

COMMENT CARDS					
	Question/Comment	Answer	Contact Address	Contact Info	Asker Name
1	Like O'Day overpass. Against shutting down O'Day on cul-du-sac. Need access to Veterans National Memorial Shrine & Museum. Right-in right-out on O'Day would be a good alternative. Scenario C is bad.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	2122 O'Day Rd.	<a href="mailto:521johnson@comcast.net">521johnson@comcast.net</a>	Eric Johnson
2	Will there be improvements done to California? All scenarios-more traffic to that road.	There is a three-way stop controlled intersection improvement with larger radii for truck turning movements being studied as an alternative at the intersection of California Rd and Flaugh Rd. Further improvements to California are currently outside the project limits and scope of this project, but could be considered in future studies.	3030 Buckners Crossing	<a href="mailto:thamberg@gmail.com">thamberg@gmail.com</a>	Tom Hamberg
3	O'Day Road should have an overpass even though that location has HM soil	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	542 Wald Rd		Chris Schiel
4	Felder Rd needs to stay as is for busses and fire dept and farmers. O'Day needs overpass and in out same as Felger Rd. Other roads, use best judgement.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	10203 Valetters Rd	<a href="mailto:JamesFelger@gmail.com">JamesFelger@gmail.com</a>	James Felger
5	O'Day Rd needs to be open for people from Arcola to go to school, it is the best way to get there. Needs to be overpass plus right turn only also onto 30 plus farm equipment to cross.	Feedback is appreciated and will be incorporated into the project record. The overpass alternative does not allow direct right turn access onto US 30, as a ramp would be necessary making it an interchange. With the proposed interchange at Flaugh Rd an interchange at O'Day Rd would be too close per regulations. The overpass alternative and the right-in/right-out intersections are both being considered at O'Day Rd.	Arcola		Dave Branning
6	The proposed distance for the detour was not shared in miles: in order to go west on 30. What happens in the case of inclement weather? INDOT's responsibility is the state roads and highways, who ensures the other roads are clear of snow and ice for safe travel to US 30 to continue west?	The proposed maintenance of traffic scheme will be developed as preferred alternatives are selected and designed in detail. However, it is not anticipated that a full closure on US 30 will be required for construction of the intersection improvements.		<a href="mailto:lboykins@indot.in.gov">lboykins@indot.in.gov</a>	Lalita M. Boykins
7	Need to have overpass at Oday and keep Felger Rd open or have overpass for fire trucks and school buses.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	2322 Brown Rd, Fort Wayne, IN 46818		Ken Kurtz
8	We have to have access to get farm machinery and hauling cattle DIRECTLY across 30. The overpass over O'Day Rd is a great solution. Many of us farmers all agree on direct access over. You do all this to manage the traffic, but all it will do is increase vehicle speeds everywhere, and more people using backroads causing much higher traffic and problems with the locals, and those of us using farm machinery. It appears to the vast majority of us that you cater to the needs of Amazon, and not us locals 2nd behind them. How much of this project is Amazon paying for if any? What is this going to cost us tax payers?	Your feedback is appreciated. The projected costs, depending on the selected alternate range from \$35.5 million to 40.5 million. No third party funding is expected for this project.	8910 W Washington Ctr Rd	<a href="mailto:Caidblessing33@yahoo.com">Caidblessing33@yahoo.com</a>	Caid Blessing

