

## SIGN-IN SHEET

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# SPEAKERS SCHEDULE

ALL WISHING TO SPEAK PLEASE SIGN UP BELOW.

NAME	PLEASE PRINT
Larry Weiss	
AARON JOHNSON	
Randall Conley DVM	
Aaron Oliver <sup>Union Twp</sup> Fire Chief	



# ELECTED PUBLIC OFFICIAL SPEAKERS SCHEDULE

	NAME	TITLE
1	Ryan Daniel	Mayor of Columbia City
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Tuesday, October 8, 2019

6:00 p.m. DES# 1600515

**Mayor Ryan Daniel** – Thank you INDOT for having this meeting and thanks everybody for showing up.....it was about two years ago that I had a meeting here with many of you talking about what the future of U.S. 30 could be presenting a concept and kind of what the long term approach is for U.S. 30. As you will remember at that meeting I also discussed that this is an INDOT road and INDOT can do what it wants with this road.....certainly taking many things into consideration. So with that, I certainly appreciate the approach. I think one of the things.....well I guess I have a couple of things I have concerns about.....first and foremost, I'm not the mayor of Coesse.....I'm representing Columbia City but I'm also representing the U.S. 30 planning group which is made of many individuals, several of which, 4, 5, or 6 of us represented in this room.....we've been focusing on the future of U.S. 30. Furthermore.....we also have a U.S. 30 Coalition, which is made up of many individuals.....2,3 or 4 of them in this room.....a group where many of not necessarily from Whitley County. So with that....my first question.....well it will be formed as a statement as we're not taking questions.....I think it is important to think about the long term health of U.S. 30, the long term vision.....and recognizing the many intersections along the way that make up the corridor.....that have issues and figuring out what the long term plan is and whether or not this is a band-aid or something that will be here long term.....so I've got questions about that. One of things that I've heard multiple times.....not only here but in other sessions.....and to Jason Kaiser, I'm going to sound like a broken record wherever you are.....there you are.....one of the concerns that we often hear in my office is that at S.R. 101 and U.S. 30.....this is an example right.....of where the median U-turn is and is built.....my biggest issue is as we look at it.....as a local county planning group is that when you look at that intersection, the cross traffic on U.S. 30, the actual east / west traffic is considerably less than is the case at this location, so you're talking nine or ten thousand vehicles per day over there versus twenty-five to thirty thousand vehicles per day here.....so I do have some concerns about that as don't know if the two locations are comparable.....let's say that. Further, I appreciate that INDOT has worked with the school system as I know this has been a concern of theirs and lengthening those median lanes because of school buses.....and frankly on the other side of the road, you have an industrial park with many semi-trucks coming in and out.....I think those are the biggest things for me. I do have one other comment and that's earlier today.....for those of you who follow me on social media is that I posted a report by WANE TV who had an intersection crossing type model that I think INDOT had provided to them.....there was one thing in there that was different from this plan and so I just want to make a comment about that. In that plan or in that traffic pattern simulation, it showed in the middle or in the median.....where individuals who were heading westbound could actually turn in the median to head south.....or people heading east could turn in the middle to head north.....instead, that is not what this plan tonight has and it does not have any median cross traffic so you have to go to one end or the other to cross. Ok, certainly.....on behalf of the U.S. 30 Coalition and on behalf of Columbia City and on behalf of our Whitley County planning group, our biggest concern is the long term vision for U.S. 30.....not only has the



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Governor mentioned it in his State of the State address about addressing the U.S. 30 long term vision.....certainly we have advocated for some long term fixes to that.....so we need to make sure we're focusing on the long term health of U.S. 30, the future of U.S. 30.....and frankly and more importantly for us, the residents that have to cross U.S. 30 everyday.....thank you.

**Larry Weiss:** I'm a member of the Whitely County group that Mayor Daniel had talked about earlier.....I'm there as a representative of the Columbia City Planning Commission.....and if seem a little nervous it's because I'm more comfortable sitting at a drafting table and drawing things out than standing in front of you folks. A couple of things that came to mind when I was looking at this.....I went down to library today to take a look at the drawings and in fact.....that environmental impact report you talked about.....a couple of things that came to mind.....questions for the State. First of all.....I've dealt with other locations.....not in this State where photo speed enforcement takes place during the active hours for the school system in the mornings and in the dismissal times.....is there going to consideration for the slower speed times that there would be photo traffic enforcement take place.....and I know in some areas.....today it reads 40 miles per hour out there.....and they usually give them a 5 mile per hour lee-way.....and I'm not speaking from experience there. But in any regard it could be something that if it's not happening then maybe it's something that could be looked at. Also, I noticed in the drawings that the right turns didn't really have very extensive acceleration lane for the right turn traffic to take off from the intersection in their attempt to move to the left.....so that was something that I noticed. I'd like to bring your attention also to the Carroll County.....you're newest J-Turn, U-Turn.....whatever you want to call it at, I believe at 800 West and S.R. 25.....I travel that about every two weeks and I've observed that on two occasions.....one time a gentleman came in.....on the right turn in and out.....and he came out into the right-of-way and he couldn't make it across.....so he made a U-turn about maybe 500 feet in front of me and went right back towards Delphi. And the other issue was that a gentleman pulled up there and he was perplexed.....and he backed up and then turned around and drove back to Delphi.....so I guess I'd say there are precautions that need to be considered. Also, I noticed in Cass County on S.R. 25 there at the AG complex where there are several grain facilities.....and they have reasonable truck traffic there and they have considerable acceleration for the trucks as they come out onto the roadway.....onto the right lane there. My main concern is that with this industrial park that they vehicles there that are going to try to utilize this that need to go back to the east.....that they're going to be challenged in an adequate amount of time to get over to utilize that turn. I understand the turn can be feasible.....useful.....but is it possible that it needs to be projected farther to the west to give that truck traffic the opportunity to do what you're trying to achieve here. At this point.....that's all I have.....thank you.

**Paul Johnson:** Hi, I'm Paul Johnson and my comment is that I'm glad Ryan brought up looking ahead and that's what I've been thinking about in looking at all of this.....but also when he was mentioning the one you got over in Allen County.....I've been through that one at 101 and 30 and it's case of that traffic flow is different than here.....you've got to plan that and put down that road and see it almost a quarter mile in advance.....to see how much traffic coming and when you're going to have time to do all that when you have to cross the two lanes on each side to get to the other side to make

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the turn.....to get to turn back to head in the opposite direction.....and the same way when you head back in the opposite direction to make you turns to get back across the intersection.....it can be a challenge. In this area, say down by 600.....the traffic gets through pretty good and we have a handle on things. The point is.....what's Indiana going to do? Are they going to be make this an interstate? About 10 years ago I was told that they was considering an interstate from Fort Wayne to the Chicago between 30, 33 and 6. Well make up your mind now.....because it's like right now....if you put this in it just one of those things to get by for now.....I think you really think about the intersection as a whole.....are you going to go over the top, spend the money and do it. You'd already be solving your problem of trying to convert this to an interstate someday. I looked at this way back in 63 when this road was built.....I've been in the trucking industry for a lot of years and traveled about 40 states from end to the other, from north to south.....but Indiana does not look forward far enough at things. You go to Ohio.....once you leave the east side of New Haven heading into Ohio, its non-stop.....you can get to about Canton, Ohio which is about two-thirds of the way across.....going to Toledo is the same way. I say let's look forward and look at keeping the trucks and traffic moving.....let's get this over-head in here.....it may cost some money but let's do it. I know I saw something a couple years ago where they had some plans and showed and over-head along here to take county traffic over 30.....I think that's the way to go.....thank you.

**Dr. Randall Conley** - Hi, I'm Dr. Randall Conley.....I'm one of the owners of the horse hospital across the street. We have several horse trailers pulling in and out of there every day and I'm just real concerned about having those horse trailers coming off that U-turn.....they can't accelerate like normal vehicles with those horses in the trailer. They could look out about half mile and not see anything coming and then get out there and then vehicles be right on top of them because its take time for them to complete the turn.....so that's my biggest concern. When you have vehicles with livestock, hauling livestock.....your movements are different, slower and more deliberate so I'm concerned about that.....you know those vehicles cannot accelerate as quickly as regular cars since they're loaded down with livestock.

**Aaron Oliver:** Hi everybody.....I'm Aaron Oliver, Union Township Fire Chief.....I want to thank the State for putting this on.....this has been a great eye-opener.....I can't imagine the amount of work that went into this.....I'm sure most of you went to school for a long time to be civil engineers and traffic managers, etc, working within a bureaucracy, with environmental management, politics you have to go through.....which is ironic since the State owns all of the right-of-way and they're not changing traffic.....the amount of the traffic, you're changing the flow of traffic.....so I think the environmental study is a little bit of a waste of money but I get it, I totally get it.....I understand all of the hoops that you have to go through and I do appreciate it.....I mean it's kind of a thankless job sometimes.....ask Mayor Daniels.....for all of the good the State, cities, towns do there are probably about 45,000 things people might hammer you on especially on social media which I refuse to be on. So just a little bit about myself.....my name is Aaron Oliver, 42 years.....and I've been on the fire department here in Coesse since February 1997, so that's about 22 years.....and I did a little research before coming to the meeting tonight and obviously you guys did too.....but I



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went back a little further. I was able to go back to April of 2005 and this isn't the only thing I'm talking about but just for reference because we're very concerned about personal injury accidents, the safety of our students and our drivers, our students and our drivers, our citizens and people from other communities and even other states away that travel through this corridor. So since 2005, we've gotten about 71 total calls and my fire department is the first responders fire department there.....have I've been on every call.....no sir. Of those calls.....have there been any fatalities in 22 years, no sir.....no fatalities. There's been 15 unknown accidents which basically means somebody could be pulled off on the side of the road and then we get there and there's not really anything but nonetheless somebody called it in. There were 8 personal injury accidents, of those....like I said before, no fatalities.....and there were 48 property damage accidents so this basically means.....a fender bender, cars hurt, people were not.....my point is, that while you are very correct, that this has the potential of being an extreme safety hazard, life killer...whatever you want to call it intersection, people have learned to navigate fairly well.....and it just seems to me that putting a J-Turn in is.....I don't want to use the word band-aid.....because Mayor Daniels and I think everybody here has shared the differences between this and highway 101. I can't imagine the amount of research you can do, that you have to do, minus going out and trying to have an accident.....it's all got to be table top, it's got to look at other places that are not here.....and I get that. One particular incident or issue that I see out here is that industrial park. Park 30 Drive and Old Highway U.S. 30 / Lincolnway/ Washington Center.....whatever you're familiar with calling it creates an intersecting issue. What it does, it will throw people one way or the other. Going to 600 East is not a bad thing.....its a stop light. Going to 400 East is a horrible thing. While you can see farther down the road in both directions, you will increase the traffic flow down there because are not going to want to go out and merge onto traffic and take on that extra hazard. I would like to say that I do appreciate that you've given a lot of thought about school buses, semis, farm machinery.....but I can tell you.....minus a school bus...that I've driven all of those things through that intersection and you just have to be cognizant of what you're driving. I have no problems getting across the highway with something that is wider or longer than the highway itself. You just have to learn how to navigate it.....as I'm sure Mr. Johnson would tell you the same thing.....anybody that's been a professional driver would tell you that. From the fire department point of view.....this is what I'd like to get at and try to sum this up. When you approach an intersection like this, you are 90 degrees to the intersection.....does this creates a T-bone hazard and that right angle injury.....absolutely. But your field of vision is tremendously better than the navigation skills that you have to do in order to do a J-turn.....and yes I've been to Michigan and yes I've been to highway 101 so I know what you're talking about. I was not a proponent roundabouts but right now after going through what I think was a dual lane roundabout on S.R. 19 .....it worked. So I would rather see a roundabout out here before I'd like to see a J-turn.....but let me just give you my point of view on what it takes to get a fire truck through that intersection. First, we're going to have to approach the intersection which is no different than what it is now. We've got to make a right turn, which we do all the time, but now we have to make a lane change.....and I'm to tell you that in 22 years.....and my colleagues will tell you, this gentleman right here....Mr. Borgman will tell you.....he's 50 year operator of fire truck apparatus.....they don't watch the light, they don't listen to the sirens.....it's all on us.....it's all on us and if we have an accident, it's completely on us.....law suit included. So with that said, we have to be very careful how we drive. So now we have to make a right turn, make a lane change, make a left turn and now look at our blind side to get

