

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>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" 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.</p>	
16	Aaron Oliver	<p>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 neatI 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</p>	<ol style="list-style-type: none"> 1. <u>Time period traffic study was conducted</u> The additional traffic counts were a supplement to previously obtained data and not the sole data collected. INDOT has collected traffic counts during school and summer hours. 2. <u>Traffic approaches the school from the south is not included in the study</u> The proposed improvements are to the intersection only. Traffic that approaches the school from the south is outside the scope of this project. 3. <u>Adding a stoplight will increase traffic</u> The warrants for a new traffic signal include the projected traffic growth rate at intersection

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>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 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.</p>	
17	Speaker did not give name	<p>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 1-69 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.</p>	<ol style="list-style-type: none"> 1. <u>Traffic Signal</u> The intersection does not meet the required warrants for the inclusion of a stoplight. 2. <u>Merging Requirements</u> The traffic turning right with the intent of making the u-turn will move directly into the left turn lane. There will not be the need to accelerate up to mainline speed.

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		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	
18	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	1. <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.
19	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.	1. <u>Long term plans for US 30</u> A study of the entire corridor is not within the scope of this project. 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.
20	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.	1. <u>Intersection needs to be safer</u> Improving safety at the intersection is the primary purpose of the project.

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

<p>21</p>	<p>John Enrietto</p>	<p>Following is my comments regarding proposed changes at the inter section 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 though 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<ol style="list-style-type: none"> 1. <u>Proposed U-Turn is dangerous</u> Median U-turns have been proven to increase safety at intersections and are a Proven Safety Countermeasure per the FHWA 2. <u>An Acceleration lane should be added to the median</u> Adding an acceleration lane for left turn traffic to get up to speed prior to merging does not eliminate the vehicle conflict points for traffic crossing the median. This does not adequately address the safety issues at the intersection and therefore does not meet the purpose and need of the project.
-----------	----------------------	--	--

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>This proposal still allows straight thru traffic to travel across 30 unimpeded, 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.</p> <p>Feel free to contact me with any questions regarding this proposal</p> <p>I would also like to be added to any new notices you publish for additional public hearings on this issue</p>	
22	Larry F. Weiss	<p>To Whom It May Concern</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>the engineers of American Structurepoint said that the right turning vehicles from C.R. 500 last would go directly to the left lane to make the u-turn. I do not see</p>	<ol style="list-style-type: none"> 1. <u>Photo Enforcement of Speed Limit</u> There are no plans to include photo enforcement of speed limits in the area 2. <u>Include U-turn at CR 400 E.</u> Improvements to CR 400E are not within the scope of this project. 3. <u>Vehicles will turn into driving lane to get up to speed</u> Vehicles have no need to get up to highway speed. Vehicles will proceed directly into the median deceleration lane in preparation of making the u-turn. 4. <u>Overpass</u> Making CR 500 an overpass would significantly increase cost and reduce access to US 30.

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>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).</p> <p>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.</p>	
23	<p>Nathan Bilger, AICP Executive Director Columbia City/Whitley County Joint Planning & Building Dept.</p>	<p>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" 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.</p> <p>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</p>	<ol style="list-style-type: none"> 1. <u>Inclusion of pedestrian facilities</u> There are no plans to introduce pedestrian access facilities to his intersection. 2. <u>Pave a path in the median to accommodate cyclists</u> This is not currently part of the project, but will be evaluated as the design progresses 3. <u>Future of US 30 Corridor to be Interstate standard</u> There are no current plans to make US 30 an interstate

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>“ripple” effect of course is something for us to monitor in the future, and I hope that INDOT plans to do the same.</p> <p>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.</p> <p>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.</p> <p>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</p>	
--	--	---	--

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>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 1/4 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.</p> <p>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.</p> <p>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</p>	
--	--	---	--

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>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.</p> <p>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.</p> <p>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.</p> <p>That said, I do understand the engineering calculations and the concept that the proposed MUT would reduce</p>	
--	--	--	--