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9	It appears to most of us locals in the community, the best option was to make Kroemer Rd the center of this project, instead you focus on Flaugh and take farmland away. There is absolutely no reason, Kroemer shouldn't have been selected other than it doesn't cater to the needs of Amazon. Direct access across 30 for farmers is a must. Why close Stahlhut Rd when it is already very limited use, keep it open to benefit the farmers. Why not a stop light on 30? Why should us locals get stuck with this junk of a mess. Limit accident? Then reduce speed on 30 and put another light in.	Feedback is appreciated and will be incorporated into the project record. The congestion at Kroemer Rd and increase in accidents, specifically rear-end crashes that are commonly associated with traffic signals is what drove the need of this study. While analyzing solutions at Kroemer Rd there were many constraints recognized at the intersection. With the commercial developments in the southeast and southwest quadrants, the residential neighborhood in the northwest quadrant, and environmental resources in the northeast quadrant it was decided that an interchange alternative at Kroemer Rd was not the best fit for this project. With an existing interchange at US 33, the close proximity of another interchange at Kroemer Rd does not follow the interchange spacing guidelines of the Indiana Design Manual. For the above reasons, an interchange at Kroemer Rd was not carried through during the alternative analysis. Allowing Stahlhut to remain a full access intersection raises safety concerns with a proposed interchange in close proximity.	9414 Arcola Rd, Fort Wayne, IN 46818		Stan Blessing
10	The only option to O'Day Rd is an overpass or a cloverleaf.	Feedback is appreciated and will be incorporated into the project record. The overpass at O'Day Rd is being studied as an intersection improvement alternative. A cloverleaf interchange does not meet interchange spacing regulations with the proposed interchange at Flaugh Rd. Cloverleaf interchanges in general have a large footprint and impact all four quadrants of the intersection.	4111 Picks Rd 46804	260.609.9022	John Price
11	We are pleased with the right-in, right-out scenario for Kroemer Rd. It will reduce the traffic and speed of cars traveling down Kroemer Rd. As parents concerned for the safety of our playing children, we like this option. An even more desirable option for residents of Kruse Addition on the north side of 30 on Kroemer Rd would be to cul-du-sac Kroemer Rd on the north side only. As residents could use the US 33 exits to access US 30.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed. Currently, closure of Kroemer Rd is not being studied as an alternative.	5321 Kroemer Rd	<a href="mailto:msnowball53@gmail.com">msnowball53@gmail.com</a>	John & Morgan Snowball
12	There is far too much semi and big truck traffic on Flaugh Rd. The signs that limit truck traffic are not working. Will the change at Flaugh & US 30 limit truck traffic on Flaugh?	The proposed alternatives do not restrict truck traffic on Flaugh Road, more so than the existing signage.	3427 Sabatina Cove	<a href="mailto:chonsharon@frontier.com">chonsharon@frontier.com</a>	Chon Michael
13	I believe the O'Day overpass is an absolute must.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	2339 N 285 E, Churubusco, IN 46723	<a href="mailto:joanwilson616@gmail.com">joanwilson616@gmail.com</a>	Joan Wilson
14	We have a farm on one side of 30 and another farm on the other side of 30. We use O'Day every day to get from farm to farm with tractors, trucks and all kinds of machinery. The overpass would be better than right-in right-out or closure. PLEASE NO RIGHT-IN RIGHT OUT ON O'DAY, PLEASE DO NOT CLOSE O'DAY.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	9534 Arcold Rd, Fort Wayne, IN		Steve & Rose Blessing
15	Well done to add 3-way stop at Flaugh/California and to tighten curve/reduce land acquisition from Hitzemans. Concern on increase traffic on California Rd, can it handle it?	California Rd and the impacts from adjacent improvements will be included in the study of this project. The capacity analysis captures the local roadway network and the rerouting of vehicles will be analyzed as part of the project decision.	5510 Wald Rd, Fort Wayne, IN 46818	<a href="mailto:wiliam.mueller4@gmail.com">wiliam.mueller4@gmail.com</a>	Bill Mueller, Sr. Pastor at Suburban Bethlehem

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16	KROEMER RD OVERPASS!	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.			
