

The  
**AREA PLAN COMMISSION**  
of Tippecanoe County

**Carroll County  
Administrative Transportation Committee  
Meeting**

**Date: May 10, 2022**

**Time: 3:00 PM**

**Place: Conference Room  
Carroll White REMC Building  
241 N Heartland Dr  
Delphi, IN 46923**

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at [apc@tippecanoe.in.gov](mailto:apc@tippecanoe.in.gov). Comments must include name and address to be heard. Comments may also be made live on the streaming platforms. Members of the public may watch the livestream of the meeting at

<https://www.facebook.com/TippecanoeCountyIndiana> and  
<https://www.youtube.com/c/TippecanoeCountyGovernment>

I. Approval Of Minutes From November 09, 2021 And February 08, 2022

Documents:

[CC Admin Mins 11.09.2021.pdf](#)  
[CC ADMIN 2.8.22.pdf](#)

II. SR 75 Bridge Discussion

Documents:

[Carroll County Indiana State Road 75 Bridge.pdf](#)

III. Other Business

- A. Rural Long-Range Transportation Plan
- B. Traffic Counts
- C. 18-Month Letting List

Documents:

[2022 May Carroll County 18 Month.pdf](#)

#### IV. Adjournment

Meeting dates for 2022:

- August 09

- November 08

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit [www.tippecanoe.in.gov/ada](http://www.tippecanoe.in.gov/ada)

**CARROLL COUNTY ADMINISTRATIVE TRANSPORTATION COMMITTEE  
MEETING MINUTES**

**November 9, 2021**

*Members of the public may watch the livestream of the meeting at  
<https://www.facebook.com/TippecanoeCountyIndiana> or  
<https://www.youtube.com/channel/UCJleeA9ZQo9E11GdZTdjurQ/featured>*

**MEMBERS PRESENT**

Anita Werling	Mayor of Delphi
JT Doane	City of Delphi
Pete Wagoner	Camden Town Council Representative
Jackie Hockaday	INDOT PM
Shannon Telfer	Carroll County EDC

**MEMBERS ABSENT**

Josh Plue	President Carroll County Council
Bill Brown	President Carroll County Commissioners
Marcia Blansett (proxy for Matt Deitchley)	INDOT District Director
Joretta Tinsman (proxy for Vincent Seward)	Flora Town Council President
Mike Isley	Delphi City Council Representative

**ALSO PRESENT**

Tim Stroshine	Area Plan Commission of Tippecanoe County
Aria Staiger	Area Plan Commission of Tippecanoe County
Jake Adams	Carroll County EDC

Anita Werling called the meeting to order at 3:00 PM. In the absence of a quorum, this will be an unofficial meeting.

Tim Stroshine asked the members if they could state their name when speaking, so everyone gets noted correctly in the meeting minutes that our recording secretary will be completing.

**I. APPROVAL OF MINUTES FROM AUGUST 16, 2021**

The minutes were not approved because of the lack of a quorum.

**II. OTHER BUSINESS**

**Rural Long-Range Transportation Plan**

Tim Stroshine stated I know a couple of you were involved in a separate meeting that we had about that, so I just wanted to give you an update as to where we were with that. I will let Aria start by talking about what we looked at for the demographic data.

Aria Staiger stated the Rural Long-Range Transportation Plan will be looking at the transportation needs for Carroll County into the future and a look of high-level approach. It will be targeting a year of 2050, so we are to find some transportation suggestions and plans and preview what the future might hold. To do that, we need data, so for data we will need to take a base year of data, particularly, we will be using 2020 decennial census data. We will be projecting that based here data from 2020 out to 2050 to see what type of populations of different demographics will have in Carroll County at that time, so we can plan for transportation needs. The based here data we are, basically, collecting a whole bunch of demographics. It includes things such as persons who are elderly, persons who are disabled, persons who are veterans,

