

# **Transportation Improvement Program**

**2008-2011**

***NIRCC***

*Northeastern Indiana Regional Coordinating Council*

The FY 2008-2011 Transportation Improvement Program was adopted by the Northeastern Indiana Regional Coordinating Council (NIRCC) for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. As a component of the Indiana Statewide Transportation Improvement Program (INSTIP), this document includes specific categories of projects submitted to the Indiana Department of Transportation (INDOT) for review, selection, and approval (numbers 1 – 4 below). These categories of projects include:

1. Capital assistance for elderly and disabled transportation - FTA Section 5310
2. Rural Road Projects-Areas under 5,000 - STP(33E), STPG(33W) and MG
3. Special Enhancement Projects – STP(33B)
4. Railroad Crossing Safety Improvements- STP(33M)(33N) and STPG (33WX) (33Y)
5. Indiana Department of Transportation Projects
6. Locally Selected Projects (including FTA Section 5307, 5309, and 5310)

Upon selection by the Indiana Department of Transportation, projects from categories 1 - 4 are included in the INSTIP document. The listing of Indiana Department of Transportation projects was developed based upon the Annual Program Development Process for INDOT Highway Projects. Locally Selected Projects are approved by NIRCC and submitted for inclusion in the INSTIP.

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## LIST OF INITIALS AND SYMBOLS USED

### INITIALS:

3C - Continuing, Comprehensive, and Cooperative Planning Process  
AC - Allen County  
ADT - Average Daily Travel  
CBD - Central Business District  
CN - Construction Phase  
FHWA - Federal Highway Administration  
FTA-Federal Transit Administration  
FW - Fort Wayne  
FWPTC - Fort Wayne Public Transportation Corporation  
FY - Fiscal Year  
INDOT - Indiana Department of Transportation  
LR&S - Local Road and Street Fund  
MPO - Metropolitan Planning Organization  
MVH - Motor Vehicle Highway Funds  
NAAQS - National Ambient Air Quality Standard  
NH - New Haven  
NHS - National Highway System  
NIRCC - Northeastern Indiana Regional Coordinating Council  
PE - Preliminary Engineering Phase  
RW - Right-of-way Phase  
ST - Indiana State  
TCM - Transportation Control Measure  
TIP - Transportation Improvement Program  
TPC - Transit Planning Committee  
TTC - Transportation Technical Committee  
UTAB - Urban Transportation Advisory Board

### FUNDING CLASSIFICATIONS:

BHZ - Bridge Rehabilitation  
BRZ - Bridge Replacement  
BRZ-NBIS - Bridge Re-inspection  
CMAQ - Congestion Mitigation and Air Quality  
EB - Equity Bonus  
HES - Hazard Elimination and Safety  
HSIP - Highway Safety Improvement Program  
IX - Interstate Substitution  
LR&S - Local Road and Street  
MG - Minimum Guarantee  
MVH - Motor Vehicle Highway  
STP - Surface Transportation Program

RESOLUTION ENDORSING AND APPROVING THE  
TRANSPORTATION IMPROVEMENT PROGRAM AND ANNUAL ELEMENT,  
AS UPDATED AND AMENDED

WHEREAS, the Northeastern Indiana Regional Coordinating Council is the organization designated by the Governor as the Metropolitan Planning Organization responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Fort Wayne -New Haven - Allen County Transportation Study Area; and


WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

WHEREAS, it is required that the policy body of the Metropolitan Planning Organization endorse the Transportation Improvement Program as a prerequisite to expenditure of Federal Highway Administration and Federal Transit Administration funds; and

WHEREAS, proposed expenditures of Federal-Aid Highway and Federal Transit Administration funds for the Fort Wayne - New Haven - Allen County Transportation Study Area are contained in the Transportation Improvement Program for the Metropolitan Area; and

WHEREAS, such Transportation Improvement Program for the Fort Wayne - New Haven - Allen County Transportation Study is updated and amended:

BE IT, THEREFORE, RESOLVED, that the Urban Transportation Advisory Board, at its regular meeting on May 1, 2007 and the Northeastern Indiana Coordinating Council on May 2, 2007 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):  \_\_\_\_\_  
Daniel S. Avery

(DATE): \_\_\_\_\_ May 3, 2007 \_\_\_\_\_

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL,  
CERTIFYING THAT THE FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FORT  
WAYNE-NEW HAVEN-ALLEN COUNTY METROPOLITAN PLANNING AREA, ALLEN COUNTY,  
INDIANA CONFORMS TO THE REQUIREMENTS SET FORTH IN THE 1990 CLEAN AIR ACT (CAAA)

WHEREAS, The Northeastern Indiana Regional Coordinating Council is the Metropolitan Planning Area representing the Fort Wayne Urbanized areas, as well as Allen, DeKalb and Wells Counties in Indiana.

WHEREAS, Allen County is currently designated as a maintenance area for ozone by operation of the law under the 1990 Clean Air Act,

WHEREAS, The Northeastern Indiana Regional Coordinating Council is designated as the Lead Agency for air quality planning as it relates to transportation planning and mobile source emissions,

THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council here within certifies that the FY2008-2011 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2008-2011 Transportation Improvement Program (TIP) is consistent with the 2030 Transportation Plan as amended (TP) conformity determinations, which are based upon the most recently available estimates of emissions and which have been determined from the most recently available population, employment, travel and congestion estimates as determined by the NIRCC using its Travel Demand Forecasting Model and VMT estimation procedures.

That a review of the 2030 Transportation Plan as amended (TP) has been completed and the projects listed in the FY 2008-2011 TIP are consistent with the approved NIRCC 2030 Transportation Plan as amended TP.

That no project in the FY2008-2011 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

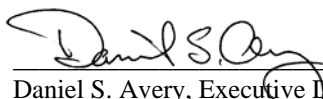
That the FY2008-2011 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

That the MPO is aware of no goal, directive, recommendation, or project identified in the Transportation Improvement Program which contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan (SIP) for the plan.

THEREFORE BE IT RESOLVED, that the Urban Transportation Advisory Board on May 1, 2007 and the Northeastern Indiana Regional Coordinating Council on May 2, 2007, find the FY 2008-2011 Transportation Improvement Program to conform in all aspects to the requirements of the 1990 Clean Air Act Amendment.

RESOLVED THIS 1ST and 2ND DAY OF MAY, 2007

THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

  
\_\_\_\_\_  
Daniel S. Avery, Executive Director

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM AS AMENDED FOR THE FORT WAYNE-NEW HAVEN-ALLEN COUNTY METROPOLITAN PLANNING AREA, ALLEN COUNTY, INDIANA CONFORMS TO THE REQUIREMENTS SET FORTH IN THE 1990 CLEAN AIR ACT (CAAA)

WHEREAS, The Northeastern Indiana Regional Coordinating Council is the Metropolitan Planning Area representing the Fort Wayne Urbanized areas, as well as Allen, DeKalb and Wells Counties in Indiana.

WHEREAS, Allen County is currently designated as a non-attainment area for ozone by operation of the law under the 1990 Clean Air Act,

WHEREAS, The Northeastern Indiana Regional Coordinating Council is designated as the Lead Agency for air quality planning as it relates to transportation planning and mobile source emissions,

THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council here within certifies that the FY2008-2011 Transportation Improvement Program as Amended conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2008-2011 Transportation Improvement Program as Amended is consistent with the 2030 Transportation Plan as Amended conformity determinations, which are based upon the most recently available estimates of emissions and which have been determined from the most recently available population, employment, travel and congestion estimates as determined by the NIRCC using its Travel Demand Forecasting Model and VMT estimation procedures.

That a review of the 2030 Transportation Plan as Amended has been completed and the projects listed in the FY 2008-2011 Transportation Improvement Program as Amended are consistent with the approved NIRCC 2030 TP.

That no project in the FY2008-2011 Transportation Improvement Program as Amended will cause delay in the implementation of any required and identified TCM.

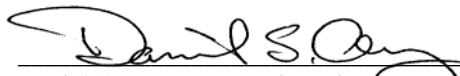
That the FY2008-2011 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

That the MPO is aware of no goal, directive, recommendation, or project identified in the Transportation Improvement Program which contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan (SIP) for the plan.