17	My house is the only house on Stahlhut Rd. It's the only house south of Hwy 30 on Stahlhut, go ahead and close it or right-in or right-out. Keep Felger Rd open. I would like to see an overpass on O'Day for our farm equipment. It would be easier than crossing on Felger. I have 4 farms north of 30.	Feedback is appreciated and will be incorporated into the project record. It will be taken into consideration as the project continues to be developed.	4716 Stahlhut Rd		Larry Hille

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1	Was a noise pollution assessment done last fall?	Yes, a preliminary noise study was conducted in late 2021.	<a href="mailto:dpayne6@hotmail.com">dpayne6@hotmail.com</a>	Danielle
2	Will the effect of pollution on the soil (from the increased traffic) be studied?	No, a soil pollution study is not included in the scope of the project.	<a href="mailto:d.5331vargo@comcast.net">d.5331vargo@comcast.net</a>	Diana
3	Will US 30 be increased to 6 lanes at the time of any renovation?	US 30 will remain 4 lanes (2 lanes in each direction) as it is today within the limits of this project.	<a href="mailto:d.5331vargo@comcast.net">d.5331vargo@comcast.net</a>	Diana

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1	<p>Is there any consideration to upgrade California Road between Kroemer and Flaugh? You might have more traffic on it when you limit access to US30 Hwy at Kroemer road. Maybe the intersections could be made into roundabouts in the future, instead of all way stops.</p> <p>I support an overpass on O'Day Rd. This will allow farm equipment to easily cross US30 Hwy. On other cross roads, I support a right-in, right-out rather than closing access completely.</p> <p>I seems to me that a diverging diamond or a roundabout at Flaugh would be much better the a partial cloverleaf.</p> <p>Is there any chance you can get Amazon fund this project? (ha ha)</p> <p>Is INDOT studying US30 Hwy in Whitley County? I have seen reports of many crashes in Columbia City.</p>	<p>Thank you for the comments Mr. Poinatte.</p> <p>The INDOT team is in coordination with Allen County to understand needs in the area, specifically those on Kroemer, California, and Flaugh.</p> <p>The US 30 work in Whitley County will be studied as part of the US 30 Planning and Environmental Linkage (PEL) Study.</p> <p>We appreciate your continued participation in the project. Thank you.</p>		<a href="mailto:robert.poinatte@gmail.com">robert.poinatte@gmail.com</a>	Robert Poinatte
2	<p>Very simple to correct for example: traffic through Columbia city needs to be lowered into the ground then traffic going north and south would stay at existing grade allowing locals unimpeded access to the city.</p>	<p>Thank you for your comments, we will take this under consideration.</p>		<a href="mailto:rangerlew745@gmail.com">rangerlew745@gmail.com</a>	Randall G Lewis
3	<p>The scenario that was presented seems to be the direction where Flaugh has an interchange which I think makes a lot of sense. O'day has a bridge over 30 and Stahlhut is closed also I think is an optimal path. What is concerning is not doing anything to Felger.</p> <p>The traffic heading west that is north of 30 has a road in place that can handle increased traffic in Washington Ctr. or what I think is called or referred to as old 30. That road can handle increased traffic as travelers heading west look for an alternative way to get on and head west on 30 and handle other impacts the changes may present.</p> <p>To the south of 30 there is no route to handle the increased traffic as one heads west and the only available option is Leesburg Rd. Leesburg Rd. is not flat and straight like old US 30 rather curvy and hilly restricting a motorists view but is desirable as one heads west because it runs at an angle of north and west and all will be funneled to the intersection of Felger and US 30. There is the interchange at Flaugh and this is an option to get on and head west. However, introducing stop signs and curves on Kroemer will make Leesburg inviting as a traveler that does not wish to deal with that interchange. During the heaviest "rush hour" times this will be where the behavior and decision making will be most evident. What will compound this will also be that there will be no option to head west on 30 via the O'day and Stahlhut developments where 30 access will no longer be an option. Traffic on O'day has been increasing with new additions being added in recent history near Bass road that over time will add to the issue I am describing in this email.</p> <p>What also adds to the equation is that Felger Rd. intersection with 30 is already a very busy intersection as we sit here today. On both the north and south side of the interchange you have four roads that merge together at that spot and it is awkward already. Not doing anything and restricting access at intersections to the east until Flaugh as mentioned will make this intersection back up and as travelers feel the urgency to get on 30 and keep moving there will be increased accidents there and as vehicles are traveling there regularly 65 to 75 and sometimes much faster there will be some catastrophic accidents there.