persons living in poverty, all sorts of data that we can get from census and other sources. We also look at, for example, BLS data, Bureau of Labor Statistics, and INDOT also purchases some employment data that we can access, so we have that data as well. All the data that we collect for the based here is at the census tract level, so here on the left you can see the census tract numbers. For example, census tract 95-96 is Delphi census tract, so you can see all the Delphi demographics here in this ACS data. The data will be projecting the growth rates across different years. For example, here I have broken down each census tract by 5-year increments, so you can see the growth across each year for each demographic data, and the growth rate can be applied to that for each year. This is the simplest way to look at the data to get our 2050 target year data, but we will not just be using a straight growth for all of this; we will actually be using variable growth rates, because we know what growth will happen in the short-term, 5 to 10 years from now, we can include the projected growth from those developments and our projections in at least for short term. We will be fiddling with these numbers to apply the growth that will happen and have that already calculated in. Again, we can do this on a per tract basis, so the Delphi tract we can calculate out separately to the other tracts. That's the data we are using, and that is how we are working with it. We previously had a meeting with the other stakeholders to discuss what type of data will be useful to look at, and that was very productive. I think, Tim will be meeting with all of you again to discuss this data once we have it all in stone, so we can say these are the numbers we will have in 2050, but where exactly will they be showing up in the tract. For example, will they be showing up in towns, or will it be out in the county. We will find out where exactly we expect these numbers to happen, and therefore, what kind of transportations will they drive. That will be a future exercise that we will get to.

Tim Stroshine stated what we are looking at, as Aria mentioned, with the demographic data is once we have an idea of where we are going to want to put in some new projects, we are going to develop a project list as part of the Long-Range Plan. What we do in Tippecanoe County is we have things pretty-well planned out in terms of different types of projects. We will have the road projects, the transit projects in Tippecanoe County, and the bicycle and pedestrian projects, such as trails and bike lanes, so we can follow a similar model here for Carroll County if you want, or we can take it a different direction, and if you want to separate the projects out in a different way than we do in Tippecanoe County, that is totally fine. It is not a requirement that we do it the same way that we do it in Tippecanoe County. That is just something we can use as a baseline for this, and when we get to that point, I can send around what we have done in Tippecanoe County, so you can look at the format and see what you like or want to change to make it make sense for Carroll County. That is where we are headed with this, but like Aria said we are still in a holding pattern right now, since we are waiting for the census data. She has the American Community Survey Data entered as a placeholder, and once we get the data that we want to use, then we can decide on some growth rates and plug those in and get some numbers.

Jake Adams said I think, November 15<sup>th</sup> is when the subcounty level data will be released, so we will be able to look at the tract data on subcounty.

Tim Stroshine stated I know Jake you have sent us some data before, so when we get that, you and Aria can coordinate on that.

Aria Staiger stated yes, and I found the source for what you sent.

Jake Adams said okay, and we pay for data access as well, so if you are looking at it and there are gaps or numbers that just don't look correct, then maybe we will have a secondary source to balance it out to figure it out if there is a meaning we can come to.

Tim Stroshine said absolutely, we can sort all of that out once we get to look at the data. I just wanted to let everyone on the committee know where we are at with this. The partner step with this is we will be looking at public participation. The first survey we want to do is to determine the overall goals and objectives for this plan, so we have talked about this at the other meeting we had, and I sent around a graph version of the survey, and I got some very helpful comments from people on how to tweak that a little bit which I did. I sent around the updated version, so hopefully, everyone who was at the meeting got that. It looks like that is ready to go out now, so the question now becomes what is the best way to distribute this.

We talked a little bit about this at our previous meeting, but I would like to open the floor to anyone who might have an idea as to what a good method of distribution would be.

Anita Werling said I think, I mentioned at the last meeting we did a park survey in Delphi earlier in the year, and we just sent out a postcard with the URL, and they could take the survey. We had a 10 percent response which, from my experience, is exceptional, and we also had it linked on the website and social media, but that worked well. We are looking at 1100 households compared to whatever the number is in the county, so I don't know if the same will work county wide.

Jake Adams said so this does include the incorporated limits of Flora, Camden, and Burlington, as well, correct. We as an organization can work across those municipalities to make sure the same kind of water bill distribution in Camden, Flora, and Burlington as well. To get those high-density areas would be great, and, I think, we can help with the survey, and we don't have a problem putting our name on the top of it stating we are helping drive a transportation long-term planning survey please fill this out. I think, we have that capability to reach across municipal lines a little easier than others.

