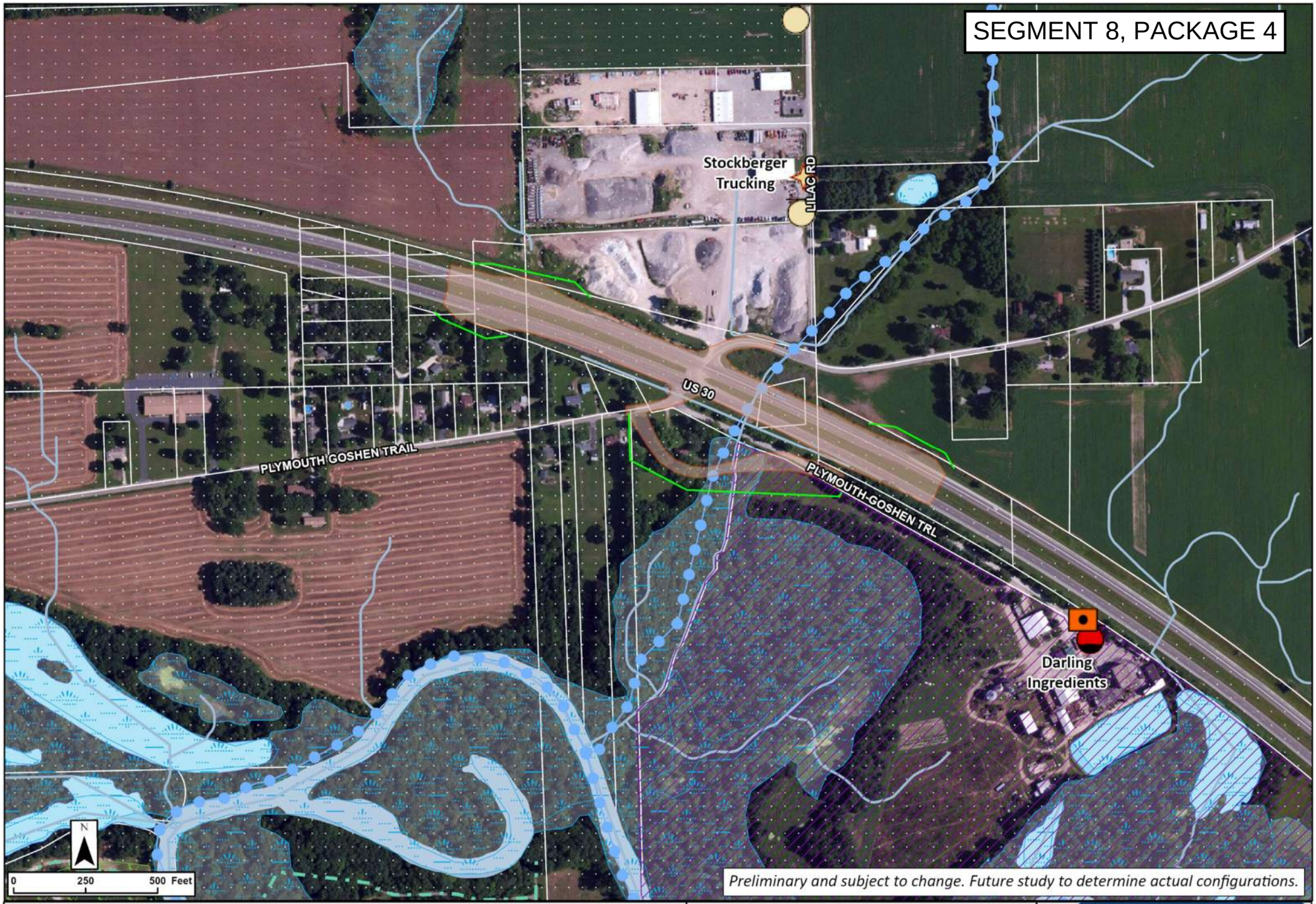
Legend

- Concept Footprint
- Airport
- Managed Lands
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Michigan Street Acceleration Deceleration Lanes Improvement Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- UST
- Solid Waste Landfill
- LUST
- Notice of Contamination
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Trails

US 30 West

US 30 and Plymouth Goshen Trail Reduced Conflict Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 8 Package 5



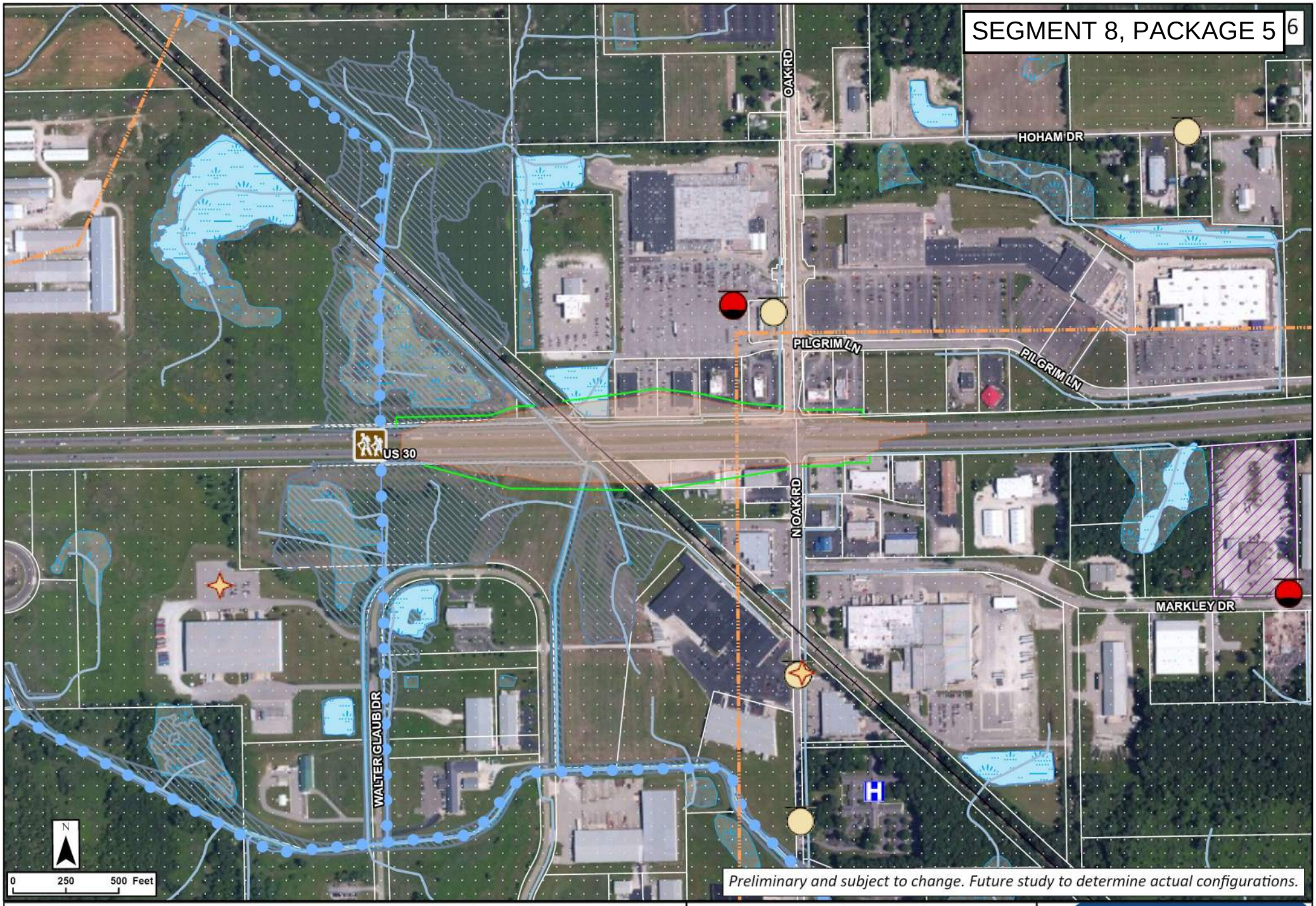
Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Pioneer Drive Interchange Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



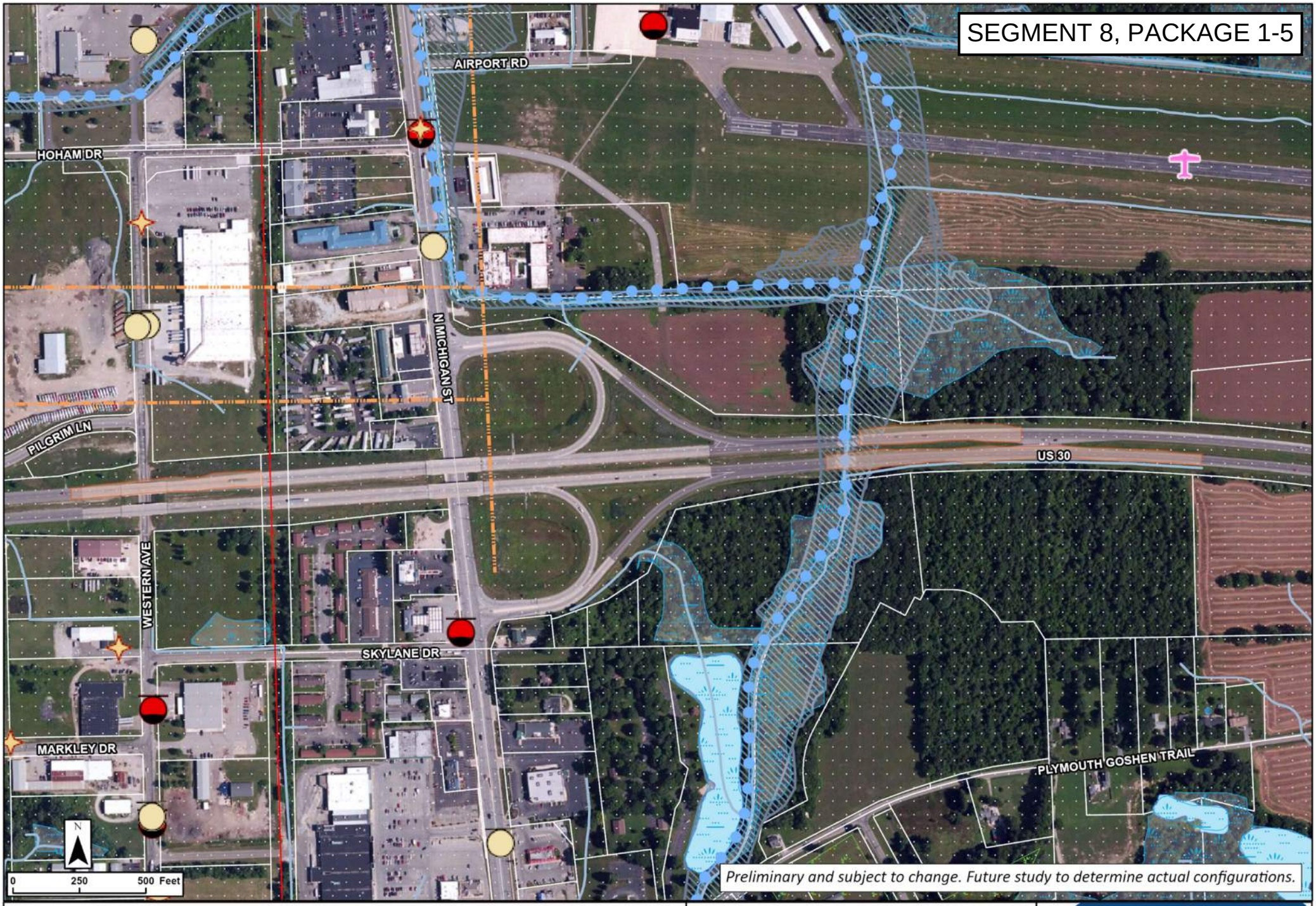
Legend

- Concept Footprint
- Potential New ROW
- Hospital
- Recreational Facility
- Pipeline
- Railroad, In Service
- RCRA Generator/TSD
- UST
- LUST
- Brownfield
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 30 West

US 30 and Oak Drive Overpass Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



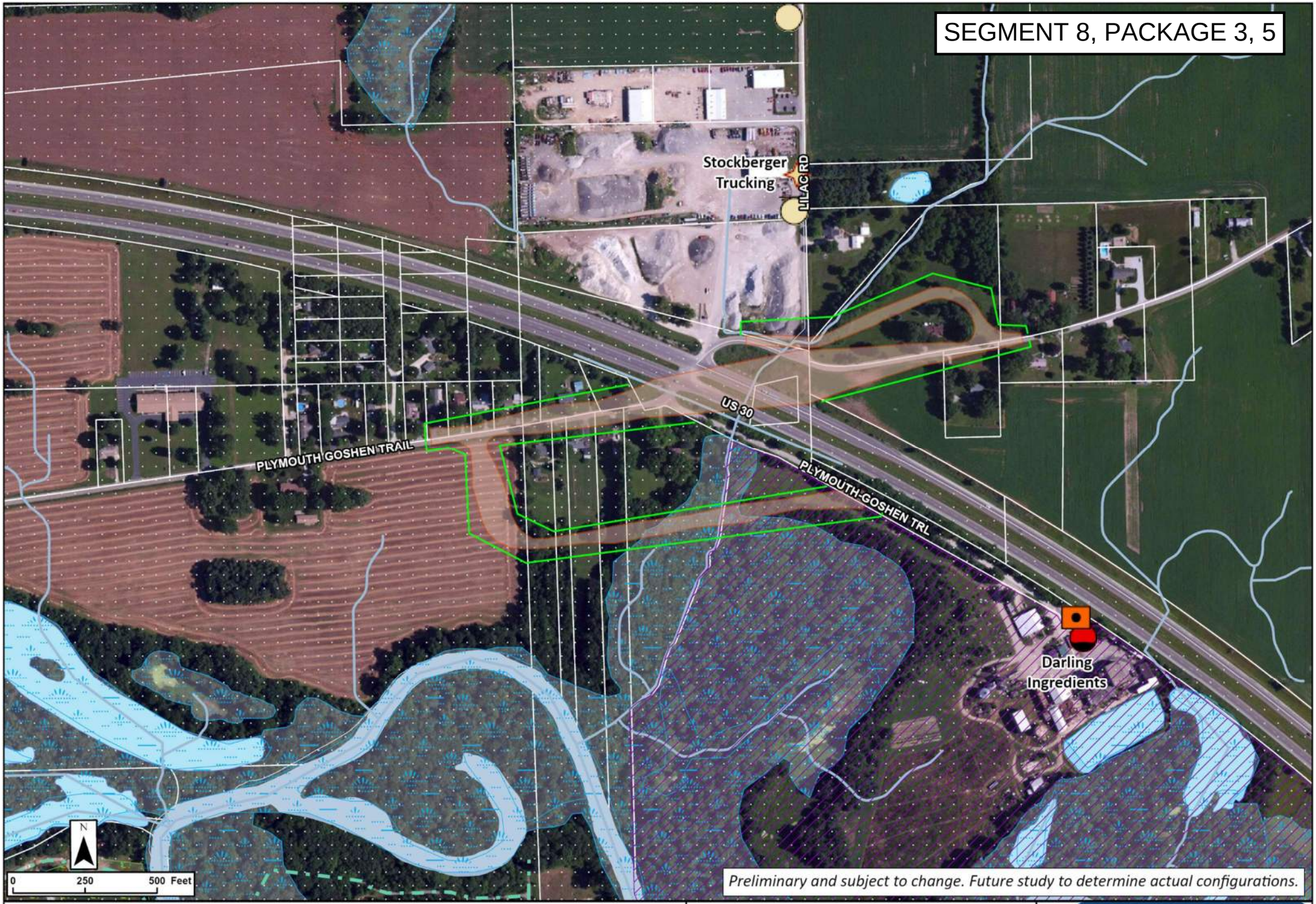
Legend

- Concept Footprint
- Airport
- Managed Lands
- RCRA Generator/TSD
- UST
- LUST
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain
- Pipeline

US 30 West

US 30 and Michigan Street Acceleration Deceleration Lanes Improvement Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- RCRA Generator/TSD
- UST
- Solid Waste Landfill
- LUST
- Notice of Contamination
- Institutional Controls IDEM
- Sensitive Communities
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River
- Trails

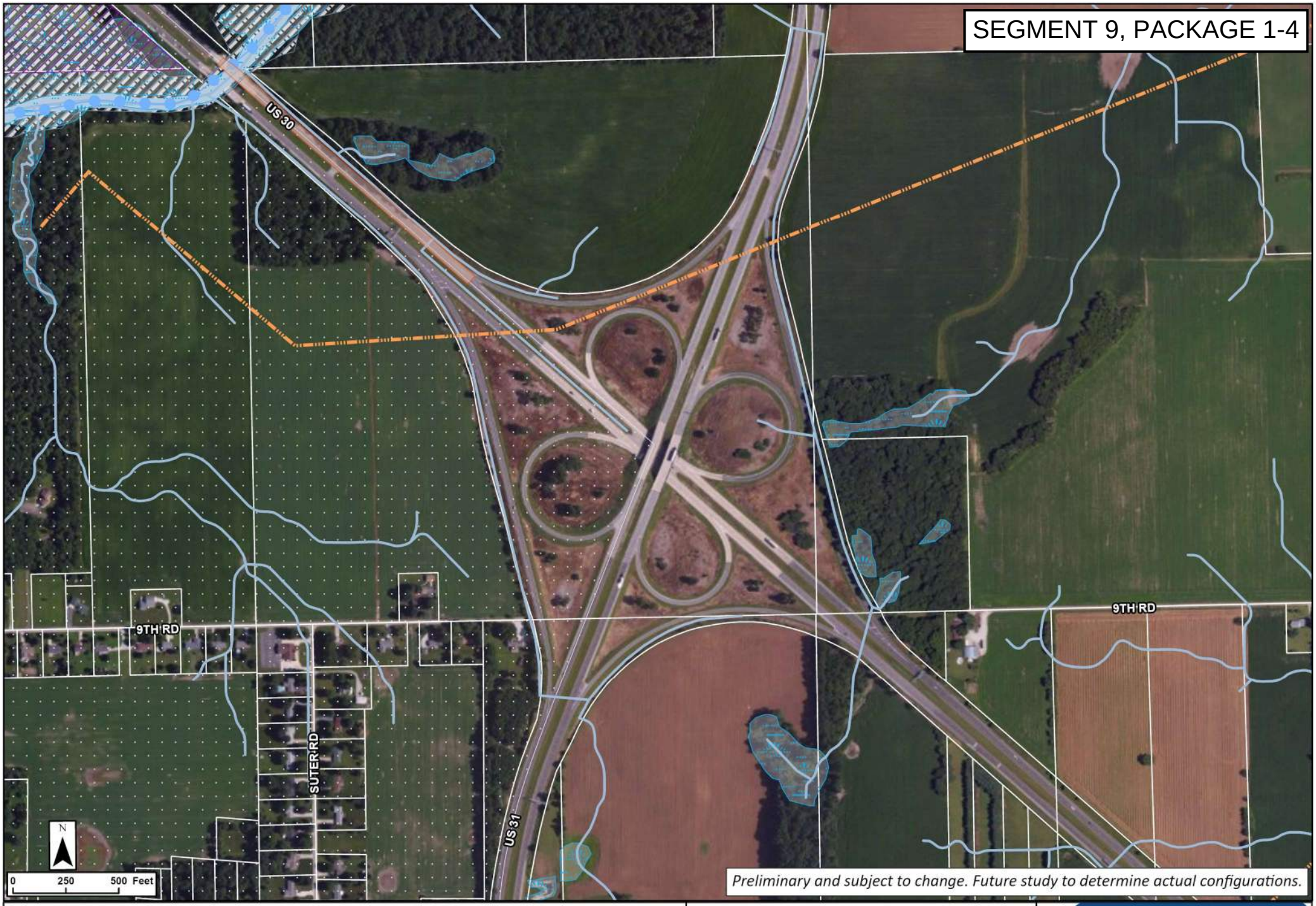
US 30 West

US 30 and Plymouth Goshen Trail Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 9 Package 1



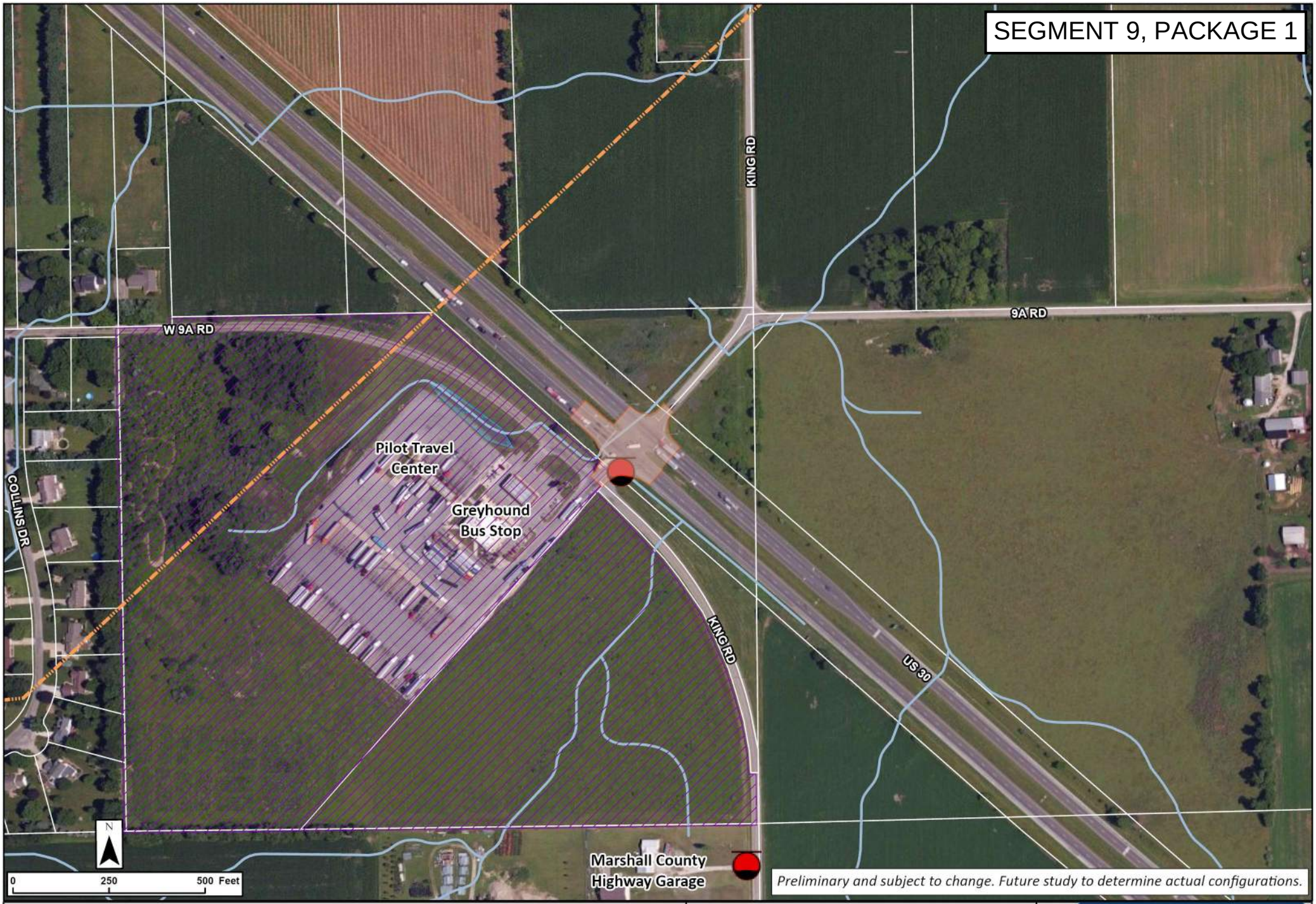
Legend

- Concept Footprint
- Institutional Controls IDEM
- Pipeline
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands

US 30 West

US 30 and US 31
Acceleration Lanes
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

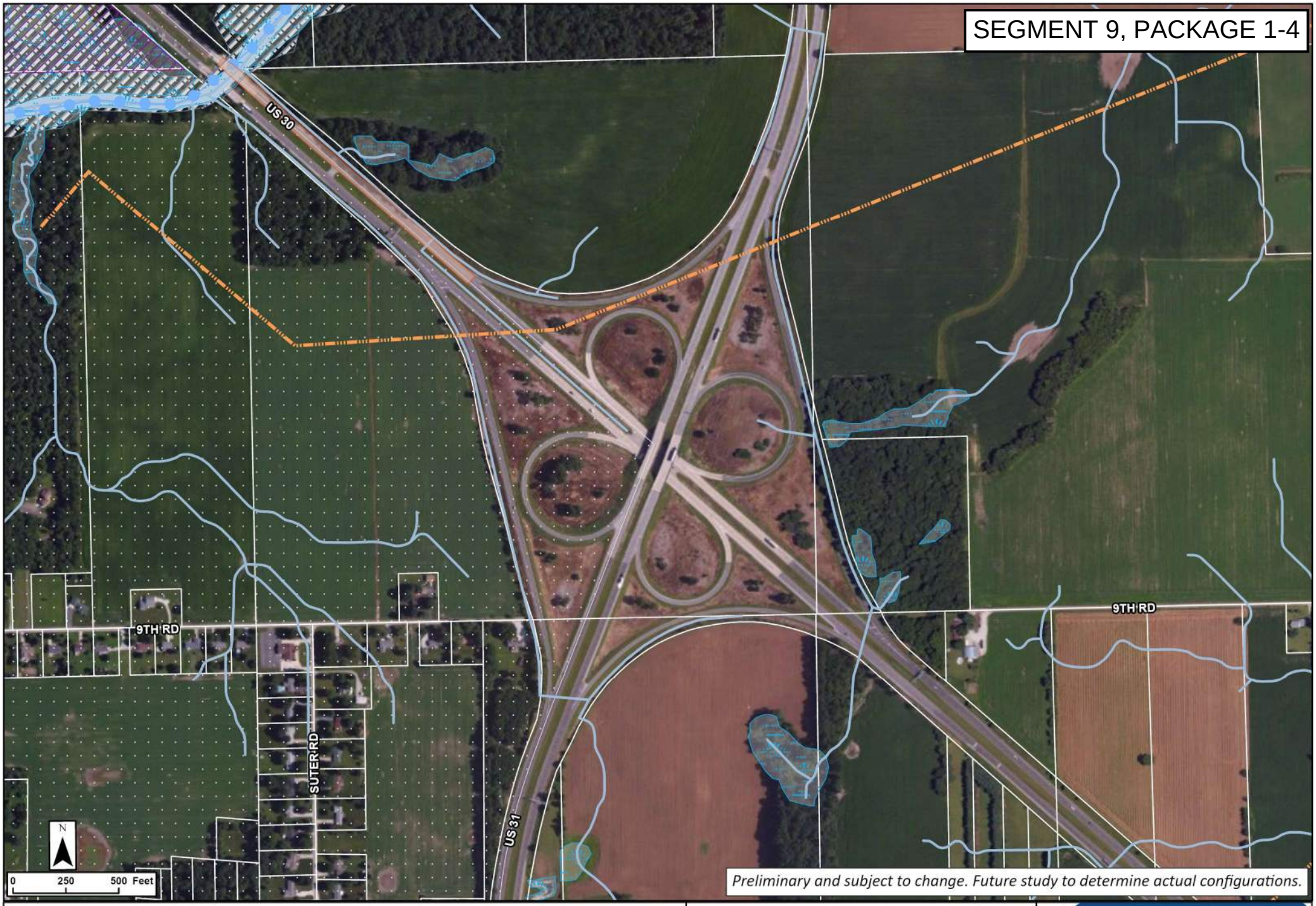
- Concept Footprint
- LUST
- Institutional Controls IDEM
- Stream / River
- NWI Wetlands
- Lake / Pond
- Pipeline

US 30 West

US 30 and King Road/W 9A Road Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 9 Package 2



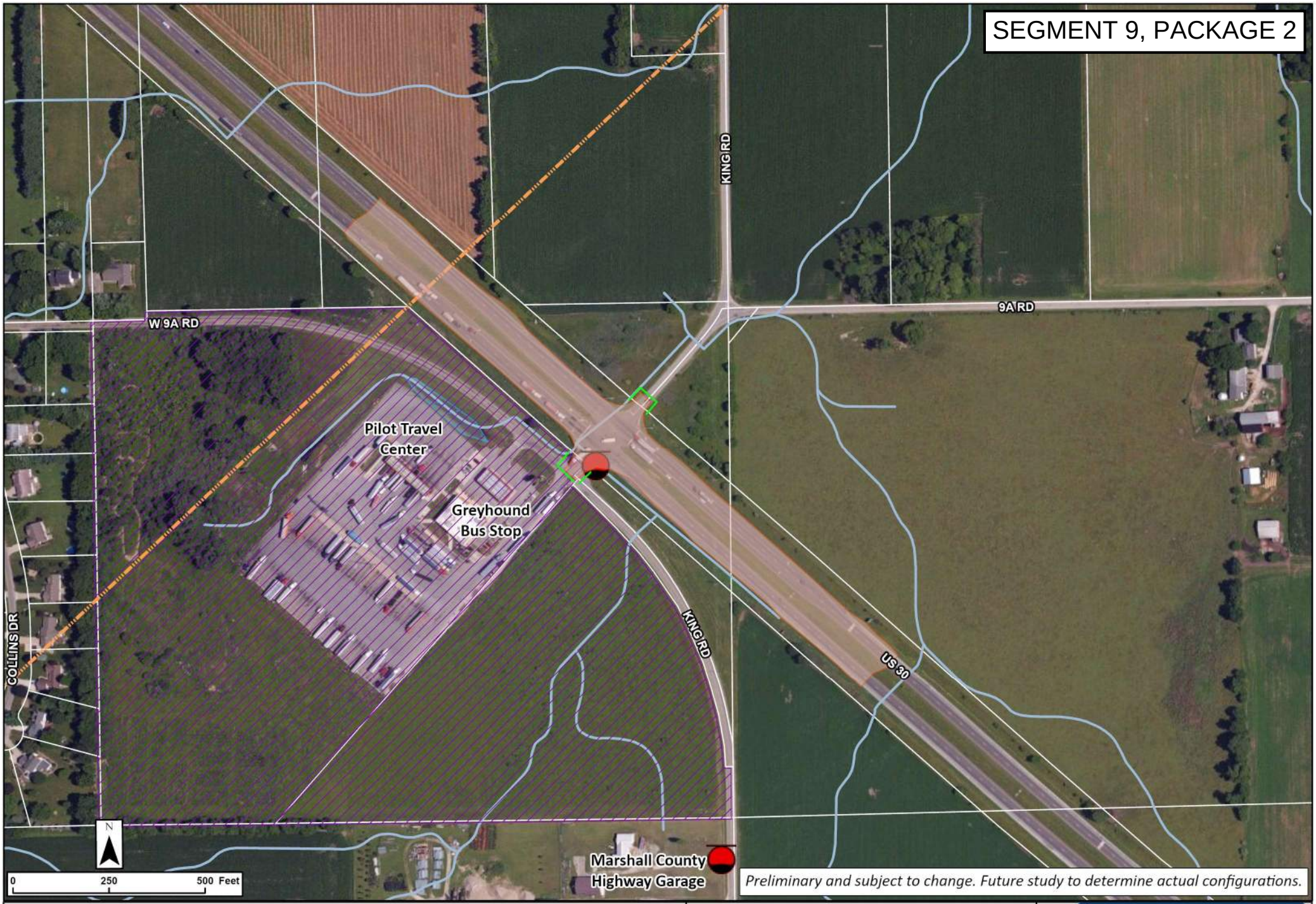
Legend

- Concept Footprint
- Institutional Controls IDEM
- Pipeline
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands

US 30 West

US 30 and US 31
Acceleration Lanes
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

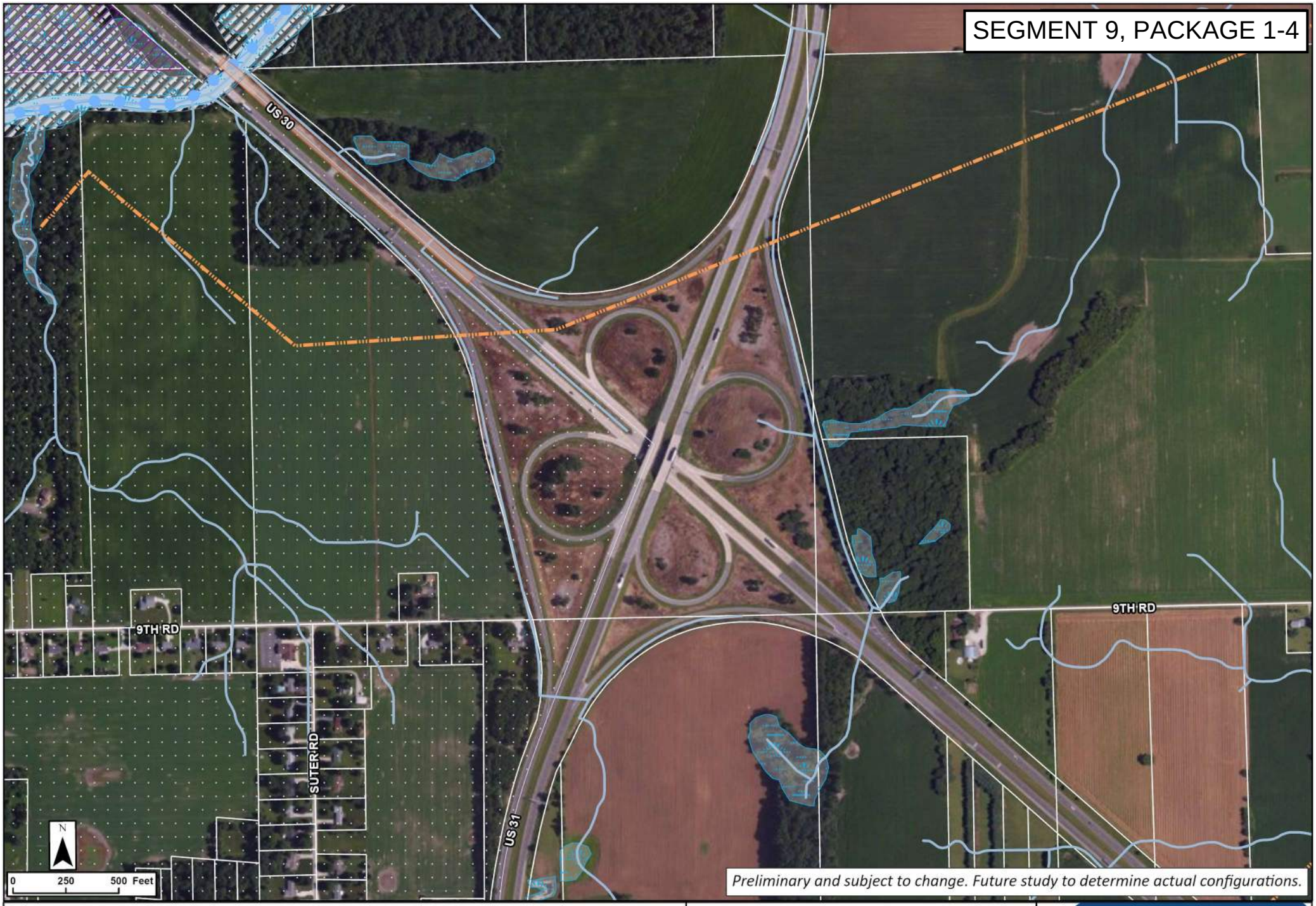
- Concept Footprint
- Potential New ROW
- Institutional Controls IDEM
- Stream / River
- NWI Wetlands
- Lake / Pond
- Pipeline
- LUST

US 30 West

US 30 and King Road/W 9A Road
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 9 Package 3



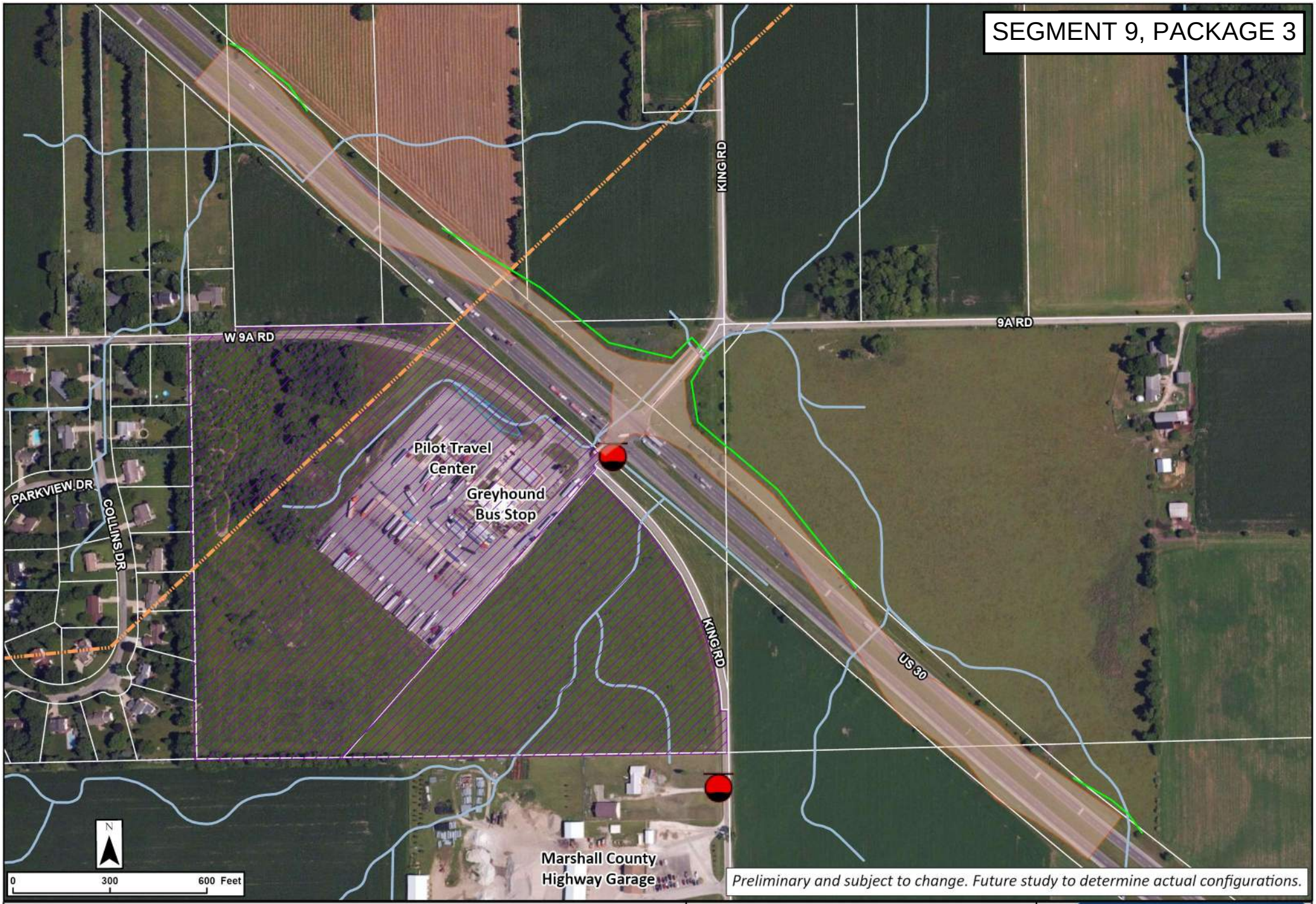
Legend

- Concept Footprint
- Institutional Controls IDEM
- Pipeline
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands

US 30 West

US 30 and US 31
Acceleration Lanes
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