THEREFORE BE IT RESOLVED, that the Urban Transportation Advisory Board on June 3, 2008 and the Northeastern Indiana Regional Coordinating Council on June 18, 2008, find the FY 2008-2011 Transportation Improvement Program to conform in all aspects to the requirements of the 1990 Clean Air Act Amendment.

RESOLVED THIS 3RD and 18TH DAY OF JUNE, 2008,

THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

  
\_\_\_\_\_  
Daniel S. Avery, Executive Director



# **I. INTRODUCTION**



## I. INTRODUCTION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas exceeding 50,000 population. The Transportation Improvement Program is required to obtain federal assistance for transportation projects within the Metropolitan Planning Area.

The regulations define the TIP as a staged multi-year transportation capital improvement program. The functional groups assisting the Northeastern Indiana Regional Coordinating Council (NIRCC) in this regard require a four-year program to serve the transportation needs of the Fort Wayne - New Haven - Allen County Metropolitan Planning Area.

The TIP includes projects recommended from the Transportation Management Systems and the long-range elements of the Transportation Study for Local Public Agencies (LPAs), Indiana Department of Transportation's Highway Improvement Program, and projects of the Fort Wayne Public Transportation Corporation (Citilink). The TIP is updated annually by NIRCC, which is the Metropolitan Planning Organization (MPO), as approved by its affiliated functional groups and involved implementation agencies.

The management systems, as implemented by the Indiana Department of Transportation, Local Governments, and the Northeastern Indiana Regional Coordinating Council, have replaced the short-range Transportation System Management (TSM) program as a source of improvement projects. The management systems document transportation deficiencies and solutions on the

transportation system. Projects from the management systems include safety, traffic operation, congestion mitigation, and transit improvements. The local emphasis is on the Congestion Management System to promote efficient use of existing capacity and access management tools. The Transportation Plan encompasses the management systems, and together as a comprehensive Transportation Plan, provides the planning support for projects selected for inclusion in the TIP.

The emphasis of the Safety Management System is to identify locations on the transportation network that show deficiencies and hazardous locations. Data is collected and reviewed annually help identify safety issues. Projects and strategies are developed to address these safety issues in an attempt to lower crash rates within the metropolitan area. NIRCC works in conjunction with the Indiana Department of Transportation and the Indiana Strategic Highway Safety Plan. NIRCC has also initiated contact with the local office of Homeland Security. NIRCC will work with local representatives to establish evacuation routes and identify critical transportation infrastructures. NIRCC will provide transportation data as requested to support Homeland Security efforts. NIRCC has assisted Citilink in the acquisition of equipment to improve safety and security of transit operations.

The TIP serves the local officials of the Fort Wayne urbanized area as a program for transportation improvements that may be undertaken during the four-year period. The TIP (Fiscal Years 2008, 2009, 2010 and 2011) represent committed projects by state and local governments.

## **II. ORGANIZATION AND STUDY AREA**



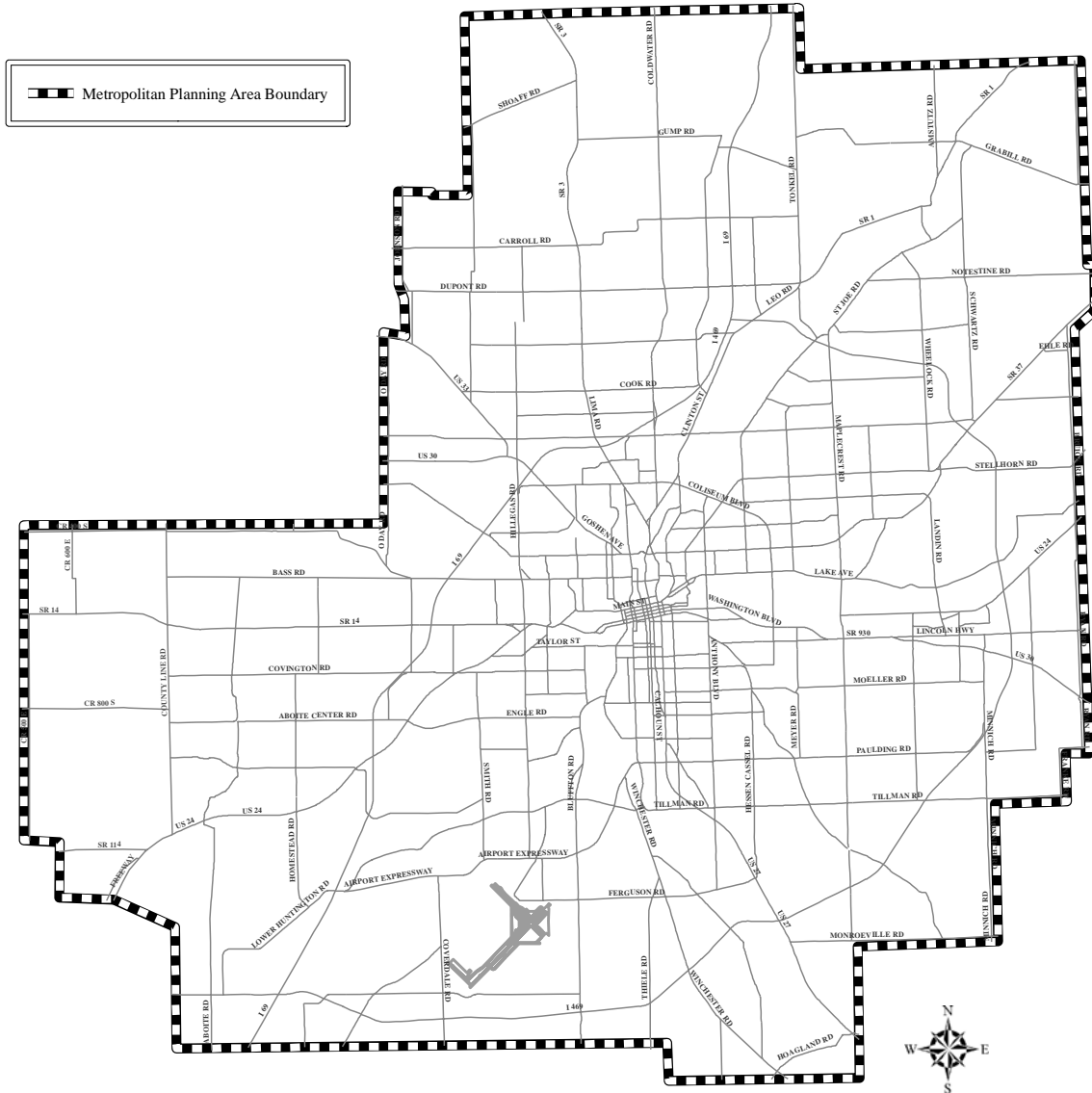
## II. ORGANIZATION AND STUDY AREA

The Fort Wayne-New Haven-Allen County Transportation Study is being conducted as a part of the continuing, comprehensive and cooperative (3C) transportation planning process as directed by the 1962 Federal Aid Highway Act. The study is a cooperative effort by the Northeastern Indiana Regional Coordinating Council, Indiana Department of Transportation, Federal Highway Administration and Federal Transit Administration.

The Northeastern Indiana Regional Coordinating Council (NIRCC) was formed in 1974, as a regional planning agency in the State of Indiana. The jurisdictional area of NIRCC includes Adams, Allen, DeKalb and Wells Counties in Indiana. NIRCC functions not only as the regional development agency, but also as the Intergovernmental Review Agency for this multi-county area.

The Metropolitan Planning Area (MPA) for the Fort Wayne - New Haven - Allen County Area Transportation Study is a portion of the NIRCC regional planning jurisdiction which encompasses an area of approximately 354 square miles within Allen County, 22 square miles in Whitley County, and 3 square miles in Huntington County. This area includes the City of Fort Wayne and the City of New Haven, and the Towns of Grabill, Huntertown, and Leo-Cedarville. (See Figure 1)

The Northeastern Indiana Regional Coordinating Council has created several functional groups to assist and advise it on transportation planning. Membership in these groups includes



persons from Allen County, the City of Fort Wayne, the City of New Haven, the Fort Wayne Allen County Airport Authority, Fort Wayne Public Transportation Corporation, Federal Highway Administration and Indiana Department of Transportation. Each group and its responsibilities are described below.