Tim Stoshine thanked Jake Adams, and stated I think what we would do is we have a link that I can send you guys, and we can gather some of the ideas as to what source we would want to use. I will start an email chain with some of you guys and the members of our Technical Committee, and then, we will put together a distribution plan. I will get you guys whatever will be needed from our end, so if you want me to write a little introduction about it, I am absolutely going to do that. If you have something that you have used for some of your other surveys that you think that could be quickly adapted, as you mentioned the park survey mailout. If you have a quick little blurb you would want to use for that that is totally fine, we don't have to write it; we can be flexible on that. I will start an email chain probably tomorrow, and we can get a strategy together, and then once it is distributed, one thing we also have to consider is how long are we going to want to keep the survey open. We are getting near the holiday time and people, I think, are a little less likely to fill-out a survey around that time. They are busy doing holiday stuff, so you may want to consider leaving this survey open until January for example. That would be a potential strategy, so once we get that all filled out once we get the responses, I can do a little bit of data analysis on it. Basically, what we are looking to do with this is prioritize different potential goals for the community. For example, see how important is increasing safety versus dumping more into trails; which one of those two items is more important to the community. Obviously, they both are very important, but trying to get a little bit of prioritization between those is something we think has some value, and then we can get some results, see where we are at, and send those around a few months in the future when this is all done. That is where we are headed with this. He then asked for any questions.

Anita Werling asked so if we send this out through the towns, to the utility customers, and use our not for profit organizations to drive things out to their members, will there be any problem if someone responds more than once. What in the survey backbone will enable us to determine that.

Tim Stoshine said yes, that is something that is a little tricky to determine. In Tippecanoe County, we didn't have much of that, because we didn't collect any kind of personal identifying information. People are very sensitive about giving that out, and we understand, so we are not going to ask someone to attach a name to it. I think, this is the sort of thing where you are not going to get people to take it more than once too often. I think, if someone had already taken the survey and were to open the link twice, they would probably just exit out of the link without taking the survey again. I don't think this is the kind of thing people would be interested in manipulating.

Jake Adams said I think, Delphi would be more subjective to that, since it is a county-wide survey we might get some diversification just because we necessarily don't have those amenities, and they might want them. That is why we are doing this survey.

Anita Werling agreed with Jake Adams, and said they want trail connections between Flora and Delphi.

Tim Stroshine said he would like to mention one of our suggestions was to have a question where people could identify if they lived in Delphi or one of the municipalities versus if they lived in the unincorporated county.

Jake Adams said yes.

Anita Werling said yes, that will be very useful to know.

Tim Stoshine asked for any other questions. There were none.

### **INDOT 18-Month Letting List**

Tim Stroshine stated this was distributed in the packet; it is the back two pages. The first page most of what is on there is the same; it is what has been communicated in the previous months. Jackie did make us aware earlier there seems there might be a project or two that is missing from what we tried to pull-out from the database. He then turned it over to Jackie Hockaday.

Jackie Hockaday stated this section of US 421 that is going all the way to Rossville it lets in May of this year. Someone in the last meeting asked if this would be done before the bridge, and I told him yes, this is going to be done before the bridge on SR 75. It was the one over Wildcat Creek, US 421, the 170101 is what he was asking, because it doesn't let until September of 2022.

Tim Stroshine said I will go ahead and go to the last page; we do have three new projects at the very end they are all letting in 2023, so we still have a little bit of time. There are two on SR 18; a small structure pipe lining, and a substructure repair and rehabilitation for the bridge there, and there is one on SR 218 the HMA overlay. There is not too much to report. Something we will continue to keep our eye on. Other than that, we don't have too much to report most of it is the same as it has been in previous quarters. He asked for any questions about the projects on the letting list.

Pete Wagoner said the SR 218 project; that is the project I asked about last month. I don't know if we are talking about the same project or not. The one I am asking about is the project they are going to repave, do curbs and sidewalks, and so forth. It is about 1/3 of a mile on either side of SR 75. The full length of the town of Camden. Seventy-five is right in the middle. They got all the land acquisitions and so forth.

Jackie Hockaday said let me look here. There are quite a few we are missing. That is the one we just met last week to do a field check on. The one you are talking about will let in January on the 23<sup>rd</sup>.

Pete Wagoner said January 23<sup>rd</sup>.

Jackie Hockaday said yes. January of next year, and it is on schedule. We just walked that entire project, because we were looking at trees. We thought we were going to have to take a quite a bit of trees down, but there is maybe only one tree we will have to remove, and it is a big tree.

Pete Wagoner said in the town of Camden.

Jackie Hockaday said yes, one of them will have to be removed, because of the damage it is doing to the sidewalk, but all the other trees we are leaving alone. The trees are mature beautiful old trees, and if we were to remove those, it wouldn't even look like the town of Camden anymore.

Pete Wagoner said they paid me for three of them right in front of my house, but maybe they aren't coming out now.

Jackie Hockaday stated they are probably not now, because we decided when we looked if there was no damage to the sidewalks, there is no reason to remove the trees.