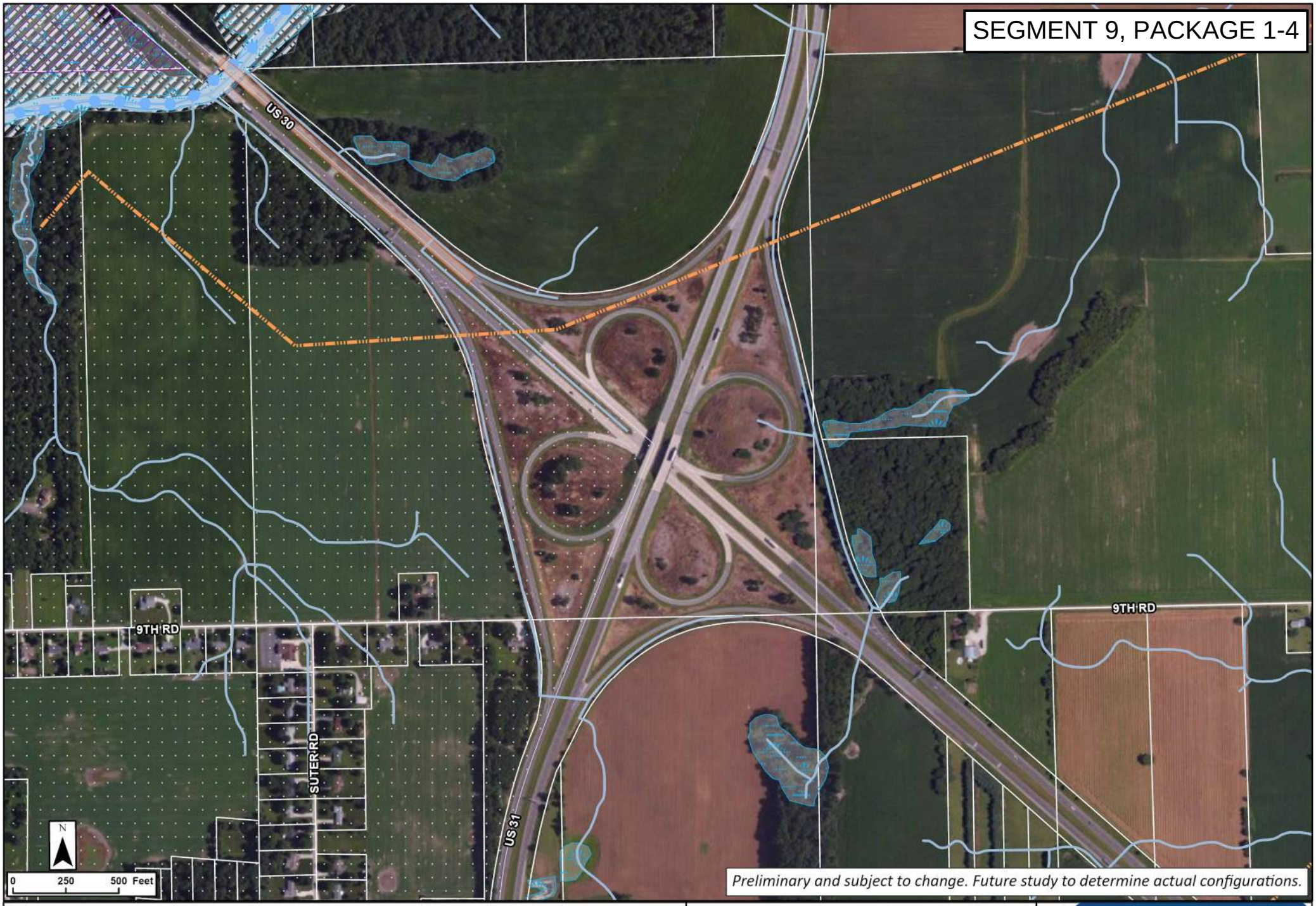
- Concept Footprint
- Potential New ROW
- Institutional Controls IDEM
- Stream / River
- NWI Wetlands
- Lake / Pond
- Pipeline
- LUST

US 30 West

US 30 and King Road/W 9A Road Roundabout Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 9 Package 4



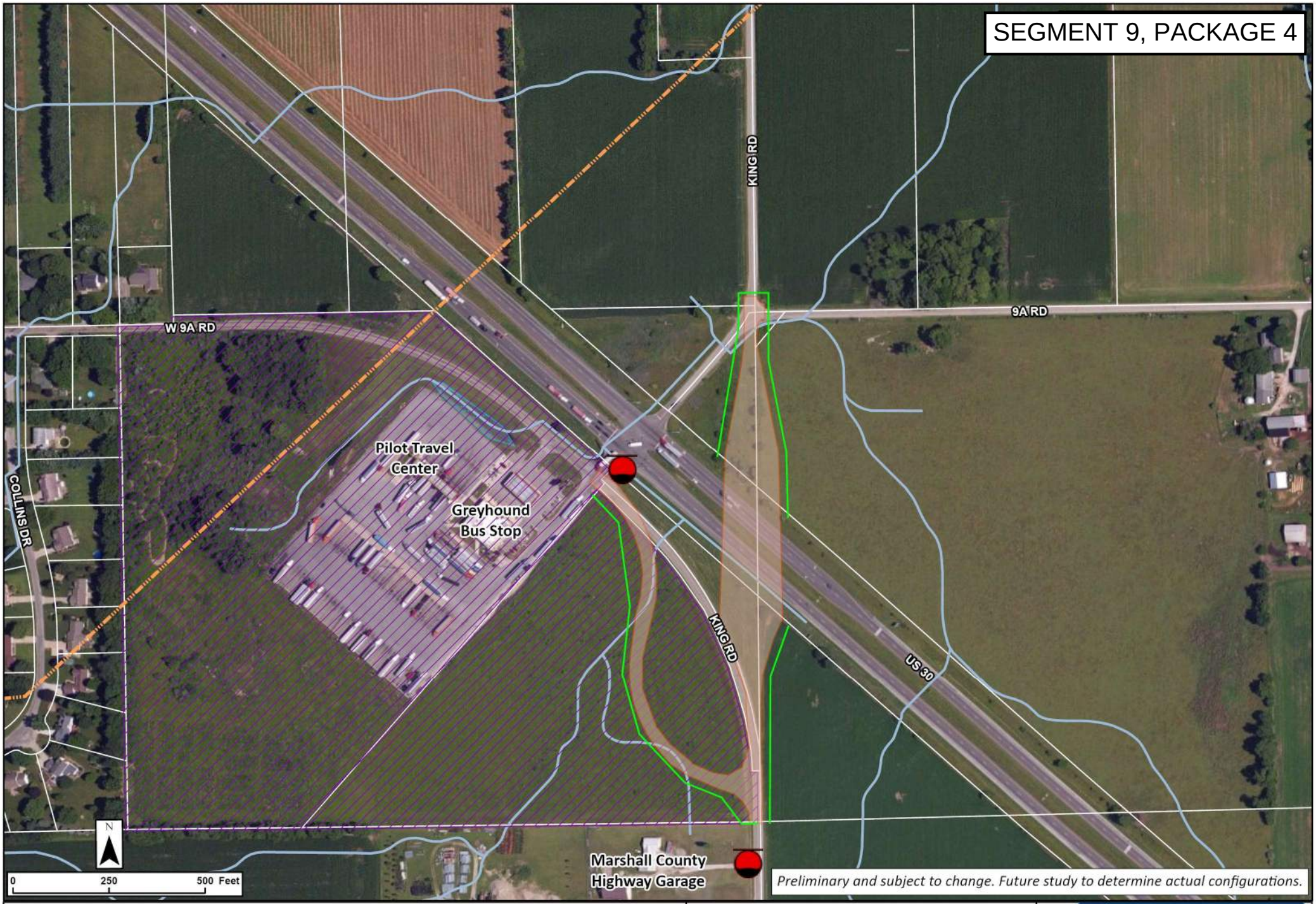
Legend

- Concept Footprint
- Institutional Controls IDEM
- Pipeline
- Sensitive Communities
- Impaired Stream/Lake
- Stream / River
- NWI Wetlands

US 30 West

US 30 and US 31
Acceleration Lanes
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Institutional Controls IDEM
- Stream / River
- NWI Wetlands
- Lake / Pond
- Pipeline
- LUST

US 30 West

US 30 and King Road/W 9A Road Overpass Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 10 Package 1



Legend

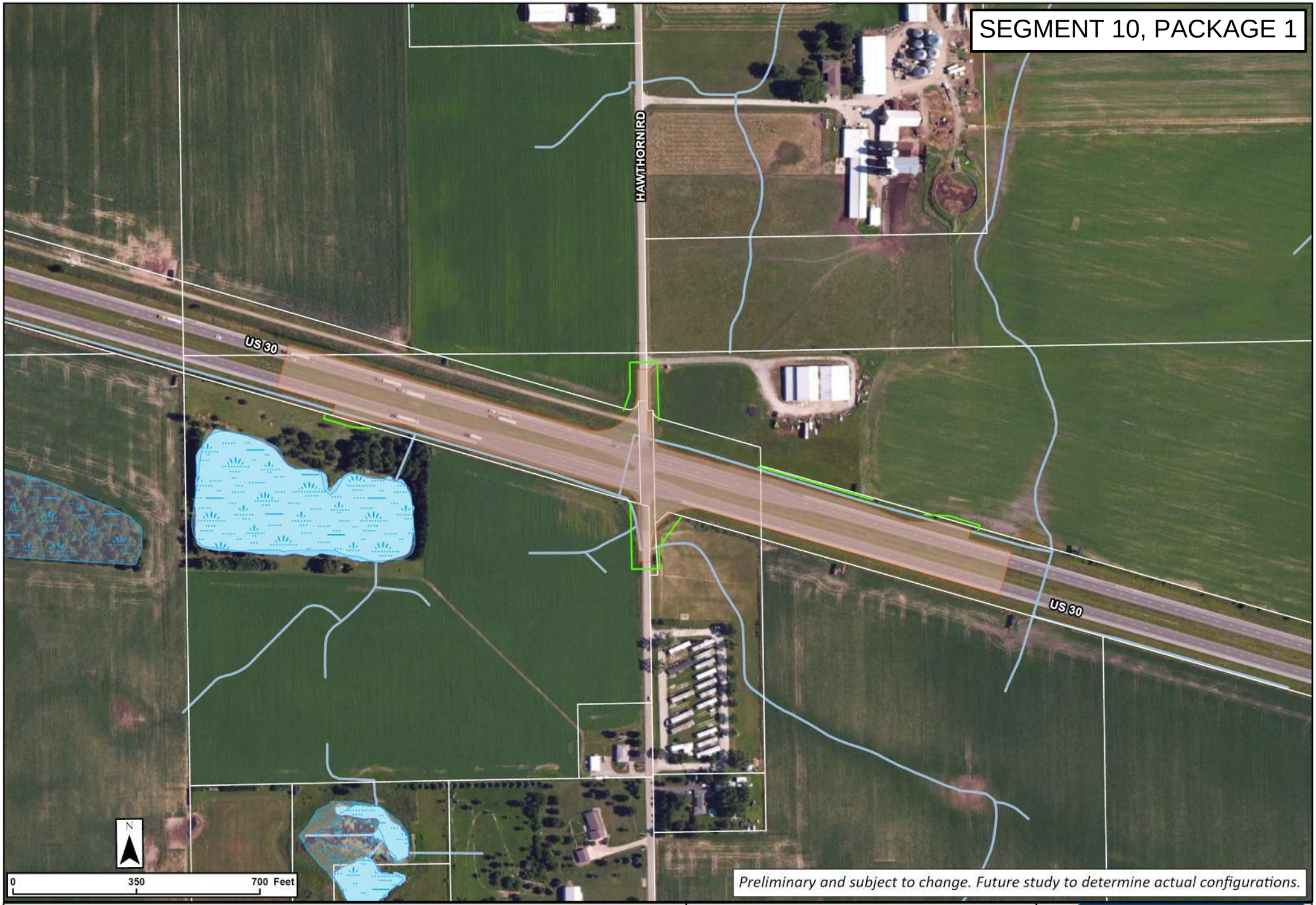
- Concept Footprint
- Potential New ROW
- UST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and South Iris Rd Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Lake / Pond
- Stream / River

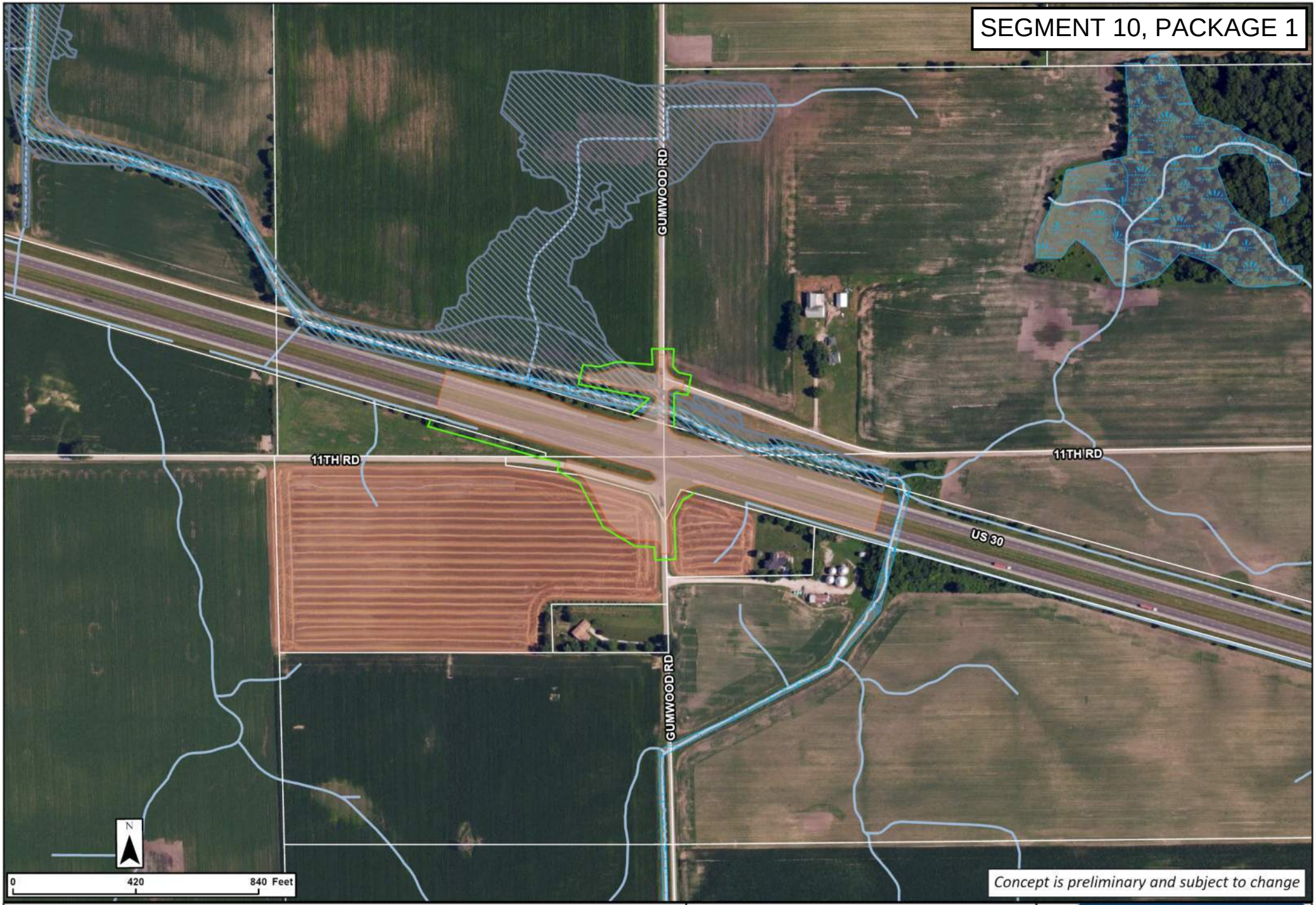
US 30 West

US 30 and Hawthorn Rd

Reduced Conflict Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

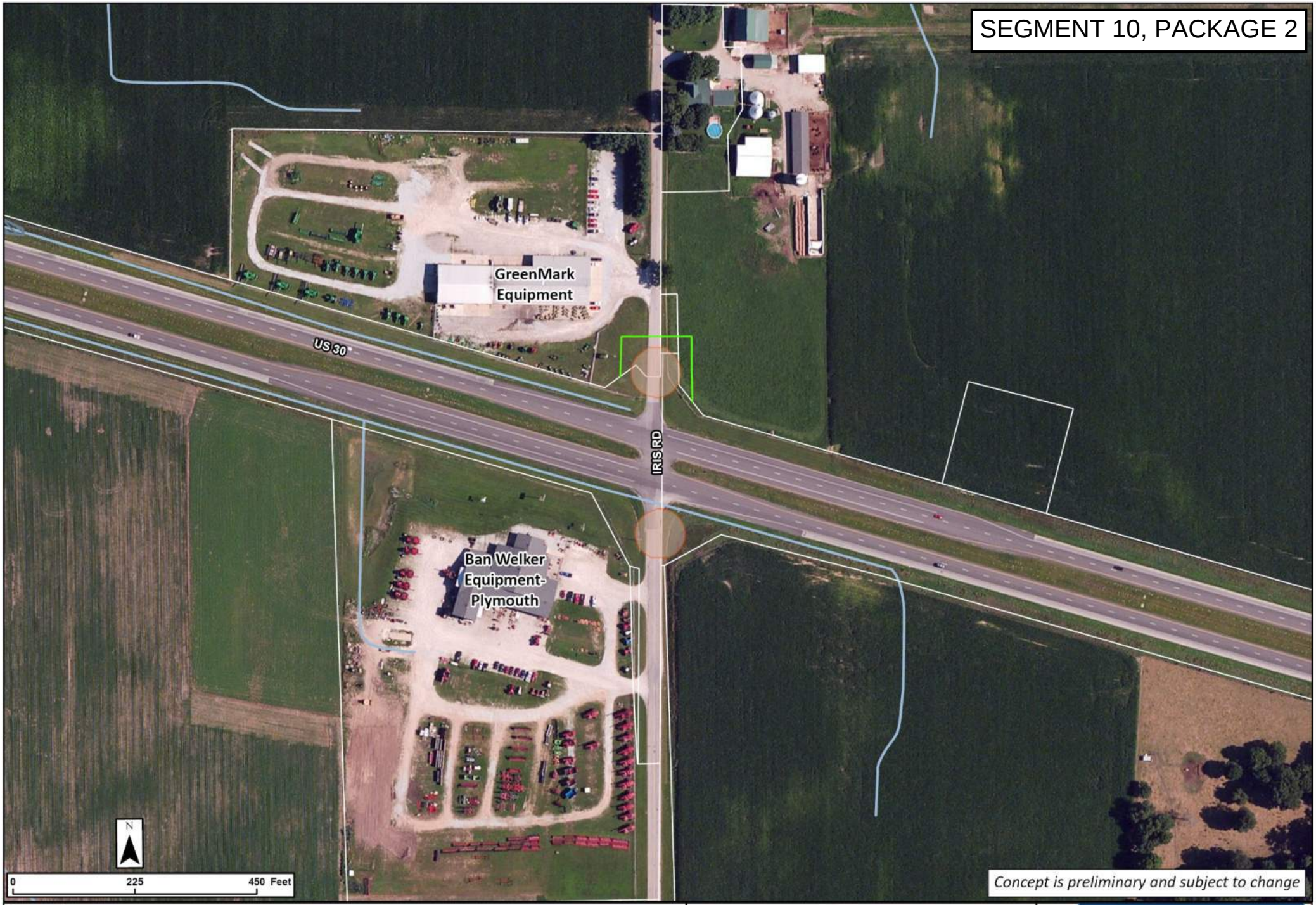
- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

US 30 and Gumwood Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 10 Package 2



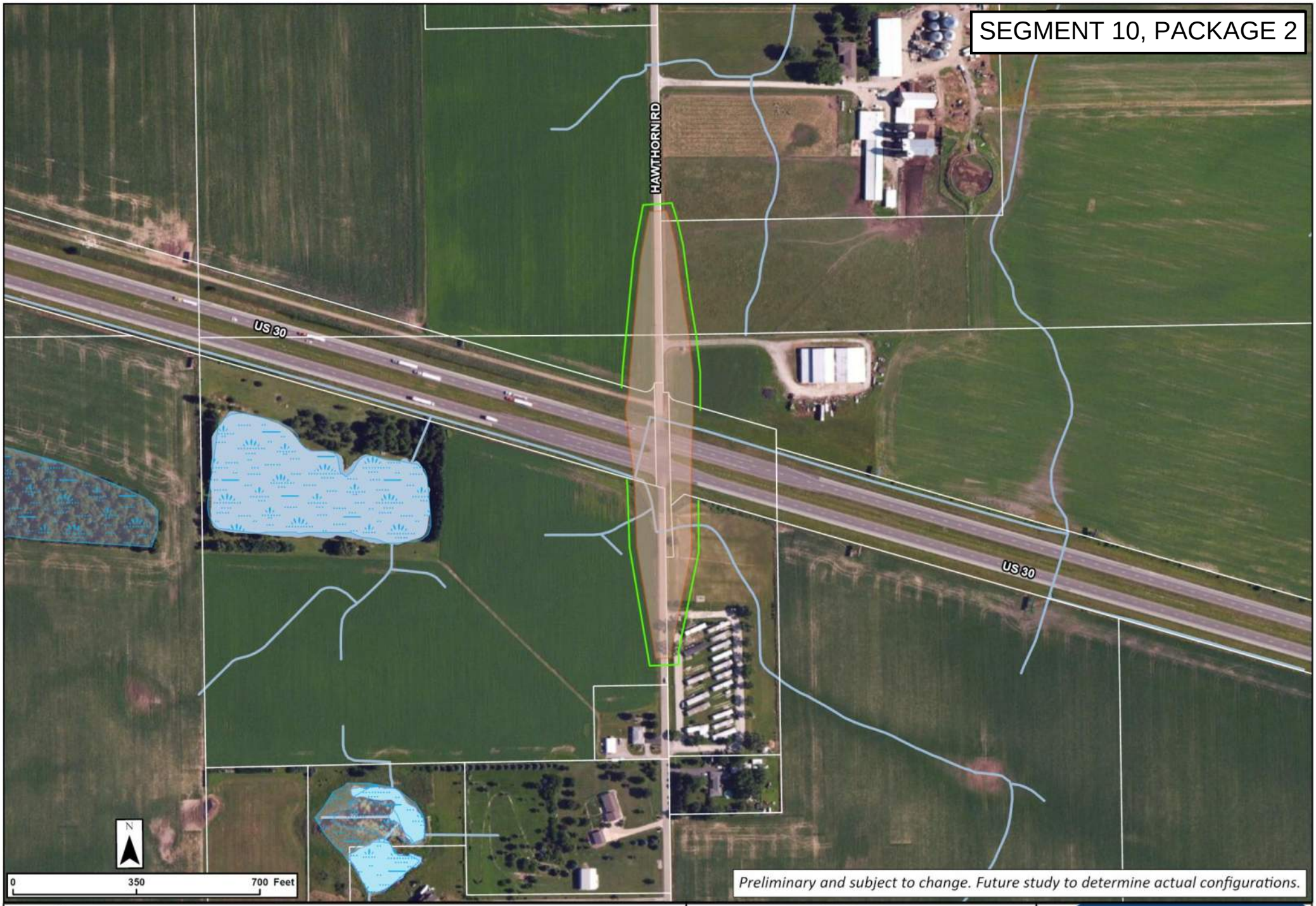
Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and South Iris Rd Closure Intersection Alternative

PROPEL US 30 — Smarter Transportation. Stronger Communities.



Legend

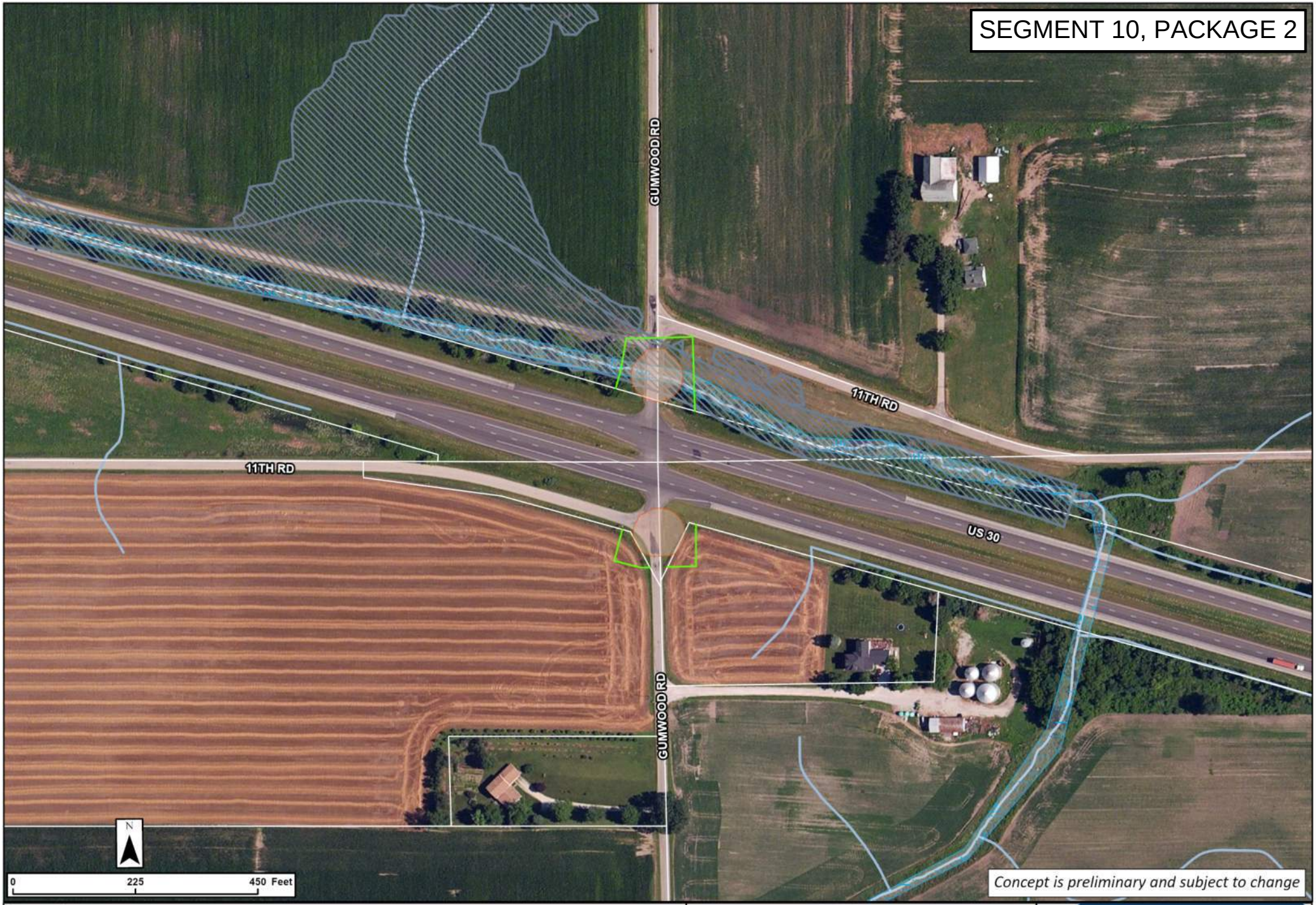
- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Hawthorn Rd Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

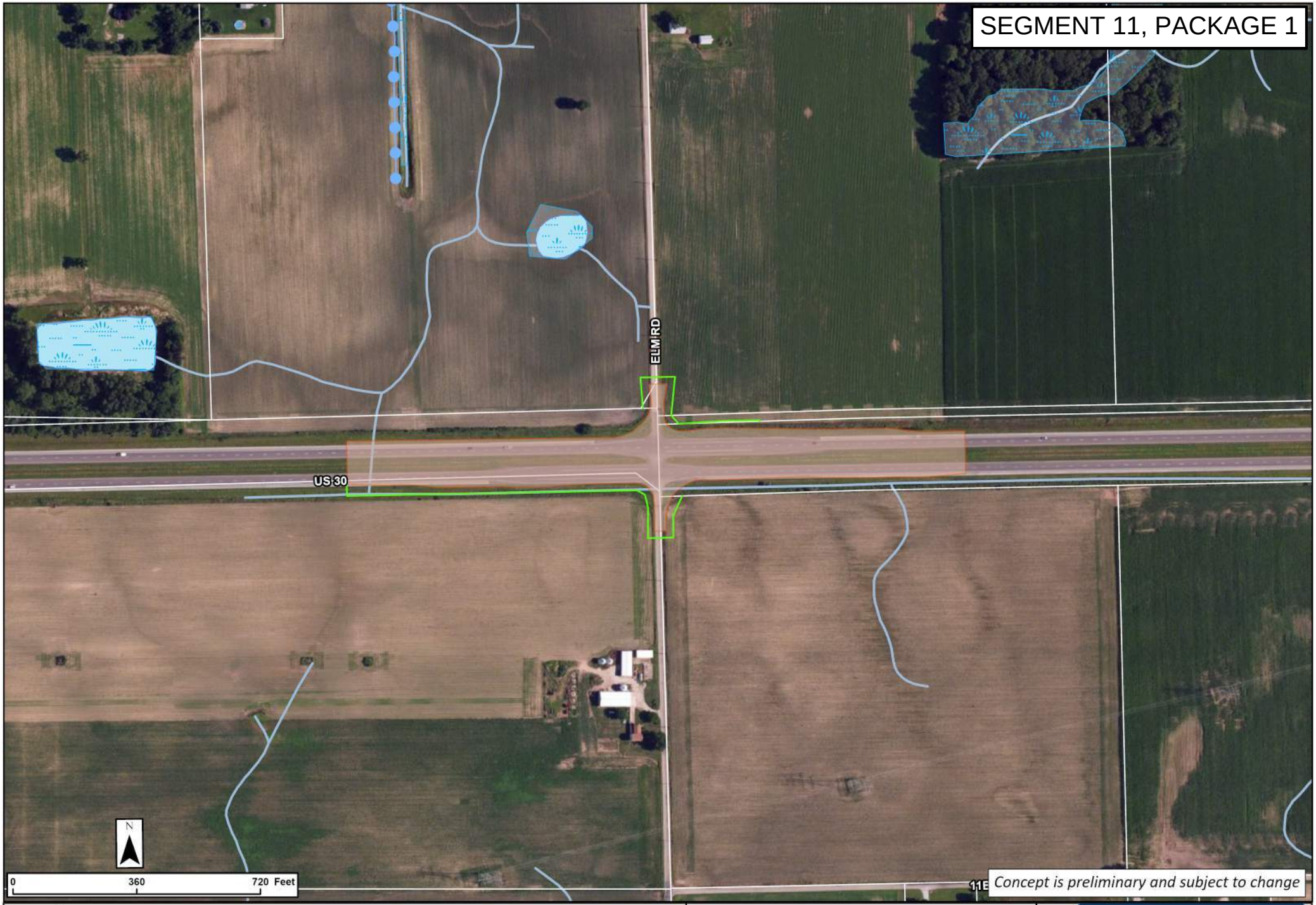
- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Stream / River
- Lake / Pond

US 30 West

US 30 and Gumwood Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 11 Package 1



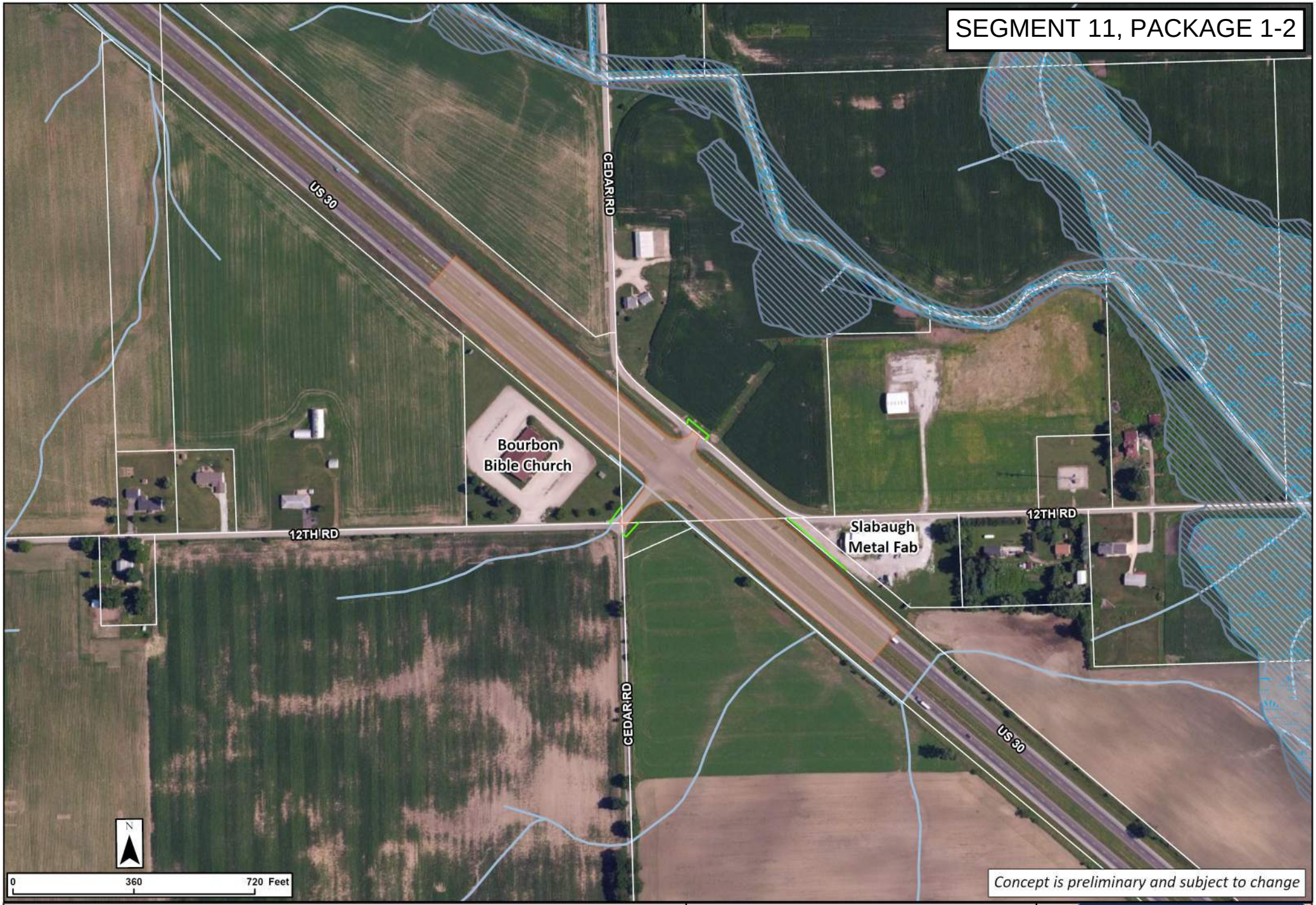
Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Elm Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



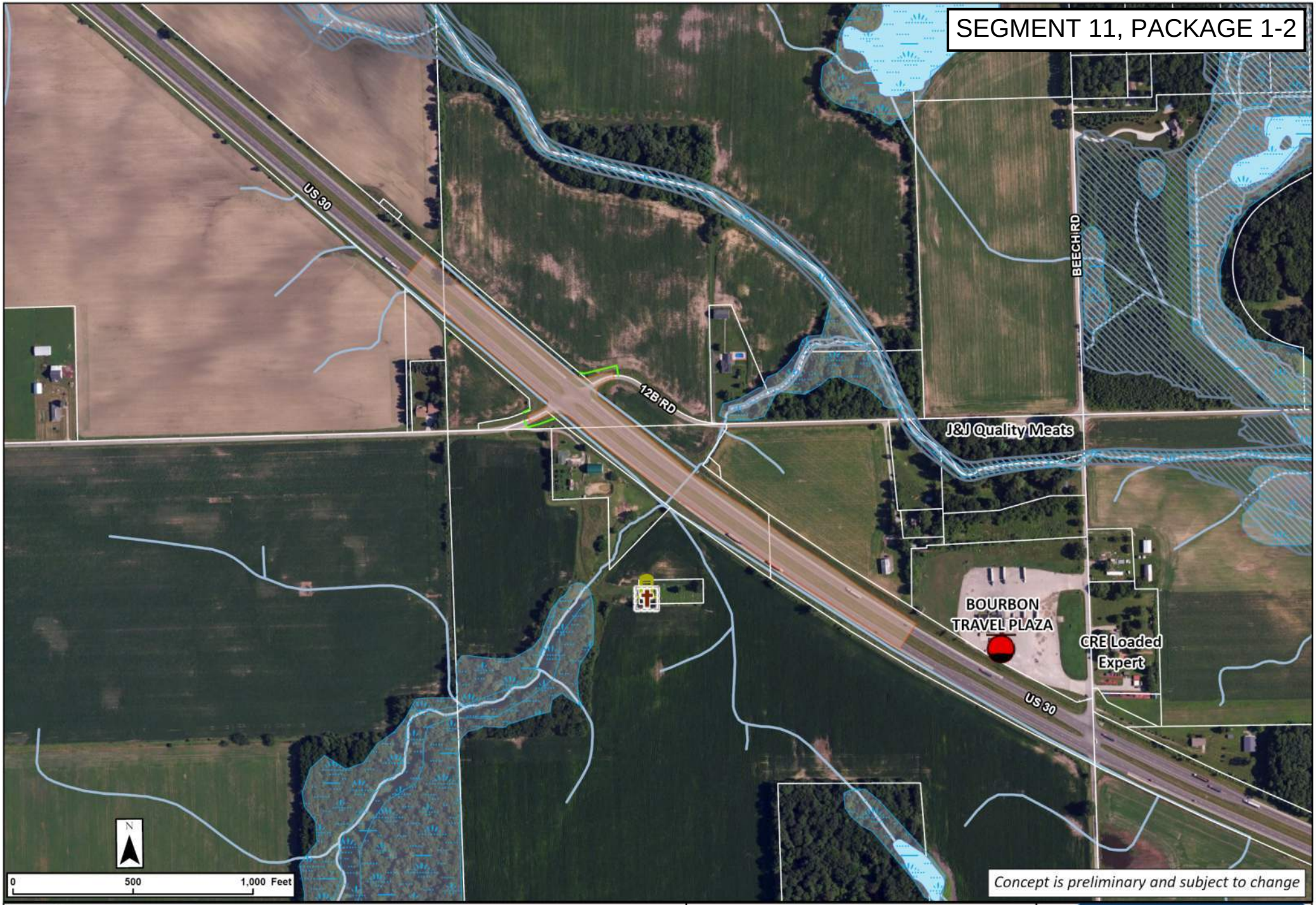
Legend

- Concept Footprint
- Potential New ROW
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and 12th/Cedar Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- LUST
- Cemeteries
- IHBBC Cemetery
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain

