



Chapter 2: Description of Non-Preferred Alternatives

2.1 Alternative Cs

Alternative Cs (see Figure 2.1) begins at the existing US 31 and US 30 interchange and proceeds northward along the existing US 31 alignment to just south of West 4A Road in Marshall County, just south of LaPaz. It then continues northward on new alignment east of LaPaz and parallels existing US 31. Just south of Lakeville, in St. Joseph County, it crosses existing US 31 and continues northward, west of Lakeville, paralleling existing US 31. It terminates at US 20, approximately one mile west of the existing US 31 and US 20 interchange. Potential interchange locations include the use of the existing interchange at US 30, new interchanges at the proposed extension of 7th Road, and at US 6 in Marshall County; as well as at SR 4, at Kern Road and at US 20 in St. Joseph County. The alternative is approximately 19.5 miles in length.

2.2 Alternative Es

Alternative Es (see Figure 2.1) begins at the existing US 31 and US 30 interchange and proceeds northward along the existing US 31 alignment to just south of West 4A Road in Marshall County, just south of LaPaz. It then continues northward on new alignment east of LaPaz and parallels existing US 31. Just south of Lakeville, in St. Joseph County, it crosses existing US 31 and continues northward, west of Lakeville, paralleling existing US 31. Just north of Madison Road the alternative assumes a northeasterly direction and ties into existing US 31 just north of Kern Road. It then terminates at the existing US 31 and US 20 interchange. Potential interchange locations include the use of the existing interchange at US 30, new interchanges at the proposed extension of 7th Road, and at US 6 in Marshall County; as well as at SR 4, at Kern Road and a reconstructed interchange configuration at the existing US 31 and US 20 interchange in St. Joseph County. The alternative is approximately 19.9 miles in length.

2.3 Alternative G-C

Alternative G-C (see Figure 2.1) begins at the existing US 31 and US 30 interchange and proceeds northward along the existing US 31 alignment to just south of West 4A Road in Marshall County, just south of LaPaz. It then continues northward on new alignment east of LaPaz and parallels existing US 31. Just south of the Marshall-St. Joseph County line, the alternative assumes a northeasterly direction around the east side of Riddles Lake, where it then continues in a northerly direction bypassing Lakeville on the east and paralleling existing US 31. Near Miller Road, the alternative turns in a northwesterly direction and crosses to the west side of existing US 31 just south of Roosevelt Road. The alternative then turns in a northerly direction, paralleling existing US 31, and terminates at US 20, approximately one mile west of the existing US 31 and US 20 interchange. Potential interchange locations include the use of the existing interchange at US 30, new interchanges at the proposed extension of 7th Road, and at US 6 in Marshall County; as well as at Pierce Road (extension of SR 4), at Kern Road and at US 20 in St. Joseph County.

The alternative is approximately 20.4 miles in length.

2.4 No-Build Alternative

The No-Build (or no action) Alternative constitutes the existing roadway network of the year 2000 plus roadway projects completed since 2000 and those projects that are currently planned or committed for construction (referred

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to as the Existing-Plus-Committed, or “E+C” Transportation Network). It is assumed that these committed improvements will be completed independent of any decision regarding the improvement of US 31 from Plymouth to South Bend.

The No-Build Alternative includes “capacity expansion” projects in the South Bend Metropolitan Area (St. Joseph, Marshall and Elkhart counties) as reported in the MACOG Transportation Improvement Program (2003-2005 TIP) and the balance of Indiana as reported in the Indiana Statewide Transportation Improvement Program (INSTIP). Capacity expansion projects include major roadway investments, such as a major widening that add through traffic lanes, the extension of existing roadways or construction of new roadways, new interchanges and major roadway realignments or reconstructions that add through traffic carrying capacity.