Pete Wagoner said okay.

Jackie Hockaday said I think that is a good thing, because it is a beautiful little town. I didn't realize how beautiful Camden is.

Pete Wagoner said it is a lot of trees.

Jackie Hockaday said yes, it was a lot of trees they were talking about taking down.

Pete Wagoner said okay, so it is the 23<sup>rd</sup> of January then.

Jackie Hockaday said yes.

Pete Wagoner thanked Jackie.

Tim Stroshine asked were there any other items people wanted to discuss that weren't covered in the agenda.

Anita Werling said she wanted to ask about the SR 25 the bridge over Deer Creek.

Jackie Hockaday said what I am being told it is a bridge replacement, and that is the scope we are going to stick with. At this time, we can't accommodate the requests, but they said if you do want those requests, we can incorporate it, but it would be local funds that would have to pay for them.

Anita Werling asked what is the follow-up on that. We would need to get some estimates on cost, and who the parties at the table would be to have to pay for the additional.

Jackie Hockaday said Hanson is the designer for the state, so any additional designing fees would also be the local agency's responsibility for the three requests made.

Jake Adams asked Anita what bridge is that.

Anita Werling said it is the bridge over Deer Creek; it is close to Trailhead Park. It is actually in the county, but it is really close to the trail system. I think we can find sources and funding. It will be to establish a bike lane. This is part of Wabash River Greenway Project in Carroll County, so perhaps some of the funding that was identified for that, because it would be a connector between Prophetstown and the Delphi Historic Trails System, so it is quite popular as an item for biking and trail enthusiasts.

Jackie Hockaday said I don't know if you spoke with Sarah Ford.

Anita Werling said we have not heard from anyone.

Jackie Hockaday said maybe it's the county she has been talking to, because it is technically in the county. It is a section of the SR that was supposed to be relinquished; because once we built this, generally, the county takes it over, and I don't think they want to take it over.

Anita Werling said she can get in contact with Kent and make sure.

Jackie Hockaday said she is pretty sure Sarah has been talking to someone.

Tim Stroshine asked if there were any other items people would like to discuss.

Pete Wagoner said regarding the trillion-dollar infrastructure bill how is that going to filter down the state and MPO and so forth over the next five years; has there been any words on how that is going to happen.

Tim Stroshine said that will be something we are going to have to determine how that is going to work for different municipalities. I am sure our partners at INDOT and the Federal Highway are hard at work on that. Anytime they have a new legislation they really have to be the first ones. It does tend to take a little bit for all of that to get sorted out how it is going to get from the bill level to the practical project delivery level, and how that filters through all of that. It will be several months before we really have a good idea regarding the mechanics of that. It is something we are looking at, and we are always excited to hear about potential opportunities for new grants to apply for. We are going to have to scour through the bill to see what is available for us to try and get our piece of the pie for some funds for the projects we have planned. As we continue to develop the Long-Range Plan, that will be something that is going to play into it. The projects that we put on the project list and find what things are available especially grants, since those will be new sources of funding. That is something we are going to want to find as we get a little further down the road, and hopefully those two timelines coincide, so when we have answers to that question, we can then look at the project list and ask where we can get the money to pay for these.

Anita Werling said excellent.

Jake Adams asked what about new projects that don't exist. Should we start planning for those now locally. We have road extensions that we have talked about doing pre-engineering on, and there are some other things that have been discussed. Is that something that we should be doing.

Tim Stroshine said that is a great question. I would encourage if you could get a project that is an idea into a plan. The more ideas you can get in the plan the better, so even if it is something that never actually happens if it is in the plan, then it has a better chance coming to fruition; especially when funding becomes available. Funding is one of the biggest challenges that we face as locals for projects. If you can get it into the plan as something that is conceptual or desired, that will really help. For example, one of the issues we have talked about is truck routes through Delphi, so if there would be a desire to construct a new road that would function as a bypass for vehicles coming from the Heartland, so they would not have to go through downtown Delphi. That type of project would be a very good one to include in the Long-Range Plan.

Jake Adams said that goes back to the bridge if that is a 421 bypass or 421 truck route per se.

Anita Werling said yes, it does, because it will continue to be heavy traffic.

Jake Adams said it wouldn't need to be relinquished per se, because it would still be a managed US highway because of the truck traffic we would be putting through it, and you said that was the project to replace the bridge.

Jackie Hockaday responded right.

