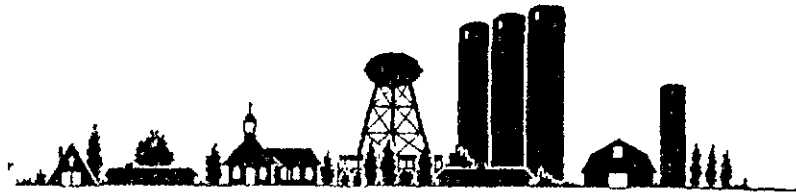


No
record

Notes on record.

Lake City Greenway
Master Plan
1998



Kosciusko Leadership Academy

Prepared by:
Jeffrey M. Noffsinger
Michael S. Bergen

Lake City Greenway Master Plan

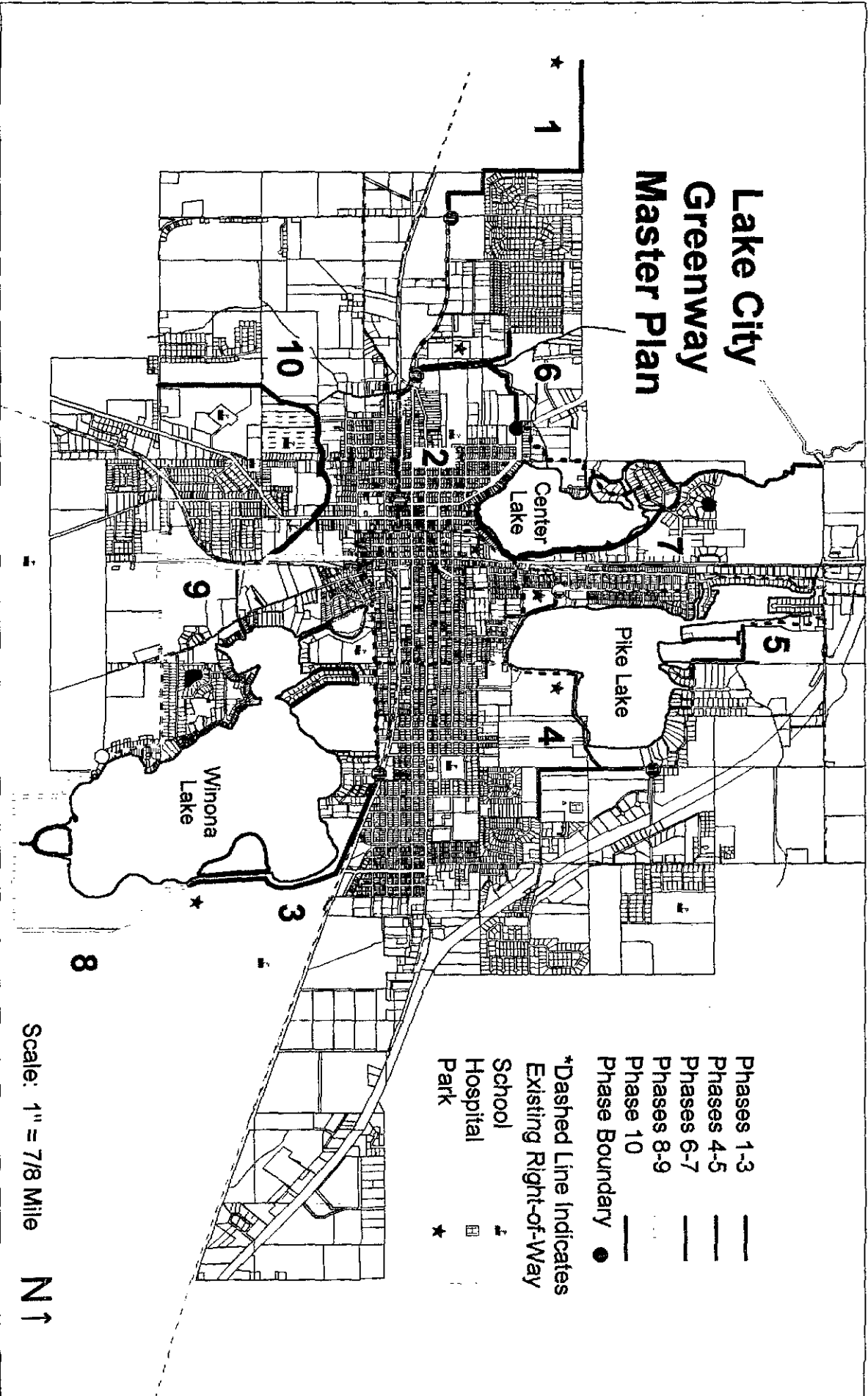


Table of Contents



INTRODUCTION

OVERVIEW

LINEAR ROUTE

PIKE LAKE LOOP

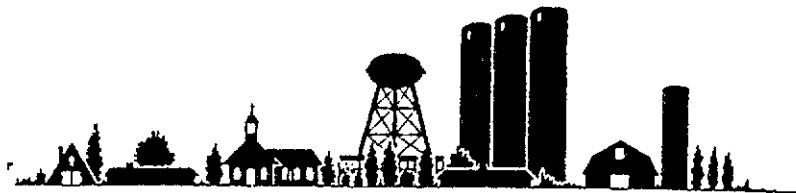
CENTER LAKE LOOP

WINONA LAKE LOOP

EAGLE CREEK ROUTE

SUMMARY

Introduction



Kosciusko Leadership Academy
Lake City Greenway
Master Plan
1998

Introduction

Project Background

The idea for this project represents an accumulation of several years of progressive insight from community leaders of Kosciusko County. The initial idea of a bike path in the community began with the construction of the City-County Athletic Complex (CCAC). A proposal was developed in May of 1992 to construct a bike path along the railroad to the CCAC. The proposal identified the need for a safe alternative for children and families traveling by bicycle to the CCAC. Unfortunately, the plan was not implemented and efforts for the bike path became idle. In April 1995, the need for establishing a greenway corridor in the county was recognized again. Two students in the Kosciusko Leadership Academy (KLA) did a thorough study on the planning process for a bikeway. The study, "Kosciusko County Greenway Proposal - A Blueprint for Success," proposed an implementation schedule with action steps to follow as a guideline for planning a successful program. In the Spring of 1997, another KLA project, "A Greenway in Your Community," was aimed at creating a greenway system for the City of Warsaw. This follow-up project proposed routes that would link schools, recreational opportunities, and other amenities of the community together.

Building on both KLA projects, a bikeway steering committee was formed in the summer of 1997 to explore the feasibility of establishing some of the proposed routes. After much discussion, the focus of the group shifted from its original idea of creating simple recreational loops around the local lakes to incorporating a linear alternative transportation corridor that provides a linkage to numerous recreational opportunities, schools, businesses, and industries throughout the community. This route was planned with the concept of building a bicycle wheel. Central Park, located in the heart of downtown Warsaw, will represent the hub of the wheel and the proposed routes branching off of the hub will represent the spokes. Eventually, enough spokes will branch off of the hub to encircle the entire county—completing the bicycle wheel.

The purpose of this project is to continue to build on the past efforts of the community and implement a successful bikeway system. This project, "Lake City Greenway Master Plan," is intended to set forth a blueprint for the community to use as a working document: the master plan identifies a series of potential routes; further, the master plan indicates which property owners will be affected by the development of the bikeway; and lastly, the master plan estimates the cost of construction.

Lake City Greenway
Master Plan
Warsaw-Winona Lake



Kosciusko Leadership Academy

Introduction

Plan Support

The City of Warsaw and Kosciusko County Area Plan Commission have recently updated their Comprehensive Plans. The City of Warsaw Comprehensive Plan recognizes the need for alternative transportation methods. Included in the plan is a Goals & Objectives section, which states that the city is "encouraging the planning and development of a city wide pedestrian and bicycle trail system." The plan also highlights the proposed bikeway system in the Transportation section of the plan. The Kosciusko County Comprehensive Plan also includes a similar statement about the bikeway system as a priority in both the Landuse and Transportation sections.

The City of Warsaw Parks and Recreation Department recently completed their five-year master plan. The master plan identifies the bikeway system as one of its highest priorities for the next few years. The plan proposes to financially support the creation of bikeways in each of the next five years budgets.

The improvement of the railroad corridor is compatible with the goals of the Warsaw Community Development Corporation, which is associated with the Indiana Main Street Program. Also, the plan coordinates with the continuing renovation projects of the Winona Restoration Corporation in the Town of Winona Lake.

Funding Issues

This past year efforts have continued to implement a bikeway system in the Warsaw area. Two grants have been submitted by the City of Warsaw Planning Department to facilitate the financing of the bikeway system. The main grant that will be utilized is a federal grant program called ISTEA. This program will contribute 80% of the total cost of construction. The local match required is 20% plus the entire cost of engineering and legal fees. The City has already received a local grant of \$10,000 from the Kosciusko County Foundation. This grant will be used to offset preliminary engineering expenses.

The plan for providing the local match for the project includes incorporating a marketing strategy to target private and in-kind donations. Once the grant is secured, the campaign for financing the bikeway system will begin. Because the marketing strategy has not yet been implemented, no local donations have been generated. Although the project is solely seeking private dollars, if the local match shall not be met with these monies, the strategy will be to ask the participating governmental agencies to help the project reach its financial goal.

Lake City Greenway
Master Plan
Warsaw-Winona Lake



Kosciusko Leadership Academy

Introduction

Project Impact

The impact of this project will greatly enhance the total quality of life of this growing community. Not only will this project benefit local citizens as an alternative transportation method, it will also provide for a safer environment for recreational users. In 1990, US Census Bureau statistics indicated that the City of Warsaw had a population of 11,000. Taking a look at the bigger picture, an additional 4000 residents live in the Town of Winona Lake as well as another 8000 people live just outside these two communities. In 1990, approximately 22,000 people lived within a three mile radius of the community. Current development trends suggest that this number may exceed 27,000 in the 2000 Census.

