



US 30 WEST

PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY REPORT

FINAL

Revision 1 – October 2025

Prepared By

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NextLevel
ROADS

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DOCUMENT UPDATES

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

- Table 1-2 updated to correct/update plan names and lead agencies.
- Section 1.6.3.4 updated to clarify no additional significant infrastructure projects were included in the latest STIP for the study area.
- Appendix G revised to include updated costs in some planning segments. 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.
- Added Appendix K to include Addendum 1 for RASPI #3, which documents outreach efforts and comments received through August 1, 2025. References to this document were added on pages 19 and 45 of the PEL Study Report, as well as pages 1, 11, and 12 of the Completed FHWA PEL Questionnaire (Appendix A).

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1. INTRODUCTION

1.1. BACKGROUND AND STUDY OBJECTIVES

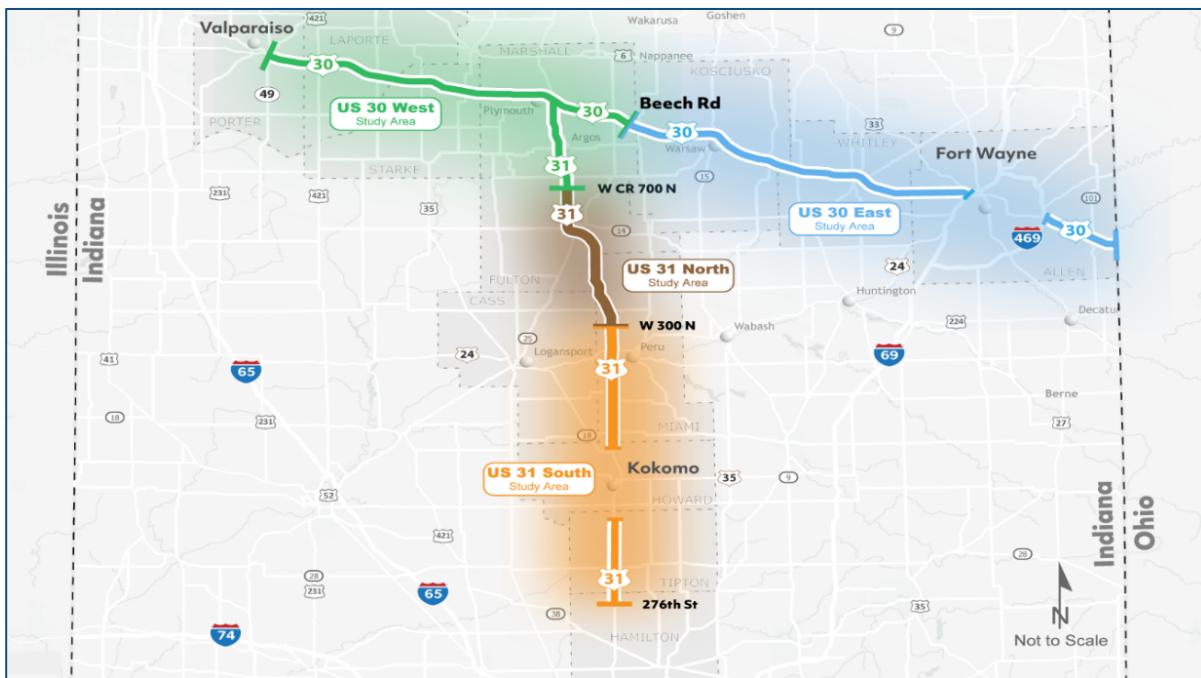
PROPEL is an INDOT initiative for transportation planning using collaborative Planning and Environment Linkages (PEL) studies to consider environmental, community, and economic goals early in the planning process. PROPEL studies use collaboration, data-driven analysis, and public engagement to help shape the future of transportation infrastructure.

The ProPEL US 30 and US 31 studies span 180 miles across 12 counties. The overall study area, which was established as a direct result of stakeholder input, includes¹:

- US 30 from Valparaiso to the Indiana/Ohio state line (excluding the I-69/I-469 section around the north side of Fort Wayne).
- US 31 between Hamilton County and US 30 (excluding the US 31 Kokomo bypass).

Within the overall study limits, INDOT designated four smaller study areas for conducting individual PEL studies (see **Figure 1-1**). This approach enabled each of the study teams to more closely consider community needs and goals. The limits of the four study areas were defined to optimize engagement by keeping communities that associate with each other in the same study area. The four PEL studies were closely coordinated to make sure that potential solutions were integrated and work together across study area boundaries.

Figure 1-1 ProPEL US 30 and US 31 Study Areas



¹ The US 31 Kokomo bypass and the portions of I-69/I-469 around the north side of Fort Wayne were excluded from the overall study limits because they are currently freeway facilities. Therefore, the long-term vision of those portions of US 30 and US 31 has been decided.

The ProPEL US 30 and US 31 studies were intended to help guide transportation investments over the next 20 years, creating transportation facilities that meet the needs of all users. Planning products from the PEL studies will inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

A goal of the ProPEL US 30 and US 31 studies is to identify a reasonable range of alternatives for the study area. The studies included several objectives to achieve this goal:

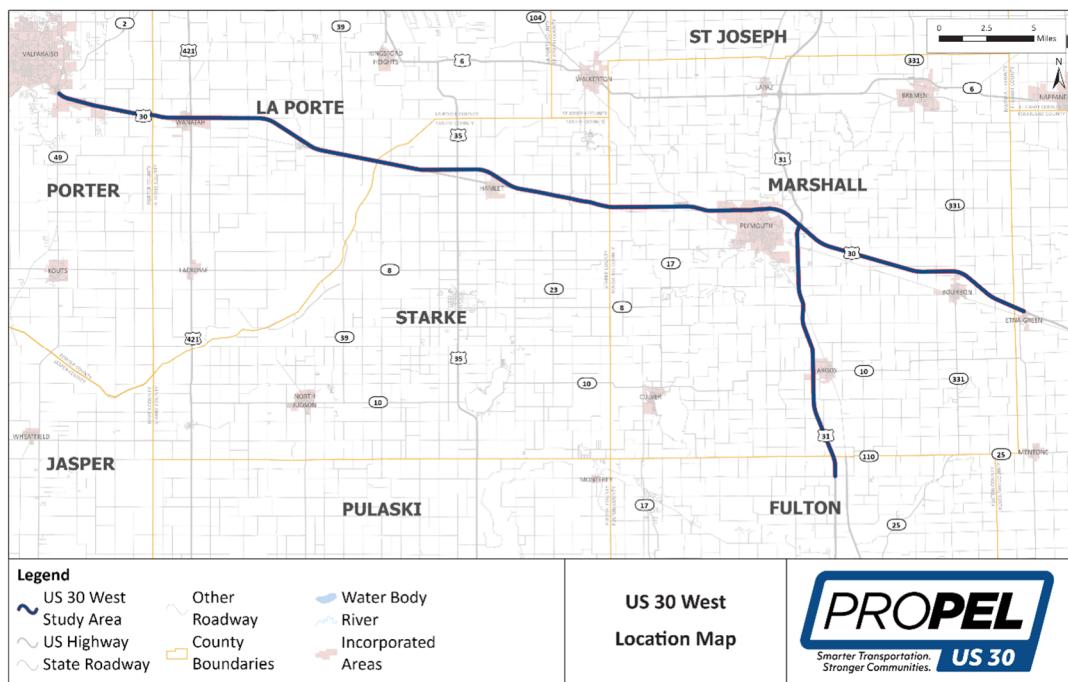
- Engage the public, study stakeholders, and resource agencies throughout the study.
- Identify community goals for the study area.
- Identify transportation needs within the study area.
- Develop the purpose and need for improvements in the study area.
- Identify and develop alternatives that meet the identified needs and consider community goals.
- Evaluate alternatives and eliminate unreasonable alternatives.
- Carry forward a smaller number of alternatives for further consideration in future planning and/or project development, including NEPA environmental reviews.
- Document the study process.

This PEL Study Report was prepared for the ProPEL US 30 West study area.

1.2. PROPEL US 30 WEST STUDY AREA

The ProPEL US 30 West study area includes US 30 from SR 49 in Valparaiso to west of South Beach Road in Marshall County (approximately 53.2 miles). The 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 grass median that varies in width. The posted speed limit along US 30 within the study area ranges 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



1.3. INDOT STUDY TEAM

The study team included subject matter experts from several different INDOT groups, including Major Projects, Traffic Engineering, Environmental Services, and Technical Planning.

1.4. FHWA COORDINATION

The study team coordinated with the Federal Highway Administration (FHWA) on a regular basis throughout the study development. Coordination included monthly meetings with FHWA to discuss study progress, recap activities, discuss technical approaches, and address any potential questions or concerns identified by FHWA. FHWA also reviewed and commented on the following technical reports developed during the study:

- *ProPEL US 30 West Environmental Constraints Report*
- *ProPEL US 30 West Purpose and Need Report*
- *ProPEL US 30 West Universe of Alternatives (Level 1) Screening Report*
- *ProPEL US 30 West Level 2 Screening Report*
- *ProPEL US 30 West Level 3 Screening Report*

1.5. PEL STUDY PROCESS FRAMEWORK

The ProPEL US 30 West study included four distinct steps, which are identified below along with a summary of work tasks included in each step:

1. Vision & Scoping / Data Collection

- Identify stakeholders and develop a plan to engage them in the study.
- Review corridor history and study area context.
- Identify baseline environmental conditions.
- Identify baseline transportation conditions.

2. Purpose and Need Statement & Study Area Goals

- Identify the transportation needs.
- Identify community goals.

3. Alternatives Development and Evaluation

- Develop performance measures and screening criteria to evaluate alternatives.
- Develop a range of alternatives.
- Evaluate alternatives in terms of ability to meet purpose and need and practicality (Level 1 screening).
- Develop and evaluate intersection alternatives in terms of ability to meet purpose and need, benefits, costs, and impacts (Level 2 screening).
- Develop and evaluate improvement packages in terms of benefits, costs, and impacts (Level 3 screening).
- Document the evaluation process described above.

4. PEL Study Documentation

- Prepare and distribute the study report to document the process.



1.6. PLANNING CONTEXT

1.6.1. PEL PROCESS AUTHORITY

The ProPEL US 30 West study was conducted in accordance with the regulations found at 23 CFR Part 450 (i.e., the Statewide and Metropolitan Planning Regulations). The ProPEL US 30 West study process was intentionally structured to meet these requirements. See **Table 1-1** for further information regarding the requirements and where they are addressed in the PEL study report.

Table 1-1 PEL Study Requirements and Relevant PEL Study Sections

Requirement	Addressed by PEL Study?	How addressed?	Where to find further information?
1. Involvement of interested state, local, tribal, and federal agencies	YES	<ul style="list-style-type: none"> Resource agency and tribal coordination meetings held at multiple points during study. Draft technical reports distributed via email for agency and tribal review in advance of coordination meetings. 	<ul style="list-style-type: none"> Section 1.6.4 Section 2.7 Section 3.5 Sections 4.2, 4.3, and 4.4 Section 5
2. Public review	YES	<ul style="list-style-type: none"> Draft technical reports, including purpose & need and alternatives screening reports published for public review and comment. Extensive public involvement and stakeholder coordination efforts throughout study to keep study stakeholders informed and to discuss their relevant questions and concerns. 	<ul style="list-style-type: none"> Section 2.6 Section 3.5 Sections 4.2, 4.3, and 4.4 Section 5
3. Reasonable opportunity to comment during the development of the planning study	YES	<ul style="list-style-type: none"> A robust public involvement program was implemented during the study. These efforts included eblasts, social media platforms, Community Office Hours events, attendance at local community fairs and festivals, Stakeholder Advisory Committee (SAC) meetings, individual stakeholder meetings, as well as in-person and virtual public meetings. A minimum 30-day comment period was provided on all draft technical reports published for public review and comment. Draft technical reports published in electronic and hard copy format. Hard copies were placed at public venues within or near the study area during the public comment periods. Individual responses to public comments were provided as part of the alternatives development and screening reports. 	<ul style="list-style-type: none"> Section 2.6 Section 3.5 Sections 4.2, 4.3, and 4.4 Section 5

Requirement	Addressed by PEL Study?	How addressed?	Where to find further information?
4. Documentation of relevant decisions in a form that is identifiable and available for review during the NEPA scoping process and can be appended to or referenced in the NEPA document (future step)	YES	<ul style="list-style-type: none"> All planning analyses and relevant decisions published in multiple technical reports and included in PEL study appendices as supporting documentation. These reports were available on the study website, as well as at multiple locations within or near the study area. 	<ul style="list-style-type: none"> Section 2 Section 4 Section 5 Section 6
5. Review of the FHWA	YES	<ul style="list-style-type: none"> Regular coordination meetings held with FHWA during the study. Draft technical reports provided to FHWA for review and comment (see Section 1.4). Updates made to the technical reports to address FHWA review comments, including responses to all FHWA comments. 	<ul style="list-style-type: none"> Section 1.4 Section 5

The ProPEL US 30 West study relied on information and data from current and previous planning efforts with the intention of integrating any future projects resulting from the study into the metropolitan and statewide transportation planning processes. Coordination with the Northwestern Indiana Regional Planning Commission (NIRPC) and Michiana Area Council of Governments (MACOG) occurred throughout the study. More specifically, these metropolitan planning organizations (MPOs) participated as members of the ProPEL US 30 West SAC.

1.6.2. STUDY AREA PLANNING CONTEXT

As one of the first steps in the study, the study team collected and reviewed previously completed land use plans and transportation plans that related to the study area (see **Table 1-2**). The purpose of this effort was to:

- Establish a planning context for the corridor.
- Provide background for creating a public and stakeholder outreach process.
- Support the development of the study area purpose and need statement.
- Inform the development of study area goals.
- Assist with the early phases of the alternatives development and evaluation.

Table 1-2 Previously Completed Studies Reviewed by the ProPEL US 30 West Study Team

Study Name	Potentially Relevant Information			
	Corridor History & Background	Purpose & Need Info	Potential Alternatives Info	Environmental Info
Fulton County Comprehensive Plan		X	X	X
Fulton County Organizational Assessment and Planning Report (2022)	X			
Brochure Fulton County Comprehensive Plan	X			

Study Name	Potentially Relevant Information			
	Corridor History & Background	Purpose & Need Info	Potential Alternatives Info	Environmental Info
US 31 Fulton County Transportation Study Draft (2015)	X	X	X	X
Survey Fulton County Comprehensive Plan	X		X	
Marshall County Park Plan	X	X	X	X
Marshall County Economic Development Corp	X	X	X	
Marshall County ADA Transition Plan	X		X	X
Argos Comprehensive Plan 2030	X	X	X	X
Bourbon Comprehensive Plan 2030	X	X	X	X
Bourbon ADA Plan	X	X	X	
Plymouth ADA Transition Plan	X	X	X	X
Plymouth Comprehensive Plan	X	X	X	X
Plymouth Parks and Recreation Master Plan 2016 to 2021	X	X	X	X
Plymouth Zoning Map	X	X	X	X
Plymouth Downtown Parking Study				
Coordinated Public Transit Juman Services Transportation Plan	X	X	X	
Draft 2019 Starke County Comprehensive Plan	X	X	X	X
Starke County Public Input Workshop Summary 2019	X			
LaPorte Countywide Land Development Plan 2008	X	X	X	X
Porter County Land Use Thoroughfare Plan 2001	X	X	X	X
Porter County Corridor Plan 2009	X	X	X	X
Valpo Parks Master Plan 2021	X	X	X	X
Valpo Envision 2030 Comprehensive Plan	X	X	X	X
In Plane View: A Clear Vision for the Future	X	X	X	X
Porter County Airport Zone Economic Development Geographic Scope	X	X	X	X
Indiana Governor's Public Health Commission Report (2022)	X	X		
Indiana Multimodal Freight Plan Update 2018	X	X		
US 31 Indy to South Bend Studies and Improvement Concept (1998)	X		X	X
Blue Ribbon Panel on Transportation Infrastructure (2014)	X	X		
MACOG Annual Review 2017	X	X	X	X
MACOG Annual Review 2018	X	X	X	X
MACOG Annual Review 2019	X	X	X	X

Study Name	Potentially Relevant Information			
	Corridor History & Background	Purpose & Need Info	Potential Alternatives Info	Environmental Info
MACOG Annual Review 2020	X	X	X	X
FY 2022-2026 MACOG TIP	X	X	X	
MACOG Complete Streets 2019	X	X	X	X
MACOG Transportation Plan 2050	X	X	X	X
MACOG Transformation Conformity Determination Report 2023	X			X
MACOG Michiana on the Move: 2050 Transportation Plan Amendment #1	X	X	X	X
MACOG Bike Map	X	X	X	X
MACOG Brand & Wayfinding Signage Guidelines 2019	X	X	X	
MACOG Crossway Trails Condition Report	X		X	X
MACOG Active Transportation Plan 2040	X	X	X	X
MACOG Active Transportation Plan	X	X	X	X
MACOG TP Congestion Management Process	X			X
MACOG Freight Study 2004	X	X	X	X
MACOG Truck Route Inventory	X		X	
MACOG ITS Strategic Plan	X	X	X	
MACOG Human Services Public Transit Coordinated Plan 2012	X	X	X	X
MACOG Title VI Program 2014 Update	X			
MACOG Pollinator Friendly Solar Projects Tech Guide	X			
MACOG Solar Statement	X			
Solar Checklist MACOG	X			
MACOG Economic Development Strategy 2020-2024	X	X	X	X
MACOG Resiliency Plan 2021	X			
MACOG State of Digital Illusion 2021	X			
NIRPC Knowledge & Perception of Air Quality among NW IN residents Survey and Focus Group 2017	X	X	X	X
NIRPC TIP 2022-2026	X	X	X	X
NIRPC Comprehensive Expansion Plan Project List May 2017	X	X	X	X
NIRPC Update to 2040 Transportation Improvement Plan	X	X	X	X
NIRPC 2050 Transportation Plan	X	X	X	X
NIRPC 2050 Plan Influences and Futures Compiled	X	X	X	X

Study Name	Potentially Relevant Information			
	Corridor History & Background	Purpose & Need Info	Potential Alternatives Info	Environmental Info
NIRPC Comprehensive Economic Development Strategy 2016	X	X	X	X
NIRPC Greenways and Blueways Map 2020	X	X	X	X
NIRPC US 30 Safety Study 2017	X	X	X	X
NIRPC Transportation Plan 2050 Amendment	X	X	X	X
1 st Quarter 2022 Crash Update (NIRPC)	X	X	X	
2 nd Quarter 2022 Crash Update (NIRPC)	X	X	X	
NIRPC Performance Based Planning Framework 2050 Plan	X	X	X	X
NIRPC NWI At-Grade Crossing Report	X		X	
NIRPC NWI Rail Crossing Task Force Summary Report 2019	X		X	
NIRPC Freight Study 2010	X	X	X	
NWI Rail Vision 2012	X	X	X	
NIRPC 2050 TP Programmatic Approach to TIP	X	X	X	X
NIRPC Congestion Management Process	X	X	X	X
US 30 Freeway Improvements Needed 2017	X	X	X	X
US 30 Blue Ribbon Panel Specific to US 30	X	X	X	
US 31 Incident Report	X	X	X	
US 31 Corridor Economic Impact Analysis	X	X	X	X
Indiana Green Fleet Program	X			
SOL Smart Designee Map	X			
INDOT Transportation Plan	X	X	X	X
INDOT Long Range Transportation Plan (2018-2045)	X	X	X	X
2021 Indiana State Rail Plan	X	X		X
2021-2025 Indiana Statewide Comprehensive Outdoor Recreation Plan	X			X
INDOT Traffic Management Strategic Deployment Plan	X	X	X	
Indiana Multi-Modal Freight and Mobility Plan 2014	X	X	X	
2021 Indiana Public Transit Annual Report	X	X	X	
INDOT STIP 2022-2026	X	X	X	X
South Line and Redevelopment Plan 2015	X			
Innovative Indiana Regional Cities of Northern Indiana	X	X	X	X
Blue Ribbon Panel on Transportation Infrastructure Draft Report	X	X	X	X
Indiana Economic Development Corp	X	X	X	

Study Name	Potentially Relevant Information			
	Corridor History & Background	Purpose & Need Info	Potential Alternatives Info	Environmental Info
Logistics Transportation				
Indiana Bicycle Trails Task Force Final Report	X	X	X	X
INDOT Transportation Asset Management Plan 2022	X	X	X	X
Northwest GreenMoves Trail Map	X	X	X	X
US 31 Corridor Study Existing Conditions Report 2017	X	X	X	X
INDOT State Freight Plan (2018)	X	X	X	X
Northwest Regional Logistics Council – Advancing NW Indiana Logistics As the Gateway to the World	X			

1.6.3. REGIONAL AND STATEWIDE TRANSPORTATION PLANS

1.6.3.1. *Metropolitan Transportation Plan*

The ProPEL US 30 West study area falls within the jurisdiction of both the Michiana Area Council of Governments (MACOG) and the Northwestern Indiana Regional Planning Commission (NIRPC). MACOG is the metropolitan planning organization (MPO) for the South Bend/Mishawaka/Plymouth/Elkhart areas and St. Joseph, Elkhart, Kosciusko, and Marshall Counties. NIRPC is the MPO for the Northwest Indiana area including Lake, Porter, and Marshall Counties as well as multiple cities and towns within these counties.

MACOG's 2050 Transportation Plan was adopted on October 11, 2023. NIRPC's 2050+ Final (Transportation) Plan was adopted on July 20, 2023. Regionally significant projects, such as capacity increasing projects, must be identified in these transportation plans. Currently, there are several projects planned as "future" beyond those mentioned in these transportation plans that are on local roadways in the vicinity of the US 30 or US 31 corridors. Any regionally significant projects recommended from the ProPEL US 30 West study that move forward into project development will require coordination with MACOG and NIRPC to include in their transportation plans once funding has been identified. Recommendations from this study will also be provided to MACOG and NIRPC to inform future updates/amendments to the transportation plan.

1.6.3.2. *Long-Range Transportation Plan*

INDOT's Long-Range Transportation Plan (LRTP) (2018-2045 Transportation Needs Report) was adopted in June 2019. This plan is not project specific, rather it identifies priorities over the next 30 years. The LRTP identifies goals to guide improvements to Indiana's transportation system. These goals are safe and secure travel, system preservation, economic vitality, multimodal mobility, environmental responsibility, new technology, and strategic policy actions. The LRTP also identifies potential improvements on US 30 from SR 49 in Valparaiso in Porter County to Beech Road in Marshall County and US 31 from the US 30 Interchange in Marshall County to CR 700 N in Fulton County. The US 30 and US 31 corridors are identified as major corridors in the LRTP because they are critical to mobility and economic activity in Indiana.²

² Note INDOT is currently in the process of updating its Long-Range Transportation Plan. INDOT Technical Planning, which is leading the LRTP updates, was part of the ProPEL US 30 West study team.