Jake Adams said it is going to be a nightmare while it is being replaced.

Jackie Hockaday said it is not planned until 2025, so we have a little bit of time to plan for it.

Jake Adams said there has been some discussion about the southbound lane off of 200 onto the Heartland, so for residential access egress onto the Heartland. INDOT still has land there, and that has been discussed before as something that would help our community connect to the Heartland with residential being an area of growth there having a southbound inlet and egress onto the highway would be something.

Tim Stroshine said when we get to that point, I can show you examples of what we included in the Tippecanoe County plan.

Jake Adams asked do you do that when looking at Interstate 65. When looking at ingress and egress, are you evaluating where those should be or could be.

Tim Stroshine asked we do have potential projects for creating new interchanges with the interstate, but because that is a state highway that is a big challenge specifically for the interstate. It takes a lot of



coordination with INDOT, in this case, because they are the road owner in order to make one of those a reality. What we have seen with that sort of project is it helped to include it in some of our other plans as well, because we are officially designated MPO of the area we have a lot of different plans that we are required to have, so we tend to put it in a lot of places. It gets into our ordinances for design standards, into our Transportation Improvement Program and metropolitan transportation planning. All of these documents that we put together in Tippecanoe County that we are required to have, so that is one thing that would be a different, since you guys don't necessarily have all of those documents. We would be trying to combine all of this into one document for Carroll County.

Anita Werling said the roundabout we talked about on Armory Road and 200 would be something we would definitely want to identify as a project.

Jake Adams said that would coincide a lot with the 421 truck route as well.

Anita Werling agreed.

Tim Stroshine said we will want to prioritize some of these projects. Which projects are your top priority, which projects are your medium priority, and which projects are the lower priority if funding becomes available.

Anita Werling said funding sources would be wonderful. It is exciting that there could be some additional funding sources, and an emphasis on safety and road modernization techniques. It is going to be exciting, and the connectivity of the trails.

### **III. ADJOURNMENT**

Time Stroshine said the last item to mention are the meeting dates for 2022. The first meeting will be February 8<sup>th</sup>, and at that meeting we will be reviewing our Traffic Count Program for 2022. Most of the work that happens with that tends to happen with the Technical Committee, but we do like to tell you guys just to cover our bases to make sure we don't miss any counts. The other meetings are on May 10<sup>th</sup>, August 9<sup>th</sup>, and November 8<sup>th</sup>. We are going to try and get Diane Trader, our staff member who sends out the meeting invites, to send out Outlook calendar invites to get this meeting on more people's calendars and have less of a problem with meeting quorum, so then you know when we do have actual items to do business on we can get those votes taken.

Anita Werling at the first of the year we will be looking at who to appoint to the committee, and we will try to make sure to get people that are available. The city appointee from council is not available now, since he works out of town, so we will fix that.

Tim Stroshine asked for any other items of business.

Pete Wagoner asked will we continue to have the meetings here.

Tim Stroshine said yes, that is the plan. It seems we were able to get things working with the streaming and that set-up.

Aria Staiger noted there are no comments on Facebook or YouTube.

The meeting was adjourned at 3:38 PM.

Respectfully submitted,

Jennifer Ewen  
Recording Secretary



**CARROLL COUNTY ADMINISTRATIVE TRANSPORTATION COMMITTEE  
MEETING MINUTES**

**February 8, 2022**

*Members of the public may watch the livestream of the meeting at  
<https://www.facebook.com/TippecanoeCountyIndiana> or  
<https://www.youtube.com/channel/UCJleeA9ZQo9E11GdZTdjurQ/featured>*

**MEMBERS PRESENT**

Anita Werling	Mayor of Delphi
Pete Wagoner	Camden Town Council Representative
Jake Adams	Carroll County EDC
Joretta Tinsman (proxy for Vincent Seward)	Flora Town Council President

**MEMBERS ABSENT**

Josh Plue	President Carroll County Council
Bill Brown	President Carroll County Commissioners
Marcia Blansett (proxy for Matt Deitchley)	INDOT District Director
Mike Isley	Delphi City Council Representative
JT Doane	City of Delphi
Jackie Hockaday	INDOT PM
Shannon Telfer	Carroll County EDC

**ALSO PRESENT**

Tim Stroshine	Area Plan Commission of Tippecanoe County
Aria Staiger	Area Plan Commission of Tippecanoe County

Anita Werling noted in the absence of a quorum, this will be an unofficial meeting.