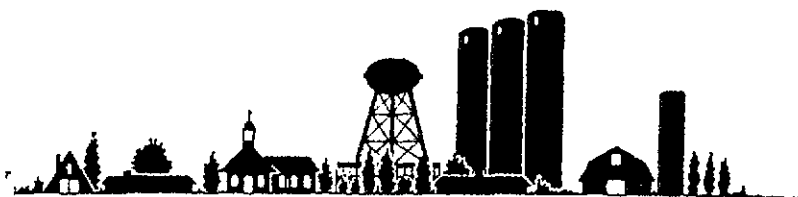
The tourism industry is growing as well. During the summer months the population surrounding the community swells as families escape to the many lakes of the county. Also, the Town of Winona Lake has always been a popular destination for tourists. With newly proposed developments and renovation of the historical Billy Sunday Resort in Winona Lake, predictions estimate that 30,000 to 40,000 tourists will visit the community each year.

Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Overview



Kosciusko Leadership Academy
Lake City Greenway
Master Plan
1998

Overview

Project Definition

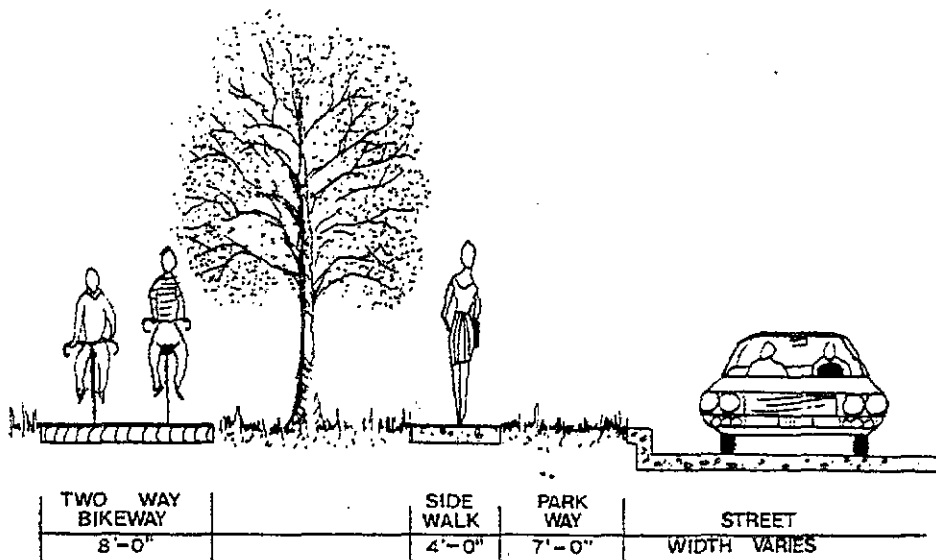
According to the Schaumburg, Illinois, Bikeways Plan, a bikeway may be defined as "any facility which provides for bicycle travel." Other such terms for "bikeways" include greenways, bike paths, bike trails, bike lanes, and alternative transportation corridors. All of these terms indicate that the exclusive use of a bikeway is for the bicycle only. However, in many instances, many different types of users access bikeways. In addition to recreational bicyclists, the list of users includes walkers, joggers, in-line skaters, skateboarders, birdwatchers, and horseback riders. For the purposes of this master plan, the term "bikeway" is a generic term for a multi-use bikeway. It is intended that a majority of the users of the local bikeway system will be bicyclists, walkers, joggers, and in-line skaters.

For the multi-use bikeway system in the Warsaw area to be successful, a combination of several types of paths will be necessary. In many undeveloped areas of the community, separated paths will be created. In developed areas, utilization of the existing right-of-way will be necessary. In some instances, existing sidewalks will become part of the bikeway system or additional sidewalks will be constructed. Although not the best alternative, the bikeway will share the road with vehicular traffic. The bikeway will be clearly identified with either a bike lane or bikeway signage.

The Lake City Greenway will incorporate three classifications of bikeways that are identified in the Schaumburg Bikeways Plan.

Bikeway Classifications

Class I Bikeway - A completely separated right-of-way or easement designed for the exclusive use bicycle/pedestrian movement. A greenway or sidewalk is an example of this type of bikeway.



Source: Schaumburg Bikeways Plan

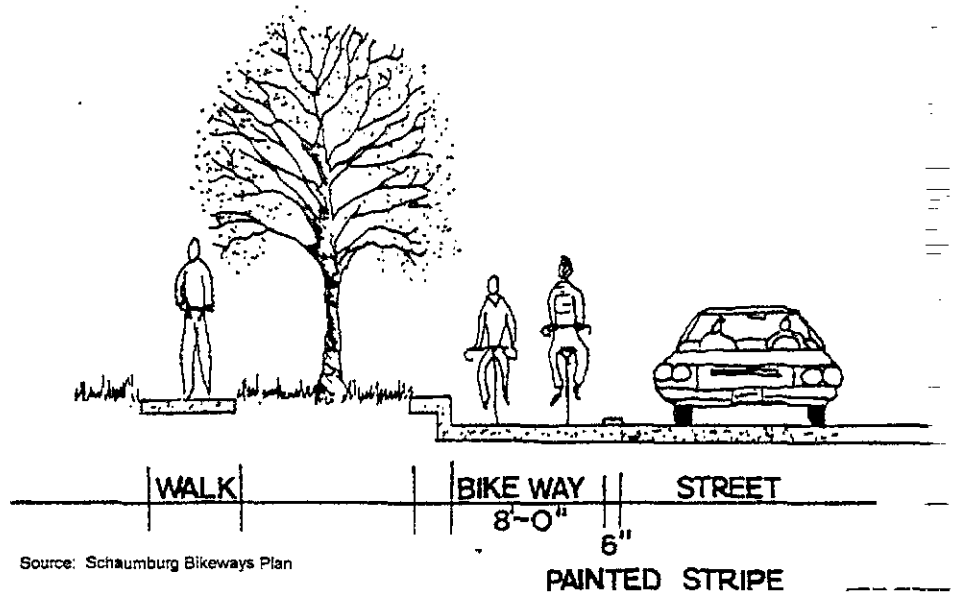
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Master Plan
Warsaw-Winona Lake



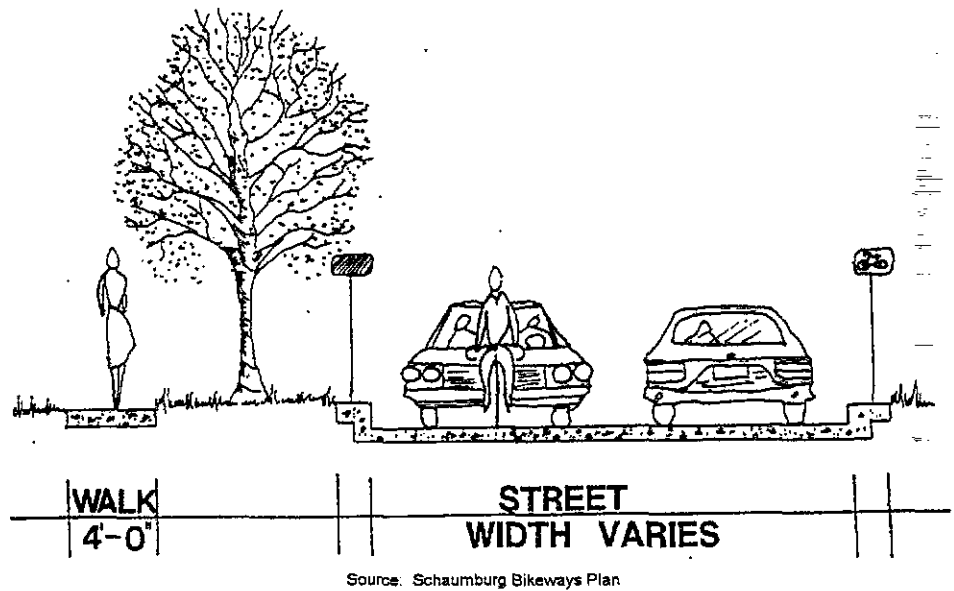
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Overview

Class II Bikeway - A right-of-way that is designated for the semi-exclusive use of bicycle/pedestrian movement. A bike lane is an example of this type of bikeway. A painted line may be the only separation from vehicular traffic.



Class III Bikeway - A shared right-of-way between vehicular traffic, bicycles, and pedestrians. This type of system is identified with signage only. This type of system will be used only within low traffic neighborhoods.



Lake City Greenway
Master Plan
Warsaw-Winona Lake



Kosciusko Leadership Academy

Overview

In addition to the federal grant program called ISTEA, there are other state and federal grant programs available. The following is an overview of two additional funding resources.

Hometown Indiana Grant - This is a matching grant program created by the Indiana Legislation in 1988. It is predominantly used for park development of outdoor recreation facilities. These grant funds can be utilized to finance 50% of the cost of eligible projects. A maximum \$200,000 may be requested. The program is administered by the Indiana Department of Natural Resources, Division of Outdoor Recreation. To be eligible for funding the Parks and Recreation Department must have an approved five-year master plan.

National Recreation Trails Funding Act - This program is predominantly used for the development of multi-purpose trails. These grant funds can be utilized to finance 50% of the cost of eligible projects. A maximum \$100,000 may be requested. The program is administered by the Indiana Department of Natural Resources, Division of Outdoor Recreation. All units of government are eligible.