US 30 West

US 30 and 12B Rd

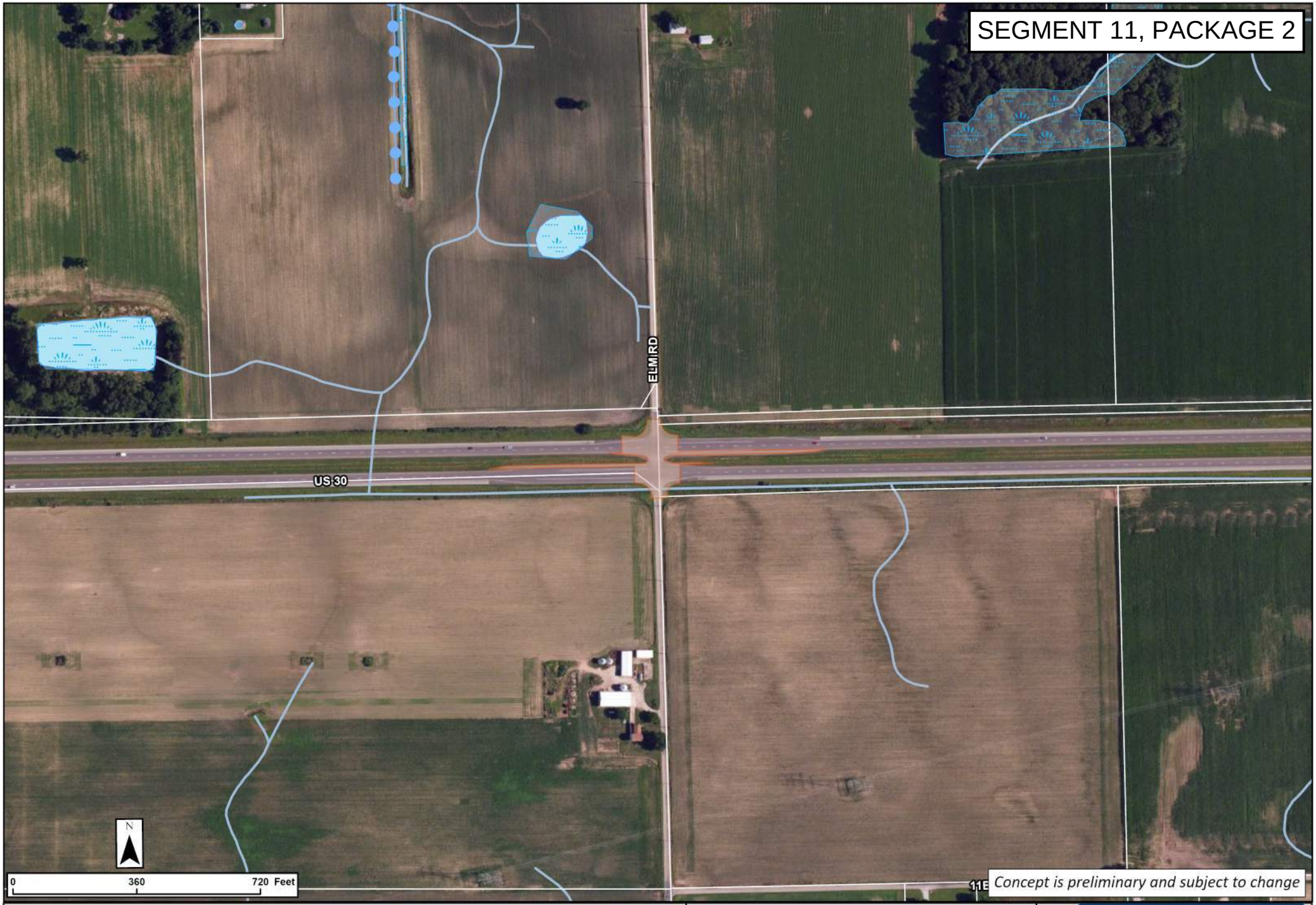
Directional Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 11 Package 2



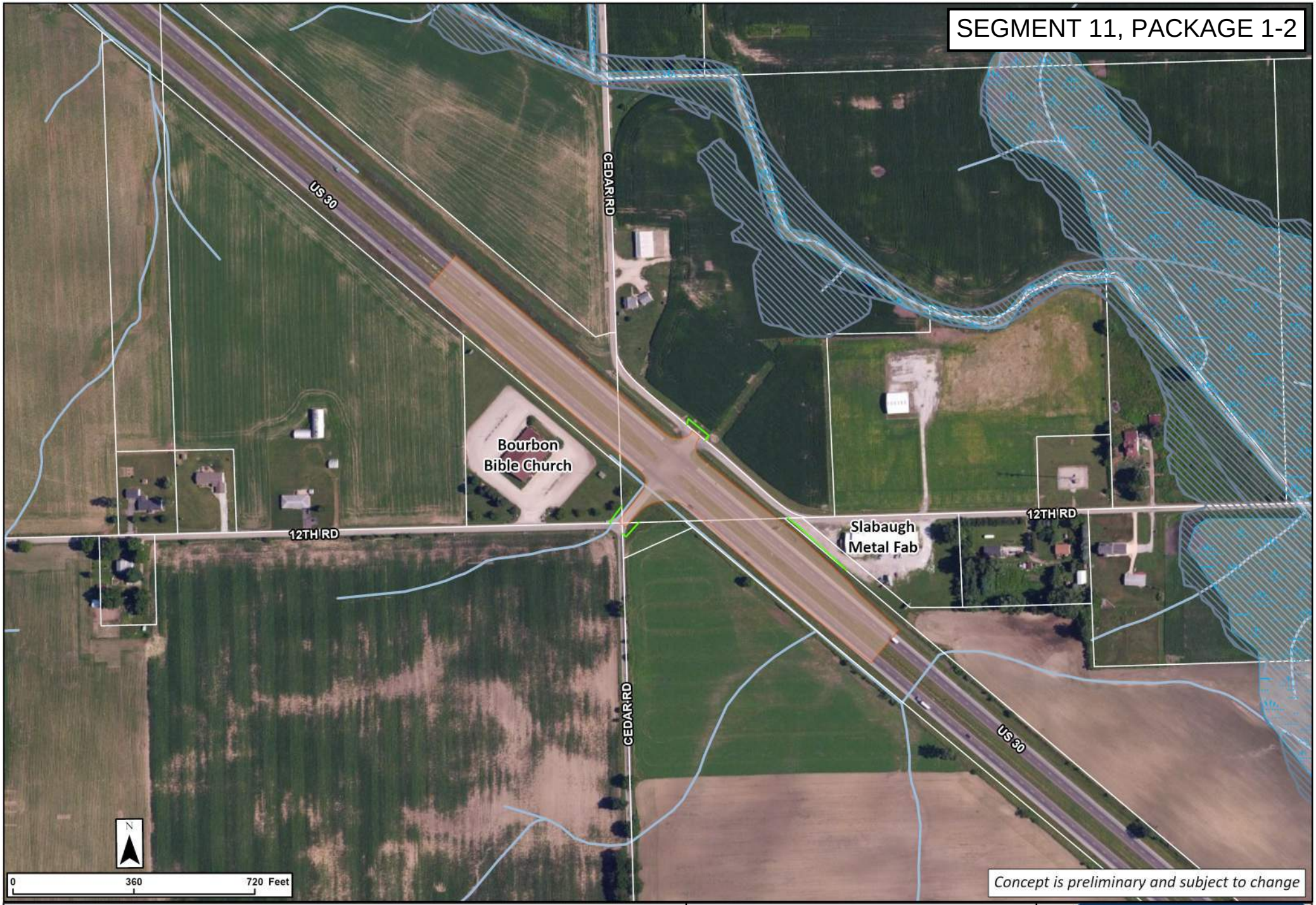
Legend

- Concept Footprint
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Elm Rd
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



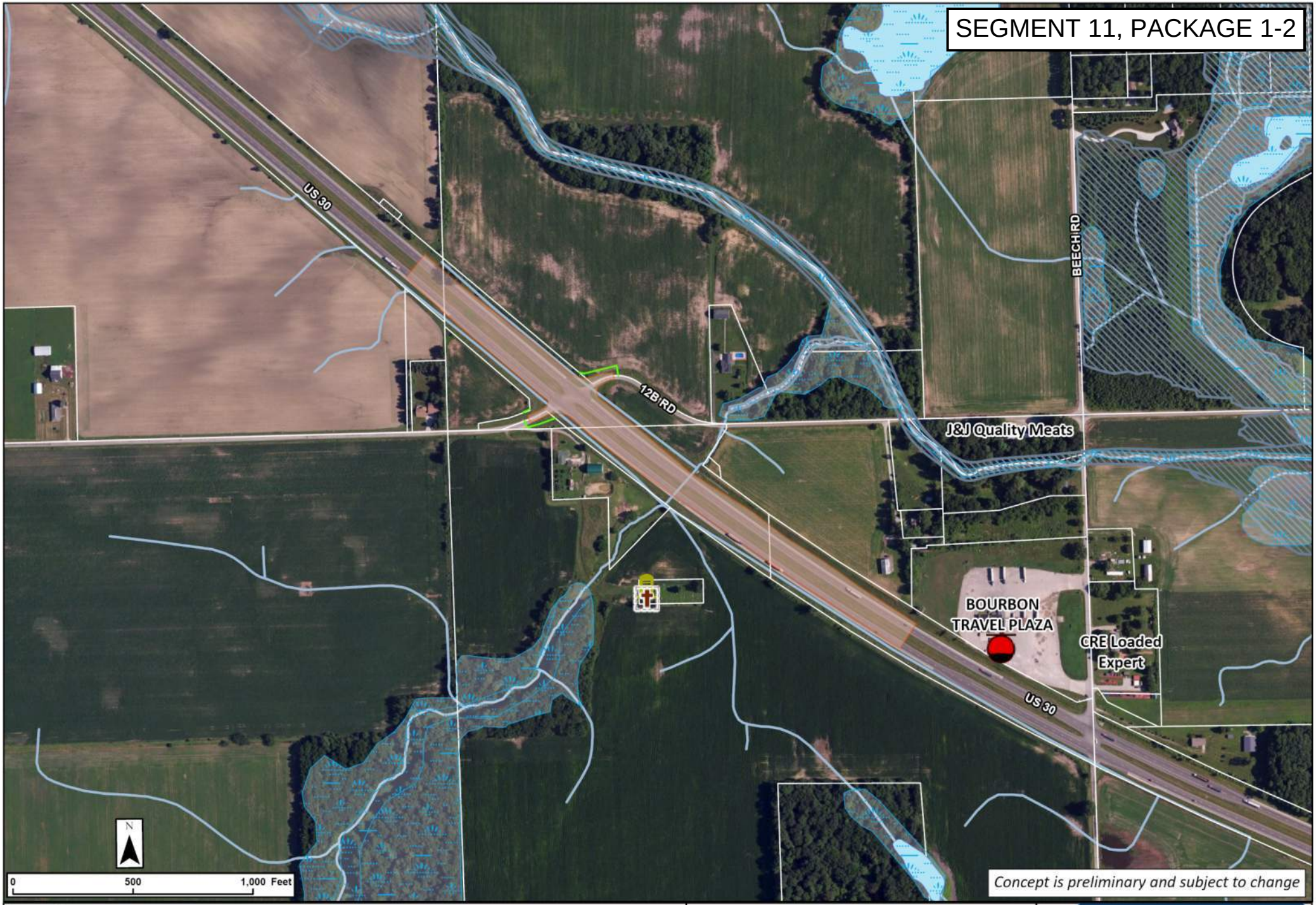
Legend

- Concept Footprint
- Potential New ROW
- LUST
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 30 West

US 30 and 12th/Cedar Rd
Directional Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- LUST
- Cemeteries
- IHBBC Cemetery
- NWI Wetlands
- Stream / River
- Lake / Pond
- Floodplain

US 30 West

US 30 and 12B Rd

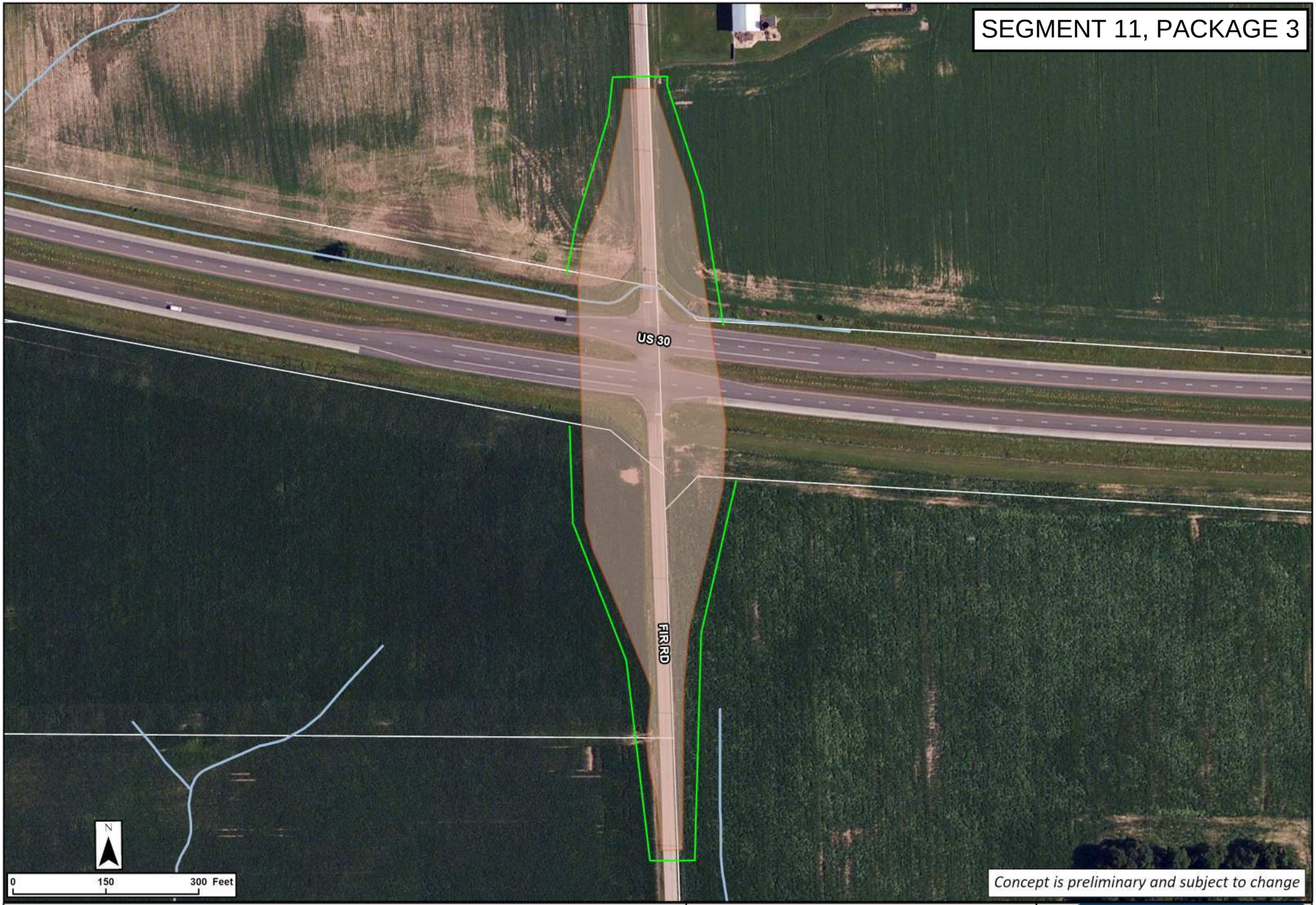
Directional Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 11 Package 3



Legend

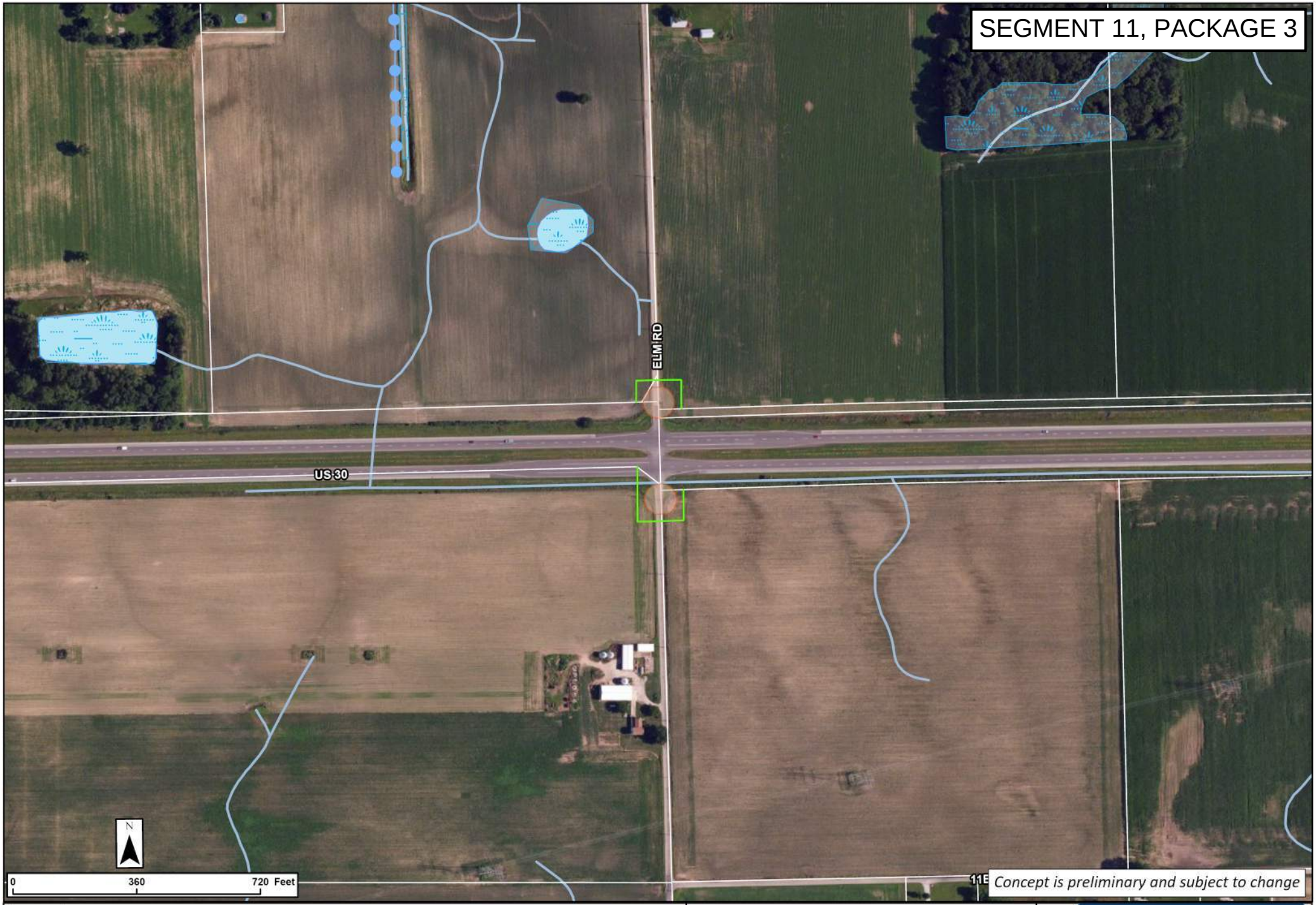
- Concept Footprint
- Potential New ROW
- Stream / River

US 30 West

US 30 and Fir Road Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Stream / River

US 30 West

US 30 and Elm Rd

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Floodplain
- Stream / River

US 30 West

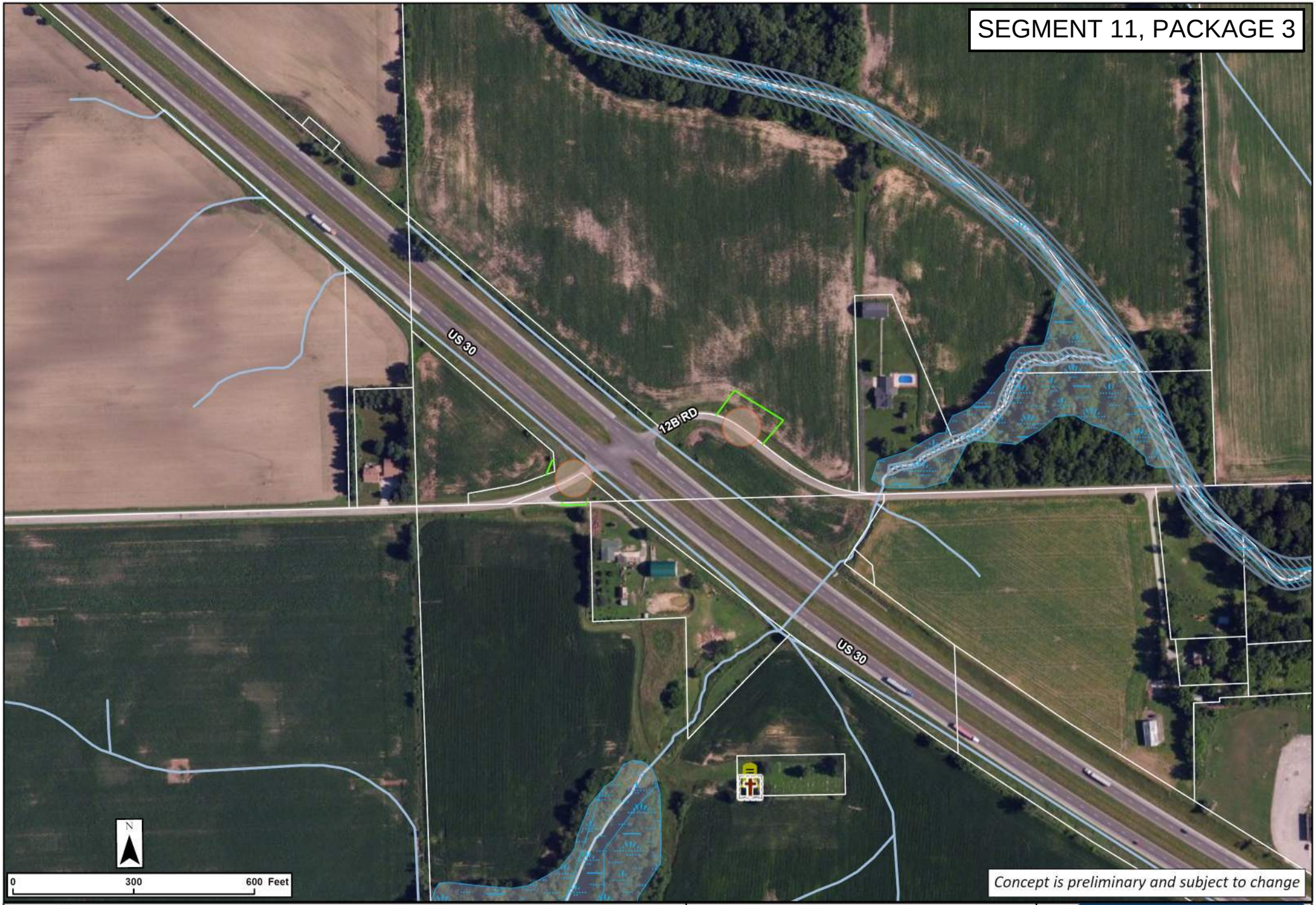
US 30 and 12th Rd/Cedar Rd

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- IHBBC Cemetery
- Stream / River
- Floodplain

US 30 West

US 30 and 12B Rd

Closure Intersection

Alternative

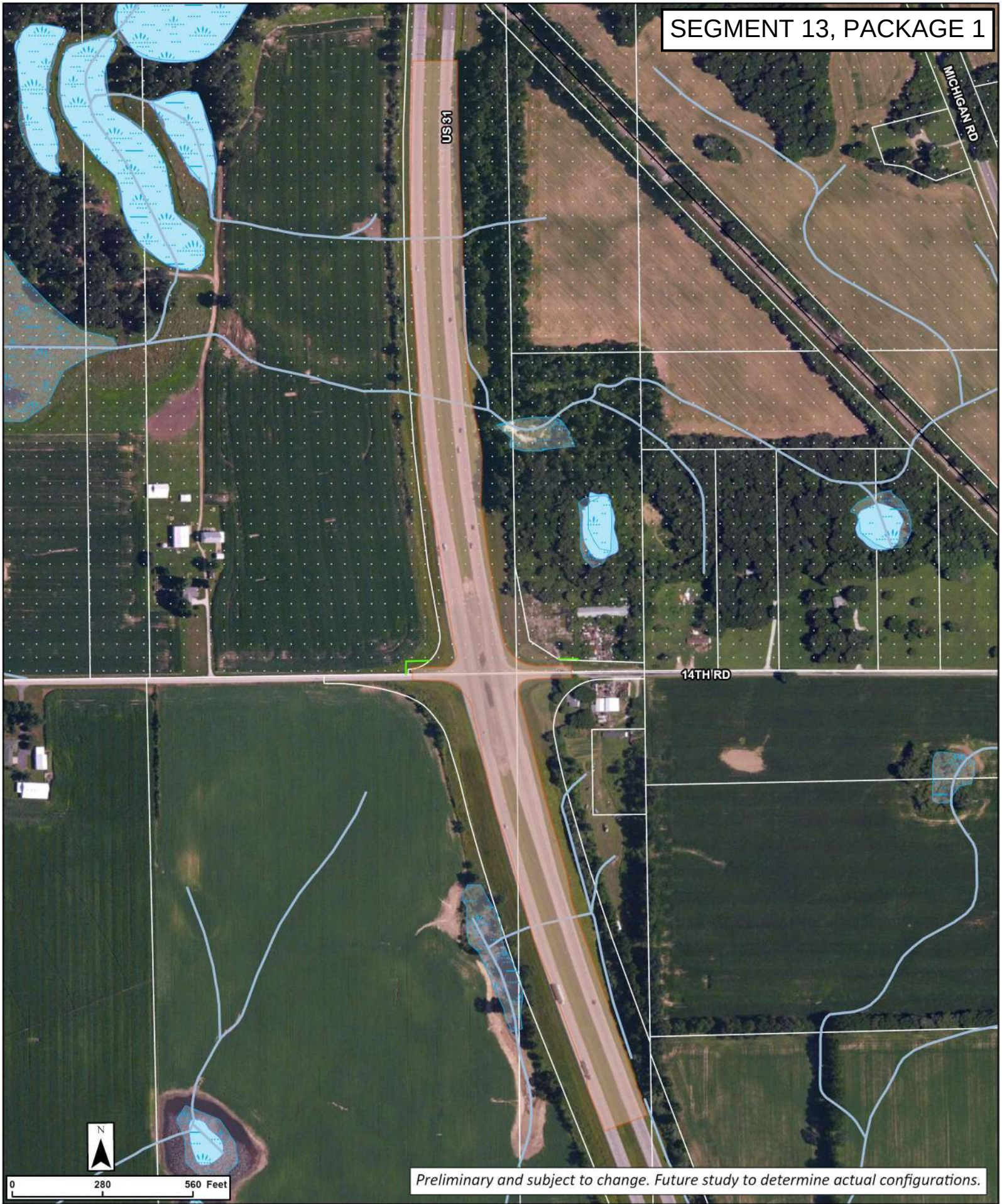
PROPEL US 30

Smarter Transportation. Stronger Communities.

Segment 12 Package 1

No Conceptual Designs have been created for this segment due to programmed projects in this segment

Segment 13 Package 1



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Stream / River

US 31

US 31 and 14th Rd

Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Impaired Stream/Lake
- NWI Wetlands
- Lake / Pond
- Floodplain
- Stream / River

US 31

US 31 and 14C Rd

Directional Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

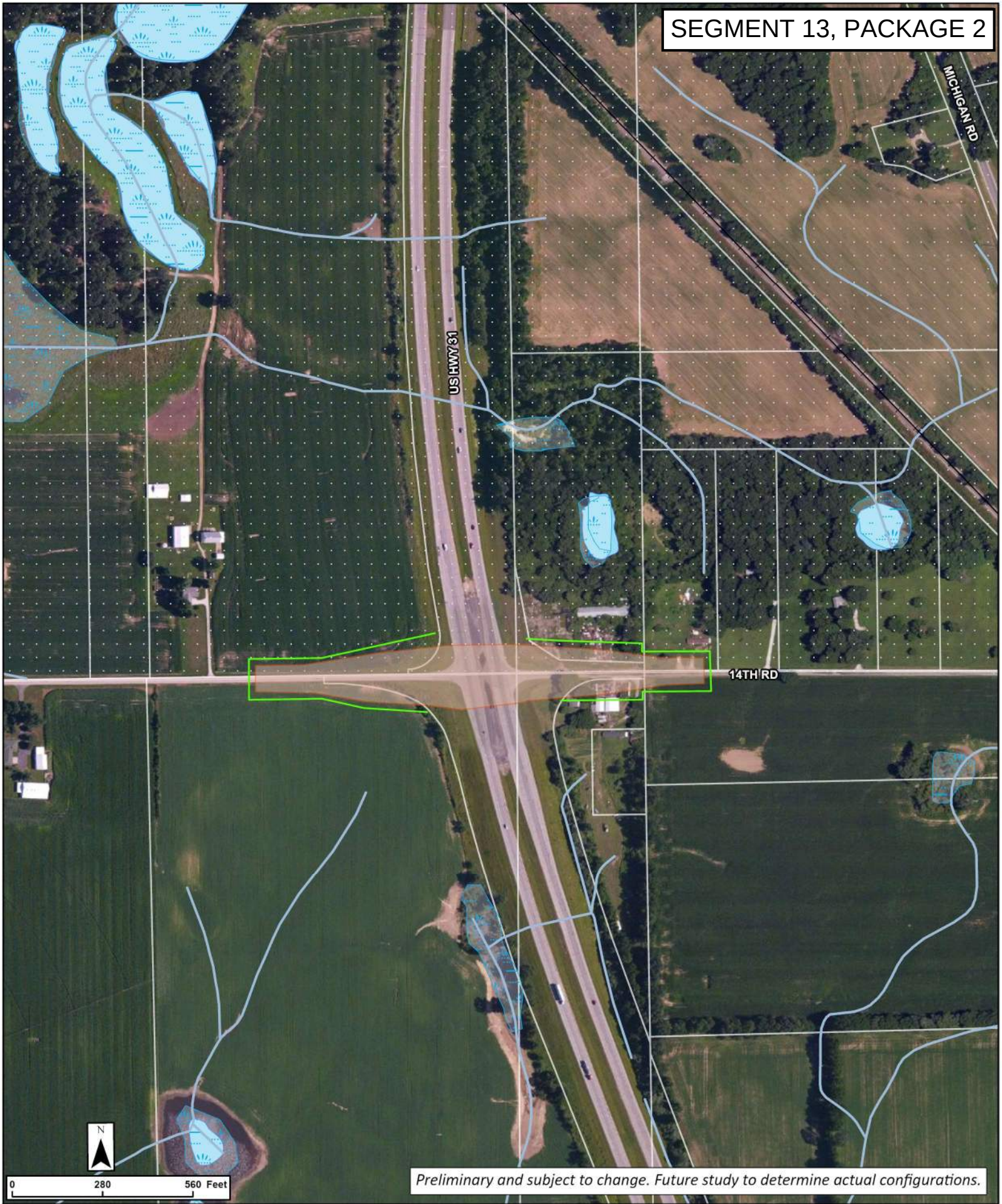
- Concept Footprint
- Potential New ROW
- Recreational Facility
- Trails
- Managed Lands
- RCRA Generator/TSD
- Sensitive Communities
- UST
- NWI Wetlands
- Stream / River
- Lake / Pond

US 31

US 31 and W Marshall/16th St
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 13 Package 2



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Stream / River

US 31

US 31 and 14th Rd

Overpass Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- NWI Wetlands
- Stream / River
- Lake / Pond

US 31

US 31 and 14C Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Potential New ROW
- Concept Footprint
- Trails
- Managed Lands
- RCRA Generator/TSD
- UST
- Sensitive Communities
- NWI Wetlands
- Floodplain
- Stream / River
- Lake / Pond

US 31

US 31 and W. Marshall St/ 16th Rd Closure Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 14 Package 1



Legend

- Concept Footprint
- LUST
- Sensitive Communities
- Floodplain
- Stream / River

US 31

US 31 and 12th Rd
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Institutional Controls IDEM
- Stream / River
- Sensitive Communities
- NWI Wetlands
- Lake / Pond

US 31

US 31 and 12B Rd

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



US 31

US 31 and 13th Road/Michigan Reduced Conflict Intersection Improvements Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 14 Package 2



Legend

- Concept Footprint
- LUST
- Sensitive Communities
- Floodplain
- Stream / River

US 31

US 31 and 12th Rd
Right-In Right-Out Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Institutional Controls IDEM
- Stream / River
- Sensitive Communities
- NWI Wetlands
- Lake / Pond

US 31

US 31 and 12B Rd

Right-In Right-Out Intersection Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- CFO/CAFO
- Sensitive Communities
- Stream / River
- Pipeline
- NWI Wetlands
- Lake / Pond
- Floodplain

US 31

US 31 and 13th Road/Michigan Overpass Intersection Improvements Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 14 Package 3



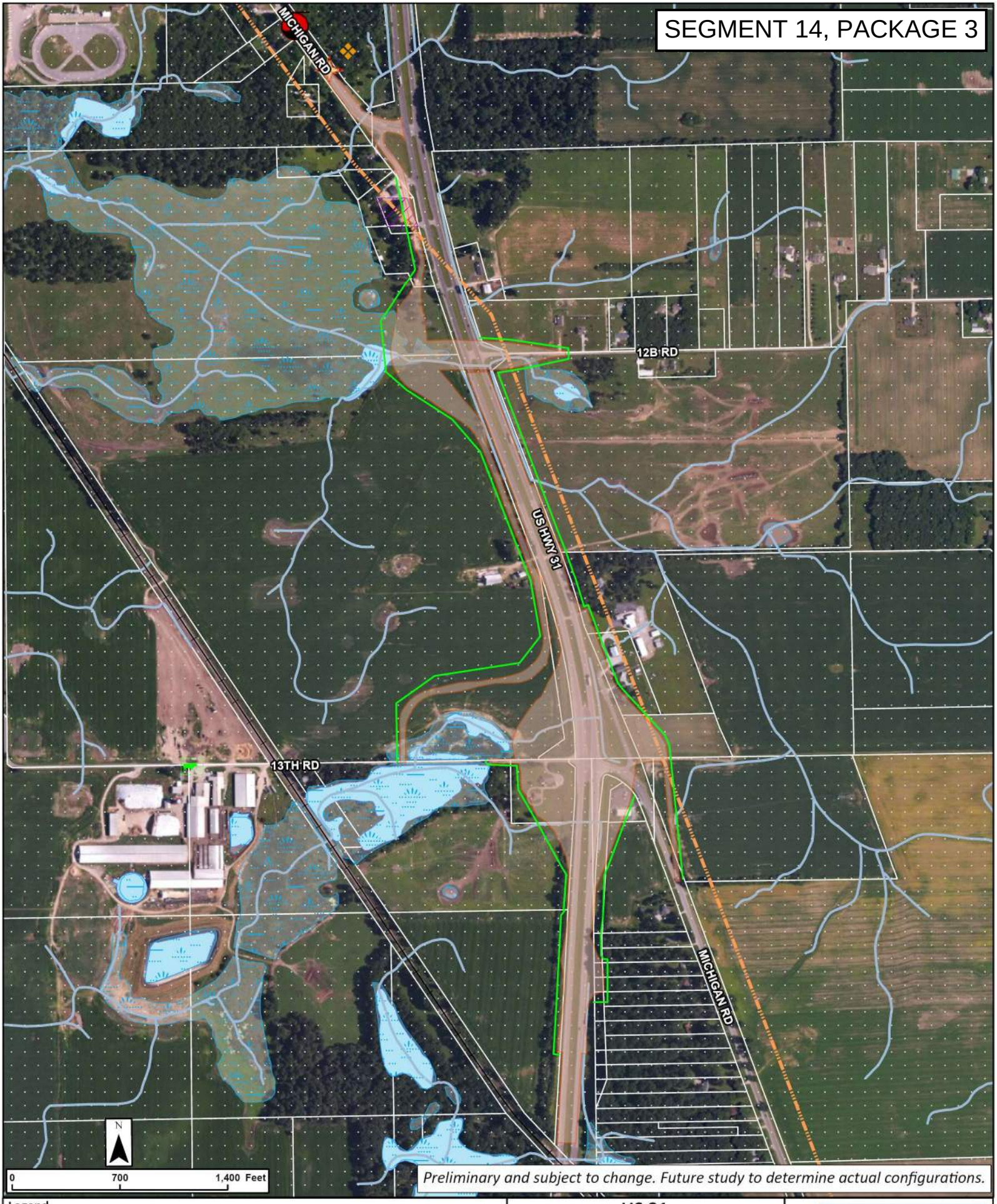
Legend

- Concept Footprint
- Potential New ROW
- LUST
- Floodplain
- Stream / River
- Sensitive Communities

US 31

US 31 and 12th Rd
Closure Intersection
Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Railroad, In Service
- RCRA Generator/TSD
- Stream / River
- CFO/CAFO
- Institutional Controls IDEM
- IHSSI Outstanding Notable Sites
- Sensitive Communities
- NWI Wetlands
- LUST
- Lake / Pond
- Pipeline

US 31

US 31 and 13th/Michigan, 12B, and Michigan Road Interchange, Overpass, Closure Improvements Concept

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 15 Package 1



Legend

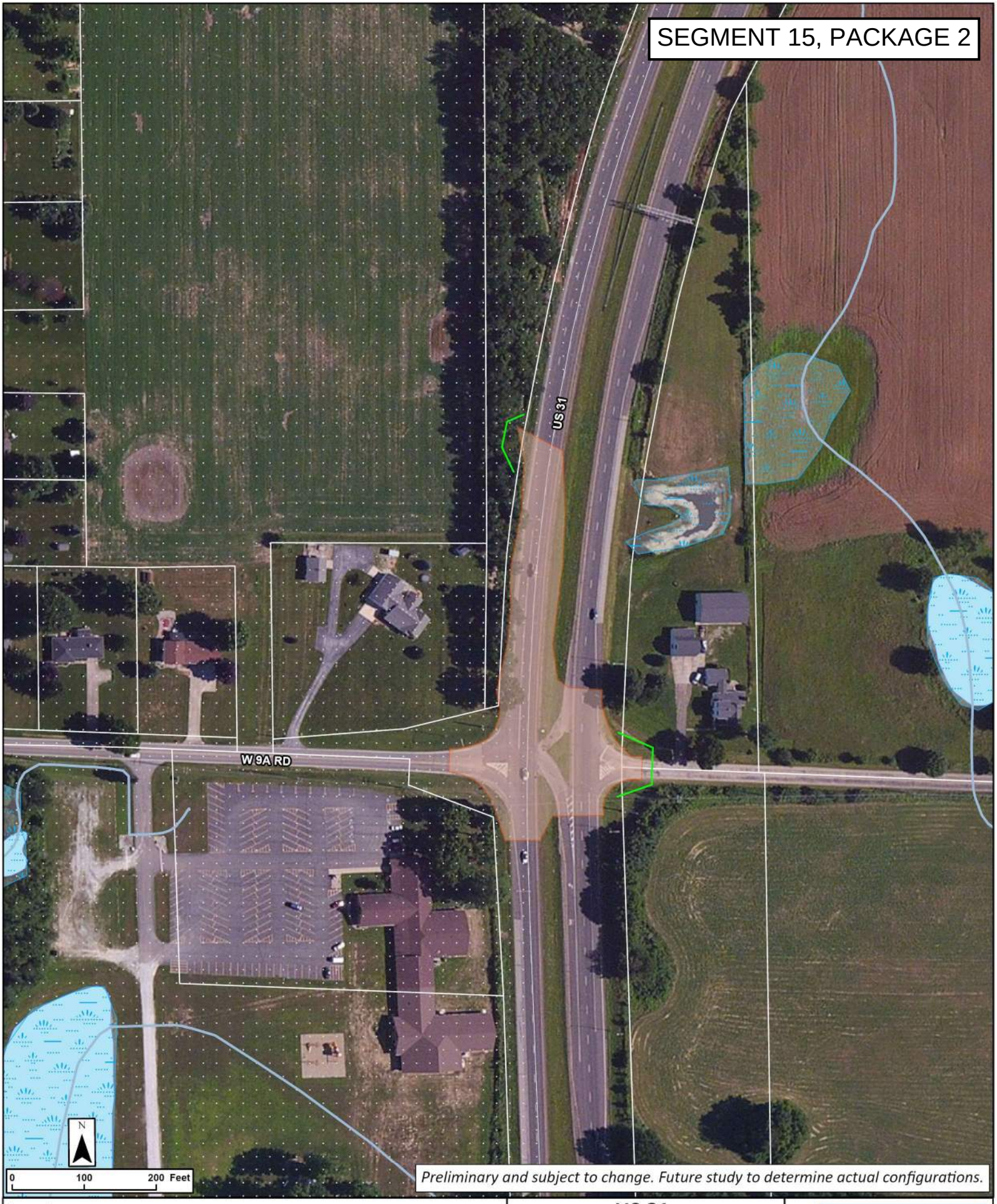
- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Sensitive Communities
- Stream / River
- Lake / Pond

US 31

US 31 and 11th Rd
Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 15 Package 2



Legend

- Concept Footprint
- Potential New ROW
- Sensitive Communities
- Stream / River
- NWI Wetlands
- Lake / Pond
- Floodplain

US 31

US 31 and 9A Road Directional Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- NWI Wetlands
- Sensitive Communities
- Stream / River
- Lake / Pond

US 31

US 31 and 11th Rd
Reduced Conflict
Intersection Alternative

PROPEL US 30
Smarter Transportation. Stronger Communities.

Segment 15 Package 3



Legend

- Concept Footprint
- Potential New ROW
- Sensitive Communities
- NWI Wetlands
- Lake / Pond
- Stream / River
- Floodplain

US 31

US 31 and 9A Road Overpass Intersection Alternative

PROPEL US 30 — Smarter Transportation. Stronger Communities.