Tim Stroshine asked the members if they could state their name when speaking, so everyone gets noted correctly in the meeting minutes that our recording secretary will be completing.

**I. APPROVAL OF MINUTES FROM NOVEMBER 09, 2021**

The minutes were not approved because of the lack of a quorum.

**II. TRAFFIC COUNTS**

Aria Staiger said she sent out the proposed 2022 traffic counts to the committee. She did have a few responses from some people. She said every year they do traffic counts for Carroll County, and the counts are on a 3-year cycle, so they take the same stations every 3-years, so they have some historical data to compare it against. She said they do change stations based on projects or planning circumstances, and there were two changes, and both of the changes were in response to the truck routes in Delphi. She added one at Washington Street and Mill Street.

Anita Werling asked if the Armory Road traffic count is on the list.

Aria Staiger stated Armory Road is not in this year's cycle.

Anita Werling requested Armory Road count be scheduled before the end of the school year. She said it would be helpful if we could get the count sooner and during the school year.

Aria Staiger said we would do our best to get its count before the end of the school year. She said we would definitely move the count for Armory Road to this year.

Jake Adams requested a count on 3<sup>rd</sup> Street and Division Line Road/SR 18 in Flora.

Aria Staiger said we are counting Burlington this year. She thinks INDOT covers SR 29.

Jake Adams requested a count on CR 500. He said having the most recent data would help if a development were to go there.

Aria Staiger said she would check into it.

Tim Stroshine said the best way to proceed is we will send out an email after this meeting to get a formalized request to prioritize which roads would be the most important as we have a limit of 65. Kent pointed out we may have to remove a few stations due to construction. He said we would like to have the request in March to get the counts started by the end of March.

### **III. OTHER BUSINESS**

#### **Rural Long-Range Transportation Plan**

Tim Stroshine said last time we talked about getting the public involved in surveys, and initially we had very few responses. He did check earlier today, and we are up to 67 total responses. His benchmark is 100 responses, and at that point, he would be comfortable doing some analysis. He said we are seeing an even split with people responding from the urban areas and the rural areas which is good. The goal is to have something together by the next quarterly meeting.

Aria Staiger said the ACS data from the census, she has not seen any 2020 data from them because of COVID. We hope to see positive movement from them on this.

#### **INDOT 18-Month Letting List**

Tim Stroshine stated there are a couple projects that are supposed to let on February 9<sup>th</sup> and both of them are bridge projects. One project is on SR 18, and the other project is on US 421. He said they are watching these closely because a lot of project bids are coming in over the engineer's estimate. For the rest of the year, there are several projects on a March letting, and they are all on SR 25. He said at the last meeting Jackie Hockaday from INDOT said INDOT does want to get the US 421 Resurfacing Project going.

### **IV. ADJOURNMENT**

Jake Adams said at some point he would like to talk about the 20-year long-term plan and how to go about having that conversation.

Tim Stroshine said since we are talking about something that is most likely several years out, that would be a good thing to include in the Long-Range Transportation Plan.

Aria Staiger noted there were no comments on Facebook or YouTube.

The meeting was adjourned at 4:00 PM.

Respectfully submitted,

Jennifer Ewen  
Recording Secretary

## Carroll County Indiana State Road 75 Bridge Relocation/Replacement Project

The following information pertains to a “**Concept Project**” for **SR 75 Bridge Replacement Project in Carroll County - Middle Fork, Wildcat Creek, Des. 1703010**:

**Key Contacts:** Jackie Hockaday, PMP  
Project Manager  
INDOT -LaPorte District  
(574) 946-3567  
[jhockaday@indot.in.gov](mailto:jhockaday@indot.in.gov)

Jacob Isenburg, PE  
Structural Dept Manager  
HWC Engineering, Inc.  
(317) 981-1254  
[jisenburg@hwcengineering.com](mailto:jisenburg@hwcengineering.com)

Property owners south of Cutler who own land adjacent to proposed SR 75 Bridge Replacement over Middle Fork of Wildcat Creek. Their properties would be adversely effected by a “Concept Project” that would add an eastward curve at CR 750S, where SR 75 crosses Middle Fork of Wildcat Creek, emphasis on a curve in SR 75 which is currently straight. Two new homes are currently under construction at this location ... homeowners are Mark & Vicki Lentz and Vincent & Tammy Frazier. James & Bessy Newbauer also own farm land on east side of SR 75 and have spent past few years making a weed-free alfalfa field to feed their horses ... INDOT’s “Concept Project” would raise field level in an area currently designated as a flood plain. Especially folks owning property on east side of SR 75 are opposed to this “Concept Project”.