**NIRCC Members**



Mayor Norm Yoder, Chair - City of Auburn  
J. Philip Burt, Vice Chair - Allen County Commissioner Representative  
Councilman Roy Buskirk - Allen County Council  
Mayor Ted Ellis - City of Bluffton  
Bill Hartman - Allen County Commissioner Representative  
Mayor Terry McDonald - Allen County Commissioner Representative  
Commissioner Connie R. Miles - DeKalb County  
Councilwoman, Janet Ordway - DeKalb County Council  
Gene Donaghy - Governor Appointee  
Mayor Graham Richard - City of Fort Wayne  
Commissioner Kevin Woodward, Wells County

1. The Urban Transportation Advisory Board (UTAB):

UTAB was established by NIRCC to assist in matters related to transportation planning within the urbanized area. Currently, a major function of UTAB is to advise NIRCC on matters of policy concerning the continuing phase of the Fort Wayne - New Haven - Allen County Transportation Study.

The membership of UTAB is composed of individuals from local government who are in positions of responsibility and able to make policy decisions. Duties and responsibilities of the Board include the following:

1. The Board acts in an advisory capacity to NIRCC for the planning of highways, roads and public transportation with the Metropolitan Planning Area.
2. The Board acts as the policy board for policy decisions required under Title 23, Section 134 of the U.S. Code.
3. The Board, with technical support from the NIRCC staff, performs functions listed under Title 23, Section 134 of the U.S. Code as specified in the Unified Planning Work Program.
4. Using the Transportation Technical Committee, Transit Planning Committee, and the NIRCC staff, UTAB is responsible for carrying out the continuous transportation planning phase. The responsibility includes the coordination of programs of the separate units of local government, and also includes the supplying of necessary information regarding land use, population, etc., needed to successfully complete the transportation work elements of the Unified Planning Work Program.
5. Working with the NIRCC staff, the UTAB is responsible for developing the transportation work elements of the Unified Planning Work Program.

6. UTAB reviews and appoints members to the Transportation Technical Committee and Transit Planning Committee.
7. UTAB has the authority and responsibility to approve the use of Surface Transportation Program (STP) Funds and determine the implementation priority for transportation improvement projects within the Metropolitan Planning Area.

**UTAB Members**

The membership of UTAB is composed of the following voting representatives:

- a. Four representatives from the City of Fort Wayne
  - Dave Ross, Chair - Fort Wayne City Engineer
  - Pam Holocher - Fort Wayne Mayor’s Appointee
  - Bob Kennedy - Fort Wayne Board of Works
  - Tom Smith - Fort Wayne Plan Commission
- b. Four representatives from Allen County
  - Commissioner Linda Bloom - Allen County Commissioner
  - Councilman Roy Buskirk - Allen County Council
  - Bill Hartman - Allen County Highway Director
  - Susan Hoot - Allen County Plan Commission
- c. One representative from the City of New Haven
  - Mayor Terry McDonald, Vice Chair - Mayor of New Haven
- d. One representative from the Fort Wayne Public Transportation Corporation
  - Dave Gionet - General Manager - Citilink
- e. One representative from the Fort Wayne-Allen County Airport Authority
  - Tony Richardson - Director of Operations and Facilities
- f. One representative from the Indiana Department of Transportation, Ft Wayne Dist.
  - Robert Alderman - District Director

Non-Voting members include:

- a. Federal Highway Administration
  - Janice Osadczuk - Federal Highway Administration
- b. Indiana Department of Transportation, Manager; Program Development
  - Jerry Halperin - Indiana Department of Transportation
  - David Holtz - Indiana Department of Transportation

2. The Transportation Technical Committee (TTC) and Transit Planning Committee (TPC):

Associated with the UTAB are the Transportation Technical Committee and Transit Planning Committee that serve as working advisory committees. Working with the staff, these committees are the agents through which transportation planning information from local governments is channeled to the planning staff. The Transportation Technical Committee oversees the day-to-day coordination activities between local governments with primary regard

to highways and roads. The Transit Planning Committee oversees the day-to-day coordination activities between local governments with primary regard to public transportation. Both committees work with other modes of transportation in relation to their respective areas. Similarly, there are occasions when these two committees work jointly on projects of mutual interest.

The membership of these committees is composed of local government staff members authorized to provide planning information, offer comment, and report on transportation related activities within their agency's jurisdiction. State and federal officials participate on these committees and may hold voting or non-voting memberships. Duties and responsibilities of the Transportation Technical Committee and Transit Planning Committee include the following:

1. The Committees are responsible for obtaining specific planning information and data from local governments and for working with staff to integrate this information into the planning process as specified in the transportation elements of the Unified Planning Work Program. This activity may include information related to land use, terminal facilities, traffic control features, zoning ordinances, subdivision regulations, building codes, financial resources and others as necessary.
2. The Committees through their subcommittees deal with and provide recommendations regarding the Site-Plan and Driveway applications, feasibility studies, Section 5310 grant applications, transit studies, etc.
3. The Committees through their subcommittees and meetings conduct coordination work activities regarding program implementation within the Metropolitan Planning Area.
4. With regard to the continuing phase of transportation planning, the Committees assist staff in developing the work elements of the various program components.

### **TTC Members**

The membership of TTC is composed of the following voting representatives:

Mike Fruchey, Chair - Fort Wayne Representative  
Denny Bruce - Fort Wayne Representative  
Mike Eckert - Allen County Representative

Bill Hartman - Allen County Representative  
Rick Browder - Indiana Department of Transportation Representative  
Mike McConnell - New Haven Representative  
Tom Walls - Fort Wayne Representative

The membership of TTC is composed of the following non-voting representatives:

Janice Osadczuk - Federal Highway Administration Representative  
Jerry Halperin - Indiana Department of Transportation Representative

### **TPC Members**

The membership of TPC is composed of the following voting representatives:

Becky Wiemerskirch, Chair - Community Transportation Network  
Bart Hofherr, Vice Chair - Local 682 Amalgamated Transit Union  
Michelle Wood, Allen County Plan Commission Staff  
Dave Gionet, General Manager - Citilink  
Dan Burian, Delux Taxi (Private Provider Taxi)  
Dan Hunt, Kidz Kab (Private Provider-Paratransit)  
Nancy Loraine, Turnstone Center  
Ranelle Melton, Allen County Council on Aging  
Virginia Drozd, Consumer  
Valerie Stien, Consumer  
Tom Walls, Fort Wayne Community and Economic Development  
Kevin Whaley, New Haven Plan Commission Staff

The membership of TPC is composed of the following non-voting representative:

Larry Buckel, Indiana Department of Transportation

### **III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS**



## II. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

The procedure undertaken to update the TIP is illustrated in Figure 2 and described below.