Legend

- Concept Footprint
- Potential New ROW
- Stream / River
- Sensitive Communities
- NWI Wetlands
- Lake / Pond

US 31

US 31 and 11th Rd

Closure Intersection

Alternative

PROPEL US 30

Smarter Transportation. Stronger Communities.

APPENDIX B: PLANNING-LEVEL COST ESTIMATES FOR IMPROVEMENT PACKAGES

Valparaiso - Segment 1
SR 49 to County Line Road

Package 1 - $18,000,000 to $21,000,000
Package 2 - $23,000,000 to $27,000,000
Package 3 - $71,000,000 to $84,000,000
Package 4 - $44,000,000 to $54,000,000
Package 5 - $51,000,000 to $61,000,000
Package 6 - $99,000,000 to $121,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 1 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	7080	CYD	$ 36	$ 255,000
303-01180	Compacted Aggregate No. 53	1095	CYS	$ 70	$ 77,000
203-02070	Borrow	4144	CYS	$ 72	$ 298,000
207-12635	Subgrade Treatment Type IBC	37900	SYS	$ 35	$ 1,327,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2904	TON	$ 144	$ 418,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	4840	TON	$ 166	$ 803,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	5889	TON	$ 113	$ 665,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1606	TON	$ 111	$ 178,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,091,000
	Sub-Total				**$ 6,112,000**
	Expected Range of Construction Cost Sub-Total			**$ 5,501,000**	**to $ 6,723,000**
	Construction Engineering	2%		$ 110,000	to $ 134,000
	Mob/Demob	5%		$ 275,000	to $ 336,000
	Clearing Right of Way	2%		$ 110,000	to $ 134,000
	MOT	5%		$ 275,000	to $ 336,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Main Intersection - Porter CR 325 E	1	Each	$ 400,000	$ 400,000
Traffic Signal - Main Intersection - Industrial	1	Each	$ 400,000	$ 400,000
Comeford Rd. - Closed	1	Each	$ 121,000	$ 121,000
Pilot Travel Center - Directional	1	Each	$ 1,445,500	$ 1,445,500
Porter CR 450 E - Directional	1	Each	$ 2,890,000	$ 2,890,000
Porter CR 575 E - RIRO	1	Each	$ 200,000	$ 200,000
Opinion of Probable Construction Cost			**$ 11,727,500**	**to $ 13,119,500**

Contingency	35%		$ 4,105,000	to $ 4,592,000
UT Cost	7.0%		$ 821,000	to $ 918,000
Preliminary Engineering	15%		$ 1,759,000	to $ 1,968,000
RW Cost			$ 23,000	to $ 28,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low End Cost	High End Cost

Opinion of Probable Cost in 2024 Dollars	**$ 18,435,500**	**to $**	**20,625,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 1 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	13314	CYD	$ 36	$ 479,000
303-01180	Compacted Aggregate No. 53	1808	CYS	$ 70	$ 127,000
203-02070	Borrow	59	CYS	$ 72	$ 4,000
207-12635	Subgrade Treatment Type IBC	59200	SYS	$ 35	$ 2,072,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4534	TON	$ 144	$ 653,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7557	TON	$ 166	$ 1,254,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	12094	TON	$ 113	$ 1,367,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3298	TON	$ 111	$ 366,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 3,287,000
	Sub-Total				**$ 9,609,000**
	Expected Range of Construction Cost Sub-Total			**$ 8,648,000**	**to $ 10,570,000**
	Construction Engineering	2%		$ 173,000	to $ 211,000
	Mob/Demob	5%		$ 432,000	to $ 529,000
	Clearing Right of Way	2%		$ 173,000	to $ 211,000
	MOT	5%		$ 432,000	to $ 529,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Main Intersection - Industrial	1	Each	$ 400,000	$ 400,000
Comeford Rd - Closed	1	Each	$ 121,000	$ 121,000
Pilot Travel Center - Directional	1	Each	$ 1,445,500	$ 1,445,500
Porter CR 450 E - Directional	1	Each	$ 2,890,000	$ 2,890,000
Porter CR 575 E - RIRO	1	Each	$ 200,000	$ 200,000

Opinion of Probable Construction Cost			**$ 14,914,500**	**to $ 17,106,500**
Contingency	35%		$ 5,220,000	to $ 5,987,000
UT Cost	7.0%		$ 1,044,000	to $ 1,197,000
Preliminary Engineering	15%		$ 2,237,000	to $ 2,566,000
RW Cost			$ 40,000	to $ 49,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 23,455,500**	**to $**	**26,905,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 1 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	26860	CYD	$ 36	$ 967,000
303-01180	Compacted Aggregate No. 53	1952	CYS	$ 70	$ 137,000
203-02070	Borrow	109323	CYS	$ 72	$ 7,871,000
207-12635	Subgrade Treatment Type IBC	48200	SYS	$ 35	$ 1,687,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	3694	TON	$ 144	$ 532,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	6157	TON	$ 166	$ 1,022,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	23040	TON	$ 113	$ 2,603,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	6284	TON	$ 111	$ 697,000
618-06192	Wall	1758	LFT	$ 793	$ 1,394,000
n/a	BRIDGES	35135	SF	$ 175	$ 6,149,000
	Unquantified Items (as percentage of items above)	52%			$ 11,991,000
	Sub-Total				**$ 35,050,000**
	Expected Range of Construction Cost Sub-Total			**$ 31,545,000**	**to $ 38,555,000**
	Construction Engineering	2%		$ 631,000	to $ 771,000
	Mob/Demob	5%		$ 1,577,000	to $ 1,928,000
	Clearing Right of Way	2%		$ 631,000	to $ 771,000
	MOT	5%		$ 1,577,000	to $ 1,928,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Comeford Rd - Closed	1	Each	$ 121,000	$ 121,000
Industrial - Directional 4-leg	1	Each	$ 2,890,000	$ 2,890,000
Pilot Travel Center - Directional 3-leg	1	Each	$ 1,445,500	$ 1,445,500
CR 325 E - Directional 4-leg	1	Each	$ 2,890,000	$ 2,890,000
Porter CR 575 E - RIRO 4-leg	1	Each	$ 200,000	$ 200,000
Opinion of Probable Construction Cost			**$ 43,507,500**	**to $ 51,499,500**

Contingency	35%		$ 15,228,000	to $ 18,025,000
UT Cost	7.0%		$ 3,046,000	to $ 3,605,000
Preliminary Engineering	15%		$ 6,526,000	to $ 7,725,000
RW Cost			$ 2,841,000	to $ 3,473,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 71,148,500**	**to $ 84,327,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 1 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	47535	CYD	$ 36	$ 1,711,000
303-01180	Compacted Aggregate No. 53	2658	CYS	$ 70	$ 186,000
203-02070	Borrow	43006	CYS	$ 72	$ 3,096,000
207-12635	Subgrade Treatment Type IBC	132300	SYS	$ 35	$ 4,631,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	10139	TON	$ 144	$ 1,460,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	16899	TON	$ 166	$ 2,805,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	18546	TON	$ 113	$ 2,096,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	5058	TON	$ 111	$ 561,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 8,604,000
	Sub-Total				**$ 25,150,000**
	Expected Range of Construction Cost Sub-Total			**$ 22,635,000**	**to $ 27,665,000**
	Construction Engineering	2%		$ 453,000	to $ 553,000
	Mob/Demob	5%		$ 1,132,000	to $ 1,383,000
	Clearing Right of Way	2%		$ 453,000	to $ 553,000
	MOT	5%		$ 1,132,000	to $ 1,383,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Main Intersection - Industrial	1	Each	$ 400,000	$ 400,000
Comeford Road - Closed 3-leg	1	Each	$ 121,000	$ 121,000
Pilot Travel Center - Directional 3-leg	1	Each	$ 1,445,500	$ 1,445,500
Porter CR 575 E - RIRO 4-leg	1	Each	$ 200,000	$ 200,000

Opinion of Probable Construction Cost			**$ 27,971,500**	**to $ 33,703,500**
Contingency	35%		$ 9,790,000	to $ 11,796,000
UT Cost	7.0%		$ 1,958,000	to $ 2,359,000
Preliminary Engineering	15%		$ 4,196,000	to $ 5,056,000
RW Cost			$ 640,000	to $ 782,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 44,555,500**	**to $ 53,696,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 1 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	17640	CYD	$ 36	$ 635,000
303-01180	Compacted Aggregate No. 53	2299	CYS	$ 70	$ 161,000
203-02070	Borrow	75499	CYS	$ 72	$ 5,436,000
207-12635	Subgrade Treatment Type IBC	62300	SYS	$ 35	$ 2,181,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4774	TON	$ 144	$ 688,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7957	TON	$ 166	$ 1,321,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	15850	TON	$ 113	$ 1,791,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	4323	TON	$ 111	$ 480,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	22436	SF	$ 175	$ 3,926,000
	Unquantified Items (as percentage of items above)	52%			$ 8,642,000
	Sub-Total				**$ 25,261,000**
	Expected Range of Construction Cost Sub-Total			**$ 22,735,000**	**to $ 27,787,000**
	Construction Engineering	2%		$ 455,000	to $ 556,000
	Mob/Demob	5%		$ 1,137,000	to $ 1,389,000
	Clearing Right of Way	2%		$ 455,000	to $ 556,000
	MOT	5%		$ 1,137,000	to $ 1,389,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Main Intersection - Industrial	1	Each	$ 400,000	$ 400,000
Comeford Road - Closed 3-leg	1	Each	$ 121,000	$ 121,000
Pilot Travel Center - Directional 3-leg	1	Each	$ 1,445,500	$ 1,445,500
CR 325 - Directional 4-leg	1	Each	$ 2,890,000	$ 2,890,000
CR 575 - RIRO 4-leg	1	Each	$ 200,000	$ 200,000
Opinion of Probable Construction Cost			**$ 30,975,500**	**to $ 36,733,500**

Contingency	35%		$ 10,841,000	to $ 12,857,000
UT Cost	7.0%		$ 2,168,000	to $ 2,571,000
Preliminary Engineering	15%		$ 4,646,000	to $ 5,510,000
RW Cost			$ 2,409,000	to $ 2,944,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 51,039,500**	**to $ 60,615,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 1 Package 6

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	27009	CYD	$ 36	$ 972,000
303-01180	Compacted Aggregate No. 53	1346	CYS	$ 70	$ 94,000
203-02070	Borrow	250964	CYS	$ 72	$ 18,069,000
207-12635	Subgrade Treatment Type IBC	59100	SYS	$ 35	$ 2,069,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4529	TON	$ 144	$ 652,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7549	TON	$ 166	$ 1,253,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	28603	TON	$ 113	$ 3,232,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	7801	TON	$ 111	$ 866,000
618-06192	Wall	3455	LFT	$ 793	$ 2,740,000
n/a	BRIDGES	38852	SF	$ 175	$ 6,799,000
	Unquantified Items (as percentage of items above)	52%			$ 19,108,000
	Sub-Total				**$ 55,854,000**
	Expected Range of Construction Cost Sub-Total			**$ 50,269,000**	**to $ 61,439,000**
	Construction Engineering	2%		$ 1,005,000	to $ 1,229,000
	Mob/Demob	5%		$ 2,513,000	to $ 3,072,000
	Clearing Right of Way	2%		$ 1,005,000	to $ 1,229,000
	MOT	5%		$ 2,513,000	to $ 3,072,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Comeford Rd. - Closed	1	Each	$ 121,000	$ 121,000
Industrial Drive - Closed	1	Each	$ 241,000	$ 241,000
Pilot Travel Center - Closed	1	Each	$ 121,000	$ 121,000
Porter CR 575 E - Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 58,029,000**	**to $ 70,765,000**
Contingency	35%		$ 20,310,000	to $ 24,768,000
UT Cost	7.0%		$ 4,062,000	to $ 4,954,000
Preliminary Engineering	15%		$ 8,704,000	to $ 10,615,000
RW Cost			$ 7,843,000	to $ 9,586,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 98,948,000**	**to $ 120,688,000**

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Wanatah - Segment 2
County Line Road to LaPorte CR 700 W

Package 1 - $17,000,000 to $21,000,000
Package 2 - $27,000,000 to $32,000,000
Package 3 - $15,000,000 to $19,000,000
Package 4 - $68,000,000 to $81,000,000
Package 5 - $72,000,000 to $87,000,000
Package 6 - $242,000,000 to $297,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 2 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	6572	CYD	$ 36	$ 237,000
303-01180	Compacted Aggregate No. 53	318	CYS	$ 70	$ 22,000
203-02070	Borrow	15650	CYS	$ 72	$ 1,127,000
207-12635	Subgrade Treatment Type IBC	24900	SYS	$ 35	$ 872,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1909	TON	$ 144	$ 275,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3181	TON	$ 166	$ 528,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	12559	TON	$ 113	$ 1,419,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3425	TON	$ 111	$ 380,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,527,000
	Sub-Total				**$ 7,387,000**
	Expected Range of Construction Cost Sub-Total			**$ 6,648,000**	**to $ 8,126,000**
	Construction Engineering	2%		$ 133,000	to $ 163,000
	Mob/Demob	5%		$ 332,000	to $ 406,000
	Clearing Right of Way	2%		$ 133,000	to $ 163,000
	MOT	5%		$ 332,000	to $ 406,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 1200 S - RIRO	1	Each	$ 96,500	$ 96,500
LaPorte CR 1100 W - Directional	1	Each	$ 2,890,000	$ 2,890,000
Lincoln St - RIRO	1	Each	$ 96,500	$ 96,500
Stoneyard Dr - RIRO	1	Each	$ 96,500	$ 96,500
Illinois St - RIRO	1	Each	$ 96,500	$ 96,500
Condon St. - RIRO	1	Each	$ 96,500	$ 96,500
Ohio St - RIRO	1	Each	$ 96,500	$ 96,500
LaPorte CR 900 W - RIRO	1	Each	$ 200,000	$ 200,000
LaPorte CR 800 W - RIRO	1	Each	$ 96,500	$ 96,500
Opinion of Probable Construction Cost			**$ 11,343,500**	**to $ 13,029,500**

Contingency	35%		$ 3,970,000	to $ 4,560,000
UT Cost	7.0%		$ 794,000	to $ 912,000
Preliminary Engineering	15%		$ 1,702,000	to $ 1,954,000
RW Cost			$ 98,000	to $ 119,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 17,907,500**	**to $**	**20,574,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 2 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	19612	CYD	$ 36	$ 706,000
303-01180	Compacted Aggregate No. 53	634	CYS	$ 70	$ 44,000
203-02070	Borrow	36879	CYS	$ 72	$ 2,655,000
207-12635	Subgrade Treatment Type IBC	60600	SYS	$ 35	$ 2,121,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4643	TON	$ 144	$ 669,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7739	TON	$ 166	$ 1,285,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	10634	TON	$ 113	$ 1,202,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2900	TON	$ 111	$ 322,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 4,682,000
	Sub-Total				**$ 13,686,000**
	Expected Range of Construction Cost Sub-Total			**$ 12,317,000**	**to $ 15,055,000**
	Construction Engineering	2%		$ 246,000	to $ 301,000
	Mob/Demob	5%		$ 616,000	to $ 753,000
	Clearing Right of Way	2%		$ 246,000	to $ 301,000
	MOT	5%		$ 616,000	to $ 753,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Away from Primary Intersection	1	Each	$ 600,000	$ 600,000
Traffic Signal - Away from Main Intersection	1	Each	$ 600,000	$ 600,000
LaPorte CR 1200 S - RIRO	1	Each	$ 96,500	$ 96,500
Lincoln St - RIRO	1	Each	$ 96,500	$ 96,500
Main St - RIRO	1	Each	$ 96,500	$ 96,500
Stoneyard Dr - RIRO	1	Each	$ 96,500	$ 96,500
Illinois St - RIRO	1	Each	$ 96,500	$ 96,500
Condon St. - RIRO	1	Each	$ 96,500	$ 96,500
Ohio St - RIRO	1	Each	$ 96,500	$ 96,500
LaPorte CR 900 W - RIRO	1	Each	$ 200,000	$ 200,000
LaPorte CR 800 W - RIRO	1	Each	$ 96,500	$ 96,500
Opinion of Probable Construction Cost			**$ 16,213,000**	**to $ 19,335,000**

Contingency	35%		$ 5,675,000	to $ 6,767,000
UT Cost	7.0%		$ 1,135,000	to $ 1,353,000
Preliminary Engineering	15%		$ 2,432,000	to $ 2,900,000
RW Cost			$ 1,183,000	to $ 1,446,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 26,638,000**	**to $ 31,801,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 2 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	20953	CYD	$ 36	$ 754,000
303-01180	Compacted Aggregate No. 53	1212	CYS	$ 70	$ 85,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	59100	SYS	$ 35	$ 2,069,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4525	TON	$ 144	$ 652,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7542	TON	$ 166	$ 1,252,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	3656	TON	$ 113	$ 413,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	997	TON	$ 111	$ 111,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,775,000
	Sub-Total				**$ 8,111,000**
	Expected Range of Construction Cost Sub-Total			**$ 7,300,000**	**to $ 8,922,000**
	Construction Engineering	2%		$ 146,000	to $ 178,000
	Mob/Demob	5%		$ 365,000	to $ 446,000
	Clearing Right of Way	2%		$ 146,000	to $ 178,000
	MOT	5%		$ 365,000	to $ 446,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Away from Primary Intersection	1	Each	$ 600,000	$ 600,000
LaPorte CR 1200 S - RIRO	1	Each	$ 96,500	$ 96,500
Lincoln St - RIRO	1	Each	$ 96,500	$ 96,500
Stoneyard Dr - RIRO	1	Each	$ 96,500	$ 96,500
Illinois St - RIRO	1	Each	$ 96,500	$ 96,500
Main St - RIRO	1	Each	$ 96,500	$ 96,500
Condon St. - RIRO	1	Each	$ 96,500	$ 96,500
Ohio St - RIRO	1	Each	$ 96,500	$ 96,500
LaPorte CR 900 W - RIRO	1	Each	$ 200,000	$ 200,000
LaPorte CR 800 W - RIRO	1	Each	$ 96,500	$ 96,500
Opinion of Probable Construction Cost			**$ 9,894,000**	**to $ 11,742,000**
Contingency	35%		$ 3,463,000	to $ 4,110,000
UT Cost	7.0%		$ 693,000	to $ 822,000
Preliminary Engineering	15%		$ 1,484,000	to $ 1,761,000
RW Cost			$ 95,000	to $ 117,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost
Opinion of Probable Cost in 2024 Dollars			**$ 15,629,000**	**to $ 18,552,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 2 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	39759	CYD	$ 36	$ 1,431,000
303-01180	Compacted Aggregate No. 53	3605	CYS	$ 70	$ 252,000
203-02070	Borrow	139659	CYS	$ 72	$ 10,055,000
207-12635	Subgrade Treatment Type IBC	63400	SYS	$ 35	$ 2,219,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4856	TON	$ 144	$ 699,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	8094	TON	$ 166	$ 1,344,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	32374	TON	$ 113	$ 3,658,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	8829	TON	$ 111	$ 980,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	13447	SF	$ 175	$ 2,353,000
	Unquantified Items (as percentage of items above)	52%			$ 11,955,000
	Sub-Total				**$ 34,946,000**
	Expected Range of Construction Cost Sub-Total			**$ 31,451,000**	**to $ 38,441,000**
	Construction Engineering	2%		$ 629,000	to $ 769,000
	Mob/Demob	5%		$ 1,573,000	to $ 1,922,000
	Clearing Right of Way	2%		$ 629,000	to $ 769,000
	MOT	5%		$ 1,573,000	to $ 1,922,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Intersection	2	Each	$ 600,000	$ 1,200,000
LaPorte CR 1200 S - RIRO	1	Each	$ 96,500	$ 96,500
LaPorte CR 1100 S - Directional	1	Each	$ 2,890,000	$ 2,890,000
Lincoln St - RIRO	1	Each	$ 96,500	$ 96,500
Stoneyard Dr - RIRO	1	Each	$ 96,500	$ 96,500
Illinois St - RIRO	1	Each	$ 96,500	$ 96,500
Main St - RIRO	1	Each	$ 96,500	$ 96,500
Condon St. - Directional	1	Each	$ 1,445,000	$ 1,445,000
Ohio St - RIRO	1	Each	$ 96,500	$ 96,500
LaPorte CR 900 W - RIRO	1	Each	$ 200,000	$ 200,000
LaPorte CR 800 W - RIRO	1	Each	$ 96,500	$ 96,500
Opinion of Probable Construction Cost			**$ 42,265,500**	**to $ 50,233,500**

Contingency	35%		$ 14,793,000	to $ 17,582,000
UT Cost	7.0%		$ 2,959,000	to $ 3,516,000
Preliminary Engineering	15%		$ 6,340,000	to $ 7,535,000
RW Cost			$ 1,629,000	to $ 1,991,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 67,986,500**	**to $ 80,857,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 2 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	39759	CYD	$ 36	$ 1,431,000
303-01180	Compacted Aggregate No. 53	3605	CYS	$ 70	$ 252,000
203-02070	Borrow	139659	CYS	$ 72	$ 10,055,000
207-12635	Subgrade Treatment Type IBC	63400	SYS	$ 35	$ 2,219,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4856	TON	$ 144	$ 699,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	8094	TON	$ 166	$ 1,344,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	32374	TON	$ 113	$ 3,658,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	8829	TON	$ 111	$ 980,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	13447	SF	$ 175	$ 2,353,000
	Unquantified Items (as percentage of items above)	52%			$ 11,955,000
	Sub-Total				**$ 34,946,000**
	Expected Range of Construction Cost Sub-Total			**$ 31,451,000**	**to $ 38,441,000**
	Construction Engineering	2%		$ 629,000	to $ 769,000
	Mob/Demob	5%		$ 1,573,000	to $ 1,922,000
	Clearing Right of Way	2%		$ 629,000	to $ 769,000
	MOT	5%		$ 1,573,000	to $ 1,922,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Intersection	2	Each	$ 600,000	$ 1,200,000
LaPorte CR 1200 S - Closed	1	Each	$ 121,000	$ 121,000
LaPorte CR 1100 W - Closed	1	Each	$ 241,000	$ 241,000
Lincoln St - Closed	1	Each	$ 121,000	$ 121,000
Stoneyard Dr - Closed	1	Each	$ 121,000	$ 121,000
Illinois St - Closed	1	Each	$ 121,000	$ 121,000
Main St - Closed	1	Each	$ 121,000	$ 121,000
Condon St. - Closed	1	Each	$ 121,000	$ 121,000
Ohio St - Closed	1	Each	$ 121,000	$ 121,000
LaPorte CR 900 W - Closed	1	Each	$ 241,000	$ 241,000
LaPorte CR 800 W - Closed	1	Each	$ 121,000	$ 121,000
Opinion of Probable Construction Cost			**$ 38,505,000**	**to $ 46,473,000**

Contingency	35%		$ 13,477,000	to $ 16,266,000
UT Cost	7.0%		$ 2,695,000	to $ 3,253,000
Preliminary Engineering	15%		$ 5,776,000	to $ 6,971,000
RW Cost			$ 11,577,000	to $ 14,149,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 72,030,000**	**to $ 87,112,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 2 Package 6

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	64421	CYD	$ 36	$ 2,319,000
303-01180	Compacted Aggregate No. 53	11284	CYS	$ 70	$ 790,000
203-02070	Borrow	882308	CYS	$ 72	$ 63,526,000
207-12635	Subgrade Treatment Type IBC	218200	SYS	$ 35	$ 7,637,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	16718	TON	$ 144	$ 2,407,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	27863	TON	$ 166	$ 4,625,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	111200	TON	$ 113	$ 12,566,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	30327	TON	$ 111	$ 3,366,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	7339	SF	$ 175	$ 1,284,000
	Unquantified Items (as percentage of items above)	52%			$ 51,230,000
	Sub-Total				**$ 149,750,000**
	Expected Range of Construction Cost Sub-Total			**$ 134,775,000**	**to $ 164,725,000**
	Construction Engineering	2%		$ 2,696,000	to $ 3,295,000
	Mob/Demob	5%		$ 6,739,000	to $ 8,236,000
	Clearing Right of Way	2%		$ 2,696,000	to $ 3,295,000
	MOT	5%		$ 6,739,000	to $ 8,236,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 800 W - Closed	1	Each	$121,000.00	$ 121,000

Opinion of Probable Construction Cost			**$ 153,766,000**	**to $ 187,908,000**
Contingency	35%		$ 53,818,000	to $ 65,768,000
UT Cost	7.0%		$ 10,764,000	to $ 13,154,000
Preliminary Engineering	15%		$ 23,065,000	to $ 28,186,000
RW Cost			$ 1,267,000	to $ 1,548,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 242,680,000**	**to $**	**296,564,000**

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Hanna - Segment 3
LaPorte CR 700 W to East of Long Lane

Package 1 - $450,000 to $555,000
Package 2 - $930,000 to $2,000,000
Package 3 - $13,000,000 to $17,000,000
Package 4 - $50,000,000 to $61,000,000
Package 5 - $71,000,000 to $87,000,000
Package 6 - $101,000,000 to $124,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 3 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 1350 S - RIRO	1	Each	$200,000.00	$ 200,000
Old US 30 - Closed	1	Each	$121,000.00	$ 121,000

Opinion of Probable Construction Cost			**$ 289,000**	**to $ 353,000**
Contingency	35%		$ 101,000	to $ 124,000
UT Cost	7.0%		$ 20,000	to $ 25,000
Preliminary Engineering	15%		$ 43,000	to $ 53,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 453,000**	**to $**	**555,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 3 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 700 W - RIRO	1	Each	$200,000.00	$ 200,000
LaPorte CR 450 W - RIRO	1	Each	$96,500.00	$ 96,500
LaPorte CR 1350 S - Closed	1	Each	$241,000.00	$ 241,000
Old US 30 - Closed	1	Each	$121,000.00	$ 121,000
Opinion of Probable Construction Cost			**$ 593,000**	**to $ 724,000**

Contingency	35%	$	208,000	to $ 253,000
UT Cost	7.0%	$	42,000	to $ 51,000
Preliminary Engineering	15%	$	89,000	to $ 109,000
RW Cost		$	-	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 932,000**	**to $**	**1,137,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 3 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	14453	CYD	$ 36	$ 520,000
303-01180	Compacted Aggregate No. 53	1478	CYS	$ 70	$ 103,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	48100	SYS	$ 35	$ 1,684,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	3685	TON	$ 144	$ 531,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	6142	TON	$ 166	$ 1,020,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	8186	TON	$ 113	$ 925,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2233	TON	$ 111	$ 248,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,616,000
	Sub-Total				**$ 7,647,000**
	Expected Range of Construction Cost Sub-Total			**$ 6,882,000 to**	**$ 8,412,000**
	Construction Engineering	2%		$ 138,000 to	$ 168,000
	Mob/Demob	5%		$ 344,000 to	$ 421,000
	Clearing Right of Way	2%		$ 138,000 to	$ 168,000
	MOT	5%		$ 344,000 to	$ 421,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 700 W - RIRO	1	Each	$200,000.00	$ 200,000
LaPorte CR 450 W - RIRO	1	Each	$96,500.00	$ 96,500
LaPorte CR 1350 S - Closed	1	Each	$241,000.00	$ 241,000
Old US 30 - Closed	1	Each	$121,000.00	$ 121,000
Opinion of Probable Construction Cost			**$ 8,504,500 to**	**$ 10,248,500**

	Contingency	35%		$ 2,977,000 to	$ 3,587,000
	UT Cost	7.0%		$ 595,000 to	$ 717,000
	Preliminary Engineering	15%		$ 1,276,000 to	$ 1,537,000
	RW Cost			$ 161,000 to	$ 196,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 13,513,500 to**	**$ 16,285,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 3 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	16047	CYD	$ 36	$ 578,000
303-01180	Compacted Aggregate No. 53	2298	CYS	$ 70	$ 161,000
203-02070	Borrow	119169	CYS	$ 72	$ 8,580,000
207-12635	Subgrade Treatment Type IBC	62600	SYS	$ 35	$ 2,191,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4794	TON	$ 144	$ 690,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7991	TON	$ 166	$ 1,326,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	16276	TON	$ 113	$ 1,839,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	4439	TON	$ 111	$ 493,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	22774	SF	$ 175	$ 3,985,000
	Unquantified Items (as percentage of items above)	52%			$ 10,318,000
	Sub-Total				**$ 30,161,000**
	Expected Range of Construction Cost Sub-Total			**$ 27,145,000**	**to $ 33,177,000**
	Construction Engineering	2%		$ 543,000	to $ 664,000
	Mob/Demob	5%		$ 1,357,000	to $ 1,659,000
	Clearing Right of Way	2%		$ 543,000	to $ 664,000
	MOT	5%		$ 1,357,000	to $ 1,659,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 700 W - RIRO	1	Each	$200,000.00	$ 200,000
LaPorte CR 450 W - RIRO	1	Each	$96,500.00	$ 96,500
LaPorte CR 1350 S - Closed	1	Each	$241,000.00	$ 241,000
Old US 30 - Closed	1	Each	$121,000.00	$ 121,000

Opinion of Probable Construction Cost			**$ 31,603,500**	**to $ 38,481,500**
Contingency	35%		$ 11,061,000	to $ 13,469,000
UT Cost	7.0%		$ 2,212,000	to $ 2,694,000
Preliminary Engineering	15%		$ 4,741,000	to $ 5,772,000
RW Cost			$ 321,000	to $ 393,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 49,938,500**	**to $**	**60,809,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 3 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	4322	CYD	$ 36	$ 156,000
303-01180	Compacted Aggregate No. 53	820	CYS	$ 70	$ 57,000
203-02070	Borrow	246020	CYS	$ 72	$ 17,713,000
207-12635	Subgrade Treatment Type IBC	25500	SYS	$ 35	$ 893,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1954	TON	$ 144	$ 281,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3257	TON	$ 166	$ 541,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	13028	TON	$ 113	$ 1,472,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3553	TON	$ 111	$ 394,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	35981	SF	$ 175	$ 6,297,000
	Unquantified Items (as percentage of items above)	52%			$ 14,458,000
	Sub-Total				**$ 42,262,000**
	Expected Range of Construction Cost Sub-Total			**$ 38,036,000**	**to $ 46,488,000**
	Construction Engineering	2%		$ 761,000	to $ 930,000
	Mob/Demob	5%		$ 1,902,000	to $ 2,324,000
	Clearing Right of Way	2%		$ 761,000	to $ 930,000
	MOT	5%		$ 1,902,000	to $ 2,324,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 700 W - Closed	1	Each	$241,000.00	$ 241,000
LaPorte CR 450 W - Closed	1	Each	$121,000.00	$ 121,000
Thompson St. - Closed	1	Each	$241,000.00	$ 241,000
LaPorte CR 1350 S - Closed	1	Each	$241,000.00	$ 241,000
Old US 30 - Closed	1	Each	$121,000.00	$ 121,000
Opinion of Probable Construction Cost			**$ 44,327,000**	**to $ 53,961,000**

Contingency	35%		$ 15,514,000	to $ 18,886,000
UT Cost	7.0%		$ 3,103,000	to $ 3,777,000
Preliminary Engineering	15%		$ 6,649,000	to $ 8,094,000
RW Cost			$ 1,595,000	to $ 1,949,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 71,188,000**	**to $**	**86,667,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 3 Package 6

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	14415	CYD	$ 36	$ 519,000
303-01180	Compacted Aggregate No. 53	4605	CYS	$ 70	$ 322,000
203-02070	Borrow	317664	CYS	$ 72	$ 22,872,000
207-12635	Subgrade Treatment Type IBC	72400	SYS	$ 35	$ 2,534,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	5545	TON	$ 144	$ 798,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	9242	TON	$ 166	$ 1,534,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	36967	TON	$ 113	$ 4,177,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	10082	TON	$ 111	$ 1,119,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	35822	SF	$ 175	$ 6,269,000
	Unquantified Items (as percentage of items above)	52%			$ 20,875,000
	Sub-Total				**$ 61,019,000**
	Expected Range of Construction Cost Sub-Total			**$ 54,917,000**	**to $ 67,121,000**
	Construction Engineering	2%		$ 1,098,000	to $ 1,342,000
	Mob/Demob	5%		$ 2,746,000	to $ 3,356,000
	Clearing Right of Way	2%		$ 1,098,000	to $ 1,342,000
	MOT	5%		$ 2,746,000	to $ 3,356,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 700 W - Closed	1	Each	$ 241,000	$ 241,000
LaPorte CR 450 W - Closed	1	Each	$ 121,000	$ 121,000
Thompson St. - Closed	1	Each	$ 241,000	$ 241,000
Old US 30 / West St - Closed	1	Each	$ 121,000	$ 121,000
Opinion of Probable Construction Cost			**$ 63,329,000**	**to $ 77,241,000**

Contingency	35%		$ 22,165,000	to $ 27,034,000
UT Cost	7.0%		$ 4,433,000	to $ 5,407,000
Preliminary Engineering	15%		$ 9,499,000	to $ 11,586,000
RW Cost			$ 2,059,000	to $ 2,516,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 101,485,000**	**to $ 123,784,000**

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LaPorte / Starke County Line - Segment 4
E of Long Lane to W of Starke CR 300 E

Package 1 - $12,000,000 to $14,000,000
Package 2 - $7,000,000 to $10,000,000
Package 3 - $9,000,000 to $11,000,000
Package 4 - $12,000,000 to $15,000,000
Package 5 - $77,000,000 to $95,000,000
Package 6 - $44,000,000 to $54,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 4 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	6298	CYD	$ 36	$ 227,000
303-01180	Compacted Aggregate No. 53	793	CYS	$ 70	$ 56,000
203-02070	Borrow	1544	CYS	$ 72	$ 111,000
207-12635	Subgrade Treatment Type IBC	27100	SYS	$ 35	$ 949,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2077	TON	$ 144	$ 299,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3462	TON	$ 166	$ 575,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	4427	TON	$ 113	$ 500,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1207	TON	$ 111	$ 134,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,483,000
	Sub-Total				**$ 4,334,000**
	Expected Range of Construction Cost Sub-Total			**$ 3,901,000**	**to $ 4,767,000**
	Construction Engineering	2%		$ 78,000	to $ 95,000
	Mob/Demob	5%		$ 195,000	to $ 238,000
	Clearing Right of Way	2%		$ 78,000	to $ 95,000
	MOT	5%		$ 195,000	to $ 238,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 1400 S - Closed	1	Each	$ 121,000	$ 121,000
Starke CR 50 E - RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 125 E - Closed	1	Each	$ 121,000	$ 121,000
E Frontage Rd. Old US 30 - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 7,779,000**	**to $ 8,765,000**
Contingency	35%		$ 2,723,000	to $ 3,068,000
UT Cost	7.0%		$ 545,000	to $ 614,000
Preliminary Engineering	15%		$ 1,167,000	to $ 1,315,000
RW Cost			$ 3,000	to $ 4,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 12,217,000**	**to $ 13,766,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 4 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	6298	CYD	$ 36	$ 227,000
303-01180	Compacted Aggregate No. 53	793	CYS	$ 70	$ 56,000
203-02070	Borrow	1544	CYS	$ 72	$ 111,000
207-12635	Subgrade Treatment Type IBC	27100	SYS	$ 35	$ 949,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2077	TON	$ 144	$ 299,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3462	TON	$ 166	$ 575,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	4427	TON	$ 113	$ 500,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1207	TON	$ 111	$ 134,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,483,000
	Sub-Total				**$ 4,334,000**
	Expected Range of Construction Cost Sub-Total			**$ 3,901,000**	**to $ 4,767,000**
	Construction Engineering	2%		$ 78,000	to $ 95,000
	Mob/Demob	5%		$ 195,000	to $ 238,000
	Clearing Right of Way	2%		$ 78,000	to $ 95,000
	MOT	5%		$ 195,000	to $ 238,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 1400 S - Closed	1	Each	$ 121,000	$ 121,000
Starke CR 50 E - RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 125 E - Closed	1	Each	$ 121,000	$ 121,000
E Frontage Rd. Old US 30 - RIRO	1	Each	$ 200,000	$ 200,000

Opinion of Probable Construction Cost			**$ 5,089,000**	**to $ 6,075,000**
Contingency	35%		$ 1,781,000	to $ 2,126,000
UT Cost	7.0%		$ 356,000	to $ 425,000
Preliminary Engineering	15%		$ 763,000	to $ 911,000
RW Cost			$ 3,000	to $ 4,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 7,992,000**	**to $ 9,541,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 4 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	6761	CYD	$ 36	$ 243,000
303-01180	Compacted Aggregate No. 53	883	CYS	$ 70	$ 62,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	28300	SYS	$ 35	$ 991,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2169	TON	$ 144	$ 312,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3616	TON	$ 166	$ 600,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	5588	TON	$ 113	$ 631,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1524	TON	$ 111	$ 169,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,564,000
	Sub-Total				**$ 4,572,000**
	Expected Range of Construction Cost Sub-Total			**$ 4,115,000**	**to $ 5,029,000**
	Construction Engineering	2%		$ 82,000	to $ 101,000
	Mob/Demob	5%		$ 206,000	to $ 251,000
	Clearing Right of Way	2%		$ 82,000	to $ 101,000
	MOT	5%		$ 206,000	to $ 251,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Away from Main Intersection	1	Each	$ 600,000	$ 600,000
LaPorte CR 1400 S - Closed	1	Each	$ 121,000	$ 121,000
Starke CR 50 E - RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 125 E - Closed	1	Each	$ 121,000	$ 121,000
E Frontage Rd. Old US 30 - RIRO	1	Each	$ 200,000	$ 200,000
Opinion of Probable Construction Cost			**$ 5,933,000**	**to $ 6,975,000**

Contingency	35%		$ 2,077,000	to $ 2,441,000
UT Cost	7.0%		$ 415,000	to $ 488,000
Preliminary Engineering	15%		$ 890,000	to $ 1,046,000
RW Cost			$ 2,000	to $ 2,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 9,317,000**	**to $**	**10,952,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 4 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	7516	CYD	$ 36	$ 271,000
303-01180	Compacted Aggregate No. 53	348	CYS	$ 70	$ 24,000
203-02070	Borrow	14645	CYS	$ 72	$ 1,054,000
207-12635	Subgrade Treatment Type IBC	6300	SYS	$ 35	$ 221,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	486	TON	$ 144	$ 70,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	810	TON	$ 166	$ 134,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	2228	TON	$ 113	$ 252,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	608	TON	$ 111	$ 67,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	13129	SF	$ 175	$ 2,298,000
	Unquantified Items (as percentage of items above)	52%			$ 2,283,000
	Sub-Total				**$ 6,674,000**
	Expected Range of Construction Cost Sub-Total			**$ 6,007,000**	**to $ 7,341,000**
	Construction Engineering	2%		$ 120,000	to $ 147,000
	Mob/Demob	5%		$ 300,000	to $ 367,000
	Clearing Right of Way	2%		$ 120,000	to $ 147,000
	MOT	5%		$ 300,000	to $ 367,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 1400 S - Closed	1	Each	$ 121,000	$ 121,000
LaPorte CR 100 W - Closed	1	Each	$ 241,000	$ 241,000
Starke CR 50 E - RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 125 E - Closed	1	Each	$ 121,000	$ 121,000
E Frontage Rd. Old US 30 - RIRO	1	Each	$ 200,000	$ 200,000
Opinion of Probable Construction Cost			**$ 7,730,000**	**to $ 9,252,000**