INDOT is pursuing a “Concept Project” due to current bridge being added recently to inventory of historic bridges in the state of Indiana: **075-08-03486**

*Rationale: Constructed during World War II by ISHC, eliminating the use of structural steel due to shortage during the war.*

*Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.*

*This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.*

*This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.*

As we understand, this is one of two such bridges remaining in Indiana. However, I have driven across this bridge countless times in my lifetime and never gave any thought to how the bridge was constructed ... nor did I care, so long as it was structurally sound. A far more impressive structure built without use of structural steel during WW II was the Allison Engine plant in Indianapolis ... the cement pillars used no rebar, and entire roof structure was constructed only with wood. This huge plant was still in-use by Rolls-Royce until it was finally upgraded over past few years ... but **it was not retained for its “historical significance”**.

In order for INDOT to avoid demolishing & replacing this old bridge at its current location **the “Concept Project” would instead require INDOT to:**

1. Add an eastward curve at CR 750S, where SR 75 crosses Middle Fork of Wildcat Creek ... creating a potential driving hazard where none currently exists. The existing stretch of SR 75 is straight. it would be rather ironic when recent upgrades to SR 26 east of Rossville have eliminated a curve/swag that made this a dangerous stretch of highway.
2. Encroach adversely on two new home sites, largely destroy a weed-free alfalfa field and change the flow on land currently designated as a flood plain. In addition, there is already a back flow of water that floods fields east and north of the creek that shut down CR 700 nearby during rainy season. We fear with the addition another bridge could make this worse. A complete study must be done to improve and eliminate this situation.
3. Try and justify leaving old bridge in-place by designating Middle Fork of Wildcat Creek as a recreational area ... but this portion of Wildcat Creek simply does not normally carry a sufficient amount water to be viable for recreational use. It would also leave a short stretch of old highway for people to park while viewing the historic bridge, or accessing Middle Fork of Wildcat Creek ... which would simply be inviting mischief or trash dumping. We are afraid most local folks fail to see the historic relevance of what appears to be a crumbling old cement culvert.
4. Lastly, INDOT would have to spend about twice as many taxpayer \$'s to build "Concept Project" as compared to replacing bridge at its current location.

To move "Concept Project" further toward construction in 2026, INDOT would need to schedule a public hearing during last-half of 2022. **In our view, this "Concept Project" lacks sufficient public support to be viable & INDOT should instead plan to replace the bridge at its current location.**

**Below are signatures of CITIZENS OF Carroll County, IN who oppose  
RELOCATING and REROUTING State Road 75:**

Name:	Phone:
Address:	Email:
<b>Name:</b>	<b>Phone:</b>
<b>Address:</b>	<b>Email:</b>
Name:	Phone:
Address:	Email:
<b>Name:</b>	<b>Phone:</b>
<b>Address:</b>	<b>Email:</b>
Name:	Phone:
Address:	Email:
<b>Name:</b>	<b>Phone:</b>
<b>Address:</b>	<b>Email:</b>
Name:	Phone:
Address:	Email:
<b>Name:</b>	<b>Phone:</b>
<b>Address:</b>	<b>Email:</b>

































# 18 Month Letting List - May 5, 2022

(INDOT update: April 15, 2022)