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>“severity” of crossing incidents by trading square T-bone collisions for oblique collisions.</p> <p>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.</p> <p>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 nbi1ger@whitleygov.com or (260) 248-3112</p>	
24	Robert and Keiley Maggert	<p>I’m not sure why there was a public opinion meeting tonight for the new median u-turn. Its apparent to me that this is going to happen whether it’s wanted or not.</p> <p>Do you realize that where you’re going to turn for the westbound traffic is a hill in the eastbound 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 so save that life by having to manage the j turn</p> <p>INDOT doesn’t want traffic crossing the intersection now, but you have no problem putting our lives in jeopardy by having us crossing 4 or 5 lanes with blind spots and traffic that is going above the posted speed limit.</p> <p>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.</p> <p>You probably don’t care but it’s important for 1st responders to get to the station and to the scenes, (i.e fires, accidents & med runs) to be able to able to help save houses and lives.</p>	<ol style="list-style-type: none"> 1. <u>Location of westbound U-Turn</u> The design of the project meets all required sight distance requirements. The existing hill does not block the required line of sight 2. <u>Safety will be decreased</u> Median U-turns have been proven to increase safety at intersections and are a Proven Safety Countermeasure per the FHWA 3. <u>Adjacent intersections have higher accident rates</u> The purpose of the project is to increase safety at the intersection of CR500 and US30.

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>Another thing, you might want to check the stats on the accidents at CR 500E and US 30. There's actually more accidents at CR 600E and US 30 and CR 800E and US30 and there's stop lights at those intersections.</p> <p>It's my opinion that is median u-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</p> <p>Just a question to whom reads this. If your 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?</p>	
25	Robert D Ringer	<p>First of all:</p> <p>I applaud you for taking action and putting forth a plan to increase the safety of everyone and especially our young children!</p> <p>I assume this plan is a lot less costly than other plans you may have considered.</p> <p>Pros:</p> <ul style="list-style-type: none"> More room for buses in the median turn lane prior to turning Allows you to view on-coming traffic before pulling out Relieves traffic back-up on CR500 during school start and end times Hopefully better than present situation. <p>Cons</p> <ul style="list-style-type: none"> Have to make 2 turns instead of just one Moves potential crash point from one to two on route 30 Have to judge on-coming traffic speed when making a u-turn (slower than normal) 	<ol style="list-style-type: none"> 1. <u>Vehicles have to make 2 turns instead of 1</u> Currently to make a left turn vehicles have to make 2 separate movements, 1 to cross US 30 and 1 to turn left onto US30. The proposed plan switches the crossing maneuver with a safer right turn maneuver. 2. <u>Increases potential crash points</u> The proposed project actually decreases the vehicular conflict points from 32 to 16 3. <u>Have to judge on-coming traffic speed when making a u-turn.</u> Median U-Turns have been proven to reduce conflicts and crash rates 4. <u>School buses on the MUT deceleration lane</u> 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. 5. <u>Crash on US 30 could impact vehicles in turn lane</u> This is true in both the existing and proposed conditions

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>Children on busses and in cars in turn lanes are in the mainstream of traffic and not back off on CR 500 waiting to turn One big crash on 30 could wipe out a lot of other vehicles in turn lanes</p> <p>Other Comments:</p> <p>School buses go by my house to and from school with very few children actually riding the busses</p> <p>Too many mothers having to drive their kids to and from school, causing a lot of the traffic issues.</p> <p>No one enforces the 40mph on RT 30 during school times coming or going.</p> <p>Truck Traffic is terrible and their speeds are even worse</p> <p>How many speeding tickets (40 mph school zone) have been issued in the last year????</p> <p>You will not curtail or slow the injuries or deaths on Rt. 30 until you slow down the big trucks.</p> <p>Again I applaud you for your efforts!</p>	<p>6. <u>Speed limit enforcement</u> Speed limit enforcement is outside the scope of this project.</p>
26	James Crouse	<p>I would register my objection to this and all of these U-turn changes.</p> <p>(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;</p> <p>(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</p>	<p>1. <u>Legality of U-turns in Indiana</u> U-turns are a legal maneuver in Indiana unless specifically posted otherwise and are being utilized nationally to improve safety at similar intersections.</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>

**Intersection Improvement at US 30 and CR 500E in Whitley County
(Des. Nos. 1600515)
Public Hearing Comments Summary October 8, 2019**