The plan for maintaining the bikeway will involve numerous parties: Phase I will be the shared responsibility of the Kosciusko County Highway Department, R.R. Donnelley & Sons, and the City of Warsaw Parks Department; Phases II, IV, V, VI, VII, VIII, and X will be the responsibility of the City of Warsaw Parks Department; and Phases III and IX will be the responsibility of the Town of Winona Lake. The main responsibility of these departments will be for general upkeep during the months of April - October. Routine duties will include mowing, trimming, sweeping, and trash pick-up. Two programs will be explored to coordinate with the maintenance schedule. First will be an "adopt-a-trail" program similar to the "adopt-a-highway" program. Volunteer and service organizations will be responsible for routine maintenance. Another option for maintenance will be the Kosciusko County Jail Trustees. Currently, this community-service program exists and has proven to be successful.

The City of Warsaw Parks Department has indicated that annual expense to maintaining the trail will be minimal and it will be included in their budget each year. Currently, the Parks Department has the trained personnel and the necessary equipment for maintaining the trail. The Kosciusko County Highway Department has also indicated that they are already mowing the right-of-way along Old 30 West and continuing to do so will not be a problem.

Funding Mechanisms

Project Maintenance

Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Overview

Purpose of Document

This document is designed to have the necessary background information readily available for applicants of federal, state, and local grant programs. The document is broken down by proposed routes or loops and further categorized into phases of construction that exist within each route or loop. Included into each phase is a written description of the phase, property owners that will be affected by the project, a photograph, projected costs. A map highlighting the entire route or loop is included at the end of each section.

The following is a list of proposed routes that were identified in this study:

Linear Route

Phase I - Zimmer Road to the City County Athletic Complex

Phase II - Jefferson Street Corridor from Detroit Street to Hand Ave.

Phase III - Smith Street to Winona Lake Beach

Pike Lake Loop

Phase IV - Lucerne Park to Springhill Road

Phase V - Springhill Road to Anchorage Road

Center Lake Loop

Phase VI - Open Air Market to Boggs Park

Phase VII - Nye Park to Lake Wood Hills PUD

Winona Lake Loop

Phase VIII - Old Chicago Boys Club to Country Club Drive East

Phase IX - Country Club Drive South to Detroit Street

Eagle Creek Corridor

Phase X - Logan Street to the Railroad

It is intended that each phase of construction occur in succession over a period of ten years. However, for this master plan to be successful, it must be flexible. Some factors that will determine the final outcome of this master plan are the following: availability of grant money, obtaining a local match, land acquisition, community support, local governmental support, and feasibility of construction.

The map to the right highlights the Lake City Greenway in its entirety. The map indicates the proposed routes in relation to schools, parks, and other natural features.

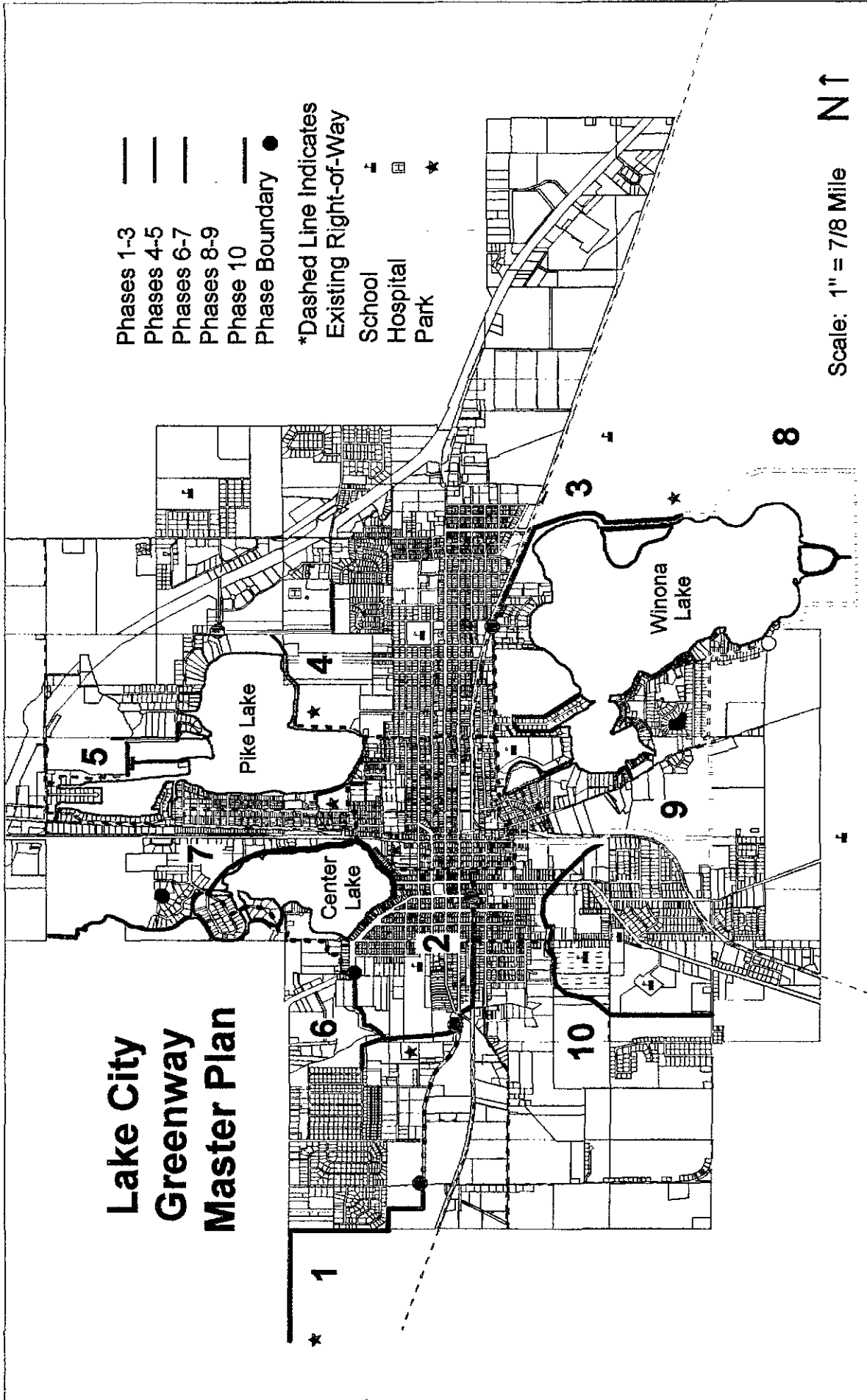
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Master Plan
Warsaw-Winona Lake



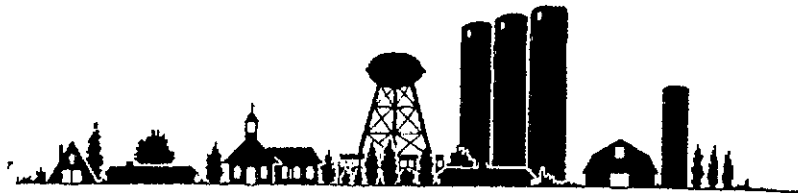
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Lake City Greenway Master Plan

- Phases 1-3
- Phases 4-5
- Phases 6-7
- Phases 8-9
- Phase 10
- Phase Boundary ●
- *Dashed Line Indicates Existing Right-of-Way
- School
- Hospital
- Park



Linear Route Phases I-III



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Lake City Greenway
Master Plan
1998

Linear Route

This multi-jurisdictional project will be an approximate 6.5 mile linear bikeway/pedestrian system that will begin at the City-County Athletic Complex in the County, connect with Central Park and the Central Business District in the City of Warsaw, and end at Winona Lake Park in the Town of Winona Lake. Because of the natural environment and urban context of the community, a creative approach has been taken to link these areas together. The entire project will include a combination of existing public dedicated right-of-ways, a portion of a railroad corridor, a utility easement, a county drainage ditch, and very little private property to achieve this alternative transportation corridor. The proposal for the TEA project will be mostly for separated trails. This will account for approximately half the total mileage of the entire pathway system. All affected property owners are aware of the proposal, however, no property acquisition has taken place. Most of the construction of the trail will involve excavation of unimproved land, although some rehabilitation of existing pavement will be necessary.

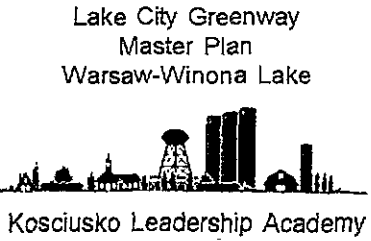
Description

Beginning at the intersection of Center Street and Zimmer Road, a Class I Bikeway will run parallel with a utility easement for 300' then follow a county drainage easement for 2700'. After crossing the ditch, the bikeway will incorporate DEWAMAC Park, an employee park for RR Donnelley. An 8' asphalt path will improve a portion of the current gravel path in the park. Fronting the park, the bikeway will run parallel within the Old 30 West right-of-way ending at the City County Athletic Complex. Two small footbridges will be necessary to cross existing county waterways. In addition, a culvert/tunnel will be necessary to avoid vehicular/pedestrian conflicts at the entrance to RR Donnelley. Signage will be placed at key locations for directional information. Because most of the area is a greenway, minimal landscaping will be necessary.

Phase I

Phase I - Affected Property Owners		
<i>Key Number</i>	<i>Deed Holder</i>	<i>Transfer Date</i>
3-31-1	RR Donnelley & Sons	?
3-31-1a	RR Donnelley & Sons	?
4-33-158	Zimmer, Inc	4/25/91
3-33-188	Thomas J & Sandra K Groninger	?
3-34-1	RR Donnelley & Sons	?
3-34-2	RR Donnelley & Sons	?