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into the passing lane of a dual lane highway with cars going about 60 miles per hour plus and then make another lane change, watching our blind side and then make a right hand turn on our blind side. So all that said, that's just what we have to do to get off of the highway not to mention that at this point and time, 75% of our membership is coming from the north side of the highway which means we have to all those negotiated turns just to get to the fire truck and before we even get going to help the person in need. So that's my biggest problem with that.....not only that but also the pure stress on the vehicles making that turn. Ok, let's see what else.....I wrote down a lot of things as you were talking.....another point.....of all the accidents we've had out here, I'd say within a mile of that intersection or from U.S. 30 through Columbia City to the county line.....which we have a lot of bad intersections through here.....the number one cause of the accidents usually is the volume change.....when they is highway maintenance, which has to be done and I totally understand that.....I also understand not seeing the flow of traffic 100% which means we've got to make a lane change and consolidate the traffic down to one lane.....that is where people speed up, slow down.....we've all seen it happen.....people can see the sign.....two miles ahead.....but by golly I'm not going to let that car behind me get ahead of me or give them the room to get in.....that's just the way people can be.....we're creatures of habit. So I'm not here to point fingers but what I am to say is that I understand.....and I know I said this 3 times so far.....I appreciate what you guys have done, I appreciate the time, the maps and all the ways you go about making decisions.....it's taxing, daunting and by all means you don't want to think about it when you get home at night because you're probably burned out. But I think, leaving it alone.....in this particular instance, this particular intersection.....is probably a better option.....at least right now.....I do agree with Mr. Johnson that the day is going to come where we're going to have to pull the trigger on is it an interstate or isn't it. Dr. Connelly is it? Absolutely agree with you as I've got horses of my own that have been to your facility.....while you might have the power to take off fast, the horses don't have the ability to stand that fast and I know we don't need to make 100% of our highway maintenance decisions based on the 10 to 20 trailers per week or whatever might happen but it's a great consideration. So I think that's pretty much it.....yes, I think that's pretty much it. So I'd just like to reiterate that while it is a very nasty intersection, I think the discussion I always heard was why isn't there a stoplight out there.....well it forces the cross traffic to do the thinking. You cannot just look at the light during the change and go which creates a less severe impact because people just take the stop light for granted and assume the cross traffic is going to stop. So I think for right now, from what I've seen, just put some street lights up as it would help the intersection and also county line itself.....anyways with that, I'll give you the microphone back.....thank you.

**Vickie Himen:** Hello my name is Vickie Himen and I'm a teaching here in this building and I appreciate Mr. Oliver's comments about wanting to leave it alone but I am here to tell you that we cannot leave it alone. When we have dismissals and when the kids arrive.....this is a very dangerous intersection. We have families with children in their cars trying to cross 30 and it isn't safe and I just we never have a day where we have a family that gets hit and there is a fatality. I do question, number one, the speed .....I mean I drive on 30 and I know how fast people go on 30 and I question the speed and being able to get into those left lanes to be able to do the U-turn.....and during certain times of the day, do we have enough breaks in traffic to be able to get safely across to the left lane? Those are just



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questions that I have.....but I don't think we can afford to leave the intersection the way that it is.....it is not safe for our kids to come to school. So people who are against it, I'd just like to encourage you to perhaps come and sit in our parking lot at 7:15 in the morning and at 3:30.....well we dismiss at 2:15 which is not so bad but when the industrial park releases at 3:30, it is hellacious to get across to go westbound on U.S. 30.....so please take into consideration the further citizens of our county and their safety.

**Robert Koontz** – My name is Robert Koontz and my comments are similar to those of Chief Oliver's.....you're asking a car from a stop, make a right hand turn, switch two lanes of traffic, make a U-turn which takes significantly longer than the straight left turn.....and my question to our engineers is that you've provided 4 examples in Indiana but that's really anecdotal information.....do we have any concrete studies, long terms studies that actually show this is safer.....my second comment is that when you're asking large farm equipment to cross two lanes of traffic, how long does that take? Do we have any long term, large vehicle studies that show that the J-turn is safer and what is the turning radius that we're going to need to make that U-turn with.....as Dr. Connelly pointed out, a horse trailers, semis, other vehicles.....thank you.

**Speaker did not give name:** I've got a sheet here that I'm going to turn in later.....filled out on both sides....pros and cons. I applaud you people for trying to do anything out here and it is really warranted.....I will say that. A couple concerns I have is that I don't believe you're going to do much of anything until you first slow down that truck traffic out here. It goes too fast, all day long and all night. The other thing is.....I was looking at your map here.....and you're going to take all these kids and their parents and the school buses that would normally line up on County Road 500 to get out to turn.....now you're going to stick them out in the middle of the median with traffic going both ways at 60 to 80 miles per hour.....and if they do have wreck at one of those turn points.....it's going to be a major one because you're going to wipe out 3 or 4 cars instead of just 1 or 2.

**Jerry Bickle:** My name is Jerry Bickle and I guess my question is since this out to 2021.....I think it's already been stated.....how does this fit into the long term for U.S. 30. If you know you're going to do something in 2022 or 2023.....wouldn't you want to do it correctly instead of doing something in the short term.

**Marlin Leininger:** My concern is that if you're going east here instead of trying turn back into traffic going down to 600 East where the stoplight is.....get this west bound traffic slowed down.....and then on the other end extend that turning lane to get these trucks, so you can get up to speed before you're trying to get out into traffic.....thank you.



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**Trevor Shoda:** My name is Trevor Shoda and I live here in Coesse.....I heard from a lot of people here.....you know we've got the fire station right here, we're in the school, farm equipment.....from the presentation that was given, compared to the U.S. 30 / 101 intersection that is already happened.....didn't really hear anything about large equipment, semis, the U.S. 30 traffic.....you know that's going to be there but I guess something to think about is the 500 traffic. Yes....the industrial park, the equine hospital here.....school bus, the fire department, their trucks.....I didn't hear anything about large vehicles or crossing U.S. 30.....I just kind of heard continuing down U.S. 30 one way or the other.....is this going to be beneficial to be able to get north from 500 to the other side of 30 or what.....it's something I feel wasn't talked about.....I hadn't heard it mentioned.....I feel it is important to think about in the process to making a decision on this.

**Terry Stetzel:** Hi my name is Terry Stetzel and I have a question or comment.....INDOT some the U-turns they have where you turn around, they have a stoplight right at the point you make the turn.....I'm wondering if that would help any? If so, maybe we can look into that too. So at least when you get over to that lane, you can stop and hopefully they'll stop at that stoplight and then you can make the turn and go from there. Hopefully that 18-wheeler doing 60 will stop and let you make your turn.

**Wilma Minnick:** I'm Wilma Minnick and I'd just like to make a suggestion that you evaluate the traffic at the stoplight at 700.....or whatever the next light down on 30. See if the traffic there warrants that light.....maybe that light could be moved down to this intersection.....especially with the school and the fire department here.

**Mayor Ryan Daniel:** The one other thing I guess I wanted to mention here as part of the Whitley County Planning Group.....we've been talking about this entire corridor. This corridor is very interesting because it's really is kind of a quasi-mix. You have multiple industrial parks along the way, you have multiple schools, you have churches, you have a multitude of farmland in the area.....and certainly on the east side of Whitley County so as we looked at this corridor, one of the challenges that we saw is.....there are a lot of people coming to work, a lot of people coming to school, a lot of people dropping off horses.....doing all sorts of things right.....so one of the comments I guess I would make is, that as you look at this intersection, I hope that you also look at 400 and specifically how this intersection change will impact 400. As we look at it as a local planning group is that because of the issues of our schools, industrial parks, farms, we actually have an overpass here with an intersection or interchange down at 400. Of course we understand that it costs a lot of money but with that being said, you have a lot of traffic that I think is going to end up diverting down to 400 to the point of least resistance. So as you're going through the final design.....Scott and American Structure-Point.....I don't know if you guys looked at 400 as well.....I think it would be interesting to see



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what is the perspective change of traffic over to 400.....which I agree with the Fire Chief is that that intersection is a bit more challenging than this one.....thank you.

**Tony Dee:** My name is Tony Dee and I have two daughters here at Coesse and we live just north of 500 and my comment is even though the bullet point was made that this intersection didn't warrant a traffic signal.....you're actually creating for new traffic signals without the hardware so when look at it in that perspective and also realizing that in the environmental study, you are continuing asking the trucks and the cars.....as they go all the way through.....as Mayor Daniels calls it, the corridor.....they are stopping and starting.....the horse trailers and starting and stopping, all of the Ford F-350s, all of the being diesel trucks, they are starting and stopping the who way along here so any new traffic signals should be a detriment to the environmental documentation because we're ruining our gas mileage while at the same time trying to make things more efficient. I'm not sure how that is quantified in the report and I've not seen the report but I would just love to know how the State of Indiana is going eventually address.....talking out of both sides of their mouth.....in that we want to make the air more clean but if you add any more starts and stops.....the cars that you want to go 60 miles per hour to get to the next stoplight.....it's never going to happen. I guess the biggest that I see in this proposal is actually what I don't see is any other type of transaction here. I mean, you look at 31.....a state highway, US route.....probably all the taxpayers here helped pay for the intersection at 38 which is a condensed cloverleaf and then if somebody could tell me what type of intersection it is at East 191<sup>st</sup> and then on down to Wayne when you get into Westfield.....those are all modified cloverleaves in a condensed area and I see nothing proposed that's some kind of alternative to either a J-turn.....like what I said earlier is actually 4 or 6 car transactions.....or nothing. So any other alternative we could present, would be great to hear.

**Aaron Oliver:** Hello again, I'm Aaron Oliver, the fire chief.....just to mention, as Mayor Daniel was mentioning all of the things happening along this corridor.....the church, the fire department, the farm land.....I literally have to turn onto a farm lane off of the highway. I understand traffic flow and modifying my behavior.....but basically I noticed that when you guys did the traffic flow study.....you had one camera at one intersection at one corner.....pointing cat-e-corner. I was thinking, wow that looks pretty neat .....I would like get those numbers.....I'd like to know the numbers for the traffic flow.....I'd like to know occupancy rates throughout the day, throughout the week in my coverage area. But the one thing that concerned me is that it was during the summer time.....it wasn't during school hours.....it wasn't even school time period. So most of the people who actually work at the school come from the south side of the school.....school buses, delivery trucks, teachers, the moms and dads bringing their kids to school.....that's not logged in the study and one other thing I wanted to mentioned as far as the stop light goes.....the need for a stop light based on traffic flow.....well you're going get more traffic flow at a stoplight because it's an easier means to cross a divided highway.....so the stoplight been there at 600 forever and so that makes it easier to cross so you're not going to have the traffic there.....because it is a pain.....I've already said that once before and you guys have obviously documented that it is a problem that needs to be taken care of but I just wanted to mention that I did see that study being done and it deed appear to be done during the summer time when school wasn't in session.....not be mention the businesses



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are always changing at the industrial park.....the occupancy, the workload, that kind of things.....but anyway, I just wanted to add onto my comments as forgot to mention this earlier.....the study was done but you might want to look at the timing for when you study the traffic.....thank you.