		<p>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.</p> <p>I how INDOT will not listen, as it never really does, but I submit my comments anyway.</p>	<p>3. <u>Crossing the highway is safer than the U-turn</u> Studies have proven that Median U-turns increase the safety of intersections</p>
--	--	---	---

Appendix H:

Air Quality

Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) Initial Listing, Approved July 2, 2019

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Whitley County																		
Whitley County	1592943	Init.	VA VARI	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Fort Wayne	0	Multiple		Local Funds	PE	\$0.00	\$9,290.01	\$8,938.61	\$351.40			
										Local Bridge Program	PE	\$37,160.03	\$0.00	\$35,754.44	\$1,405.59			
Indiana Department of Transportation	40475 / 1601103	Init.	SR 14	HMA Overlay, Preventive Maintenance	From 0.82 miles W of SR 5 N Jct to SR 5 N Jct (South Whitley)	Fort Wayne	.787	STPBG		Bridge Construction	CN	\$4,568,944.80	\$1,142,236.20			\$5,711,181.00		
										Bridge ROW	RW	\$24,000.00	\$6,000.00	\$20,000.00	\$10,000.00			
										Road Construction	CN	\$3,494,820.80	\$873,705.20	\$50,000.00		\$4,318,526.00		
										Road ROW	RW	\$92,800.00	\$23,200.00	\$110,000.00	\$6,000.00			
										Safety Construction	CN	\$137,004.80	\$34,251.20			\$171,256.00		
Indiana Department of Transportation	41080 / 1600410	Init.	SR 9	Small Structure Replacement	2.40 miles N of US 30, over Rittenhouse Ditch	Fort Wayne	.1	STPBG		Bridge Construction	CN	\$803,217.60	\$200,804.40		\$1,004,022.00			
										Bridge ROW	RW	\$23,200.00	\$5,800.00	\$29,000.00				
Indiana Department of Transportation	41086 / 1600515	Init.	US 30	Other Intersection Improvement	US 30, 5.01 miles E of SR 205 (at CR 500 E)	Fort Wayne	.374	NHPP		Road Construction	CN	\$1,559,192.00	\$389,798.00		\$1,948,990.00			
										Safety Construction	CN	\$824,007.20	\$206,001.80		\$1,030,009.00			
										Safety ROW	RW	\$16,000.00	\$4,000.00	\$20,000.00				
Indiana Department of Transportation	41127 / 1600470	Init.	US 33	Bridge Replacement, Other Construction	Over Blue River, 3.57 miles N of SR 205, RP 50+16	Fort Wayne	.1	NHPP		Bridge Construction	CN	\$2,152,633.60	\$536,158.40		\$2,690,792.00			
										Bridge ROW	RW	\$20,000.00	\$5,000.00	\$25,000.00				
Indiana Department of Transportation	41812 / 1401748	Init.	US 30	Replace Superstructure	1.15 miles E of SR 205, over Eel River EBL	Fort Wayne	.211	NHPP		Bridge Construction	CN	\$2,406,508.80	\$601,627.20	\$3,008,136.00				

Whitley County Total
Federal: \$16,159,489.63 Match :\$4,039,872.41 2020: \$3,306,829.05 2021: \$6,691,569.99 2022: \$10,200,963.00 2023: 2024:

Grand Total
2020: \$1,496,388,654 2021: \$1,441,894,101 2022: \$720,826,304 2023: \$875,685,298 2024: \$157,949,564

Des. No. 1600515 is the lead Des. No. for Contract R-41086 and the FY 2020-2024 STIP Listing contains funds for both Des. No. 1600515 and Des. No. 1800546. The current funding breakdown is as follows: \$138,100 (2017 PE), \$31,900 (2019 PE), \$9,000 (2020 PE), \$20,000 (2020 RW), and \$1,030,009 (2021 CN).

