



Frequently Asked Questions (FAQ's)

? What is the US 20 Section 2 Project?

The US 20 Section 2 Project includes:

- Reconstruction of existing 2-lane US 20 to a 4-lane with a center two-way left-turn lane (TWLTL). It includes two 12-foot travel lanes in each direction, one 14-foot TWLTL, and two 10-foot paved shoulders.
 - The addition of a TWLTL will remove left-turning vehicles from live traffic.
 - The addition of a through lane in each direction will increase the capacity of the roadway while also facilitating ingress/egress movements for trucks accessing the industrial businesses between Wayne Street/CR 16 and Orpha Drive/CR 22.
 - The standard 10-foot paved shoulders are wide enough to safely accommodate horse-drawn buggy traffic and will be specifically designed to support long-term buggy traffic without forming ruts.
- Sidewalks will be added on the north side of US 20 from Northridge High School to Wayne Street/CR 16 to provide separation between vehicular and pedestrian traffic.
- A Pedestrian Hybrid Beacon will be installed at the intersection of US 20 and Spring Valley Drive, near Northridge High School, to improve pedestrian safety and the connection across US 20 to the adjacent neighborhood.
- The existing 4-way traffic signal at the intersection of US 20 and Wayne Street/CR 16 will be upgraded to improve safety and reduce congestion.
- The US 20 corridor will shift approximately 12 feet to the south, between Westlake Drive and Wayne Street, and the curve at Wayne Street will be shortened to minimize right-of-way impacts on adjacent property owners.
- Improvements also include upgrading the roadway drainage system to meet current INDOT standards. The upgrades, which will more efficiently and effectively handle stormwater runoff, include the use of underground pipes and detention facilities to minimize the impacts to adjacent property owners.

? What is the purpose of the US 20 Project?

The purpose of the US 20 Section 2 project is to:

- Improve safety and reduce the number of rear-end crashes on the roadway.
- Reduce traffic congestion and improve traffic mobility in the horizon year of 2045.



? What are some benefits of the US 20 Project?

- Address the traffic demand anticipated by the Metropolitan Planning Organization (MPO).
- Correct the undesirable horizontal and vertical roadway geometry by increasing the sight distance at the curve near US 20 and Wayne Street/CR16 to meet or exceed INDOT design criteria for a 50-mph design speed.
- Improve the drainage condition of the road to meet current INDOT standards.
- Provide adequate separation between pedestrians and vehicles, and provide appropriate pedestrian crossings based on known origins and destinations.
- Provide adequate separation between buggies and vehicles.
- Improve ingress/egress routes for trucks accessing industrial businesses adjacent to US 20.

? How did INDOT decide what improvements were needed to US 20?

As part of the project development process, INDOT is conducting the environmental studies and documentation as required by the National Environmental Policy Act (NEPA) for federally funded transportation projects. As part of the studies, INDOT identified several transportation needs throughout the corridor. These needs include reducing traffic congestion, as well as addressing the high number of crashes in the corridor, improving the geometric and drainage deficiencies, and considering the needs of the local community.

To address the identified needs, INDOT looked at a range of alternative solutions, including:

- Adding a TWLTL to the existing two-lane roadway;
- Adding one additional travel lane in each direction, a center TWLTL, and open ditches for drainage;
- Adding one additional travel lane in each direction, a center TWLTL, and curbs and gutters for drainage; and
- The option of doing nothing to the existing roadway, commonly referred to as the no-build alternative.

After analyzing multiple factors, INDOT determined that adding one additional travel lane in each direction, a center TWLTL, and curbs and gutters for drainage was the best potential solution. The factors considered by INDOT in arriving at this decision included:

- Ability to address the identified transportation needs in the project corridor.
- The effects, both positive and negative, on the human and natural environments.
- The feedback received from the public and project stakeholders, such as the Amish community and property owners, during the environmental study process.

? Why not just keep it the way it is?

The no-build alternative, which does not include improvements to the roadway between CR 35 and SR 13, was evaluated by INDOT. However, keeping the existing roadway in its current configuration does not improve safety through the area and does not reduce congestion.



? How will this project accommodate Amish populations?

This project will provide standard 10-foot shoulders capable of sustained buggy traffic. A plan will also be developed to safely accommodate buggy traffic during construction of the project. These considerations were added to the project as a result of direct coordination with and feedback received from the Amish community in the project area.

? When will construction start?

Construction is anticipated to start in the **Summer of 2028**.

- The SR 13 project will let during this timeframe, but a commitment was made to the town to not have both projects constructed concurrently.

? When is land acquisition going to begin that is required for the project?

INDOT anticipates that land acquisition activities will start in the **Fall of 2026**, following the approval of the final environmental document. Urban design standards are being used to minimize impacts to the adjacent properties along the corridor.

The US 20 Section 2 Project is federally funded, which makes it subject to certain federal regulations. One of these regulations, commonly referred to as the Uniform Act, includes the rules that INDOT must follow when purchasing privately owned property to build transportation projects. Further details about the Uniform Act and its requirements can be found at the INDOT Real Estate Website <https://www.in.gov/indot/2698.htm>. The US 20 Section 2 Project will require less right-of-way than US 20 Section 1 due to its more narrow overall width. Most of the right-of-way acquisition required will consist of narrow strips of property immediately adjacent to US 20 and temporary right-of-way required for sidewalk, driveway and intersection improvement.

? How will this project affect the Pumpkinvine Nature Trail and Ridge Run Trail?

During project construction, a suitable access path for bicyclists and pedestrians to the Pumpkinvine Nature Trail will be provided.

The project will require widening of the existing culvert structure that carries the Pumpkinvine Nature Trail under US 20. A detour will be in place to allow bicyclists and pedestrians access to the Pumpkinvine Nature Trail throughout construction.

Informational signage and advance warning of the detour will be installed. The temporary closure and detour of the Pumpkinvine Trail is anticipated to last approximately nine months, weather permitting.



Learn more about the project:

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