**Speaker did not give name:** My name is (inaudible first name) Docker and I'm from Columbia City.....my only problem is that I always look for stoplights whenever I have to cross a place like 30. I avoid 30 at all cost, I will go out of my way, several miles to avoid 30.....I've seen lots of things.....I used to work in the emergency room back at the old Lutheran Hospital and so for me to think about coming out of here.....which I never would do.....to cross two lanes and wait in the median to then merge back into traffic to try to get to the other side.....is concerning. I avoid I-69 at all costs too because I don't like merging.....and that's what's going to happen on this road.....you have to merge.....you have to watch traffic.....I like things that make decisions for me like a stoplight. It did take me a while to get used to roundabouts and I'm used to them now as long as they are single lane.....I don't like the double-lane ones. This is definitely not a roundabout but I do think a traffic light would be great for the fire department, the school and for everyone. I don't know what the criteria is for having one or not having one.....I think probably the intersection was here before the school.....maybe or maybe not.....I think the stoplight would work best.

**Speaker did not give name:** One last comment from me.....we've got a 40 mile per hour speed limit out here on 30 which no one pays any attention to so I think that is a great place to start in making things safe.....just have someone enforce the speed limit out there for a while.

**Mark (last name inaudible):** My name is Mark and I've had the privilege of serving with Mayor Daniel on the US 30 Coalition and working with Dana Plattner and Jason Kaiser over at INDOT for the better part of 10 years or so.....they're great to work with and I have no doubt they want what's best for the people of this community.....they are great traffic engineers. I'm an engineer, I'm not a traffic engineer.....and I don't really have an opening of whether or not this is right. Jason tells me it is as it's the right application for this type of intersection.....I trust him. My concern is that US 30 is not a series of intersections.....its a system. It seems like it calls for a comprehensive environmental impact study. I just would ask INDOT to step and actually doing that study and not take this approach.

**Speaker didn't give name:** I just want to say.....10 to 12 years ago, I was on the school board and I tried to tell them that we do not need a school here because of the traffic.....the other thing, that's been a death on the other side of the intersection with people trying to get out from the industrial park. I told them, they need to make this intersection safer.....let's do it right the first time and this is not the right approach.



## Clark, Rickie

---

**From:** John Enrietto <john.enrietto@yahoo.com>  
**Sent:** Tuesday, October 22, 2019 10:48 AM  
**To:** Clark, Rickie  
**Subject:** Comment regarding proposed changes at US 30 and 500 E in Whitley county.  
**Attachments:** INDOT US 30 and 500 E.pdf

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Mr Rickie Clark;

Following is my comments regarding proposed changes at the intersection of US 30 and CR 500 E in Whitley county. I live in Whitley county, and work in the industrial park at the above intersection, and travel through this intersection daily.

I believe the proposed U turn is more dangerous and will create more traffic congestion than the current layout with traffic turning and accelerating onto US 30 from 500 E.

A proposed U turn forces traffic from 500 E to make a U turn through both lanes of high speed traffic on US 30. This will create additional traffic congestion. When (not if, but when) there is an accident here, you are creating a situation which will cause maximum potential for damage and injury. You will have vehicles at high speed on US 30 and vehicles at very low speed making a U turn through both lines of traffic.

I have attached a sketch of a proposed upgrade instead of the dangerous U turn. This concept does not require any land acquisition, and significantly decreases the potential speed differential of merging vehicles, thereby reducing the potential for accidents, damage, and injury.

In the existing median, add an acceleration lane. You can add both east bound and westbound, although only east bound is shown. The acceleration lane can be 1000' long, or more.

This gives better visibility, reducing potential for accidents.

This gives longer reaction times to allow US 30 traffic and 500 E traffic to react and merge.

This reduces speed differential when vehicles merge, reducing potential damage and potential injury.

This eliminates 5 mph traffic from making a U turn into 60+ mph traffic.

This proposal still allows straight thru traffic to travel across 30 un-impede, reducing congestion.

Plastic separation poles will give clear direction and separation to keep vehicles separate while accelerating to highway speed

Construction can be completed with minimal disruption to traffic.

Feel free to contact me with any questions regarding this proposal

I would also like to be added to any new notices you publish for additional public hearings on this issue.

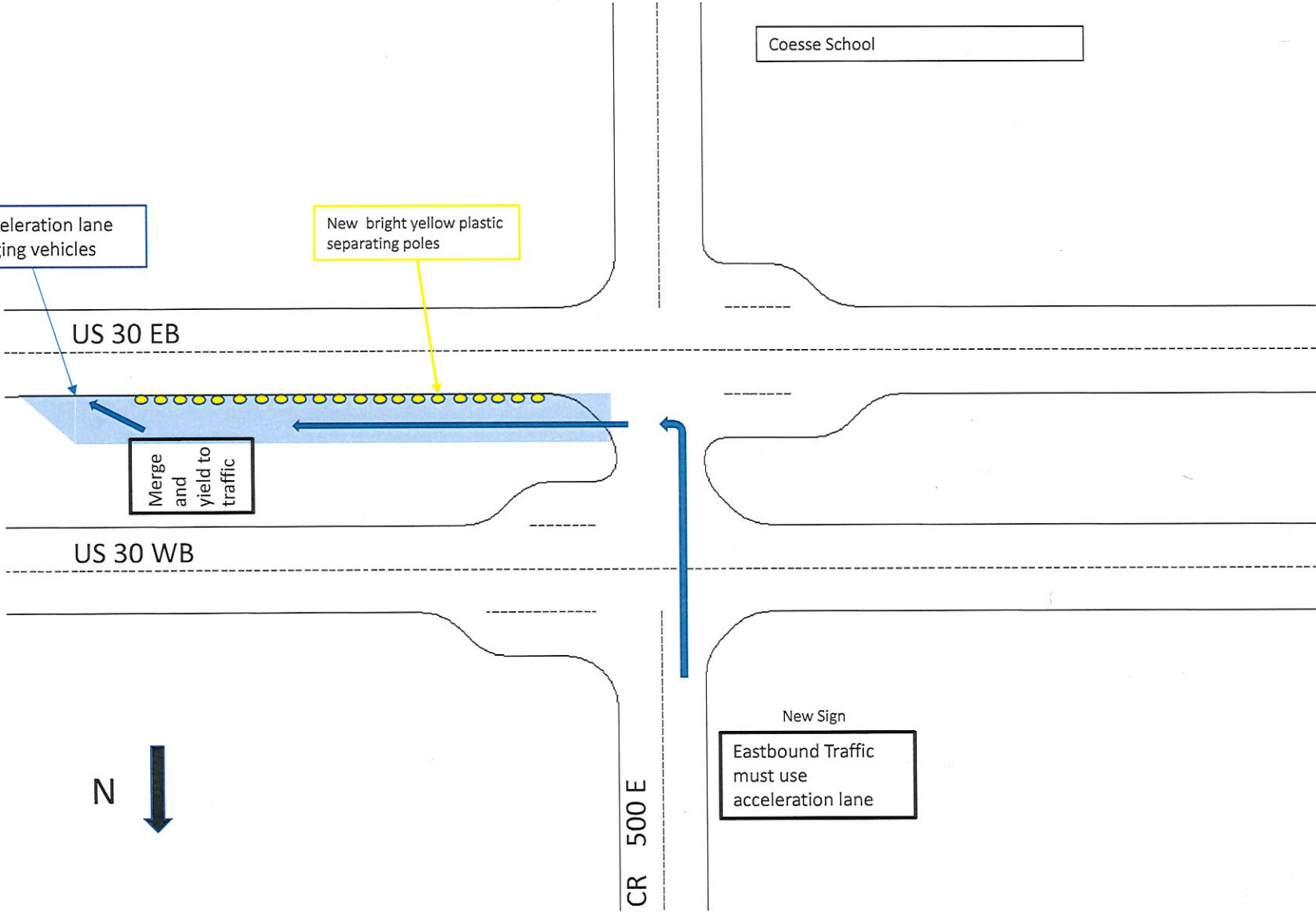
Thank you

John Enrietto  
8151 S 700 E  
Columbia City, IN  
john.enrietto@yahoo.com

New acceleration lane for merging vehicles

New bright yellow plastic separating poles

Coesse School



Merge and yield to traffic

US 30 EB

US 30 WB

CR 500 E

New Sign  
Eastbound Traffic  
must use  
acceleration lane





Larry F. Weiss  
1609 W. Westgate Avenue  
Columbia City, IN 46725  
(260)248-2526 home (260)609-1308 cell  
[larryfweiss@yahoo.com](mailto:larryfweiss@yahoo.com)

INDOT Office of Public Involvement  
100 North Senate Avenue Room N642  
Indianapolis, IN 46204

To Whom It May Concern

In regards to the U.S. 30 intersection improvement at C.R. 500 East in Whitley County, some may consider this a "band aid" to a problem. Rather, it should be looked at as a stepping stone to the end result. This project will move forward, it just needs some issues considered.

Foremost concern is the speed during school starting and dismissal times. Photo speed enforcement should be considered for speed control within a 5 m.p.h. margin before ticketing. This measure should resolve the issue.

For the westbound traffic to make the turn around to go east, consider a second u-turn at the crossing of 400 East with the closure of 400 East. Then if the first u-turn is missed there is another option. This would provide better control of the traffic on U.S. 30 from C.R. 400 East today.

I have been at the intersection of 600 East and U.S. 30. The school buses have been using the left turn light to turn around to go west. East bound may be alright for the u-turn.

The engineers of American Structurepoint said that the right turning vehicles from C.R. 500 East would go directly to the left lane to make the u-turn. I do not see people trying to make this maneuver when turning right. Most would stay in the right lane to get up to speed then move to the left. An extended acceleration lane would be helpful for the heavy trucks, agricultural equipment and vehicles pulling trailers (ie. Grain wagons, livestock trailers, utility trucks and semis).

In conclusion, it would be nice to have the overpass built. We understand the state would be looking at \$17 to 20 million for an investment that would happen in the future. Therefore, this is a "stepping stone" to the end result.

Sincerely,

*Larry F. Weiss*  
Member of Whitley County U.S. 30 Planning Committee  
Representing the Columbia City Plan Commission

**Clark, Rickie**

---

**From:** Nathan Bilger <wcplanning@whitleygov.com>  
**Sent:** Friday, October 25, 2019 3:29 PM  
**To:** Clark, Rickie  
**Cc:** Johnson, Todd H; Brandon Forrester; George Schrumph  
**Subject:** Comment letter re: US 30/500E MUT  
**Attachments:** sketch diagram-us30-500e crossing.jpg; cyclists on 500e.jpg; commentletter-us30-500e-102519.pdf

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Rickie-

Please find attached for your records a comment letter and images regarding the proposed intersection changes at US 30 and 500E in Whitley County.