### 1. Participation in the Transportation Planning Process

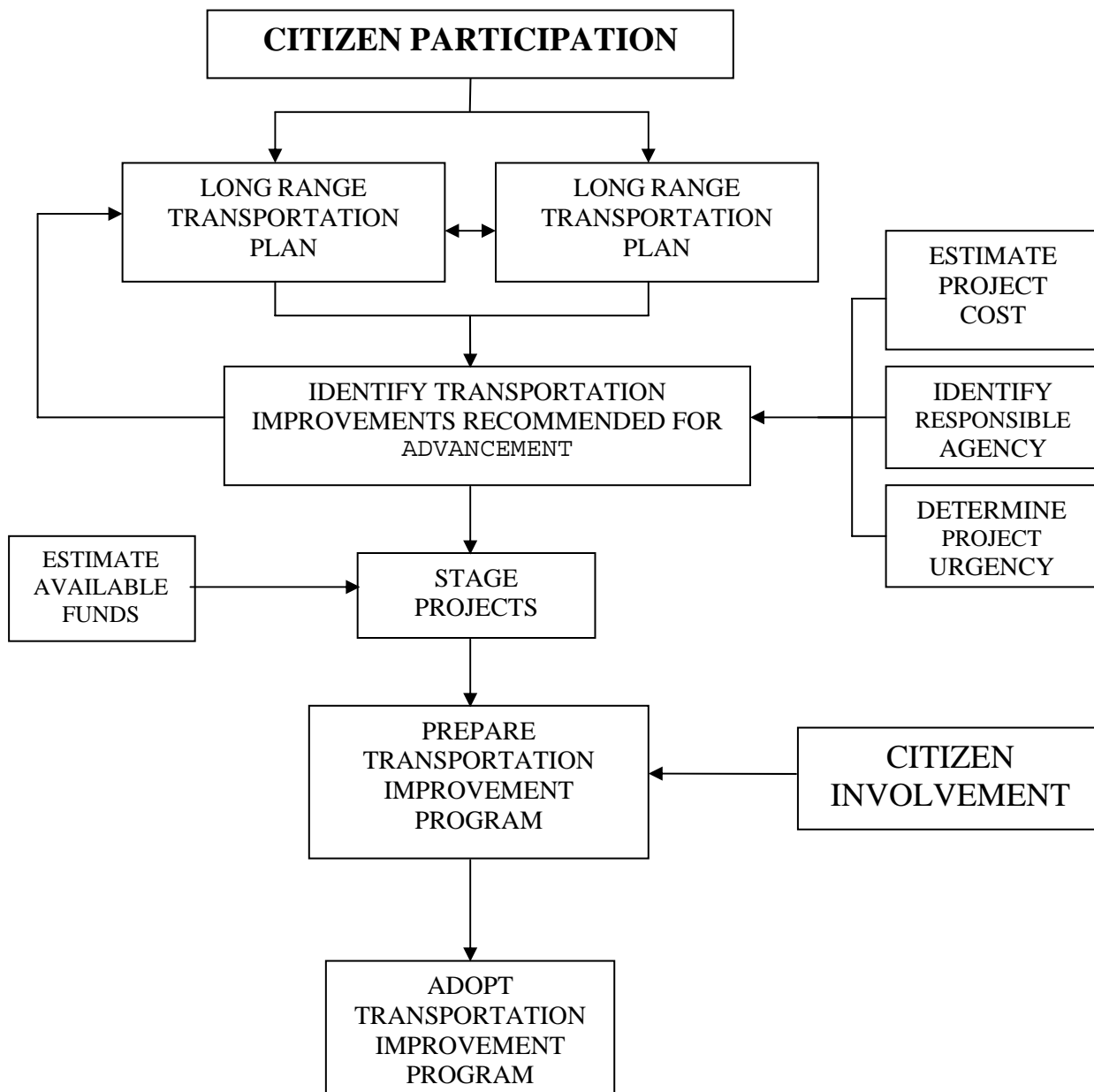
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating Council Office. These meetings are all open to the public.

The agendas for these meetings are also distributed to interested persons, groups, and organizations including those representing minority and low income populations. The meeting schedules and agendas are routinely sent to the news media a week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help citizens understand specifically what the Board intends to review and take action upon. The results of board action are covered by the news media.

The Northeastern Indiana Regional Coordinating Council sponsors a Transportation Advisory Committee (TAC) to assist in the review of issues and capital grants regarding specialized transportation services to elderly and disabled persons. This committee includes private transportation providers, human service agencies, and the local transit company. This group

# TRANSPORTATION IMPROVEMENT PROGRAM CITIZEN INVOLVEMENT PROCESS

Figure 2





submits its recommendation to the board on programs to be included in the TIP prior to the Board taking action.

For over twenty-five years the Council has actively encouraged public participation. When preparing a long-range transportation plan, the Council routinely holds public forums at several stages of the plan development. The purpose of these sessions is to encourage citizen participation and input throughout the development of the transportation plan. The Year 2000, 2005, 2010, 2015, 2025 and 2030 Transportation Plans were all developed with a high level of public participation. Local land use management agencies and economic development agencies provide input to the Plan. The Transportation Plan is consistent with local comprehensive land use and economic development plans.

In addition, meetings are sponsored by the Council annually to gain public input to the long and short range transportation plans and programs including the Transportation Improvement Program. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for transit, highway, bicycle and pedestrian travel. Visualization techniques involving maps created by geographical information systems and “PowerPoint” presentations are provided at these meetings to help explain projects and plans. Many of these items are also made available online at our website, including the Draft Transportation Improvement Program. Citizen comments and suggestions are routinely reviewed by the Urban Transportation Advisory Board and related subcommittees. Responses to comments and questions are prepared and provided to the citizens. Council provides draft

documents of Programs resulting from public comment to the board for their adoption prior to becoming a part of a long-range plan or transportation system management program.

NIRCC consults with agencies and officials responsible for other planning activities within the Metropolitan Planning Area as part of the transportation planning process. The TIP is developed with consideration of other planning activities within, and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

In addition, development of the Transportation Plan includes opportunities to consult with Federal and State wildlife, land management, historic preservation and regulatory agencies to discuss and document potential environmental mitigation activities at a policy and/or strategic level. NIRCC consults with such agencies for the purpose of defining potential environmental mitigation strategies. The environmental strategies and issues are documented in the Transportation Plan.

The Council periodically prepares and distributes annual reports and transportation planning briefs to the public. These publications contain information regarding the transportation improvement program and related projects. Presentations to organizations and neighborhood associations are further used to supplement the regular citizen participation program. These sessions include discussion visual presentations of transit and highway improvements, and afford these groups the opportunity to comment on transportation plans and programs of the Council.

Once transportation projects have been identified and selected for inclusion in the Transportation Improvement Program, the public is notified of this information. Project lists including both transit and highway projects are provided to the news media for publication and posted online. A citizen involvement meeting is scheduled and meeting notices and agendas are provided to all interested parties including: neighborhood organizations; trucking industry groups; groups representing minority and low income populations such as the Fort Wayne Urban League and NAACP local chapter; private transportation providers; transit related groups; and other private sector organizations. The neighborhood associations receiving notices of these meetings include low income neighborhoods and neighborhoods high in minority populations. Anyone unable to attend a meeting is encouraged to mail, e-mail, fax, or phone their concerns to the NIRCC office. Comments received from the citizen involvement process are documented and responded to by staff and the planning committees. For further information refer to Appendix A - Documentation of Citizen Participation for the FY 08–FY 11 Transportation Improvement Program.

This process has been well received and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues. NIRCC reviews its Participation Plan to assure that the process provides full and open access to all persons. NIRCC has taken proactive actions to directly contact minority and low-income groups to be more responsive to their needs. NIRCC has worked with these groups to arrange meetings with their leadership and attend meetings of their general membership. NIRCC will continue to evaluate its public, agency, and elected official involvement activities to encourage diverse participation in the transportation planning process.

NIRCC works with the Indiana Department of Transportation (INDOT) to coordinate the metropolitan and statewide public involvement processes. NIRCC's public involvement process encourages citizen to voice concern and comment on any type of transportation project in the metropolitan area regardless of local or state jurisdiction. NIRCC staff participates in INDOT's statewide public involvement process.

## 2. Transportation Plan

The transportation plan represents a twenty-five-year forecast of travel demands with specific strategies developed to meet the future demands. The strategies include projects and policies for both the bicycle/pedestrian, transit and highway systems. The strategies are prepared based upon realistic expectations coupled with efficient fiscal and environmental accountability. Under SAFETEA-LU, the long-range transportation plan will be updated every four years. The current plan which is titled *2030 Transportation Plan* was adopted in April of 2005. In fiscal year 2007 the 2030 Transportation Plan was amended to reflect an updated listing of approved projects and bring the plan into compliance with SAFETEA-LU. The 2030 Transportation Plan as amended is included at the end of this section.