Land Owners



Linear Route

Projected Cost

Phase I - Zimmer Road to City County Athletic Complex			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	8100 LF	\$5.00	\$40,500.00
-Asphalt	8100 LF	\$7.00	\$56,700.00
Footbridge	2	\$10,000.00	\$20,000.00
Culvert	1	\$15,000.00	\$15,000.00
Landscaping		\$5,000.00	\$5,000.00
Signage	10	\$21.00	\$210.00
		Subtotal	\$137,410.00
		10% Contingency	\$13,741.00
		Total	\$151,151.00

Phase II

This section will be connected with the greenway corridor via a Class II Bikeway on either side of West Center Street. The entrance to this corridor will begin at the intersection of Hand Avenue, Center Street, and Market Street. A Class I Bikeway will follow Walnut Creek for 350' before it gradually climbs to the railroad corridor. Once on top of the railroad corridor, an 8' asphalt path will run parallel with the tracks on the north side of the railroad right-of-way. The separated path will follow the tracks approximately 2500' before it becomes a Class II Bikeway on either side of the tracks along Jefferson Street. Currently, Jefferson Street runs one-way on either side of the tracks for five blocks in the downtown. The bike lanes will terminate at the intersection of Detroit Street and Jefferson Street. Fencing will be necessary to separate the railroad tracks from the path. Lighting, benches, trash cans, signage, and landscaping will be used to enhance the corridor in the downtown. Special care will be necessary to improve the brick crossing at the railroad depot.

Land Owners

Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Phase II- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
4-40-159	Charles A. Ker	5/23/94
4-40-246	Forest M. Tinkey	10/14/80
4-40-247	Thomas E. Buchan	8/5/93
4-40-83	City of Warsaw	12/4/69

Linear Route

Projected Cost

Phase II - Jefferson Street Railroad Corridor			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	2500 LF	\$5.00	\$12,500.00
-Asphalt	2500 LF	\$7.00	\$17,500.00
4' Bike Lane			
-Site Prep	2100 LF	\$1.00	\$2,100.00
-Asphalt	2100 LF	\$7.00	\$14,700.00
Striping	4200 LF	\$0.10	\$420.00
Brick Crosswalk		\$5,000.00	\$3,000.00
Landscaping		\$25,000.00	\$25,000.00
Fencing	312 LF	\$113.00	\$35,256.00
Signage	30	\$21.00	\$630.00
Lighting	10	\$1,700.00	\$17,000.00
Benches	2	\$1,000.00	\$2,000.00
Trash Cans	2	\$800.00	\$1,600.00
		Subtotal	\$131,706.00
		10% Contingency	\$13,170.60
		Total	\$144,876.60

This phase will be connected with the railroad corridor via a Class II Bikeway along Indiana Street and Smith Street. New construction for this phase will begin near the Cardinal Center at the intersection of Smith Street and Winona Avenue. The bikeway will begin with a 6' concrete sidewalk on the north side of Winona Avenue. The sidewalk will end near the intersection of Argonne Road and Winona Avenue where pedestrian/bicycle traffic will be diverted onto a Class I Bikeway that runs parallel with the eastern shoreline of Winona Lake. The path will follow the canal until it reaches its destination of Winona Lake Park/Beach. Lighting, benches, trash cans, signage, and landscaping will be used to enhance this corridor along the lake frontage.

Phase III

Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Linear Route

Land Owners

Phase III- Affected Property Owners

Key Number	Deed Holder	Transfer Date
6-70-171A	Winona Restoration Partners, LLC	10/7/96
6-71-341	Town of Winona Lake Park & Rec	?

View of Winona Lake along Park Avenue



Projected Cost

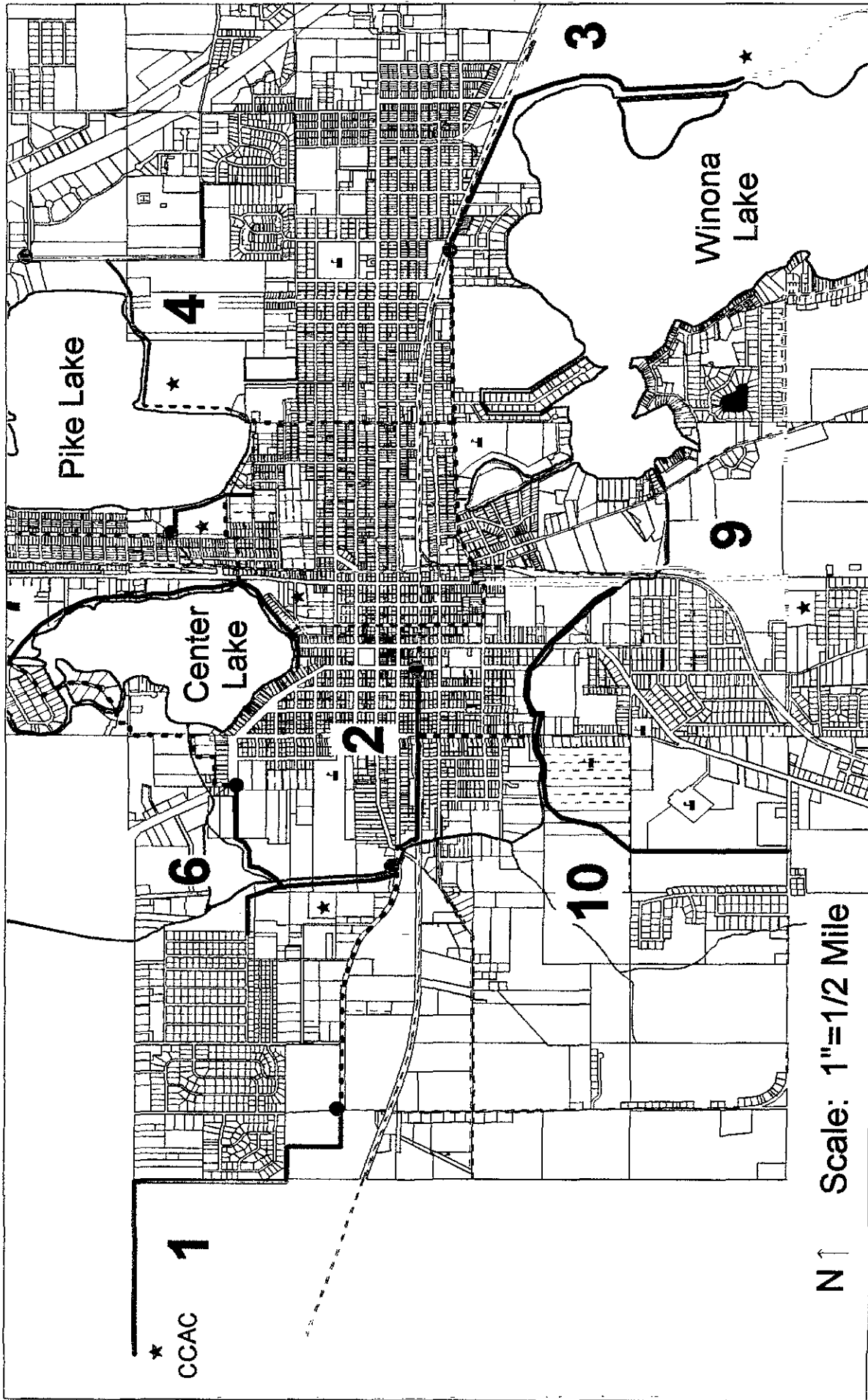
Phase III - Smith Street to Winona Lake Beach

Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	3700 LF	\$5.00	\$18,500.00
-Asphalt	3700 LF	\$7.00	\$25,900.00
6' Sidewalk/Curb	2400 LF	\$27.00	\$64,800.00
Signage	8	\$21.00	\$168.00
Lighting	20	\$1,700.00	\$34,000.00
Benches	2	\$1,000.00	\$2,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$20,000.00	\$20,000.00
		Subtotal	\$166,968.00
		10% Contingency	\$16,697.00
		Total	\$183,665.00

Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Pike Lake Loop Phases IV-V



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Lake City Greenway
Master Plan
1998

Pike Lake Loop

Description

This project will be a branched loop off of the Linear Route. The approximate 3.85 mile loop around Pike Lake will be a combination of separated greenway, bike lanes, sidewalks, and shared right-of-way. The bikeway loop will be connected to the Linear Route via Scott Street and Poppy Street. Another branch of the loop will extend to the intersection of Harrison Street and Dubois Drive near the hospital.

The Pike Lake Loop will provide access for many outlying residential neighborhoods to recreational opportunities including the Pete Thorn Youth Center at Lucerne Park, Hire BMX Park, Beyer Park, Pike Lake Park and Campground, and Oakwood Cemetery. The loop itself will provide a place for people to recreate. The bikeway will take advantage of many scenic areas along the shoreline of Pike Lake and the path will pass through a few undisturbed natural areas. The success of this loop is highly dependent on securing easements through several individual properties or some type of property acquisition will be necessary.

This phase will begin at Lucerne Park and terminate at Springhill Road on the northeast side of Pike Lake. Construction will begin with the improvement of the graveled trail in Lucerne Park. A Class I Bikeway will follow the shoreline and turn south along the property line of the Park Shore Condominiums until it intersects with Arthur Street. A 6' concrete sidewalk on the north side of the street will connect with Beyer Park to the east. A Class III Bikeway will then follow the shoreline to Pike Lake Park and Campground. The path will be a combination of new sidewalk and/or utilization of the existing roadway. As the bikeway exits the Campground, a Class I Bikeway will run along the shoreline on the backside of Oakwood Cemetery. Making the turn to the north, the 8' asphalt path will continue through a low wooded area up a slight incline to Springhill Road. Another leg of this phase includes a separated 8' asphalt path extending west from Dubois Drive and intersecting with the loop at the northeast corner of Oakwood Cemetery.