1.6.3.3. *Transportation Improvement Program*

MACOG and NIRPC also develop their respective Transportation Improvement Programs (TIP), which serve as the short-term programming documents for the Michiana (north central) and Northwest Indiana areas. All federally funded transportation projects are required to be included in the TIPs. The most current version of the TIPs, which covers fiscal years 2024 through 2028, were approved on May 10, 2023, for MACOG and July 20, 2023, for NIRPC. The TIPs are kept current with amendments that add new projects or adjust changing schedules and costs of existing projects. Any recommendations from the ProPEL US 30 West study that move forward into project development must be included in the appropriate TIP once INDOT identifies funding.

1.6.3.4. *Statewide Transportation Improvement Program*

INDOT's Statewide Transportation Improvement Program (STIP) is a planning document that lists all projects to be financed in whole or in part with federal funds as well as all state-funded projects that are regionally significant. As with the TIP, the STIP was used in the ProPEL US 30 West study to define the future existing roadway network. Projects listed in the STIP are expected to be completed within five years; and therefore, the study assumes they will be in place as part of the future conditions analysis.

The STIP was reviewed early in the study process. At that time, the STIP document covered fiscal years 2022 through 2026. Section 7 of the *ProPEL US 30 West Existing Transportation Conditions Report* identifies study area projects contained in the 2022-2026 STIP³. One project on US 31 within the ProPEL US 30 West study area (Contract No. T-41777/Des No. 1802052, 2200482, 2200483, 2200484) includes interchanges at SR 10 and SR 110, an overpass at CR 700 N, and access management between CR 700 N and SR 10. This project progressed separate from the study and this area was not analyzed for improvements as part of the study. In the 2024-2028 STIP, there are no additional significant infrastructure projects listed.

The other programmed projects listed in the STIP address short-term infrastructure condition needs. The ProPEL US 30 West study does not include a detailed analysis of transportation asset conditions. That assessment will take place as part of future project scoping to develop a more detailed scope of work and budget prior to identifying funding for inclusion in the STIP.

Any recommendations from the ProPEL US 30 West study that move forward into project development will be included in the STIP once INDOT identifies funding.

1.6.4. COORDINATION WITH LOCAL PLANNING AGENCIES

Regular coordination with the local transportation and planning agencies occurred throughout the PEL study. These agencies, which participated as members of the SAC, included:

- NIRPC
- MACOG
- Porter County Planning Department and Airport
- Marshall County Planning Department
- Fulton County Planning Department
- Starke County Planning Department
- Argos Planning Department
- Bourbon Planning Department
- Plymouth Planning and City Works Departments

³ A draft STIP covering fiscal years 2026-2030 has been posted online and may include additional programmed projects not reflected in this planning study.

See Section 5 for further details on the coordination completed with the SAC members.

2. PURPOSE AND NEED

2.1. INTRODUCTION

The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternative development and evaluation process. The statement identifies specific transportation problems (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives to move forward through the study. Potential alternatives determined not to meet the purpose and need are eliminated from further consideration.

Additionally, the study team identified study goals, which are desirable but not required outcomes, during the development of the purpose and need. Goals are intended to guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

The information contained in this section is summarized from the following documents, which are included as appendices to the PEL study report:

- **Appendix C:** ProPEL US 30 West Existing Transportation Conditions Report
- **Appendix D:** ProPEL US 30 West Final Purpose and Need Report
- **Appendices H-J:** ProPEL US 30 West Resource Agency, Stakeholder and Public Involvement Summaries (RASPIs) #1-3

2.2. CORRIDOR VISION

The following vision⁴ was established for the US 30 and US 31 corridors during development of the study area purpose and need statement:

The US 30 and US 31 corridors will serve local, regional, and national travelers by balancing mobility and access considerations in a way that:

- *Enhances safety for all users.*
- *Provides transportation solutions for all users.*
- *Complements local community goals and objectives, including maintaining the character of the study area.*

The corridor vision, which was collaboratively developed for the US 30 and US 31 corridors, was separate from and does not take the place of the purpose and need statement.

⁴ This vision was refined based on the passage of several federal and state Executive Orders (EOs) as well as one USDOT order. See **Section 3.2** for additional information.

During the Level 3 screening process, INDOT supplemented the corridor vision based on the analysis completed throughout the study. More specifically, INDOT identified a long-term vision of upgrading 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 mainline traffic. 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, the tradeoffs that would need to be made and uncertainties would impact the implementation timeline.

Tradeoffs to consider include:

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

Uncertainties impacting the implementation timeline include:

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

Given these tradeoffs and uncertainties, the study team considered a range of improvements that provide INDOT with the flexibility 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 US 30 and US 31 in the study area to support a free-flow facility.

2.3. TRANSPORTATION NEEDS

The study team identified the following transportation needs for the ProPEL US 30 West study area:

- Regional and statewide mobility: Improve operations for safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area.
- Safety along US 30 and US 31: Reduce crash frequency and severity, particularly of right-angle and rear-end crashes, at median openings and intersection within the corridor.
- Corridor access: Reduce non-compliant access points within the corridor.
- Roadway deficiencies: Improve interchanges with substandard ramps and improve substandard median widths.

2.4. PURPOSE

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

2.5. PERFORMANCE MEASURES

Performance measures are quantifiable criteria used to measure how well an alternative functions with respect to planning objectives. The study team identified the performance measures shown in **Table 2-1** to guide the development and evaluation of alternatives during the PEL study.

Table 2-1 PEL Study Purpose and Need Performance Measures

Need	Performance Measures
Regional and Statewide Mobility	Improve operations on US 30 or US 31 without introducing delay.
Safety Along US 30 and US 31	Reduce conflict points or apply crash reduction measures to improve safety.
Corridor Access	Maintain or improve local access or meet INDOT Access Management Guidelines or reduce non-compliant access points.
Roadway Deficiencies	Improve substandard elements of the corridor or improve interchanges with substandard ramps or improve substandard median widths.

2.6. STUDY AREA GOALS

Goals represent overarching outcomes that are desirable, but not specifically required since they are not measurable with respect to identified study area needs. Goals were not the sole basis for eliminating or carrying forward a solution or alternative; they were considered alongside other factors such as transportation performance, benefits, impacts, and costs.

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

- Economic Development: Provide adequate 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.⁵
- Multimodal Access and 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, autonomous, or connected vehicles.
- 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.

⁵ This goal was refined in the *Final Level 3 Screening Report* based on the passage of several federal and state Executive Orders (EOs) as well as one USDOT order. See **Section 3.2** for additional information.

2.7. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

Two public information meetings were held during the Vision and Scoping phase of the study. These meetings were used to solicit input from the public regarding the fit and function of the study corridor, including location-specific concerns regarding safety and/or operations. The input collected from these meetings was used to develop the corridor vision articulated in the study area purpose and need statement.

The study team published the *Draft Purpose and Need Report* for public and agency review on June 5, 2023. The public comment period extended through July 31, 2023. Additionally, the report was distributed to federal, state, and local resources agencies as well as the tribal nations for review and comment. Two in-person public information meetings were held during the public comment period. A virtual public information meeting (VPIM), which included the meeting materials and a recording of the presentation from the in-person meetings, was made available online on the ProPEL US 30 West website the day following the in-person PIMs.

A virtual resource agency and cultural resource stakeholder coordination meeting was held on October 5, 2023. Comments from resource agencies and cultural resources stakeholders were requested on or before October 16, 2023.

After considering the comments received from the public, agencies, and tribes, the *Final Purpose and Need Report* was published December 7, 2023, and it was amended on March 27, 2024. The March 2024, amendment, which was minor in nature, updated the updated the Fiscal & Environmental Practicality goal to specifically reference resources important to Tribal nations.

Please see **Section 5** for further information regarding public involvement and agency coordination efforts related to purpose and need development.

3. EXISTING ENVIRONMENT

3.1. INTRODUCTION

This section summarizes likely environmental resources within the ProPEL US 30 West study area. An environmental constraints report was prepared early in the study to identify key resources, avoid fatal flaws, and account for the sensitive environmental areas during alternatives development and evaluation. To identify social, economic, and environmental constraints, data was gathered through online databases, aerial imagery, Google Maps, geographic information systems (GIS) analysis, limited field reviews, and coordination with local planning agencies. Environmental resources were generally identified within a 0.5-mile buffer from the corridor centerline; exceptions to the half-mile study area included airports (2.8-mile buffer), demographic data (5-mile buffer); and noise sensitive areas (500-foot buffer from the edge of travel lanes per INDOT policy).

The information contained in this section is summarized from the ProPEL US 30 West Environmental Constraints Report ([Appendix B](#)). Additional details and mapping can be found in the environmental constraints report in [Appendix B](#). All resources identified in the report will be revisited during subsequent National Environmental Policy Act (NEPA) reviews for any future project(s) that may result from the ProPEL US 30 West study.

3.2. SOCIOECONOMICS AND LAND USE

Socioeconomic data outlines trends and projections related to population, households, and employment within the study area. This data serves as the baseline for analyzing and recommending future transportation improvements. It also includes information about current and future land use to help show where growth and development are expected.

Between 2015 and 2020, the populations in LaPorte, Starke, Marshall, and Fulton counties all declined between 0.2% and 1.3%. Porter County was the only county that saw a population increase at 1.7% during that same period. Population projections for the time frame 2020 to 2050 indicate that Porter County is the only county that is projected to see a noteworthy increase in population at 12.8% while Marshall County is projected to only see a slight increase at 0.1%. All other counties are projected to see a decrease in population between 4.5% and 11.9%.

Since the publication of the environmental constraints report, the socioeconomic impact analysis was updated to consider the issuance of several federal and state Executive Orders (EOs), as well as one US Department of Transportation (USDOT) order, including:

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

Within the study limits, minority, low-income, limited English proficiency, and households with no motor vehicle access are lower than both Indiana and United States averages. Households with no internet access are higher than both the average of Indiana and the United States.

Land use within the ProPEL US 30 West study area is predominantly agricultural, with urbanized residential, commercial, and industrial development in Plymouth and near Valparaiso. Small rural towns are present throughout the corridor, such as Wanatah, Hamlet, and Hanna, where some residential, commercial, and industrial development exists. The incorporated areas of Bourbon and Argos also include similar land use.

Notable land uses include Porter County Regional Airport, the Plymouth Municipal Airport, and several recreational facilities. Highway-oriented commercial uses, industrial facilities, and residential areas are located near crossroads. Some forested lands are present at various locations along the corridor. Future zoning along the

corridor will primarily continue as agricultural, however, some vacant or agricultural land located near already zoned commercial and industrial areas is planned for more intense uses.

Several community facilities are located within or adjacent to the study area.

Valparaiso University is located on US 30 approximately 0.42 miles west of the western terminus of the study area. Wanatah Public School is located 0.46 miles south of the US 30 alignment in Wanatah. Bourbon Christian School is located 0.38 miles south of US 30 in Bourbon. Nine school districts operate within the study area including Valparaiso Community Schools, East Porter County Community School Corporation, Tri-Township Consolidated School Corporation, South Central Community School Corporation, Oregon Davis School Corporation, Plymouth Community School Corporation, Triton School Corporation, Argos Community Schools, and Rochester Community School Corporation.

Eighteen religious facilities are located within the study area. Only one facility, Evangelical Covenant Church in Marshall County, is located adjacent to existing US 30. All other facilities are located at a minimum of 0.11 miles from the existing alignment. Fourteen cemeteries are also located within the study area. Three cemeteries are located relatively close to the US 30 and US 31 roadway alignments: Old Parks Cemetery at 0.04 miles from the existing alignment, Donaldson Cemetery at 0.13 miles from the existing alignment, and Pleasant Hill Cemetery at 0.13 miles from the existing alignment. All other cemeteries are located at least 0.23 miles from the existing roadway alignments.

Potential Section 4(f) resources were identified within the study area that would require formal evaluation to determine Section 4(f) eligibility and use. Noted potential Section 4(f) resources include 7 trails and 11 recreational facilities, most notably Centennial Park in Plymouth and Pioneer Wetland Restoration Site. In addition, a total of five managed lands are located within the study area. There are potentially historic resources located within the study area: one National Register of Historic Places (NRHP) listed resource and twenty-three additional resources that are potentially eligible for listing on the NRHP. Future work will include formal evaluation to determine Section 4(f) eligibility and use of these potentially historic resources.

Section 6(f) properties are located within the study area. The resources that fall adjacent to the existing alignments include Argos Community Park and Argos Town Park (US 31 Argos), Centennial Park and Plymouth Municipal Pool (US 31 Plymouth), and Pond Park.

Within the study area, there are also three public use airports; Plymouth Municipal Airport, Porter County Regional Airport, and Shamrock Airport, all of which are adjacent to the existing alignment. Nineteen pipeline segments are also located within the study limits, of which there are ten crossings of the existing roadway alignment at various locations. There are seven railroads located within the study limits, two of which currently cross the existing roadway at-grade. Four utility facilities are located adjacent to the existing roadway alignment, including two liquid propane fueling facilities, the Kankakee Valley Rural Electric Membership Corporation (REMC) and the Marshall County REMC.

3.3. NATURAL RESOURCES

Aquatic resources within the study area include wetlands and surface waters such as streams, rivers, ponds, and lakes. These resources are protected under Section 404 of the Clean Water Act (CWA) and Executive Order 11990, which addresses wetland protection. Under Section 404, impacts to jurisdictional waters of the United States – including wetlands and open waters – must be avoided, minimized, or mitigated to prevent a net loss of their functions and values. Additionally, non-jurisdictional waters may still require compensatory mitigation depending on project scope and funding. A more detailed delineation to map and evaluate the features listed below and other potentially unmapped streams will be required during NEPA review for any future project(s) that may result from the ProPEL US 30 West study.

The following summarizes the natural resources present in the study area:

- 769 National Wetlands Inventory (NWI) mapped wetlands are located within the study area. 79 NWI wetlands are located adjacent to the existing alignments.
- 193 stream segments are mapped within the study area. 46 of the stream segments cross the roadway alignment. The Kankakee River and Yellow River are on the Indiana Roster of Navigable and Non-Navigable Waters and both cross US 30.
- 56 Indiana Department of Environmental Management (IDEM) 303(d) listed streams and lakes are located within the study area. 13 IDEM 303(d) listed streams cross the existing roadway alignment.
- 16 floodplain polygons are mapped with the study area. Of the 16 mapped floodplains, nine cross the existing alignments and three are adjacent to the existing US 30 and US 31 alignments. The two major floodplains are the Kankakee River floodplain and the Yellow River floodplain. There are no Flood Hazard Mitigation Grant Program lands near the study corridor.
- Muck and peat soils are present within the study area. 48 areas of muck and/or peat soils cross the existing roadway alignments.

A review of the U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) species list included the endangered Indiana bat (*Myotis sodalis*), the endangered northern long-eared bat (*Myotis septentrionalis*), the proposed endangered tri-colored bat (*Perimyotis subflavus*), endangered rayed bean (*Villosa fabalis*), threatened round hickory nut (*Obavaria subrotunda*), the threatened eastern massasauga (*Sistrurus catenatus*), the proposed endangered salamander mussel (*Simpsonaias ambigua*), endangered sheepnose mussel (*Plethobasus cyphyus*), candidate monarch butterfly (*Danaus Plexippus*), and “experimental population” whooping crane (*Grus americana*). The entire study area is within the range of the Indiana bat, northern long-eared bat, tri-colored bat, whooping crane, eastern massasauga, and the monarch butterfly. Since finalization of the environmental constraints report, the USFWS has proposed listing the monarch butterfly as a federally threatened species. The southern terminus is within range of the rayed bean, round hickory nut, salamander mussel, and sheepnose mussel, while the eastern terminus is within range of the rayed bean. In addition, twenty migratory bird species are of particular concern within the study area.

Other resources that are within the study area and adjacent to study corridor include two petroleum wells, five mineral resources, one hazardous waste generator listed under the U.S. Environmental Protection Agency’s the Resource Conservation and Recovery Act (RCRA) located 0.04 miles west of the existing alignment, one state clean-up site located in Porter County, six underground storage tank sites, two solid waste landfills (one being an open dump site), 11 leaking underground storage tanks, one confined feeding operation site, one “notice of contamination” site, and four institutional sites.

3.4. CULTURAL RESOURCES

Federal law requires agencies to evaluate the potential impacts of their actions on cultural resources before granting approval. This legislation establishes a regulatory framework for identifying, evaluating, protecting, and managing cultural resources which include both archaeological sites and historic properties such as buildings, structures, and other elements of the built environment.

One NRHP resource, twenty-one “Notable” resources, two “Outstanding” resources, and one bridge are listed on the National Register and within the study area.

A total of forty previously recorded archaeological sites are located within the study area. None of the sites within the study area are listed on the NHRP nor recommended as “eligible” or “potentially eligible.” In accordance with 54 USC 307103 and Indiana Code 14-21-1, which provides protection for archaeological sites and burial sites, information related to such resources is not publicly disclosed in this report.

3.5. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

The study team published the *Draft Environmental Constraints Report* to the study website in June 2023. Additionally, the report was distributed to federal, state, and local resource agencies for review and comment. A virtual resource agency and cultural resource stakeholder coordination meeting was held on October 5, 2023. Comments from resource agencies and cultural resource stakeholders were requested on or before October 16, 2023. After considering the comments received, the *Final Environmental Constraints Report* was published in March 2024.

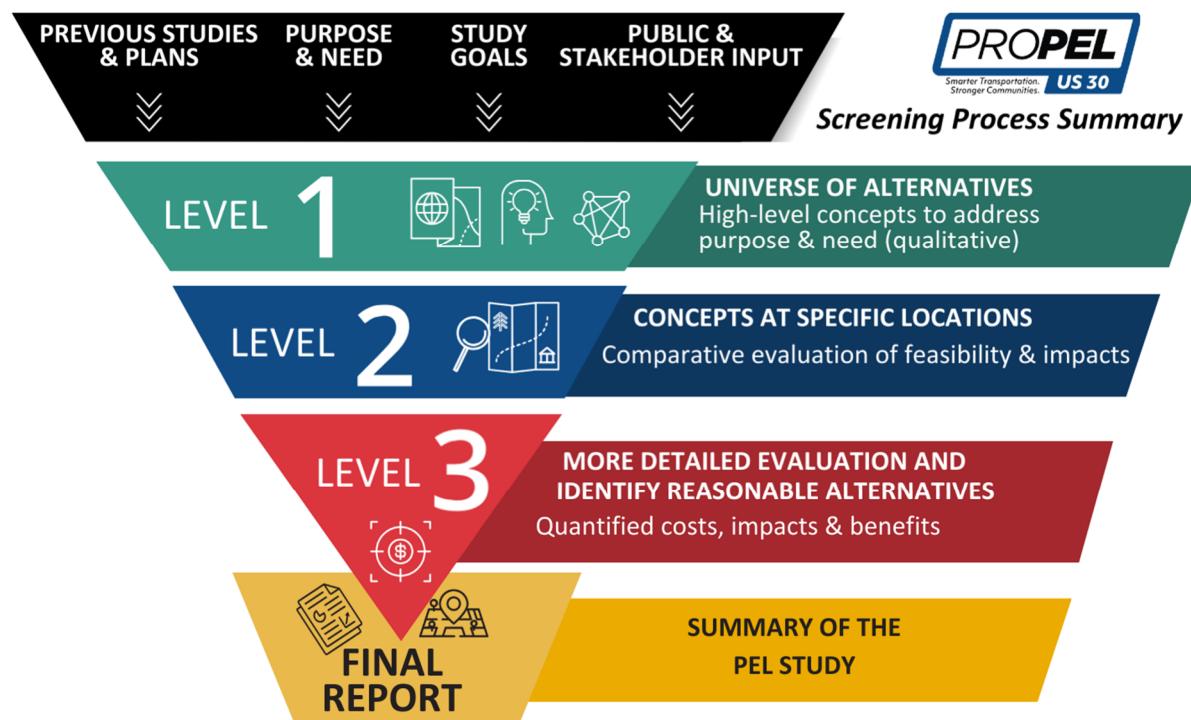
Please see **Section 5** for further information regarding public involvement and agency coordination efforts related to the development of the environmental constraints report.

4. ALTERNATIVES DEVELOPMENT AND EVALUATION

4.1. INTRODUCTION

The ProPEL US 30 West Study used a three-level screening process, depicted in **Figure 4-1**, to identify reasonable alternatives that address the identified transportation needs and goals of the study area.

Figure 4-1 ProPEL US 30 West Alternatives Development and Screening Process



The following sub-sections summarize each screening report, including alternatives considered, evaluation process, results, and the associated public involvement and agency coordination completed with each screening step. The information contained in these sub-sections is summarized from the following documents, which are included as appendices to the PEL study report:

- **Appendix E:** ProPEL US 30 West Final Universe of Alternatives (Level 1) Screening Report
- **Appendix F:** ProPEL US 30 West Final Level 2 Screening Report
- **Appendix G:** ProPEL US 30 West Final Level 3 Screening Report
- **Appendix H:** ProPEL US 30 West Resource Agency, Stakeholder, and Public Involvement Summary #1 (RASPI #1)
- **Appendix I:** ProPEL US 30 West Resource Agency, Stakeholder, and Public Involvement Summary #2 (RASPI #2)
- **Appendix J:** ProPEL US 30 West Resource Agency, Stakeholder, and Public Involvement Summary #3 (RASPI #3)

4.2. APPENDIX K: PROPEL US 30 WEST RESOURCE AGENCY, STAKEHOLDER, AND PUBLIC INVOLVEMENT SUMMARY #3

ADDENDUM 1 (RASPI #3 – ADDENDUM #1)SUMMARY OF LEVEL 1 SCREENING

The purpose of the Universe of Alternatives (Level 1) screening was to identify concepts meeting the purpose and need for the study area. Concepts that met the purpose and need were carried forward and further evaluated in the Level 2 screening process. A qualitative screening process was used to evaluate the improvement concepts contained in the Level 1 screening. This process focused on the ability of each concept to meet the purpose and need for the study area, as well as an assessment of the practicality of each concept. Concepts that did not meet one or more of the study area needs and/or were not practical were eliminated from further consideration and were not evaluated in the Level 2 screening process.