Thank you,  
-Nathan

-----  
Nathan Bilger, AICP  
Executive Director  
Columbia City/Whitley County Joint Planning & Building Dept  
220 W Van Buren Street, Ste 204  
Columbia City, IN 46725  
(260) 248-3112



Sent to  
INDOT  
mail room



**COLUMBIA CITY/WHITLEY COUNTY  
JOINT PLANNING & BUILDING DEPARTMENT**

Whitley County Government Center  
220 W. Van Buren Street, Suite 204  
Columbia City, IN 46725  
260-248-3112

October 25, 2019

Rickie Clark  
Indiana Department of Transportation  
100 N. Senate Ave., Room N642  
Indianapolis, IN 46204  
reclark@indot.in.gov

RE: Proposed changes to intersection of U.S. 30 and CR 500 E, Whitley County

Mr. Clark:

Thank you for the opportunity to review the proposed intersection modification for a Median U-Turn at U.S. 30 and County Road 500 East in Whitley County. I appreciate your well-designed public meeting on October 8<sup>th</sup> and the comments made by other officials and the public. After review of the proposal, its consistency with the County's Comprehensive Plan, and its potential effects on the community's quality of life, I have put together the following comments for INDOT's consideration.

As a professional planner, I must view the proposed Median U-Turn with a comprehensive eye, particularly with regard to adopted planning documents and good planning principles. Looking at the recommendations of the 2011 Whitley County Comprehensive Plan, 500E is designated on the Transportation Map as a "minor collector." As such, it should be expected to connect local roads and sources of traffic with larger roads and throughways. On its face, the proposed MUT design would not be detrimental to this classification, as it would not eliminate access to U.S. 30, but merely modifies the design. Based on the information presented at the public meeting regarding existing MUT intersections, it would seem that the intersection revision would not have any particular impact on traffic on surrounding roads, beyond that due to increases in traffic volume generally. Still, this "ripple" effect of course is something for us to monitor in the future, and I hope that INDOT plans to do the same.

However, the Comprehensive Plan does recommend "inclusion of pedestrian facilities" for every road classification. It also makes text recommendations in both its "Foster Safe and Convenient Circulation" and "Enhance Quality of Life" sections to develop a pedestrian network throughout the county in conjunction with other organizations. In practice, on most existing county roads vehicular and non-vehicular traffic coexist with minimal conflict due to low traffic volumes and sufficient roadway design. Because of this, the Highway Department has not had its own active program to designate bicycle or pedestrian routes.

While not government-sponsored, there are numerous county roads designated and used as bicycle routes by local organizations (e.g. Three Rivers Velo Sport), with 500E being such one north-south connector. As recommended by the Comprehensive Plan, Whitley County should work to develop these routes alongside the private organizations. In terms of numbers, a rough estimate is that weekly tour groups of 20-30 riders might be expected to cross U.S. 30 at 500E in the high summer season, along with smaller groups and uncountable individuals each week and throughout the year. Coincidentally, I recently



observed two novice cyclists ride across U.S. 30 southbound in 50-degree temperature in late October, as seen in the attached photo. Admittedly, these ridership numbers are pretty anecdotal, but they do indicate that there is a desire and need for non-motorized traffic, at least cycling traffic, to cross U.S. 30 at 500E on a regular and consistent basis.

This proposed MUT though would effectively sever north-south connectivity for non-motorized vehicles. INDOT's suggestion that bicycles "follow the same movement as the [motorized] vehicles" is a technically legal response, though extraordinarily contrary to the intended safety improvements of the MUT, as well as contrary to INDOT's own Complete Streets Policy that mandates designs consider all users of the transportation network. A cycling detour of ¼ mile along a 28,000+ AADT, 60mph highway is obviously not ideal for convenience nor safety. While pedestrians, of which there are very few, may opt to shortcut across the median at the intersection after the MUT construction, cyclists do not have the same legal standing and could be liable for illegal vehicle movements done out of avoidance of a motorized vehicle-oriented roadway design.

A possible design to accommodate cyclists, and pedestrians to a lesser degree, would be to construct a paved path in the median at the 500E intersection, allowing crossing movements of non-motorized traffic at no less a level of safety than currently (arguably more safe, given the expected reductions in points of conflict by the MUT design). Such a design would need to discourage usage by motorcycles, which could be done by usage of a chicane through partial path obstructions, as is commonly done on trails to achieve the same purpose. The FHWA has suggested designs to accommodate non-motorized vehicles at RCUTs, which could be referenced for this MUT design. I have attached a quick sketch of what the design may look like as implemented at 500E; I am confident that INDOT designers can create a far more elegant drawing.

Of course, the Complete Streets Policy does list exemptions to implementation for various instances, which I feel are not met in this instance. There is an apparent current need here, as discussed above, which would be expected to increase over the 20-year life expectancy of the MUT as local non-motorized networks are developed further. The cost of implementing a non-motorized vehicle cross-over should be far less than 10% of the \$800k-\$1M MUT project. While U.S. 30 is a limited access facility, 500E is not, and so changes done at the intersection would still fall under the Policy. The final exemption regarding safety seems not to apply, as safety would be enhanced by implementation of the Complete Streets component, not contradictory to it. So, I hope that INDOT sees fit to implement a design for non-motorized traffic as part of any intersection improvements at 500E, or to kindly document why such an implementation would be exempt.

Finally, I must echo the comments made by Mayor Ryan Daniel at the public meeting. The conceptual plan for U.S. 30 produced by the Whitley County U.S. 30 Planning Committee in 2017, and shared with INDOT at the time, recommended a systematic improvement of the highway to interstate-level standards. In that plan, the Committee acknowledged that fully implementing the plan should be expected to be done in stages over time, possibly decades, but still developed in a methodical approach, with the goal being a U.S. 30 freeway. The Committee advised that peripheral projects should be avoided, as they could detract financing, design, and construction expediency from that goal of a freeway-level highway.

As proposed, this project seems to be such a peripheral project that would not make progress toward that end goal. While experience elsewhere in the country has shown that MUTs—true J-Turns especially—can be part of a free-flow highway, they must be a component of a systematic design. Since INDOT has not created a plan to implement other components of a freeway in the area (other than intersection revisions at SR 9/109, which have been planned for more than 50 years), this project seems to be, as the Mayor has called it, a "band-aid" to address an issue that might be better served through a more comprehensive design.



That said, I do understand the engineering calculations and the concept that the proposed MUT would reduce "severity" of crossing incidents by trading square T-bone collisions for oblique collisions. Obviously, if the safety metric were not satisfied, it would not be proposed. So, while not aligning with the recommendations of the Committee, I cannot argue with the traffic engineering of the specific project for motor vehicles, and I will be interested to see, if it is constructed, its long-term effects, both on the intersection itself and elsewhere.

Thank you for your consideration and effort to address these matters. If you have questions that I may assist with, please feel free to contact me at [nbilger@whitleygov.com](mailto:nbilger@whitleygov.com) or (260) 248-3112.

Sincerely,



Nathan Bilger, AICP  
Executive Director  
Columbia City/Whitley County Joint Planning & Building Dept.

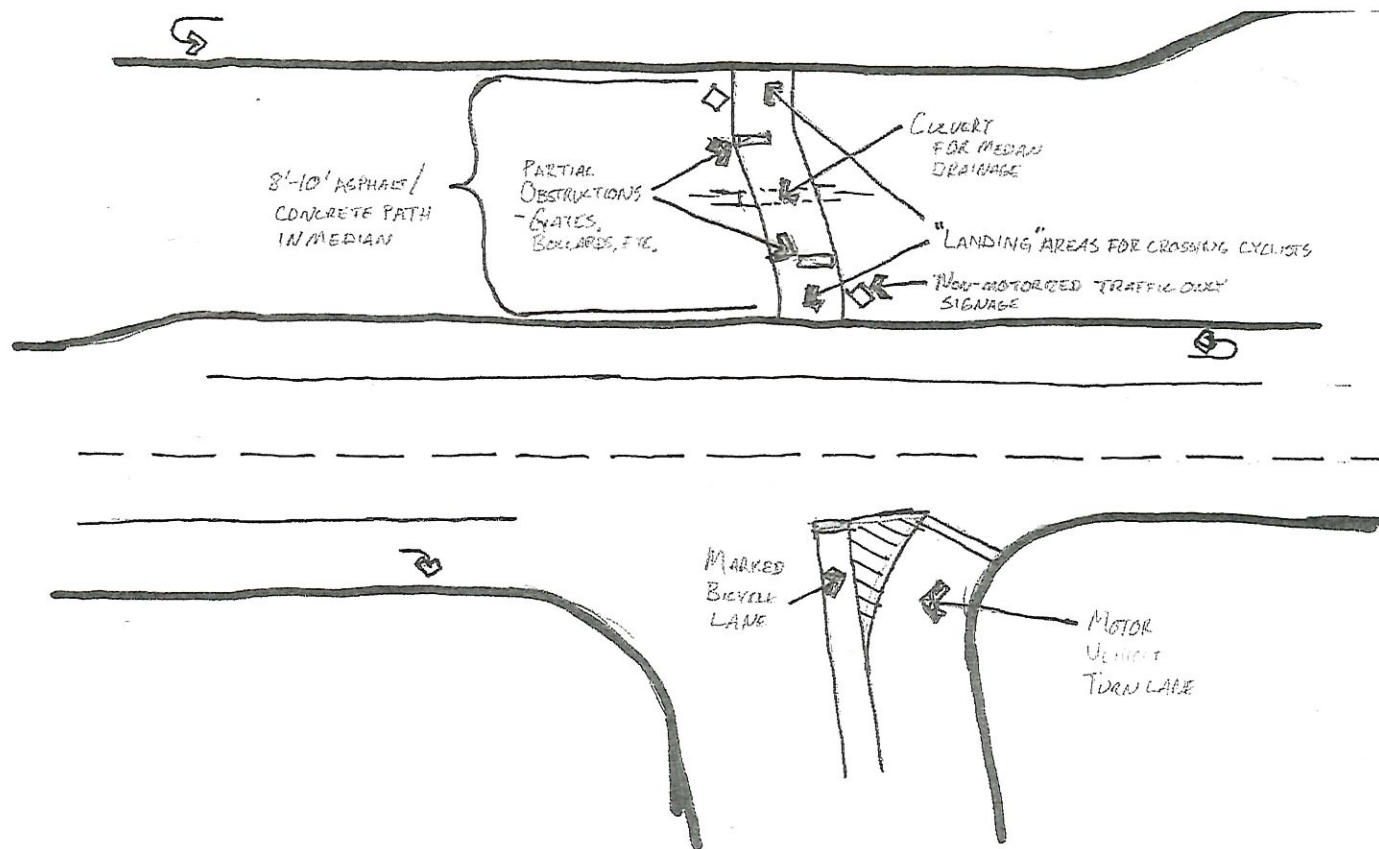
cc: Todd Johnson, Fort Wayne District  
Brandon Forrester, Whitley County Highway Engineer  
George Schrupf, Whitley County Commissioner



*Two cyclists continue southbound on 500E, having just crossed US 30. Photo taken about 5pm on 10/23/19.*



Median crossing could be added to the existing MUT design.





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
EMAIL: rclark@indot.in.gov

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

**TODAY'S DATE:** Tuesday, October 8, 2019

**Please submit comments by Friday, October 25, 2019 for inclusion into the public hearings transcript:**

I'm not sure why there was a public opinion meeting tonight for the new median U-turn. It's apparent to me that this is going to happen, whether it's wanted or not. DO you realize that where you're going to the turn for the west bound traffic in a hill in the East bound lane? To me that seems like a lot of accidents will happen, and they will be fatalities. Not only that, but the 1st responders trying to save a life, will further be delayed trying to save that life by having to manage the turn. IN DOT doesn't want traffic crossing the intersection now, but you have no problem putting our lives in jeopardy by having us try crossing 4 or 5 lanes with blind spots, and traffic that is going above the posted speed limit.