</p> <p>What needs to be done here is right on and right off or a bridge that goes over 30 and this will deter traffic from backing up at this intersection and also deter motorists to "cheat" and use this instead of Flaugh. This will put a stop to hundreds of cars, trucks, box trucks and sometimes semis that will use this awkward intersection to cross on 30 and head east or west or continue on to Leesburg or Felger. As a result Flaugh would turn into the optimal option as it would have interchange designed to handle increased traffic. This may also funnel traffic to county line road and 30 for those wishing to head west where there is a traffic light at that intersection designed to handle the traffic. If neither of these cannot be the case then a traffic light needs to be installed for the safety of travelers at that intersection.</p> <p>Doing nothing at this intersection is not an option when you consider the variables and what the decisions at the other interchanges and the rippling effect this will cause at Felger and 30.</p>	<p>Thank you for your comments, Mr. Knepple.</p> <p>As noted, there are a number of factors to be thought of at the Leesburg/Felger intersection. Our team will continue to monitor that intersection's performance and safety statistics to determine if additional improvements will be considered.</p> <p>Additionally, a forthcoming PEL Study will look at the US 30 Corridor and consider further improvements. Thank you for your continued participation in the project.</p>		<a href="mailto:kknepple@gmail.com">kknepple@gmail.com</a>	Ken Knepple

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4	<p>The only option for US 30 is to turn it into an interstate. More traffic runs from Fort Wayne to Chicago than does Evansville to Indianapolis, so it only makes sense.</p> <p>As the city continues to grow, let's be proactive and get this done sooner than later. It's going to happen, so why not make it happen now? Fort Wayne is the fastest growing metro area in the Great Lake Region according to multiple sources. It's already the largest city in America without an urban expressway system. Let's not make it the largest city in America without east and west interstate access.</p> <p>It's kind of embarrassing to look at Ohio and see how much importance they place on infrastructure in all parts of the state compared to Indiana. Fort Wayne is growing with or without the help from INDOT, but INDOT could certainly make it a smoother ride.</p> <p>Look at a map of Ohio, Indiana, and Illinois. There's something missing and it's pretty easy to tell what it is. An interstate running from Columbus to Chicago via Fort Wayne. If Indiana wants to strengthen it's northeast presence and gain new business from Ohio and Michigan, than providing east west access is the only way to go. Current businesses along the corridor are threatening to leave if something doesn't get done.</p> <p>There's more to Indiana than just Indianapolis, let's make this happen.</p>	<p>Thank you for your comments, Mr. Miller.</p> <p>In addition to the work of this project, INDOT has initiated a Planning and Environmental Linkage (PEL) Study on US 30 that will help to assess future improvements to the corridor.</p> <p>Thank you for your continued interest and participation in this project.</p>		<p><a href="mailto:briantmiller425@gmail.com">briantmiller425@gmail.com</a></p>	Brian Miller
5	<p>The growth of industry west of Fort Wayne is going to need road changes. Please seek changes, as a truck driver I see great need for safety upgrades and potential need for another truck stop. The rest area was closed years ago but would be a great asset to reopen and add extensive parking for trucks. The capacity for the amount of trucks moving into the area for Amazon will cause congestion! Trucks breaking for DOT and delayed shipments will also cause extensive parking issues! The need for parking will not be met by the 2 nearby truck stops as they are extremely short of capacity now!</p>	<p>Thank you for these comments. We will forward these comments to INDOT for consideration.</p> <p>Thank you for your continued interest and participation in this project.</p>		<p><a href="mailto:Bleesos@gmail.com">Bleesos@gmail.com</a></p>	Brenda Sosnovske
6	<p>For the safety and logistics of the project, I believe that a full overpass and cloverleaf needs to be constructed on the Flaugh Rd or the O'Day Rd. Emergency personnel, farmers, and local residents need safe passage from north and south and I do not believe the proposed alternatives do that currently.</p>	<p>Thank you for your comments and continued participation in this project.</p>		<p><a href="mailto:tdmiller1551@gmail.com">tdmiller1551@gmail.com</a></p>	Tom Miller
7	<p>After thinking about it I have the following thoughts:</p> <ol style="list-style-type: none"> <li>1. California road may not be a good way to route traffic coming off from the businesses located off Kroemer. The roads involved do not look like they could handle the truck traffic. Instead think about routing them by having them turn right onto US 30 then onto US 33 to Washington and then to Flaugh to get back onto the highway if they need to go west.</li> <li>2. Keep a light at Kroemer for allowing trucks and others the ability to turn right onto US 30. Without a light it will become too dangerous to use since traffic to merge with will be traveling around 60 mph. If no light, then a long merge lane will need to be added to the intersection of Kroemer and US 30.</li> </ol>	<p>Thank you for your comments and continued participation in this project. We will incorporate these comments and concerns in the project development.</p> <p>Thank you.</p>		<p><a href="mailto:thamberg@gmail.com">thamberg@gmail.com</a></p>	Thomas Hamberg