Phase IV

*Proposed Route to
Lucerne Park from
Arthur Street*



Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Pike Lake Loop

Land Owners

Phase IV- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
4-15-13	William & Sarah Harvout, etal	?
4-15-45	Rowena M Lansing	6/5/78
4-16-7	Rowena M Lansing	6/5/78
4-16-32	Kosciusko Community Hospital, Inc	12/22/88
4-41-48a	City of Warsaw	12/27/88
4-41-50	City of Warsaw	12/27/88
4-41-122	City of Warsaw	9/18/81
4-41-177	City of Warsaw	?
4-41-185a	City of Warsaw	10/4/68
4-45-1	Rowena M. Lansing	3/31/77
4-45-2	Rowena M. Lansing	1/2/75
4-45-54	Warsaw United Pentacostal Church	11/10/92
4-46-1	City of Warsaw	?
4-46-5	City of Warsaw	5/20/94
4-46-16	City of Warsaw	5/20/94
4-46-17	Oakwood Cemetary Board of Regents	?
4-46-44	Oakwood Cemetary Board of Regents	7/9/59
4-46-45	Oakwood Cemetary Board of Regents	8/9/63

View North
of Oakwood Cemetery



Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Pike Lake Loop

Projected Cost

Phase IV - Lucerne Park to Springhill Road			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	8385 LF	\$5.00	\$19,500.00
-Asphalt	8385 LF	\$7.00	\$27,300.00
6' Sidewalk/Curb	1200 LF	\$27.00	\$32,400.00
Signage	8	\$21.00	\$168.00
Lighting	10	\$1,700.00	\$17,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$107,968.00
		10% Contingency	\$10,797.00
		Total	\$118,765.00

This phase begins at Springhill Road and returns to Lucerne Park. The beginning of the path will be a Class III Bikeway that utilizes the existing right-of-way Springhill Road. The path becomes a Class I Bikeway as it exits Springhill Road to the west. Two foot-bridges will be necessary as the path crosses Deed's Creek inlet and a channel of Pike Lake. Turning north, a Class III Bikeway will utilize a private road known as Kimal Drive. A Class II Bikeway will continue west on the southern right-of way of Anchorage Road. This separated paved shoulder will link Kimal Drive with Sunset Drive. A Class II Bikeway will follow Sunset Drive south to Ross Street, then connect with Park Avenue and return to Lucerne Park.

Phase V

Phase V- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
4-15-12	Stephen & Carla Harris	?
4-17-1	Raymond & Ruth Tyson	7/17/86
4-17-4	Royce & Martha Cox	1/20/94
4-17-5	Royce & Martha Cox	1/20/94
4-17-6	Royce & Martha Cox	1/20/94
4-20-146	City of Warsaw	5/20/94

Land Owners

Lake City Greenway
Master Plan
Warsaw-Winona Lake



Pike Lake Loop

Photographs of Phase V



View West from Springhill Road and Jenny Lane



Kimal Drive, a private road will be utilized

Projected Cost

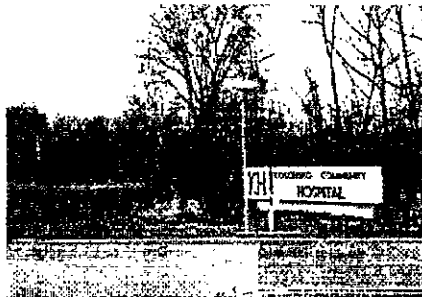
Phase V - Springhill Road to Anchorage Road			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	3900 LF	\$5.00	\$19,500.00
-Asphalt	3900 LF	\$7.00	\$27,300.00
Footbridge	2	\$10,000.00	\$20,000.00
Signage	8	\$21.00	\$168.00
Lighting	10	\$1,700.00	\$17,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$95,568.00
		10% Contingency	\$9,557.00
		Total	\$105,125.00

Photographs of Phase V

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Master Plan
Warsaw-Winona Lake



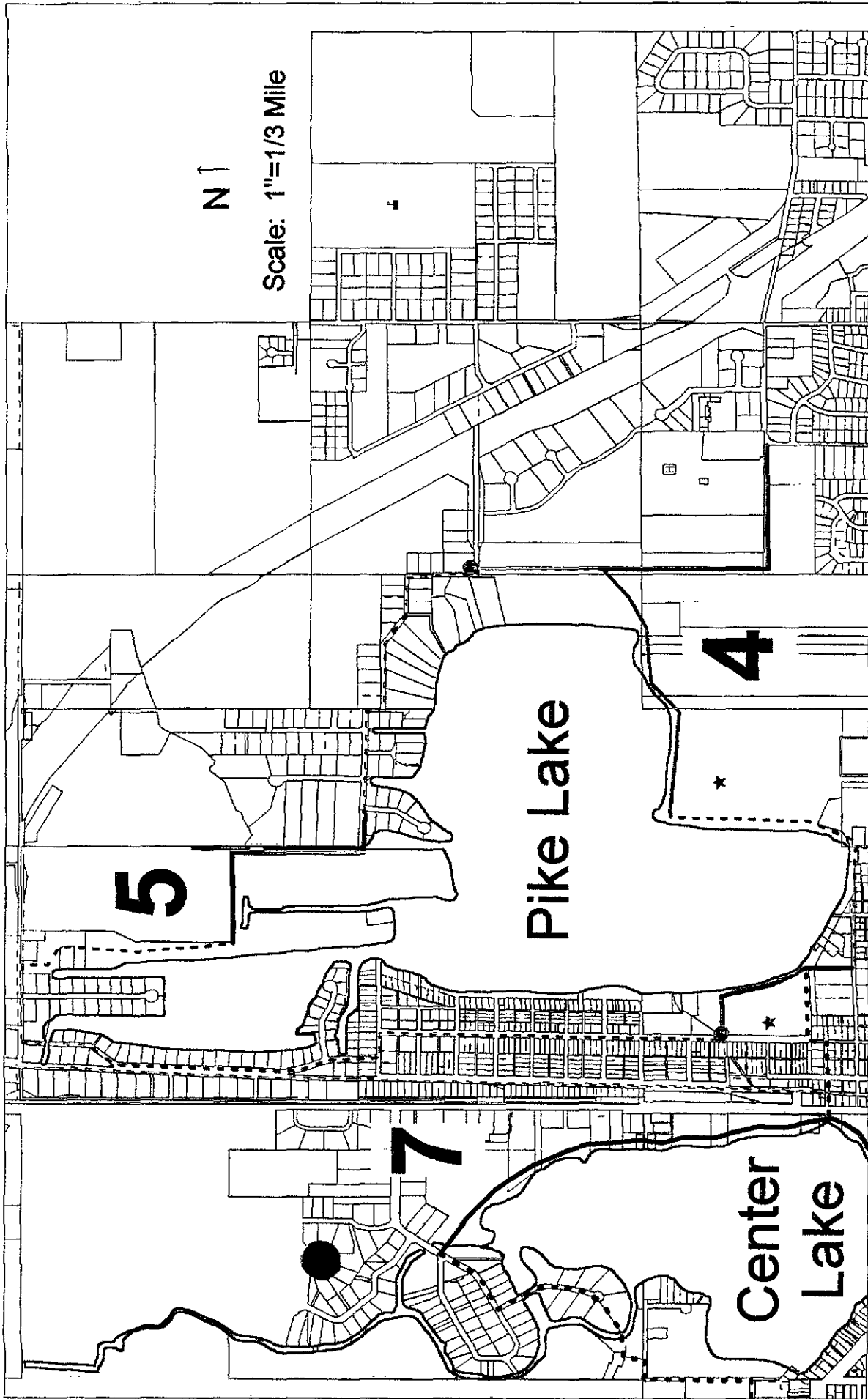
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View West from Dubois Drive and Harrison Street



View North along Park Avenue



Center Lake Loop Phases VI-VII



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Lake City Greenway
Master Plan
1998

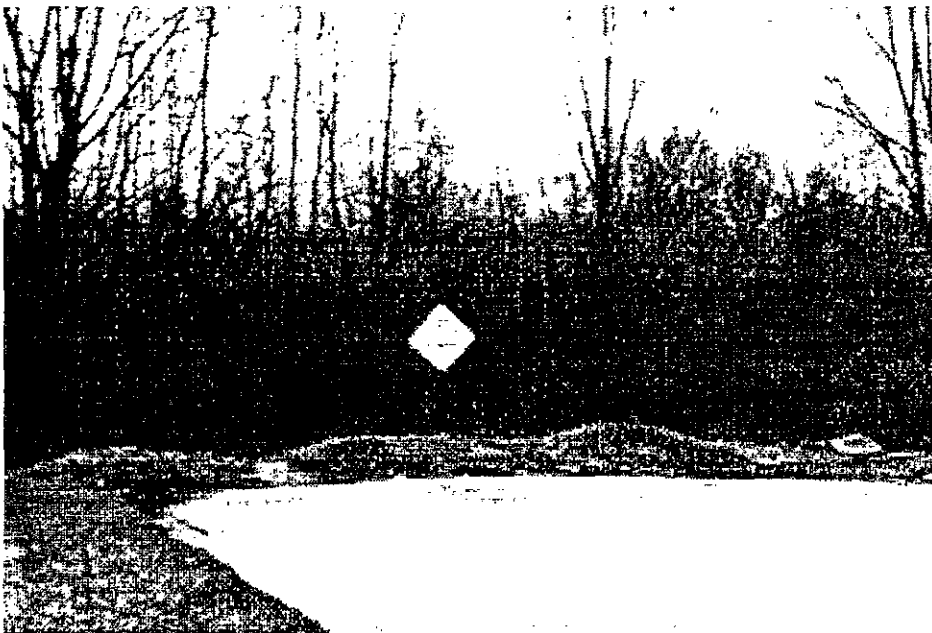
Center Lake Loop

Description

This project will be another branched loop off of the Linear Route which also ties into the Pike Lake Loop. The bikeway will link with the Linear Route via Indiana Street and it will connect with the Pike Lake Loop via Arthur Street. The approximate 3.1 mile loop around Center Lake will be a combination of separated greenway and shared right-of-way. The bikeway will provide direct access for residents of the Rolling Hills Subdivision and Brookwood Addition to park facilities in the downtown. The bikeway will also serve as a linkage to the Boggs Park area on the west side of the city. The main intent of this route is to gain recreational access to the shoreline of Center Lake. An access easement will be necessary along the east side of the lake behind the commercial properties along North Detroit Street.