Being the wife of a 1st responder, I want my husband to get to the station safely, and I want him to be able to help save a life, not be too late to help.

You probably don't care, but it's important for 1st responders to get to the station and to the scenes (be fire, accidents & med runs) to be able to help save houses, & lives.

Continued on piece of paper.

**SIGNATURE:**

Robert & Keeley Maggitt



Another thing. You might want to check the stats, on the ~~Fatalities~~ at accidents at C.R 500 E. and U.S. 30.

There's actually more accidents at C.R 600 E + U.S. 30, and C.R 800 E + U.S. 30. and there stop lights at those intersections.

It's my opinion that is median U/T turn is a terrible idea. One that's going to interfere with the 1st responders getting to the fire station, and to the scene if its on the North Side of 30.

Just a question to whom reads this. If you're family member needed assistance from a 1st responder would you want them getting there in time to help or have to mess with an unnecessary traffic design?

Thank you for your time.

Robert & Kealey Maggert

**Clark, Rickie**

---

**From:** James Crouse <covered.bridge.crouse@gmail.com>  
**Sent:** Friday, September 20, 2019 10:00 AM  
**To:** Clark, Rickie  
**Subject:** DES # 1600515 US 30 & Whitley CR 500E

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I would register my objection to this and all of these U-turn changes.

(1) U-turns should be totally outlawed throughout the State except on side streets when there is NO other vehicle the movement of which could possibly be affected by the maneuver -- and always at traffic signals even if no one else is present or approaching;

(2) These modifications result in vehicles starting up from a stop to cross a 55+ mph lane and not accelerating, as they are about to make a right turn. This is very hazardous, especially since those doing so are likely to do it when vehicles are approaching, either due to bad judgment of the speed of the approaching traffic and/or due to impatience at the continuous flow of traffic on such highways. "Shooting across" the highway is actually much safer, especially when the median is wide enough (as all SHOULD be) for a car to pull into the middle and wait for a break in the traffic in the second direction.

I know INDOT will not listen, as it never really does, but I submit my comments anyway.

James R. Crouse  
Fort Wayne





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
EMAIL: rclark@indot.in.gov

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

**TODAY'S DATE:** Tuesday, October 8, 2019

**Please submit comments by Friday, October 25, 2019 for inclusion into the public hearings transcript:**

## FIRST OF ALL :

I APPLAUD YOU FOR TAKING ACTION & PUTTING FORTH A PLAN TO INCREASE THE SAFETY OF EVERYONE AND ESPECIALLY OUR YOUNG CHILDREN.

I ASSUME THIS PLAN IS ALOT LESS COSTLY THAN OTHER PLANS YOU MAY HAVE CONSIDERED.

- PROS
1. MORE ROOM FOR BUSES IN THE MEDIAN TURN LANE PRIOR TO TURNING
  2. ALLOWS YOU TO VIEW ON-COMING TRAFFIC BEFORE PULLING OUT
  3. RELIEVES TRAFFIC BACK UP ON CR500 DURING SCHOOL START & END TIMES
  4. HOPEFULLY BETTER THAN PRESENT SITUATION

## CONS

1. HAVE TO MAKE 2 TURNS INSTEAD OF JUST ONE
2. MOVES POTENTIAL CRASH POINTS FROM ONE TO TWO ON RT. 30
3. HAVE TO JUDGE ON-COMING TRAFFIC SPEED WHEN MAKING A U-TURN (SLOWER THAN NORMAL)
4. CHILDREN ON BUSES & IN CARS IN TURN LANES ARE IN THE MAIN-STREAM OF TRAFFIC & NOT BACK OFF ON CR500 WAITING TO TURN
5. ONE BIG CRASH ON 30 COULD WIPE OUT A LOT OF OTHER VEHICLES IN TURN LANES.

**SIGNATURE:**

*Robert D. Ringer*

OTHER COMMENTS







## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor  
Joe McGuinness, Commissioner

1. SCHOOL BUSES GO BY MY HOUSE TO & FROM SCHOOL WITH VERY FEW CHILDREN ACTUALLY RIDING THE BUSES.
2. TOO MANY MOTHERS HAVING TO DRIVE THEIR KIDS TO & FROM SCHOOL, CAUSING ALOT OF THE TRAFFIC ISSUES.
3. NO ONE ENFORCES THE 40MPH ON RT 30 DURING SCHOOL TIMES COMING OR GOING!
4. TRUCK TRAFFIC IS TERRIBLE & THEIR SPEEDS ARE EVEN WORSE.
5. HOW MANY SPEEDING TICKETS (40MPH SCHOOL ZONE) HAVE BEEN ISSUED IN THE LAST YEAR ????

YOU WILL NOT CURTAIL OR SLOW THE INJURIES OR DEATHS ON RT. 30 UNTIL YOU SLOW DOWN THE BIG TRUCKS !!

AGAIN!

I APPLAUD YOU FOR YOUR EFFORTS!

G-69

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Home » Median U-Turn Considered For U.S. 30

### Median U-Turn Considered For U.S. 30



INDOT Public Involvement Manager Rickie Clark

Staff Writer THURSDAY, OCTOBER 10, 2019

COLUMBIA CITY, IN INDOT representatives, media personnel and local residents were able to voice their concerns and opinions during a meeting to propose a median U-turn along U.S. 30 and CR 500 on Tuesday, Oct. 8 at Coesse Elementary School.

One of the first speakers was INDOT Public Involvement Manager Rickie Clark. Clark explained that the meeting was just a first step to present a proposal, and that written comments would be gathered at the end of the night to make further plans.

INDOT wants to balance the needs of the users and the stakeholders to find out the purposes and alternatives that could be utilized. Air quality, noise and farm land were some topics that were considered in the proposal.

"We're not making a decision regarding this intersection tonight. We're not making a decision tomorrow. It's going to take time for INDOT to thoroughly evaluate and study the comments for the next several weeks before we can reach a decision," Clark said.

To read more, please pick up Thursday's edition of The Post and Mail newspaper at your local newsstands.

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News

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WEATHER ALERT: River Flood Warning is in effect: Adams County

## Columbia City residents weigh in on changes to U.S. 30 intersection

October 8, 2019 11:36 pm Arielle Cadet

Uncategorized

COLUMBIA CITY, Ind. (Fort Wayne's NBC)- INDOT officials say drivers are three times more likely to get in a bad crash at the intersection of U.S. 30 and county road 500 in Whitley County, than they are at a similar intersection along a different road.

Media Relations Director for INDOT, Nichole Thomas said they plan to put a median u-turn in that intersection, to make it safer for drivers.

"So what the drivers would do would be pull directly out from the county road into a dedicated median U-turn lane, where they are protected and separated from that U.S. 30 traffic." Thomas said.

Thomas said drivers will wait for a gap in traffic, and make the U-turn in the dedicated lane onto U.S. 30, or get to the right lane onto county road 500. The plan was presented to Columbia City residents Tuesday night for feedback.

"We want every single driver to go home safely every night." Thomas said.

Some residents said they don't think the plan will help. Aaron Oliver, the Fire Chief of the Union Township Fire Department in Columbia City says you have to come across the intersection to get to the station. He said the change will affect his team directly.

"So with the vehicles that we have, the apparatuses that we have negotiating the highway will be more of a challenge than it is already, and we already run with two people in a truck so you do have that passenger looking beside you, but just merging into traffic and crossing the general highway, there needs to be a lot more awareness with the general public." Oliver said.

Another local, Dr. Ron Conley a veterinarian whose hospital is close to the the intersection. He said when animals are being transported to the hospital, the vehicles can not reach the best speed for a safe U-turn with the animals inside, and it would hurt his business.

"Those horse trailers have to accelerate very slowly and stop very slowly, those floors are awful slippery and the horses can slip and fall so that causes a traffic pattern a lot different than usual driving." Conley said.

In the end, Oliver said better lighting and better driving by everyone, is best.

"Go back to the basics, defensive driving being courteous to your fellow drivers, don't rush up on 'em, give 'em some room, just be the bigger person." Oliver said.

INDOT officials said they will take more public comment on the issue in the future.

Arielle Cadet

Arielle Cadet joined WPTA in August 2019. The Atlanta, Georgia native graduated from the Univer



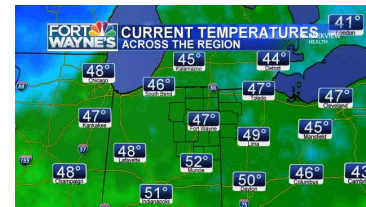
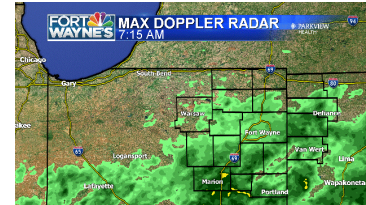
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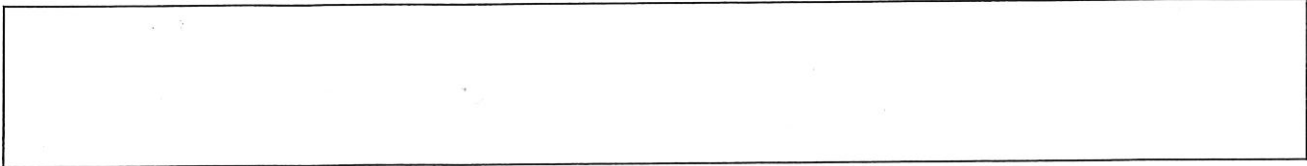
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### YOUR FORT WAYNE FORECAST







# INDOT seeking public comment on U.S. 30 intersection in Whitley County

9:13 am October 5, 2019

## TOP STORIES



COLUMBIA CITY, Ind. (WPTA21) – Members of the community are invited to attend a public hearing that will address improvements to the intersection of U.S. 30 and C.R. 500 East.

State transportation officials aim to improve safety by redesigning that intersection. The project would eliminate left turns from C.R. 500 East and replace them with median U-Turns on either side of the intersection.

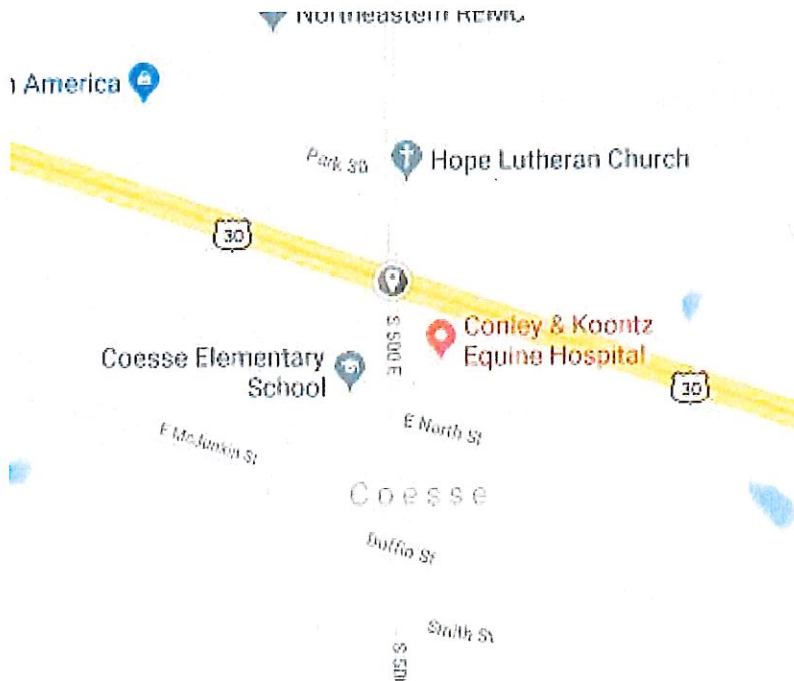
According to INDOT: *The preliminary plans for the Median U-turns will be designed to provide sufficient turning radius for vehicles and trucks. Under this alternative, traffic along U.S. 30 will continue to operate unimpeded and will maintain full access for left and right turning movements onto the county road system. Dedicated lanes will be included on US 30 to allow for queuing and deceleration at the U-turn locations.*

Public feedback will be taken at the meeting, which is set for 6 p.m. on Tuesday, Oct. 8, at the Coesse Elementary School cafeteria.