The 2030 Transportation Plan strives to minimize future congestion and maximize the efficiency of the transportation system. This is accomplished by testing alternative highway, transit, and other trip-making improvements to analyze their expected benefits. This process involves minimizing negative social and environmental impacts to the community including reducing vehicle miles of travel, vehicle emissions, and energy consumption. The 2030 Transportation Plan and Management Systems are coordinated to maximize the goals and objectives of the Plan,

and provide continuity throughout the planning and implementation phases of projects and policies.

### 3. Management Systems

The Transportation System Management (TSM) program represented the short-range component of the transportation planning process and has been replaced by the transportation management systems. The TSM program encompassed safety issues and improvements, congestion management techniques, and system operation improvements. The TSM, like the transportation plan, was multi-modal in nature including transit, pedestrian, passenger vehicle, and other modes of travel. The Transportation System Management program was updated annually. The last document prepared was the FY 94 TSM.

Similar to the TSM, the Management Systems are also multi-modal in nature. The six management systems, (bridge, pavement, intermodal, public transportation, highway safety, and traffic congestion) have essentially replaced the Transportation System Management (TSM) program as a source of short-range improvement projects. The projects include safety, traffic operation, congestion mitigation, multi-modal, intermodal, and transit improvements. The Transportation Plan, including the management systems component, provides the planning support for projects selected for inclusion in the TIP.

### 4. Identify Transportation Improvement Projects Recommended for Advancement

The Transportation Improvement Program consists of improvements recommended from the management systems and the *2030 Transportation Plan*. Local governments, working with the

Northeastern Indiana Regional Coordinating Council, identify projects from these sources for implementation. The Urban Transportation Advisory Board selects projects, based upon requests from local governments, for inclusion in the Transportation Improvement Program.

Projects from the Transportation Plan are generally system modifications or congestion relief improvements and require extensive capital resources. Management System projects are less capital intensive providing congestion relief, safety enhancement, or a means for changing modal emphasis. Examples of Management System projects include bus fleet expansion, intersection improvements, ridesharing, transit marketing program, and/or pedestrian/bikeway construction.

**The identification of transportation improvement projects recommended for advancement is premised by the strategy of NIRCC and UTAB to ensure that all federal funds are utilized within the four year period on practical transportation improvements so that no federal funds lapse.** The selection process begins by reviewing the status and progress of projects in previous Transportation Improvement Programs. Projects ready for the next phase of implementation are identified.

A call for projects is issued to local jurisdictions in the Metropolitan Planning Area. Projects developed as part of the Transportation Plan, including the Congestion Management System are eligible for consideration. These projects are developed as part of the Transportation Plan to mitigate congestion, improve mobility, decrease emissions and address safety issues. Transportation planning and analysis including the long range plan, corridor analysis, intersection analysis, and subarea analysis provides the planning support for transportation

improvement projects. A consistent minimum threshold of level of service “D” utilized in the Metropolitan Planning Area for identifying congestion. This means that when an intersection or corridor falls below level of service “D” feasible strategies are developed to mitigate the congestion. A portion of these strategies result in projects identified in the Transportation Plan and/or Congestion Management Process.

Projects ready to progress from the current TIP along with projects from the Transportation Plan and CMS are recommended by staff to the Urban Transportation Advisory Board for review. The Urban Transportation Advisory Board selects projects from these sources for inclusion in the TIP.

During the development of this stage, information concerning the proposed projects is provided to the public for citizen participation and comment. This procedure creates the second tier in the citizen participation process where public input is solicited and reviewed (see Appendix A). A third tier occurs when the TIP is complete and the document is presented to the public.

**While the selection process attempts to be fair to the local jurisdictions competing for the federal funds, projects are selected based upon their overall benefit to the entire community. An emphasis is maintained on completing previously committed projects.**

**The projects are selected based upon the following criteria;**

- Project Implementation / Funding Status
- Safety Component
- Level of Service Impacts/System Wide Performance
- Travel Demands/Traffic Volumes (AADT)
- Economic Development/Private Sector Considerations
- Citizens Comments/Concerns

- Air Quality Benefits/Energy Conservation
- Coordination of Individual Projects
- Functional Classification
- Funding Availability/Other Funding Sources

5. Estimate Project Costs

Each implementation agency estimates the cost of the projects under its responsibility by project phases. A cost estimate is prepared based upon available design and engineering information, current costs for construction and/or capital goods, and historical project costs within the Metropolitan Planning Areas. The Transportation Improvement Program is updated on an annual basis. Project costs are evaluated and revised as necessary to reflect the most current construction estimates.

6. Identify Responsible Agency

According to the nature and location of each project, the agency or agencies that would be responsible for a given project are identified. Generally, for projects within the city limits of Fort Wayne, the City of Fort Wayne has the primary responsibility. Similarly, the City of New Haven has the responsibility for those projects within its city limits. Outside the boundaries of these two cities, Allen County has the primary responsibility. The Indiana Department of Transportation is generally responsible for projects on the State Highway System. Often there are situations in which two or more agencies will work toward implementation of a project. Transit projects are the responsibility of the Fort Wayne Public Transportation Corporation (Citilink).

7. Determine Project Urgency



Projects in the 2030 Transportation Plan and Management System programs are developed on the basis of safety concerns and travel demands. The urgency of a project is determined by its anticipated benefits using indicators such as accident rate, level-of-service, and/or travel time. Staff evaluates projects to ensure safety and make certain that level of service objectives are attainable through the selected design. The selection process insures that projects reflect the area's short term as well as long-range goals and objectives. As the management systems are phased in they will provide information on the projects' urgency. The TIP serves as the last vehicle for making adjustments to reflect planning, policy and engineering judgments from year to year.

Projects receiving the highest preference are projects on which work such as preliminary engineering and/or right-of-way acquisition has been previously authorized or completed. Many high priority projects have been "in the works" for several years but insufficient funding has prevented implementation.

#### 8. Estimate Available Funds

Based on the historical funding practices and the growth characteristics of the Metropolitan Planning Area, the amount of funds that are potentially available for road improvements and transit improvements for the duration of the TIP are estimated.

9. Stage Projects

Based on the information derived in steps four through eight, the improvement projects identified in step four are scheduled. The Urban Transportation Advisory Board programs the identified projects for specific Fiscal Years based upon project urgency, project status (current development stage of project and anticipated preparedness for moving to the next stage of implementation i.e. preliminary engineering, right of way acquisition, or construction), and available funds.

The phasing of large projects into several smaller projects is considered as projects are programmed. It may prove beneficial to phase specific projects to maximize efficient use of available funds. The availability of funds may also necessitate the phasing of certain projects. The projects programmed for the first fiscal year become the number one priority, the second year become priority two, the third year priority three, and the fourth year are priority four.

10. Prepare Transportation Improvement Program

A culmination of steps one through nine allows for the preparation of a list of proposed transportation improvement projects. These projects are scheduled for implementation during the time period of July 1, 2007 to June 31, 2011. The projects are staged by fiscal years. The list provides information about the location of the project, type of improvement, planning support, funding type, anticipated project phase, the estimated cost, funding sources, priority, and responsible agencies.

11. Adopt Transportation Improvement Program

The Urban Transportation Advisory Board and Northeastern Indiana Regional Coordinating Council, upon completion of the previously mentioned steps, adopts the Transportation Improvement Program. Projects included in the Transportation Improvement Program are a subset of the projects approved in the 2030 Transportation Plan. It has been determined that the 2030 Transportation Plan meets all air quality requirements. Therefore the projects included in the Transportation Improvement Program also meet requirements subject to the Air Quality Conformity Regulations.

## 12. Citizen Involvement

The Transportation Improvement Program preparation and adoption process includes providing information to the public and encouraging citizen feedback on the proposed program. The interaction between these steps (preparation, adoption, and citizen involvement) forms a continuous loop and serves as public notice of the proposed and adopted TIP. Significant amendments or changes to the TIP also circulate through this loop to ensure public awareness and opportunity for comment.

A detailed discussion of the Participation Plan regarding the development of Transportation Improvement Program is included in Appendix A. The Participation Plan was prepared in accordance with SAFETEA-LU planning regulations. The summary, analysis, and report of the disposition of any significant written or oral comments are included with this discussion.