The Level 1 screening considered a set of 55 transportation improvement concepts for the ProPEL US 30 West study area. These concepts included:

- The No-Build Alternative
- Ten corridor improvement concepts
- Two off-corridor improvement concepts
- Nine intersection improvement concepts
- Four interchange improvement concepts
- Ten spot improvement concepts
- Five traffic systems management and operations (TSMO) improvement concepts
- Eight policy considerations
- Six transit and non-motorized improvement concepts

The Level 1 screening resulted in the following:

- Nine Primary Concepts along US 30 and seven Primary Concepts along US 31 met a majority of transportation needs and were carried forward to the Level 2 screening for evaluation as stand-alone alternatives.
- Seventeen Complementary Concepts along US 30 and twelve Complementary Concepts along US 31 that met some transportation needs but could not function as a stand-alone alternative. These concepts were carried forward to the Level 2 screening for location-specific application as part of a Primary Concept.
- Nine Design Elements that did not meet any transportation needs but were considered practical as they provided some benefit to the study area. These concepts were carried forward to the Level 2 screening for incorporation where applicable.
- The No-Build alternative met one transportation need, but it would not address the substantive safety issues identified throughout the study area. The No-Build alternative was advanced to the Level 2 screening to serve as a baseline for comparison to build alternatives.

Table 4-1 and Table 4-2 lists the practical concepts advanced from the Level 1 screening process.

Table 4-1 ProPEL US 30 West Level 1 Screening Results (US 30)

Primary Concepts (9)	Complementary Concepts (17)	Design Elements (9)
<ul style="list-style-type: none"> • Access Management • Freeway (Free Flow Facility with Full Control of Access) • Median Safety Improvements • Add or Lengthen Turn Lanes • Add or Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpasses • Convert to Interchange • Signalized Intersection Improvements • Unsignalized Intersection Improvements • No-Build 	<ul style="list-style-type: none"> • Realign Skewed Intersections • Intersection Sight Distance Improvements • Auxiliary Lanes • Bypass • Signal Timing Updates/Coordination • Add Capacity to Movements • Ramp Terminal Intersection Improvements • Wildlife Crossings • Railroad Crossing Improvements • Spot Roadway Lighting • Warning Systems • Roadside Assistance • Incident Management • Freight Priority System • Traveler Information Systems • Bike/Pedestrian Facilities • Non-Motorized User Accommodations 	<ul style="list-style-type: none"> • Collector-Distributor System • Adjacent Intersection Improvements • Traffic control Visibility Upgrades • Pavement Marking Improvements • Roadway Signage Improvements • Roadway Drainage Improvements • Gateway/Corridor Treatments • Speed Management • Alternative Fuel/Electric Vehicle Considerations

Table 4-2 ProPEL US 30 West Level 1 Screening Results (US 31)

Primary Concepts (7)	Complementary Concepts (12)	Design Elements (9)
<ul style="list-style-type: none"> • Access Management • Freeway (Free Flow Facility with Full Control of Access) • Add or Lengthen Turn Lanes • Add or Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpasses • Convert to Interchange • Unsignalized Intersection Improvements • No-Build 	<ul style="list-style-type: none"> • Realign Skewed Intersections • Intersection sight distance Improvements • Auxiliary Lanes • Median Safety Improvements • Wildlife Crossings • Spot Roadway Lighting • Warning Systems • Roadside Assistance • Incident Management • Traveler Information Systems • Bike/Pedestrian Facilities • Non-Motorized User Accommodations 	<ul style="list-style-type: none"> • Collector-Distributor System • Adjacent Intersection Improvements • Traffic Control Visibility Upgrades • Pavement Marking Improvements • Roadway Signage Improvements • Roadway Drainage Improvement • Gateway/Corridor Treatments • Speed Management • Alternative Fuel/Vehicle Considerations

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. After considering the comments received from the public, agencies, and the tribes, the Level 1 screening report was finalized on March 27, 2024.

For further information on the Level 1 screening, including the details on methodology, screening results, as well as comments received during the public comment period and responses to them, please see the *ProPEL US 30 West Final Universe of Alternatives (Level 1) Screening Report* in **Appendix E**. Please see **Section 5** for further information regarding public involvement and agency coordination efforts related to the Universe of Alternatives (Level 1) screening.

4.3. SUMMARY OF LEVEL 2 SCREENING

The purpose of the Level 2 screening analysis was to qualitatively evaluate location-specific improvements carried forward from the Final Universe of Alternatives (Level 1) Screening Report 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 being considered influence what can be constructed upstream or downstream, and they 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 utilized a three-step evaluation process that was applied to each of the 29 primary intersections within the ProPEL US 30 West study area. This process is summarized as follows:

- **Step 1** – A decision tree assessment tool was utilized to identify the level of improvements needed at each primary intersection based on safety and operational data, as well as input from both the public and stakeholders.
- **Step 2** – An operational analysis of various alternatives or intersection types was completed at each primary intersection. Concepts that were expected to produce poor operating conditions were eliminated from further consideration.
- **Step 3** – An evaluation matrix was prepared for each primary intersection to assess the following attributes for all concepts advancing from Step 2:
 - Ability to meet purpose and need
 - Social, economic, and environmental impacts
 - Relative cost.

The Level 2 screening identified a range of alternatives to improve operations and safety at the 29 primary intersections. These alternatives were screened qualitatively based on their ability to meet study area needs, relative cost, and social, economic, and environmental impacts. Alternatives not able to substantially meet study area needs and/or with substantial environmental impacts that could not be avoided or minimized were eliminated from further consideration.

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 access⁶ – to free-flow facilities that have no or partial control of access⁷ (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 corridors, 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 results on the Level 2 screening are summarized in **Table 4-3**.

Table 4-3 ProPEL US 30 West Level 2 Screening Results

Location	Advanced to Level 3 Screening
US 30 and SR 49	<ul style="list-style-type: none"> • Add/Extend Acceleration/Deceleration Lanes
US 30 and Industrial Drive	<ul style="list-style-type: none"> • Median Safety Improvements • Add or Lengthen Turn Lanes • Signalized Intersection Improvements • Unsignalized Intersection Improvements
US 30 and Porter CR 325 E	<ul style="list-style-type: none"> • Median Safety Improvements • Add or Lengthen Turn Lanes • Cross Road Overpass/Underpass • Signalized Intersection Improvements • Unsignalized Intersection Improvements
US 30 and Porter CR 400 E	<ul style="list-style-type: none"> • Median Safety Improvements • Add or Lengthen Turn Lanes • Cross Road Overpass/Underpass • Convert to Interchange • Unsignalized Intersection Improvements

⁶ Full control of access = Connections are provided only with select public roads through interchanges. Driveway connections (residential and commercial) are not permitted.

⁷ 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.

Location	Advanced to Level 3 Screening
US 30 and County Line Road	<ul style="list-style-type: none"> Median Safety Improvements Add or Lengthen Turn Lanes Cross Road Overpass/Underpass Unsignalized Intersection Improvements
US 30 and Main Street	<ul style="list-style-type: none"> Access Management Add or Lengthen Turn Lanes
US 30 and US 421	<ul style="list-style-type: none"> Access Management Add or Lengthen Turn Lanes Add/Extend Acceleration/Deceleration Lanes Convert to Interchange Signalized Intersection Improvements Unsignalized Intersection Improvements
US 30 and LaPorte CR 600 W	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Cross Road Overpass/Underpass
US 30 and Thompson Street	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Unsignalized Intersection Improvements
US 30 and Old US 30 West	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Convert to Interchange Limit Access
US 30 and Laporte CR 300 W	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Cross Road Overpass/Underpass
US 30 and SR 39	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Add/Extend Acceleration/Deceleration Lanes Convert to Interchange Signalized Intersection Improvements Unsignalized Intersection Improvements
US 30 and US 35	<ul style="list-style-type: none"> Add/Extend Acceleration/Deceleration Lanes
US 30 and Starke CR 750 E	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Cross Road Overpass/Underpass
US 30 and SR 23	<ul style="list-style-type: none"> Add or Lengthen Turn Lanes Add/Extend Acceleration/Deceleration Lanes Convert to Interchange Signalized Intersection Improvements Unsignalized Intersection Improvements

Location	Advanced to Level 3 Screening
US 30 and Queen Road	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Convert to Interchange • Signalized Intersection Improvements • Unsignalized Intersection Improvements
US 30 and Pioneer Drive	<ul style="list-style-type: none"> • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Convert to Interchange • Signalized Intersection Improvements • Unsignalized Intersection Improvements
US 30 and Oak Drive	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Signalized Intersection Improvements
US 30 and Michigan Street	<ul style="list-style-type: none"> • Add/Extend Acceleration/Deceleration Lanes
US 30 and Plymouth Goshen Trail	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Unsignalized Intersection Improvements
US 30 and US 31	<ul style="list-style-type: none"> • Add/Extend Acceleration/Deceleration Lanes
US 30 and King Road	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Signalized Intersection Improvements • Unsignalized Intersection Improvements
US 30 and Fir Road	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Cross Road Overpass/Underpass
US 30 and SR 331	<ul style="list-style-type: none"> • No Intersection Alternatives
US 31 and 9A Road	<ul style="list-style-type: none"> • Cross Road Overpass/Underpass
US 31 and Michigan Road	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Convert to Interchange
US 31 and 13 th Road	<ul style="list-style-type: none"> • Add or Lengthen Turn Lanes • Add/Extend Acceleration/Deceleration Lanes • Cross Road Overpass/Underpass • Convert to Interchange • Unsignalized Intersection Improvements
US 31 and SR 10	<ul style="list-style-type: none"> • Interchange Project Already Planned
US 31 and SR 110	<ul style="list-style-type: none"> • Interchange Project Already Planned

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. After considering the comments received from the public agencies, and tribes, the Level 2 screening report was finalized on November 12, 2024.

For further information on the Level 2 screening, including details on methodology, screening results, and comments received during the public comment period and responses to them, please see the *ProPEL US 30 West Final Level 2 Screening Report* in **Appendix F**. Please see **Section 5** for further information regarding public involvement and agency coordination efforts related to the Level 2 screening.

4.4. SUMMARY OF LEVEL 3 SCREENING

The purpose of the Level 3 screening was to develop and analyze improvement packages for sections of the study area. These sections, called planning segments, considered improvements at all study area intersections as well as the roadway sections between them. 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 of highways like US 30 and US 31.

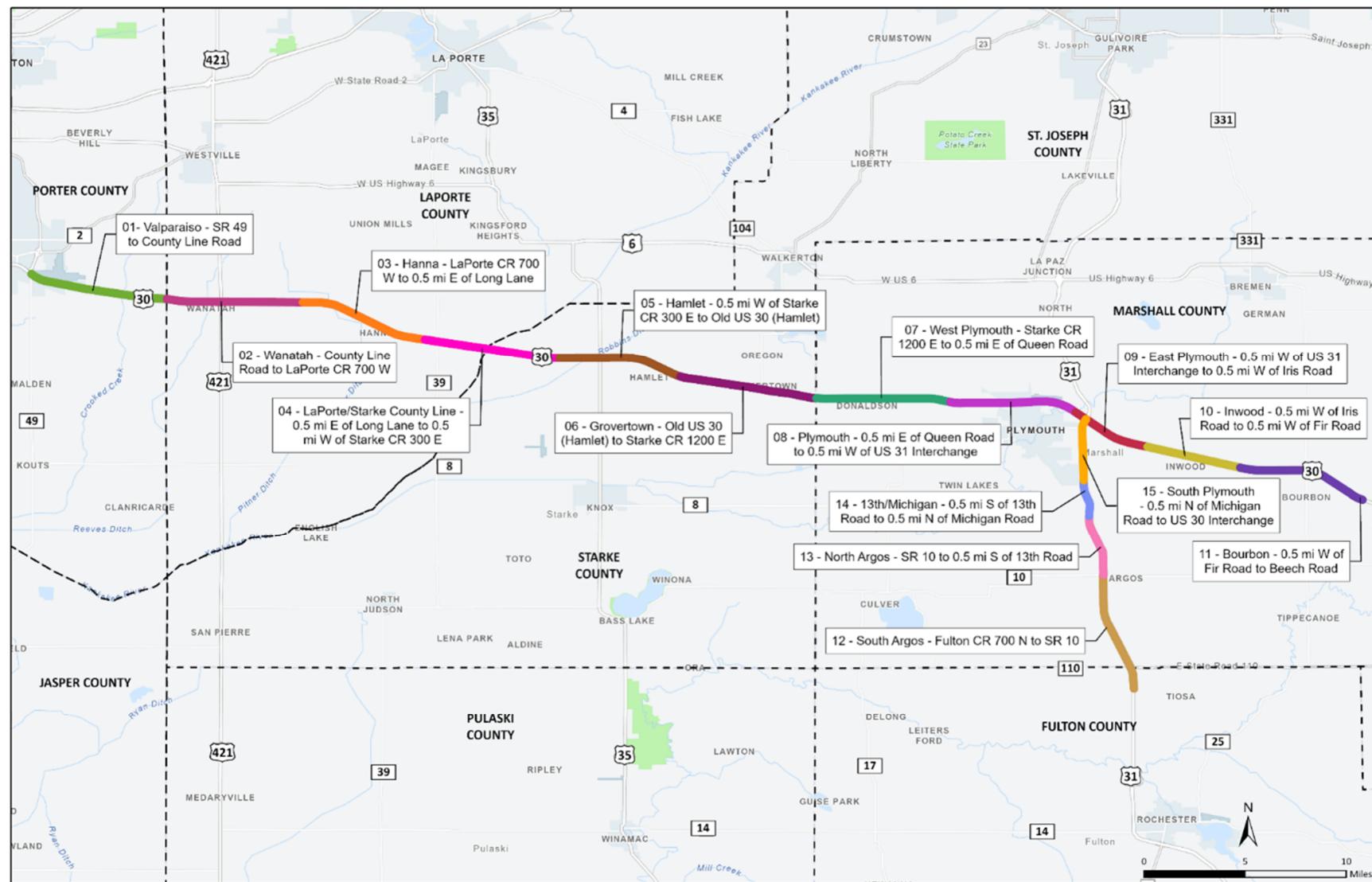
The Level 3 screening included both qualitative and quantitative factors to enable a relative assessment of costs, benefits, and impacts to eliminate unreasonable alternatives. It also included a detailed analysis of varied access management strategies for the planning segments in the study area. The purpose of this analysis was to better understand relative costs, benefits, and impacts of different access management strategies along the study corridor for all users.

As discussed in Section 1, the goal of the ProPEL US 30 West study was to identify a reasonable range of alternatives; therefore, the ProPEL US 30 West study does not result in a single recommended alternative. The Level 3 screening evaluated a range of improvement packages for each planning segment, including some with more access control (e.g., a freeway) and some with less access control on US 30 and US 31 that would provide public access points more in line with existing conditions. The improvement packages considered in the Level 3 screening report represent different facility types that could be applied to the US 30 West corridor.

The Level 3 screening applies an eight-step evaluation process which is summarized as follows:

- **Step 1 – Define Planning Segments.** The study corridor was divided into sections called planning segments. This approach helped to avoid potential negative impacts from focusing only on a single intersection without analyzing the impacts the intersection improvements could have upstream and downstream within the planning segment. Planning segments were named based on their geographic area. The planning segments for the US 30 West study area are depicted in **Figure 4-2**.

Figure 4-2 ProPEL US 30 West Planning Segments



- **Step 2 – Alternatives Pre-Screening.** The Level 2 screening included consideration of similar intersection improvements, such as reduced conflict intersections (RCI), restricted crossing U-turns (RCUT), and/or boulevard left turn (BVL) intersections. The pre-screening was conducted at all intersections where these improvements were carried forward from the Level 2 screening. This pre-screening process prioritized the RCI first, followed by the RCUT or BVL based on Synchro traffic analysis. This was done to align with the goal of implementing a free-flow corridor long-term. Other primary concepts considered in the 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, such as widening the median at an intersection. These concepts met some needs of the corridor but were not considered in the improvement packages or Level 3 screening because their overall impact is lower than other concepts included in the improvement packages. However, these options are still viable for improvements at the specific locations analyzed in Level 2 and could be considered in future projects along the corridor.
- **Step 3 – Define Improvement Packages.** For each planning segment, comprehensive sets 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, interchange spacing guidelines, access management principles, and improvements at secondary intersections.
- **Step 4 – Evaluate Safety and Mobility.** The safety and mobility performance of each improvement package was determined through a multi-step evaluation process that considered twelve criteria. The criteria included:
 - Total number of conflict points
 - Number of crossing conflict points
 - Percent reduction in crossing conflict points
 - Estimate of crossing crashes prevented over 20-year life cycle
 - Cost-effectiveness index
 - Average travel time along US 30 and US 31
 - Average distance between US 30 and US 31 access points
 - Average distance between US 30 and US 31 crossing points
 - Cross street mobility compared to No-Build
 - Number and type of residential driveways
 - Number and type of commercial driveways
 - Number and type of field access points

Step 5 – Refined Conceptual Design and Estimate Costs. The conceptual designs from the Level 2 screening were refined during the Level 3 screening process to:

- Consider results of the safety and mobility analysis, as well as the overall context of each improvement package.
- Describe improvements at secondary intersections.
- Avoid and minimize adverse impacts to the human and natural environment.
- Minimize costs.

Planning-level construction and right-of-way acquisition costs were then estimated for each of the improvement packages using the refined conceptual designs.

- **Step 6 – Evaluate Environmental Resource Impacts.** Each package was analyzed against known environmental constraints in each planning segment to determine the potential impacts.
- **Step 7 – Evaluate Study Goals.** Study area goals were considered as part of the Level 3 screening using the measured of effectiveness to comparatively evaluate the improvement packages.

- **Step 8 – Evaluate Improvement Packages.** The different measures for safety and mobility, impacts to environmental resources, and costs were collectively considered for each improvement package within each planning segment. Unreasonable alternatives were eliminated from further consideration.

The results of the Level 3 screening are summarized in **Figures 4-3 to 4-17**.

Cohesive improvement packages based on certain access management strategies were evaluated in the Level 3 screening to show potential interoperability between intersections and to be able to assess potential impacts relative to each other. Improvement packages are not intended to be completely rigid and improvements from different packages could be mixed and matched in future studies.

A stated goal of the PEL process is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them (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 after 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.

The *Draft Level 3 Screening Report* was published on the study website and made available in local libraries for public review and comment on November 12, 2024, and the public comment period extended through December 13, 2024. Additionally, the report was distributed to federal, state, and local resource agencies as well as the tribal nations for review and comment. Two in-person public information meetings were held in the study area during the public comment period. A virtual resource agency and cultural resources stakeholder coordination meeting was held on December 4, 2024. After considering the comments received from the public, agencies, and tribes, the Level 3 screening report was finalized in June 2025.

For further information on the Level 3 screening, including details on methodology, screening results, as well as comments received during the public comment period and responses to them, please see the *ProPEL US 30 West Final Level 3 Screening Report* in **Appendix G**. Please see **Section 5** for further information regarding public involvement and agency coordination efforts related to the Level 3 screening.

Figure 4-3 Segment 1 Improvement Packages

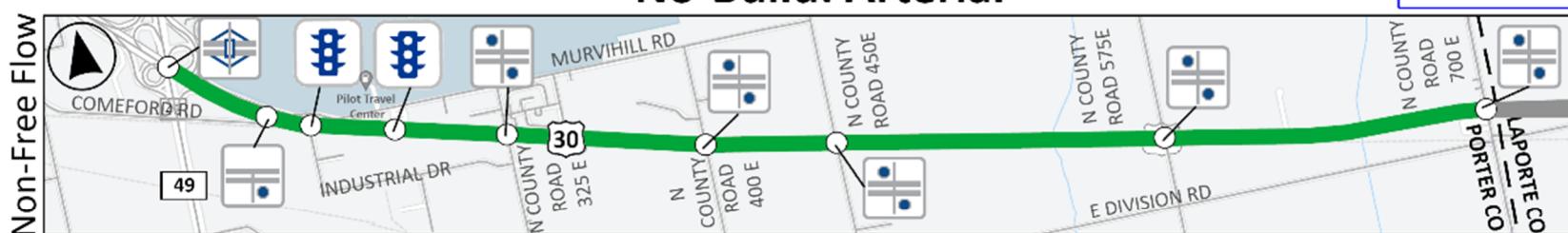
Level 3 Screening

US 30 West Study Area | US 30 | Valparaiso Segment

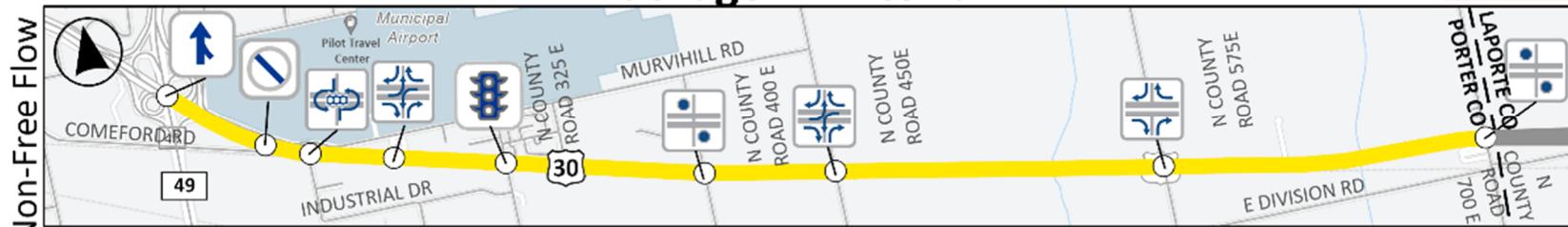
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



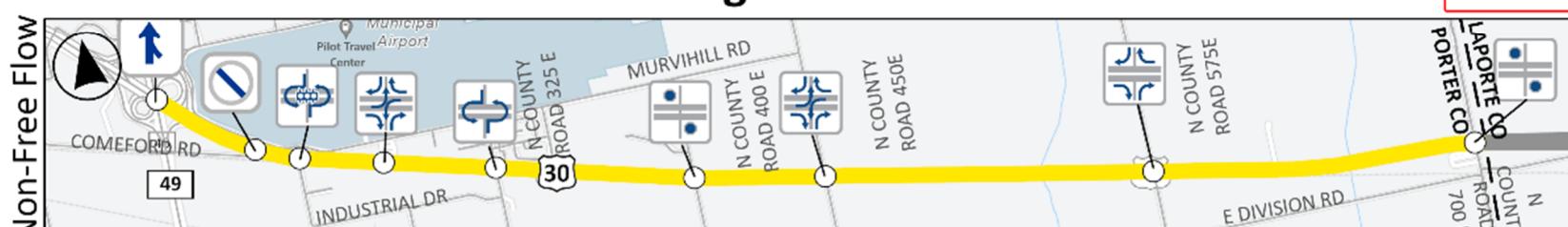
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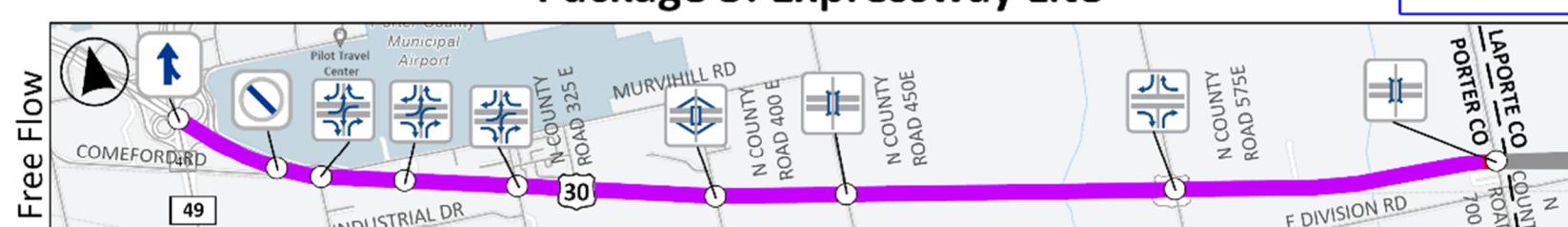
Package 1: Arterial