8	<p>While in Minnesota I noticed amber warning lights would start flashing a short distance from the intersection, warning of the signal change ahead of time. "PREPARE TO STOP WHEN FLASHING" was the sign. I thought that this was a good idea.</p>	<p>Thank you, Mr. Heckman. We appreciate this input and will consider these items as we assess signalized intersections.</p>		<p><a href="mailto:markheckmanlegal58@gmail.com">markheckmanlegal58@gmail.com</a></p>	Mark Heckman

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<p>Hey thanks for the response. I went through it last night and took into consideration what you responded with and would like to inline respond. I will highlight these for you.</p> <p>"As noted, there are a number of factors to be thought of at the Leesburg/Felger intersection."</p> <p>Can you please outline these notes for me or send me a link to these factors, or both?</p> <p>"Our team will continue to monitor that intersection's performance and safety statistics to determine if additional improvements are warranted."</p> <p>I assume this is to mean the intersection's present performance. How are you able to do this at the present time? What was outlined in the email was the outcome of your approach to not do anything. What does continuing to monitor current performance and safety statistics do anything for what the intersection will be like when the project is done?</p> <p>What are the goals for this project? Does the team you refer to have a list of goals? I would imagine a goal would be to understand how the approach to changes at one intersection directly affects another. How can you do this with monitoring current performance and statistics? What your A and B approaches outlined in the review last week is short sighted based on your response. If you look at data or some hypotheticals there will be problems at this intersection. I would imagine some of the budget outlined goes into planning and proofing out these proposals?</p> <p>Thanks</p>	<p>Hopefully this helps to address your comments.</p> <p>Regarding Leesburg/Felger intersection, after our review of the traffic operations along the corridor, both with and without any improvements, it was observed that proposed improvements to O'Day, Flaugh, and Kroemer had little to no impact on the operations and traffic volumes at Leesburg/Felger. Because our project purpose and need is predominantly to address safety issues at Kroemer and Flaugh, and there was little change at Leesburg/Felger, it was determined to move that intersection to the PEL study. This was in the presentation when we started talking about the Corridor Scenarios.</p> <p>Regarding the continued monitoring. INDOT continuously monitors crash patterns at all intersections across the state. If an intersection shows a crash history that is above the statewide average for similar intersections, then it is considered for improvements. This is the monitoring that I am speaking of.</p> <p>The goals for the project relate to the problem(s) we are trying to solve, identified specifically in the "Need" statement. In the presentation you should see that the need of the project is to address higher than average crash rates at Kroemer, address growing crash frequency at Flaugh, and address less than desirable travel time in the corridor.</p> <p>Hopefully this helps to address your comments. Thank you for your continued participation in the project.</p>		<p><a href="mailto:kknepple@gmail.com">kknepple@gmail.com</a></p>	Ken Knepple
<p>Thank you for the presentation at Sweetwater Sound giving the opportunity to show us the alternatives for US30 intersections.</p> <p>In the presentation it was said that Kroemer Road &amp; US30 would become a right only from Kroemer onto US30. Will there still be a traffic light at this intersection? If not how will the intersection be improved so that we will be able to safely turn right onto US 30?</p> <p>Flaugh Road - would prefer the diverging diamond or roundabout diamond interchange. The partial cloverleaf interchange makes it more difficult for traffic, especially trucks, to get up to speed and merge with traffic.</p> <p>Flaugh Rd interchange will be the only interchange for several miles and will be heavily used unless O'Day Road also has an interchange. Traffic from O'Day Rd, Stahlhut and Kroemer will be diverted to Flaugh Rd interchange.</p> <p>Is the State also going to improve California Road (from Kroemer to Flaugh) and Leesburg Road (from Stahlhut Rd to Flaugh)? In the presentation it was referred to using these roads to get back to Flaugh Rd interchange so traffic could go west on US30. California and Leesburg roads are narrow county roads that are not built for heavy semi-truck traffic and would most likely need to be improved. The corner at Kroemer and California is not wide and would definitely be a problem with semi-trucks trying to turn.</p>	<p>Thank you for your interest in the project:</p> <p>If we were not clear in our presentation I apologize, but I will try and give some extra detail here in this response.</p> <ol style="list-style-type: none"> <li>1. The Kroemer Road RIRO will not be signalized. There will be acceleration lanes added to US 30 to help vehicles get up to speed before they merge. This is typical for this type of intersection application.</li> <li>2. Appreciate your comments on the interchange type.</li> <li>3. Regarding improvements at O'Day, due to spacing restrictions on interchanges, we will not be able to have an interchange at O'Day. We do expect vehicles on O'Day and Kroemer will use the Flaugh Road interchange. This will be a much safer intersection with the ramps</li> <li>4. We continue to coordinate with the County to determine if any improvements along California are warranted.</li> </ol> <p>Please let me know if you have any additional questions. Thank you.</p>		<p><a href="mailto:thamberg6@msn.com">thamberg6@msn.com</a></p>	Donna Hamberg