The school is located at 2250 S. 500 E. in Columbia City. Attendees should enter Door 1.

# Public Hearing Tonight on US 30 Intersection in Coesse

By Nick Deranek - October 8, 2019



Screenshot via Google Maps

INDOT will be holding a public hearing tonight in Coesse for those interested in hearing and voicing their opinions on proposed intersection changes at US 30 and County Road 500 East in Whitley County.

Officials are looking at three alternatives to ease traffic congestion and make for safer travel at the intersection with the use of a median U-turn. Those could include a Restricted Crossing U-turn, a Reduced Conflict Intersection and a Boulevard Left.

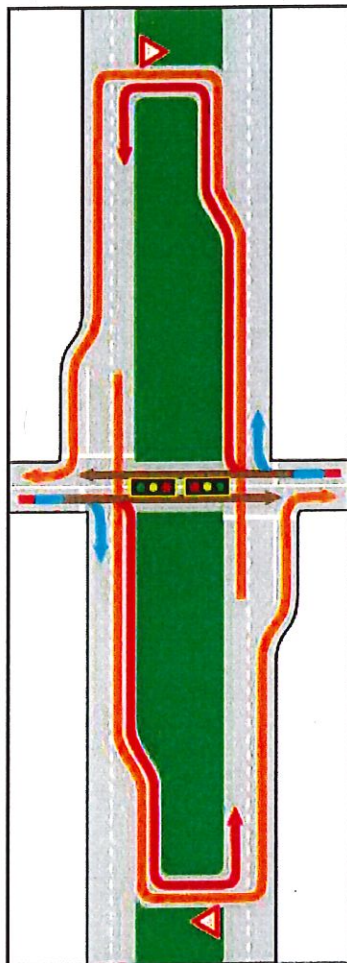
According to the INDOT website, under the right traffic conditions, MUTs are proven to improve safety and reduce delay by separating



and simplifying traffic movements. MUTs improve the ability of traffic to cross a multilane divided highway from a crossroad, and reduce the number of traffic signal phases, which frees up green time for more critical traffic movements through the primary intersection.

The public hearing will take place at 6 PM in the Coesse Elementary School Cafeteria.

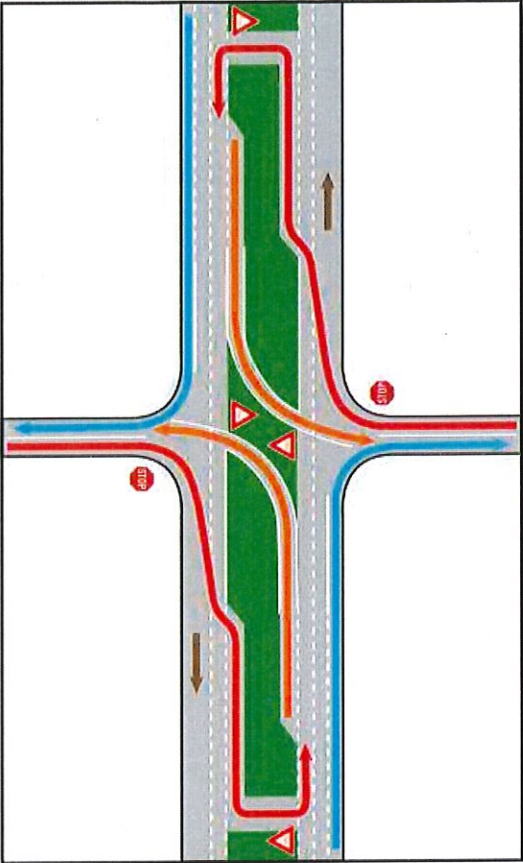
Boulevard Left



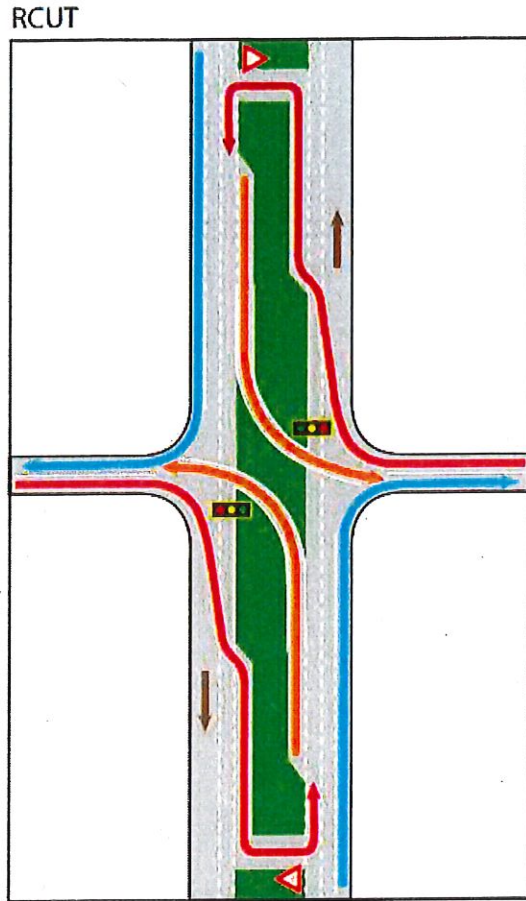
Boulevard Left Intersection. (Photo Provided: INDOT)



Reduced Conflict Intersection



Reduced Conflict Intersection (Photo Provided: INDOT)



Restricted Crossing U-turn Intersection (Photo Provided: INDOT)

**Nick Deranek**

News and Content Director, WRSW, News Now Warsaw





**Intersection Improvement at US 30 and CR 500E in Whitley County  
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Comment No.	Name / Organization / Comment Date	Comment	Response
1	Mayor Ryan Daniel	<p>Thank you INDOT for having this meeting and thanks everybody for showing up.....it was about two years ago that I had a meeting here with many of you talking about what the future of U.S. 30 could be presenting a concept and kind of what the long term approach is for U.S. 30. As you will remember at that meeting I also discussed that this is an INDOT road and INDOT can do what it wants with this road.....certainly taking many things into consideration. So with that, I certainly appreciate the approach. I think one of the things.....well I guess I have a couple of things I have concerns about.....first and foremost, I'm not the mayor of Coesse.....I'm representing Columbia City but I'm also representing the U.S. 30 planning group which is made of many individuals, several of which, 4, 5, or 6 of us represented in this room.....we've been focusing on the future of U.S. 30.</p> <p>Furthermore.....we also have a U.S. 30 Coalition, which is made up of many individuals.....2,3 or 4 of them in this room.....a group where many of not necessarily from Whitley County. So with that....my first question.....well it will be formed as a statement as we're not taking questions.</p> <p>I think it is important to think about the long term health of U.S. 30, the long term vision.....and recognizing the many intersections along the way that make up the corridor.....that have issues and figuring out what the long term plan is and whether or not this is a band-aid or something that will be here long term.....so I've got questions about that. One of things that I've heard multiple times.....not only here but in other sessions.....and to Jason Kaiser, I'm going to sound like a broken record, wherever you are.....there you are.....one of the concerns that we often hear in my</p>	<ol style="list-style-type: none"> <li>1. <u>Comparison of traffic at US 30 and CR 500 vs. US 30 and SR101</u> The intersection of CR 500 and US 30 is being designed in accordance with the traffic counts at the CR500 intersection</li> <li>2. <u>Considerations for school buses and large trucks</u> The intersection has been designed to accommodate both school buses and a WB-67 (interstate tractor-trailer) design vehicle.</li> <li>3. <u>Intersection exhibit</u> Several different types of Median U-Turn configurations are possible. The configuration presented for the study intersection did not include left turns from the mainline.</li> <li>4. <u>Long term plans for US 30</u> Improving the safety of this intersection is an immediate need. The proposed improvements to the intersection do not preclude any long term changes to the corridor from taking place.</li> </ol>

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		<p>office is that at S.R. 101 and U.S. 30.....this is an example right.....of where the median U-turn is and is built.....my biggest issue is as we look at it.....as a local county planning group is that when you look at that intersection, the cross traffic on U.S. 30, the actual east / west traffic is considerably less than is the case at this location, so you're talking nine or ten thousand vehicles per day over there versus twenty-five to thirty thousand vehicles per day here.....so I do have some concerns about that as don't know if the two locations are comparable.....let's say that. Further, I appreciate that INDOT has worked with the school system as I know this has been a concern of theirs and lengthening those median lanes because of school buses.....and frankly on the other side of the road, you have an industrial park with many semi-trucks coming in and out.....I think those are the biggest things for me. I do have one other comment and that's earlier today.....for those of you who follow me on social media is that I posted a report by WANE TV who had an intersection crossing type model that I think INDOT had provided to them.....there was one thing in there that was different from this plan and so I just want to make a comment about that. In that plan or in that traffic pattern simulation, it showed in the middle or in the median.....where individuals who were heading westbound could actually turn in the median to head south.....or people heading east could turn in the middle to head north.....instead, that is not what this plan tonight has and it does not have any median cross traffic so you have to go to one end or the other to cross. Ok, certainly.....on behalf of the U.S. 30 Coalition and on behalf of Columbia City and on behalf of our Whitley County planning group, our biggest concern is the long term vision for U.S. 30.....not only has the Governor mentioned it in his State of the State address about addressing the U.S. 30 long term vision.....certainly we have advocated for some long</p>	
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		<p>term fixes to that.....so we need to make sure we're focusing on the long term health of U.S. 30, the future of U.S. 30.....and frankly and more importantly for us, the residents that have to cross U.S. 30 everyday.....thank you.</p>	
2	Larry Weiss	<p>I'm a member of the Whitley County group that Mayor Daniel had talked about earlier.....I'm there as a representative of the Columbia City Planning Commission.....and if seem a little nervous it's because I'm more comfortable sitting at a drafting table and drawing things out than standing in front of you folks. A couple of things that came to mind when I was looking at this.....I went down to library today to take a look at the drawings and in fact.....that environmental impact report you tallied about.....a couple of things that came to mind.....questions for the State. First of all.....I've dealt with other locations.....not in this State where photo speed enforcement takes place during the active hours for the school system in the mornings and in the dismissal times.....is there going to consideration for the slower speed times that there would be photo traffic enforcement take place.....and I know in some areas.....today it reads 40 miles per hour out there.....and they usually give them a 5 mile per hour lee-way.....and I'm not speaking from experience there. But in any regard it could be something that if it's not happening then maybe it's something that could be looked at. Also, I noticed in the drawings that the right turns didn't really have very extensive acceleration lane for the right turn traffic to take off from the intersection in their attempt to move to the left.....so that was something that I noticed. I'd like to bring your attention also to the Carroll County.....your newest J-Turn, U-Turn.....whatever you want to call it at, I believe at 800</p>	<ol style="list-style-type: none"> <li>1. <u>Photo Enforcement of Speed Limit</u> Photo enforcement has not been considered as part of this project.</li> <li>2. <u>Right turn acceleration lanes</u> The traffic turning right with the intent of making the median u-turn will move directly into the left turn lane. There will not be the need to accelerate up to mainline speed.</li> <li>3. <u>Confusing Intersection Layout</u> The project will include several "diagrammatic" signs to assist motorists in traveling through the intersection</li> <li>4. <u>Large Vehicles utilizing the intersection</u> The existing intersection is not large enough for large vehicles to stack in the median in order to turn left. This means that left turns need to cross both eastbound and westbound at the same time. With the proposed improvements large vehicles turning left will only need to negotiate one direction at a time. Acceleration times onto US 30 are the same whether they are at the existing intersection location, or the proposed MUT locations.</li> </ol>