Contingency	35%		$ 2,706,000	to $ 3,238,000
UT Cost	7.0%		$ 541,000	to $ 648,000
Preliminary Engineering	15%		$ 1,160,000	to $ 1,388,000
RW Cost			$ 375,000	to $ 458,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 12,512,000**	**to $ 14,984,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 4 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	19255	CYD	$ 36	$ 693,000
303-01180	Compacted Aggregate No. 53	1485	CYS	$ 70	$ 104,000
203-02070	Borrow	185073	CYS	$ 72	$ 13,325,000
207-12635	Subgrade Treatment Type IBC	78900	SYS	$ 35	$ 2,762,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	6046	TON	$ 144	$ 871,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	10076	TON	$ 166	$ 1,673,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	40304	TON	$ 113	$ 4,554,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	10992	TON	$ 111	$ 1,220,000
618-06192	Wall	1470	LFT	$ 793	$ 1,166,000
n/a	BRIDGES	18803	SF	$ 175	$ 3,291,000
	Unquantified Items (as percentage of items above)	52%			$ 15,423,000
	Sub-Total				**$ 45,082,000**
	Expected Range of Construction Cost Sub-Total			**$ 40,574,000**	**to $ 49,590,000**
	Construction Engineering	2%		$ 811,000	to $ 992,000
	Mob/Demob	5%		$ 2,029,000	to $ 2,480,000
	Clearing Right of Way	2%		$ 811,000	to $ 992,000
	MOT	5%		$ 2,029,000	to $ 2,480,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Intersection	2	Each	$ 600,000	$ 1,200,000
LaPorte CR 1400 S - Closed	1	Each	$ 121,000	$ 121,000
LaPorte CR 100 W - Closed	1	Each	$ 241,000	$ 241,000
Starke CR 125 E - Closed	1	Each	$ 121,000	$ 121,000
E Frontage Rd. Old US 30 - Closed	1	Each	$ 241,000	$ 241,000
Opinion of Probable Construction Cost			**$ 48,178,000**	**to $ 58,458,000**

Contingency	35%		$ 16,862,000	to $ 20,460,000
UT Cost	7.0%		$ 3,372,000	to $ 4,092,000
Preliminary Engineering	15%		$ 7,227,000	to $ 8,769,000
RW Cost			$ 1,957,000	to $ 2,392,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 77,596,000**	**to $ 94,171,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 4 Package 6

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	9545	CYD	$ 36	$ 344,000
303-01180	Compacted Aggregate No. 53	348	CYS	$ 70	$ 24,000
203-02070	Borrow	123988	CYS	$ 72	$ 8,927,000
207-12635	Subgrade Treatment Type IBC	19800	SYS	$ 35	$ 693,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1519	TON	$ 144	$ 219,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	2532	TON	$ 166	$ 420,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	9117	TON	$ 113	$ 1,030,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2486	TON	$ 111	$ 276,000
618-06192	Wall	1470	LFT	$ 793	$ 1,166,000
n/a	BRIDGES	21186	SF	$ 175	$ 3,708,000
	Unquantified Items (as percentage of items above)	52%			$ 8,740,000
	Sub-Total				**$ 25,547,000**
	Expected Range of Construction Cost Sub-Total			**$ 22,992,000**	**to $ 28,102,000**
	Construction Engineering	2%		$ 460,000	to $ 562,000
	Mob/Demob	5%		$ 1,150,000	to $ 1,405,000
	Clearing Right of Way	2%		$ 460,000	to $ 562,000
	MOT	5%		$ 1,150,000	to $ 1,405,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
LaPorte CR 1400 S - Closed	1	Each	$ 121,000	$ 121,000
LaPorte CR 100 W - Closed	1	Each	$ 241,000	$ 241,000
Starke CR 125 E - Closed	1	Each	$ 121,000	$ 121,000
E Frontage Rd. Old US 30 - Close	1	Each	$ 241,000	$ 241,000
Opinion of Probable Construction Cost			**$ 26,936,000**	**to $ 32,760,000**
Contingency	35%		$ 9,428,000	to $ 11,466,000
UT Cost	7.0%		$ 1,886,000	to $ 2,293,000
Preliminary Engineering	15%		$ 4,040,000	to $ 4,914,000
RW Cost			$ 1,777,000	to $ 2,172,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 44,067,000**	**to $ 53,605,000**

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Hamlet - Segment 5
W of Starke CR 300 E to Old US 30 (Hamlet)

Package 1 - $8,000,000 to $11,000,000
Package 2 - $12,000,000 to $16,000,000
Package 3 - $30,000,000 to $37,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 5 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 300 E- RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 500 E - RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 600 E - Directional	1	Each	$ 2,890,000	$ 2,890,000
E. Frontage Rd. Old US 30 - Directional	1	Each	$ 2,890,000	$ 2,890,000
Opinion of Probable Construction Cost			**$ 5,562,000**	**to $ 6,798,000**

Contingency	35%		$ 1,947,000	to $ 2,379,000
UT Cost	7.0%		$ 389,000	to $ 476,000
Preliminary Engineering	15%		$ 834,000	to $ 1,020,000
RW Cost			$ 12,000	to $ 14,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 8,744,000**	**to $**	**10,687,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 5 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	11510	CYD	$ 36	$ 414,000
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	30973	CYS	$ 72	$ 2,230,000
207-12635	Subgrade Treatment Type IBC	33200	SYS	$ 35	$ 1,162,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2546	TON	$ 144	$ 367,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	4244	TON	$ 166	$ 704,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,536,000
	Sub-Total				**$ 7,413,000**
	Expected Range of Construction Cost Sub-Total			**$ 6,672,000**	**to $ 8,154,000**
	Construction Engineering	2%		$ 133,000	to $ 163,000
	Mob/Demob	5%		$ 334,000	to $ 408,000
	Clearing Right of Way	2%		$ 133,000	to $ 163,000
	MOT	5%		$ 334,000	to $ 408,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 300 E - RIRO	1	Each	$ 200,000	$ 200,000
Starke CR 500 E - RIRO	1	Each	$ 200,000	$ 200,000
E. Frontage Rd. Old US 30 - RIRO	1	Each	$ 200,000	$ 200,000

Opinion of Probable Construction Cost	**$ 8,206,000**	**to $**	**9,896,000**
Contingency 35%	$ 2,872,000	to $	3,464,000
UT Cost 7.0%	$ 574,000	to $	693,000
Preliminary Engineering 15%	$ 1,231,000	to $	1,484,000
RW Cost	$ 37,000	to $	46,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 12,920,000**	**to $**	**15,583,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 5 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	4062	CYD	$ 36	$ 146,000
303-01180	Compacted Aggregate No. 53	133	CYS	$ 70	$ 9,000
203-02070	Borrow	75399	CYS	$ 72	$ 5,429,000
207-12635	Subgrade Treatment Type IBC	22400	SYS	$ 35	$ 784,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1713	TON	$ 144	$ 247,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	2855	TON	$ 166	$ 474,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	10285	TON	$ 113	$ 1,162,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2805	TON	$ 111	$ 311,000
618-06192	Wall	1824	LFT	$ 793	$ 1,446,000
n/a	BRIDGES	11465	SF	$ 175	$ 2,006,000
	Unquantified Items (as percentage of items above)	52%			$ 6,247,000
	Sub-Total				**$ 18,261,000**
	Expected Range of Construction Cost Sub-Total			**$ 16,435,000**	**to $ 20,087,000**
	Construction Engineering	2%		$ 329,000	to $ 402,000
	Mob/Demob	5%		$ 822,000	to $ 1,004,000
	Clearing Right of Way	2%		$ 329,000	to $ 402,000
	MOT	5%		$ 822,000	to $ 1,004,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 300 E - Closed	1	Each	$ 241,000	$ 241,000
Starke CR 500 E - Closed	1	Each	$ 241,000	$ 241,000
E. Frontage Rd. Old US 30 - Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 19,460,000**	**to $ 23,622,000**
Contingency	35%		$ 6,811,000	to $ 8,268,000
UT Cost	7.0%		$ 1,362,000	to $ 1,654,000
Preliminary Engineering	15%		$ 2,919,000	to $ 3,543,000
RW Cost			$ 50,000	to $ 61,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 30,602,000**	**to $**	**37,148,000**

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

Package 1 - $12,000,000 to $16,000,000
Package 2 - $22,000,000 to $28,000,000
Package 3 - $27,000,000 to $34,000,000
Package 4 - $92,000,000 to $113,000,000
Package 5 - $157,000,000 to $191,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 6 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 500 N - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 900 E - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 1000 E - Directional	1	Each	$ 2,890,000	$ 2,890,000
Starke CR 1100 E - Directional	1	Each	$ 2,890,000	$ 2,890,000
Starke CR 1150 E - Directional	1	Each	$ 1,445,500	$ 1,445,500
CR 1200 E - Directional	1	Each	$ 1,445,500	$ 1,445,500
Opinion of Probable Construction Cost			**$ 7,978,000**	**to $ 9,750,000**

Contingency	35%		$ 2,792,000	to $ 3,413,000
UT Cost	7.0%		$ 558,000	to $ 683,000
Preliminary Engineering	15%		$ 1,197,000	to $ 1,463,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 12,525,000**	**to $**	**15,309,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 6 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	26994	CYD	$ 36	$ 972,000
303-01180	Compacted Aggregate No. 53	900	CYS	$ 70	$ 63,000
203-02070	Borrow	24997	CYS	$ 72	$ 1,800,000
207-12635	Subgrade Treatment Type IBC	77300	SYS	$ 35	$ 2,706,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	5919	TON	$ 144	$ 852,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	9865	TON	$ 166	$ 1,638,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	6300	TON	$ 113	$ 712,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1718	TON	$ 111	$ 191,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 4,646,000
	Sub-Total				**$ 13,580,000**
	Expected Range of Construction Cost Sub-Total			**$ 12,222,000**	**to $ 14,938,000**
	Construction Engineering	2%		$ 244,000	to $ 299,000
	Mob/Demob	5%		$ 611,000	to $ 747,000
	Clearing Right of Way	2%		$ 244,000	to $ 299,000
	MOT	5%		$ 611,000	to $ 747,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 500 N - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 900 E - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 1150 E - RIRO	1	Each	$ 96,500	$ 96,500

Opinion of Probable Construction Cost			**$ 14,221,500**	**to $ 17,319,500**
Contingency	35%		$ 4,978,000	to $ 6,062,000
UT Cost	7.0%		$ 996,000	to $ 1,212,000
Preliminary Engineering	15%		$ 2,133,000	to $ 2,598,000
RW Cost			$ 19,000	to $ 23,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 22,347,500**	**to $**	**27,214,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 6 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	18859	CYD	$ 36	$ 679,000
303-01180	Compacted Aggregate No. 53	848	CYS	$ 70	$ 59,000
203-02070	Borrow	53761	CYS	$ 72	$ 3,871,000
207-12635	Subgrade Treatment Type IBC	70400	SYS	$ 35	$ 2,464,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	5397	TON	$ 144	$ 777,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	8995	TON	$ 166	$ 1,493,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	11128	TON	$ 113	$ 1,257,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3035	TON	$ 111	$ 337,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 5,687,000
	Sub-Total				**$ 16,624,000**
	Expected Range of Construction Cost Sub-Total			**$ 14,962,000**	**to $ 18,286,000**
	Construction Engineering	2%		$ 299,000	to $ 366,000
	Mob/Demob	5%		$ 748,000	to $ 914,000
	Clearing Right of Way	2%		$ 299,000	to $ 366,000
	MOT	5%		$ 748,000	to $ 914,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 500 N - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 900 E - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 1150 E - RIRO	1	Each	$ 96,500	$ 96,500

Opinion of Probable Construction Cost			**$ 17,345,500**	**to $ 21,135,500**
Contingency	35%		$ 6,071,000	to $ 7,397,000
UT Cost	7.0%		$ 1,214,000	to $ 1,479,000
Preliminary Engineering	15%		$ 2,602,000	to $ 3,170,000
RW Cost			$ 37,000	to $ 45,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 27,269,500**	**to $**	**33,226,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 6 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	28816	CYD	$ 36	$ 1,037,000
303-01180	Compacted Aggregate No. 53	1782	CYS	$ 70	$ 125,000
203-02070	Borrow	326576	CYS	$ 72	$ 23,513,000
207-12635	Subgrade Treatment Type IBC	97100	SYS	$ 35	$ 3,399,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	7440	TON	$ 144	$ 1,071,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	12400	TON	$ 166	$ 2,058,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	16418	TON	$ 113	$ 1,855,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	4478	TON	$ 111	$ 497,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	22746	SF	$ 175	$ 3,981,000
	Unquantified Items (as percentage of items above)	52%			$ 19,519,000
	Sub-Total				**$ 57,055,000**
	Expected Range of Construction Cost Sub-Total			**$ 51,350,000 to**	**$ 62,761,000**
	Construction Engineering	2%		$ 1,027,000 to	$ 1,255,000
	Mob/Demob	5%		$ 2,568,000 to	$ 3,138,000
	Clearing Right of Way	2%		$ 1,027,000 to	$ 1,255,000
	MOT	5%		$ 2,568,000 to	$ 3,138,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 500 N - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 900 E - RIRO	1	Each	$ 96,500	$ 96,500
Starke CR 1150 E - RIRO	1	Each	$ 96,500	$ 96,500
Opinion of Probable Construction Cost			**$ 58,829,500 to**	**$ 71,836,500**
Contingency	35%		$ 20,590,000 to	$ 25,143,000
UT Cost	7.0%		$ 4,118,000 to	$ 5,029,000
Preliminary Engineering	15%		$ 8,824,000 to	$ 10,775,000
RW Cost			$ 32,000 to	$ 39,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost
Opinion of Probable Cost in 2024 Dollars			**$ 92,393,500 to**	**$ 112,822,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 6 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	29242	CYD	$ 36	$ 1,053,000
303-01180	Compacted Aggregate No. 53	3922	CYS	$ 70	$ 275,000
203-02070	Borrow	532618	CYS	$ 72	$ 38,349,000
207-12635	Subgrade Treatment Type IBC	92900	SYS	$ 35	$ 3,252,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	7117	TON	$ 144	$ 1,025,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	11861	TON	$ 166	$ 1,969,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	47422	TON	$ 113	$ 5,359,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	12933	TON	$ 111	$ 1,436,000
618-06192	Wall	3200	LFT	$ 793	$ 2,538,000
n/a	BRIDGES	39982	SF	$ 175	$ 6,997,000
	Unquantified Items (as percentage of items above)	52%			$ 32,372,000
	Sub-Total				**$ 94,625,000**
	Expected Range of Construction Cost Sub-Total			**$ 85,163,000**	**to $ 104,088,000**
	Construction Engineering	2%		$ 1,703,000	to $ 2,082,000
	Mob/Demob	5%		$ 4,258,000	to $ 5,204,000
	Clearing Right of Way	2%		$ 1,703,000	to $ 2,082,000
	MOT	5%		$ 4,258,000	to $ 5,204,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Starke CR 500 N - Closed	1	Each	$ 121,000	$ 121,000
Starke CR 900 E - Closed	1	Each	$ 121,000	$ 121,000
Starke CR 1150 E - Closed	1	Each	$ 121,000	$ 121,000
Starke CR 1200 E - Closed	1	Each	$ 121,000	$ 121,000

Opinion of Probable Construction Cost			**$ 97,569,000**	**to $ 119,144,000**
Contingency	35%		$ 34,149,000	to $ 41,700,000
UT Cost	7.0%		$ 6,830,000	to $ 8,340,000
Preliminary Engineering	15%		$ 14,635,000	to $ 17,872,000
RW Cost			$ 3,444,000	to $ 4,209,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 156,627,000**	**to $**	**191,265,000**

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West Plymouth - Segment 7
Starke CR 1200 E to E of Queen Road

Package 1 - $13,000,000 to $17,000,000
Package 2 - $30,000,000 to $36,000,000
Package 3 - $30,000,000 to $36,000,000
Package 4 - $78,000,000 to $95,000,000
Package 5 - $54,000,000 to $66,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 7 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	12028	CYD	$ 36	$ 433,000
303-01180	Compacted Aggregate No. 53	1665	CYS	$ 70	$ 117,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	34400	SYS	$ 35	$ 1,204,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2636	TON	$ 144	$ 380,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	4393	TON	$ 166	$ 729,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	13069	TON	$ 113	$ 1,477,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3564	TON	$ 111	$ 396,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,463,000
	Sub-Total				**$ 7,199,000**
	Expected Range of Construction Cost Sub-Total			**$ 6,479,000**	**to $ 7,919,000**
	Construction Engineering	2%		$ 130,000	to $ 158,000
	Mob/Demob	5%		$ 324,000	to $ 396,000
	Clearing Right of Way	2%		$ 130,000	to $ 158,000
	MOT	5%		$ 324,000	to $ 396,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Old US 30 - Directional	1	Each	$ 1,445,500	$ 1,445,500

Opinion of Probable Construction Cost			**$ 8,832,500**	**to $ 10,472,500**
Contingency	35%		$ 3,091,000	to $ 3,665,000
UT Cost	7.0%		$ 618,000	to $ 733,000
Preliminary Engineering	15%		$ 1,325,000	to $ 1,571,000
RW Cost			$ 75,000	to $ 91,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 13,941,500**	**to $**	**16,532,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 7 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	26471	CYD	$ 36	$ 953,000
303-01180	Compacted Aggregate No. 53	1665	CYS	$ 70	$ 117,000
203-02070	Borrow	20602	CYS	$ 72	$ 1,483,000
207-12635	Subgrade Treatment Type IBC	64900	SYS	$ 35	$ 2,272,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4971	TON	$ 144	$ 716,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	8286	TON	$ 166	$ 1,375,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	13069	TON	$ 113	$ 1,477,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3564	TON	$ 111	$ 396,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 4,570,000
	Sub-Total				**$ 13,359,000**
	Expected Range of Construction Cost Sub-Total			**$ 12,023,000**	**to $ 14,695,000**
	Construction Engineering	2%		$ 240,000	to $ 294,000
	Mob/Demob	5%		$ 601,000	to $ 735,000
	Clearing Right of Way	2%		$ 240,000	to $ 294,000
	MOT	5%		$ 601,000	to $ 735,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Old US 30 - RIRO	1	Each	$ 96,500	$ 96,500
Tulip Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
Rose Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 19,581,500**	**to $ 22,629,500**
Contingency	35%		$ 6,854,000	to $ 7,920,000
UT Cost	7.0%		$ 1,371,000	to $ 1,584,000
Preliminary Engineering	15%		$ 2,937,000	to $ 3,394,000
RW Cost			$ 83,000	to $ 102,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 30,826,500**	**to $**	**35,629,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 7 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	19613	CYD	$ 36	$ 706,000
303-01180	Compacted Aggregate No. 53	668	CYS	$ 70	$ 47,000
203-02070	Borrow	34582	CYS	$ 72	$ 2,490,000
207-12635	Subgrade Treatment Type IBC	54900	SYS	$ 35	$ 1,922,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4207	TON	$ 144	$ 606,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7012	TON	$ 166	$ 1,164,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	11940	TON	$ 113	$ 1,349,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	3256	TON	$ 111	$ 361,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 4,495,000
	Sub-Total				**$ 13,140,000**
	Expected Range of Construction Cost Sub-Total			**$ 11,826,000**	**to $ 14,454,000**
	Construction Engineering	2%		$ 237,000	to $ 289,000
	Mob/Demob	5%		$ 591,000	to $ 723,000
	Clearing Right of Way	2%		$ 237,000	to $ 289,000
	MOT	5%		$ 591,000	to $ 723,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Old US 30 - RIRO	1	Each	$ 96,500	$ 96,500
Tulip Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
Rose Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 19,358,500**	**to $ 22,354,500**
Contingency	35%		$ 6,775,000	to $ 7,824,000
UT Cost	7.0%		$ 1,355,000	to $ 1,565,000
Preliminary Engineering	15%		$ 2,904,000	to $ 3,353,000
RW Cost			$ 99,000	to $ 121,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 30,491,500**	**to $**	**35,217,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 7 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	39438	CYD	$ 36	$ 1,420,000
303-01180	Compacted Aggregate No. 53	234	CYS	$ 70	$ 16,000
203-02070	Borrow	211549	CYS	$ 72	$ 15,231,000
207-12635	Subgrade Treatment Type IBC	43200	SYS	$ 35	$ 1,512,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	3311	TON	$ 144	$ 477,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	5518	TON	$ 166	$ 916,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	22073	TON	$ 113	$ 2,494,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	6020	TON	$ 111	$ 668,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	26782	SF	$ 175	$ 4,687,000
	Unquantified Items (as percentage of items above)	52%			$ 14,259,000
	Sub-Total				**$ 41,680,000**
	Expected Range of Construction Cost Sub-Total			**$ 37,512,000**	**to $ 45,848,000**
	Construction Engineering	2%		$ 750,000	to $ 917,000
	Mob/Demob	5%		$ 1,876,000	to $ 2,292,000
	Clearing Right of Way	2%		$ 750,000	to $ 917,000
	MOT	5%		$ 1,876,000	to $ 2,292,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Old US 30 - RIRO	1	Each	$ 96,500	$ 96,500
Tulip Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
Rose Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 48,640,500**	**to $ 58,142,500**
Contingency	35%		$ 17,024,000	to $ 20,350,000
UT Cost	7.0%		$ 3,405,000	to $ 4,070,000
Preliminary Engineering	15%		$ 7,296,000	to $ 8,721,000
RW Cost			$ 2,327,000	to $ 2,844,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 78,692,500**	**to $ 94,127,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 7 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	33883	CYD	$ 36	$ 1,220,000
303-01180	Compacted Aggregate No. 53	1204	CYS	$ 70	$ 84,000
203-02070	Borrow	109294.1	CYS	$ 72	$ 7,869,000
207-12635	Subgrade Treatment Type IBC	73900	SYS	$ 35	$ 2,587,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	5665	TON	$ 144	$ 816,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	9441	TON	$ 166	$ 1,567,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	37764	TON	$ 113	$ 4,267,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	10299	TON	$ 111	$ 1,143,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	11750	SF	$ 175	$ 2,056,000
	Unquantified Items (as percentage of items above)	52%			$ 11,237,000
	Sub-Total				**$ 32,846,000**
	Expected Range of Construction Cost Sub-Total			**$ 29,561,000**	**to $ 36,131,000**
	Construction Engineering	2%		$ 591,000	to $ 723,000
	Mob/Demob	5%		$ 1,478,000	to $ 1,807,000
	Clearing Right of Way	2%		$ 591,000	to $ 723,000
	MOT	5%		$ 1,478,000	to $ 1,807,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Old US 30 - Closed	1	Each	$ 121,000	$ 121,000
Tulip Rd - Closed	1	Each	$ 241,000	$ 241,000
Rose Rd - Closed	1	Each	$ 241,000	$ 241,000
Redwood Rd - Closed	1	Each	$ 241,000	$ 241,000
Opinion of Probable Construction Cost			**$ 34,543,000**	**to $ 42,035,000**

	Contingency	35%		$ 12,090,000	to $ 14,712,000
	UT Cost	7.0%		$ 2,418,000	to $ 2,942,000
	Preliminary Engineering	15%		$ 5,181,000	to $ 6,305,000
	RW Cost			$ 244,000	to $ 298,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 54,476,000**	**to $ 66,292,000**

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Plymouth - Segment 8
East of Queen Road to West of US 31

Package 1 - $22,000,000 to $28,000,000
Package 2 - $24,000,000 to $30,000,000
Package 3 - $44,000,000 to $55,000,000
Package 4 - $58,000,000 to $71,000,000
Package 5 - $165,000,000 to $203,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 8 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	29367	CYD	$ 36	$ 1,057,000
303-01180	Compacted Aggregate No. 53	2773	CYS	$ 70	$ 194,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	84600	SYS	$ 35	$ 2,961,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	6479	TON	$ 144	$ 933,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	10799	TON	$ 166	$ 1,793,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	16249	TON	$ 113	$ 1,836,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	4432	TON	$ 111	$ 492,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 4,818,000
	Sub-Total				**$ 14,084,000**
	Expected Range of Construction Cost Sub-Total			**$ 12,676,000**	**to $ 15,492,000**
	Construction Engineering	2%		$ 254,000	to $ 310,000
	Mob/Demob	5%		$ 634,000	to $ 775,000
	Clearing Right of Way	2%		$ 254,000	to $ 310,000
	MOT	5%		$ 634,000	to $ 775,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
				$ -
				$ -
				$ -
				$ -

Opinion of Probable Construction Cost			**$ 14,452,000**	**to $ 17,662,000**
Contingency	35%		$ 5,058,000	to $ 6,182,000
UT Cost	7.0%		$ 1,012,000	to $ 1,236,000
Preliminary Engineering	15%		$ 2,168,000	to $ 2,649,000
RW Cost			$ 94,000	to $ 115,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -

Opinion of Probable Cost in 2024 Dollars	**$ 22,784,000**	**to $ 27,844,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 8 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	28272	CYD	$ 36	$ 1,018,000
303-01180	Compacted Aggregate No. 53	2513	CYS	$ 70	$ 176,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	91000	SYS	$ 35	$ 3,185,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	6975	TON	$ 144	$ 1,004,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	11625	TON	$ 166	$ 1,930,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	15526	TON	$ 113	$ 1,754,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	4234	TON	$ 111	$ 470,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 4,959,000
	Sub-Total				**$ 14,496,000**
	Expected Range of Construction Cost Sub-Total			**$ 13,046,000**	**to $ 15,946,000**
	Construction Engineering	2%		$ 261,000	to $ 319,000
	Mob/Demob	5%		$ 652,000	to $ 797,000
	Clearing Right of Way	2%		$ 261,000	to $ 319,000
	MOT	5%		$ 652,000	to $ 797,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic Signal - Away from Main Intersection	1	Each	$ 600,000	$ 600,000
				$ -
				$ -
				$ -

Opinion of Probable Construction Cost			**$ 15,472,000**	**to $ 18,778,000**
Contingency	35%		$ 5,415,000	to $ 6,572,000
UT Cost	7.0%		$ 1,083,000	to $ 1,314,000
Preliminary Engineering	15%		$ 2,321,000	to $ 2,817,000
RW Cost			$ 153,000	to $ 187,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -

Opinion of Probable Cost in 2024 Dollars	**$ 24,444,000**	**to $ 29,668,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 8 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	32215	CYD	$ 36	$ 1,160,000
303-01180	Compacted Aggregate No. 53	3300	CYS	$ 70	$ 231,000
203-02070	Borrow	29066	CYS	$ 72	$ 2,093,000
207-12635	Subgrade Treatment Type IBC	97100	SYS	$ 35	$ 3,399,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	7438	TON	$ 144	$ 1,071,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	12397	TON	$ 166	$ 2,058,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	31376	TON	$ 113	$ 3,546,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	8557	TON	$ 111	$ 950,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	16743	SF	$ 175	$ 2,930,000
	Unquantified Items (as percentage of items above)	52%			$ 9,068,000
	Sub-Total				**$ 26,506,000**
	Expected Range of Construction Cost Sub-Total			**$ 23,855,000**	**to $ 29,157,000**
	Construction Engineering	2%		$ 477,000	to $ 583,000
	Mob/Demob	5%		$ 1,193,000	to $ 1,458,000
	Clearing Right of Way	2%		$ 477,000	to $ 583,000
	MOT	5%		$ 1,193,000	to $ 1,458,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
				$ -
				$ -
				$ -
Opinion of Probable Construction Cost			**$ 27,195,000**	**to $ 33,239,000**
Contingency	35%		$ 9,518,000	to $ 11,634,000
UT Cost	7.0%		$ 1,904,000	to $ 2,327,000
Preliminary Engineering	15%		$ 4,079,000	to $ 4,986,000
RW Cost			$ 1,548,000	to $ 1,892,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -
Opinion of Probable Cost in 2024 Dollars				**$ 44,244,000**	**to $ 54,078,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 8 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	32384	CYD	$ 36	$ 1,166,000
303-01180	Compacted Aggregate No. 53	3312	CYS	$ 70	$ 232,000
203-02070	Borrow	56939	CYS	$ 72	$ 4,100,000
207-12635	Subgrade Treatment Type IBC	104000	SYS	$ 35	$ 3,640,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	7971	TON	$ 144	$ 1,148,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	13285	TON	$ 166	$ 2,205,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	21992	TON	$ 113	$ 2,485,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	5998	TON	$ 111	$ 666,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	36362	SF	$ 175	$ 6,363,000
	Unquantified Items (as percentage of items above)	52%			$ 11,443,000
	Sub-Total				**$ 33,448,000**
	Expected Range of Construction Cost Sub-Total			**$ 30,103,000**	**to $ 36,793,000**
	Construction Engineering	2%		$ 602,000	to $ 736,000
	Mob/Demob	5%		$ 1,505,000	to $ 1,840,000
	Clearing Right of Way	2%		$ 602,000	to $ 736,000
	MOT	5%		$ 1,505,000	to $ 1,840,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Traffic signal away from main intersection	1	EA	$ 600,000	$ 600,000

Opinion of Probable Construction Cost			**$ 34,917,000**	**to $ 42,545,000**
Contingency	35%		$ 12,221,000	to $ 14,891,000
UT Cost	7.0%		$ 2,444,000	to $ 2,978,000
Preliminary Engineering	15%		$ 5,238,000	to $ 6,382,000
RW Cost			$ 3,410,000	to $ 4,168,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -

Opinion of Probable Cost in 2024 Dollars	**$ 58,230,000**	**to $ 70,964,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 8 Package 5

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	33354	CYD	$ 36	$ 1,201,000
303-01180	Compacted Aggregate No. 53	5339	CYS	$ 70	$ 374,000
203-02070	Borrow	448005	CYS	$ 72	$ 32,256,000
207-12635	Subgrade Treatment Type IBC	116800	SYS	$ 35	$ 4,088,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	8951	TON	$ 144	$ 1,289,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	14919	TON	$ 166	$ 2,477,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	54906	TON	$ 113	$ 6,204,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	14974	TON	$ 111	$ 1,662,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	89468	SF	$ 175	$ 15,657,000
	Unquantified Items (as percentage of items above)	52%			$ 33,908,000
	Sub-Total				**$ 99,116,000**
	Expected Range of Construction Cost Sub-Total			**$ 89,204,000 to**	**$ 109,028,000**
	Construction Engineering	2%		$ 1,784,000 to	$ 2,181,000
	Mob/Demob	5%		$ 4,460,000 to	$ 5,451,000
	Clearing Right of Way	2%		$ 1,784,000 to	$ 2,181,000
	MOT	5%		$ 4,460,000 to	$ 5,451,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
				$ -
				$ -
				$ -
				$ -

Opinion of Probable Construction Cost			**$ 101,692,000 to**	**$ 124,292,000**
Contingency	35%		$ 35,592,000 to	$ 43,502,000
UT Cost	7.0%		$ 7,118,000 to	$ 8,700,000
Preliminary Engineering	15%		$ 15,254,000 to	$ 18,644,000
RW Cost			$ 6,199,000 to	$ 7,576,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -

Opinion of Probable Cost in 2024 Dollars	**$ 165,855,000 to**	**$ 202,714,000**

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East Plymouth - Segment 9
West of US 31 to West of Iris Road

Package 1 - $6,000,000 to $8,000,000
Package 2 - $8,000,000 to $11,000,000
Package 3 - $18,000,000 to $23,000,000
Package 4 - $11,000,000 to $15,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 9 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	3326	CYD	$ 36	$ 120,000
303-01180	Compacted Aggregate No. 53	316	CYS	$ 70	$ 22,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	8100	SYS	$ 35	$ 284,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	618	TON	$ 144	$ 89,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	1030	TON	$ 166	$ 171,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	1429	TON	$ 113	$ 162,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	390	TON	$ 111	$ 43,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 463,000
	Sub-Total				**$ 1,354,000**
	Expected Range of Construction Cost Sub-Total			**$ 1,219,000**	**to $ 1,489,000**
	Construction Engineering	2%		$ 24,000	to $ 30,000
	Mob/Demob	5%		$ 61,000	to $ 74,000
	Clearing Right of Way	2%		$ 24,000	to $ 30,000
	MOT	5%		$ 61,000	to $ 74,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
King Rd/W 9a Rd, DIrectional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 4,279,000**	**to $ 4,587,000**
Contingency	35%		$ 1,498,000	to $ 1,605,000
UT Cost	7.0%		$ 300,000	to $ 321,000
Preliminary Engineering	15%		$ 642,000	to $ 688,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 6,719,000**	**to $**	**7,201,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 9 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	10384	CYD	$ 36	$ 374,000
303-01180	Compacted Aggregate No. 53	1032	CYS	$ 70	$ 72,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	31400	SYS	$ 35	$ 1,099,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2407	TON	$ 144	$ 347,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	4012	TON	$ 166	$ 666,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	6105	TON	$ 113	$ 690,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1665	TON	$ 111	$ 185,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,785,000
	Sub-Total				**$ 5,218,000**
	Expected Range of Construction Cost Sub-Total			**$ 4,696,000**	**to $ 5,740,000**
	Construction Engineering	2%		$ 94,000	to $ 115,000
	Mob/Demob	5%		$ 235,000	to $ 287,000
	Clearing Right of Way	2%		$ 94,000	to $ 115,000
	MOT	5%		$ 235,000	to $ 287,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
				$ -
				$ -
				$ -
				$ -

Opinion of Probable Construction Cost			**$ 5,354,000**	**to $ 6,544,000**
Contingency	35%		$ 1,874,000	to $ 2,290,000
UT Cost	7.0%		$ 375,000	to $ 458,000
Preliminary Engineering	15%		$ 803,000	to $ 982,000
RW Cost			$ 5,000	to $ 6,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -

Opinion of Probable Cost in 2024 Dollars	**$ 8,411,000**	**to $**	**10,280,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 9 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	6339	CYD	$ 36	$ 228,000
303-01180	Compacted Aggregate No. 53	1538	CYS	$ 70	$ 108,000
203-02070	Borrow	28667	CYS	$ 72	$ 2,064,000
207-12635	Subgrade Treatment Type IBC	38000	SYS	$ 35	$ 1,330,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2909	TON	$ 144	$ 419,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	4848	TON	$ 166	$ 805,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	16699	TON	$ 113	$ 1,887,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	4554	TON	$ 111	$ 506,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 3,820,000
	Sub-Total				**$ 11,167,000**
	Expected Range of Construction Cost Sub-Total			**$ 10,050,000**	**to $ 12,284,000**
	Construction Engineering	2%		$ 201,000	to $ 246,000
	Mob/Demob	5%		$ 503,000	to $ 614,000
	Clearing Right of Way	2%		$ 201,000	to $ 246,000
	MOT	5%		$ 503,000	to $ 614,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
				$ -
				$ -
				$ -
				$ -

Opinion of Probable Construction Cost			**$ 11,458,000**	**to $ 14,004,000**
Contingency	35%		$ 4,010,000	to $ 4,901,000
UT Cost	7.0%		$ 802,000	to $ 980,000
Preliminary Engineering	15%		$ 1,719,000	to $ 2,101,000
RW Cost			$ 155,000	to $ 189,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -

Opinion of Probable Cost in 2024 Dollars	**$ 18,144,000**	**to $ 22,175,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 9 Package 4

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	4845	CYD	$ 36	$ 174,000
303-01180	Compacted Aggregate No. 53	698	CYS	$ 70	$ 49,000
203-02070	Borrow	3207	CYS	$ 72	$ 231,000
207-12635	Subgrade Treatment Type IBC	15600	SYS	$ 35	$ 546,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1193	TON	$ 144	$ 172,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	1989	TON	$ 166	$ 330,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	5249	TON	$ 113	$ 593,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1432	TON	$ 111	$ 159,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	14070	SF	$ 175	$ 2,462,000
	Unquantified Items (as percentage of items above)	52%			$ 2,452,000
	Sub-Total				**$ 7,168,000**
	Expected Range of Construction Cost Sub-Total			**$ 6,451,000**	**to $ 7,885,000**
	Construction Engineering	2%		$ 129,000	to $ 158,000
	Mob/Demob	5%		$ 323,000	to $ 394,000
	Clearing Right of Way	2%		$ 129,000	to $ 158,000
	MOT	5%		$ 323,000	to $ 394,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
				$ -
				$ -
				$ -
				$ -
Opinion of Probable Construction Cost			**$ 7,355,000**	**to $ 8,989,000**
Contingency	35%		$ 2,574,000	to $ 3,146,000
UT Cost	7.0%		$ 515,000	to $ 629,000
Preliminary Engineering	15%		$ 1,103,000	to $ 1,348,000
RW Cost			$ 66,000	to $ 80,000

Additional items not accounted for at this stage in design:		Qty	Unit	Low Cost	High Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -
Opinion of Probable Cost in 2024 Dollars				**$ 11,613,000**	**to $ 14,192,000**

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Inwood - Segment 10
West of Iris Road to West of Fir Road

Package 1 - $15,000,000 to $17,000,000
Package 2 - $19,000,000 to $24,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 10 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	4135	CYD	$ 36	$ 149,000
303-01180	Compacted Aggregate No. 53	201	CYS	$ 70	$ 14,000
203-02070	Borrow	3096	CYS	$ 72	$ 223,000
207-12635	Subgrade Treatment Type IBC	20900	SYS	$ 35	$ 732,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1598	TON	$ 144	$ 230,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	2663	TON	$ 166	$ 442,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	4748	TON	$ 113	$ 537,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1295	TON	$ 111	$ 144,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,285,000
	Sub-Total				**$ 3,756,000**
	Expected Range of Construction Cost Sub-Total			**$ 3,380,000**	**to $ 4,132,000**
	Construction Engineering	2%		$ 68,000	to $ 83,000
	Mob/Demob	5%		$ 169,000	to $ 207,000
	Clearing Right of Way	2%		$ 68,000	to $ 83,000
	MOT	5%		$ 169,000	to $ 207,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Iris Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
Gumwood Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 9,634,000**	**to $ 10,492,000**
Contingency	35%		$ 3,372,000	to $ 3,672,000
UT Cost	7.0%		$ 674,000	to $ 734,000
Preliminary Engineering	15%		$ 1,445,000	to $ 1,574,000
RW Cost			$ 4,000	to $ 5,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 15,129,000**	**to $**	**16,477,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 10 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	24	CYD	$ 36	$ 1,000
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	83595	CYS	$ 72	$ 6,019,000
207-12635	Subgrade Treatment Type IBC	4300	SYS	$ 35	$ 151,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	327	TON	$ 144	$ 47,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	544	TON	$ 166	$ 90,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	2177	TON	$ 113	$ 246,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	594	TON	$ 111	$ 66,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	6033	SF	$ 175	$ 1,056,000
	Unquantified Items (as percentage of items above)	52%			$ 3,992,000
	Sub-Total				**$ 11,668,000**
	Expected Range of Construction Cost Sub-Total			**$ 10,501,000**	**to $ 12,835,000**
	Construction Engineering	2%		$ 210,000	to $ 257,000
	Mob/Demob	5%		$ 525,000	to $ 642,000
	Clearing Right of Way	2%		$ 210,000	to $ 257,000
	MOT	5%		$ 525,000	to $ 642,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Iris Rd - Closed	1	Each	$ 241,000	$ 241,000
Gumwood Rd - Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 12,453,000**	**to $ 15,115,000**
Contingency	35%		$ 4,359,000	to $ 5,290,000
UT Cost	7.0%		$ 872,000	to $ 1,058,000
Preliminary Engineering	15%		$ 1,868,000	to $ 2,267,000
RW Cost			$ 95,000	to $ 116,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 19,647,000**	**to $**	**23,846,000**

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Bourbon - Segment 11
West of Fir Road to West of Beech Road

Package 1 - $12,000,000 to $15,000,000
Package 2 - $8,000,000 to $11,000,000
Package 3 - $13,000,000 to $17,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 11 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Elm Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
12th Rd Cedar Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
12B Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
Opinion of Probable Construction Cost			**$ 7,803,000**	**to $ 9,537,000**

Contingency	35%		$ 2,731,000	to $ 3,338,000
UT Cost	7.0%		$ 546,000	to $ 668,000
Preliminary Engineering	15%		$ 1,170,000	to $ 1,431,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 12,250,000**	**to $**	**14,974,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 11 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Elm Rd - RIRO	1	Each	$ 200,000	$ 200,000
12th Rd Cedar Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
12B Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 5,382,000**	**to $ 6,578,000**
Contingency	35%		$ 1,884,000	to $ 2,302,000
UT Cost	7.0%		$ 377,000	to $ 460,000
Preliminary Engineering	15%		$ 807,000	to $ 987,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 8,450,000**	**to $**	**10,327,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 11 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	64	CYD	$ 36	$ 2,000
303-01180	Compacted Aggregate No. 53	194	CYS	$ 70	$ 14,000
203-02070	Borrow	46141	CYS	$ 72	$ 3,322,000
207-12635	Subgrade Treatment Type IBC	3600	SYS	$ 35	$ 126,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	273	TON	$ 144	$ 39,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	455	TON	$ 166	$ 75,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	1819	TON	$ 113	$ 206,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	496	TON	$ 111	$ 55,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	7639	SF	$ 175	$ 1,337,000
	Unquantified Items (as percentage of items above)	52%			$ 2,692,000
	Sub-Total				**$ 7,868,000**
	Expected Range of Construction Cost Sub-Total			**$ 7,081,000 to**	**$ 8,655,000**
	Construction Engineering	2%		$ 142,000 to	$ 173,000
	Mob/Demob	5%		$ 354,000 to	$ 433,000
	Clearing Right of Way	2%		$ 142,000 to	$ 173,000
	MOT	5%		$ 354,000 to	$ 433,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
Elm Rd - Closed	1	Each	$ 241,000	$ 241,000
12th Rd Cedar Rd - Closed	1	Each	$ 241,000	$ 241,000
12B Rd - Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 8,796,000 to**	**$ 10,590,000**
Contingency	35%		$ 3,079,000 to	$ 3,706,000
UT Cost	7.0%		$ 616,000 to	$ 741,000
Preliminary Engineering	15%		$ 1,319,000 to	$ 1,589,000
RW Cost			$ 30,000 to	$ 37,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars			**$ 13,840,000 to**	**$ 16,663,000**