## **IV. 2030 TRANSPORTATION PLAN**



## **2030 Transportation Plan Projects - Allen County**

The list below includes the air quality “Non-Exempt” and “Exempt” highway and transit projects. The numbers preceding the highway projects corresponds to the time periods analyzed for air quality conformity. The time periods are:

Period 1 2005-2009

Period 2 2010-2019

Period 3 2020-2030

### **Highway Improvements**

#### **New Construction**

##### **New four-lane construction**

2 Maplecrest Road from Lake Avenue to State Road 930

##### **New two-lane construction**

1 Ardmore Avenue from Airport Expressway to Lower Huntington Road

2 Spring Street from Wells Street to Spy Run Avenue

2 Coombs Street from Maumee Avenue to Wayne Street

1 North Glendale Drive from Jefferson Boulevard to North Bend Drive

#### **Widening Projects**

##### **Widen to six lanes**

3 Clinton Street from Parnell Avenue to Auburn Road

1 Interstate 69 from s/o Coldwater Road to Dupont Road/State Road 1

2 Jefferson Boulevard from Illinois Road South to Main Street

2 State Road 3/Lima Road from Ludwig Road to Dupont Road

2 State Road 14/Illinois Road from Interstate 69 to Hadley Road

1 Interstate 69 s/o Leesburg Road to s/o Coldwater Road

##### **Widen to four lanes**

3 Adams Center Road from State Road 930 to Moeller Road

1 Aboite Center Road from Coventry Lane to Jefferson Boulevard

1 Ardmore Avenue from Jefferson Blvd to Taylor Street

2 Ardmore Avenue from Taylor Street to Engle Road

3 Ardmore Avenue from Engle Road to Lower Huntington Road

3 Bass Road from Hillegas Road to Scott Road

2 Clinton Street from Auburn Road to Dupont Road/State Road 1

2 Dupont Road from Coldwater Road to Lima Road/State Road 3

3 Goshen Avenue from State Boulevard to Coliseum Boulevard/State Road 930

2 Hillegas Road from s/o Bass Road to Washington Center Road

2 Huguenard Road from Washington Center Road to Cook Road

1 Lake Avenue from Coliseum Boulevard/SR 930 to Reed Road

- 3 Lake Avenue from Reed Road to Maysville Road
- 2 Maysville Road/Stellhorn Road from Maplecrest Road to Koester Ditch
- 1 Saint Joe Center Road from Saint Joe Road to Reed Road
- 3 State Boulevard from Maysville Road to Georgetown North Boulevard
- 2 State Boulevard from Spy Run Avenue to Clinton Street
- 2 State Boulevard from Clinton Street to Goshen Avenue
- 1 State Road 1/Dupont Road from Interstate 69 to Tonkel Road
- 1 State Road 14/Illinois Road from Hadley Road to Scott Road
- 2 State Road 14/Illinois Road from Scott Road to West Hamilton Road
- 2 State Road 930 from Minnich Road to Brookwood Drive
- 3 Tonkel Road from Dupont Road/State Road 1 to Union Chapel Road
- 1 US 33 from Cook Road to Washington Center Road
- 2 Washington Center Road from Lima Road/State Road 3 to US 33
- 3 Wells Street from State Boulevard to Fernhill Avenue

## **Congestion Management Strategy Implementation**

### Reconstruction and Realignment

- 1 Dupont Road from Pine Mills Road to Auburn Road
- 2 Maplecrest Road from Lake Avenue to s/o Stellhorn Road
- 2 Saint Joe Center Road from Reed Road to Maplecrest Road
- 2 Allen County/Whitley County Line Road from US 24 to SR 14
- 1 Carroll Road from State Road 3 to Corbin Road
- 2 Carroll Road - Corbin Road and Coldwater Road
- 2 Coverdale Road from Indianapolis Road to Airport Expressway
- 2 Flutter Road from Schwartz Road to St. Joe Road
- 2 Lake Avenue from Anthony Boulevard to Coliseum Boulevard
- 2 Landin Road from North River Road to Maysville Road
- 2 Moeller Road from Green Street to Hartzell Road
- 2 Moeller Road from Hartzell Road to Adams Center
- 2 Ryan Road from Harper Road and Bremer Road
- 1 Till Road from Lima Road to Dawson Creek Boulevard
- 2 Wallen Road from Hanauer Road to Auburn Road
- 2 US 27/Clinton Street – State Boulevard to Fourth Street

### **New Railroad Grade Separation**

- 2 Anthony Boulevard and Norfolk Southern Railroad
- 3 Airport Expressway and Norfolk Southern Railroad

### **Reconstruct Railroad Grade Separation**

- 2 Anthony Boulevard and CSX Railroad
- 3 US 27/Lafayette Street and Norfolk Southern/CSX Railroads



## **Congressional High Priority Corridor Improvement**

- 2 US 24 from Interstate 469 to Bruick/Ryan Road including interchange
- 1 US 24 from State Road 101 to Indiana State line including interchange (**Donut Area**)
- 2 US 24 from Bruick/Ryan Road to Webster Road including interchange (**Donut Area**)
- 2 US 24 from Webster Road to w/o State Road 101 (**Donut Area**)

## **Interchange-New Construction**

- 2 Interstate 69 at Hursh Road

## **Interchange-Modification**

- 1 Interstate 469 and US 30 Interchange

## **Congestion Management Strategy Implementation**

### **Center Turn Lane Improvement**

- 2 Auburn Road from Cook Road to Interstate 469 Exit Ramp (3-lane)
- 1 Auburn Road from Dupont Road to Hursh Road (3-lane)
- 2 Bass Road from Hillegas Road to Scott Road (3-lane)
- 1 Coldwater Road from n/o Dupont Road to Union Chapel Road (3-lane)
- 2 Cook Road from Auburn Road to Coldwater Road (3-lane)
- 2 Covington Road from Scott Road to Homestead Road (3-lane)
- 3 Covington Road from Interstate 69 to Scott Road (3-lane)
- 2 Engle Road from Bluffton Road to Smith Road (3-lane)
- 2 Gump Road from State Road 3 to Auburn Road (3-lane)
- 3 Hadley Road from Illinois Road/State Road 14 to Covington Road (3-lane)
- 2 Jefferson Boulevard from Apple Glen Boulevard to South Bend Drive (5-lane)
- 3 Liberty Mills Road from Falls Drive to Homestead Road (3-lane)
- 2 Maysville Road from State Boulevard to Stellhorn Road (3-lane)
- 2 Saint Joe Center Road from Clinton Street to River Run Trail (5-lane)
- 3 Saint Joe Road from Evard Road to Mayhew Road (3-lane)
- 3 Saint Joe Road from Maplecrest Road to Eby Road (3-lane)
- 1 Union Chapel Road from Auburn Road to Tonkel Road (3-lane)
- 1 Wayne Trace from Oxford Street to Pontiac Street (3-lane)

## **Turn Lane Extension**

- 2 Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps

## **Intersection Reconstruction**

- 1 Auburn Road and Cook Road/Auburn Road and Clinton Street
- 2 Clinton Street and Coliseum Boulevard
- 2 Clinton Street and Washington Center/St. Joe Center Road

- 2 Coliseum Boulevard and Pontiac Street Intersection
- 1 Cook Road and Huguenard Road Intersection
- 2 Coverdale Road, Winters Road and Indianapolis Road
- 2 Covington Road and Dicke Road/Covington Road and Hadley Road
- 1 Covington Road and Jefferson Boulevard/Covington Road and Getz Road/Getz Road and Jefferson Boulevard
- 1 Dartmouth Drive and Washington Center Road
- 3 Goshen Road and Lillian Avenue and Sherman Boulevard
- 2 Hadley Road, Bass Road and Yellow River Road
- 3 Homestead Road and US 24
- 1 Jefferson Boulevard, Rekeweg Road and N. Bend Drive
- 1 Leo Road and Mayhew Road
- 3 Ryan Road and Dawkins Road
- 1 Union Chapel Road at Leo Road/State Road 1
- 2 State Road 1/Leo Road and Amstutz Road
- 2 State Road 14/Illinois Road and Allen/Whitley County Line Road