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

FY 2018-2021 STIP Initial Listing, Approved July 3, 2017

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
Comments:NO MPO. Adding PE to FY 2018 and CN to FY 2019 into FY 2018 - 2021 STIP.																	
Indiana Department of Transportation	39556 / 1600546	Init.	SR 5	Debris Removal From Channel	Over Eel River;0.04 miles S of SR 14	Fort Wayne	0	STP		Bridge Construction	CN	\$21,272.00	\$5,318.00	\$26,590.00			
Indiana Department of Transportation	39590 / 1296077	Init.	SR 205	Small Structure Pipe Lining	Pipeliner for Ned Park Drain, 6.5 3 miles E of SR 5	Fort Wayne	0	STP		Bridge Construction	CN	\$56,656.00	\$14,164.00	\$70,820.00			
Indiana Department of Transportation	39902 / 1383554	Init.	SR 109	Small Structure Replacement	Cole Ditch (Cramer Drain), 4.41 Miles North of US 30	Fort Wayne	0	STP		Bridge Construction	CN	\$209,620.00	\$52,405.00				\$262,025.00
										Bridge Construction	PE	\$12,000.00	\$3,000.00				\$15,000.00
										Bridge ROW	RW	\$18,000.00	\$4,500.00			\$22,500.00	
Indiana Department of Transportation	39902 / 1600410	Init.	SR 9	Small Structure Replacement	2.40 miles N of US 30, over Rittenhouse Ditch	Fort Wayne	.1	STP		Bridge ROW	RW	\$23,200.00	\$5,800.00			\$29,000.00	
										Bridge Construction	CN	\$1,402,836.00	\$350,709.00				\$1,753,545.00
										Bridge Construction	PE	\$6,000.00	\$1,500.00				\$7,500.00
Indiana Department of Transportation	39902 / 1600470	Init.	US 33	Bridge Replacement, Other Construction	Over Blue River, 3.57 miles N of SR 205, RP 50+16	Fort Wayne	.1	NHPP		Bridge Construction	PE	\$12,000.00	\$3,000.00				\$15,000.00
										Bridge ROW	RW	\$20,000.00	\$5,000.00			\$25,000.00	
										Bridge Construction	CN	\$1,961,972.00	\$490,493.00				\$2,452,465.00
Indiana Department of Transportation	39902 / 1600515	Init.	US 30	Other Intersection Improvement	US 30, 5.01 miles E of SR 205 (at CR 500 E)	Fort Wayne	.374	NHPP		Safety Construction	CN	\$793,808.00	\$198,452.00				\$992,260.00
										Safety ROW	RW	\$16,000.00	\$4,000.00			\$20,000.00	
Indiana Department of Transportation	40081 / 1700134	Init.	SR 114	HMA Overlay, Preventive Maintenance	From SR 105 to SR 9.	Fort Wayne	8.665	STP		Road Construction	CN	\$1,568,316.00	\$392,079.00			\$1,960,395.00	
Indiana Department of Transportation	40457 / 1701298	A 01	SR 205	Repair Or Replace Joints	Bridge over Blue River, 0.41 miles S of US 30	Fort Wayne	0	STP	\$50,000.00	Bridge Construction	CN	\$19,278.40	\$4,819.60		\$24,098.00		
										Bridge Consulting	PE	\$20,000.00	\$5,000.00	\$25,000.00			
Comments:NO MPO. Adding PE to FY 2018 and CN to FY 2019 into FY 2018 - 2021 STIP.																	
Indiana Department of Transportation	40467 / 1700134	A 01	SR 114	HMA Overlay, Preventive Maintenance	From SR 105 to SR 9	Fort Wayne	8.665	STP	\$2,040,400.00	Road Consulting	PE	\$64,000.00	\$16,000.00	\$80,000.00			
Comments:NO MPO. Adding PE to FY 2018 into FY 2018 - 2021 STIP.																	

