

US 31 Plymouth to South Bend Alternative Descriptions

The salient features of the “Build” freeway alternatives are as follows (**bold type** showing significant differences):

Alternative A begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs west of La Paz, roughly parallels Oak Road, and ends at US 20 northwest of the existing SR 23 interchange. This four-lane rural freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road and the US 20 Bypass. It is approximately 21.3 miles in length.

Alternative B begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. **It crosses over US 31 south of Lakeville, runs west of Lakeville, and ends at the existing US 20/SR 23 interchange.** South of Lakeville, there are alignment options that follow existing US 31 from Shively Road to Quinn Road (Alternative B Option 1, B1) or continue on the abandoned rail bed to Quinn Road (Alternative B Option 2, B2). Option 1 would retain the existing southbound US 31 lanes as a two-way frontage road, incorporate the northbound lanes into the freeway and add a two-way frontage road from Shively Road to Leeper Road on the east side of the freeway. This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road, SR 23 (partial interchange) and the US 20 Bypass. A four-lane rural freeway typical section is used from US 30 to SR 23. Because the freeway uses the right-of-way of SR 23 from Ireland Road to the US 20 Bypass, a six-lane urban freeway typical section would be used northward from the SR 23 interchange. The SR 23 interchange would provide access for SR 23 to and from the north only via the new freeway. It is approximately 21.2 miles in length.

Alternative C begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. **It crosses over US 31 south of Lakeville, runs west of Lakeville near an abandoned railroad, and ends at US 20 west of the existing US 31 interchange.** South of Lakeville, there are alignment options that follow existing US 31 from Shively Road to Quinn Road (Alternative C Option 1, C1) or continue on the abandoned rail bed to Quinn Road (Alternative C Option 2, C2). Option 1 would retain the existing southbound US 31 lanes as a two-way frontage road, incorporate the northbound lanes into the freeway and add a two-way frontage road from Shively Road to Leeper Road on the east side of the freeway. This four-lane rural freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road and the US 20 Bypass. Alternative C parallels a high transmission powerline for approximately 0.5 miles near Madison Road. It is approximately 19.5 miles in length.

Alternative D begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. **It crosses over US 31 south of Lakeville, runs west of Lakeville near an abandoned railroad, and ends at the existing US 20/US 31 interchange.** South of Lakeville, there are alignment options that follow existing US 31 from Shively Road to Quinn Road (Alternative D Option 1, D1) or continue on the abandoned rail bed to Quinn Road

(Alternative D Option 2, D2). Option 1 would retain the existing southbound US 31 lanes as a two-way frontage road, incorporate the northbound lanes into the freeway and add a two-way frontage road from Shively Road to Leeper Road on the east side of the freeway. This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road, US 31 (partial interchange), the US 20 Bypass, and Ireland Road. A four-lane rural freeway typical section is used from US 30 to north of Kern Road. Because the freeway uses the right-of-way of US 31 from Johnson Road to the US 20 Bypass, the freeway transitions from a rural section to an urban section between Kern Road and US 31, and becomes a six-lane urban freeway from US 31 to the US 20 Bypass interchange. The US 31 interchange would provide only access to and from the north for US 31 traffic and a one-way frontage road would be provided on both sides of the new freeway from Johnson Road to Jackson Road. It is approximately 20.9 miles in length.

Alternative E begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. It crosses over US 31 south of Lakeville, runs west of Lakeville near an abandoned railroad, **returns to US 31 south of Kern Road**, and ends at the existing US 20/US 31 interchange. South of Lakeville, there are alignment options that follow existing US 31 from Shively Road to Quinn Road (Alternative E Option 1, E1) or continue on the abandoned rail bed to Quinn Road (Alternative E Option 2, E2). Option 1 would retain the existing southbound US 31 lanes as a two-way frontage road, incorporate the northbound lanes into the freeway and add a two-way frontage road from Shively Road to Leeper Road on the east side of the freeway. This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, US 31 (partial interchange), Kern Road, the US 20 Bypass, and Ireland Road. A four-lane rural freeway typical section is used from US 30 to south of Kern Road. Because the freeway uses the right-of-way of US 31 from south of Kern Road to the US 20 Bypass, the freeway transitions to an urban section just south of Kern Road, and becomes a six-lane urban freeway from the Kern Road interchange to the US 20 Bypass interchange. South of Kern Road, a two-way frontage road would be provided on both sides of the new freeway northward to Johnson Road, and a one-way frontage road would be provided on both sides of the new freeway from Johnson Road to Jackson Road. The southbound on-ramp and northbound off-ramp to Kern Road would connect to the frontage roadway system immediately south of Kern Road, and US 31 traffic would enter the frontage road system south of the Kern Road interchange to use northbound on-ramp and southbound off-ramp to the freeway. It is approximately 20.6 miles in length.