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		<p>West and S.R. 25.....I travel that about every two weeks and I've observed that on two occasions.....one time a gentleman came in.....on the right turn in and out.....and he came out into the right-of-way and he couldn't make it across.....so he made a U- turn about maybe 500 feet in front of me and went right back towards Delphi. And the other issue was that a gentleman pulled up there and he was perplexed.....and he backed up and then turned around and drove back to Delphi.....so I guess I'd say there are precautions that need to be considered.</p> <p>Also, I noticed in Cass County on S.R. 25 there at the AG complex where there are several grain facilities.....and they have reasonable truck traffic there and they have considerable acceleration for the trucks as they come out onto the roadway....onto the right lane there. My main concern is that with this industrial park that they vehicles there that are going to try to utilize this that need to go back to the east.....that they're going to be challenged in an adequate amount of time to get over to utilize that turn. I understand the turn can be feasible.....useful.....but is it possible that it needs to be projected farther to the west to give that truck traffic the opportunity to do what you're trying to achieve here. At this point.....that's all I have.....thank you.</p>	
3	Paul Johnson	<p>I'm Paul Johnson and my comment is that I'm glad Ryan brought up looking ahead and that's what I've been thinking about in looking at all of this.....but also when he was mentioning the one you got over in Allen County.....I've been through that one at 101 and 30 and it's case of that traffic flow is different than here.....you've got to plan that and put down that road and see it almost a quarter mile in advance.....to see how much traffic coming and when you're going to have time to do all that when you have to cross the two lanes on each side to get to the other side to make the</p>	<ol style="list-style-type: none"> <li>1. <u>Sight Distance to proposed intersection</u> The design of the proposed intersection meets all required sight distance requirements.</li> <li>2. <u>Future of US 30 Corridor to be Interstate standard</u> There are no current plans to make US 30 an interstate</li> <li>3. <u>Make CR 500 an overpass</u></li> </ol>



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		<p>turn.....to get to turn back to head in the opposite direction.....and the same way when you head back in the opposite direction to make you turns to get back across the intersection.....it can be a challenge. In this area, say down by 600.....the traffic gets through pretty good and we have a handle on things. The point is.....what's Indiana going to do? Are they going to be make this an interstate? About 10 years ago I was told that they was considering an interstate from Fort Wayne to the Chicago between 30, 33 and 6. Well make up your mind now.....because it's like right now...if you put this in it just one of those things to get by for now.....I think you really think about the intersection as a whole.....are you going to go over the top, spend the money and do it. You'd already be solving your problem of trying to convert this to an interstate someday. I looked at this way back in 63 when this road was built.....I've been in the trucking industry for a lot of years and traveled about 40 states from end to the other, from north to south.....but Indiana does not look forward far enough at things. You go to Ohio.....once you leave the east side of New Haven heading into Ohio, its non-stop.....you can get to about Canton, Ohio which is about two-thirds of the way across.....going to Toledo is the same way. I say let's look forward and look at keeping the trucks and traffic moving.....let's get this over-head in here.....it may cost some money but let's do it. I know I saw something a couple years ago where they had some plans and showed and over-head along here to take county traffic over 30.....I think that's the way to go.....thank you.</p>	<p>Making CR 500 an overpass would significantly increase cost and reduce access to US 30 for both residential and business users.</p>
4	Dr. Randall Conley	<p>Hi, I'm Dr. Randall Conley.....I'm one of the owners of the horse hospital across the street. We have several horse trailers pulling in and out of there every day and I'm just real concerned about having those horse trailers coming off that U-turn.....they can't accelerate like</p>	<p>1. <u>Acceleration onto US 30</u> Acceleration times onto US 30 are the same whether they are at the existing intersection location, or the proposed MUT locations</p>

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		<p>normal vehicles with those horses in the trailer. They could look out about half mile and not see anything coming and then get out there and then vehicles be right on top of them because it takes time for them to complete the turn.....so that's my biggest concern. When you have vehicles with livestock, hauling livestock.....your movements are different, slower and more deliberate so I'm concerned about that.....you know those vehicles cannot accelerate as quickly as regular cars since they're loaded down with livestock.</p>	
5	Aaron Oliver	<p>I'm Aaron Oliver, Union Township Fire Chief.....I want to thank the State for putting this on.....this has been a great eye opener.....I can't imagine the amount of work that went into this.....I'm sure most of you went to school for a long time to be civil engineers and traffic managers, etc, working within a bureaucracy, with environmental management, politics you have to go through.....which is ironic since the State owns all of the right-of-way and they're not changing traffic.....the amount of the traffic, you're changing the flow of traffic.....so I think the environmental study is a little bit of a waste of money but I get it, I totally get it. I understand all of the hoops that you have to go through and I do appreciate it.....I mean it's kind of a thankless job sometimes.....ask Mayor Daniels.....for all of the good the State, cities, towns do there are probably about 45,000 things people might hammer you on especially on social media which I refuse to be on. So just a little bit about myself.....my name is Aaron Oliver, 42 years.....and I've been on the fire department here in Coesse since February 1997, so that's about 22 years.....and I did a little research before coming to the meeting tonight and obviously you guys did too.....but I went back a little further. I was able to go back to April of 2005 and this isn't the only thing I'm talking about but just for reference because</p>	<ol style="list-style-type: none"> <li>1. <u>Eliminating the Environmental Study</u> The inclusion of the environmental study is in accordance with the National Environmental Policy Act (NEPA).</li> <li>2. <u>Long term plans for US 30</u> Improving the safety of this intersection is an immediate need. The proposed improvements to the intersection do not preclude any long term changes to the corridor from taking place.</li> <li>3. <u>Traffic diverting to adjacent intersections</u> Traffic studies completed to date do not show that significant numbers of vehicles will divert to adjacent intersections. Improvements at the adjacent intersections are outside the scope of the improvements proposed in this project.</li> <li>4. <u>Field of Vision of MUT vs. existing intersection</u> The required sight distance for a left turn at the MUT intersection is the same as at the existing intersection.</li> <li>5. <u>Roundabout vs. MUT</u> A roundabout was not considered at this intersection due to the high speed nature of US 30.</li> </ol>



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		<p>we're very concerned about personal injury accidents, the safety of our students and our drivers, our students and our drivers, our citizens and people from other communities and even other states away that travel through this corridor. So since 2005, we've gotten about 71 total calls and my fire department is the first responders fire department there.....have I've been on every call.....no sir. Of those calls.....have there been any fatalities in 22 years, no sir.....no fatalities. There's been 15 unknown accidents which basically means somebody could be pulled off on the side of the road and then we get there and there's not really anything but nonetheless somebody called it in. There were 8 personal injury accidents, of those....like I said before, no fatalities.....and there were 48 property damage accidents so this basically means.....a fender bender, cars hurt, people were not.....my point is, that while you are very correct, that this has the potential of being an extreme safety hazard, life killer...whatever you want to call it intersection, people have learned to navigate fairly well.....and it just seems to me that putting a J-Turn in is.....I don't want to use the word band-aid.....because Mayor Daniels and I think everybody here has shared the differences between this and highway 101. I can't imagine the amount of research you can do, that you have to do, minus going out and trying to have an accident.....it's all got to be table top, it's got to look at other places that are not here.....and I get that. One particular incident or issue that I see out here is that industrial park. Park 30 Drive and Old Highway U.S. 30 / Lincolnway/ Washington Center.....whatever you're familiar with calling it creates an intersecting issue. What it does, it will throw people one way or the other. Going to 600 East is not a bad thing.....it's a stop light. Going to 400 East is a horrible thing. While you can see farther down the road in both directions, you will increase the traffic flow down there because are not going to want to go out and merge onto traffic and take on that</p>	<p>6. <u>Traversing through the intersection with a firetruck</u> It is acknowledged that the travel time through the intersection will be increased due to the increase in travel distance, however the proposed intersection will eliminate conflict points that have to be crossed and will result in an overall safer, free flowing facility.</p> <p>7. <u>Reasons for accidents in vicinity to the project</u> The purpose and need for the project is to address the safety at the intersection of CR 500E.</p> <p>8. <u>Future of US 30 Corridor to be Interstate standard</u> There are no current plans to make US 30 an interstate.</p> <p>9. <u>Acceleration onto US 30</u> Acceleration times onto US 30 are the same whether they are at the existing intersection location, or the proposed MUT locations</p> <p>10. <u>Traffic Signal</u> The intersection does not meet the required warrants for the inclusion of a stoplight.</p> <p>11. <u>Limit the improvements to Street Lights</u> Lighting the intersection will not adequately address the safety issues and therefore does not meet the purpose and need.</p>
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		<p>extra hazard. I would like to say that I do appreciate that you've given a lot of thought about school buses, semis, farm machinery.....but I can tell you.....minus a school bus...that I've driven all of those things through that intersection and you just have to be cognizant of what you're driving. I have no problems getting across the highway with something that is wider or longer than the highway itself. You just have to learn how to navigate it.....as I'm sure Mr. Johnson would tell you the same thing.....anybody that's been a professional driver would tell you that. From the fire department point of view.....this is what I'd like to get at and try to sum this up. When you approach an intersection like this, you are 90 degrees to the intersection.....does this creates a T-bone hazard and that right angle injury.....absolutely. But your field of vision is tremendously better than the navigation skills that you have to do in order to do a J-turn.....and yes I've been to Michigan and yes I've been to highway 101 so I know what you're talking about. I was not a proponent roundabouts but right now after going through what I think was a dual lane roundabout on S.R. 19 .....it worked. So I would rather see a roundabout out here before I'd like to see a J-turn.....but let me just give you my point of view on what it takes to get a fire truck through that intersection. First, we're going to have to approach the intersection which is no different than what it is now. We've got to make a right turn, which we do all the time, but now we have to make a lane change.....and I'm to tell you that in 22 years.....and my colleagues will tell you, this gentleman right here....Mr. Borgman will tell you.....he's 50 year operator of fire truck apparatus.....they don't watch the light, they don't listen to the sirens.....it's all on us.....it's all on us and if we have an accident, it's completely on us.....law suit included. So with that said, we have to be very careful how we drive. So now we have to make a right turn, make</p>	
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		<p>a lane change, make a left turn and now look at our blind side to get into the passing lane of a dual lane highway with cars going about 60 miles per hour plus and then make another lane change, watching our blind side and then make a right hand turn on our blind side-. So all that said, that's just what we have to do to get off of the highway not to mention that at this point and time, 75% of our membership is coming from the north side of the highway which means we have to all those negotiated turns just to get to the fire truck and before we even get going to help the person in need. So that's my biggest problem with that.....not only that but also the pure stress on the vehicles making that turn. Ok, let's see what else.....I wrote down a lot of things as you were talking.....another point.....of all the accidents we've had out here, I'd say within a mile of that intersection or from U.S. 30 through Columbia City to the county line.....which we have a lot of bad intersections through here.....the number one cause of the accidents usually is the volume change.....when they is highway maintenance, which has to be done and I totally understand that. I also understand not seeing the flow of traffic 100% which means we've got to make a lane change and consolidate the traffic down to one lane.....that is where people speed up, slow down.....we've all seen it happen.....people can see the sign.....two miles ahead.....but by golly I'm not going to let that car behind me get ahead of me or give them the room to get in.....that's just the way people can be.....we're creatures of habit. So I'm not here to point fingers but what I am to say is that I understand.....and I know I said this 3 times so far.....I appreciate what you guys have done, I appreciate the time, the maps and all the ways you go about malting decisions.....it's taxing, daunting and by all means you don't want to think about it when you get home at night because you're probably burned out. But I think, leaving it alone.....in this particular instance,</p>	
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		<p>this particular intersection.....is probably a better option.....at least right now.....I do agree with Mr. Johnson that the day is going to come where we're going to have to pull the trigger on is it an interstate or isn't it.</p> <p>Dr. Connelly is it? Absolutely agree with you as I've got horses of my own that have been to your facility.....while you might have the power to take off fast, the horses don't have the ability to stand that fast and I know we don't need to make 100% of our highway maintenance decisions based on the 10 to 20 trailers per week or whatever might happen but it's a great consideration. So I think that's pretty much it.....yes, I think that's pretty much it. So I'd just like to reiterate that while it is a very nasty intersection, I think the discussion I always heard was why isn't there a stoplight out there.....well it forces the cross traffic to do the thinking. You cannot just look at the light during the change and go which creates a less severe impact because people just take the stop light for granted and assume the cross traffic is going to stop. So I think for right now, from what I've seen, just put some street lights up as it would help the intersection and also county line itself.....anyways with that, I'll give you the microphone back.....thank you.</p>	
6	Vickie Himen	<p>Hello my name is Vickie Himen and I'm a teaching here in this building and I appreciate Mr. Oliver's comments about wanting to leave it alone but I am here to tell you that we cannot leave it alone. When we have dismissals and when the kids arrive.....this is a very dangerous intersection. We have families with children in their cars trying to cross 30 and it isn't safe and I just we never have a day where we have a family that gets hit and there is a fatality. I do question, number one, the speed I mean I drive on 30 and I know how fast people go on 30 and I question the speed and being able to get into those left lanes to be able to do the U-turn.....and during certain times of the day, do we have enough break in</p>	<ol style="list-style-type: none"> <li>1. <u>Adequate Breaks in Traffic to get into turn lane</u> The needed breaks in traffic to get into the median u-turn lane are similar or less than the breaks required in order to make a right turn. This is due to not needing to fully accelerate to highway speed when getting into the median u-turn lane.</li> </ol>