FY 2016-2019 STIP Amendment 16-36, Approved March 1, 2017

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2016 - 2019

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2016	2017	2018	2019
	39417 / 1600120	A 20	SR 9	HMA Overlay, Preventive Maintenance	SR 14 to SR 205	Fort Wayne	5.204	STP		Road Consulting	PE	\$28,000.00	\$7,000.00		\$35,000.00		
										Road Construction	CN	\$1,152,412.00	\$288,103.00				\$1,440,515.00
Comments: NO MPO. Adding PE to 2017 and CN to 2019 into 2016-2019 STIP.																	
	39556 / 1600546	A 17	SR 5	Debris Removal From Channel	Over Eel River:0.04 miles South of SR 14	Fort Wayne	0	STP		Bridge Construction	CN	\$21,272.00	\$5,318.00			\$26,590.00	
Comments: NO MPO. Adding FY 18 CN of \$26,590 in STIP 2016-2019.																	
	39590 / 1296077	M 24	SR 205	Small Structure Pipe Lining	Pipeliner for Ned Park Drain, 6.53 miles E of SR 5	Fort Wayne	0	STP		Bridge Construction	CN	\$0.00	\$0.00		(\$33,000.00)	\$33,000.00	
Comments: NO MPO. Moving CN from 2017 to 2018 in 2016-2019 STIP.																	
	39902 / 1383554	A 30	SR 109	Small Structure Replacement	Cole Ditch (Cramer Drain), 4.41 Miles North of US 30	Fort Wayne	0	STP	\$252,000.00	Bridge Consulting	PE	\$60,000.00	\$15,000.00		\$75,000.00		
Comments: No MPO. Adding PE to FY 2017 into 2016-2019 STIP.																	
	39902 / 1383554	A 36	SR 109	Small Structure Replacement	Cole Ditch (Cramer Drain), 4.41 Miles North of US 30	Fort Wayne	0	STP	\$290,000.00	Bridge Consulting	PE	\$41,996.00	\$10,499.00		\$52,495.00		
Comments: No MPO. Increasing PE in 2017 into 2016-2019 STIP.																	
	39902 / 1600410	A 30	SR 9	Small Structure Replacement	2.40 miles N of US 30, over Rittenhouse Ditch	Fort Wayne	.1	STP	\$1,750,000.00	Bridge Consulting	PE	\$192,000.00	\$48,000.00		\$240,000.00		
Comments: No MPO. Adding PE to FY 2017 into 2016-2019 STIP.																	
	39902 / 1600470	A 30	US 33	Bridge Replacement, Other Construction	Over Blue River, 3.57 miles N of SR 205, RP 50+16	Fort Wayne	.1	NHPP	\$2,440,000.00	Bridge Consulting	PE	\$288,000.00	\$72,000.00		\$360,000.00		
Comments: No MPO. Adding PE to FY 2017 into 2016-2019 STIP.																	
	39902 / 1600515	A 36	US 30	Other Intersection Improvement	US 30, 5.01 miles E of SR 205 (at CR 500 E)	Fort Wayne	.374	NHPP	\$1,012,260.00	Safety Consulting	PE	\$136,000.00	\$34,000.00		\$170,000.00		
Comments: NO MPO - AMEND PE Phase to current 2016-2019 STIP in the amount of \$170,000.00 in FY 2017.																	
	400817 / 1700134	A 36	SR 114	HMA Overlay, Preventive Maintenance	From SR 105 to SR 9.	Fort Wayne	8.665	STP	\$1,800,000.00	Road Consulting	PE	\$144,000.00	\$36,000.00		\$180,000.00		
Comments: No MPO. Adding PE to FY 2017 for New FY 2020 Project into STIP.																	

Whitley County Total	Federal: \$11,894,108.80	Match :\$2,973,527.20	2016: \$4,944,140.00	2017: \$4,932,730.00	2018: \$1,362,136.00	2019: \$3,628,630.00
Grand Total	Federal: \$5,202,698,008.78	Match : \$1,392,692,504.77	2016: \$1,643,844,500.34	2017: \$1,902,362,364.71	2018: \$1,663,086,379.70	2019: \$1,386,097,268.78

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Appendix I:

Additional Information

ENGINEER'S REPORT

Des. No.: 1600515
Type of Work: Intersection Improvement
Route: Intersection of US-30 and CR 500 E
Functional Classification Rural Principal Arterial
County: Whitley County
Posted Speed Limit: 60 MPH (40 MPH School Zone Flasher)

PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this intersection improvement project. Furthermore, this assessment outlines the assessment and is intended to serve as a guide for survey, design, environmental, right-of-way, and other project activities leading to construction.