Phase VI

This phase begins near the Open Air Market on Lake Street and ends at Center Street near Boggs Park. A Class I Bikeway will extend west beginning at the Lake Street right-of-way until its intersection with an unnamed creek. An 8' asphalt path will meander southwesterly along the banks of the creek until it crosses Walnut Creek with a footbridge. Two paths will branch off at this point. The first will extend westerly to the Brookwood Addition and connect with Greenhill Drive. The second will follow Walnut Creek in a southerly direction through Boggs Little League Park until it intersects with the Linear Route near the intersection of Center and Market Streets. Both Class I routes will be constructed with an 8' wide asphalt surface.



The bikeway will be linked to Greenhill Drive in the Brookwood Addition

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Master Plan
Warsaw-Winona Lake



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Center Lake Loop

Land Owners

Phase VI- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
3-37-11	Open Air Market, Inc	4/7/70
3-37-12	Heather A. Marshall	11/19/96
4-37-19	Miller	10/8/92
4-37-20b	City of Warsaw	11/5/71
4-37-20c	William B. Bibler	12/22/70
4-37-20d	Juergen & Betsy Voss	12/12/84
4-37-27a	City of Warsaw	?
4-37-27b	City of Warsaw	1/21/70
4-37-28a	City of Warsaw	11/19/69
4-38-5	Investors, Inc.	8/16/88
4-38-62q	Warsaw Little League	2/24/93
4-38-63g	Warsaw Little League	2/24/93
4-39-24	City of Warsaw	1/3/80
4-39-30	City of Warsaw	7/28/72
4-39-37	Warsaw Community Baseball League	9/14/79
4-40-83	City of Warsaw	12/4/69

The bikeway will cut behind the Open Air Market

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Master Plan
Warsaw-Winona Lake



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Center Lake Loop

Projected Cost

Phase VI - Open Air Market to Boggs Park			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	4820 LF	\$5.00	\$24,100.00
-Asphalt	4820 LF	\$7.00	\$33,740.00
Footbridge	1	\$10,000.00	\$10,000.00
Signage	8	\$21.00	\$168.00
Lighting	10	\$1,700.00	\$17,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$96,608.00
		10% Contingency	\$9,661.00
		Total	\$106,269.00

This phase will begin at Nye Park near the end of Buffalo Street. A Class I Bikeway will follow the shoreline in a northeasterly direction through Municipal Park and Bixler Park. Exiting Bixler Park to the north, the 8' asphalt path will travel through the rear of most commercial properties to its intersection with Gilliam Drive. (However, there is one section where the path will cross in front of Orion's Restaurant and a few lake front homes). Traveling west, a Class III Bikeway will share the existing right-of-way with Gilliam Drive South and Edgewater Drive. To connect Rolling Hills Subdivision with Lake Wood Hills PUD, a 10' easement will be necessary between Lots 5 & 6 of Rolling Hills Section III. A footbridge will cross a channel and connect with Baythorne Drive in Lake Wood Hills PUD. Exiting to the south, the bikeway will share the right-of-way of Baythorne Drive, Lake Wood Hills Drive, Miner Drive, and Osborn Street. This phase will terminate at Lake Street near the Open Air Market.

Phase VII

The bikeway will share the road with Miner Drive



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Master Plan
Warsaw-Winona Lake



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Center Lake Loop

Land Owners

Phase VII- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
4-18-15	Robert Gilliam	9/29/93
4-19a-10	Loren & Rachel Stichter	8/28/90
4-19a-11	Hand Industries, Inc	2/26/71
4-19a-12	Gladys Huffer	6/30/93
4-19a-13	Nolan D. & Duane G. Huffer	6/21/94
4-19a-14	Margaret Like Trustee	8/29/86
4-19a-14a	Sonny J. Nellans	9/27/83
4-19a-15	Sonny J. Nellans	9/27/83
4-19a-16	Helen Bledsoe	1/13/83
4-19a-84	James R & Krin C Devore	?
4-19a-85	James R & Krin C Devore	?
4-19a-76a	North Center Development, Inc	4/1/92
4-19a-76c	North Center Development, Inc	5/15/97
4-19a-92	Loren & Rachel Stichter	12/27/81

View from Gilliam Drive in Rolling Hills Subdivision



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Master Plan
Warsaw-Winona Lake



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Center Lake Loop

The bikeway will run along the eastern edge of Center Lake



Phase VII- Affected Property Owners

Key Number	Deed Holder	Transfer Date
4-42-12	Robert & Donna Simpson	10/6/78
4-42-15	Marie Fisher & William Howard	9/14/73
4-42-151	William Petro	1/19/83
4-42-16	Zimmer Mfg. Company	10/23/92
4-42-17	Zimmer Mfg. Company	10/23/92
4-42-18	Zimmer Mfg. Company	10/23/92
4-42-19	Zimmer Mfg. Company	10/23/92
4-42-1a	Sonny J. Nellans	9/27/83
4-42-2	Helen Bledsoe	?
4-42-20	City of Warsaw	?
4-42-28	City of Warsaw	?
4-42-29	City of Warsaw	?
4-42-3	William Jr. & Velma Petro	?
4-42-44	City of Warsaw	?
4-42-45	City of Warsaw	?
4-42-49	City of Warsaw	?
4-42-5a	Shaffner & Shaffner Enterprise	12/10/82

Land Owners

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Warsaw-Winona Lake



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Center Lake Loop

A footbridge will connect Rolling Hills Subdivision with Lake Wood Hills PUD near Baythorne Drive



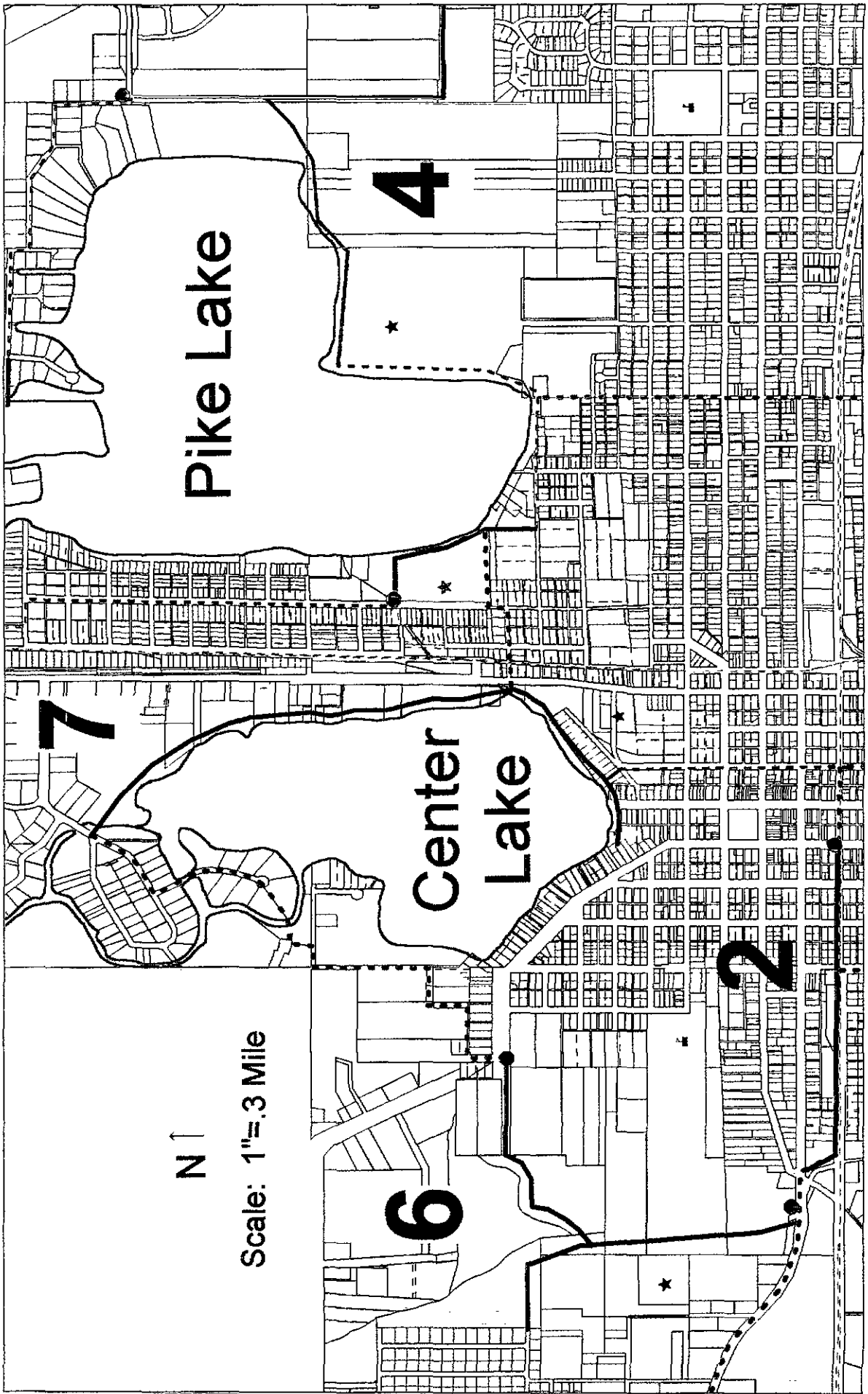
Projected Cost

Phase VII- Nye Park to Lake Wood Hills PUD			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	4565 LF	\$5.00	\$22,825.00
-Asphalt	4565 LF	\$7.00	\$31,955.00
Footbridge	1	\$10,000.00	\$10,000.00
Signage	8	\$21.00	\$168.00
Lighting	10	\$1,700.00	\$17,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$93,548.00
		10% Contingency	\$9,355.00
		Total	\$102,903.00

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Warsaw-Winona Lake



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Pike Lake

4

Center Lake

7

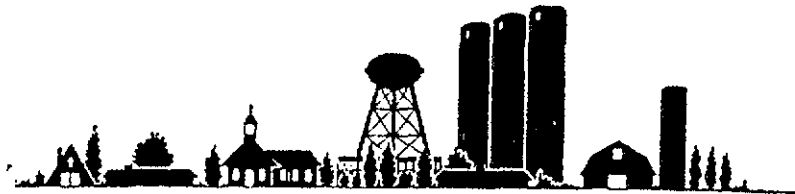
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Scale: 1"=0.3 Mile

Winona Lake Loop Phases VIII-IX



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Winona Lake Loop

This project will be another branched loop off of the Linear Route. The bikeway will link with the Linear Route at the Winona Lake Park on the east and Detroit Street on the west. The approximate 4.25 mile loop around Winona Lake will be a combination of separated greenway and shared right-of-way. The bikeway will provide a linkage for residential subdivision on the south and west side of Winona Lake with the downtown of Warsaw and to the proposed development in Winona Lake. The bikeway will also provide recreational access to Kelly Park.