Alternative F begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. It crosses over US 31 south of Lakeville, runs west of Lakeville near an abandoned railroad, **returns to US 31 near New Road**, and ends at the existing US 20/US 31 interchange. South of Lakeville, there are alignment options that follow existing US 31 from Shively Road to Quinn Road (Alternative F Option 1, F1) or continue on the abandoned rail bed to Quinn Road (Alternative F Option 2, F2). Option 1 would retain the existing southbound US 31 lanes as a two-way frontage road, incorporate the northbound lanes into the freeway and add a two-way frontage road from Shively Road to Leeper Road on the east side of the freeway. This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road, the US 20 Bypass, and Ireland Road. A four-lane

rural freeway typical section is used from US 30 to New Road. Because the freeway uses the right-of-way of US 31 from New Road to the US 20 Bypass, the freeway transitions to an urban section at the New Road interchange, and becomes a six-lane urban freeway from the New Road interchange to the US 20 Bypass interchange. Existing US 31 traffic would access the new freeway at the New Road intersection. North of New Road, a two-way frontage road would be provided on both sides of the new freeway northward to Johnson Road, and a one-way frontage road would be provided on both sides of the new freeway from Johnson Road to Jackson Road. The ramps to Kern Road would connect to the frontage roadway system immediately north and south of Kern Road, and the frontage road system north and south of the Kern Road interchange could use the Kern Road interchange ramps to enter the freeway. It is approximately 20.4 miles in length.

Alternative G begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. **It runs east of Lakeville, returns to US 31 south of Kern Road,** and ends at the existing US 20/US 31 interchange. This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, US 31 (partial interchange), Kern Road, the US 20 Bypass, and Ireland Road. A four-lane rural freeway typical section is used from US 30 to south of Kern Road. Because the freeway uses the right-of-way of US 31 from south of Kern Road to the US 20 Bypass, the freeway transitions to an urban section just south of Kern Road, and becomes a six-lane urban freeway from the Kern Road interchange to the US 20 Bypass interchange. South of Kern Road, a two-way frontage road would be provided on both sides of the new freeway northward to Johnson Road, and a one-way frontage road would be provided on both sides of the new freeway from Johnson Road to Jackson Road. The southbound on-ramp and northbound off-ramp to Kern Road would connect to the frontage roadway system immediately south of Kern Road, and US 31 traffic would enter the frontage road system south of the Kern Road interchange to use northbound on-ramp and southbound off-ramp to the freeway. It is approximately 21.2 miles in length.

Alternative H begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 east of an abandoned railroad. **It runs east of Lakeville, and ends at the existing western US 20/SR 331 (Bremen Highway) interchange.** This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), SR 331 (south of Kern Road), and the US 20 Bypass. South of the SR 331 interchange a four-lane rural freeway section is used, and north of the SR 331 interchange a six-lane urban freeway section is used. Two-way frontage roads are provided on both sides of the freeway from Kern Road to Jackson Road (Jackson Road being closed at the freeway). Alternative H parallels a high transmission powerline corridor from near Osborne Road to Kern Road (approximately 4.6 miles). It is approximately 20.9 miles in length.

Alternative I begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. **It runs east of Lakeville, and ends at the existing eastern US 20/SR 331 (Elm Road/Capital Avenue) interchange.** This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), SR 331 (south of Osborne Road), New Road, Elm Road/Kern Road and the US 20 Bypass. South of the Elm Road/Kern Road interchange a four-lane rural freeway section is used,

and north of the Elm Road/Kern Road interchange a six-lane urban freeway section is used. Two-way frontage roads are provided on both sides of the freeway from Kern Road to Jackson Road (Jackson Road being closed at the freeway). It is approximately 24.3 miles in length.

Alternative J begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 to the east near an abandoned railroad. It follows the alignment of US 31 from Shively Road (south of Lakeville) to Quinn Road, departs the US 31 alignment west of Lakeville near an abandoned railroad, **returns to US 31 south of New Road**, and ends at the existing US 20/US 31 interchange. South of Lakeville, it would retain the existing southbound US 31 lanes as a two-way frontage road, incorporate the northbound lanes into the freeway and add a two-way frontage road from Shively Road to Leeper Road on the east side of the freeway. This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road, the US 20 Bypass, and Ireland Road. A four-lane rural freeway typical section is used from US 30 to New Road. Because the freeway uses the right-of-way of US 31 from south of New Road to the US 20 Bypass, the freeway transitions to an urban section south of the New Road interchange, and becomes a six-lane urban freeway from the New Road interchange to the US 20 Bypass interchange. Existing US 31 traffic would access the new freeway via the frontage road system south of the New Road interchange. From south of New Road, a two-way frontage road would be provided on both sides of the new freeway northward to Johnson Road, and a one-way frontage road would be provided on both sides of the new freeway from Johnson Road to Jackson Road. The ramps to Kern Road would connect to the frontage roadway system immediately north and south of Kern Road, and the frontage road system north and south of the Kern Road interchange could use the Kern Road interchange ramps to enter the freeway. It is approximately 20.2 miles in length.

Alternative K begins at the existing US 31/30 interchange, departs US 31 near West 4A Road, runs east of La Paz, and parallels US 31 east of an abandoned railroad. **It runs east of Lakeville, angles over to Ironwood Road near New Road, follows the Ironwood Road alignment and ends at the existing US 20 Bypass/Ironwood Road interchange.** This freeway alternative uses the existing US 30 interchange, and includes interchanges at West 5A Road, US 6, SR 4 (Pierce Road), New Road, Kern Road, and the US 20 Bypass. South of the Kern Road interchange a four-lane rural freeway section is used, and north of the Kern Road interchange a six-lane urban freeway section is used. Two-way frontage roads are provided on both sides of the freeway from Kern Road to Jackson Road (Jackson Road being grade separated at the freeway). Occasional frontage roads would be needed from Kern Road to New Road to access property losing access to Ironwood Road, which is taken over by the freeway. It is approximately 20.5 miles in length.