PROJECT LOCATION

The project is at the intersection of US 30 and CR 500 E which is located 5.01 miles east of SR 205 (RP 116+90 to RP 117+28) in Union Township, Sections 21, 22, T-31-N, R-10-E Whitley County, Indiana. This intersection is within INDOT's Fort Wayne District

PROJECT NEED AND PURPOSE

The purpose and need of this project is to address the right angle crashes at this intersection which experiences increased traffic during peak hours due to Coesse Elementary School, which is located just south of the intersection.

PROJECT HISTORY, PRIOR STUDIES

Site visit photos show that the intersection had recently been resurfaced and is currently in a good condition. The existing pavement on US 30 is assumed to be a composite pavement consisting 6" of asphalt pavement on 7" cracked and seated concrete pavement

ROAD CLASSIFICATION AND EXISTING CONDITIONS

US 30 is a four-lane divided roadway (two 12' lanes in each direction) with 11' paved outside shoulder and 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two lane roadway (one 12' lane in each direction) with no inside or outside shoulder.

TRAFFIC DATA

AADT for 2039 is 33,900 VPD with truck traffic of 23% of the AADT.

DISCUSSION OF ALTERNATIVES/IDENTIFICATION OF PROPOSAL

Alternative 1: *J-Turn Intersection*. This alternative will improve the current traditional intersection to a J-turn intersection and will see the extension of existing left turn lanes. Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500E will need to make a right turn and then will need to make a U-turn at a constructed crossover. This alternative meets the need and purpose of the project and is the preferred alternative.

Alternative 2: *Traffic Signals*. This alternative requires signaling the intersection. However, this alternative is not considered any further because the intersection does not meet warrants for a traffic signal.

Alternative 3: *Do Nothing*. This alternative will not solve the issue at the intersection. Right angle crashes would continue to occur. This alternative does not meet the purpose and need for the project and will not be considered further.

DETAILS OF PREFERRED ALTERNATIVE

The preferred alternative will see the addition of a left-turn lane on US 30 and a one-lift mill and resurface at the entire project limit

Design standards used for this project shall be as follow:

- Design Standard: 3R Non Freeway, multi-lane divided
- Design Speed: Posted, 60 mph
- US-30 Lane Width: 12'
- US-30 Paved Outside Shoulder Width: Varies from 6' - 11'
- US-30 Paved Inside Shoulder Width: Varies from 3' – 10'

Geotechnical Investigation (Preliminary):

- Natural Subgrade: Clay A-6, 4000 PSI
- Subgrade Treatment: Type IB, 12000 PSI
- Water Table: >7'

Preliminary Pavement Design:

US 30 Added Left-Turn Lane

165 lbs/sys QC/QA-, 3, 70, Surface, 9.5 mm, on

275 lbs/sys QC/QA-, 3, 70, Intermediate, 19.0 mm, on

990 lbs/sys QC/QA-, 3, 70, Base, 25mm, on*

Subgrade Treatment, Type IB (14" Chemical Soil Modification), on

Natural Subgrade

*Base Thickness is variable to match adjacent pavement thickness.

Note: The above recommended pavement design is preliminary and based on estimated values. Approved Geotechnical Investigation will be required for final pavement design.

COST ESTIMATE

The expected cost of this project is as follow:

Cost Estimate	Des No. 1600515
Construction	\$ 630,000*
PE	\$ 170,000
Environmental	N/A
R/W	\$ 0**

*Stage 1 Estimated Cost

** No Additional Right of Way is anticipated.

ENVIRONMENTAL CONSIDERATIONS

Water delineation is pending, however the project is not expected to impact any environmental features. There is an existing cemetery to the north east of the intersection. A cemetery plan may need to be developed based upon work proximity.

A Rule 5 permit is anticipated as the project is expected to disturb more than 1 acre.

SURVERY REQUIRMENTS

The topographic survey was received in December 2017.

RIGHT OF WAY IMPACTS

The proposed improvements are not anticipated to require any additional right-of-way.

UTILITIES

Utilities present in the project limit are listed below. Utilities are not anticipated to be impacted by the project.