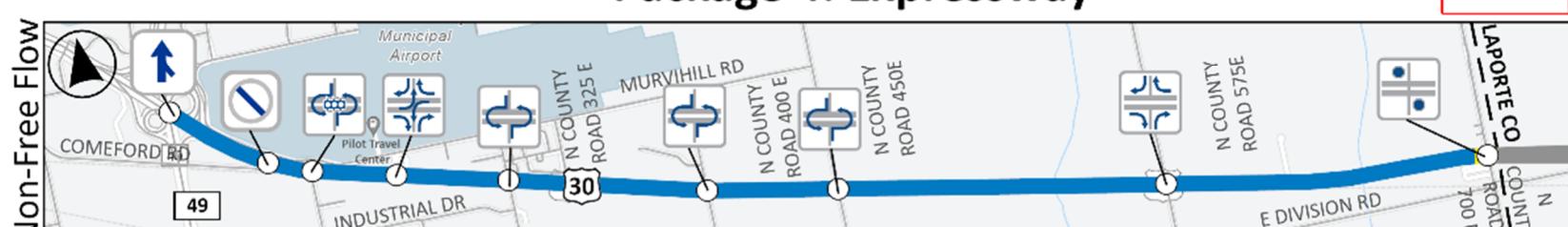
Package 2: Arterial



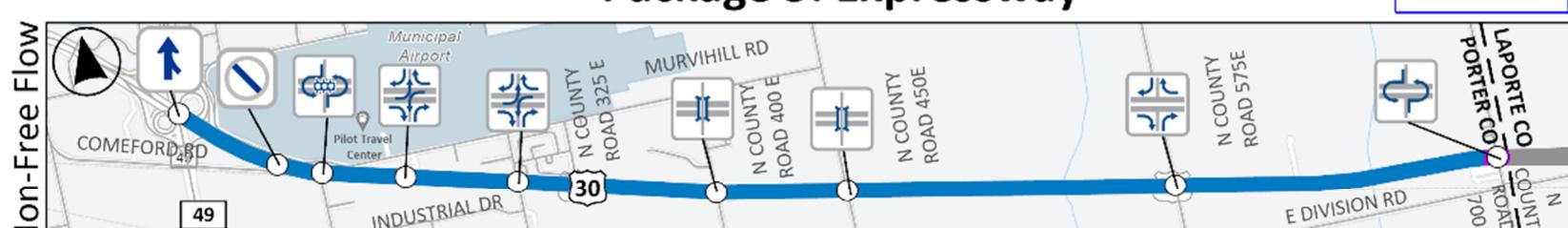
Package 3: Expressway Lite



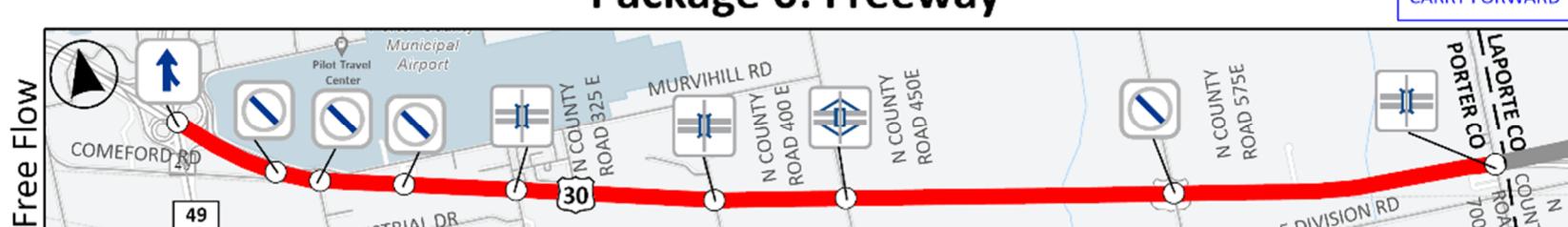
Package 4: Expressway



Package 5: Expressway



Package 6: Freeway



INTERSECTION TYPES:

- Two-Way Stop Controlled Intersection
- Signal
- Reduced Conflict Intersection (Unsignalized)
- Right-In/Right-Out Intersection

- Restricted Crossing U-Turn
- Intersection Closed
- Directional
- One-Way Stop
- Controlled Intersection

ACCESS CONTROL METHODS:

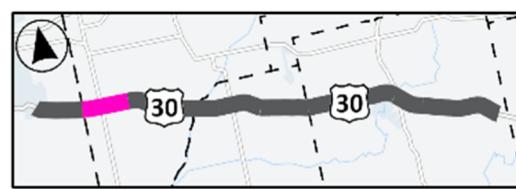
- Add/Extend Accel/Decel Lanes
- Interchange
- Overpass
- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, all residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- PARTIAL ACCESS, all driveways RIRO, select median openings provided
- 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

Figure 4-4 Segment 2 Improvement Packages

Level 3 Screening

US 30 West Study Area | US 30 | Wanatah Segment

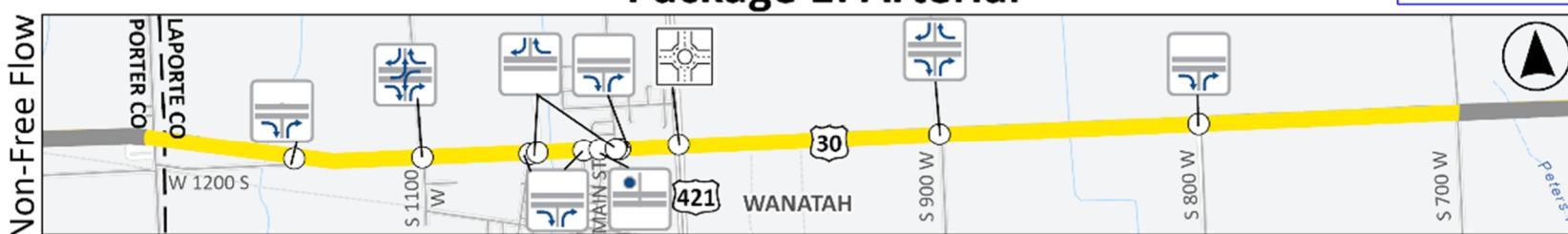
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



No-Build: Arterial



Package 1: Arterial



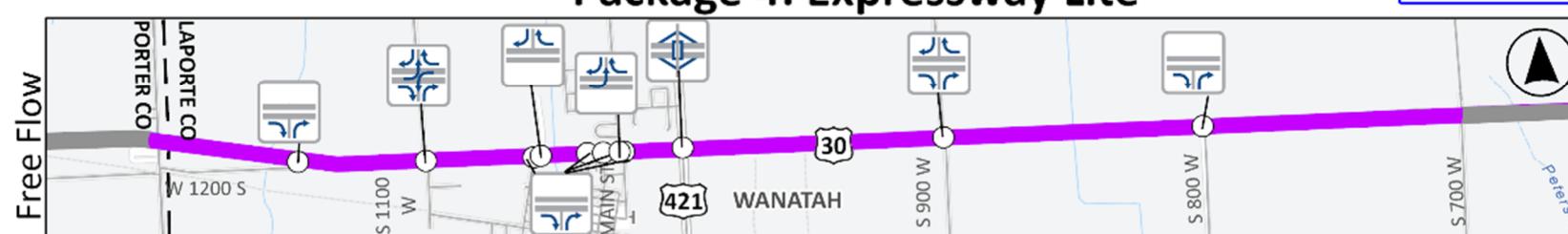
Package 2: Arterial



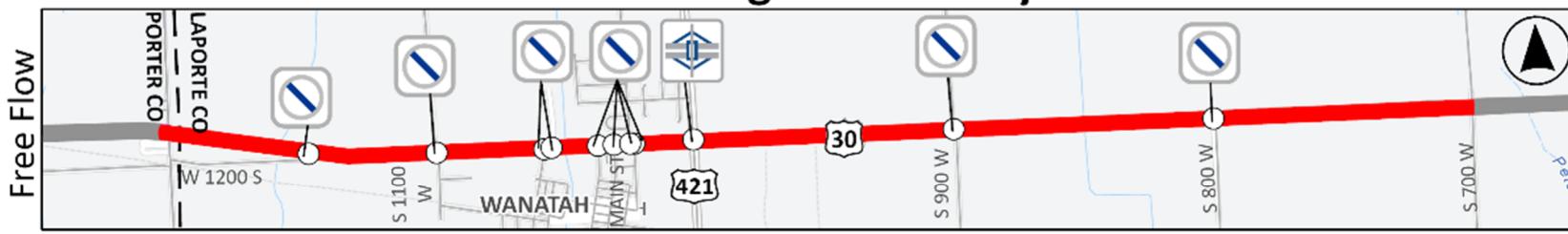
Package 3: Arterial



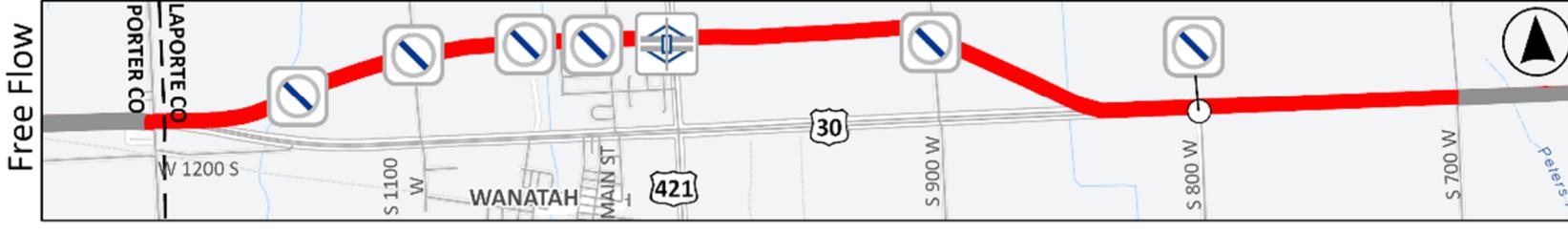
Package 4: Expressway Lite



Package 5: Freeway



Package 6: Freeway



INTERSECTION TYPES:

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

ACCESS CONTROL METHODS:

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

Figure 4-5 Segment 3 Improvement Packages

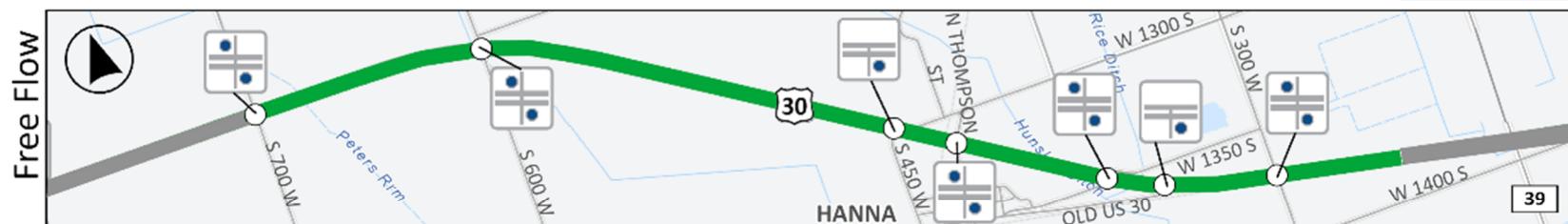
Level 3 Screening

US 30 West Study Area | US 30 | Hanna Segment

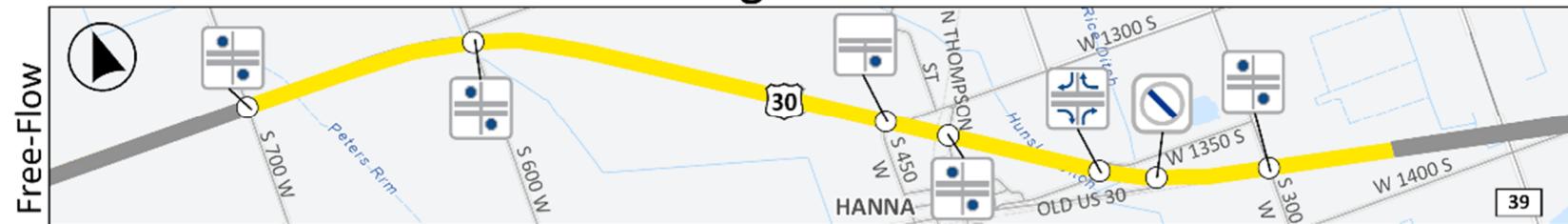
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



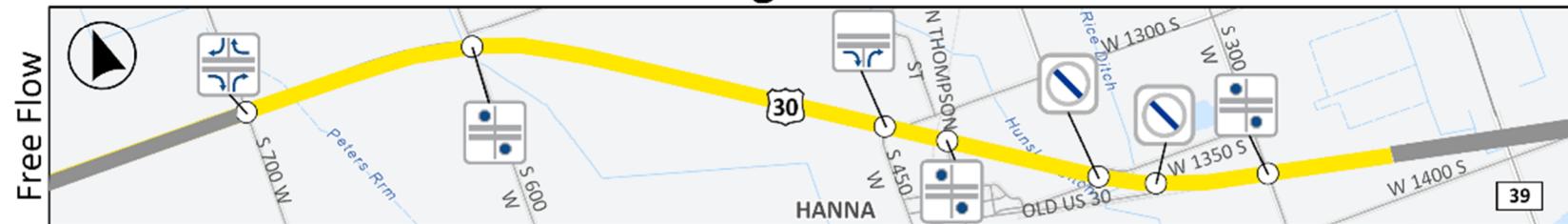
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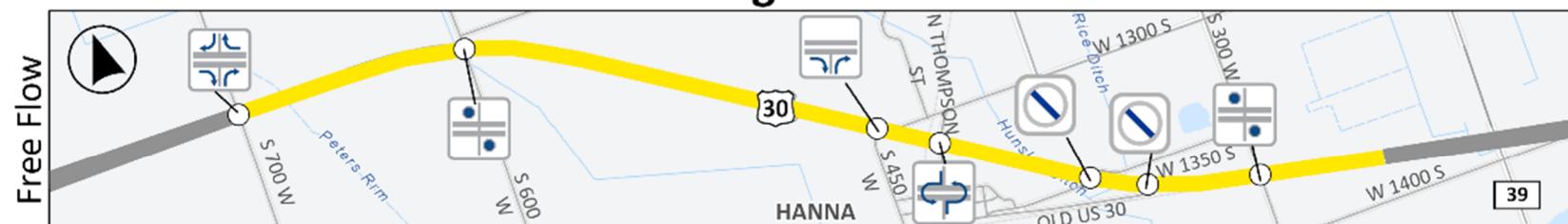
Package 1: Arterial



Package 2: Arterial



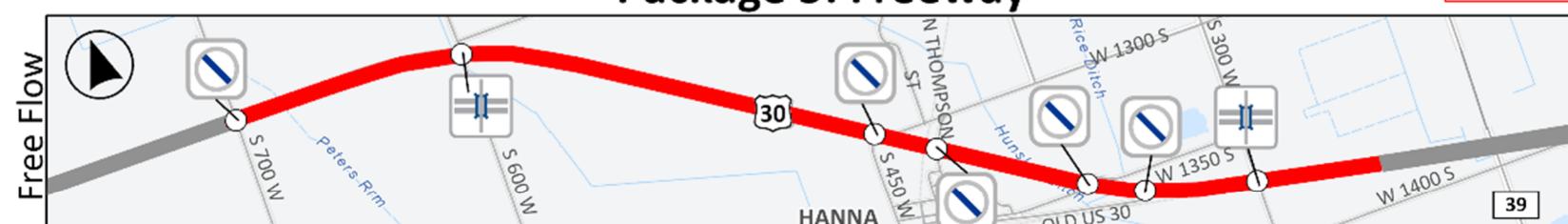
Package 3: Arterial



Package 4: Expressway Lite



Package 5: Freeway



Package 6: Freeway



INTERSECTION TYPES:

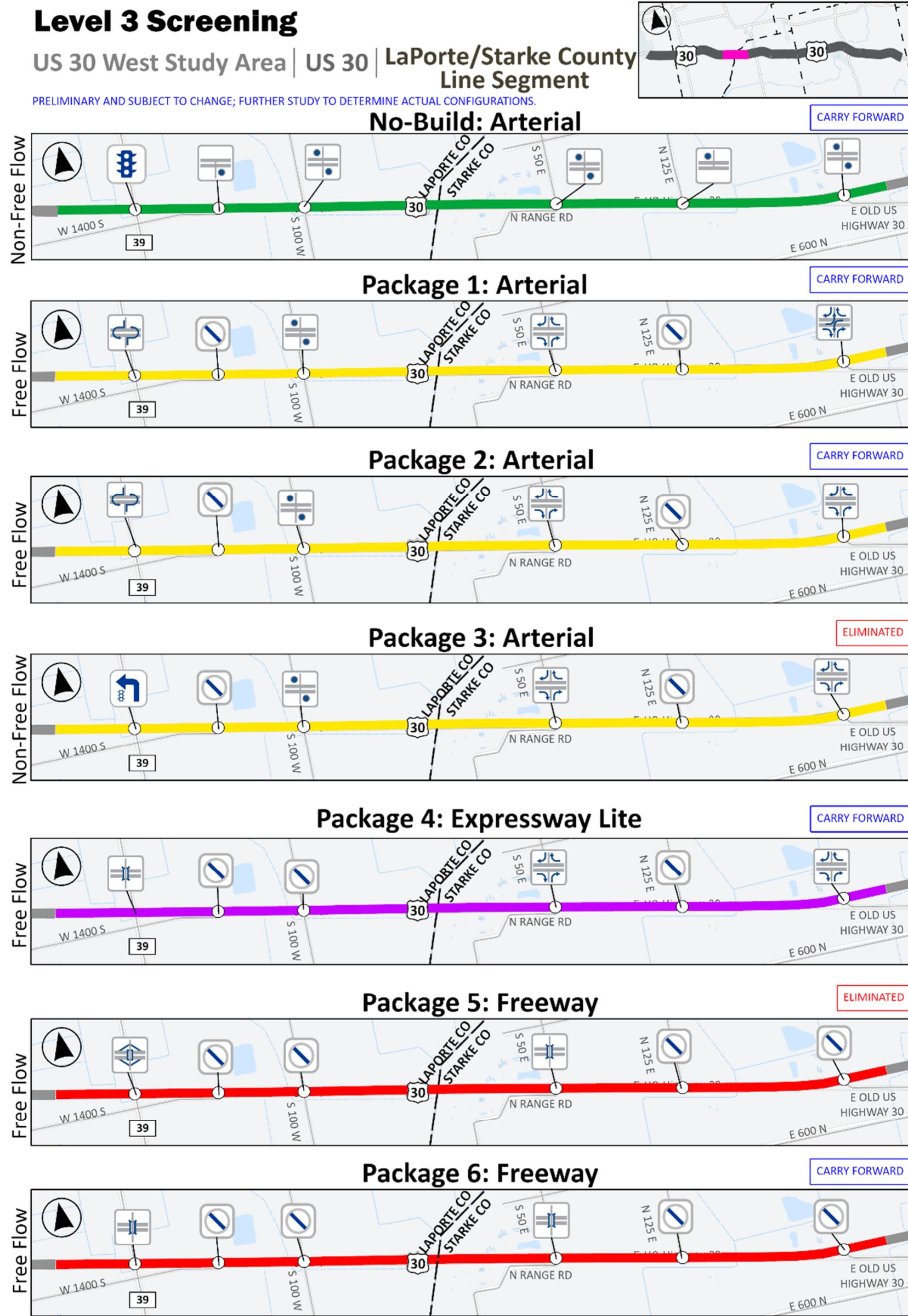
- Intersection Closed
- Two-Way Stop Controlled
- Intersection
- Interchange
- Overpass

- Right-In/Right-Out Intersection
- Reduced Conflict Intersection (Unsignalized)
- One-Way Stop Controlled Intersection

ACCESS CONTROL METHODS:

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

Figure 4-6 Segment 4 Improvement Packages

**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
- 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

Figure 4-7 Segment 5 Improvement Packages

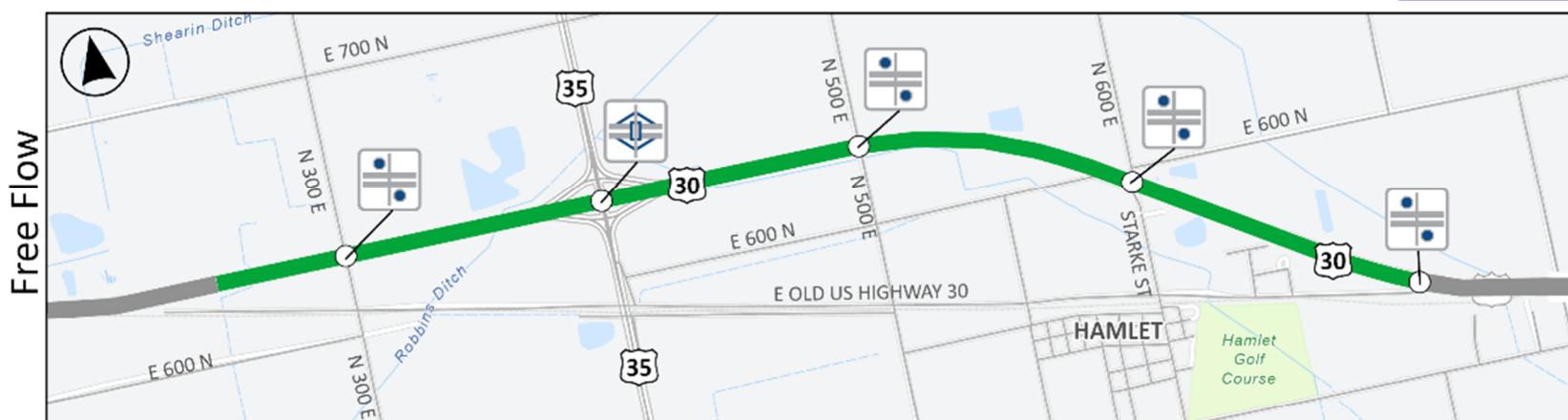
Level 3 Screening

US 30 West Study Area | US 30 | Hamlet Segment

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

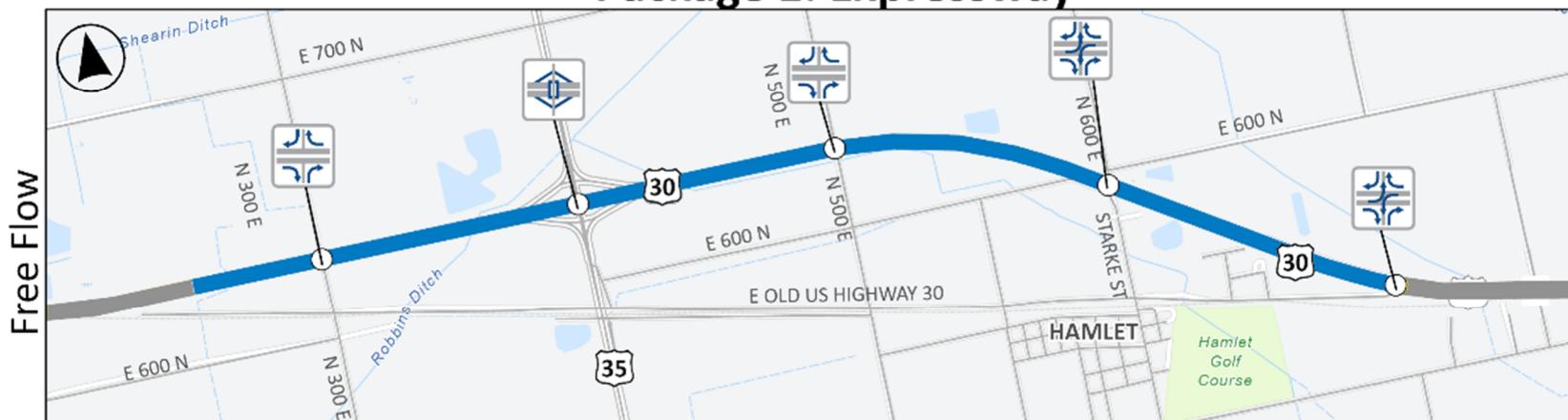


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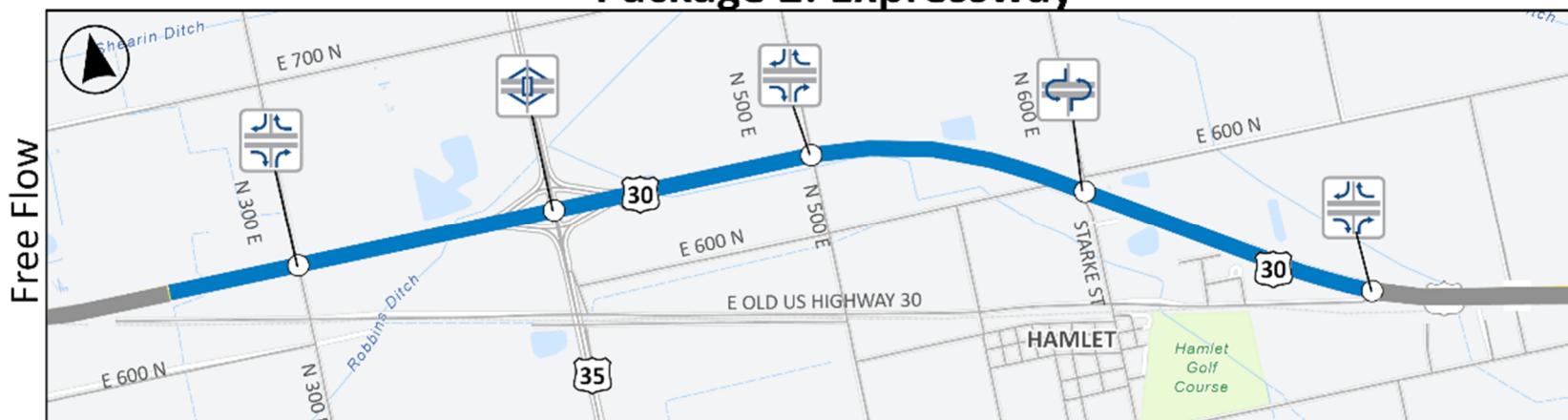
CARRY FORWARD

Package 1: Expressway



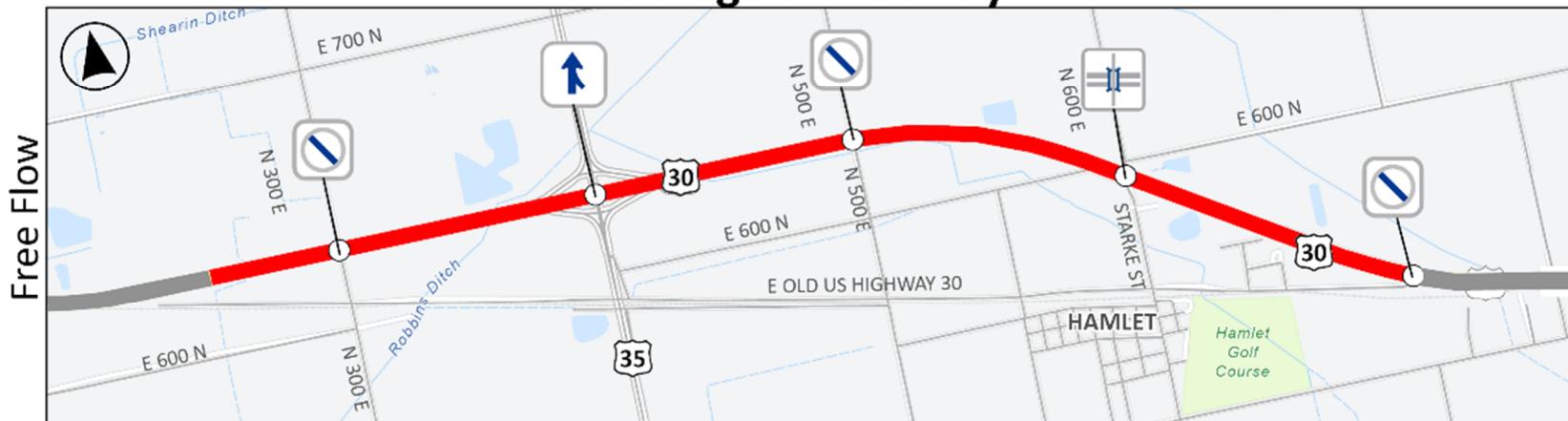
CARRY FORWARD

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

ACCESS CONTROL METHODS:

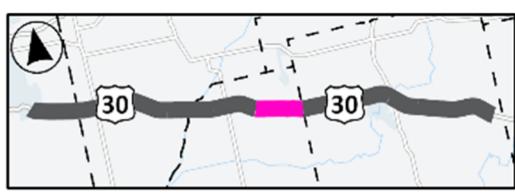
- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

Figure 4-8 Segment 6 Improvement Packages

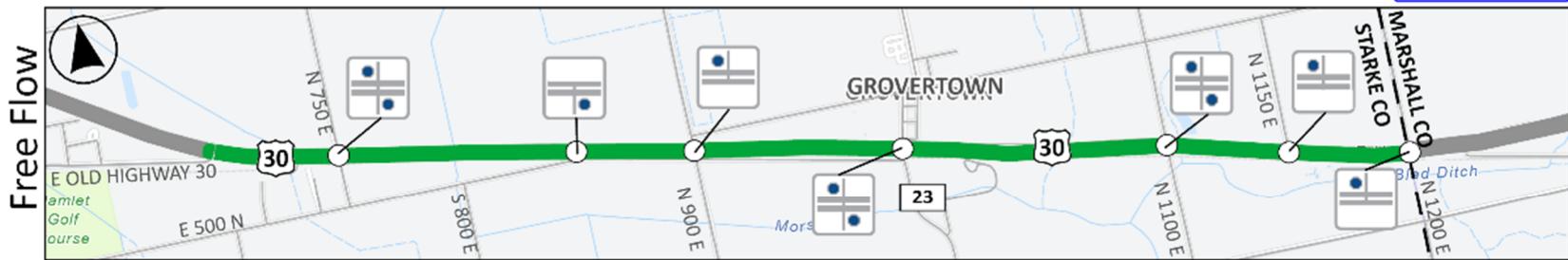
Level 3 Screening

US 30 West Study Area | US 30 | Grovertown Segment

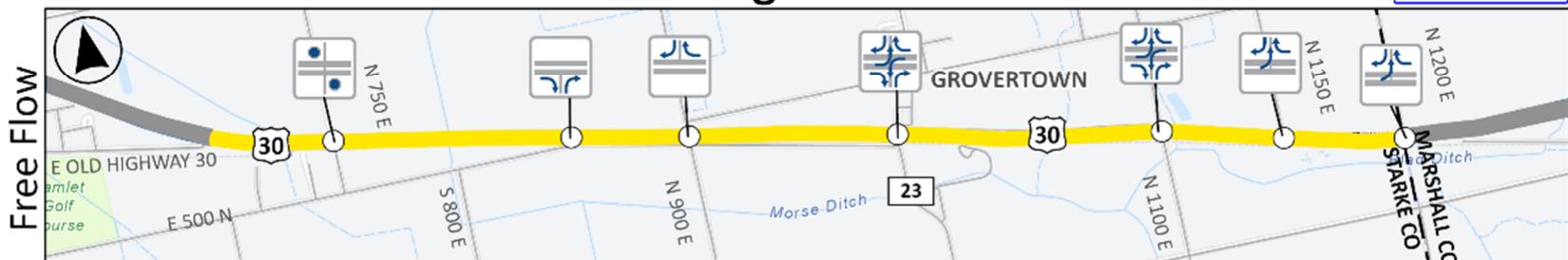
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



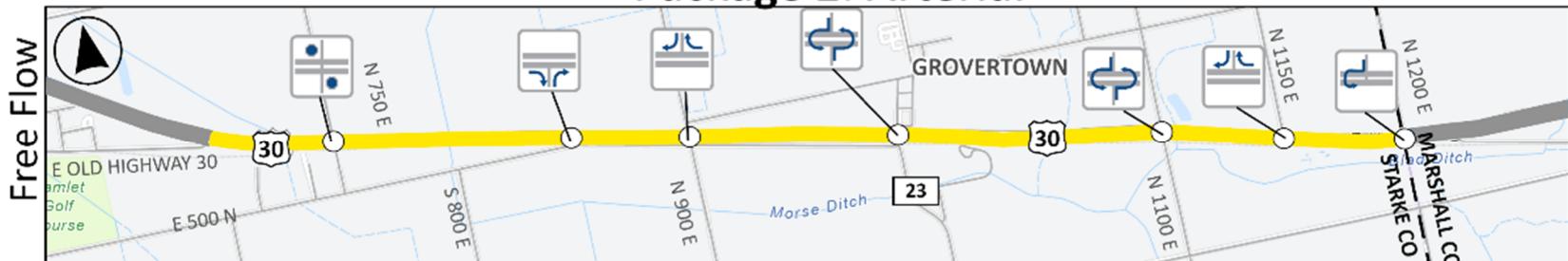
No-Build: Arterial



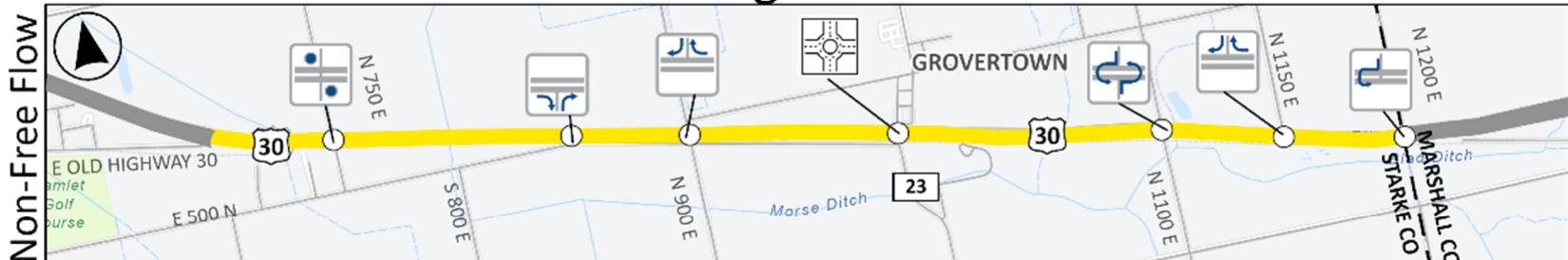
Package 1: Arterial



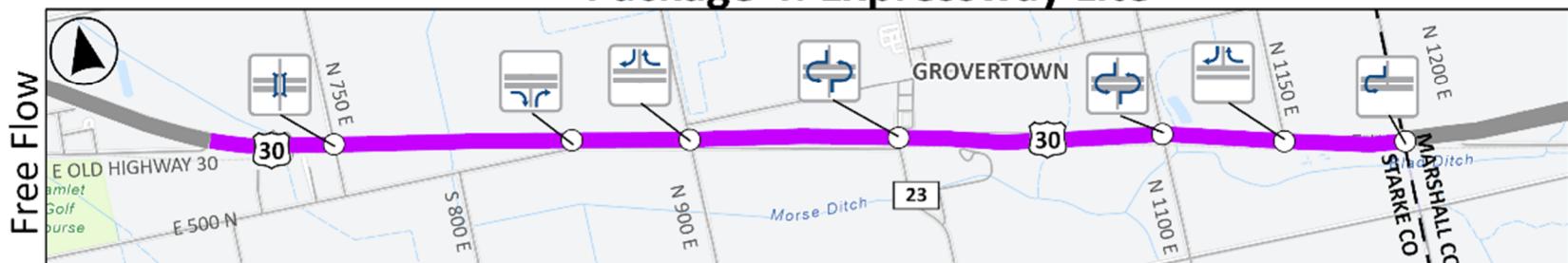
Package 2: Arterial



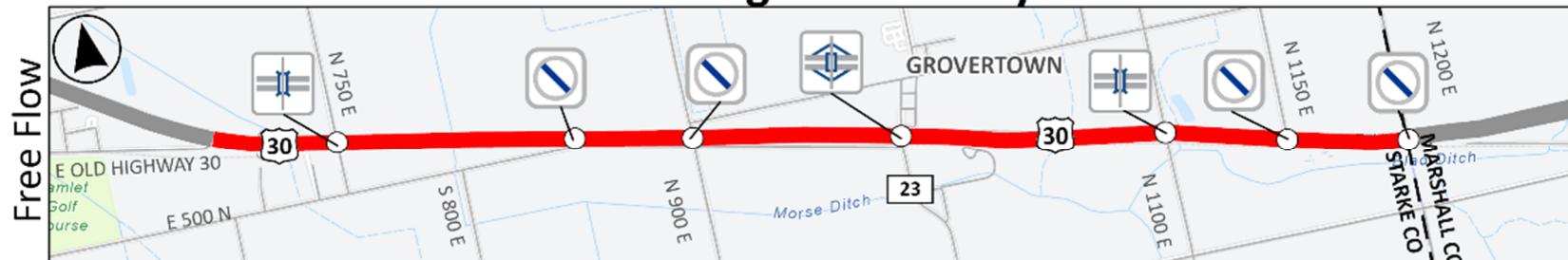
Package 3: Arterial



Package 4: Expressway Lite



Package 5: Freeway



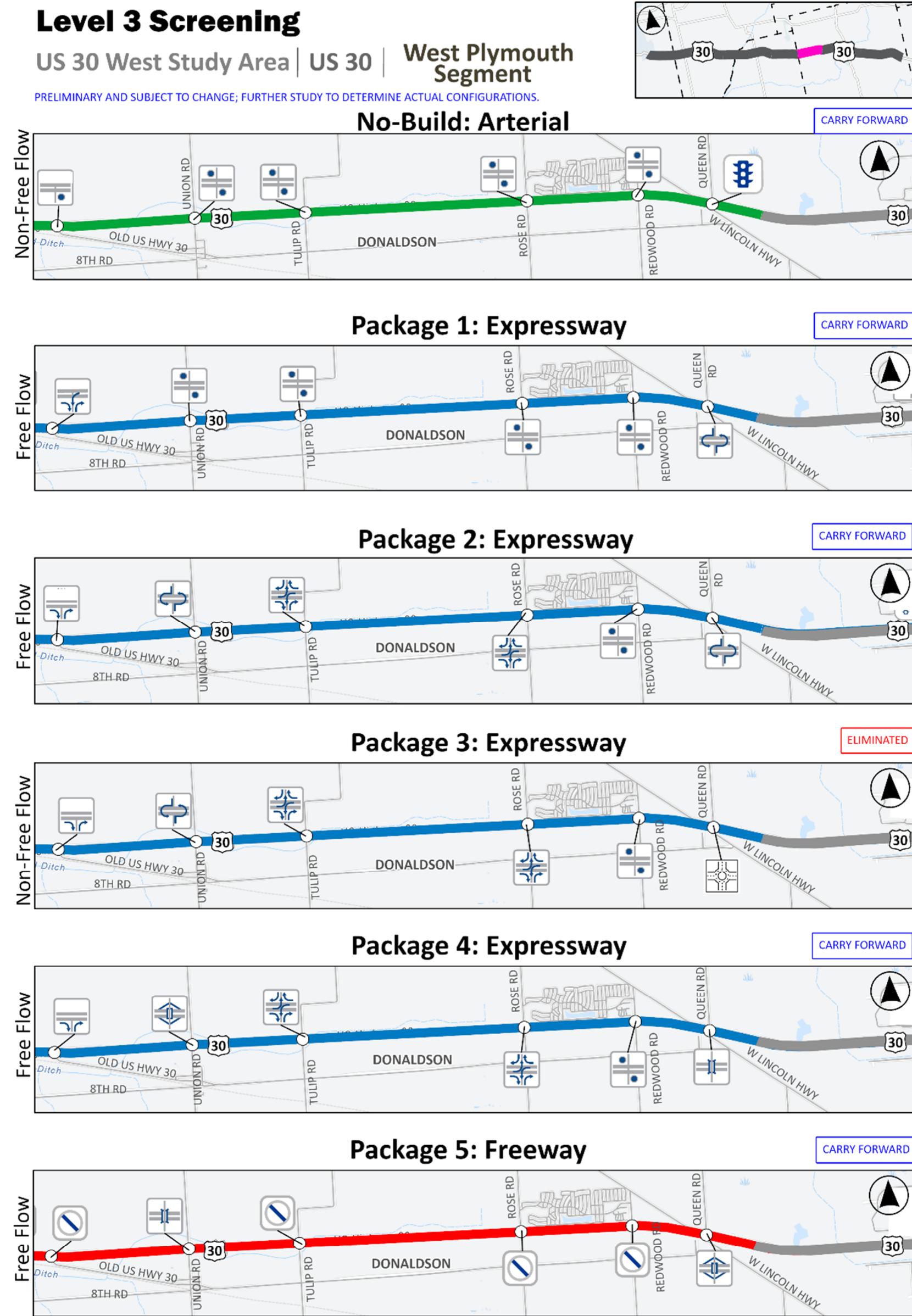
INTERSECTION TYPES:

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

ACCESS CONTROL METHODS:

- One-Way Stop Controlled
- Reduced Conflict Intersection (Unsignalized)
- Directional
- Roundabout
- Overpass
- 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

Figure 4-9 Segment 7 Improvement Packages

**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:

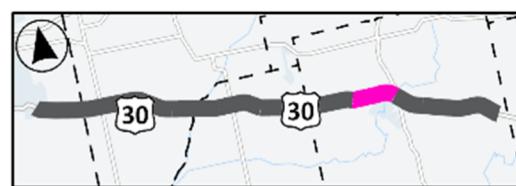
- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