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South Argos - Segment 12
Fulton CR 700 N to SR 10

No Improvements are Suggested in this Segment

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 12 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
SR 10 - Planned Interchange	1	Each	$ -	$ -
Dewey St - Closed	1	Each	$ -	$ -
18th Rd - Closed	1	Each	$ -	$ -
19th Rd - Closed	1	Each	$ -	$ -
Kenilworth Rd - Closed	1	Each	$ -	$ -
20B Rd - Closed	1	Each	$ -	$ -
SR 110 - Planned Interchance	1	Each	$ -	$ -

Opinion of Probable Construction Cost			**$ -**	**to $ -**
Contingency	35%		$ -	to $ -
UT Cost	7.0%		$ -	to $ -
Preliminary Engineering	15%		$ -	to $ -
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ -**	**to $ -**

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North Argos - Segment 13
SR 10 to South of 13th Road

Package 1 - $19,000,000 to $22,000,000
Package 2 - $21,000,000 to $26,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 13 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	131	CYD	$ 36	$ 5,000
303-01180	Compacted Aggregate No. 53	201	CYS	$ 70	$ 14,000
203-02070	Borrow	14805	CYS	$ 72	$ 1,066,000
207-12635	Subgrade Treatment Type IBC	28400	SYS	$ 35	$ 994,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2179	TON	$ 144	$ 314,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3632	TON	$ 166	$ 603,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	8885	TON	$ 113	$ 1,004,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2423	TON	$ 111	$ 269,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 2,220,000
	Sub-Total				**$ 6,489,000**
	Expected Range of Construction Cost Sub-Total			**$ 5,840,000**	**to $ 7,138,000**
	Construction Engineering	2%		$ 117,000	to $ 143,000
	Mob/Demob	5%		$ 292,000	to $ 357,000
	Clearing Right of Way	2%		$ 117,000	to $ 143,000
	MOT	5%		$ 292,000	to $ 357,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
14th Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000
14C Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 12,438,000**	**to $ 13,918,000**
Contingency	35%		$ 4,353,000	to $ 4,871,000
UT Cost	7.0%		$ 871,000	to $ 974,000
Preliminary Engineering	15%		$ 1,866,000	to $ 2,088,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 19,528,000**	**to $**	**21,851,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 13 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	5307	CYD	$ 36	$ 191,000
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	56614	CYS	$ 72	$ 4,076,000
207-12635	Subgrade Treatment Type IBC	20700	SYS	$ 35	$ 725,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	1588	TON	$ 144	$ 229,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	2647	TON	$ 166	$ 439,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	10589	TON	$ 113	$ 1,197,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2888	TON	$ 111	$ 321,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	6113	SF	$ 175	$ 1,070,000
	Unquantified Items (as percentage of items above)	52%			$ 4,289,000
	Sub-Total				**$ 12,537,000**
	Expected Range of Construction Cost Sub-Total			**$ 11,283,000**	**to $ 13,791,000**
	Construction Engineering	2%		$ 226,000	to $ 276,000
	Mob/Demob	5%		$ 564,000	to $ 690,000
	Clearing Right of Way	2%		$ 226,000	to $ 276,000
	MOT	5%		$ 564,000	to $ 690,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
14C Rd - Closed	1	Each	$ 241,000	$ 241,000
Marshall St - Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 13,345,000**	**to $ 16,205,000**
Contingency	35%		$ 4,671,000	to $ 5,672,000
UT Cost	7.0%		$ 934,000	to $ 1,134,000
Preliminary Engineering	15%		$ 2,002,000	to $ 2,431,000
RW Cost			$ 110,000	to $ 135,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 21,062,000**	**to $**	**25,577,000**

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13th/Michigan - Segment 14
S of 13th Road to North of Michigan Road

Package 1 - $7,000,000 to $10,000,000
Package 2 - $19,000,000 to $25,000,000
Package 3 - $60,000,000 to $74,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 14 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	8012	CYD	$ 36	$ 288,000
303-01180	Compacted Aggregate No. 53	655	CYS	$ 70	$ 46,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	27400	SYS	$ 35	$ 959,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2099	TON	$ 144	$ 302,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3499	TON	$ 166	$ 581,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	5054	TON	$ 113	$ 571,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1378	TON	$ 111	$ 153,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,508,000
	Sub-Total				**$ 4,408,000**
	Expected Range of Construction Cost Sub-Total			**$ 3,967,000**	**to $ 4,849,000**
	Construction Engineering	2%		$ 79,000	to $ 97,000
	Mob/Demob	5%		$ 198,000	to $ 242,000
	Clearing Right of Way	2%		$ 79,000	to $ 97,000
	MOT	5%		$ 198,000	to $ 242,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
12B Rd, RIRO	1	Each	$ 96,500	$ 96,500
12th Rd, RIRO	1	Each	$ 200,000	$ 200,000

Opinion of Probable Construction Cost			**$ 4,817,500**	**to $ 5,823,500**
Contingency	35%		$ 1,686,000	to $ 2,038,000
UT Cost	7.0%		$ 337,000	to $ 408,000
Preliminary Engineering	15%		$ 723,000	to $ 874,000
RW Cost			$ 10,000	to $ 12,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 7,573,500**	**to $**	**9,155,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 14 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	1745	CYD	$ 36	$ 63,000
303-01180	Compacted Aggregate No. 53	204	CYS	$ 70	$ 14,000
203-02070	Borrow	49460	CYS	$ 72	$ 3,561,000
207-12635	Subgrade Treatment Type IBC	8000	SYS	$ 35	$ 280,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	615	TON	$ 144	$ 89,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	1026	TON	$ 166	$ 170,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	4102	TON	$ 113	$ 464,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1119	TON	$ 111	$ 124,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	16775	SF	$ 175	$ 2,936,000
	Unquantified Items (as percentage of items above)	52%			$ 4,005,000
	Sub-Total				**$ 11,706,000**
	Expected Range of Construction Cost Sub-Total			**$ 10,535,000**	**to $ 12,877,000**
	Construction Engineering	2%		$ 211,000	to $ 258,000
	Mob/Demob	5%		$ 527,000	to $ 644,000
	Clearing Right of Way	2%		$ 211,000	to $ 258,000
	MOT	5%		$ 527,000	to $ 644,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
12B Rd, RIRO	1	Each	$ 96,500	$ 96,500
12th Rd, RIRO	2	Each	$ 200,000	$ 400,000
				$ -
				$ -

Opinion of Probable Construction Cost			**$ 12,507,500**	**to $ 15,177,500**
Contingency	35%		$ 4,378,000	to $ 5,312,000
UT Cost	7.0%		$ 876,000	to $ 1,062,000
Preliminary Engineering	15%		$ 1,876,000	to $ 2,277,000
RW Cost			$ 214,000	to $ 262,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 19,851,500**	**to $**	**24,090,500**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 14 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	63018	CYD	$ 36	$ 2,269,000
303-01180	Compacted Aggregate No. 53	4631	CYS	$ 70	$ 324,000
203-02070	Borrow	141204	CYS	$ 72	$ 10,167,000
207-12635	Subgrade Treatment Type IBC	58000	SYS	$ 35	$ 2,030,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	4445	TON	$ 144	$ 640,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	7408	TON	$ 166	$ 1,230,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	29631	TON	$ 113	$ 3,348,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	8081	TON	$ 111	$ 897,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	16112	SF	$ 175	$ 2,820,000
	Unquantified Items (as percentage of items above)	52%			$ 12,337,000
	Sub-Total				**$ 36,062,000**
	Expected Range of Construction Cost Sub-Total			**$ 32,456,000**	**to $ 39,668,000**
	Construction Engineering	2%		$ 649,000	to $ 793,000
	Mob/Demob	5%		$ 1,623,000	to $ 1,983,000
	Clearing Right of Way	2%		$ 649,000	to $ 793,000
	MOT	5%		$ 1,623,000	to $ 1,983,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
12th Rd, Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 37,241,000**	**to $ 45,461,000**
Contingency	35%		$ 13,034,000	to $ 15,911,000
UT Cost	7.0%		$ 2,607,000	to $ 3,182,000
Preliminary Engineering	15%		$ 5,586,000	to $ 6,819,000
RW Cost			$ 1,720,000	to $ 2,102,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 60,188,000**	**to $ 73,475,000**

** The opinion of probable costs represented should be considered conceptual in nature and is not a guarantee of actual submitted contractor quotes at time of procurement. Market conditions, economic conditions, and contract delivery mechanisms will have an influence on construction cost at time of procurement. Although these conditions are considered, cost cannot be guaranteed.*

South Plymouth - Segment 15
North of Michigan Road to US 30

Package 1 - $4,000,000 to $5,000,000
Package 2 - $13,000,000 to $16,000,000
Package 3 - $10,000,000 to $13,000,000

US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 15 Package 1

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	0	CYD	$ 36	$ -
303-01180	Compacted Aggregate No. 53	0	CYS	$ 70	$ -
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	0	SYS	$ 35	$ -
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	0	TON	$ 144	$ -
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	0	TON	$ 166	$ -
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	0	TON	$ 113	$ -
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	0	TON	$ 111	$ -
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ -
	Sub-Total				**$ -**
	Expected Range of Construction Cost Sub-Total			**$ -**	**to $ -**
	Construction Engineering	2%		$ -	to $ -
	Mob/Demob	5%		$ -	to $ -
	Clearing Right of Way	2%		$ -	to $ -
	MOT	5%		$ -	to $ -

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
11th Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 2,601,000**	**to $ 3,179,000**
Contingency	35%		$ 910,000	to $ 1,113,000
UT Cost	7.0%		$ 182,000	to $ 223,000
Preliminary Engineering	15%		$ 390,000	to $ 477,000
RW Cost			$ -	to $ -

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 4,083,000**	**to $ 4,992,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 15 Package 2

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	131	CYD	$ 36	$ 5,000
303-01180	Compacted Aggregate No. 53	201	CYS	$ 70	$ 14,000
203-02070	Borrow	4218	CYS	$ 72	$ 304,000
207-12635	Subgrade Treatment Type IBC	28800	SYS	$ 35	$ 1,008,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	2204	TON	$ 144	$ 317,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	3673	TON	$ 166	$ 610,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	8724	TON	$ 113	$ 986,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	2379	TON	$ 111	$ 264,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	0	SF	$ 175	$ -
	Unquantified Items (as percentage of items above)	52%			$ 1,824,000
	Sub-Total				**$ 5,332,000**
	Expected Range of Construction Cost Sub-Total			**$ 4,799,000**	**to $ 5,865,000**
	Construction Engineering	2%		$ 96,000	to $ 117,000
	Mob/Demob	5%		$ 240,000	to $ 293,000
	Clearing Right of Way	2%		$ 96,000	to $ 117,000
	MOT	5%		$ 240,000	to $ 293,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
9A Rd - Directional	1	Each	$ 2,890,000	$ 2,890,000

Opinion of Probable Construction Cost			**$ 8,361,000**	**to $ 9,575,000**
Contingency	35%		$ 2,926,000	to $ 3,351,000
UT Cost	7.0%		$ 585,000	to $ 670,000
Preliminary Engineering	15%		$ 1,254,000	to $ 1,436,000
RW Cost			$ 32,000	to $ 39,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 13,158,000**	**to $**	**15,071,000**

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US 30 West PEL Study

Level 3 Screening

US 30W PEL Study - Segment 15 Package 3

Item No	Description	Qty	Unit	Unit Cost	Construction Cost
203-0200	Excavation Common	27525	CYD	$ 36	$ 991,000
303-01180	Compacted Aggregate No. 53	294	CYS	$ 70	$ 21,000
203-02070	Borrow	0	CYS	$ 72	$ -
207-12635	Subgrade Treatment Type IBC	9800	SYS	$ 35	$ 343,000
401-00009	QC/QA-HMA, 4 58E, Surface, 9.5 mm	750	TON	$ 144	$ 108,000
401-07403	QC/QA-HMA, 4 58E, Intermediate, 19.0 mm	1251	TON	$ 166	$ 208,000
401-07408	QC/QA-HMA, 4 59E, Base, 25.0 mm	5002	TON	$ 113	$ 565,000
401-000067	QC/QA-HMA, 4 58E, Intermediate, OG, 19.0 mm	1364	TON	$ 111	$ 151,000
618-06192	Wall	0	LFT	$ 793	$ -
n/a	BRIDGES	6052	SF	$ 175	$ 1,059,000
	Unquantified Items (as percentage of items above)	52%			$ 1,792,000
	Sub-Total				**$ 5,238,000**
	Expected Range of Construction Cost Sub-Total			**$ 4,714,000**	**to $ 5,762,000**
	Construction Engineering	2%		$ 94,000	to $ 115,000
	Mob/Demob	5%		$ 236,000	to $ 288,000
	Clearing Right of Way	2%		$ 94,000	to $ 115,000
	MOT	5%		$ 236,000	to $ 288,000

Additional construction costs not accounted for above:	Qty	Unit	Unit Cost	Construction Cost
11th Rd - Closed	1	Each	$ 241,000	$ 241,000

Opinion of Probable Construction Cost			**$ 5,615,000**	**to $ 6,809,000**
Contingency	35%		$ 1,965,000	to $ 2,383,000
UT Cost	7.0%		$ 393,000	to $ 477,000
Preliminary Engineering	15%		$ 842,000	to $ 1,021,000
RW Cost			$ 1,855,000	to $ 2,267,000

Additional items not accounted for at this stage in design:	Qty	Unit	Low Cost	High Cost

Opinion of Probable Cost in 2024 Dollars	**$ 10,670,000**	**to $**	**12,957,000**

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APPENDIX C: DRAFT LEVEL 3 SCREENING REPORT – PUBLIC COMMENTS AND RESPONSES

APPENDIX C: DRAFT LEVEL 3 SCREENING REPORT COMMENTS AND RESPONSES

The table provided in this appendix lists all comments received during the active *Draft Level 3 Screening Report* public comment period, which extended from November 12, 2024, through December 13, 2024.. No comments were received from the tribal nations during the comment period. Initial responses were provided to the public during the comment period via email, if requested; the responses included herein build upon those initial responses based on ongoing work.

Please note that comment text in the table reflects submission content verbatim. Personal information has been removed or redacted to protect privacy. Also, some of the received comments covered multiple topics and have been subdivided for purposes of providing responses.

In response to all comments, it is important to note that all concepts shown in the *Level 3 Screening Report* are preliminary and subject to change. Future studies will determine the actual configuration of any specific improvements, and consider further avoidance and minimization measures to address potential impacts.

ID	Comment	Response
1	We prefer Wanatah to stay a no build community.	The study team has noted your comments regarding the no build alternative in Wanatah and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
2	We prefer Wannatah to be a no build community.	The study team has noted your comments regarding the no build alternative in Wanatah and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

3	Favors wider median. Favors accel-decel lanes. Not a fan of RCI due to trucks having issues with navigating and no need for J-turns with widened median. 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 study prior to the meeting.	The study team has noted your comments regarding the study, and they have been documented as a part of the official study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. A ”J-Turn” is one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). Throughout the alternatives development and evaluation, the study team worked with the public and study stakeholders to understand the specific concerns associated with RCIs and proactively address them. Specific refinements made to the RCI design concepts considered in this study include the following: - The RCIs will be able to accommodate a WB-65 design vehicle, which is equivalent to an interstate semitrailer that is over 73 feet in length. This means that RCIs considered as a part of this ProPEL US 30W Study will accommodate larger vehicles and trucks, including interstate semitrailers as well as most large farm equipment that would need to navigate the intersection. - The RCIs include extra space on the outside for larger vehicles to safely and efficiently make the U-turn movement. - The RCIs include a short segment of additional lane on the outside to support traffic making the U-turn to safely merge into through traffic. RCIs have also been installed elsewhere within Indiana and allow for successful movements of large vehicles while improving safety for all users. Widened medians provide different benefits than reduced conflict intersections. Wider medians allow for larger vehicles to fit within the median while turning left from the minor road, but do not reduce the number of conflict points as the intersection geometry is not changed. An RCI reduces conflict points and improves safety. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
4	Very professional research and public presentation of this huge project.	Thank you. The study team has noted your comments regarding the study's research and presentations and they have been documented as a part of the official study record.
5	Very professional research for all 3 levels.	Thank you. The study team has noted your comments regarding the study's research and they have been documented as a part of the official study record.
6	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.	The study team has noted your comments regarding potential safety issues for Wanatah, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
7A	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.	The study team has noted your comments regarding the railroad crossing near Thompson Street in Segment 3, and they have been documented as part of the official study record. Special considerations were included in the Level 3 Screening at intersections with nearby railroad crossings of US 30, such as Thompson Street. The alternatives at these intersections included additional lanes to provide space for vehicles needing to stop prior to crossing the railroad tracks, such as school buses and hazardous cargo carriers. These additional lanes would provide these users with a safe place to stop prior to the railroad tracks and sufficient length to accelerate back to an appropriate speed to safely merge with through traffic. Improvements such as those you mentioned (additional warning signals) have the potential to improve safety at railroad crossings and will be considered in greater detail during the development of potential subsequent improvement projects. As a part of the safety analysis for the ProPEL US 30W Study, the study team looked at crash data from 2017 to 2021. This data was used to perform RoadHAT evaluations which compared safety of the study area and locations to that of state averages. The safety analysis indicated that a potential cause of crashes within the US 30W study area was from speed differential, which is when vehicles traveling in the same direction operate at different speeds. One cause of this is vehicles, such as school buses and hazardous cargo carriers, needing to stop at at-grade railroad crossings. The aforementioned railroad safety improvements seek to address this speed differential issue. For more information regarding existing crash data, refer to the *Existing Transportation Conditions Report*.

ID	Comment	Response
7B	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 study team has noted your comments regarding Segment 3 and they have been documented as part of the official study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The Level 3 Analysis included calculations to estimate the potential effect that the various improvement packages may have on the crossing time of US 30. The current US 30 West corridor provides more access than what would typically be expected in a similar facility. As such, maintaining access was identified as a part of the purpose and need. The Level 3 analysis included investigating where access and crossings needed to be maintained within each segment as the facility type changed. Crossing at Thompson Street is allowed in all packages except Packages 5 and 6, which are freeway facilities. In these packages, there would be an overpass at CR 600 W and CR 300 W along with an interchange at CR 1350 (Package 5 only) for access between the north and south sides of US 30 near Hanna.

ID	Comment	Response
7C	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.	The study team has noted your comments regarding CR 600 W and they have been documented as a part of the official study record. The crossing at CR 600 W would be maintained in all carried forward packages with either the existing two-way stop control being maintained or an overpass. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
8	Did you receive my comments?	The study team has noted your comments and they have been documented as part of the official study record. See responses above for 7A, 7B, and 7C.

ID	Comment	Response
9	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.	The study team has noted your comments regarding emergency response access and community connectivity, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In response to yours and similar comments, the study team has updated package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide the ability to cross US 30 between CR 1100 W and US 421 in Wanatah for both public and emergency vehicles. Additionally, median openings would be provided through Wanatah for U-turns. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
10A	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.	The study team has noted your comments, and they have been documented as a part of the official study record. The ProPEL US 30W PEL study seeks to improve transportation safety and operations along US 30 within the study area. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback.
10B	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, 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.	The study team has noted your comments regarding student safety and school transportation, and they have been documented as a part of the official study record. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The enforcement of local traffic laws, such as speed limits, is the responsibility of local and state law enforcement agencies, and was not included in the study team's analysis. All carried forward packages would improve safety and either decrease or maintain existing travel times along US 30. Please see the segment summary matrix in the Level 3 report.

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10C	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.	The study team has noted your comments regarding emergency response concerns, and they have been documented as a part of the official study record. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In response to public comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide crossing points for both emergency vehicles and the public.
10D	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.	The study team has noted your comments regarding impacts to local businesses, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of the potential impacts to local businesses and residences along US 30 throughout all segments. These potential impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations.

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10E	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.	The study team has noted your comments regarding loss of agricultural land and they have been documented as a part of the official Study record. As part of the study, avoidance and minimization of adverse impacts, such as those to farmland, have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study and will also be a focus of any subsequent project development activities, including the NEPA environmental review. The Level 3 analysis included considerations for farmers by analyzing of crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. There are identified transportation needs along US 30 within the study area, and improvements to the Toll Road would not address those needs along US 30.

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10F	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, Schereville and Valparaiso remain mostly untouched yet are seemingly unsafe parking lots because of the traffic. Wanatah seems to be insignfigant 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.	The study team has noted your comments regarding potential impacts to the Wanatah community and they have been documented as a part of the official study record. Solutions such as enforcement of traffic laws, as you mentioned are ultimately the responsibility of local and state law enforcement agencies, and were not considered as a part of this study. US 30 through the towns of Merrillville, Schererville, and Valparaiso west of the US 30 and SR 49 interchange are not included in the ProPEL US 30 West study area. As such, they were not analyzed or considered by the study team. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
11	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.	The study team has noted your comments regarding impacts to the Wanatah community, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
12	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.	The study team has noted your comments regarding potential safety issues for students in Wanatah, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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13	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.	The study team has noted your comments regarding safety concerns, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

14	I would ask any part of this plan be reconsidered. The traffic didn't 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.	The study team has noted your comments regarding potential impacts to the Wanatah community and they have been documented as a part of the official study record. The ProPEL US 30W study area consists of US 30 between SR 49 in Valparaiso and extends east to west of Beech Rd in Marshall County. Additionally, US 31 between the US 30 and US 31 interchange and south to CR 700 N in Fulton County is included in the ProPEL US 30W study area. As such, the toll road and I-94 were not analyzed by the study team. Additionally, there are identified transportation needs within the ProPEL US 30W Study area, and improving the Toll Road and I-94 would not address those needs. A ”J-Turn” is one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). Throughout the alternatives development and evaluation, the study team worked with the public and study stakeholders to understand the specific concerns associated with RCIs and proactively address them. Specific refinements made to the RCI design concepts considered in this study include the following: - The RCIs will be able to accommodate a WB-65 design vehicle, which is equivalent to an interstate semitrailer that is over 73 feet in length. This means that RCIs considered as a part of this ProPEL US 30W Study will accommodate larger vehicles and trucks, including interstate semitrailers as well as most large farm equipment that would need to navigate the intersection. - The RCIs include extra space on the outside for larger vehicles to safely and efficiently make the U-turn movement. - The RCIs include a short segment of additional lane on the outside to support traffic making the U-turn to safely merge into through traffic. RCIs have also been installed elsewhere within Indiana and allow for successful movements of large vehicles while improving safety for all users. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation

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		needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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15	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.	The study team has noted your comments regarding local access for farmers, emergency responders, and buses, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The Level 3 analysis also included considerations for farmers by analysis of crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. The US 30W Study area consists of US 30 between SR 49 in Valparaiso and extends east to west of Beech Rd in Marshall County. Additionally, US 31 between the US 30 and US 31 interchange and south to CR 700 N in Fulton County is included in the US 30W Study area. As such, the toll road was not analyzed by the study team. Additionally, there are identified transportation needs along US 30 and any improvements to the Toll Road would not address these needs. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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16	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.	The study team has noted your comments regarding impacts to residences, businesses, and natural resources as well as concerns regarding school safety. These comments have been documented as a part of the official study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The Level 3 analysis included estimates of the potential impacts to local businesses and residences along US 30 throughout all segments as well as distance between crossing and access points along the corridor. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and ratings. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. As part of the study, avoidance and minimization of adverse impacts, such as those to bald eagles, have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study and will also be a focus of any subsequent project development activities, including the NEPA environmental review. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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17	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.	The study team has noted your comments regarding Segment 14, and they have been documented as a part of the official study record. The existing stop control is recommended for Michigan Rd in two packages, which would maintain the current access. For the freeway package (Package 3), based on public input, an interchange combination with local service roads at Michigan Rd on US 31 is being carried forward to maintain access to the south and east of Plymouth. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
18	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.	The study team has noted your comments regarding access, economic, and safety concerns, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of the potential direct impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

19	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, 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	The study team has noted your comments related to the West Plymouth, Plymouth, and East Plymouth Segments, and they have been documented as a part of the official study record. A roundabout is included in Package 3; however, it is eliminated from further consideration in the Level 3 screening. Reduced Conflict Intersections are a reasonable alternative for access along US 30 based on the significant safety benefits they offer and will continue to be considered as an alternative in this study. Throughout the alternatives development and evaluation, the study team worked with the public and study stakeholders to understand the specific concerns associated with RCIs and proactively address them. Specific refinements made to the RCI design concepts considered in this study include the following: - The RCIs will be able to accommodate a WB-65 design vehicle, which is equivalent to an interstate semitrailer that is over 73 feet in length. This means that RCIs considered as a part of this ProPEL US 30W Study will accommodate larger vehicles and trucks, including interstate semitrailers as well as most large farm equipment that would need to navigate the intersection. - The RCIs include extra space on the outside for larger vehicles to safely and efficiently make the U-turn movement. - The RCIs include a short segment of additional lane on the outside to support traffic making the U-turn to safely merge into through traffic. RCIs have also been installed elsewhere within Indiana and allow for successful movements of large vehicles while improving safety for all users. Based on feedback from the public, package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. Old US 30, Tulip Road, and Redwood Road have closures already included as part of carried forward packages and can be considered as part of any carried forward alternatives. Queen Road does have an interchange included as part of a carried forward alternative and can be considered as part of any carried forward alternative. Segment 8 Package 5 includes an interchange at Pioneer Drive and an overpass at Oak Road and Plymouth Goshen Trail.

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	east could be close, but Fir Road needs to be an interchange as a main route to Bremen.	King Road is located too closely to the US 30 and US 31 interchange to be an interchange due to INDOT's urban interchange spacing guideline of 1 mile. An interchange at Fir Road does not meet INDOT's rural interchange spacing of 3 miles; it is only 1.98 miles to SR 331. Therefore, it was not considered in this study as part of any improvement packages. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
20	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	The study team has noted your comments related to Segment 2, and they have been documented as a part of the official study record. Thank you for your comment and additional information regarding pedestrian and non-motorized mobility in the Wanatah area. While each improvement identified in the Level 3 Screening Report provides room and estimated costs for pedestrian improvements, they are considered design elements and are not included in visualizations of the improvements. Any future projects that move forward from this PEL study will consider the need for and specific design details of non-motorized improvements during the subsequent NEPA and project development studies. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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21	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.	The study team has noted your comments regarding Segment 14, and they have been documented as a part of the official study record. Access to the southern side of Plymouth on US 31 is maintained in all packages via Michigan Road. In Package 3, which is carried forward, a local service road is included that connects Michigan Road to the interchange at 13th Road. An overpass from 12B Road to this local service road is included as well. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a higher-level facility. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility and accessibility needs in the study area as well as the public and study stakeholder feedback. Based on public input, an interchange combination with local service roads option at Michigan Rd on US 31 is being included in Package 3 to maintain access to the south and east of Plymouth. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

22A	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.	The study team has noted your comments regarding Segment 2, 3, and 4 and they have been documented as a part of the official Study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. As a part of the safety analysis, the study team collected data on all crashes occurring within the study limits from 2017 to 2021. The study team found that crashes occurred at a higher frequency in segments with high concentrations of intersection, driveways, and median openings. This indicates that reducing the number of these locations throughout the corridor (i.e., access management) would improve safety. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered.

ID	Comment	Response
22B		Enforcement of traffic laws are ultimately the responsibility of local and state law enforcement agencies and were not considered as a part of this study. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as transportation safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The crossing of US 30 at CR 600 W is maintained in all carried forward packages, by either maintaining the existing two-way stop-controlled intersection or an overpass. An interchange was considered at this location, but is not feasible due to INDOT interchange spacing guidelines when considered along with other freeway packages in adjacent segments. Travel time calculations were performed as a part of the Level 3 analysis and all packages being recommended or carried forward either maintain or decrease the travel time along US 30, relative to the existing facility. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
23	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 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.	The study team has noted your comments regarding Segments 1 and 2 and they have been documented as part of the official study record. A bypass near Valparaiso was not considered as part of this study. The alternative analyzed at the SR 49 and US 30 interchange is extending the acceleration lane for vehicles traveling from northbound SR 49 to eastbound US 30. The analysis indicated that the existing facility does not allow drivers sufficient length to reach the speed of drivers traveling on US 30. Extending this acceleration lane will improve safety and operations at the interchange by reducing speed differential. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
24	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.	The study team has noted your comments regarding student safety and transportation, emergency response, business impact, and economic growth and they have been documented as a part of the official Study record. The study team understands your concerns about school safety and access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In response to yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide the ability to cross US 30 between CR 1100 W and US 421 in Wanatah for both public and emergency vehicles. Additionally, median openings would be provided at select locations through Wanatah for U-turns. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
25	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 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	The study team has noted your comments regarding the intersections of Industrial Drive, CR 350 E, CR 400 E, and CR 450 E and the improvements at these intersections in Segment 1 Package 3. Your comments have been documented as part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In response to public input, including your comment, an interchange is now included at CR 450 E and an overpass at CR 400 E in Package 6. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
26	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.	The study team has noted your comments regarding your preference for a bypass to be put in Wanatah, and they have been documented as a part of the official study record. A bypass around Wanatah is being carried forward in Package 6.

ID	Comment	Response
27	As a resident of Wanatah, I do NOT want any of these changes made.	The study team has noted your comment regarding the desire for no change to be made in Wanatah, and it has been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

28	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 devasting 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	The study team has noted your comments regarding Segments 14 and 15, and they have been documented as a part of the official study record. Based on public input, an interchange with local service roads connecting Michigan Rd and 13th Rd on US 31 and an overpass at 12B Road is being carried forward to maintain access to the south and east of Plymouth. The existing configuration at Lincoln Highway is maintained. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
29	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!	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, an interchange will be considered at Union Road in lieu of an overpass in Package 4. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
30A	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 and travel passing through the county.	The study team has noted your comments regarding driver safety, and they have been documented as a part of the official study record. The study team understands your concerns about safety. As part of the safety analysis of the study, the study team collected crash data from 2017 through 2021 and found that high severity crashes included 171 incapacitating injury crashes and 14 fatal crashes. RoadHAT analysis was completed to determine Index of Crash Frequency (ICF) and Index of Crash Cost (ICC). ICF compares the number of measured crashes to the number of expected crashes and does not account for crash severity. ICC indicates the severity of crashes compared to expected severity. RoadHAT analysis indicated that a substantial number of crashes occurred in segments of the study area with high concentrations of intersections, driveways, and median openings. This indicates that access management is needed to improve safety.
30B	2. The ability for our communities to remain economically viable for years to come.	The study team has noted your comment regarding economic vitality, and it has been documented as a part of the official study record. One of the stated goals for the ProPEL US 30W Study is Economic Development by providing transportation infrastructure to support local economies and economic development goals. The Level 3 analysis included estimates of potential impacts to local businesses and residences along US 30 throughout all segments. These potential impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and evaluations.
30C	3. The protection of historic landmarks and byways.	The study team has noted your comments regarding the preservation of historic landmarks and byways, and they have been documented as a part of the official study record. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to historic landmarks and byways. The US 30W study team investigating potential impacts to historic and cultural resources and any impacts are included in the segment summary matrices. For more information regarding the identification of resources of concern, including historic properties and archeological resources, please refer to the *Environmental Constraints Report*, which can be found on the study website: https://propelus30.com/30doclibrary/

ID	Comment	Response
30D	4. The ability for public safety officials to respond safely and quickly to an emergency.	The study team has noted your comment regarding access for emergency responders, and it has been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
30E	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.	The study team has noted your comments regarding the safety and accessibility for local farmers, and they have been documented as a part of the official study record. The Level 3 analysis included considerations for farmers by analyzing of crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. Reducing access improves safety by reducing the number of conflict points. As a part of the ProPEL US 30W Study safety analysis, the study team collected data on all crashes occurring within the study limits from 2017 to 2021. The study team found that crashes occurred at a higher frequency in segments with high concentrations of intersection, driveways, and median openings. This indicates that reducing the number of these locations throughout the corridor would improve safety.

ID	Comment	Response
30F	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.	The study team has noted your comments related to the West Plymouth Segment where Union Road and Queen Road are located, and they have been documented as a part of the official study record. Based on feedback from the public, an interchange will be included at Union Road in lieu of an overpass in Package 4, which is carried forward. Access at Queen Road is maintained in all carried forward packages, with the exception of an overpass in Package 4.

ID	Comment	Response
30G	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. Plymouth's	The study team has noted your comments regarding Segment 8, and they have been documented as a part of the official study record. A Boulevard Left (BVL) intersection is also carried forward in addition to the overpass as improvement alternative. Due to insufficient interchange spacing between Pioneer Rd and Oak Dr, another interchange is not possible at Oak Dr. The BVL maintains access at Oak Dr. With an interchange at Pioneer Rd, impacts to residences and businesses due to access management can be offset through a variety of tools, such as local service roads. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network.

ID	Comment	Response
30H	Planning Segment 9 East Plymouth The existing US 30 and US 31 intersection is an important crossroads for travelers outside of the 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.	The study team has noted your comments at King Rd, and they have been documented as a part of the official study record. An RCI is also carried forward at King Rd in addition to the directional intersection. Improvements considered as a part of this ProPEL US 30W Study could be combined in different ways to address the identified transportation needs and support the goals of the study area. Access to and from King Rd. cannot be maintained in the freeway package (Package 4) due to the intersection proximity to the US 30 and US 31 interchange. In a freeway package, the only alternative to maintain full access at an existing intersection is via an interchange, but INDOT interchange spacing guidelines preclude that from occurring at King Rd.
30I	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.	The study team has noted your comments related to the Inwood Segments, and they have been documented as a part of the official study record. All packages in this segment allow at least one crossing at US 30. The Level 3 analysis included consideration for farmers by analyzing crossing point density to ensure crossings of US 30 are provided in all packages and segments. Additionally, preliminary alternative footprints included considerations to allow farm vehicles to traverse the intersections.

ID	Comment	Response
30J	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.	The study team has noted your comments related to the Bourbon Segment, and they have been documented as a part of the official study record. Access at Fir Road is maintained in Packages 1 and 2. In the freeway package (Package 3), this intersection is too close to the existing interchange at SR 331 for access, so an overpass was considered as part of the package. In response to comments received, Segment 14 was revised to include an overpass to a local service road at 12B Road which will connect to Bourbon.

ID	Comment	Response
30K	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.	The study team has noted your comments regarding Segment 12, and they have been documented as a part of the official study record. As discussed in the Level 3 Screening Report, improvements to Segment 12 are already programmed in the INDOT 2024-2028 STIP and were not analyzed as part of this ProPEL US 30W Study. The other project programmed by INDOT includes full access control and closure of all intersections except for the planned interchanges at SR 10, SR 110, and the planned overpass at CR 700. This comment has been provided to the INDOT district responsible for these projects.
30L	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.	The study team has noted your comments regarding Segment 13, and they have been documented as a part of the official study record. In any packages with a freeway facility type, the requirements for a freeway preclude any option for open intersections. However, Package 1 includes open, at-grade intersections for all intersections in the planning segment.

ID	Comment	Response
30M	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.	The study team has noted your comments regarding Segment 14, and they have been documented as a part of the official study record. Based on public input, an interchange combined with local service roads at Michigan Rd on US 31 is being carried forward to maintain access to the south and east of Plymouth.

ID	Comment	Response
30N	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 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.	The study team has noted your comments regarding Segment 15, and they have been documented as a part of the official study record. A Directional intersection is carried forward at 11th Rd in addition to stop-control (full access), an RCI, and a closure option which were carried forward through other packages. As noted in the Level 3 Screening Report, improvements considered as a part of this ProPEL US 30W Study could be combined in different ways to address the identified transportation needs and support the goals of the study area. Improvements to the existing overpass at Lincoln Highway, such as adding ramps to make this an interchange, are not included in the packages because Lincoln Highway does not meet the interchange spacing requirements from the US 30/US 31 interchange.

ID	Comment	Response
30O	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,	The study team has noted your comments regarding your socioeconomic concerns, and they have been documented as a part of the official study record. As part of the study, avoidance and minimization of adverse impacts have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study and will also be a focus of any subsequent project development activities, including the NEPA environmental review. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

31A	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 a part 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 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	The study team has noted your comments regarding Segments 8, 9 ,14, and 15, and they have been documented as a part of the official study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a higher-level facility. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility and accessibility needs in the study area as well as the public and study stakeholder feedback With an interchange at Pioneer Rd, impacts to residences and businesses due to loss of access could be offset through a variety of tools, such as local service roads. Should access management be advanced by INDOT as a project (or as a part of a larger project), further analysis would occur during subsequent NEPA and project development studies to determine what avoidance and minimization measures would be available to address potential access impacts. The final improvement package screening for the Level 3 analysis considered feedback from stakeholders and the community during the public comment period. Furthermore, the Level 3 analysis considered previous feedback received from public involvement and agency coordination completed for the *Universe of Alternatives (Level 1) Screening Report* and the *Level 2 Screening Report*. The public involvement efforts included public meetings, both virtual and in-person, emailing efforts, and mail outreach. This public feedback was used to refine and adjust improvement packages. For more information about how public input effected the Level 3 screening, refer to section 2.3 in the *Final Level 3 Screening Report.*

ID	Comment	Response
	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.	

ID	Comment	Response
31B	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.	The study team has noted your comments regarding Segment 9, and they have been documented as a part of the official study record. An RCI is carried forward at King Rd in addition to a directional intersection. The RCI option will maintain the existing access. Improvements considered as a part of this ProPEL US 30W Study could be combined in different ways to address the identified transportation needs and support the goals of the study area. An interchange was considered at King Rd., but not analyzed due to its proximity to the existing US 30 and US 31 interchange. The two intersections are located too close to meet INDOT's interchange spacing guidelines. To read more about the study team's analysis, please refer to the Level 3 Screening Report.
31C	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.	The study team has noted your comments regarding Segment 14, and they have been documented as a part of the official study record. Based on public input, an interchange combined with a local service road connecting Michigan Rd to 13th Rd on US 31 is being carried forward for further consideration. This would maintain access to the south and east of Plymouth. The study team's preliminary design for this complex is consistent with the Marshall County US 30 & US 31 plan.

ID	Comment	Response
31D	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 infrastructure and investment being reallocated along with adjustments to future land uses being cut off from US 30 and US 31.	The study team has noted your comments regarding Segment 15, and they have been documented as a part of the official study record. Lincoln Highway does not currently intersect at-grade with US 31 and it is within the minimum one mile spacing to the next interchange at US 30 and US 31 which violates INDOT's interchange spacing guidelines, so Lincoln Highway configuration would not change with any improvement packages considered in the study.

31E	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.	The study team has noted your comments regarding Segments 8, 9, 14, and 15, and they have been documented as a part of the official study record. Please refer to comments 31C and 31D above regarding the study team's responses your requests for interchanges at Lincoln Highway and Michigan Road region along US 31. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
32A	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.	The study team has noted your comments regarding emergency vehicles and first responder access and they have been documented as a part of the official Study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations.

ID	Comment	Response
32B	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.	The study team has noted your comments regarding business and economic impacts, and they have been documented as a part of the official Study record. Based on yours and similar comments, the study team updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback.
32C	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 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!	The study team has noted your comments regarding farm access and they have been documented as a part of the official Study record. The Level 3 analysis included considerations for farmers by analyzing crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character.