- AEP – Transmissions
- Northeastern REMC
- Colombia City Electric
- NIPSCO
- Colombia City Stormwater
- Colombia City Wastewater
- Colombia City Water
- AT&T
- CenturyLink – Indiana
- Wanrack LLC

PERMITS

The following permits are anticipated to be required for this project:

- Rule 5

CHANGES TO PROPOSAL

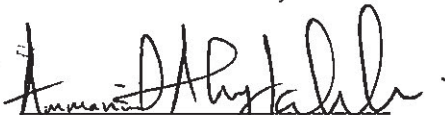
The Fort Wayne District Technical Services Director shall be consulted if deviation from this document is determined to be necessary during a later phase of project development. The person initiating the change shall route a memo detailing the changes including justification for the change and the estimated cost difference to the Fort Wayne District Technical Services Director, System Asset Manager, and Project Manager for concurrence.

PUBLIC OUTREACH

Due to the project scope and the proximity of the Coesse Elementary School public outreach is of high importance to the success of this project. It is anticipated that at least one public meeting will be held with local stakeholders to obtain feedback and input. Local government and school officials will be invited to the Preliminary Field Check that will be held for this project. This PFC is anticipated to be held in the Spring of 2019.

This Abbreviated Engineer’s Assessment has been prepared by:

Ammanuel Kebede, EI

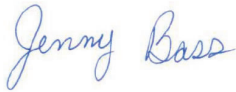

February 19, 2019

J. Samuel Balog, PE



American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256

Concur:



Jenny Bass
Project Manager, INDOT Fort Wayne District

2/21/19

Date



Susan Doell, PE
Scoping Manager, INDOT Fort Wayne District

2/21/19

Date



Randall Post, PE
System Asset Manager, INDOT Fort Wayne District

2019.03.20 16:24:11 -04'00'

Date

**INDOT - Fort Wayne District
 Technical Services Division
 Study Support Data Report
 US 30 @ CR 500E**

**Whitley County
 March 11, 2015**

Submitted by: Lance Huffman, *Field Investigator*
 Reviewed by: Dirk Schmidt, *Traffic Investigations Engineer*

A. Materials Attached to Report

1. Collision Diagrams
 2. Crash Extracts
 3. HAT2 Analysis
- Attachments have been removed from this report.

B. Physical Details

1. This is a four approach, TWSC intersection on a divided highway located in a level, rural area.
2. The northeast quadrant contains a cemetery. The northwest quadrant comprises the US 30 Industrial Park. A Veterinary Clinic occupies the southeast quadrant. Coesse Elementary School is in the southwest quadrant.

C. Crash History

<i>Year</i>	<i>Right Angle</i>	<i>Rear End</i>	<i>Off Road</i>	<i>Side Swipe</i>	<i>Turn</i>	<i>Other</i>	<i>Total</i>	<i>N-INC Injury</i>	<i>INC Injury</i>	<i>Fatal</i>
2004	3	0	0	0	0	0	3	1	0	0
2005	1	0	1	0	0	0	2	0	0	0
2006	2	0	0	0	0	0	2	1	0	0
2007	1	0	1	1	1	0	4	1	0	0
2008	3	0	0	0	1	0	4	1	0	0
2009	1	0	0	0	0	0	1	0	0	0
2010	1	1	0	0	0	0	2	0	0	0
2011	3	0	0	0	2	0	5	0	1	0
2012	2	0	0	0	0	0	2	0	1	0
2013	0	1	0	0	0	0	1	0	0	0
2014	0	1	0	0	1	0	2	0	0	0
Total	17	3	2	1	5	0	28	4	2	0

1. Crash history is from January 1, 2004 to December 31, 2014.
2. Crash rate prior to the installation of the “School 40 MPH When Flashing” speed limit was 0.26 crashes/MEV.
3. Prior to the installation of the “School 40 MPH When Flashing” speed limit, the frequency of Right Angles crashes during this period was 1.71 crashes/year.
4. Crash rate after the installation of the “School 40 MPH When Flashing” speed limit is 0.25 crashes/MEV.
5. After the installation of the “School 40 MPH When Flashing” speed limit, the frequency of Right Angle crashes during this period is 1.25 crashes/year.