Description

This phase starts at the end of the Linear Route in Winona Lake Park. A Class I Bikeway will continue through the park and exit onto Park Avenue. A Class III Bikeway will share the right-of-way with Park Avenue and continue within the right-of-way of Boys City Drive. A Class I Bikeway will continue through the Old Chicago Boys Club and follow the Keefer-Evans Ditch in a southerly direction to Roy Street. A Class III Bikeway will continue west sharing the right-of-way with Roy Street, Southfield Road, Westwood Road, and Lakewood Avenue. A connection between Lakewood Avenue and Country Club Drive East will be necessary for a Class I Bikeway to continue. A 10' easement through the rear of several residential properties will facilitate this access.

Phase VIII

Phase VIII- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
3-105-1	Samuel & Bessie Ann Joyner	2/10/89
3-105-2	Rex & Barbara Reed	5/5/76
3-105-8	Jack Edgar & Teva Nadine Mann	?
3-105-9	Jack Edgar & Teva Nadine Mann	?
3-105-40h	Rene S & Willie Nine	?
3-105-40i	Rene S & Willie Nine	?
3-105-85	Samuel & Bessie Ann Joyner	2/10/89
3-106-36	Rex & Barbara Reed	5/5/76
6-110-1	Town of Winona Lake	1/3/95
6-110-1A	Town of Winona Lake	1/3/95
6-110-2	Dane & Mary Louise Miller	1/3/95

Land Owners

Lake City Greenway
Master Plan
Warsaw-Winona Lake



Winona Lake Loop

The bikeway will run parallel with the Keefer-Evans Ditch in the Old Chicago Boys



The bikeway will cut through this property to link Warsaw with Winona Lake on the south side of town



Projected Cost

Phase VIII- Old Chicago Boys Club to Country Club Drive East			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	2170 LF	\$5.00	\$10,850.00
-Asphalt	2170 LF	\$7.00	\$15,190.00
Footbridge	1	\$10,000.00	\$10,000.00
Signage	16	\$21.00	\$336.00
Lighting	10	\$1,700.00	\$17,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$64,976.00
		10% Contingency	\$6,498.00
		Total	\$71,474.00

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Master Plan
Warsaw-Winona Lake



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This phase begins with Class III Bikeway on Country Club Drive East. The Class III Bikeway will turn west on Country Club Drive South and continue until its intersection with Country Club Road. A Class I Bikeway will continue west through the woods along the division line of north-south division line of sections 17 and 20 in Wayne Township to Kelly Park. A 10' access easement will be necessary on several properties. An 8' asphalt will continue north from Kelly Park and run adjacent to the east side of the railroad until it intersects with Eagle Creek. At this point, the bikeway will either cross the creek with a footbridge and cross the railroad at-grade level or the bikeway will continue underneath the railroad bridge. Either method, a Class I Bikeway will continue to run northerly on the west side of tracks and eventually link with the south end of Buffalo Street. An access easement will be necessary for all of the properties along the railroad corridor.

Land Owners

Phase IX- Affected Property Owners		
Key Number	Deed Holder	Transfer Date
4-77-81b	Miles Igo	2/24/78
4-78-177	Woodrow A & Patricia Everly	11/4/93
4-78-179	Relyt, Inc.	4/27/89
4-79-101	Howard E. Woodward Trustee	7/29/80
4-79-101a	City of Warsaw	?
4-80-37	Roberta Rose	5/3/85
4-80-44	Franklin & Earlene Stone	2/28/75
4-80-44a	Troy & Julia B. Osborne	12/22/75
4-101-3	Troy & Julia B. Osborne	3/19/75
4-101-4	Howard E. Woodward Trustee	1/12/87
4-101-5	Rick Weed	2/1/89

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Master Plan
Warsaw-Winona Lake



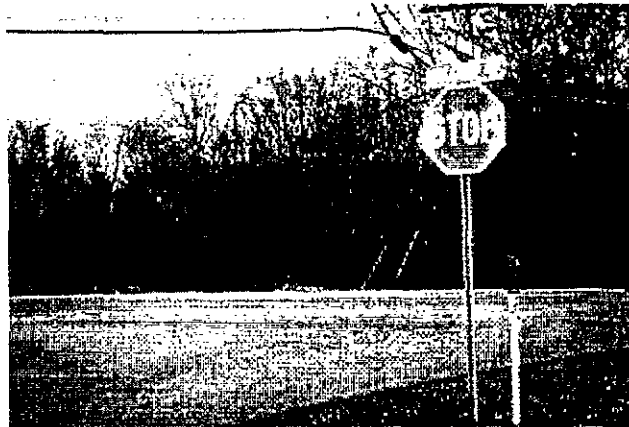
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Winona Lake Loop

The bikeway will begin at the south end of Detroit Street near the Warsaw Cut Glass Factory



The bikeway will exit the woods near Country Club Road and Country Club Drive South



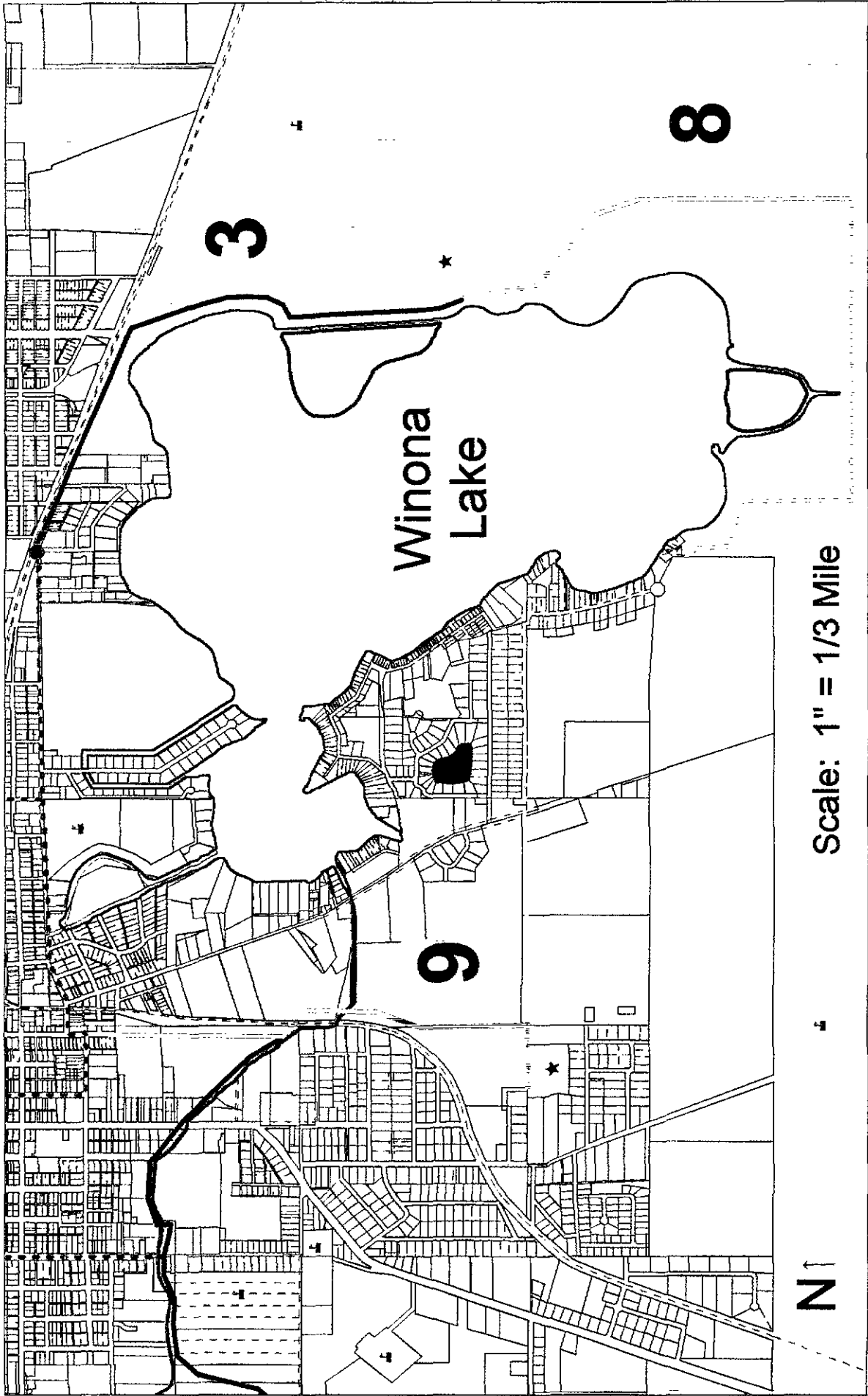
Projected Cost

Phase IX- Country Club Drive South to Detroit Street			
Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	8179 LF	\$5.00	\$40,895.00
-Asphalt	8179 LF	\$7.00	\$57,253.00
Footbridge	1	\$10,000.00	\$10,000.00
Signage	16	\$21.00	\$336.00
Lighting	20	\$1,700.00	\$34,000.00
Trash Cans	4	800	\$3,200.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$155,684.00
		10% Contingency	\$15,568.00
		Total	\$171,252.00