## **Intersection Realignment**

- 2 Fritz Road/Hand Road at Dupont Road
- 2 Hand Road at Baird Road

## **Bridge Reconstruction/Modification**

- 1 Ellison Road over Interstate 69
- 2 US 27/Clinton Street Bridge over St. Mary's River w/Pedestrian Treatment

## **Additional Projects for Illustrative Purposes Only**

### **Widening Projects - six lanes**

- Interstate 469 from Maplecrest Road to Interstate 69
- State Road 930/Coliseum Boulevard from Parnell Avenue to Crescent Avenue
- US 24 from Interstate 69 to Homestead Road
- US 30 from Interstate 69 to US 33
- US 30 from US 33 to Flaugh Road
- US 30 from Flaugh Road to O'Day Road
- Interstate 69 from Interstate 469 to US 24
- Interstate 69 from Dupont Road/State Road 1 to Hursh Road
- State Road 3 from Dupont Road to Gump Road

### **Widening Projects - four lanes**

- State Road 1/Leo Road from Tonkel Road to Union Chapel Road
- State Road 1/Bluffton Road from Interstate 469 to State Road 116/124
- State Road 14/Illinois Road from W Hamilton Road to Allen/Whitley County Line Road
- State Road 37 from Doty Road to Interstate 469
- US 33 from Cook Road to O'Day Road
- US 33 from O'Day Road to State Road 205

## **Turn Lane Extension**

State Road 3 from Interstate 69 to Washington Center Road (south bound)

### **Reconstruction and Realignment**

State Road 37 from Doty Road to Cuba Road

### **Interchange – New Construction**

US 24 and State Road 101

US 24 and Webster Road

US 24 and Bruick/Ryan Road

### **Interchange – Modification**

Interstate 69 and Coldwater Road Interchange - Ludwig Road

Interstate 69 and US 30/33/SR 930 Interchange

Interstate 469 and State Road 1/Bluffton Road Interchange

Interstate 469 and US 27 Interchange

Interstate 469 and US 24 Interchange

US 30 and US 33 Interchange

### **Bridge Reconstruction/Modification**

Bass Road over Interstate 69

Covington Road over Interstate 69








Hillegas Road over Interstate 69

US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment

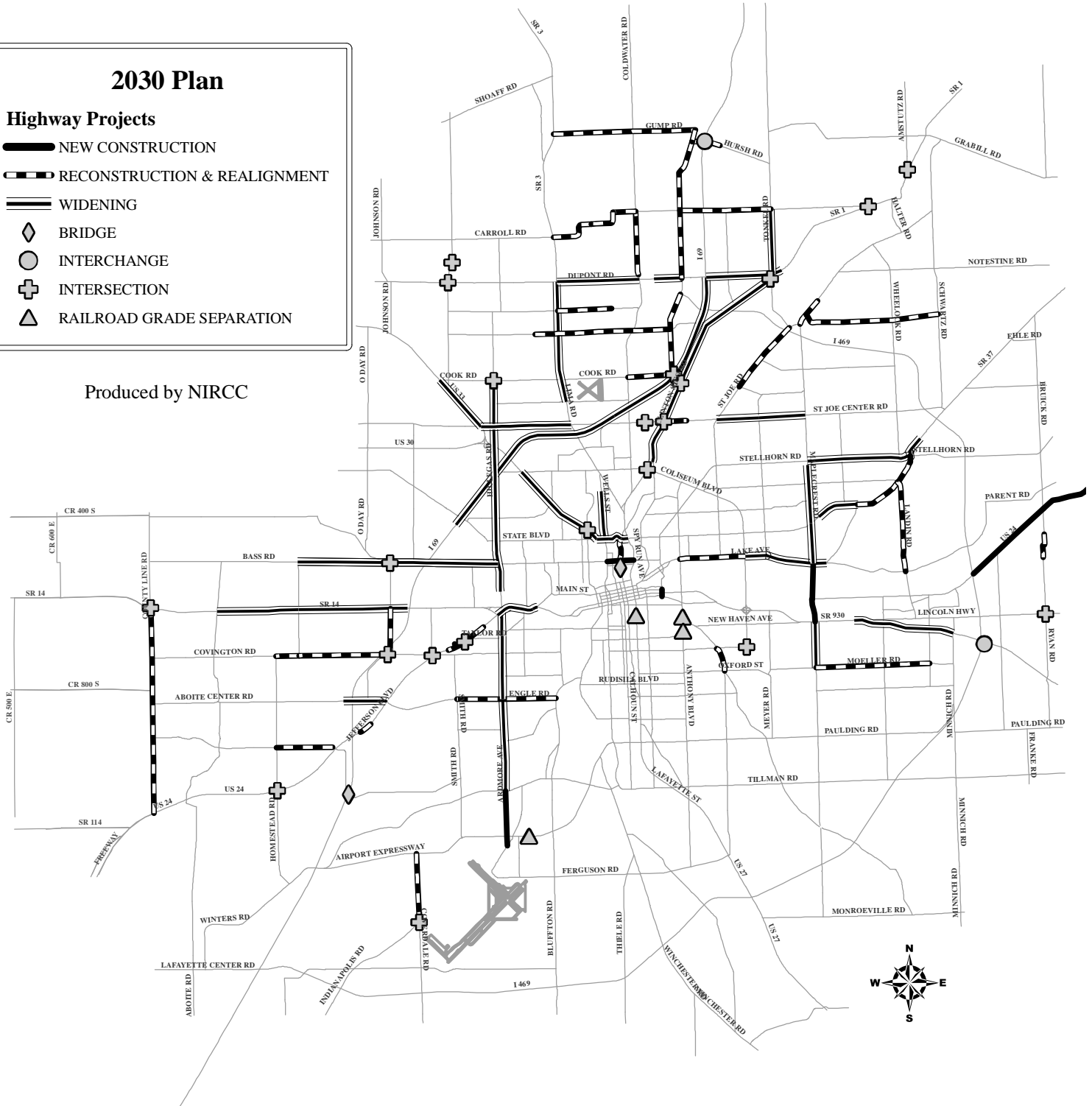
\* All projects identified as “expansion projects” have been reviewed and incorporated as part of the Congestion Management System.

# 2030 Plan

## Highway Projects

-  NEW CONSTRUCTION
-  RECONSTRUCTION & REALIGNMENT
-  WIDENING
-  BRIDGE
-  INTERCHANGE
-  INTERSECTION
-  RAILROAD GRADE SEPARATION

Produced by NIRCC



## **Transit Improvements**

The transit improvements are listed in one category titled system modifications. This category of transit improvements includes route modifications, capital projects, and service modifications designed to increase transit efficiency and improve transit service. Reducing headways, providing Sunday service, potential transit expansion areas, and developing a downtown intermodal transportation center are examples of these projects. Equally important are the transit policies guiding future transit growth, methods of service delivery, and transit efficiency.

## **Transit Improvement Projects**

Expanded transit service in the growing urbanized area. Potential locations include the Fort Wayne International Airport and surrounding area, Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.

Design and construct a downtown intermodal transfer/transportation center.

Replacement of transit coaches and service vehicles necessary to maintain a dependable transit fleet.

Install and upgrade bus shelters, benches, and other customer amenities.

Reduce headways on selected routes where ridership warrants.

Expand service hours and provide Sunday service through fixed route and / or other types of transit services.

Provide customer access to automatic vehicle locator (AVL) information for the transit system through Internet connections.

Design and construct a satellite transfer center to serve the northern portion of the service area.

New Haven route and Georgetown route and interconnect.

Encourage the construction of pedestrian facilities to and from bus stop locations and within developments.

Designate corridors to include amenities that allow busses to safely pull off the corridor to load and unload as well as provide safe pedestrian facilities. These corridors should include Lafayette Street/Spy Run Avenue, Clinton Street, Washington Boulevard, Jefferson Boulevard/Maumee Avenue, State Boulevard, and Washington Center Road.

Designate “Rapid Bus Transit” corridors that may use dedicated transit lanes and signal preemption.