Figure 4-10 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



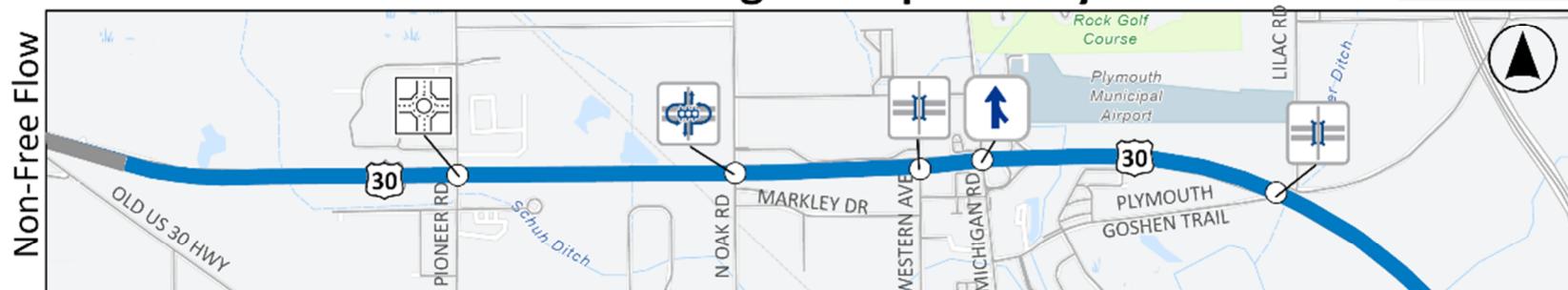
ELIMINATED

Package 2: Expressway



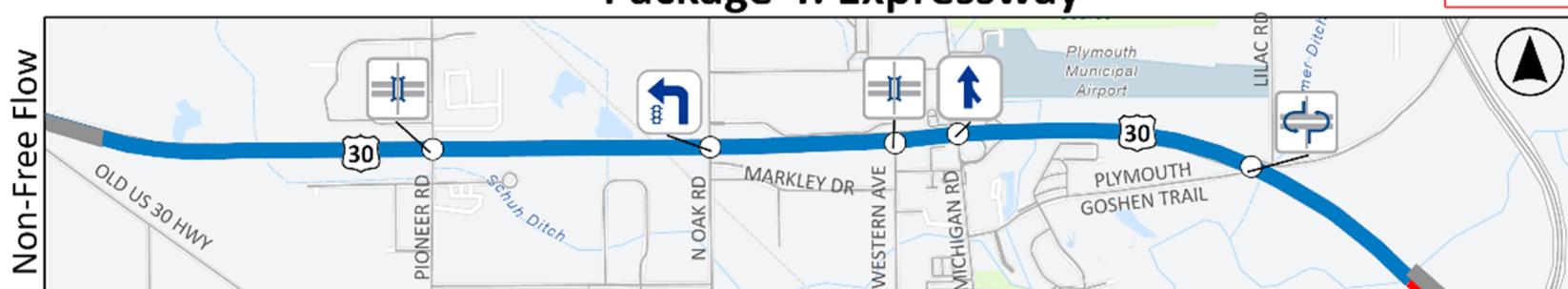
ELIMINATED

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

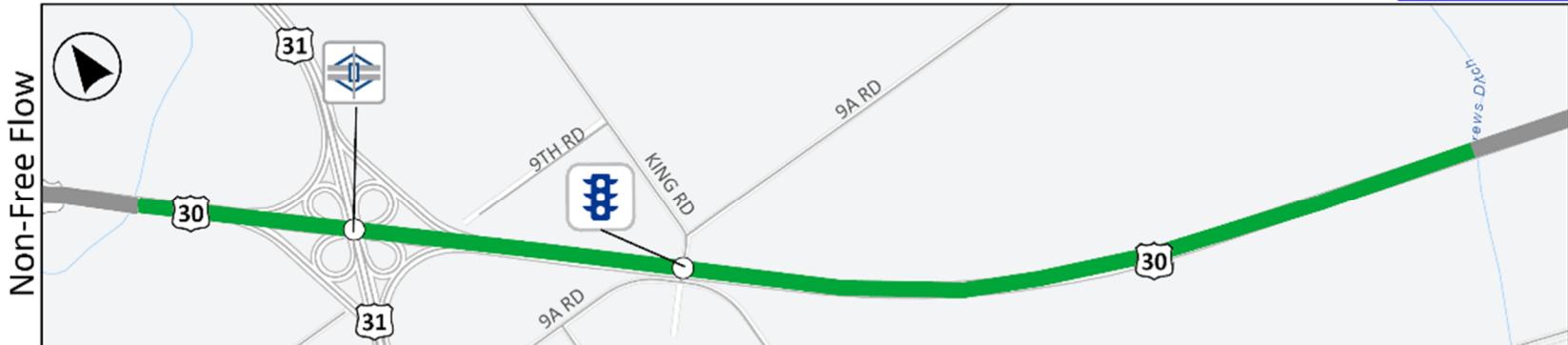
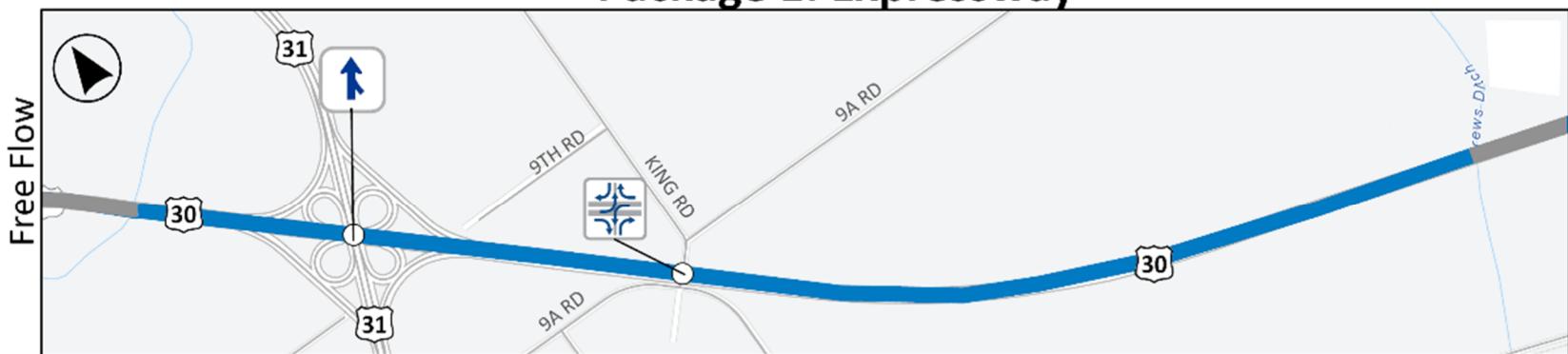
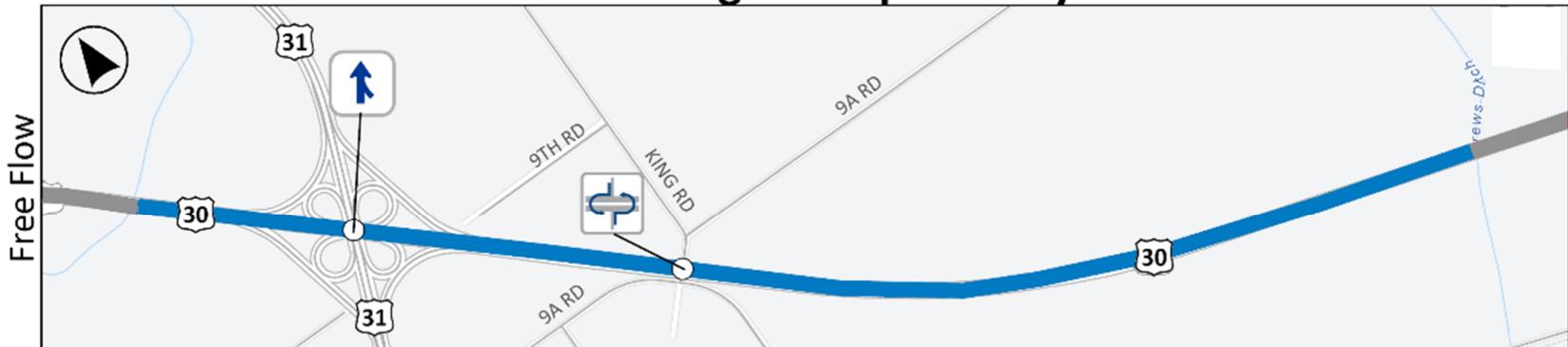
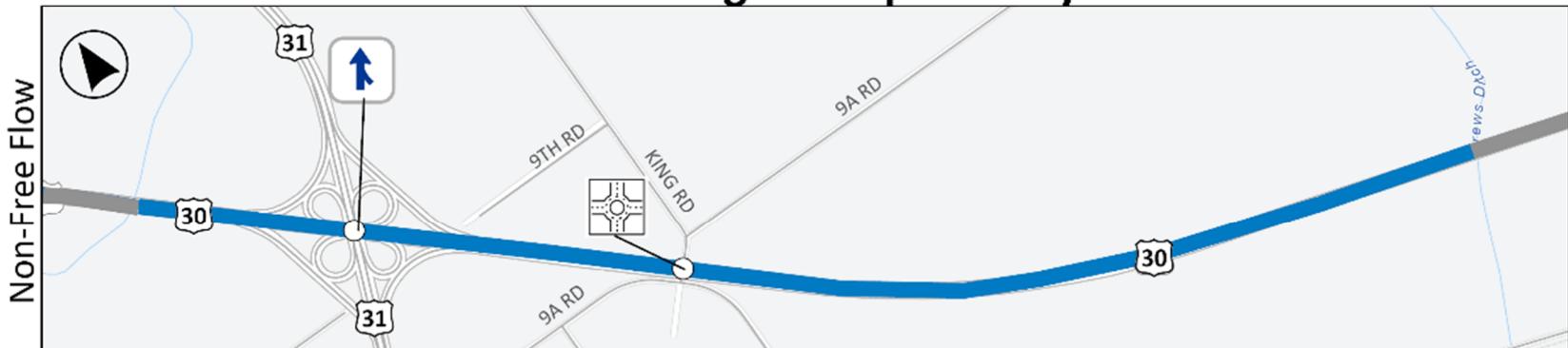
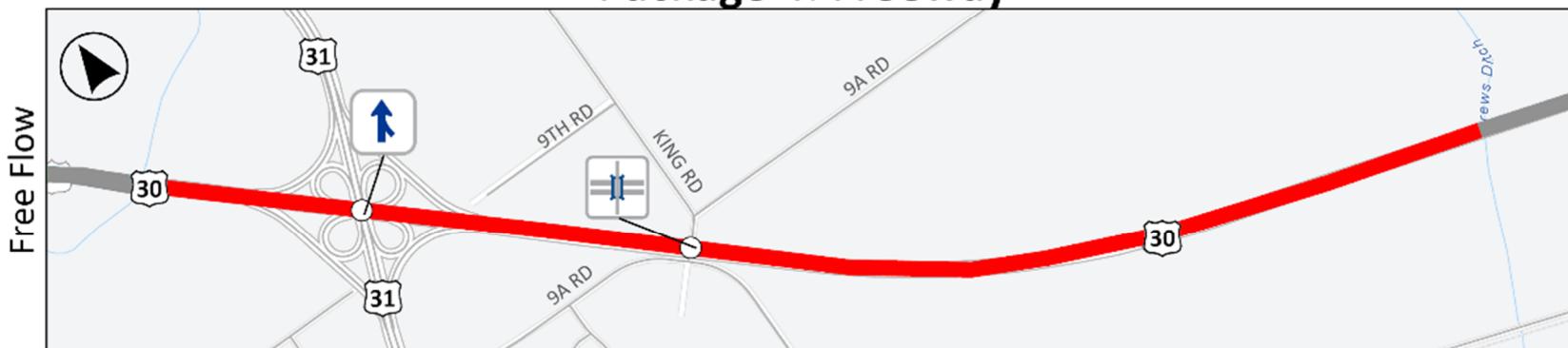
ACCESS CONTROL METHODS:

- 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

Figure 4-11 Segment 9 Improvement Packages

Level 3 Screening**US 30 West Study Area | US 30 | East 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: Freeway**

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

INTERSECTION TYPES:

- Signal
- Add/Extend Accel/Decel Lanes
- Interchange
- Roundabout

ACCESS CONTROL METHODS:

- Reduced Conflict Intersection (Unsignalized)
- Overpass
- Directional

- 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

Figure 4-12 Segment 10 Improvement Packages

Level 3 Screening

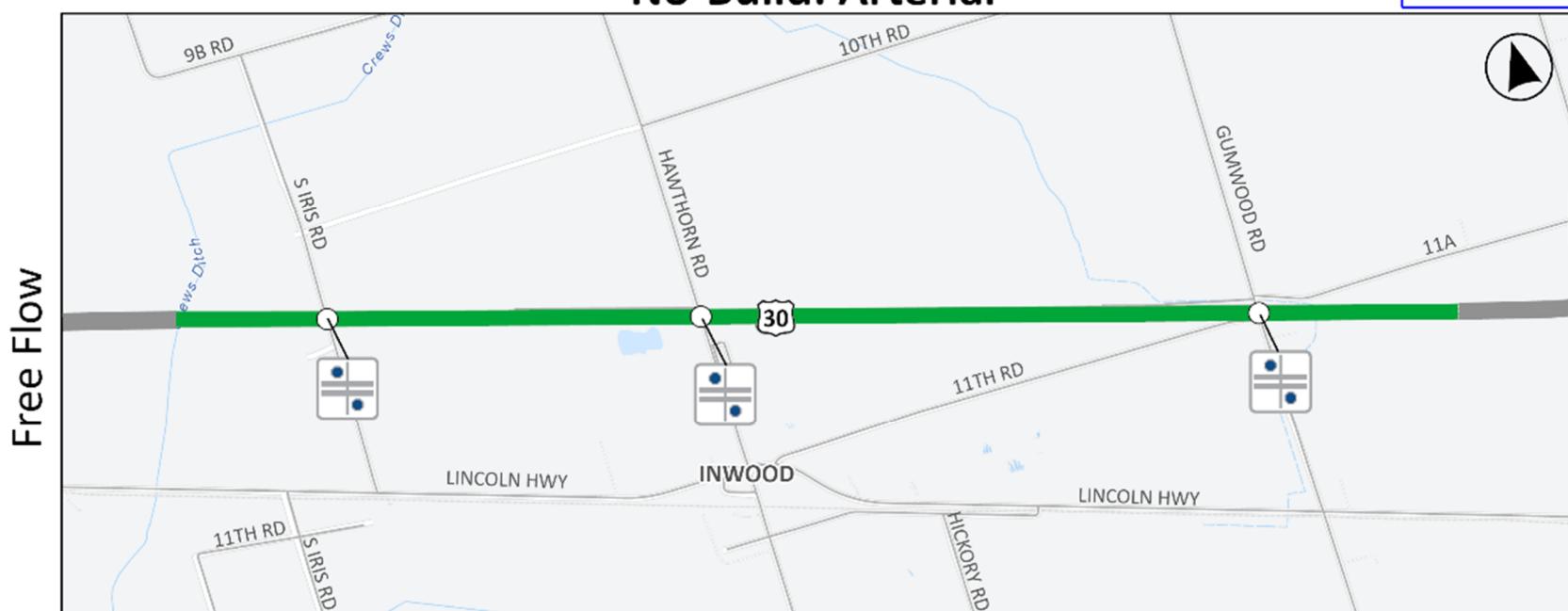
US 30 West Study Area | US 30 | Inwood Segment

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



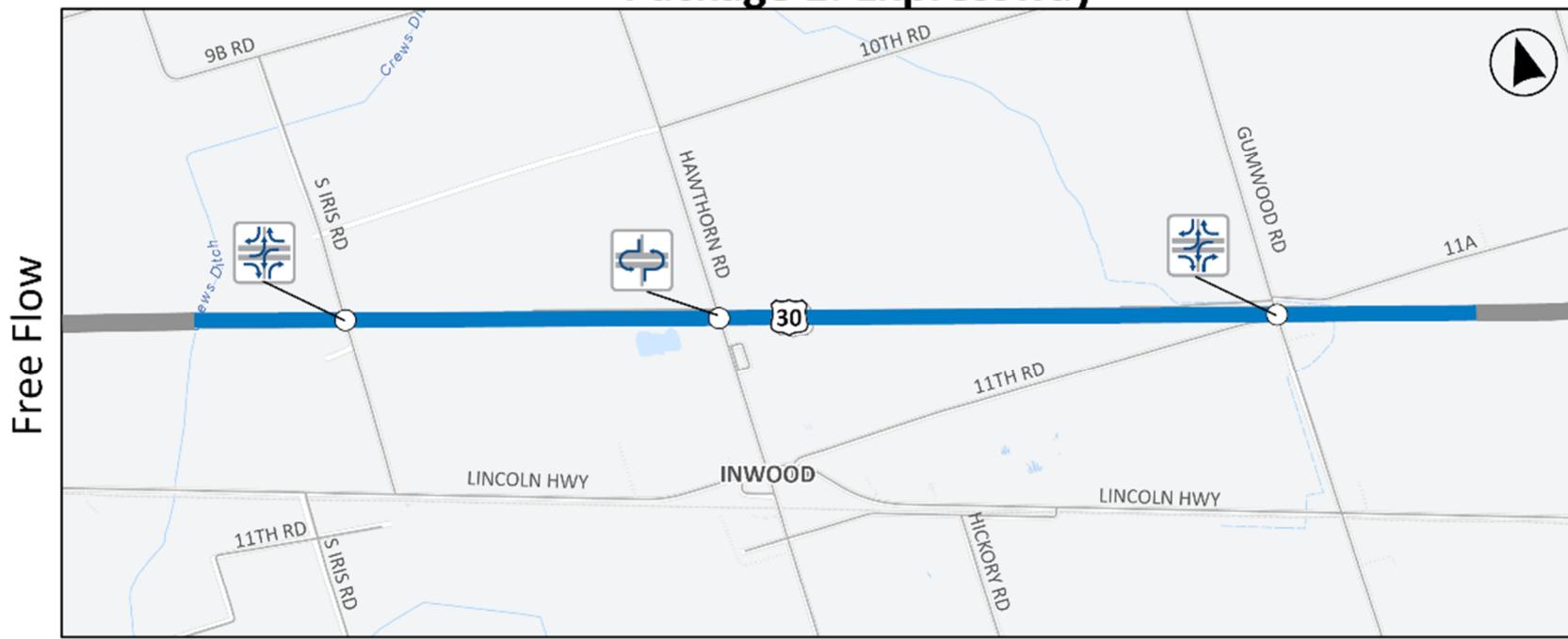
No-Build: Arterial

CARRY FORWARD



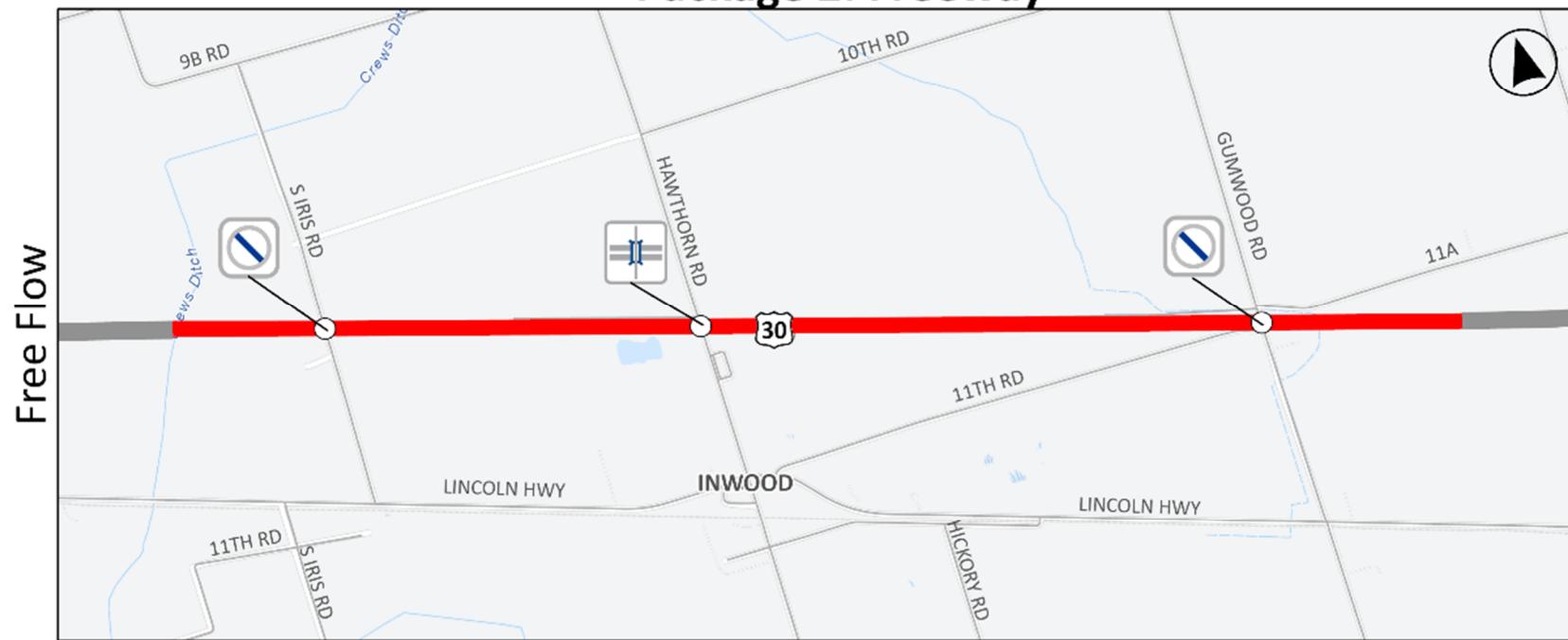
Package 1: Expressway

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

Figure 4-13 Segment 11 Improvement Packages

Level 3 Screening

US 30 West Study Area | US 30 | Bourbon Segment

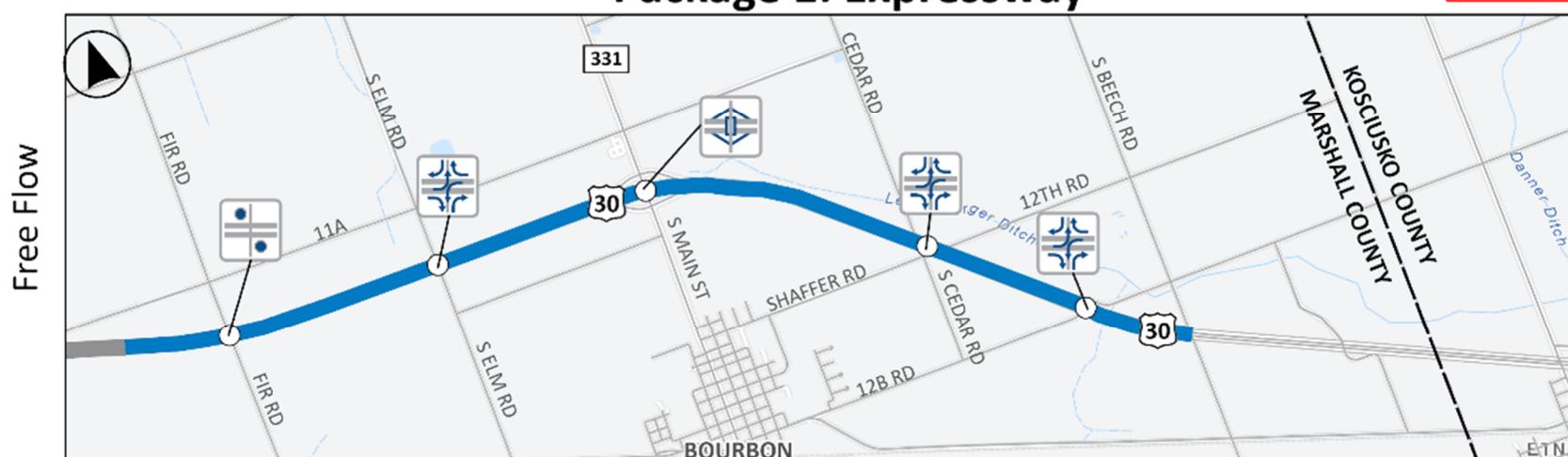
PRELIMINARY AND SUBJECT TO CHANGE; FURTHER STUDY TO DETERMINE ACTUAL CONFIGURATIONS.