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		<p>traffic to be able to get safely across to the left lane? Those are just questions that I have.....but I don't think we can afford to leave the intersection the way that it is.....it is not safe for our kids to come to school. So people who are against it, I'd just like to encourage you to perhaps come and sit in our parking lot at 7:15 in the morning and at 3:30.....well we dismiss at 2:15 which is not so bad but when the industrial park releases at 3:30, it is hellacious to get across to go westbound on U.S. 30.....so please take into consideration the further citizens of our county and their safety.</p>	
7	Robert Koontz	<p>My name is Robert Koontz and my comments are similar to those of Chief Oliver's.....you're asking a car from a stop, make a right hand turn, switch two lanes of traffic, make a U-turn which takes significantly longer than the straight left turn.....and my question to our engineers is that you've provided 4 examples in Indiana but that's really anecdotal information.....do we have any concrete studies, long terms studies that actually show this is safer.....my second comment is that when you're asking large farm equipment to cross two lanes of traffic, how long does that take? Do we have any long term, large vehicle studies that show that the J- turn is safer and what is the turning radius that we're going to need to make that U-turn with.....as Dr. Connelly pointed out, a horse trailers, semis, other vehicles.....thank you.</p>	<ol style="list-style-type: none"> <li><u>Acceleration onto US 30</u> Acceleration times onto US 30 are the same whether they are at the existing intersection location, or the proposed MUT locations</li> <li><u>Safety Studies for Median U-Turns</u> Federal Highway has extensively studied U-turn based intersections and has included them as a Proven Safety Countermeasure. A complete listing of the FHWA research is available at the following link: <a href="https://safety.fhwa.dot.gov/intersection/innovative/uturn/">https://safety.fhwa.dot.gov/intersection/innovative/uturn/</a></li> <li><u>Intersection Crossing time</u> The time needed for a vehicle to make a crossing maneuver is dependent on the type of vehicle making the maneuver. A combination truck will need approximately 12 to 13 seconds to make a right turn or crossing maneuver.</li> </ol>
8	Speaker did not give name	<p>I've got a sheet here that I'm going to turn in later.....filled out on both sides....pros and cons. I applaud you people for trying to do anything out here and it is really warranted.....I will say that. A couple concerns I have is that I don't believe you're going to do much of anything until you first slow down that truck</p>	<ol style="list-style-type: none"> <li><u>Vehicle Speeds on US 30</u> Enforcement of legal speed limits is outside the scope of this project. The existing school speed limits will remain.</li> <li><u>School buses on the MUT deceleration lane</u></li> </ol>

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		<p>traffic out here. It goes too fast, all day long and all night. The other thing is.....I was looking at your map here.....and you're going to take all these kids and their parents and the school buses that would normally line up on County Road 500 to get out to turn.....now you're going to stick them out in the middle of the median with traffic going both ways at 60 to 80 miles per hour.....and if they do have wreck at one of those turn points.....it's going to be a major one because you're going to wipe out 3 or 4 cars instead of just 1 or 2.</p>	<p>Traffic will only be to one side of vehicles attempting to make a left turn. Traffic stacked at the U-turns locations will be similar to what exists at the existing intersections. Crash patterns do not currently show this queue as a safety concern.</p>
9	Jerry Bickle	<p>My name is Jerry Bickle and I guess my question is since this out to 2021.....I think it's already been stated.....how does this fit into the long term for U.S. 30. If you know you're going to do something in 2022 or 2023.....wouldn't you want to do it correctly instead of doing something in the short term.</p>	<p>1. <u>Long term plans for US 30</u> Improving the safety of this intersection is an immediate need. The proposed improvements to the intersection do not preclude any long term changes to the corridor from taking place.</p>
10	Marlin Leininger	<p>My concern is that if you're going east here instead of trying turn back into traffic going down to 600 East where the stoplight is.....get this west bound traffic slowed down.....and then on the other end extend that turning lane to get these trucks, so you can get up to speed before you're trying to get out into traffic.....thank you.</p>	<p>1. <u>Vehicle Speeds on US 30</u> Enforcement of legal speed limits is outside the scope of this project.</p> <p>2. <u>Acceleration onto US 30</u> Acceleration times onto US 30 are the same whether they are at the existing intersection location, or the proposed MUT locations</p>
11	Trevor Shoda	<p>My name is Trevor Shoda and I live here in Coesse.....I heard from a lot of people here.....you know we've got the fire station right here, we're in the school, farm equipment.....from the presentation that was given, compared to the U.S. 30 / 101 intersection that is already happened.....didn't really hear anything about large equipment, semis, the U.S. 30 traffic.....you know that's going to be there but I guess something to thinly about is the 500 traffic. Yes....the industrial park, the equine hospital here.....school bus, the fire</p>	<p>1. <u>Considerations for school buses and large trucks</u> The intersection has been designed to accommodate both school buses and a WB-67 (interstate tractor-trailer) design vehicle.</p>



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		department, their trucks.....I didn't hear anything about large vehicles or crossing U.S. 30.....I just kind of heard continuing down U.S. 30 one way or the other.....is this going to be beneficial to be able to get north from 500 to the other side of 30 or what.....it's something I feel wasn't tallied about.....I hadn't heard it mentioned.....I feel it is important to think about in the process to making a decision on this.	
12	Terry Stetzel	Hi my name is Terry Stetzel and I have a question or comment.....INDOT some the U-turns they have where you turn around, they have a stoplight right at the point you make the turn.....I'm wondering if that would help any? If so, maybe we can look into that too. So at least when you get over to that lane, you can stop and hopefully they'll stop at that stoplight and then you can make the turn and go from there. Hopefully that 18-wheeler doing 60 will stop and let you make your turn.	1. <u>Inclusion of Stoplight at MUT intersections</u> The traffic volumes do not meet the warrants for the inclusions of Traffic Signals.
13	Wilma Minnick	I'm Wilma Minnick and I'd just like to make a suggestion that you evaluate the traffic at the stoplight at 700.....or whatever the next light down on 30. See if the traffic there warrants that light.....maybe that light could be moved down to this intersection.....especially with the school and the fire department here.	1. <u>Traffic Signal</u> The intersection does not meet the required warrants for the inclusion of a stoplight.
14	Mayor Ryan Daniel	The one other thing I guess I wanted to mention here as part of the Whitley County Planning Group.....we've been talking about this entire corridor. This corridor is very interesting because it's really is kind of a quasi-mix. You have multiple industrial parks along the way, you have multiple schools, you have churches, you have a multitude of farmland in the area.....and certainly on the east side of Whitley County so as we looked at this corridor, one of the challenges that we saw is.....there are a lot of people coming to work, a lot of people coming to school, a lot of people dropping off	1. <u>Traffic diverting to adjacent intersections</u> Traffic studies completed to date do not show that significant numbers of vehicles will divert to adjacent intersections. Improvements at the adjacent intersections are outside the scope of the improvements proposed in this project.

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		<p>horses.....doing all sorts of things right.....so one of the comments I guess I would make is, that as you look at this intersection, I hope that you also look at 400 and specifically how this intersection change will impact 400. As we look at it as a local planning group is that because of the issues of our schools, industrials parks, farms, we actually have an overpass here with an intersection or interchange down at 400. Of course we understand that it costs a lot of money but with that being said, you have a lot of traffic that I think is going to end up diverting down to 400 to the point of least resistance. So as you're going through the final design.....Scott and American Structure- Point.....I don't know if you guys looked at 400 as well.....I think it would be interesting to see what is the perspective change of traffic over to 400.....which I agree with the Fire Chief is that that intersection is a bit more challenging than this one.....thank you</p>	
15	Tony Dee	<p>My name is Tony Dee and I have two daughters here at Coesse and we live just north of 500 and my comment is even though the bullet point was made that this intersection didn't warrant a traffic signal.....you're actually creating four new traffic signals without the hardware so when look at it in that perspective and also realizing that in the environmental study, you are continuing asking the trucks and the cars.....as they go all the way through.....as Mayor Daniels calls it, the corridor.....they are stopping and starting.....the horse trailers and starting and stopping, all of the Ford F 350s, all of the being diesel trucks, they are starting and stopping the who way along here so any new traffic signals should be a detriment to the environmental documentation because we're ruining our gas mileage while at the same time trying to make things more efficient. I'm not sure how that is quantified in the report and I've not seen the report but I would just love to know how the State of Indiana is going eventually</p>	<ol style="list-style-type: none"> <li>1. <u>Configuration creates new traffic signals</u> The proposed intersection does create new intersection points, however those locations are not signalized.</li> <li>2. <u>New traffic signal would decrease gas mileage</u> A traffic signal is not proposed at this location. In the proposed improvement through traffic on US 30 would not have to stop.</li> <li>3. <u>Additional configurations such as interchanges should be considered.</u> The cost for a new interchange is in the vicinity or \$30M and is cost prohibitive given the levels of traffic at the intersection</li> </ol>