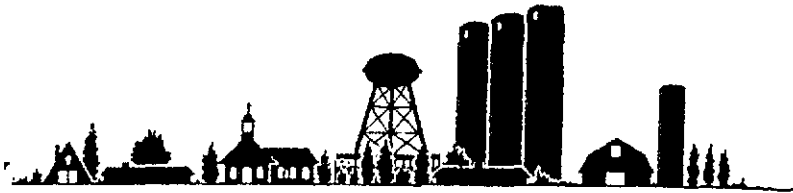
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Warsaw-Winona Lake



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Eagle Creek Route Phase X



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1998

Eagle Creek Route

This route will be a branch of the Linear Route and the Winona Lake Loop. The bikeway will connect with the Linear Route via the sidewalk along Union Street and separated greenway along the Eagle Creek Corridor will connect with the Winona Lake Loop near the railroad. The 1.75 mile path will provide a direct link between the residential subdivisions on the south side of Warsaw and Winona Lake with the Warsaw Community School Campus (Warsaw High School, Edgewood Middle School, and Washington Elementary School). The remainder of the project will be developed in conjunction with the Logan Street extension. A separated bikeway/walkway will run parallel within the right-of-way of the new street.

Description

This phase will begin at the intersection of Eagle Creek, the railroad, at the path of the Winona Lake Loop. The Class I Bikeway will meander its way northwesterly along the north bank of Eagle Creek to the Everly property on South Buffalo Street (Highway 15). The Class I Bikeway will jog north and west across Buffalo Street to a 10' easement between the Neff property and Kennedy property. An 8' asphalt path will continue west along the north bank of Eagle Creek. A footbridge will cross the creek at the Messmore property and traverse the Woodward property until exits the woods near Union Street. The bikeway will continue across Union Street and follow the south bank of Eagle Creek through several private properties until it intersects with Logan Street extended. Adjacent to Logan Street, a Class I Bikeway will terminate at the south end of Logan Street at its intersection with Rozella Road.

Phase X

Phase X- Logan Street to Railroad

Description	Quantity	Unit Cost	Total Cost
8' Bike Path			
-Site Prep	4576 LF	\$5.00	\$22,880.00
-Asphalt	4576 LF	\$7.00	\$32,032.00
Footbridge	1	\$10,000.00	\$10,000.00
Signage	8	\$21.00	\$186.00
Lighting	10	\$1,700.00	\$17,000.00
Trash Cans	2	\$800.00	\$1,600.00
Landscaping		\$10,000.00	\$10,000.00
		Subtotal	\$93,698.00
		10% Contingency	\$9,370.00
		Total	\$103,068.00

Projected Cost

Lake City Greenway
Master Plan
Warsaw-Winona Lake



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Eagle Creek Route

Land Owners

Phase X- Affected Property Owners

Key Number	Deed Holder	Transfer Date
4-78-100	Phillip W & Erma L Neff	11/9/88
4-78-101	Lawrence E & Jo A Kennedy	12/21/95
4-78-172B	Woodrow A & Patricia Everly	11/4/93
4-78-177	Woodrow A & Patricia Everly	11/4/93
4-78-177A	Woodrow A & Patricia Everly	11/4/93
4-78-177AA	Woodrow A & Patricia Everly	11/4/93
4-78-52A	R&B Investors	7/30/90
4-78-57	Howard Woodward	11/1/89
4-78-88	Dennis D & Carla Messmore	9/24/79
4-78-91	Lawrence E & Jo A Kennedy	12/21/95
4-78-91A	Lawrence E & Jo A Kennedy	12/21/95
4-78-98	Phillip W & Erma L Neff	11/10/88
4-78-98A	Lawrence E & Jo A Kennedy	8/30/96
4-81-10	Shady Crest Development	7/31/78
4-81-10C	Warsaw Community Schools Corp.	3/25/74
4-81-10D	Warsaw Community Schools Corp.	3/25/74
4-81-12	William & Phyllis Vamey	?
4-81-13	William & Phyllis Vamey	8/22/91
4-81-14	Calvin Gill	1/6/82
4-81-15	Kathryn Bontrager	4/5/83
4-81-16	Dayton & Lolabelle Sloan	?
4-81-58	Kathryn Bontrager	10/23/96

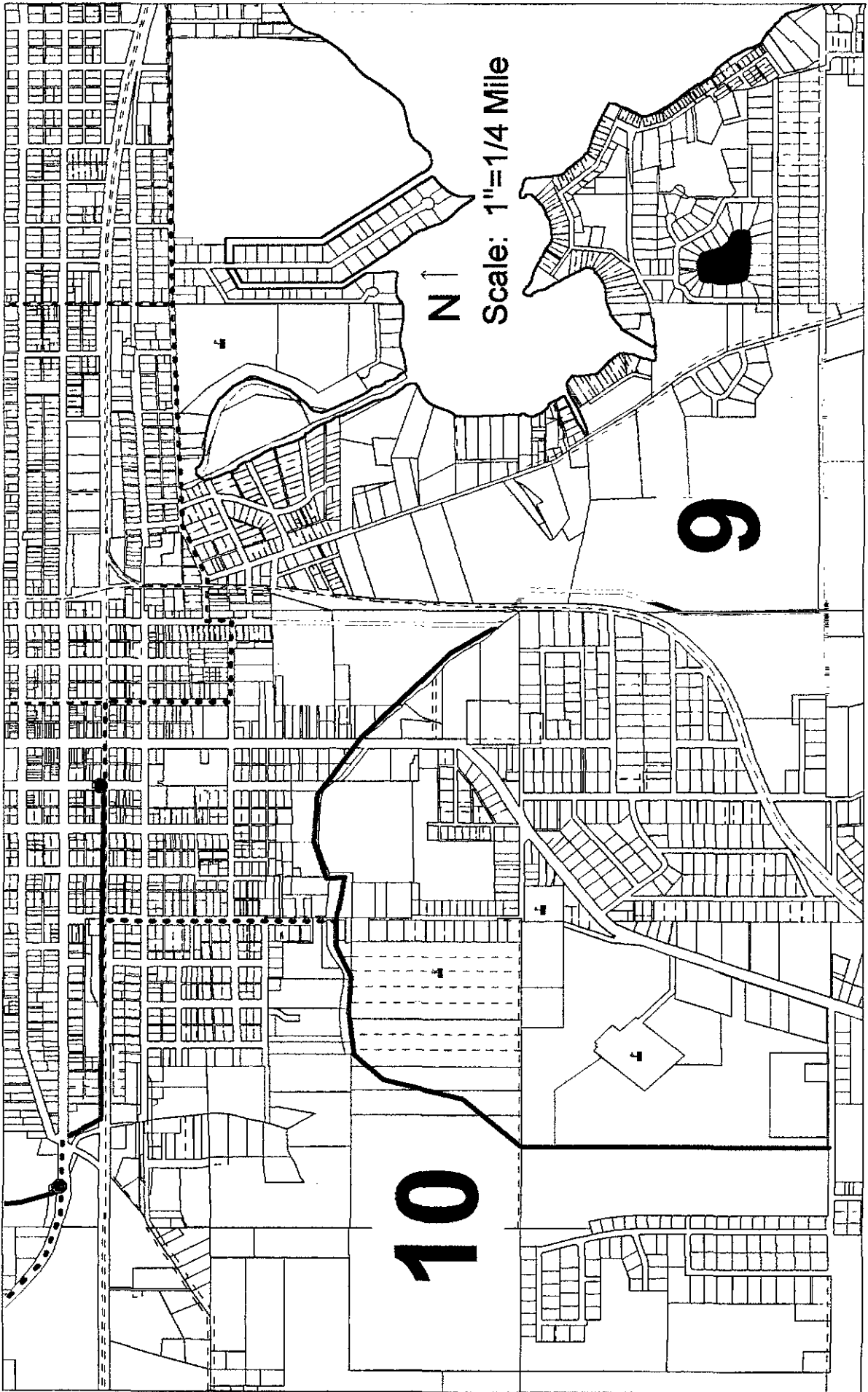
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*The bikeway will run
adjacent to Eagle Creek
between Buffalo Street
and Union Street*



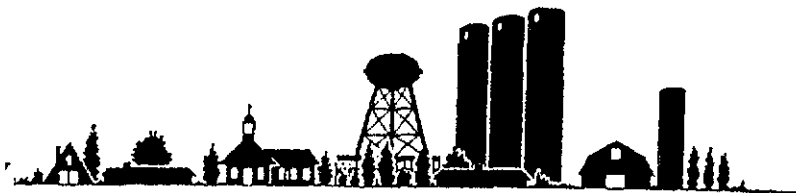
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Summary



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1998

Summary

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Additional copies of this document will be available for public review in the office of the City of Warsaw Planning Department. A minimal charge may be applied to cover the cost of printing. In addition, maps will be available as well.

All supporting documentation for this project is also available for public review in the office of the City of Warsaw Planning Department. This includes reference materials, past KLA projects, aerial photos, and plat book pages.

A special thanks to

Acknowledgements

Merrill Lynch and the City of Warsaw

for sponsoring this KLA Project.

A Greenway in Your Community, David R. Brown, April 1997.

Resources

Bike Path to CCAC: A Proposal, Charles Woodling and Dennis Lechlitner, May 7, 1992.

Kosciusko County Greenway Proposal - A Blueprint for Success, Scott Strong and Jeff Uligian, April 1995.

Schaumburg Bikeways Plan, Village of Schaumburg, Illinois.

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