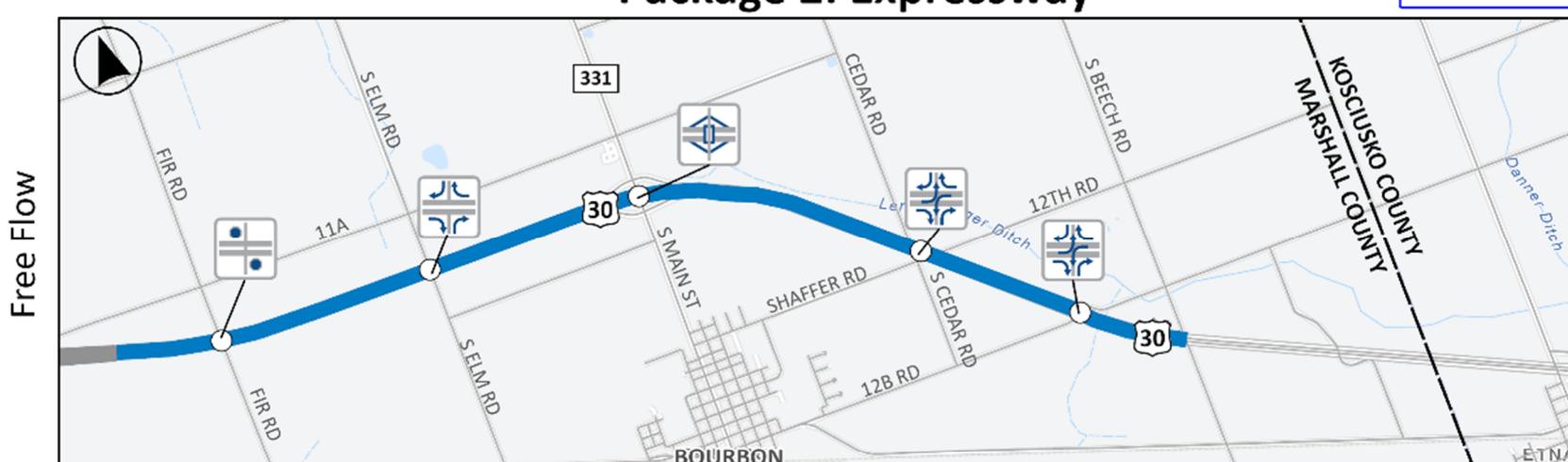
No-Build: Arterial



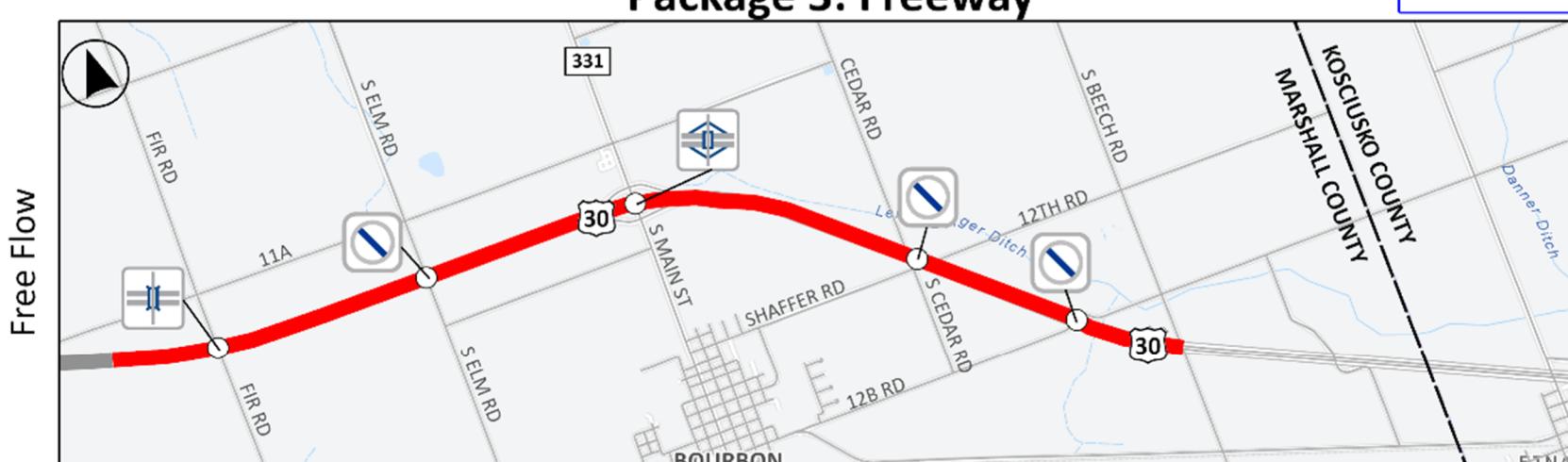
Package 1: Expressway



Package 2: Expressway



Package 3: 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
- Overpass

- Right-In/Right-Out Intersection
- Directional

ACCESS CONTROL METHODS:

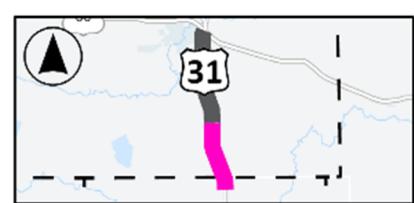
- MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
- PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
- LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

Figure 4-14 Segment 12 Improvement Packages

Level 3 Screening

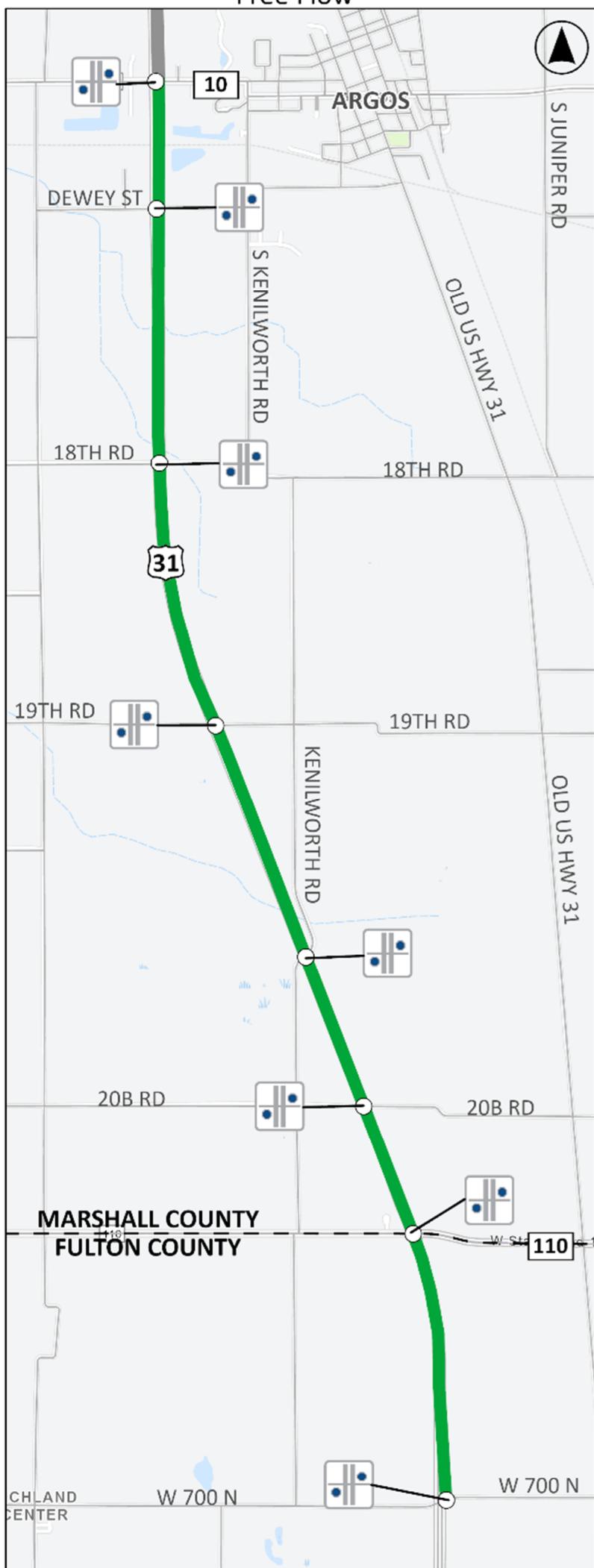
US 30 West Study Area | US 31 | South Argos Segment

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

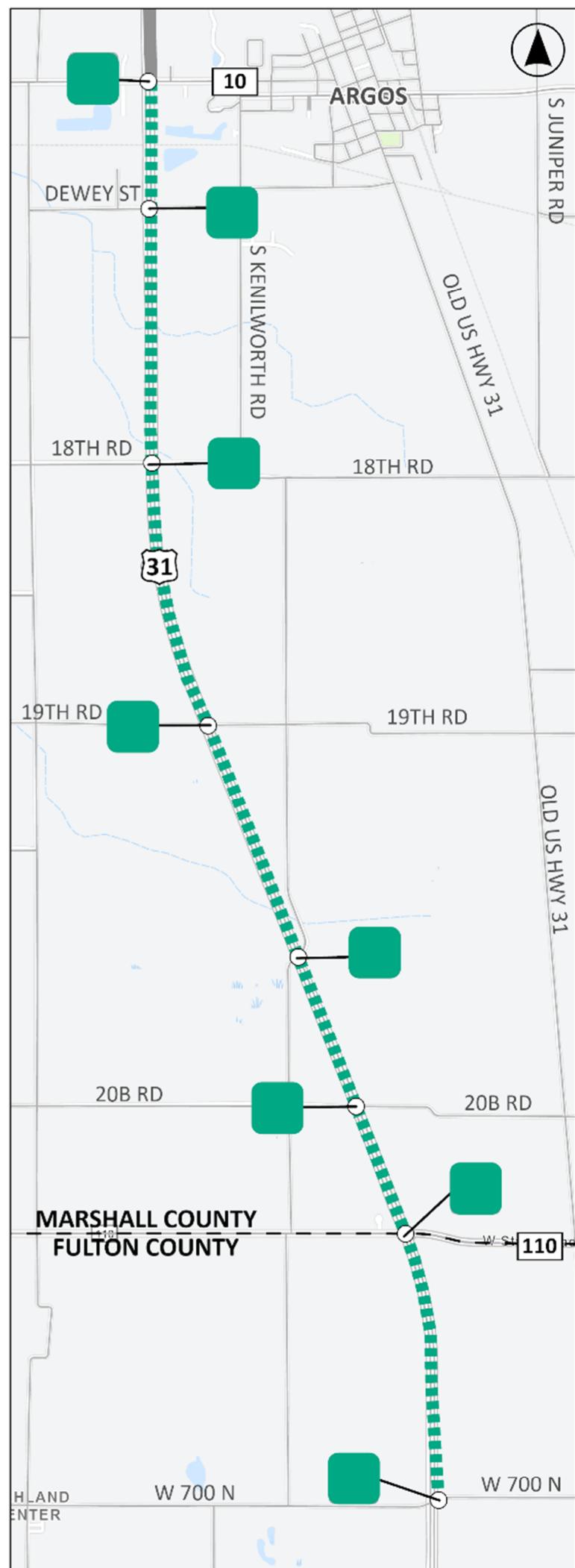


No-Build: Arterial

Free Flow



Package 1: Separate INDOT Project



INTERSECTION TYPES:



Two-Way Stop Controlled Intersection



Separate INDOT Project

ACCESS CONTROL METHODS:



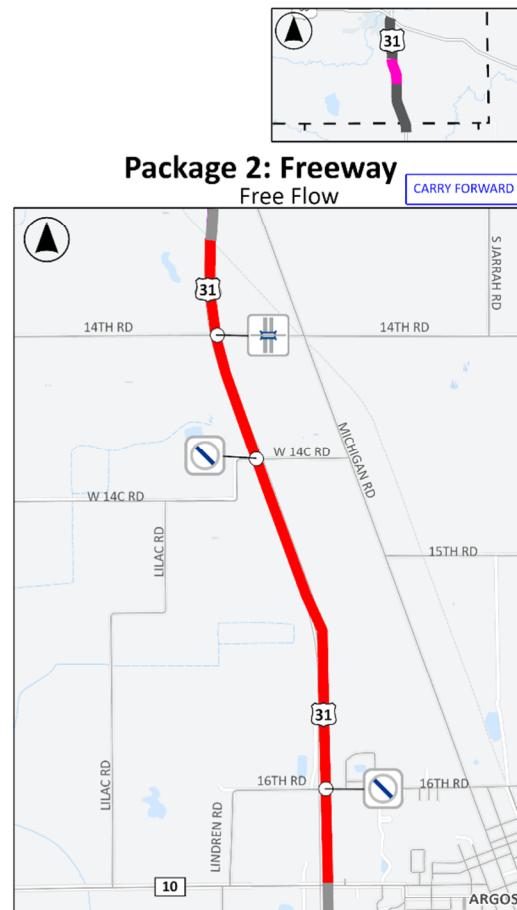
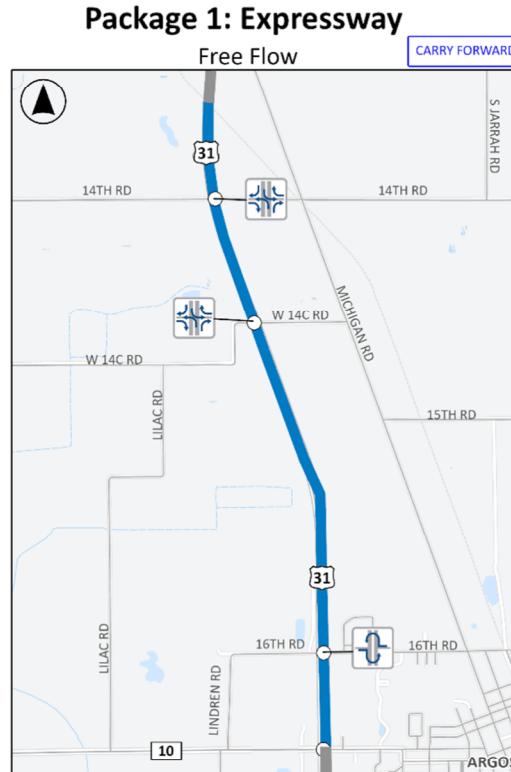
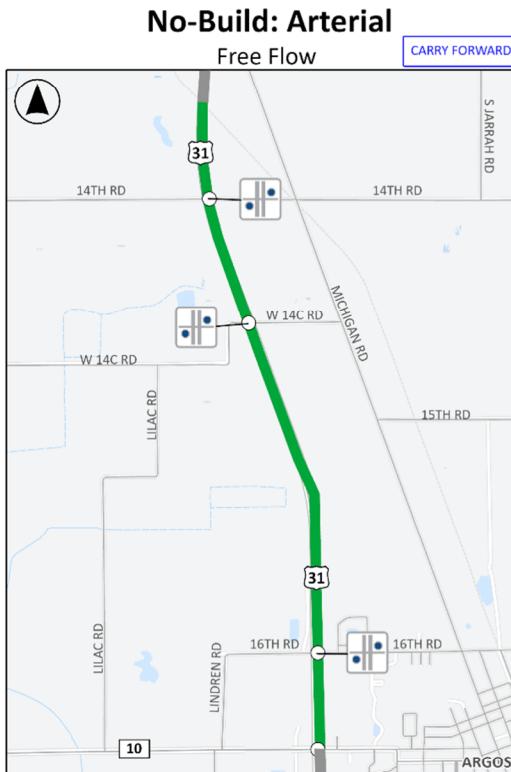
MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided

Figure 4-15 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.



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:

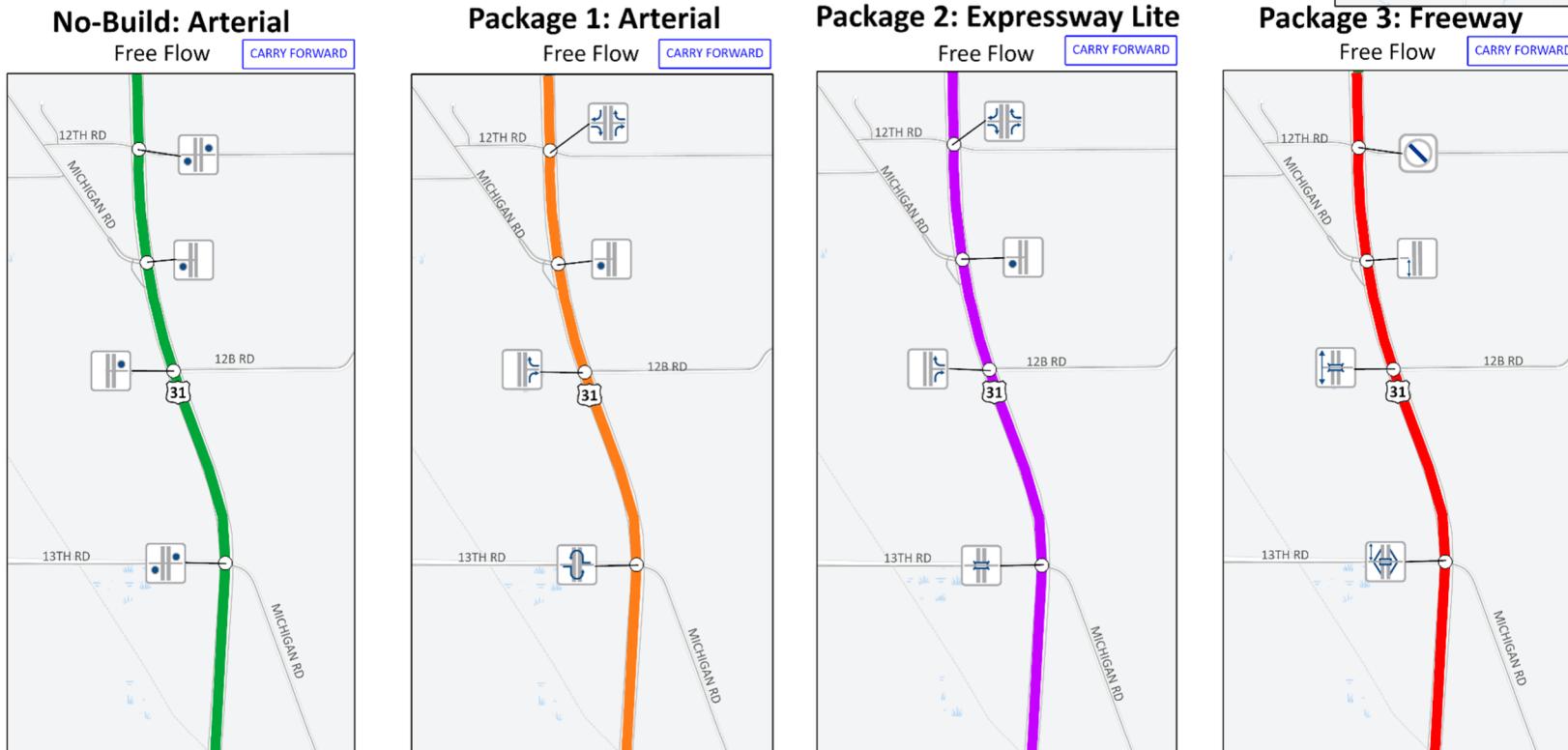
-  MINIMAL ACCESS CONTROL, driveways have full access, median openings are provided
-  PARTIAL ACCESS, no driveway access, at grade intersections allowed, median openings not allowed
-  LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

Figure 4-16 Segment 14 Improvement Packages

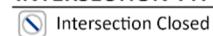
Level 3 Screening

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

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



INTERSECTION TYPES:



Intersection Closed



Two-Way Stop Controlled Intersection



Reduced Conflict Intersection (Unsignalized)



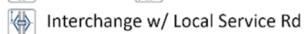
Directional



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

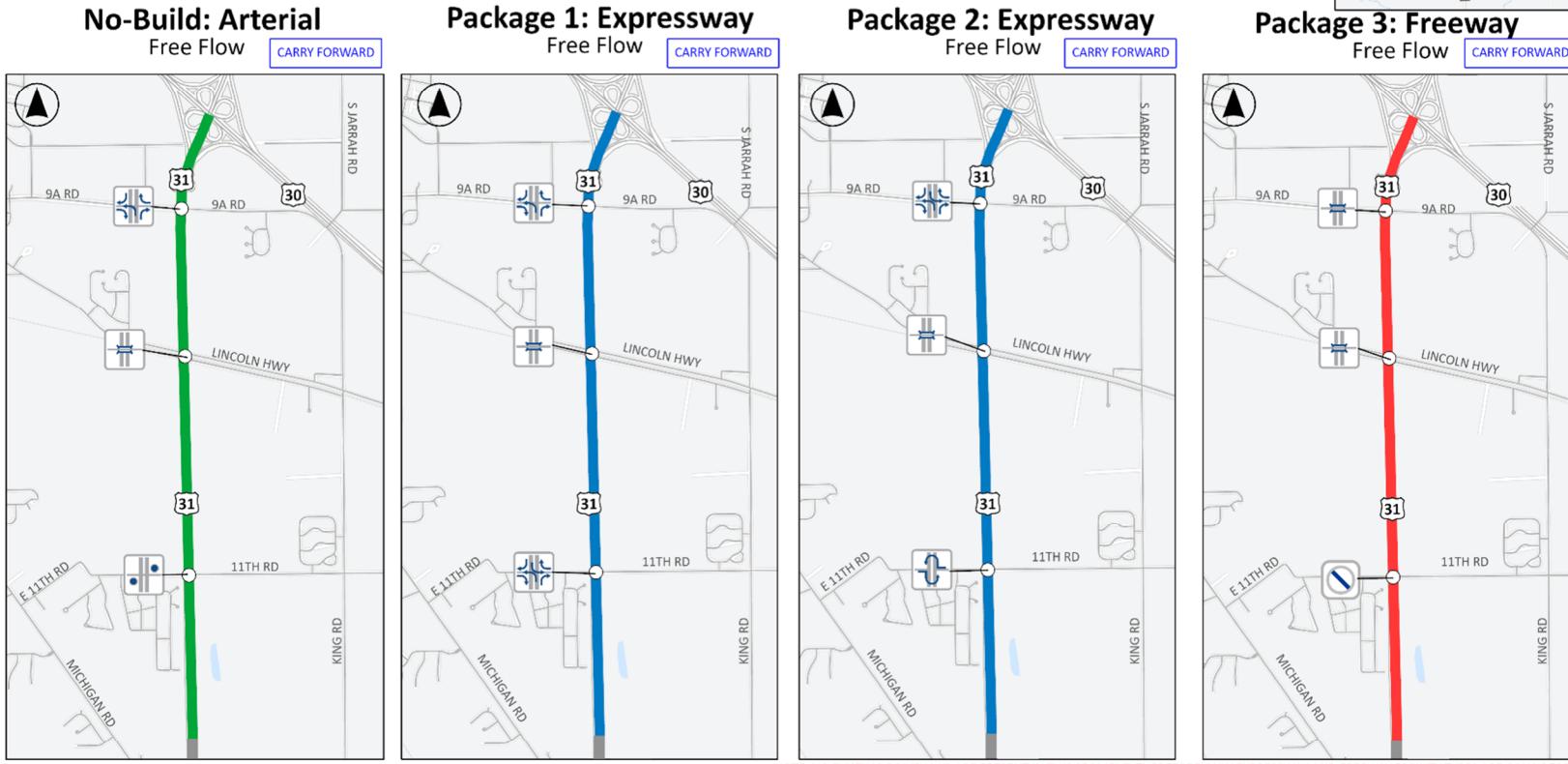
LIMITED ACCESS, no driveway access, crossroads are grade separated or closed; median openings not allowed

Figure 4-17 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.