	Letting Date	Road	Location	Type of Work	Des & Contract Number	Previous Letting Date
<b>S</b>	8/10/2022	SR 25	NB over US 421, 03.58 S SR 218	Bridge Thin Deck Overlay	2000063 B-43056	
<b>S</b>	8/10/2022	SR 25	SB over US 421, 03.58 S SR 218	Bridge Thin Deck Overlay	2000064 B-43056	
<b>S</b>	8/10/2022	SR 25	CR 200N@.-SR 25 NB/SB, 00.92 N US 421	Bridge Thin Deck Overlay	2000119 B-43056	
<b>S</b>	8/10/2022	SR 25	WALNUT STREET@.-SR 25 NB/SB, 04.29 N SR 218	Bridge Thin Deck Overlay	2000122 B-43056	
<b>S</b>	8/10/2022	SR 25	CR 500 W@.-SR 25, 01.43 N SR 218	Bridge Thin Deck Overlay	2000136 B-43056	
<b>S</b>	8/10/2022	SR 25	CR 50 W@.-SR 25 NB/SB, NS RR, 06.81 N SR 218	Bridge Thin Deck Overlay	2000106 B-43056	
<b>S</b>	8/10/2022	SR 25	NB bridge over NSRR, 02.57 N US 421	Bridge Thin Deck Overlay	2000043 B-43056	
<b>S</b>	8/10/2022	SR 25	SB bridge over NSRR, 02.57 N US 421	Bridge Thin Deck Overlay	2000044 B-43056	
<b>S</b>	8/10/2022	SR 25	NB bridge over Rock Creek, 05.64 N SR 218	Bridge Thin Deck Overlay	2000056 B-43056	
<b>S</b>	8/10/2022	SR 25	SB bridge over Rock Creek, 05.64 N SR 218	Bridge Thin Deck Overlay	2000057 B-43056	
<b>S</b>	8/10/2022	SR 25	0.1 mi S CR 500 on Old 25	Small Structure Maintenance and Repair	2101102 B-43056	
<b>S</b>	12/7/2022	SR 75	Wildcat Creek, 4.51 S SR 18	Bridge Replacement	1601029 B-39876	
<b>S</b>	12/7/2022	SR 75	At Wildcat Creek, 4.51 S SR 18	Bridge Replacement	2101199 B-39876	
<b>S</b>	1/9/2023	SR 18	1.11 W JCT SR 29	Small Structure Pipe Lining	1703016 B-41433	
<b>S</b>	1/9/2023	SR 218	From 0.3 mi. W. of SR 75 to 0.	HMA Overlay Minor Structural	1800063 B-41333	
<b>C</b>	2/15/2023	SR 218	0.81 mi E of SR 29	Small Structure Replacement	1700037 B-40607	9/14/2022
<b>C</b>	2/15/2023	US 421	Over Wildcat Creek, 4.06 mi N of SR 26	Bridge Replacement	1700101 B-40607	9/14/2022
<b>C</b>	2/15/2023	SR 29	SR 29 over , 0.21 mi N of S JCT SR 18	Small Structure Maintenance and Repair	2001044 B-40607	9/14/2022
<b>S</b>	2/15/2023	SR 18	0.65 E SR 29 W JCT	Substructure Repair And Rehabilitation	2100887 B-43839	
<b>C</b>	3/15/2023	US 421	2.29 S JCT US 24/SR 39	Small Structure Maintenance and Repair	2100946 B-43840	12/7/2022
<b>N</b>	7/12/2023	SR 29	SR 29 from SR 218 (S JCT) to SR 218 (N JCT)	HMA Overlay Minor Structural	1900180 R-42457	

	Letting Date	Road	Location	Type of Work	Des & Contract Number	Previous Letting Date
<b>N</b>	8/9/2023	SR 22	Old Sr 25@.-Deer Creek, 0.67mi S of US 421	Bridge Replacement	1800104 B-42436	

Same, New, Change, Not Listed

## ***Bid Letting Results***

2/9/2022	SR 18	Over Ridenour Ditch, 2.88 mi W of SR 29	Bridge Replacement	1700078 B-40607
2/9/2022	US 421	North Street over US 421, 0.33 mi S of SR 25	Bridge Deck Overlay	1700102 B-40607

*Project awarded to Milestone Contractors LP for \$5,186,374.00*

*Engineer's estimate: \$5,222,472.40*

*Two bids submitted*

*Estimated completion date: October 28, 2022*

3/9/2022	SR 25	NB over Bridge Creek, 1.32 mi N of US 421	Bridge Thin Deck Overlay	1901422 B-42506
3/9/2022	SR 25	SB over Bridge Creek, 1.32 mi N of US 421	Bridge Thin Deck Overlay	1901423 B-42506
3/9/2022	SR 25	SB over Bridge Creek, 0.39 mi S of US 421	Bridge Thin Deck Overlay	1901446 B-42506
3/9/2022	SR 25	NB over Bridge Creek, 0.39 mi S of US 421	Bridge Thin Deck Overlay	1901447 B-42506
3/9/2022	SR 25	Over CR 300N, 2.51 mi N of US 421	Bridge Thin Deck Overlay	1901469 B-42506
3/9/2022	SR 25	Over CR 300N, 2.51 mi N of US 421	Bridge Thin Deck Overlay	1901470 B-42506

*Project awarded to Ram Construction Services of Michigan for \$1,294,117.94*

*Engineer's estimate: \$1,699,187.93*

*Two bids submitted*

*Estimated completion date: September 16, 2022*