D. Comments

1. This study was initiated after this office received a request from a Ms. Sharon Krider to install a traffic signal. Ms. Krider was concerned about the safety of the intersection during school arrival and dismissal periods.
2. A “School 40 MPH When Flashing” speed limit was installed on US 30 in the Fall of 2010. Previously, there was a “40 MPH Advisory” speed limit on US 30.

E. Conclusions/Recommendations

1. Although the frequency of Right Angle collisions has decreased following the installation of the “School 40 MPH When Flashing” speed limit, the crash rate is virtually unchanged.
2. Since the HAT2 Icc is 1.04, a safety project may be viable at this location. The safety improvement that has been considered in the past is a Restricted Crossing U-Turn or RCUT. Six of the ten crashes that have occurred since the installation of the “School 40 MPH When Flashing” speed limit involved vehicles from opposite sides of the median. An RCUT would prevent these crashes and could possibly address the remaining four crashes by concentrating driver’s attention on a single approach. Recommend submitting this location in the 2021 Call for Projects for the installation of an RCUT.

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project # 1600515	Water Body NIA	Date/Time of Inspection 10:40 am 5/23/19	Within 1,000ft of suitable bat habitat (circle one) <input checked="" type="radio"/> Yes <input type="radio"/> No
--------------------------	-------------------	---	---

Route U.S. 30	County Whitley	Federal Structure ID NIA Str. 100 / 101 as indicated on plans 41.131745, -85.397945
------------------	-------------------	---

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep		Crevices, rough surfaces or imperfections in concrete		Human disturbance or traffic under bridge/in culvert or at the structure	<input checked="" type="radio"/> High	Low	None
All crevices >12" deep & not sealed		Spaces between walls, ceiling joists		Possible corridors for netting	<input checked="" type="radio"/> None/poor	Marginal	Excellent
All guardrails		* 2 inlets connected by pipe → filled w/ water					
All expansion joints							
Spaces between concrete end walls and the bridge deck							

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams							
---------------------------------------	--	--	--	--	--	--	--

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)

- Live __ number seen
- Dead __ number seen

Photo documentation Y/N

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Audible

Assessment Conducted By: <u>Ashley Taylor</u> Signature(s): <u>Ashley Taylor</u>
District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Additional Notes: This is a 12" pipe that has metal inlets on either end. The inlets were mostly full of water at time of inspection. No evidence of bat use was detected.

Land and Water Conservation Fund Grants: Indiana

The Park Service is finding out about more closures and conversions of federally protected parks than ever before. But no one knows just how many, so InvestigateWest compiled this database, which lists every LWCF grant between 1965 and 2011, as a starting point. Click a column header to re-sort the table. Click-shift to add a secondary sort.

[RETURN TO THE PROJECT PAGE](#)

FILTER THE LIST:

Grant ID & Element	Grant Name	Sponsor	County	State	Grant Amount	Year Approved	Year Completed	Type
149 - XXX	CHURUBUSCO COMMUNITY PARK	CHURUBUSCO PARK BOARD	WHITLEY	IN	\$14,715.00	1973	1975	Acquisition
242 - XXX	MORSCHES PARK	COLUMBIA CITY PARK BOARD	WHITLEY	IN	\$19,781.51	1976	1979	Development
252 - XXX	CHURUBUSCO PK DEV	CHURUBUSCO PARK BOARD	WHITLEY	IN	\$8,906.56	1976	1979	Development
261 - XXX	MORSCHES PARK-PHASE II	COLUMBIA CITY PARK BOARD	WHITLEY	IN	\$10,250.00	1976	1979	Development
427 - XXX	MORSCHES PARK-PHASE III	COLUMBIA CITY PARK BOARD	WHITLEY	IN	\$60,835.00	1984	1989	Development
457 - XXX	D/GALE HAGAN MEMORIAL PARK	SOUTH WHITLEY PARK BOARD	WHITLEY	IN	\$48,720.00	1987	1992	Combination
525 - XXX	D/KENNETH WRIGHT PARK	COLUMBIA CITY PARK BOARD	WHITLEY	IN	\$94,479.50	2002	2006	Combination

AN
INVESTIGATEWEST
DATA PROJECT