ID	Comment	Response
32D	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.	The study team has noted your comments regarding the US 421 intersection and school access and they have been documented as a part of the official study record. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. As facility types move towards freeway, access must be restricted to meet the requirements of these facility types.. Enforcing local traffic laws is the responsibility of local law enforcement and was not included in this study. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies.

ID	Comment	Response
32E	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.	The study team has noted your comments regarding residential properties along US 30 and they have been documented as a part of the official Study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a higher-level facility. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility and accessibility needs in the study area as well as the public and study stakeholder feedback. The treatment of residential and business driveways with direct access to US 30 is a function of the facility type. In arterial facilities, driveway access is maintained with the type of access varying. Please see the segment improvement package graphics for specifics. In expressway lite facilities, all driveways are converted to Right-In/Right-Out access. In Expressway and Freeway facilities, no direct driveway access to US 30 would be allowed. It is important to note that no driveway access allowed does not necessarily mean the properties would be relocated. Many options are available to maintain access, including but not limited to new driveway construction to nearby county roads and/or local service roads. However, the details of these avoidance and minimization efforts would take place as part of subsequent NEPA and project development studies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
33	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!	The study team has noted your comments regarding community preservation and emergency response time, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
34	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.	The study team has noted your comments regarding a bridge over U.S. 30, and they have been documented as a part of the official study record. Thank you for your comment and additional information regarding pedestrian and non-motorized mobility in the Wanatah area and cross-corridor mobility. While each improvement identified in the Level 3 Screening Report provides room and estimated costs for pedestrian improvements, they are considered design elements and are not included in visualizations of the improvements. Any future projects that move forward from this PEL study will consider the need for and specific design details of non-motorized improvements during the subsequent NEPA and project development studies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
35	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.	The study team has noted your comments regarding school system transportation and farm access and they have been documented as a part of the official Study record. The Level 3 analysis included considerations for farmers by analyzing crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
36	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.	The study team has noted your comments regarding school system transportation and farm access and they have been documented as a part of the official Study record. The Level 3 analysis included considerations for farmers by analyzing crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining safety and access for farmers is a top priority to maintain corridor and community character. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
37	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. A roundabout is carried forward as part of Package 1. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a higher-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
38	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.	The study team has noted your comments regarding bus route access and impacts to businesses, and they have been documented as a part of the official study record. In response to yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide the ability to cross US 30 between CR 1100 W and US 421 in Wanatah for both public and emergency vehicles. Additionally, median openings would be provided through Wanatah for U-turns. The Level 3 analysis included estimates of potential impacts to businesses to the extent possible in a planning study. Should future roadway improvements occur, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to businesses. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
39	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.	The study team has noted your comments regarding the study, and they have been documented as a part of the official study record. The purpose of the study is to improve regional mobility and safety along US and US 31 within the study area, while preserving both as vital statewide corridors for moving people and goods. Please refer to Section 1.3 of the Level 3 report for more details on the purpose and need for the ProPEL US 30 West study area. There are identified transportation and safety needs along US 30 within the study area. The limits of the study are on US 30 from SR 49 in Valparaiso to west of South Beech Road in Marshall county, a distance of 53.2 miles, and on US 31 from the US 30 interchange in Marshall County south to CR 700 N in Fulton County, a distance of 13.9 miles. The section mentioned, from Valparaiso to Merrillville is located along US 30, but west of the study area, which is why it was not included in the analysis. ConceptStation was used to complete preliminary designs of each alternative, which provided the study team with a rough footprint of each alternative that was then used to determine various impacts such as right-of-way needs or relocation impacts to residences or businesses. More information is available in Section 2 of the Level 3 Screening Report. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
40	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.	The study team has noted your comments regarding potential community impacts, and they have been documented as a part of the official study record. As part of the study, avoidance and minimization of adverse impacts, such as those to existing homes and businesses, have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study, and will also be a focus of any subsequent project development activities, including the NEPA environmental review. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
41	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.	The study team has noted your comments regarding the Plymouth-Goshen Trail, and they have been documented as a part of the official Study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
42	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.	The study team has noted your comments regarding emergency vehicle access, school bus routes, and impacts to businesses and farmers, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The Level 3 analysis included estimates of potential impacts to businesses, churches, and farmers to the extent possible in a planning study. Should future roadway improvements occur, subsequent NEPA and project development studies would consider avoidance and minimization of measures to address potential impacts to these groups. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

43	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.	The study team has noted your comments regarding safety, first responder response times, and local access, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The Level 3 analysis also included considerations for farmers by analyzing of crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
44	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.	The study team has noted your comments regarding the surrounding area in Segment 8 and access to Plymouth along US 31, and they have been documented as a part of the official Study record. An interchange is carried forward at Pioneer Dr to maintain access. The overpass consideration at Pioneer Drive was eliminated as part of Package 4. None of the carried forward packages remove access at Pioneer Drive. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on public input, an interchange combined with local service roads connecting Michigan Rd to 13th Rd on US 31 is being considered to maintain access to the south and east of Plymouth. An interchange at Lincoln Highway was not considered because the study is following INDOT's interchange spacing guidelines which require at least one mile between interchanges in urban areas. Lincoln Highway is less than one mile from the US30/US 31 interchange. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
45A	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.	The study team has noted your comments regarding impacts to local businesses, and they have been documented as a part of the official study record. The Level 3 screening evaluated potential impacts to local businesses. The analysis included consideration of potential encroachment (i.e., construction footprint) impacts and access impacts. Should future roadway improvements occur, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to businesses.
45B	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).	The study team has noted your comments regarding environmental impacts, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to environmental resources along US 30 and US 31 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations.

ID	Comment	Response
45C	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.	The study team has noted your comments regarding community disruption, and they have been documented as a part of the official study record. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations.

ID	Comment	Response
45D	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.	The study team has noted your comments regarding the potential costs associated with upgrading US 30 to a freeway, and they been documented as a part of the official study record. The study team has evaluated a range of facility types to address the transportation needs identified in the study area, including carrying forward packages that are not freeway. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
45E	Public Safety: While 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.	The study team has noted your comments regarding public safety, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area, as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
46	Would be seriously detrimental to the Wanatah community!	The study team has noted your comments regarding potential impacts to Wanatah, and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
47	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.	The study team has noted your comments regarding property values, school and emergency vehicle access, and impacts to businesses, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In response to yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide the ability to cross US 30 between CR 1100 W and US 421 in Wanatah for both public and emergency vehicles. Additionally, median openings would be provided through Wanatah for U-turns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
48	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.	The study team has noted your comments regarding access to schools and businesses, and they have been documented as a part of the official study record. In response to yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide the ability to cross US 30 between CR 1100 W and US 421 in Wanatah for both public and emergency vehicles. Additionally, median openings would be provided through Wanatah for U-turns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The study team understands your concerns about school access concerns. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
49	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.	The study team has noted your comments regarding access to local schools and business hubs, and they have been documented as a part of the official study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The study team understands your concerns about school and local access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
50	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.	The study team has noted your comments regarding community preservation and support for the bypass and they have been documented as a part of the official study record. The bypass around Wanatah is being carried forward in Package 6. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
51	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.	The study team has noted your comments regarding impacts to schools and businesses, and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. The study team understands your concerns about school access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
52	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.	The study team has noted your comments regarding impacts to schools and businesses, and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. The study team understands your concerns about school safety and access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
53	To many accidents as it is. Plus the county doesn't need another drug route. Will be a large impact on the farm community.	The study team has noted your comments regarding safety and impacts to the farming community, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The Level 3 analysis included considerations for farmers by analyzing of crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
54	We do not want this to go through Wanatah. This would destroy our little town my family calls home.	The study team has noted your comments regarding the preservation of the Wanatah community, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
55	We do not need a bypass going around Wanatah. This will destroy our little town my family lives in and loves.	The study team has noted your comments regarding the preservation of the Wanatah community, and they have been documented as a part of the official study record. The study will carry forward multiple options. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
56	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.	The study team has noted your comments regarding local and emergency responder access, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The study team understands your concerns about local access. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
57	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.	The study team has noted your comments regarding safety for local students, and they have been documented as a part of the official study record. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 31 by reducing the number and severity of crashes in the study area. The study team understands your concerns about school safety and access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
58	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.	The study team has noted your comments regarding the preservation of your community, and they have been documented as a part of the official study record. In addition to the expressway and bypass, Package 1 is being carried forward for further analysis. Package 1 is an arterial facility which is the same facility type as the no-build. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
59	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.	The study team has noted your comments regarding ease of travel in Wanatah, and they have been documented as a part of the official study record. The study team understands your concerns about local access. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

60	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. 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	The study team has noted your comments regarding environmental and community impacts, as well as suggestions for other transportation improvements, and they have been documented as a part of the official study record. Pedestrian improvements are considered a complementary concept as part of the study and were considered where appropriate. Any future projects that move forward from this ProPEL US 30W Study will consider the need for and specific design details of bicycle and pedestrian improvements during subsequent NEPA and project development studies. The Level 3 analysis included estimates of potential impacts to environmental resources along US 30 and US 31 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. These impacts were analyzed to the extent possibly in a planning study. Further investigation would be completed in subsequent NEPA and project development studies to consider avoidance minimization measured to address potential environmental impacts. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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,	

ID	Comment	Response
61	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
62	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.	The study team has noted your comments regarding Condon Road and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
63	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.	The study team has noted your comments regarding US 30, and they have been documented as a part of the official study record. The US 30 West study spans US 30 from SR 49 in Valparaiso to west of South Beech Road in Marshall County, a distance of 53.2 miles. The US 30 West study area also includes US 31 from the US 30 interchange south to CR 700 N in Fulton County. Any area outside of the study area was not analyzed. The study area was split into 15 unique planning segments, 11 of which are on US 30. Freeway improvement packages were analyzed along all 15 improvement packages and are carried forward in all planning segments. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
64	We are grain farmers in Wanatah. We want the No Build option. We want Wanatah to remain the way it is.	The study team has noted your comments regarding the no build option in Wanatah and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
65	We farm in the area effected. We do not want any change to Wanatah.	The study team has noted your comments regarding the no build option in Wanatah and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
66	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. Similarly, signal timing updates/coordination was included as a complementary concept. This means that signal timing updates could be applied, as appropriate, alongside any alternative. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
67A	US 30 West seems to have the idea that bigger and more expensive is better. It is not. Not when the cross road overpassess and converting to interchanges destroys natural resources, community resources, generational farmlands, and increase hazards for our wildlife. The US 31/13th Road/Michigan Road 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.	The study team has noted your comments regarding impacts to farmland, natural, and community resources, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to environmental resources along US 30 and US 31 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. Varying facility types were considered in different areas of the corridor, including arterial, expressway, expressway lite, and freeway. The intent is that INDOT will have a range of reasonable alternatives and not just limited access solutions. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback.

ID	Comment	Response
67B	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 study team has noted your comments regarding safety and emergency responder access, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The education and training of drivers falls outside the scope of the ProPEL US30 West Study and was not included in the analysis. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies.

67C	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	The study team has noted your comments regarding community preservation and emergency access, and they have been documented as a part of the official study record. Public involvement and input is a crucial part of the ProPEL US 30W Study process. The goal of the ProPEL US 30W Study is to identify reasonable alternatives to address the identified needs. . The study team analyzed a wide range of different improvements and facility types. Different facility types require different levels of access management, which improves safety along US 30. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
68	I would like to know where public comments regarding the proposed ProPEL US 30 West project can be accessed.	The study team has noted your comment regarding accessing public comments and it has been documented as a part of the official study record. All public comments received during the open comment period for the Draft Level 3 Screening Report are included in this table which will be an appendix to the Final Level 3 Screening Report and posted online. All comments received throughout the study, including those outside open comment periods, will be included and responded to in the Final ProPEL US 30W Study Report.
69	Hello...I am, 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.	The study team has noted your comments related to Old US 30/Lincoln Highway, and they have been documented as a part of the official study record. To learn more about improvements at specific intersections, please see Section 4 of the Level 3 Screening Report. The study team has coordinated with the commenter via phone. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity as well as potential impacts to historic resources. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

70	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. 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	The study team has noted your comments related to US 31 and the Union Road intersection, and they have been documented as a part of the official study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
71	Don't block Plymouth office. More exits are needed to ensure our Plymouth community does not die.	The study team has noted your comments regarding access to/from Plymouth, and they have been documented as a part of the official study record. Access to the town of Plymouth is provided in all carried forward packages. Additionally, crossings of US 30 are provided in all carried forward packages. Some intersections are not able to include interchanges because of their proximity to other existing or proposed interchanges. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
72	Leave U S 30 in Laporte County 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.	The study team has noted your comments regarding impacts to businesses, citizens, and farmers, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
73	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.	The study team has noted your comments regarding your sentiments around the study, and they have been documented as a part of the official study record. The No-build package is carried forward in all planning segments within the study area for further consideration. Any improvements to the Toll Road would not address the identified transportation needs of US 30.

ID	Comment	Response
74A	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.	The study team has noted your comments regarding impacts to local businesses, school access and emergency access, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. The Level 3 analysis included estimates of potential impacts to local businesses and residences. For more information about these potential impacts, refer to the segment summary matrices in the Level 3 Report.

ID	Comment	Response
74B	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.	The study team has noted your comments regarding impacts to the school system, and they have been documented as a part of the official study record. The study team understands your concerns about school access. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Should INDOT advance any projects from the ProPEL US 30W Study, further analysis would be completed to determine any potential impacts to local schools.
74C	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.	The study team has noted your comments regarding safety and emergency response impacts, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
75A	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.	The study team has noted your comments regarding student safety, transportation and enrollment, and they have been documented as a part of the official study record. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. The study team understands your concerns about school safety and access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
75B	Emergency Response Concerns: It would delay the Wanatah Fire Department's ability to respond to emergencies, raising serious safety concerns for our residents.	The study team has noted your comment regarding emergency response concerns, and it has been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has modified Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide crossings of US 30 for emergency vehicle and public use.

ID	Comment	Response
75C	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.	The study team has noted your comments regarding impacts to businesses and the school system, and they have been documented as a part of the official study record. Should INDOT advance any projects from the ProPEL US 30W Study, further analysis would be completed to determine any potential impacts to local schools.
75D	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.	The study team has noted your comments regarding the Scarecrow Festival, and they have been documented as a part of the official study record. The study team understands your concerns about local access. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
76	This will kill the livelihood of this small town and all that live here and love it.	The study team has noted your comments regarding community preservation and they have been documented as a part of the official Study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
77A	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.	The study team has noted your comments regarding emergency response rates, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
77B	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.	The study team has noted your comments regarding natural resource and community impacts, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to environmental resources along US 30 and US 31 throughout all segments. These potential impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations.
77C	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.	The study team has noted your comments regarding access to businesses, and they have been documented as a part of the official study record. The study is providing a range of reasonable alternatives that could be implemented in the future. These include smaller improvements as well as larger improvements. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
78	Take care of the toll road and save some money.	The study team has noted your comments regarding the toll road and they have been documented as a part of the official Study record. The US 30W Study area consists of US 30 between SR 49 in Valparaiso and extends east to west of Beech Rd in Marshall County. Additionally, US 31 between the US 30 and US 31 interchange and south to CR 700 N in Fulton County is included in the US 30W Study area. As such, the toll road and I-94 were not analyzed by the study team. Additionally, there are identified transportation needs within the study area and improvement to the Toll Road would not address these needs. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
79	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 beacuse 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 X, and my number is XXX-XXX-XXXX. I do not usually answer numbers I do not know, so leave me a message. Thank you, bye.	The study team has noted your comments regarding emergency response rates, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
80	Hello, this is XXX XXXXXX 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.	The study team has noted your comment regarding the comment period and it has been documented as a part of the official study record. All public comments received during the open comment period for the Draft Level 3 Screening Report are included in this table. All comments received throughout the study, including those outside open comment periods, will be included in the Final ProPEL US 30W Study Report.
81	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.	The study team has noted your comments regarding overpass at Plymouth Goshen Trail, and they have been documented as a part of the official study record. Due to insufficient interchange spacing between the Michigan Street interchange to the west and the US 30/31 interchange to the east, another interchange at Plymouth Goshen Trail is not included. However, an overpass at this intersection, with US 30 passing over Plymouth Goshen Trail, will be considered to minimize impacts. Impacts to residences and businesses due to access management can be offset through a variety of tools, such as local service roads. Should INDOT advance a limited access alternative to a further study, analysis would be completed at that time to determine what options would be available. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

82A	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 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	The study team has noted your comments regarding economic vitality and accessibility, and they have been documented as a part of the official study record. The study team understands your concerns about local access. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. Even in the most limited access package, all existing intersections are maintained with either an interchange or overpass around Plymouth on US 30. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

82B	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	Based on public input, an interchange combined with a local service road connecting Michigan Rd to 13th Rd on US 31 is being carried forward for further consideration. This would maintain access to the south and east of Plymouth. The study team's preliminary design for this complex is consistent with the Marshall County US 30 & US 31 plan. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
83	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.	The study team has noted your comments regarding your sentiments around the study and they have been documented as a part of the official Study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
84A	1. Eliminating the 49 eastbound on/ramp to go northbound is very inconvenient for those of us who travel to different job sites.	The study team has noted your comments regarding the SR 49 and US 30 interchange, and they have been documented as a part of the official Study record. No packages in the Level 3 screening included the closure of any on or off ramps at the SR 49 interchange.

ID	Comment	Response
84B	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.	The study team has noted your comments regarding overpasses in Segment 1, and they have been documented as a part of the official Study record. Locations for overpasses were determined by multiple factors, including traffic volumes, crossing point density, and safety needs. Estimated impacts due to overpasses, including residential and business impacts, were included in the analysis and the Study recommendations.
84C	3. Dead ending streets at US 30 is 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.	The study team has noted your comments regarding the surrounding area in Segment 1, and they have been documented as a part of the official Study record. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network.

ID	Comment	Response
84D	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.	The study team has noted your comments regarding safety and efficiency, and they have been documented as a part of the official Study record. Due to passage of several executive orders (EO) in January 2025, including EO 14154, EO 14148, and EO 14173, the greenhouse gas (GHG) analysis was removed from the final report and no longer factors into the Level 3 screening. Median U-turns provide a safer alternative compared to a left turn from the minor road by reducing conflict points at the intersection. Please see Section 3.4.1 in the Level 3 screening report to learn more about the safety analysis used in the Level 3 analysis. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
85	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 therefore reduce tax revenue from those businesses. Not good for local businesses or the county!	The study team has noted your comments and they have been documented as a part of the official study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
86A	URGENT: Protect the Future of Wanatah! Deadline this Friday, December 13, 2024 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.	The study team has noted your comments regarding student safety, transportation and enrollment, and they have been documented as a part of the official study record. The study team understands your concerns about school safety and access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
86B	Emergency Response Concerns: It would delay the Wanatah Fire Department's ability to respond to emergencies, raising serious safety concerns for our residents.	The study team has noted your comments regarding emergency response concerns, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations.

ID	Comment	Response
86C	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.	The study team has noted your comments regarding impacts to businesses, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations.
86D	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	The study team has noted your comments regarding the Scarecrow Festival, and they have been documented as a part of the official study record. The study team understands your concerns about local access. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
87	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.	The study team has noted your comments regarding your preference for no build in Wanatah, and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
88	NO BUILD. DON'T RUIN OUR HOMES, BUSINESSES AND FARMLAND.	The study team has noted your comments regarding your preference for no build in Wanatah, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
89	Against the project, protect Wanatah	The study team has noted your comments regarding your preference for no build in Wanatah, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
90	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.	The study team has noted your comments regarding the historic Lincoln Highway, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

91A	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, cafe, 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	The study team has noted your comments regarding impacts to tourism and the economy, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to access and crossing points along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. The study team understands your concerns about local access. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. Even in the most limited access package, all existing intersections are maintained with either an interchange or overpass around Plymouth on US 30. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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 "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.	

ID	Comment	Response
91B	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 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.	Please see comment 91A for the study team's response.

ID	Comment	Response
92A	I am very concerned about the US 30 corridor porposal. 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 routines 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.	The study team has noted your comments regarding potential community impacts, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to local businesses and residences along US 30 throughout all segments. These potential impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. If an overpass is picked to move forward, additional analysis will be completed to see whether an underpass would have less impact to the surrounding community and be measured against other trade-offs such as cost and environmental impacts.
92B	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.	The study team has noted your comments regarding traffic safety, and they have been documented as a part of the official study record. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. The study team understands your concerns about safety and access concerns. The Level 3 screening included estimates of these potential impacts and they can be found in the segment summary matrices in the Level 3 Screening Report.

ID	Comment	Response
92C	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.	The study team has noted your comments regarding emergency respondent response times, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
92D	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 isnt 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.	The study team has noted your comments regarding impacts to residences, and they have been documented as a part of the official study record. The Level 3 analysis included estimate of potential impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
93	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.	The study team has noted your comments regarding safety, school access, and impacts to businesses, and they have been documented as a part of the official study record. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah. The study team understands your concerns about safety and school access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
94	Wanatah is a growing, thriving, and picturesque Indiana community. Any efforts that stand to negatively impact it should be met with scrutiny	The study team has noted your comments regarding maintaining the Wanatah community, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
95	Please reconsider the development of highway 30. We are already losing so much of small town community sue 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.	The study team has noted your comments regarding potential community impacts, and they have been documented as a part of the official study record. The level 3 analysis included estimates of potential impacts to the community and they have been investigated to the extent possible in a planning study. Should INDOT advance any alternatives beyond the ProPEL US 30W Study, further impacts analysis and avoidance and minimization measured would be taken as a part of any NEPA or project development studies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
96	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.	The study team has noted your comments regarding the preference for no build in Wanatah, and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
97	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 semis need a way to get through, but this is NOT the answer.	The study team has noted your comments regarding ease of access in your community, and they have been documented as a part of the official study record. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
98	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!	The study team has noted your comments regarding impacts to businesses, schools, and residences, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
99A	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.	The study team has noted your comments regarding school access and enrollment, and they have been documented as a part of the official study record. The study team understands your concerns about school access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Should INDOT advance any alternatives from the ProPEL US 30W Study, further analysis would be completed to determine potential impacts on the surrounding area.

ID	Comment	Response
99B	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 study team has noted your comments regarding impacts to businesses, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations.
99C	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.	The study team has noted your comments regarding emergency response times, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations.
99D	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.	The study team has noted your comments regarding the Scarecrow Festival, and they have been documented as a part of the official study record. The study team understands your concerns about local access. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
100	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	The study team has noted your comments regarding economic development in your community, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
101	Do not put a bypass around Wanatah.	The study team has noted your comments regarding the impact of a bypass in Wanatah, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
102	A bypass will kill Wanatah. Cutting off business and streets in Wanatah will kill Wanatah. Stop with this.	The study team has noted your comments regarding the impact of a bypass in Wanatah, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
103	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.	The study team has noted your comments regarding safety, first responder response times, and local access, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
104	Will this bring more businesses to town?	The study team has noted your question regarding the impact on local business and it has been documented as a part of the official study record. The study did not specifically measure what business could be created through the implementation of a package. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
105	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.	The study team has noted your comments regarding the impact of a bypass in Wanatah, the local economy, and residents, and they have been documented as a part of the official study record. The bypass seeks to improve safety in Wanatah by shifting through traffic around the town. As a part of the study safety analysis, the study team analyzed safety data spanning from 2017 through 2021 and found the the segment of US 30 through Wanatah, between CR 1100 W and CR 900 W hads the second highest concentration of crashes within the study area. The study team's analysis indicated that there was a correlation between the density of intersections, driveways, and median openings and the frequency of crashes. Wanatah currently has a high density of such openings and intersections. A bypass would allow US 30 through Wanatah to remain as-is, but with reduced traffic volumes. The bypass also serves as a freeway facility. Should a freeway be built on the existing alignment of US 30 through Wanatah, major impacts would fall on the town with a substantial ROW impacts and high number of relocations. This freeway alternative was eliminated as the Bypass was determined by the study team to be a better option for a freeway package. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
106	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.	The study team has noted your comments regarding potential impacts to Wanatah, and they have been documented as a part of the official study record.

ID	Comment	Response
107	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.	The study team has noted your comments regarding economic concerns, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
108	Add some more stoplights instead of highway crossings by wanatah	The study team has noted your comments regarding Wanatah, and they have been documented as a part of the official Study record. Additional traffic signals are not warranted in Wanatah at this time but could be considered in a future study. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
109	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.	The study team has noted your comments regarding the impact of a bypass in Wanatah, the local economy, and residents, and they have been documented as a part of the official study record. The bypass seeks to improve safety in Wanatah by shifting through traffic around the town. As a part of the study safety analysis, the study team analyzed safety data spanning from 2017 through 2021 and found that the segment of US 30 through Wanatah, between CR 1100 W and CR 900 W had the second highest concentration of crashes within the study area. The study team's analysis indicated that there was a correlation between the density of intersections, driveways, and median openings and the frequency of crashes. Wanatah currently has a high density of such openings and intersections. A bypass would allow US 30 through Wanatah to remain as-is, but with reduced traffic volumes. The bypass also serves as a freeway facility. Should a freeway be built on the existing alignment of US 30 through Wanatah, major impacts would fall on the town with a substantial ROW impacts and high number of relocations. This freeway alternative was eliminated as the Bypass was determined by the study team to be a better option for a freeway package. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
110	Despite the benefits of propel 30 Interstate the displacement of small farming communities will have severe consequences. I for one would lose 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 devasting. In conclusion while an interstate could benefit broader economic development, it often comes at a cost of significant harm to local communities.	The study team has noted your comments regarding farming resource concerns and economic vitality, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to environmental resources along US 30 and US 31 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. The Level 3 analysis also included measurements of the potential impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
111A	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.	The study team has noted your comments regarding the US 30 and Long Lane/CR 300 W intersection in Segment 3, and they have been documented as a part of the official Study record. An overpass at CR 300 W / Long Lane has been included in Packages 4 and 6, both of which are carried forward. Please note that any alternative that has been carried forward in any package is available for use in any other package.
111B	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.	The study team has noted your comments regarding SR 39 and they have been documented as a part of the official study record. An overpass at SR 39 was considered in Package 4 and is carried forward. For more information, please see section 3.4.2.6 of the Level 3 screening report. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
112	Concern will be how do people get to their homes. How will ambulance and fire be able to respond and get to the hospital in a 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?	The study team has noted your comment regarding access, emergency response, safety, and impacts on local businesses and home values, and it has been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah. The study team also understands your concerns about local access. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
113	Need roundabout	The study team has noted your comments regarding Segment 2 and they have been documented as a part of the official study record. A roundabout is included in Segment 2 Package 1 at US 421. Additional roundabouts through Wanatah are not feasible due to right-of-way constraints and traffic volumes of the cross roads. Additional roundabouts in Segment 2's rural areas are not feasible as they would not fit driver expectations and could pose safety risks. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
114	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	The study team has noted your comments regarding potential project impacts, and they have been documented as a part of the official study record. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no projects related to the ProPEL US 30W Study have been funded by INDOT. Future projects will consider multiple factors, including local access needs, statewide priorities, and funding availability. This means that improvements considered as part of this ProPEL US 30W Study could be combined in different ways to address local access while meeting the identified transportation needs and support the goals of the study area.

ID	Comment	Response
115	This would negatively affect surrounding smalls 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.	The study team has noted your comments regarding impacts to small towns, including Wanatah, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
116	This would affect our way of getting perishable crops such as tomatoes to the already Indiana business in a efficient reliable fashion	The study team has noted your comments regarding impacts to crop movement, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
117	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!!	The study team has noted your comments regarding an expressway and the impacts it would have on emergency vehicle and school access, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah. The study team understands your concerns about school access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
118	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.	The study team has noted your comments regarding the impact of a bypass in Wanatah, particularly on property values and emergency response times, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In the bypass option, all existing access would be maintained in Wanatah along existing US 30, so emergency response times within the town would not change. The study team is carrying forward the “no build” alternative for future analysis. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
119	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.	The study team has noted your comments regarding the impact of a bypass in Wanatah, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In the bypass option, all existing access would be maintained in Wanatah along existing US 30, so emergency response times within the town would not change. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
120	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.	The study team has noted your comments regarding the interstate, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
121	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.	The study team has noted your comments regarding impacts to businesses and travel, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
122	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.	The study team has noted your comments regarding Segment 2 and support for the bypass, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
123	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.	The study team has noted your comments regarding your interest in the functionality of U.S. 30, and they have been documented as a part of the official study record. The improvement packages in the report aim to improve the safety of crossing US 30 through concepts such as a reduced conflict intersection and overpasses, among other solutions. Thank you for your comment and additional information regarding pedestrian and non-motorized mobility in the Wanatah area. While each improvement identified in the Level 3 Screening Report provides room and estimated costs for pedestrian improvements, they are considered design elements and are not included in visualizations of the improvements. Any future projects that move forward from this PEL study will consider the need for and specific design details of non-motorized improvements during the subsequent NEPA and project development studies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
124	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.	The study team has noted your comments regarding the no build option in Wanatah and they have been documented as a part of the official study record. The study team is recommending that the “no build” alternative be carried forward for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
125A	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.	The study team has noted your comments regarding student transportation, and they have been documented as a part of the official study record. The study team understands your concerns about school safety and access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Should INDOT advance any alternatives from the ProPEL US 30W Study, further analysis would be completed to determine potential impacts on the surrounding area.
125B	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 study team has noted your comments regarding impacts to local businesses, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of the potential impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations.

ID	Comment	Response
125C	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 study team has noted your comments regarding emergency response times, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations.
125D	The town of Wanatah has the Wanatah Scarecrow Festival each year and 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 study team has noted your comments regarding the Scarecrow Festival, and they have been documented as a part of the official study record. The study team understands your concerns about local access. At this time, no projects related to the ProPEL US 30W Study have been funded by INDOT. Future projects will consider multiple factors, including local access needs, statewide priorities, and funding availability. This means that improvements considered as part of this ProPEL US 30W Study could be combined in different ways to address local access while meeting the identified transportation needs and support the goals of the study area.

ID	Comment	Response
126	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.	The study team has noted your comments regarding overpass at Plymouth Goshen Trl, and they have been documented as a part of the official study record. Due to insufficient interchange spacing between the Michigan Street interchange to the left and the US 30/31 interchange to the right, proposing another interchange at Plymouth Goshen Trail is not possible. However, an overpass at this intersection, with US 30 passing over Plymouth Goshen Trail, will be considered to minimize impacts. Impacts to residences and businesses due to access management can be offset through a variety of tools, such as local service roads. Should INDOT advance a limited access alternative to a further study, analysis would be completed at that time to determine what options would be available. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
127	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.	The study team has noted your comments regarding cost to tax payers and impacts to local neighborhoods and they have been documented as a part of the official study record. Preliminary cost estimates can be found in Appendix B of the Level 3 Screening Report. The ProPEL US 30W Study reviewed existing public transit options, but public transit is typically a locally controlled service so was not analyzed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
128	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	The study team has noted your comments regarding the no build option in Wanatah and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

129	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	The study team has noted your comments regarding Segments 1 and 2 and they have been documented as part of the official study record. Thank you for your comment and additional information regarding pedestrian and non-motorized mobility in the Valparaiso and Wanatah areas. While each improvement identified in the Level 3 Screening Report provides room and estimated costs for pedestrian improvements, they are considered design elements and are not included in visualizations of the improvements. Any future projects that move forward from this PEL study will consider the need for and specific design details of non-motorized improvements during the subsequent NEPA and project development studies. The Level 3 screening also included analysis of estimated times to cross and travel along US 30. This analysis indicated minimal decreases -to-no change in travel time along US 30 and marginal increase-to-no change in crossing times of US 30. Due to passage of several executive orders (EO) in January 2025, including EO 14154, EO 14148, and EO 14173, the greenhouse gas (GHG) analysis was removed from the final report and no longer factors into the Level 3 screening. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a higher-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility and accessibility needs in the study area as well as the public and study stakeholder feedback. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Rd. Additionally, median openings will be provided for U-turns through Wanatah.

ID	Comment	Response
	results in increased emissions in a society where climate change is now the reality.	At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
130A	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 rediculous 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.	The study team has noted your comments regarding emergency responder access, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. The ProPEL US 30W Study seeks to provide a range of reasonable alternatives. Part of this analysis includes investigating a range of different facility types, including a freeway. Freeways require strict access management, as such only a limited number of access points can be provided.

ID	Comment	Response
130B	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 30 minutes. All the save someone a few seconds. Having students on the bus for possible that length of time is insane.	The study team has noted your comments regarding access to schools, and they have been documented as a part of the official study record. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
130C	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 study team has noted your comments regarding impacts to your residence, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of potential impacts to local businesses and residences along US 30 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. Property values were determined using publicly accessible parcel information and valuations from the county assessor.

ID	Comment	Response
130D	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!!	The study team has noted your comments regarding safety on U.S. 30, and they have been documented as a part of the official study record. Enforcement of traffic laws are ultimately the responsibility of local and state law enforcement agencies and were not considered as a part of this study. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
131	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 S15. 9A has lots of intersections.	The study team has noted your comments related to the 9A intersection, and they have been documented as a part of the official study record. An overpass is included in a carried forward package at 9A Road. An interchange at Lincoln Highway is not included because the study is following INDOT interchange spacing guidelines which state that spacing in an urban area should be a minimum of one mile. Lincoln Highway is within one mile of the US30/US 31 interchange. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
132	Likes packages. Issue is small business. Watched Bourbon videos. Ok with P2, S11. Interested in US East study at Etna Green.	The study team has noted your comments related to the Bourbon area, and they have been documented as a part of the official study record. The ProPEL US30W Study does not include the Etna Green area. Your comment will be passed on the team working on the ProPEL US30E Study. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
133	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.	The study team has noted your comments regarding SR 19 and US 30, and they have been documented as a part of the official study record. A ”J-Turn” is one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). Throughout the alternatives development and evaluation, the study team worked with the public and study stakeholders to understand the specific concerns associated with RCIs and proactively address them. Specific refinements made to the RCI design concepts considered in this study include the following: - The RCIs will be able to accommodate a WB-65 design vehicle, which is equivalent to an interstate semitrailer that is over 73 feet in length. This means that RCIs considered as a part of this ProPEL US 30W Study will accommodate larger vehicles and trucks, including interstate semitrailers as well as most large farm equipment that would need to navigate the intersection. - The RCIs include extra space on the outside for larger vehicles to safely and efficiently make the U-turn movement. - The RCIs include a short segment of additional lane on the outside to support traffic making the U-turn to safely merge into through traffic. RCIs have also been installed elsewhere within Indiana and allow for successful movements of large vehicles while improving safety for all users. The ProPEL US30W Study area does not include SR 19 intersection. Your comment will be passed on to the team working on ProPEL US 30E Study. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
134	Worried about businesses driveway We have two big wreckers and a supply trailer. S11 P2 preferred.	The study team has noted your comments regarding Segment 11 P2, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
135	Has business at Performance CNC. Need to contact him. Re: 12th + Cedar/Beech Rd. truck stop.	The study team has noted your comments regarding 12th Rd and Beech Rd, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
136	S14 P1 13th Rd/Mich = RCI good. S14 P2 overpass issue for the farms. S14 P3 does not turn other areas.	The study team has noted your comments regarding 13th Rd/Michigan intersection, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
137	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.	The study team has noted your comments regarding sentiments toward the study, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
138	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 inpact of the Keystone Co-Op (chemicals)	The study team has noted your comments regarding CR 400 E and CR 450 E in Segment 1, and they have been documented as part of the official study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

139	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.	The study team has noted your comments regarding impacts to businesses and emergency response rates, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide a crossing of US 30 for the public and emergency vehicles. Vehicles would be able to turn right from Main Street, then left on Condon Street. a Additionally, median openings will be provided for U-turns through Wanatah. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
140A	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.	The study team has noted your comments regarding impacts to businesses and residents, and they have been documented as a part of the official study record. The study will end with multiple reasonable alternatives that will be used as a starting point for future projects that will do additional analysis to make any final decisions on projects.
140B	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.	The study team has noted your comments regarding school bus routes and impacts to farmers, and they have been documented as a part of the official study record. The study team understands your concerns about school and local access concerns. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered.
140C	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.	The study team has noted your comments regarding safety on U.S. 30, and they have been documented as a part of the official study record. Enforcement of traffic laws are ultimately the responsibility of local and state law enforcement agencies and were not considered as a part of this study. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies.

ID	Comment	Response
140D	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!	The study team has noted your comments regarding emergency response concerns, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

141	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 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	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. All concepts shown in the Level 3 Screening Report are preliminary and subject to change as this is a planning study that will only identify a reasonable range of alternatives, but will not select any projects In the event INDOT advances a bypass of Wanatah for further study, the actual configuration, locations, impacts, etc. would be determined at that point. The bypass shown in the Level 3 report is for estimating impacts and cost. It is possible additional crossings of the bypass could be included. If a bypass were advanced, the effect on the existing US 30 in Wanatah would be determined at that time. In response to yours and other comments, directional intersections are now included at Condon Rd. and CR 1100 W in Package 4 to provide both emergency vehicles and the public with additional crossing locations and dedicated places for U-turns within Wanatah. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
142	I am not in favor of the proposed overpass of Plymouth-Goshen Tr. 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 propertys. 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.	The study team has noted your comments regarding overpass at Plymouth Goshen Trail, and they have been documented as a part of the official study record. The overpass at this intersection, with US 30 passing over Plymouth Goshen Trail, could be considered in future studies to minimize impacts. All concepts are preliminary and subject to change. A future project development or NEPA study would determine actual configurations, should any alternative from the study be advanced. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

143	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 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	The study team has noted your comment regarding Segments 1 and 2, and they have been documented as a part of the official study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. Signal timings is included as a complementary concept. As such, any alternatives with a traffic signal at US 421 should include improvements to the signal timing. The same applies anywhere throughout the corridor with a traffic signal. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
144	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.	The study team has noted your comments regarding local access for farmers, emergency responders, and transit providers, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. The Level 3 analysis also included considerations for farmers by analysis of crossing point density and intersection alternatives that allow for farm vehicle movements. We recognize that maintaining access for farmers is a top priority to maintain corridor and community character. Access type and control is dependent on facility type. Freeway facilities are generally the safest and have the least access, while arterial facilities are the least safe, but provide the most access. Reducing access also improves safety. As a part of the ProPEL US 30W Study safety analysis, the study team collected data on all crashes occurring within the study limits from 2017 to 2021. The study team found that crashes occurred at a higher frequency in segments with high concentrations of intersection, driveways, and median openings. This indicates that reducing the number of these locations throughout the corridor would improve safety. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

145	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	The study team has noted your comments regarding Segment 1, and they have been documented as a part of the official study record. One of the carried forward packages, improvement package 5, includes and RCUT at Industrial Drive. Should INDOT advance any alternatives analyzed in this study, improvement packages could be rearranged in a variety of ways. Any alternative at a given intersection that is carried forward may be considered. Improvements to Murvihill Road were not analyzed as a part of this study, as it does not intersect US 30, but depending on the the outcome of any improvements along US 30 parallel routes could be improved if traffic is increased. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	
146	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, XXXX, @: XXX-XXX-XXXX	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
147	Why is 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.	The study team has noted your comments regarding impacts to the Wanatah community, and they have been documented as a part of the official study record. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
148	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
149	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.	The study team has noted your comments regarding safety considerations and need for a bypass, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
150	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.	The study team has noted your comments regarding the intersection of US 30 and US 421 in Segment 2, and they have been documented as part of the official study record. Traffic analysis performed during the Level 3 screening process indicated than an interchange at US 421 would operate acceptably and could provide improvements to both safety and operations at the existing intersection. At this time, the only package that would result an in interchange at the location of the current intersection is Package 4. Should future studies determine an interchange is desired, further analysis and studies would be completed to determine the specific design of such an interchange. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
151	This highly affects me and my family and I think it's a horrific idea. I truely hope this does not happen.	The study team has noted your comments regarding impacts to the Wanatah community, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
152	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.	The study team has noted your comments regarding the expressway package in Segment 2, and they have been documented as a part of the official study record. The ProPEL US 30W Study aims to analyze a variety of different alternatives for the US 30W Corridor. This includes analyzing all possible facility types and their associated access controls. The potential safety and operational improvements of these various alternatives were weighed against the costs, including potential costs associated with property relocations, business, and environmental impacts. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

153A	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	The study team has noted your comments regarding Segments 1 and 2, and they have been documented as a part of the official study record. Turn lane modifications, median widening, and adding/extending acceleration lanes were carried forward from the Level 2 Screening for further consideration at many intersections within the ProPEL US 30 West Study area. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. In response to yours and other comments, directional intersections are now included at Condon Rd. and CR 1100 W in Package 4 to provide both emergency vehicles and the public with additional crossing locations and dedicated places for U-turns within Wanatah. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
153B	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 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.	The study team has noted your comments regarding the area west of SR 49 and US 30, and they have been documented as a part of the official study record. The ProPEL US 30W Study area consists of US 30 between SR 49 and west of South Beech Rd in Marshall County, a length of 53.2 miles, and US 31 between the US 30 and US 31 interchange and CR 700 N in Fulton County, a distance of 13.9 miles. The roads and areas mentioned in your comment are not within the study area and were therefore not analyzed. The study limits were determined by INDOT at the beginning of the study based on requests for at the US 30 corridor. The considerations west of SR 49 on US 30 are in a different context and could be studies separately. Additionally, there are identified transportation and safety needs within the study area. Any improvements to the areas mentioned in your comment would do nothing to address these needs.