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

5. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

5.1. INTRODUCTION

As an INDOT planning initiative, the ProPEL US 30 and US 31 studies are data driven and fueled by feedback. Feedback from residents, motorists, businesses, and others was vital to the success of the studies. Engagement efforts included resource agency and tribal coordination, Stakeholder Advisory Committees, targeted stakeholder meetings, community office hours, community outreach events (such as fairs and festivals), and public information meetings. The ProPEL US 31 South study team gathered and considered feedback throughout the study process. The study team gathered and considered feedback throughout the study process. Outreach and formal comment periods were organized around key milestones of the study, including:

- **Vision and Scoping:** The purpose of this outreach was to introduce and define the PEL study process; kick off the ProPEL US 30 and US 31 studies (all four studies); identify specific goals of the US 30 West study; discuss proposed analysis methodologies; and solicit input on the fit and function of study corridor. Fit and function discussions included future corridor vision, specific transportation concerns, environmental resources of concern, and community goals.
- **Purpose and Need:** The engagement efforts during this phase reported on insights gained during the Vision and Scoping phase; shared data gathered from engineering and technical assessments; provided an overview of the transportation issues (needs) and desired outcomes (purpose) identified for the US 30 West study area; solicited input on study goals and the draft purpose and need statement; and previewed next steps.
- **Alternatives Analysis:** This phase included three distinct alternatives analysis and screening steps:
 - **Universe of Alternatives:** The study team shared and requested feedback on the full range (universe) of improvement concepts that met the purpose and need in the study area and were considered practical in the Universe of Alternatives (Level 1) screening.
 - **Level 2 Alternatives Analysis:** This phase of outreach requested feedback on a set of location-specific improvements the study team identified and evaluated for 29 primary intersections in the study area.
 - **Level 3 Alternatives Analysis:** This phase requested feedback on improvement packages for the 15 planning segments in the study area. These packages built on the Level 2 alternatives, including improvements at the primary intersections, the secondary intersections, and the roadway sections between them.

The information contained in this section is summarized from the following documents, which are included as appendices to the PEL study report:

- Appendix H: *ProPEL US 30 West Resource Agency, Stakeholder and Public Involvement Summary #1 (RASPI #1)*;
- Appendix I: *ProPEL US 30 West Resource Agency, Stakeholder and Public Involvement Summary #2 (RASPI #2)*;
- Appendix J: *ProPEL US 30 West Resource Agency, Stakeholder and Public Involvement Summary #3 (RASPI #3); and*
- Appendix K: *ProPEL US 30 West Resource Agency, Stakeholder, and Public Involvement Summary #3 Addendum #1 (RASPI #3 – Addendum #1)*.

5.2. INDOT AND FHWA COORDINATION

The study team coordinated with the Federal Highway Administration (FHWA) on a regular basis throughout the study. Coordination included monthly meetings with FHWA to discuss study progress, recap activities, discuss technical approaches, and address any potential questions or concerns identified by FHWA. FHWA also reviewed and provided comments for study team consideration on the following technical reports developed during the ProPEL US 30 West study:

- *ProPEL US 30 West Environmental Constraints Report*
- *ProPEL US 30 West Purpose and Need Report*
- *ProPEL US 30 West Universe of Alternatives (Level 1) Screening Report*
- *ProPEL US 30 West Level 2 Screening Report*
- *ProPEL US 30 West Level 3 Screening Report*

5.3. RESOURCE AGENCY AND TRIBAL COORDINATION

As part of the Vision and Scoping phase of the study, the study team held three coordination meetings with resource agencies, cultural resource stakeholders, and federally recognized tribes. These meetings included:

- November 30, 2022: Indiana Department of Natural Resources Division of Historic Preservation and Archaeology Coordination Meeting (Virtual)
- January 27, 2023: Resource Agency Meeting and Cultural Resource Stakeholder Meeting (Virtual)
- February 23, 2023: Tribal Partner Coordination Meeting (Virtual)

The purpose of these meetings was to introduce the PEL study process, kick-off the four ProPEL US 30 and US 31 studies, discuss proposed analysis methodologies, and communicate specific next steps for the studies. Please see **Appendix H: RASPI 1** for the relevant meeting materials and summaries.

As a part of the development of the Purpose and Need statement, the study team held two coordination meetings with resource agencies, cultural resource stakeholders, and federally recognized tribes. Meeting summaries and presentations for the meetings are in **Appendix I: RASPI 2**. These meetings included:

- July 17, 2023: Tribal Meeting (Virtual)
- October 5, 2023: Resource Agency Meeting (Virtual)

On November 15, 2023, the study team distributed the Draft Universe of Alternatives Report to federal, state, and local resource agencies, and tribal nations via email for review and comment.

During Level 2 Screening, the study team distributed the Draft Level 2 Screening Report to resource agencies and tribal nations for review and comment via email on March 28, 2024.

During Level 3 Screening, the study team distributed the Draft Level 3 Screening Report to resource agencies for review and comment via email on November 13, 2024, and to tribal nations on December 5, 2024. In addition, the study team hosted a third resource agency coordination meeting on December 4, 2024. Meeting summaries and available materials for these meetings are contained in **Appendix J: RASPI 3**.

5.4. STAKEHOLDER ADVISORY COMMITTEES

In the fall of 2022, the study team established a Stakeholder Advisory Committee (SAC) to advise the study team on local issues potentially affecting transportation needs and services in the ProPEL study area. The SAC included representatives from local government agencies, community organizations, social service providers, emergency service providers, residents, farmers, businesses, and business organizations.

The study team held multiple meetings with the SAC members, all within a virtual format:

- November 29, 2022: The purpose of the first SAC meeting was to initiate study kickoff and visioning. The meeting allowed the study team to introduce the SAC to the study, discuss expected roles, and facilitate feedback from the community stakeholders. The study team also encouraged the committee members to assist in raising community awareness about the study and its feedback opportunities.
- May 22, 2023: The second SAC meeting covered the topic of purpose and need. The meeting allowed for the study team to report on insights obtained since the prior phase of the study, share data gathered from various technical assessments, provide an overview of the transportation issues (needs) and desired outcomes (purpose), and solicit input from meeting attendees.

Additionally, the study team hosted three SAC meetings during the alternatives development phase:

- The first meeting on October 16, 2023, covered the Universe of Alternatives (Level 1) Screening Report.
- The second meeting on April 10, 2024, covered Level 2 Alternatives Screening Report.
- The third meeting on November 12, 2024, covered the Level 3 Screening Report.

Each meeting allowed for attendees to share ideas regarding the development of each alternative package and project phase. Feedback gathered during these three SAC meetings shaped study recommendations and informed materials for public meetings. Additionally, it should be noted that an additional SAC meeting will be held in mid-2025.

5.5. STAKEHOLDER COORDINATION

At each phase of the study, the study team held meetings with stakeholders including local and state elected officials, the US 30 and US 31 Coalitions, business groups, educational institutions, local governments, and regional media outlets. The purpose of the meetings was to inform and engage stakeholders and the media and seek their help in engaging the broader public.

5.5.1. VISION AND SCOPING (AUGUST 2022 TO DECEMBER 31, 2022)

During the Vision and Scoping phase, the study team participated in the following major stakeholder briefings:

- November 21, 2022: US 30 and 31 Coalition Briefing (Virtual)

5.5.2. PURPOSE AND NEED (JANUARY 1, 2023, TO JULY 31, 2023)

During the Purpose and Need phase, the study team facilitated or participated in the following major stakeholder briefings:

- March 31, 2023: Economic Development Roundtable Discussion (Virtual)
- April 14, 2023: Indiana Farm Bureau Roundtable Discussion (Virtual)
- May 11, 2023: Indiana Legislators Briefing (Virtual)
- May 18, 2023: US 30 & US 31 Coalition Updates (Virtual)
- July 18, 2023: Economic Development Roundtable Discussion (Virtual)
- August 2, 2023: Indiana Farm Bureau Roundtable Discussion (Virtual)

5.5.3. ALTERNATIVES ANALYSIS PHASE (AUGUST 1, 2023, TO DECEMBER 12, 2024)

During the Universe of Alternatives screening step, the study team participated in the following major stakeholder briefings:

- November 13, 2023: Indiana Legislators Briefing (Virtual)
- November 16, 2023: US 30 and 31 Coalition Updates (Virtual)

During the Level 2 screening step, the study team participated in the following major stakeholder briefings:

- March 18, 2024: Indiana Legislators Briefing (Virtual)
- April 9, 2024: US 30 and 31 Coalition Updates (Virtual)
- April 10, 2024: US 30 and 31 Coalition Updates (Virtual)

During the Level 3 screening step, the study team participated in the following major stakeholder briefings:

- November 8, 2024: Indiana Legislators Briefing (Virtual)
- November 12, 2024: US 30 and 31 Coalition Updates (Virtual)

Materials for the meetings listed above are included in **Appendix H: RASPI 1**, **Appendix I: RASPI 2**, and **Appendix J: RASPI 3**.

In addition to this stakeholder outreach, members of the study team proactively coordinated with local governments during the alternatives development phases and conducted briefings with the following stakeholder groups:

- Local media representatives (coordinated with all study teams)
- Town/City councils from Argos, Bourbon, Hamlet, LaPorte, Plymouth, and Wanatah
- County councils and commissions from LaPorte, Marshall, Porter, and Starke counties
- Michiana Council of Governments (MACOG)
- Northwest Indiana Regional Planning Commission (NIRPC)
- Plymouth Chamber of Commerce
- Valparaiso Kiwanis Club
- Valparaiso University
- Marian University's Ancilla College
- Valparaiso Economic Development Corporation
- Valparaiso City Council Traffic and Safety Committee
- US 31-SR 10 Interchange Project Community Advisory Committee (CAC)
- Amish community stakeholders

5.6. OFFICE HOURS AND COMMUNITY EVENTS

Throughout the planning process, the study team hosted twice monthly community office hours and outreach events to reach the public and maximize opportunities to solicit feedback directly from community members. During formal public comment periods, the study team hosted office hours and events up to four times per month. Office hours were promoted via social media, including Facebook, Instagram, X, and the study website.

The study team hosted community office hours at a wide variety of venues, including churches, libraries, and fire departments. Each office hour event was staffed by at least two study team staff members, and public comments were recorded via laptop computers or standardized comment forms that were filled out either by a study team member or directly by a community member respondent.

In addition to office hours, the study team participated in community events to provide opportunities for members of the study team to solicit feedback. These events included the Valparaiso Harvest Festival, the Wanatah Scarecrow Festival, and multiple fairs including those in Starke, Marshall, and Fulton counties. These events included tabling in a style similar to what the study team performed at community office hours and used comment forms to solicit feedback. As of May 2025, the study team coordinated and participated in a total of 49 community office hours and community events.

5.7. PUBLIC INFORMATION MEETINGS

The study team held three rounds of public information meetings (PIMs) in both in-person and virtual formats during the study. The study team held in-person PIMs in multiple locations:

- At the start of the study, the study team held its first in-person PIM on November 30, 2022, at Oregon-Davis High School in Hamlet, IN. The purpose of the first PIM was to introduce the study, gather feedback on local transportation needs, and to shape study vision and goals.
- During the development of the purpose and need, the study team hosted two in-person PIMs in early June 2023. The first was on June 5, 2023, at Argos Junior Senior High School in Argos, IN and the second was on June 6, 2023, at Tri-Township Schools in Wanatah, IN. The purpose of these meetings was to gather feedback on the development of the study's purpose and need.
- During the alternatives screening phase, the study team held a final round of in-person PIMs. The first was held at Tri-Township Schools in Wanatah, IN on November 13, 2024. The second was held at Plymouth High School in Plymouth, IN on November 14, 2024. The purpose of these meetings was to allow for public feedback on the development of study alternatives.

Each of the PIMs organized by the study team followed a similar organizational structure. Each meeting included a presentation summarizing the study status and meeting purpose and an open house with stations staffed by the study team to share more detailed information and seek community comments and ideas. Each PIM shared technical analysis findings and demonstrated how stakeholder and community feedback influenced study findings and recommendations.

The study team advertised each PIM on numerous platforms including:

- Social media channels including Facebook, Instagram, and X
- Legal notices in local newspapers, including the Pilot News in Plymouth, IN and The Times of Northwest Indiana (NWI) in Munster, IN
- Email blasts to the study mailing list
- Notices on the study website
- Mailed postcards
- Notices at community office hours

In addition to the in-person PIMs, the study team conducted a series of virtual PIMs (VPIM), which were posted on the study website on dates following those of the in-person PIMs. Specifically, the first VPIM was posted from December 1, 2022, through the end of the first public comment period, December 31, 2022; the second from June 7, 2023, through July 31, 2023; and the third was available from November 18, 2024, through December 13, 2024.

The VPIM format allowed users to access the same information that was presented at the corresponding in-person event, allowing users to access the same information that was presented at the in-person PIM, and participate on their own schedule. VPIM attendees were also able to view an online recording of the presentation that was given by the study team during the related in-person PIM. A final virtual PIM was posted on the study website to share the final Level 3 Report and PEL Report.

5.8. PUBLIC COMMENTS

Throughout the ProPEL US 30 West study, more than 1,100 stakeholders engaged with the study, providing more than 1,400 comments on issues important to them and their communities.

5.8.1. VISION AND SCOPING PHASE

The study team accepted public comments in the vision and scoping phase from August 2022 to December 31, 2022, and received 431 comments. The study team documented all comments received and provided written

responses when requested, as documented in the first Resource Agency, Stakeholder, and Public Involvement (RASPI) Summary report. Comment sources included:

- 288 comments from the public information meetings, including responses to interactive meeting activities
- 143 comments via the community office hours, community outreach events, the online comment form, and the virtual public information meetings

Comments included concerns and ideas about corridor access, safety, mobility, economic development, bicycle, pedestrian, transit needs, general comments about US 30 and US 31, and other topics.

5.8.2. PURPOSE AND NEED PHASE

The study team accepted public comments during the purpose and need phase from January 1, 2023, to July 31, 2023, and received 638 comments. The study team documented all comments received and provided written responses when requested, as documented in the second RASPI Summary report. Comment sources included:

- 484 comments from the in-person public information meetings, including responses to interactive meeting activities
- 154 additional comments via community office hours, community outreach events, the online comment form, and the virtual public information meetings

5.8.3. ALTERNATIVES ANALYSIS PHASE

The study team accepted public comments during the alternatives analysis phase from November 13, 2023, through December 13, 2024. Public comments are included in the third RASPI Summary report. This phase of the study included the three phases of alternatives analysis, including the Universe of Alternatives (Level 1) Screening, the Level 2 Screening, and the Level 3 Screening.

The study team accepted public comments on the Draft Universe of Alternatives (Level 1) Screening Report from November 13, 2023, to December 22, 2023, and received 60 comments. The Final Universe of Alternatives (Level 1) Screening Report includes the comments received as well as responses to them. Comment sources included:

- 39 comments gathered via the online comment form, study website, telephone calls, or other sources
- 21 comments received during community office hours

The study team accepted public comments on the Draft Level 2 Screening Report from March 27, 2024, to April 30, 2024. During this comment period, outreach efforts generated 61 comments. The Final Level 2 Screening Report includes the comments received as well as responses to them. Comment sources included:

- 34 comments gathered via the online comment form, study website, telephone calls, or other sources
- 27 comments received during community office hours

The study team accepted public comments on the Draft Level 3 Screening Report from November 12, 2024, to December 13, 2024, and received 247 comments. The Final Level 3 Screening report includes the comments received as well as responses to them. During this comment period, outreach efforts generated:

- 15 comments from the in-person and virtual public information meetings
- 232 comments via community office hours, community outreach events, and the online comment form

6. NEXT STEPS AND FUTURE CONSIDERATIONS

6.1. INTRODUCTION

Recommendations from the ProPEL US 30 West study will be evaluated for potential implementation as part of INDOT's call for projects. The call for projects is an annual process through which proposals to address transportation needs compete for funding. Proposals for projects can originate from cities, towns, Regional and/or Rural Planning Organizations (RPOs) and Metropolitan Planning Organizations (MPOs). As part of the process, INDOT evaluates proposals for new projects and identifies potential priorities based on cost-effective resolution of the identified transportation needs to ensure that the correct improvements are constructed at the greatest number of locations possible. The call for projects covers a five-year period, which means that a selected project typically has at least a five-year development timeline.

The following summarizes key considerations for future project teams.

6.2. ALTERNATIVES

A stated goal of the ProPEL US 30 West study is the identification of a range of reasonable alternatives. Given the needs identified within the study area, a reasonable alternative could consist of improvements at a single intersection; it could also consist of improvements at multiple intersections and/or the roadway sections in between them (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.

The Level 3 screening, which was the final step in the alternatives development and evaluation, considered cohesive improvement packages based on certain access management strategies to show potential interoperability between intersections and to be able to assess potential impacts. Improvement packages are not intended to be completely rigid, and improvements from different packages could be mixed and matched across planning segments in future studies. As a result, access management strategies could vary throughout the study area; however, as part of that decision-making process (which will occur after this PEL study), an assessment would 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.

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

The study concludes that implementation of an entirely free-flow facility on US 30 in the study area will likely extend beyond the study's planning horizon of 2045. Free flow already exists along US 31 in the study area. In the interim, the study provides INDOT with a flexible guide to incrementally upgrade US 30 in the study area to a free-flow facility while making other needed improvements to US 31.

As noted in the Level 2 and Level 3 screening reports, all design concepts evaluated during the ProPEL US 30 West study are considered preliminary and subject to change. Future project development studies will determine the actual configuration, right-of-way acquisition needs, and impacts to resources in the study area.

6.3. KEY STAKEHOLDER CONCERNS

More than 1,400 comments were received from stakeholders over the course of this study. The study team carefully considered this feedback, and it informed the analysis and recommendations summarized in this PEL

Study Report. There were several themes in those comments that warrant further coordination and consideration as part of any future projects in the study corridor, including:

- Multiple stakeholders throughout the study area, including residents, businesses, emergency service providers, and the farming community, expressed concern regarding the potential for loss of access to/from/across US 30 and US 31.
 - Note: In response to these concerns, INDOT developed and evaluated the expressway lite facility type in the Level 3 screening. The expressway lite facility type was developed to combine the driveway access aspects of an arterial without signals (free flow) with the increased access management of an expressway (free flow). An expressway lite facility would have properly designed median U-turn opening(s) at select locations to reduce how far drivers would need to travel when turning movements are limited to right-in/right-out and/or directional medians.
- Multiple concerns were expressed regarding the implementation of Reduced Conflict Intersections (RCIs) as a potential solution for the identified transportation issues. The concerns included:
 - The perceived inability of RCIs to accommodate semi-trailer and large farming equipment.
 - Traffic required to complete a U-turn movement at the RCI will not be able to find a gap in the opposing traffic and will experience delays.
 - Traffic required to complete a U-turn movement at the RCI will not be able to safely merge into high-speed traffic.
- The US 30 Coalition and US 31 Coalition were active and engaged study stakeholders. The coalitions were formed to promote upgrading the US 30 corridor from Valparaiso, Indiana to the Ohio state line and US 31 corridor from Indianapolis to South Bend, Indiana to a freeway. Throughout the study, the coalitions provided comments for consideration, including requests to further consider the economic benefits of upgrading US 30 and US 31 to a freeway.
- The Town of Wanatah town council, residents, and nearby farmers expressed strong desire for a continued ability to cross and access US 30 for emergency vehicle mobility and local circulation needs. Stakeholders were concerned about the potential economic impacts to the town as a result of changes to the alignment of, or access to US 30, and were particularly concerned about the impacts construction of a bypass would have on the economic viability of the town.
- Local historic associations noted two historic transportation corridors in the study area, including the Historic Michigan Road and the Lincoln Highway which are both Indiana State Scenic Byways. Maintaining the connectivity of these byways is important to the historic character of the study area.

6.4. CONSIDERATIONS FOR FUTURE NEPA AND PROJECT DEVELOPMENT STUDIES

- Air Quality – Prior to approval of any future NEPA document, the applicable regional/state planning and conformity documents – Transportation Improvement Program (TIP), Statewide TIP (STIP), and the Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP) – must be updated to reflect the anticipated scope and cost of any improvements. Coordination with NIRPC, MACOG, and INDOT will occur during NEPA.
- Noise – A noise analysis will be required for any Type I projects.
- Reasonably Foreseeable Effects – The ProPEL US 30 West study considers potential impacts to the human and natural environment – specifically those effects that occur at the same time and place as the alternatives evaluated. During subsequent NEPA reviews consideration may be warranted for impacts that have a reasonably foreseeable close causal relationship to the alternatives evaluated.
- Section 106 – The ProPEL US 30 West study included a review of existing literature and documentation related to potential above-ground and archaeological resources within the study area. Formal

determinations of National Register of Historic Places (NRHP) eligibility will occur, as needed, as part of the Section 106 process in future NEPA environmental reviews.

- Wetlands, Streams, and other Natural Resources – Field surveys and formal delineations of water resources will be required in all areas of potential disturbance to confirm the presence of any sensitive natural resources.
- Agency Coordination – As part of the NEPA process for any future projects resulting from the study, coordination with agencies will be completed to ensure that all potential impacts and procedural requirements are addressed.
- Access Management – Should improvements to US 30 or US 31 increase the level of access control in the study area, future project development studies should consider whether alternative access is feasible and cost-effective for impacted properties. Additional traffic studies and analysis of impacts to the local roadway network may also be needed if future improvements are proposed to restrict access to/from /across US 30 or US 31.
- Public Involvement - Future NEPA and project development studies should incorporate public involvement, as required. It is anticipated that the public concerns highlighted in **Section 6.2** and the RASPI documents will continue, and future projects could consider how the designs could be modified to accommodate some of the expressed concerns.
- Smaller Improvements - Any future projects within the study area could consider including smaller-scale improvements such as turn lane modifications, acceleration lanes, and median widening at intersections as evaluated in the Level 2 screening as part of this PEL study. These specific solutions were not considered on their own in Level 3 but could meet some transportation needs at individual locations along the corridor and be implemented on their own or in combination with other larger improvements.
- Large Vehicles - The PEL study aimed to incorporate considerations for farm equipment and other large vehicles that utilize US 30 and US 31 at a planning level. Future NEPA and project development studies should continue to consider such vehicles where farm access and mobility is active within the study area.
- Design Elements – As part of the Universe of Alternatives (Level 1) screening, improvement concepts were identified as Primary Concepts, Complementary Concepts, or Design Elements. Design elements were concepts that did not meet the transportation needs of the study but were considered practical and provided some benefit to the study area. Although some design elements were not considered in detail as part of the PEL study, they are recommended for consideration as part of any future projects that result from the study. Examples of design elements include traffic control visibility upgrades, pavement marking improvements, and gateway/corridor treatments.

6.5. ANTICIPATED PERMITTING REQUIREMENTS

The need for the following permits will be evaluated during NEPA for any potential projects resulting from this PEL study:

- Section 404 Permit from the US Army Corps of Engineers (USACE)
- Section 401 Water Quality Certification from the Indiana Department of Environmental Management (IDEM)
- Section 10 Permit from the USACE
- Section 9 Permit from the US Coast Guard (USCG)
- Construction in a Floodway Permit from the Indiana Department of Natural Resources (IDNR)
- Construction Stormwater General Permit from IDEM
- Indiana Tall Structures Permit from the Indiana Department of Transportation (INDOT)
- Obstruction Evaluation/Airport Airspace Analysis from the Federal Aviation Administration (FAA)