<p>We own the property 7808 US 30 West there at O'Day Road. I was concerned looking at the prints. It looks like you guys are going to turn the median to grass instead of a turn lane. My concern there is we're in talks with potential people about renting that facility and hauling stuff out of Steel Dynamics. I was curious if you guys are going to put something from the intersection, put a U-turn or what down the road. My concern is making a U-turn onto the interstate to head back in the opposite direction.</p>	<p>There are currently two options considered at O'Day Road. The first is an overpass over US 30 with no access to US 30. The other option is a RIRO to US 30, where the median would be converted to grass and cross US 30 access would be limited, as would left-in access from US 30.</p>		<p>(260) 724-3224</p>	Mark Schieferstein

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12	<p>I'm interested in the proposals for the US 30 and Felger Road intersection. I was unable to attend the meeting they had the other night on Wednesday. But I would like the proposals for that intersection for all the sites listed on US 30. That is the one with the most traffic, the one with the most deaths recorded and the main thing we need there is a traffic light that allows cross traffic to cross. I understand that the Amazon sites are going to get everything they want, but in the 50 years I've been here, we've done nothing for the Felger Road intersection, which the school buses cross, the farm implements cross. There we need a lighted intersection, doesn't require a great deal of improvement, simply a light so that we can cross safely, and so during adverse weather conditions such as fog that we often get and you have to listen for the sound of traffic to cross safely. We deserve this. We've been here for decades without any improvements. I know Amazon will get what they want, but the citizens need improvements on Felger Road. Please send me information. I saw they had a photograph of the Felger Road improvements. If you would email me a copy of that information, I would be very interested. Thank you very much.</p>	<p>I apologize for the delay in getting back with you. Here is a link to the project site: <a href="https://projectmeetingonline.com/us-30-corridor-study/">https://projectmeetingonline.com/us-30-corridor-study/</a>. There you can see, watch and listen to the presentation that was given last month. I've also attached the current fact sheet.</p> <p>As you'll see in the three alternative corridor scenarios, the Leesburg/Felger Road intersection will not be affected by this project and instead will be included in INDOT's Planning and Environmental Linkage Study.</p> <p>Once you've had a chance to review these items, comments are accepted until March 8, 2022. You can send those to me or <a href="mailto:US30Corridor@cmtengr.com">US30Corridor@cmtengr.com</a>. If you have any questions, please let me know.</p>		<a href="mailto:CASH2000@att.net">CASH2000@att.net</a>	Gary Etting
13	We are in favor of the Right in and Right out for Kroemer Road.	Thank you for your comments, we will take this under consideration.		<a href="mailto:rayauker@gmail.com">rayauker@gmail.com</a>	Ray & Karen Auker
14	<p>I have this comment I would like you to consider in making the intersection improvements. I live on west Cook Rd. work in southwest Fort Wayne and my Mother lives on Kroemer Rd. South of California Rd. With that being said I cross US 30 two to four times daily at one of the five intersections being discussed. My crossing of choice at this point is Stahlhut Rd. Better visibility and less congested.</p> <p>With Amazon and other new developments coming to the area the traffic count will increase. With all of your Alternatives you are decreasing the crossovers from five to three or as little as two meaning a lot more traffic per crossover, and one of those crossovers being Felger Rd. with no improvements this will become a very dangerous intersection.</p> <p>Please consider major improvements with a bridge at Felger Rd. if not I think a bridge at O'Day Rd. is a must. And without a bridge at O'Day Rd. or Felger Rd. I feel Stahlhut Rd. needs to remain open.</p>	Thank you for your comments, we will take this under consideration.		<a href="mailto:rwkuehnert@brooks1st.com">rwkuehnert@brooks1st.com</a>	Roger Kuehnert
15	<p>I live on Arcola Road near the intersection of O'Day and Arcola. We are in favor of an OVERPASS for O'Day Road. With farms on both sides of US 30, this allows for safe crossing with agricultural equipment. This also allows much easier access to St. John's Lutheran Church. Most importantly, an overpass will allow for the most efficient emergency response times for elderly family member living at 8330 W Washington Center Road.</p>	Thank you for your comments, we will take this under consideration.		<a href="mailto:bhess7334@gmail.com">bhess7334@gmail.com</a>	Brad Hess