153C	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	The study team has noted your comments regarding the SR 49 and US 30 interchange and your thoughts on Indiana's roadway construction practices, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
154	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.	The study team has noted your comments regarding Segment 14, and they have been documented as a part of the official study record. Based on public input, an interchange combined with local service roads connecting Michigan Rd and 13th Rd on US 31 is being considered for maintaining access to the south and east of Plymouth. An interchange at Lincoln Highway is not being considered because this study is following the INDOT guidance regarding interchange spacing which limits interchanges to a minimum of one mile apart in urban areas. The US 30/ US 31 interchange is within one mile of Lincoln Highway. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
155	We are landowners in this area. We wish for no change to any of the county roads or fields.	The study team has noted your comment regarding the desire for no changes to be made in Wanatah, and it has been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
156	We are not in favor of any change	The study team has noted your comment regarding the desire for no changes to be made in Wanatah, and it has been documented as a part of the official study record. Transportation and safety needs have been identified along the corridor and the no-build package would not address those needs. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

157A	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 .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),	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road.

ID	Comment	Response
	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.	

ID	Comment	Response
157B	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 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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
158	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
159	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
160	My name is. I have my bodyshop at the intersection of US 30 and State Road 23 in Grovertown. Why isn't it on your map?	The study team has noted your comments related to the body shop located at the SR 23 and US 30 intersection, and they have been documented as a part of the official study record. All buildings and dwellings that are located at this intersection are shown in Appendix A of the ProPEL US30W Level 3 Screening report. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
161	Putting in a freeway for US 30 is the preference for myself and company	The study team has noted your comment regarding your preference for a freeway, and it has been documented as a part of the official study record.
162	Doesn't like any of this. This impacts the County Roads - drive out of driveway particularly for those who travel around LaPorte Co. P6 don't like the bypass. P1 CR 1100 has issue - better general access. P4 CR 1200 has issue - RIROs ok in town. Not in favor of. Not a fan of roundabout in P1 at US 421. Biggest issue is US30 impacted by toll road traffic in town. Overall not needed.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
163A	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Segment 2 Package 1 includes leaving Main St. as is, RIRO at Condon Road, and a directional intersection at CR 1100 W. All of the above improvements would maintain access to US 30. The addition / lengthening of acceleration and deceleration lanes was considered in the Level 2 report and advanced for further analysis at Level 3. During the Level 3 screening process, the study team concluded that while these improvements would improve safety throughout the corridor, they are not large enough to be included in the study as a stand-along improvement, but should be still be considered for potential future projects. This is noted as such in the Level 3 report. All concepts shown in the Level 3 Screening Report are preliminary and subject to change as this is a planning study that will only identify a reasonable range of alternatives, but will not select any projects Should grade separated alternatives, such as an overpass or interchange, be advanced for further study at US 30 and US 421, a separate analysis would be completed to determine the actual configuration.

ID	Comment	Response
163B	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.	The study team has noted your comments regarding Segment 1, and they have been documented as a part of the official study record. The addition of a new cloverleaf to the interchange of US 30 and SR 49 is out of the scope of this study. Similarly, any changes to the I-80/I-90 Toll road is out of the scope of this study. The addition / lengthening of acceleration and deceleration lanes was considered in the Level 2 report and advanced for further analysis at Level 3. During the Level 3 screening process, the study team concluded that while these improvements would improve safety throughout the corridor, they are not large enough to be included in the study as a stand-along improvement, but should be still be considered for potential future projects. This is noted as such in the Level 3 report. Comeford Road was selected to be closed in this study due to it's proximity to the acceleration lane for vehicles traveling from northbound SR 49 to Eastbound US 30. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
164	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.	The study team has noted your comments regarding Segments 1 and 2, and they have been documented as a part of the official study record. All concepts shown in the Level 3 Screening Report are preliminary and subject to change as this is a planning study that will only identify a reasonable range of alternatives, but will not select any projects. Segment 2 Package 6 includes a bypass of Wanatah. Should INDOT advance this alternative to a further study, the actual configuration, layout, and treatment of crossroads would be analyzed and decided at that point. In Segment 1, Packages 1 and 5 are carried forward, which both have access to US 30 at County Line Road. Improvements considered as a part of this ProPEL US 30W Study could be combined in different ways to address the identified transportation needs and support the goals of the study area. Sturdy Road is not considered in this study. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
165	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	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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ID	Comment	Response
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ID	Comment	Response
169	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.	The study team has noted your comments related to Segment 2, and they have been documented as a part of the official study record. Based on input received from the public, Package 4 is currently being updated to include a directional intersection at Condon Rd. and CR 1100 W. Both of which would maintain access from US 30 to these roads. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

170A	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 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	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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 Interection 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 manuevered without as much issue.	

ID	Comment	Response
170B	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.	Please see the study team's response to comment 170A above.
171	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.	The study team has noted your comment regarding funding concerns for transportation improvements on US 30 and other roads and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
172	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Should INDOT advances a bypass around Wanatah for further studies, potential impacts to the town of Wanatah and options for avoidance and minimization would be analyzed at that point. Roundabouts improve safety at intersection by reducing the likelihood of severe crashes, albeit multi-lane roundabouts can be more complex . See the Level 3 report for more information on how roundabouts improve safety. Based on yours and other similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide emergency vehicles and the public locations to cross US 30. Additionally, median openings will be provided for dedicated U-turn locations through Wanatah. This will improve connectivity within Package 4. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
173	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.	The study team has noted your comments regarding Thompson Street, and they have been documented as a part of the official study record. The loss of local access and cross-corridor mobility is an unavoidable impact when considering an upgrade to a high-level facility, such as a freeway with full control of access. The study team attempted to identify a reasonable range of alternatives that balanced the identified safety, mobility, and accessibility needs in the study area as well as the public and study stakeholder feedback. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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ID	Comment	Response
175	US 30 and Union Road Package 2	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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176	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.	The study team has noted your comments regarding CR 600 W, and they have been documented as a part of the official study record. INDOT interchange spacing guidelines prevent an interchange at CR 600 W, given other interchange alternatives in adjacent planning segments. The addition / lengthening of acceleration and deceleration lanes at CR 600 W was considered in the Level 2 report and advanced for further analysis at Level 3. Although these solutions are not provided in any packages, they still provide some benefit and could be considered as a part of any subsequent NEPA and project development studies. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
177	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.	The study team has noted your comments regarding the railroad crossing near Hanna and local service roads, and they have been documented as a part of the official study record. Railroad crossing improvements have been included where the railroad crosses US 30. At Thompson Street, this includes additional lanes dedicated for vehicles, such as school buses and hazardous cargo carriers, that need to come to a stop prior to crossing the railroad. These lanes would provide sufficient stopping distance prior to the railroad, and sufficient length to accelerate back to speed before merging with mainline traffic on US 30. In the freeway package, an overpass over the railroad would be put in place. Local service roads could be applied where needed, pending potential further INDOT studies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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ID	Comment	Response
180	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!	The study team has noted your comments regarding Segments 10, 11, and 15, and they have been documented as a part of the official study record. Based on public input, an interchange combined with local service roads connecting Michigan Rd and 13th Rd on US 31 is being included for maintaining access to the south and east of Plymouth. An interchange at Lincoln Way is not being considered because of its proximity to the US 30 / US 31 interchange. Crossing is still provided at Fir Road in all packages, either by maintaining the existing stop-control or an overpass. Crossing at Hawthorn Road is provided in all packages via the existing stop-control, an RCI, or an overpass. Crossing at Gumwood is only provided in the No-build package. For more information regarding the improvements at these intersection, refer to sections 4.10 and 4.11 in the Level 3 Screening Report. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
181	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. The improvements mentioned were treated as design elements in the Level 2 report, and were carried forward to the Level 3 analysis. This means that improvements, such as lighting and signage, would be applied alongside any improvements included in the Level 3 analysis. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
182	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	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
183	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
184	I do not wish for union road to be closed. I choose package 2	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
185	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
186	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.	The study team has noted your comments regarding outreach to Indigenous communities, environmental considerations, and a bike path for students, and they have been documented as a part of the official study record. At this time, the public comment period of the Draft Level 3 report has ended. As a part of the public involvement process, all stakeholders, including tribes, were notified and given the opportunity to comment. The Level 3 analysis included estimates of potential impacts to environmental resources along US 30 and US 31 throughout all segments. These impacts have been included in the Segment Summary Matrix tables in the Level 3 report and were included in the study team's analysis and recommendations. A more detailed analysis of impacts to bats, birds, or other protected animals would be a part of future study. Analysis of a bike path from Donaldson to Plymouth is outside the scope of the ProPEL US 30 West Study and was therefore not considered. However, pedestrian and bicycle infrastructure is considered as a design element within the study and could be considered in future projects. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

187	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
188	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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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ID	Comment	Response
196	I have been a part of a group of stakeholders invited by the Marshall County Plan Commission for the entire discussion around this project. I attended meetings in our county building following the options and plans being presented. I have shared feedback throughout. As Phase III has been rolled it out and reviewed, I submitted a comment on behalf of the non-profit I represent. The two recommendations regarding US 30 Corridor West Segment 7 as they will impact us. Package 2 can work. Package 7 would completely shut us down. We represent a population of 500-1000 people daily at our location. Some are live in residents, some are coworkers, some are retreat guests, some are visitors. As I read the information on the website, I do not see that represented though it was shared in multiple meetings. I see Yogi Bear Campground represented as a significant population. It is seasonal and not as populated as we are. My question is why? Why are we not mentioned? Are we being considered? Do you need more information or details?	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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ID	Comment	Response
199	I choose package 2 do not shut down union road to ancilla college	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

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ID	Comment	Response
201	Please do not shut union road down use package 2	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
202	I live at XXXX. 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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
203	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!	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
204	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 lest 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.	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road The use of an RCI, while different at first for drivers, has been proven to reduce crashes where installed, especially severe crashes that cause incapacitating injuries and deaths. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
205	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?	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. The use of an RCI, while different at first for drivers, has been proven to reduce crashes where installed, especially severe crashes that cause incapacitating injuries and deaths. Redwood Road is maintained as a stop-control intersection in Packages 1 – 4 due to the large residential community located in the northwest quadrant of the intersection. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
206	How many intersections will there be on the new corridor?	The study team has noted your comments regarding intersections along US 30, and they have been documented as a part of the official study record. There are currently 84 intersections within the US 30 West study area. Depending on if and when any improvement is selected, the intersections may decrease if closures are utilized. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
207	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.	The study team has noted your comment related access off of the local service road as part of the official study record. Packages that include access to US 30 from the local service road are included in the carried forward alternatives and can be considered as part of any recommended or carried forward alternative. As currently shown, in Package 3 access would be cut off. For purposes of the study this is shown as a relocation for impacted properties, however, if this particular solution was selected moving forward other options such as a different access point reaching to CR 600, for instance, would be explored. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
208	I would like to see 30 be limited access highway.	The study team has noted your comment regarding your preference for U.S. 30 to be a limited access highway, and it has been documented as a part of the official study record. Limited access packages are carried forward in all planning segments. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

209	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. 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 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 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.	The study team has noted your comments related to CR 325 E, and they have been documented as a part of the official study record. A traffic signal at CR 325 E was analyzed as a part of the Level 3 screening, and was included in Package 1 in Segment 1. However, upon further analysis, it was determined that a signal at CR 325 E ends the existing free flow conditions along US 30 at this intersection, which reduces mobility along US 30. Furthermore, estimated crossing crashes prevented is lower than estimates for other packages in this segment with different alternatives at CR 325 because the same conflict points exist at the intersection with or without a signal. For these reasons, the package with a signal at CR 325 E is not be carried forward at this stage. Other improvements at CR 325 E are safer for drivers along both US 30 and CR 325 E. The directional intersection at CR 325 E that is in Packages 3 and 5 improves safety for all drivers by eliminating conflict points. For further information about the study team's decision, please see section 3.1.4 of the Level 3 Report. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
	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.	

ID	Comment	Response
210	Shift - Remove overpass at Union	The study team has noted your comments related to the Union Road intersection, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
211	Owns 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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. At this time, preliminary designs of alternatives are only for estimating impacts. Should INDOT decide to fund any project, further research and analysis will be completed to determine specific designs. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
212	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 fro where we don't have to pay. WOrks at BP/Amoco.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Based on yours and other similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. which would provide a location to cross US 30 in Wanatah. Additionally, median openings will be provided for dedicated U-turns, improving connectivity within package 4. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
213	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Based on yours and other similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. which would provide a location to cross US 30 in Wanatah. Additionally, median openings will be provided for dedicated U-turns, improving connectivity within package 4. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
214	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
215	Issues with roundabout at 6 + 421 therefore this roundabout alternative not favorited. Overpass not favorited because it would raise traffic downtown Wanatah and limit access. Bypass preferred if changes needed. If roundabout is constructed increase signage necessary further out as a warning.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
216	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. A traffic signal at CR 1100 W is not warranted at this time,but could be considered in a future study if conditions change. Should INDOT decide to fund a bypass around Wanatah, further research and analysis would be completed to determine impacts to the town of Wanatah, the environment, etc. Additionally, the alignment shown in the ProPEL US 30W Study is solely for estimating impacts and does not represent the actual exact alignment that a bypass might follow. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
217	Package 6. Has spent time to get public brought in. LaPorte County Commission. Add NIRPC.	The study team has noted your comments regarding your interest in Package 6 and public involvement and they have been documented as a part of the official study record. Throughout the ProPEL US 30W Study, members of the study team have engaged with the public and local elected officials, including the La Porte County Commission and NIRPC, to providing briefings and other engagement opportunities at study milestones.

ID	Comment	Response
218	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. Amoco 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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W Study team is actively soliciting input from first responders to ensure recommendations consider emergency services and response routes. Based on yours and other similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. which would provide a location to cross US 30 in Wanatah. Additionally, median openings will be provided for dedicated U-turns, improving connectivity within package 4. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
219	Prefer freeway as it would minimize traffic on US30. 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 of town.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Should INDOT decide to fund a bypass around Wanatah, further research and analysis would be completed to determine impacts to the town of Wanatah, the environment, etc. Additionally, the alignment shown in the ProPEL US 30W Study is only for estimating impacts and does not represent the alignment that a bypass might follow. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
220	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!!	The study team has noted your comments regarding freeway and expressway packages, and they have been documented as a part of the official study record. Multiple different facility types and access control methods were considered as a part of the Level 3 screening. Freeway options have been carried forward in all segments. The use of an RCI, while different at first for drivers, has been proven to reduce crashes where installed, especially severe crashes that cause incapacitating injuries and deaths. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
221	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. A roundabout is included in Package 1 at US 421. A roundabout at CR 1100 W is not considered by the study team, at this intersection is in a rural area and a roundabout here would not match driver expectations, which reduces safety. RIRO intersections aim to improve safety by eliminating several conflict points at the intersections. Based on yours and other similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. which would provide a location to cross US 30 in Wanatah. Additionally, median openings will be provided for dedicated U-turns, improving connectivity within package 4. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
222	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 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.	The study team has noted your comments regarding community preservation, safety, and local access, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. A roundabout is included at US 421 in Package 1. A roundabout would reduce speeds through Wanatah because all vehicles would need to slow down to navigate the roundabout and through speeds would no longer be determined by the existing traffic signal. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
223	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.	The study team has noted your comments regarding safety and emergency response rates, and they have been documented as a part of the official study record. As a part of the safety analysis of the study, the study team collected crash data from the study area from 2017 though 2021. Analysis utilizing RoadHAT indicated that a major cause of crashes was speed differential, not the speed limit itself. One way to improve safety issues caused by speed differential is reducing access so that there are less areas along the corridor where accidents are likely to occur. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
224	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. thought P3 is the best in his opinion of the other options.	The study team has noted your comments regarding Segment 1, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
225	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.	The study team has noted your comments at King Rd, and they have been documented as a part of the official study record. An RCI is also carried forward at King Rd in addition to the Directional. The RCI option will maintain the existing access. Improvements considered as a part of this ProPEL US 30W Study could be combined in different ways to address the identified transportation needs and support the goals of the study area. An interchange is not considered because of the proximity of King Road to Us 30/US 31 interchange. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
226	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Should INDOT decide to fund a bypass around Wanatah, further research and analysis would be completed to determine impacts to the town of Wanatah, the environment, etc. Additionally, the alignment shown in the ProPEL US 30W Study is only for estimating impacts and does not represent the alignment that a bypass might follow. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
227	Extend yellow cycle on lights and major intersections 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.	The study team has noted your comments regarding signal timing and SR 39, and they have been documented as a part of the official study record. Signal timing and coordination was included as a design element, meaning that any alternative that maintains or adds a traffic signal would have the timings investigated and improved. A ”J-Turn” is one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). Throughout the alternatives development and evaluation, the study team worked with the public and study stakeholders to understand the specific concerns associated with RCIs and proactivelt address them. Specific refinements made to the RCI design concepts considered in this study include the following: - The RCIs will be able to accommodate a WB-65 design vehicle, which is equivalent to an interstate semitrailer that is over 73 feet in length. This means that RCIs considered as a part of this ProPEL US 30W Study will accommodate larger vehicles and trucks, including interstate semitrailers as well as most large farm equipment that would need to navigate the intersection. - The RCIs include extra space on the outside for larger vehicles to safely and efficiently make the U-turn movement. - The RCIs include a short segment of additional lane on the outside to support traffic making the U-turn to safely merge into through traffic. RCIs have also been installed elsewhere within Indiana and allow for successful movements of large vehicles while improving safety for all users. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
228	Why wasn't the toll road included in your study?	The study team has noted your comments regarding the toll road, and they have been documented as a part of the official study record. The ProPEL US 30 West study area includes US 30 from SR 49 in Valparaiso to west of South Beech Road in Marshall County, a length of 53.2 miles. The US 30 West study area also includes US 31 from the US 30 interchange in Marshall County south to CR 700 N in Fulton County, a length of 13.9 miles. Since US 30 and US 31 do not intersect the toll road, I-80/I-90, within these limits, the toll road was not included in the analysis. INDOT is looking to study US 30 specifically and improvements, large or small, that could be made to improve the facility for the future. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
229	I oppose all segments. It will not enhance safety or save any money. Who is driving this?	The study team has noted your comments regarding your thoughts on the segments, and they have been documented as a part of the official study record. The study team understands your concerns about safety. Maximizing the safety of our roads is a priority for INDOT. Current and projected (i.e., year 2045) roadway operating conditions were analyzed as part of the study. This information can be found in the *ProPEL US 30 West Existing Transportation Conditions Report*, which is available on the study website (https://propelus30.com/30doclibrary/). Based on the analysis, safety was identified as a concern throughout the study area. As a result, the study team evaluated alternatives to improve safety along US 30 by reducing the number and severity of crashes in the study area. The study team is carrying forward the "no build" alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
230	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.	The study team has noted your comments related to the Old US 30 and US 35 intersection, and they have been documented as a part of the official study record. While some local roadway improvements are included as part of individual intersection improvements, larger scale local roadway improvements are outside of the scope of this study. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At the same time, it is anticipated that local agencies would update their own roadway planning efforts to accommodate the changing nature of the roadway network. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
231	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.	The study team has noted your comments regarding Segments 14 and 15, and they have been documented as a part of the official study record. Based on public input, an interchange combined with local service roads connecting Michigan Rd and 13th Rd on US 31 is now included to access to the south and east of Plymouth. An overpass is also included at 12B road to tie into this local service road. Lincoln Highway access was maintained the same with existing overpass because the proximity of Lincoln Highway to the US 30 & US 31 interchange prevents an additional interchange here due to INDOT interchange spacing guidelines. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
232	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 emergency vehicles wouldn't have direct access to our area and would have to go all the way around town.	The study team has noted your comment regarding an overpass at 11th Rd, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 31. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
233	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.	The study team has noted your comment regarding the railroad crossing near Oak Rd, and they have been documented as a part of the official study record. The at-grade railroad crossing of US 30 near Oak Drive was included in the study teams analysis. In packages with an overpass at Oak Drive, the railroad is overpassed as well. In other packages with at-grade improvements at US 30 and Oak Dr., additional lanes are included to serve as dedicated lanes for school buses and trucks to stop at, and then accelerate back to speed before merging with vehicles that do not stop at the railroad crossing. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
234	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 chiidren are a PRECIOUS commidity, 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!!!!!	The study team has noted your comments related to the Hamlet Segment, and they have been documented as a part of the official study record. The study team is carrying forward the “no build” alternative for future analysis. It is also carrying forward other packages that meet the study purpose and need. The PEL study is a planning study that has a goal of producing a range of reasonable alternatives, but will not determine actual project types or whether any will actually be programmed or constructed. The ProPEL US 30W study team has been actively coordinating with local schools and school corporations throughout the study to consider their input when identifying and evaluating improvement packages. Past public meetings, hosted at schools across the study area, have brought a particular focus for school-related concerns such as safety. Outreach to schools influenced alternatives development and evaluation by ensuring safety and related concerns were considered. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
235	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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Based on yours and similar comments, the study team has updated Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide two additional crossings of US 30 through Wanatah. Additionally, median openings will be provided for dedicated U-turn locations. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
236	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. I have concerns about my road closing because I have no helicopter. What I like least is my road going nowhere	The study team has noted your comments related access from the local service road, and they have been documented as a part of the official study record. Packages that include access to US 30 from E. Frontage Road are included in the carried forward alternatives and can be combined in different ways with other carried forward alternatives. In the freeway package, E Frontage Rd is closed and for study purposes the properties are assumed to require relocation. Should future roadway improvements modify the access along US 30, subsequent NEPA and project development studies would consider avoidance and minimization measures to address potential impacts to access and connectivity. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
237	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. What I like least is not having direct access to Union Rd. We have 100 people who work at Ancilla Domini every day. We have large groups (50 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.	The study team has noted your comments related to the West Plymouth, Plymouth, and East Plymouth Segments, and they have been documented as a part of the official study record. Based on feedback from the public, Package 4 has been revised to include an interchange at US 30 & Union Road to provide full access at Union Road. Old US 30, Tulip Road, and Redwood Road have closures already included as part of carried forward packages. All improvements carried forward could be combined in different ways to address the identified transportation needs and support the goals of the study area. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
238	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. What I like most is converting Pioneer to an interchange. What I like least is converting Oak and Plymouth Goshen Trail intersections to overpasses.	The study team has noted your comments regarding intersection improvements at Oak Drive and Plymouth Goshen Trail, and they have been documented as a part of the official study record. At Oak Road, a Boulevard Left (BVL) intersection is also carried forward in addition to the overpass as improvement options. Due to insufficient interchange spacing between Pioneer Dr and Oak Dr, another interchange is not possible at Oak Dr. The BVL maintains access at Oak Dr. All concepts considered in the Level 3 Screening Report are preliminary and subject to change. Future studies will determine the actual configuration of any specific improvements. As part of the study, avoidance and minimization of adverse impacts, such as those to existing homes, have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study and will also be a focus of any subsequent project development activities, including the NEPA environmental review. Should a project be advanced at this intersection, an alternative At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
239	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. 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.	The study team has noted your comments regarding overpass at Plymouth Goshen Trail, and they have been documented as a part of the official study record. All concepts considered in the Level 3 Screening Report are preliminary and subject to change. Future studies will determine the actual configuration of any specific improvements. As part of the study, avoidance and minimization of adverse impacts, such as those to existing homes, have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study and will also be a focus of any subsequent project development activities, including the NEPA environmental review. Should a project be advanced at this intersection, an alternative with US 30 passing over Plymouth Goshen Trail could be considered to avoid or further minimize impacts. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
240	The packages harm my own and/or my neighbor's properties. Neither options benefit the neighborhood. It increases traffic, noise, etc. I do not agree with either packages. It would be more beneficial to place a traffic light, just a suggestion.	The study team has noted your comments regarding impacts to local properties, traffic, and noise and they have been documented as a part of the official study record. As part of the study, avoidance and minimization of adverse impacts, such as those to existing homes, have been considered to the extent feasible in a planning study. These efforts will continue throughout the duration of the study and will also be a focus of any subsequent project development activities, including the NEPA environmental review. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.
241	What I like most is package 1. 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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
242	What I like most is package 1. I agree that segment 2 of Hwy 30 West has a problem at the 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.	The study team has noted your comments regarding Segment 2, and they have been documented as a part of the official study record. Enforcing local speed limits and traffic laws is the responsibility of local and state law enforcement agencies. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
243A	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.	The study team has noted your comments regarding the amount of time allowed for public comments, and they have been documented as a part of the official study record. The study team felt that one month was sufficient time to allow the public to share their comments on the Level 3 Screening, and many residents of Wanatah utilized the public meetings and online forum to submit their comments.

ID	Comment	Response
243B	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: 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?	The study team has noted your comments regarding public safety, and they have been documented as a part of the official study record. The study team recognizes and shares your concerns regarding emergency vehicle and first responder access to US 30. The ProPEL US 30W study team has been actively coordinating with emergency responders via community office hours at local fire departments and stations. Throughout the study, the study team has solicited input from first responders to ensure recommendations consider emergency services and response routes. Outreach to emergency response groups influenced alternatives development and evaluation by ensuring safety and related concerns were considered. In response to yours and other similar comments, the study team has updated Segment 2 Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide additional crossing points of US 30 within Wanatah for both the public and emergency vehicles. Additionally, median openings will be provided to allow U-turn movements. Should INDOT advance any alternatives from the ProPEL US 30W Study, further research and analysis will be completed to determine the actual configuration of improvements and impacts that they may have on the town of Wanatah.
243C	**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?	The study team has noted your comments regarding wastewater and drinking water utilities, and they have been documented as a part of the official study record. Should INDOT advance any alternatives from the ProPEL US 30W Study, utility coordination would be completed as part of subsequent project development activities and would continue, as needed, through construction. The coordination would occur between the engineering design team and the utility owner(s). For any unavoidable utility impacts, the corresponding relocation costs and their responsibility vary based on several factors, including project type, cost, and location. Planning-level cost estimates do not consider the potential cost of relocating utilities,

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243D	**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.	The study team has noted your comments regarding town planning, and they have been documented as a part of the official study record. Local land use plans and zoning are the responsibility of the Town.
243E	**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?	The study team has noted your comments regarding law enforcement, and they have been documented as a part of the official study record. The funding of a local law enforcement agency would be the responsibility of the state and town to determine. Enforcement of traffic laws are ultimately the responsibility of local and state law enforcement agencies and were not considered as a part of this study.

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243F	**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, 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.	The study team has noted your comments regarding impacts to local businesses, and they have been documented as a part of the official study record. The Level 3 analysis included estimates of the potential impacts to local businesses that could occur as a result of right-of-way requirements and access impacts for any given improvement. These impacts are categorized in the segment summary matrices provided in the Level 3 Screening Report.

ID	Comment	Response
243G	**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?	The study team has noted your comments regarding Package 6, the bypass, and they have been documented as a part of the official study record. Should INDOT decide to fund a bypass around Wanatah, further analysis will be completed regarding the alignment of such a bypass and impacts to residential and business properties. The alignment of the bypass shown in the Level 3 Report and segment videos is only for the purposes of visualization and measuring the magnitude of possible impacts.
243H	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.	The study team has noted your comments regarding excessive speeding and safety, and they have been documented as a part of the official study record. The roundabout carried forward in improvement package 1 has the potential to reduce speeds by forcing drivers to slow down to navigate the intersection. However, Enforcement of local traffic laws, including speed limits, falls on local and state law enforcement agencies.
243I	As a result of the public meeting the Council has brought forth several opinions: 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.	The study team has noted your comments regarding the crossovers through Wanatah, and they have been documented as a part of the official study record. In response to yours and other similar comments, the study team has updated Segment 2 Package 4 to include directional intersections at CR 1100 W and Condon Rd. to provide additional crossing points of US 30 within Wanatah for both the public and emergency vehicles. Additionally, median openings will be provided to allow U-turn movements.

ID	Comment	Response
243J	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.	The study team has noted your comments regarding the roundabout at the US 30 and US 421 intersection in package 1, and they have been documented as a part of the official study record. The roundabout at US 30 and US 421 in improvement package 1 is being carried forward for further analysis.
243K	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. Best Regards,	The study team has noted your comments regarding the study, and they have been documented as a part of the official study record. The goal of the Level 3 screening report is to provide a comparative evaluation of reasonability and impacts for potential transportation improvements and identifies alternatives to be carried forward. The ProPEL US 30W Study is not a set-in-stone future for the study area and instead provides a wide range of possibilities for INDOT to consider for future transportation projects. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

244A	Dear XXXXX 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,	The study team has noted your comments regarding your desire for freeway alternatives, and they have been documented as a part of the official study record. Every planning segment within the ProPEL US 30 West study area includes a carried forward freeway package. As noted in the Level 3 Screening Report, this means that the freeway improvement package meets the purpose and need identified for the study and is considered reasonable at this stage of planning. It also means the improvement packages warrants consideration as part of any subsequent NEPA and project development studies in this planning segment. The ProPEL US 30 West study considered a range of improvements that provide INDOT with the flexibility needed to incrementally move toward a long-term vision of a free-flow facility through a series of improvements over time to address the identified transportation needs. The improvements include more immediate, lower-cost improvements (e.g., RCIs, right-in/right-outs, and other at-grade intersection improvements) to improve safety, as well as higher-cost improvements that require funding beyond what is currently available. Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this ProPEL US 30W Study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. After the ProPEL US 30W Study is complete, improvements carried forward from the study will be considered by INDOT as part of their traditional programming and project development processes. INDOT uses an objective, needs-based approach for new programming projects, so areas of highest need are addressed as funding is available. This process, which is known as the call for projects, is typically a five-year timeline.

ID	Comment	Response
	rather than enhance, the Corridor's growth, utility, and safety in the decades to come.	

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244B	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.	The study team has noted your comments regarding impact ratings, and they have been documented as a part of the official study record. The ratings given to the factors you mentioned, economic development, equity in transportation, and driver expectations, are assigned relative to the existing conditions. A change in facility type to freeway would be the most drastic change compared to what currently exists. Below is an explanation for each of the three categories you mentioned. Economic Development: This goal was measured on how an alternative would support the existing economy and/or planned economic development through improved safety, mobility, and/or access. While the freeway packages maintain or improve safety and mobility, the access to/from the study corridor is limited. Access points and crossing points are reduced from the No-Build and also in comparison to some of the expressway and expressway lite packages. Equity in Transportation: This goal was measured on how safety, mobility, and/or access could be improved for underserved communities. As access is decreased in the freeway packages, there are less options for the public to access US 30. With higher impacts also associated with most freeway packages, potential risk of disproportionate impacts to communities was also more likely. Driver Expectation: This was not a stated goal of the ProPEL US 30 West study.

ID	Comment	Response
244C	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.	The study team has noted your comments regarding the role cost played in the Level 3 screening analysis, and they have been documented as a part of the official study record. At this time, no one package or facility type is being prioritized over another. The study team has removed the "Recommended" rating to better show this. It is important to note the Level 3 screening analysis was intentionally structured to evaluate benefits, impacts and costs of potential improvements to US 30 in the study area. Overall, the study team agrees that transportation investments can result in meaningful positive economic impacts. Although there may be potential economic development benefits associated with an upgraded roadway facility, the accurate estimation and analysis of these benefits is difficult and outside the scope of this planning study. Further analysis of potential economic benefits could occur during subsequent NEPA and project development studies. As such, the study team has included language in each of the recommendations sections to indicate further analysis in the future is possible.

ID	Comment	Response
244D	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, XXXXXXXXX XXXXXXXXX	The study team has noted your comments regarding freeway packages, and they have been documented as a part of the official study record. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
245A	Ms. XXXXX 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.	The study team has noted your comments regarding freeway packages, and they have been documented as a part of the official study record. Every planning segment within the ProPEL US 30 West study area includes a carried forward freeway package. As noted in the Level 3 Screening Report, this means that the freeway improvement package meets the purpose and need identified for the study and is considered reasonable at this stage of planning. It also means the improvement packages warrants consideration as part of any subsequent NEPA and project development studies in this planning segment.

ID	Comment	Response
245B	We share the Coalition's concerns about the including 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 developmental goals. The lack of clear weighting or the inconsistent application of criteria across segments raises questions about the objectivity of the analysis. States 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.	The ProPEL US 30 East study considered a range of improvements that provide INDOT with the flexibility needed to incrementally move toward a long-term vision of a free-flow facility through a series of improvements over time to address the identified transportation needs. The improvements include more immediate, lower-cost improvements (e.g., RCIs, right-in/right-outs, and other at-grade intersection improvements) to improve safety, as well as higher-cost improvements that require funding beyond what is currently available. Depending on multiple factors, including statewide priorities and funding availability, improvements considered as part of this PEL study could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. After the ProPEL US 30W Study is complete, improvements carried forward from the study will be considered by INDOT as part of their traditional programming and project development processes. INDOT uses an objective, needs-based approach for new programming projects, so areas of highest need are addressed as funding is available. This process, which is known as the call for projects, is typically a five-year timeline. Overall, the study team agrees that transportation investments can result in meaningful positive economic impacts. Although there may be potential economic development benefits associated with an upgraded roadway facility, the accurate estimation and analysis of these benefits is difficult and outside the scope of this planning study. Further analysis of potential economic benefits could occur during subsequent NEPA and project development studies. As such, the study team has included language in each of the recommendations sections to indicate further analysis in the future is possible.

ID	Comment	Response
245C	While only three of the 11 counties NEI represents lie directly along the US 30 corridor, the safety and economic development outcomes for a Freeway solution will have a profound ripple across all 11 counties, benefitting 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, XXXXXX	The study team has noted your comments regarding the study, and they have been documented as a part of the official study record. At this time, no one package or facility type is being prioritized over another. The study team has removed the "Recommended" rating to better show this.

ID	Comment	Response
246A	Dear Mr. XXXXX: 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.	The study team has noted your comments regarding a freeway and they have been documented as a part of the official study record. As noted in the *Level 2 Screening Report*, interchanges (i.e., freeway access points) were considered as potential solutions at some intersections based on traffic volumes, the proximity of existing and/or planned developments, consideration of overall network connectivity and access, and/or input from both the public and stakeholders. No specific traffic volume criteria or warrants exist for justification of an interchange; however, an interchange was considered as a potential solution when traffic volumes warranted signalization of the intersection, as documented in the *ProPEL US 30 West Existing Conditions Report*. When formulating improvement packages during the Level 3 screening, the study team used a minimum interchange spacing of 3 miles in rural areas and 1 mile in urban areas. In response to public comments received on the *Draft Level 3 Screening Report*, the freeway package in Segment 14 has been modified to include a local service road connecting Michigan Rd. to 13th Rd. and an overpass at 12B road that connects to this local service road. This will allow for better east-west mobility for vehicles to and from Plymouth and US 31. Additionally, this will provide better mobility for all vehicles, including farm equipment and trucks. There will be opportunities for additional public and stakeholder input as part of any NEPA and project development studies subsequent to the ProPEL US 30 West study.

ID	Comment	Response
246B	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.	The study team has noted your comments regarding the recommendations, and they have been documented as a part of the official study record. INDOT received several questions and comments seeking clarification on the improvement package ratings. More specifically, there was confusion between the Recommended and Carried Forward ratings since both would require further consideration after the ProPEL US 30W Study. To provide greater clarity, all improvement packages evaluated in the Final Level 3 Screening Report were rated as Eliminated or Carried Forward.

ID	Comment	Response
246C	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.	The study team has noted your comments regarding R-CUT intersections, and they have been documented as a part of the official study record. An "R-Cut" is one of several alternatives that fall within the family of Reduced Conflict Intersections (RCIs). An R-CUT intersection is similar in nature to an RCI intersection, but it utilizes a signal. Throughout the alternatives development and evaluation, the study team worked with the public and study stakeholders to understand the specific concerns associated with RCIs and proactively address them. Specific refinements made to the RCI design concepts considered in this study include the following: - The RCIs will accommodate a WB-65 design vehicles. A WB-65 design vehicles is equivalent to an interstate semitrailer that is over 73 feet in length. This means that RCIs considered as part of this ProPEL US 30W Study will accommodate larger vehicles and trucks, including interstate semitrailers and as well as most large farm equipment that would need to navigate the intersection. - The RCIs include extra space on the outside of larger vehicles to safely and efficiently make the u-turn movement. - The RCIs include a short segment of additional lane on the outside to support traffic making the u-turn to safely merge into through traffic. RCIs have also been installed elsewhere within Indiana and allow for successful movements of large vehicles while improving safety for all users. Should an RCI be advanced by INDOT as a project (or as a part of a larger project), further opportunities for public involvement and design concept refinement will occur as part of any subsequent NEPA and project development studies.

ID	Comment	Response
246D	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. 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.	The study team has noted your comments regarding the study goal rankings, and they have been documented as a part of the official study record. A goal of the US 30 West study was to "Support the existing economy and/or planned economic development through improved safety, mobility and/or access." Table 3-7 in the report identified the criteria used to measure the performance of each package against this goal. In most cases, taken as a whole, the freeway packages received a "neutral" rating on this goal. It was the study team's judgment that any potential economic benefits will be offset by the significant losses in local access and reductions in cross-corridor mobility, as well as the direct impacts to adjacent businesses. Overall, the study team agrees that transportation investments can results in meaningful positive economic impacts. Although there may be potential economic development benefits to an upgraded roadway facility, the accurate quantification and analysis of those benefits is difficult and outside the scope of this study. The *Level 3 Screening Report* evaluated safety, mobility, and access benefits of the improvement packages within each planning segment. This evaluation process was intentionally set-up to consider factors that measure an improvement package's ability to address the purpose and need for transportation improvements in the study area. Supporting economic development is a goal for the ProPEL US 30 West study area and was considered qualitatively during the Level 3 screening. See section 4.7 of the Level 3 Screening Report for further information, including what criteria were considered in the analysis of this goal. Further analysis of potential economic benefits could occur during subsequent NEPA and project development studies.

ID	Comment	Response
246E	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 County US 31 and CR100N US 31 and Business 31 US 31 and SR 218 North US 31 and SR 18 US 31 and CR800S	The study team has noted your comments regarding preferred priority locations, and they have been documented as a part of the official study record. After the ProPEL US 30W Study is complete, improvements carried forward from the study will be considered by INDOT as part of their traditional programming and project development processes. INDOT uses an objective, needs-based approach for new programming projects, so areas of highest need are addressed as funding is available. This process, which is known as the call for projects, is typically a five-year timeline. Please note your comments have been provided to the ProPEL US 31 North and ProPEL US 31 South teams as well since the locations identified within your comments are also within those study areas. At this time, no decisions have been made about the future of US 30 and US 31, and no projects related to the ProPEL US 30 West study have been funded by INDOT. Any future projects will be programmed based on statewide needs and funding availability. Any potential improvements could be combined in different ways in the future to address the identified transportation needs and support the goals of the study area. It is possible that improvement packages could be mixed and matched across planning segments in the future.

ID	Comment	Response
246F	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, XXXXX XXXXXX Executive Director	The study team has noted your comments regarding intersections in Tipton County, and they have been documented as a part of the official study record. Please refer to the study team's response in comment 246E.