### Specific Improvements from the Transit Development Plan

Extend evening hours for Routes 2 (Times Corners – Georgetown), 3 (Canterbury via IPFW – Village Woods), 4 (Wells Ludwig – Parkview), 7 (Anthony / Oxford), & 8 (Calhoun/Tillman Rd and Glenbrook/Northrop)

Increase service frequency for Route 4 (Wells Ludwig – Parkview) initially to 30-minutes for peak periods and eventually to 30-minutes for entire day

Implement Sunday Service on Routes 2 (Times Corners – Georgetown), 3 (Canterbury via IPFW – Village Woods), 4 (Wells Ludwig – Parkview), 7 (Anthony / Oxford), & 8 (Calhoun/Tillman Rd and Glenbrook/Northrop) on 60-minute headways

Increase service frequency for Route 2 (Times Corners – Georgetown) to 30-minutes for entire day

Increase service frequency for Route 1 (Waynedale via Broadway – Northcrest) & Route 10 (New Haven) to 30-minutes for peak periods

Implement new route between Glenbrook and the I-469 / Maysville area

Increase service frequency for Route 6 (Centlivre/Franke Park – McKinnie) & Route 9 (Brooklyn/Taylor – St Francis/Gateway) to 30-minutes for entire day

Update Transit Development Plan

### **Transit Policies**

In the urbanized portion of the Metropolitan Planning Area where fixed route transit service is the most efficient means of providing public transit, Citilink fixed route transit service will remain as the service of choice. Where fixed route transit service cannot meet established performance standards, other types of transit service will be investigated.

As the urbanized area grows, transit service should be expanded to meet the transit demands of the community. Decrease headways where demands warrant.

Public transportation has an important role in clean air strategies, energy conservation, congestion management and meeting the needs of transit dependent populations.

Land use policies should address the transit need for accessibility to private development through street and subdivision design. The land use planning approval process should include pedestrian and public transportation issues and recommendations from appropriate providers and committees.

Citilink should have a role in urban core redevelopment. Transfer facilities and redevelopment efforts can be mutually supportive. Specific projects such as a downtown intermodal transfer/transportation center and the recently completed Hanna/Creighton community center can compliment and encourage redevelopment activities.

Citilink should continue to implement appropriate non-traditional transit services and evaluate vehicle type, design, and propulsion when purchasing new capital equipment. This may include the investigation and promotion of additional transportation services such as telecommuting, ridesharing, and van pools. Providers should also be encouraged to explore hybrid-propulsion and bio-diesel technology.

Citilink, Community Transportation Network, Allen County Council on Aging, Turnstone and other providers should be partners in the provision of specialized transportation services and access all potential financial resources to meet these specialized transportation needs.

Investigate the possibility of the provision of non-fixed route transportation services in the Metropolitan Planning Area provided through the recently incorporated Community Transportation Network (CTN).

Transportation policies should continue to be developed with opportunities for involvement by taxi and other private providers.

## **Bicycle, Pedestrian and Enhancement Improvements**

### **Current Proposed Enhancement Projects**

Broadway Corridor/Pedestrian Walkway-New Haven

Sidewalk and Streetscape improvements on Broadway and State Street

Aboite New Trails-Allen County

Trail along Covington Road from W. Hamilton Road to w/o I-69

Trail along Homestead Road from US 24 to s/o NWACS

Fort Wayne Parks and Recreation

Trail along Anthony Boulevard from Concordia High School to IPFW Bridge

Trail along Coliseum Boulevard from Anthony Boulevard to Appleseed Park

Indiana University Purdue University Fort Wayne

Bridge over St. Joseph Riv





## **V. FORECAST OF AVAILABLE FUNDS**



## V. FORECAST OF AVAILABLE FUNDS

The most critical and limiting factor affecting transportation improvements continue to be the financial resources available to each public agency. The growth and development experienced in the Fort Wayne-New Haven-Allen County Transportation Study Area during the last several years have magnified this problem many times.

It is increasingly important to provide implementing agencies with good planning information on projected needs and current deficiencies. Moreover, it is necessary that public agency administrators and planning personnel coordinate their efforts very closely to reduce the complications that inevitably arise during the numerous phases of project development. This ensures that available resources can be put to the best use possible.

The complexity and diversity of highway and transit projects requires local agencies to identify all available financial resources. All types of funding are pursued including public and private sources necessary to satisfy local demand. In addition to the local and the state money available to this area, there are several categories of federal money available that are as follows: STP, EB, HES, CMAQ, EV, HSIP STPHES, BRZ, BHZ, BRZ-NBIS, Section 5307, Section 5309, and Section 5310.

Based on the report received by INDOT Policy and Budget division, the amount of available funds for programming the FY 08 – FY 11 Transportation Improvement Program is approximately 5,197,950 dollars (see Table 1).

Surface Transportation Program (STP) funds and Equity Bonus (EB) funds are available in the rural area of Allen County for transportation projects. Allen County is eligible for a portion of the statewide allocation to areas less than 5,000 population. These funds are generally provided to cover eighty percent of project costs. Allen County is eligible for a maximum of 2.5 million dollars from STP and EB funds per year (based on existing Indiana Department of Transportation Policies).

Rail Highway Safety funding has been consolidated with the STP funds. Projects involving warning signals or signals and gates are funded from Rail Highway Protection (33M & 33X); those involving crossing improvements only are funded from Rail Highway Crossings (33N & 33Y)

The Hazard Elimination (STPHES) category is another consolidation of funding in the STP category. Projects are approved for these funds based upon their justification report. The projects are prioritized statewide based on benefits, annual average daily traffic (AADT), cost, and optimization of available funds. Federal participation is up to 100 percent. The Highway Safety Improvement Program (HSIP) will also provide funding for safety improvements as part of the highway bill. The urbanized area is eligible to receive 519,135 dollars from HSIP funds.

Bridge Rehabilitation, Replacement, and Re-inspection (BRZ, BHZ, BRZ-NBIS) funds are also available to local governments. The federal government will provide 80 percent of a project's cost in these categories.

The Fort Wayne Public Transportation Corporation (FWPTC) will receive \$1,795,264 from State Public Mass Transportation Funds (PMTF) for FY 08. Through capitalization of maintenance costs, \$1,412,100 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 08 through FY 11 and the amount of local matching funds are summarized on Table 2. Table 3 indicates primary sources of local funds used for highway maintenance, construction, and matching federal funds based upon 2007 funding allocations. This table provides separate information for Fort Wayne, New Haven, and Allen County.

## Table 1

### Federal Funds Available To The Fort Wayne Urbanized Area

Surface Transportation Program, Equity Bonus, Congestion Mitigation Air Quality,  
Hazard Elimination & Safety, and Highway Safety Improvement Program

FISCAL YEAR	FUNDS AVAILABLE TO URBANIZED AREA	PROGRAMMED FUNDS	REMAINING FUNDS
FY 08	\$51,977,950 *	\$46,991,800	\$4,986,135
FY 09			
FY 10			
FY 11			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 08 – FY 11 meets the fiscal constraint requirement.

\*Includes un-obligated and obligated funds from previous years.

**Table 2**  
ALLOCATED FEDERAL FUNDS

FUND TYPE		FY 08	FY 09	FY 10	FY 11
STP/EB		\$5,780,000	\$5,870,000	\$6,000,000	\$6,000,000
Areas over 200,000					
STP	Available to Allen County/Statewide				
Areas under 5,000	Programming Total	\$14,975,392	\$14,975,392	\$14,975,392	\$14,975,392
EB	Available to Allen County/Statewide				
Areas under 5,000	Programming Total	\$7,836,265	\$7,836,265	\$7,836,265	\$7,836,265
BRZ, BHZ, BRZ-NBIS	Available to LPAs on a priority/ sufficiency rating basis				
HES		\$1,550,000			
HSIP		\$519,135	\$519,135	\$519,135	\$519,135
CMAQ		\$1,747,575	\$1,747,575	\$1,747,575	\$1,747,575
FTA 5307/5309					
Operating		0	0	0	0
Capital		\$764,800	\$2,696,000	\$2,504,800	\$1,659,200
<b>Matching Funds</b>					
JURISDICTION		FY 08	FY 09	FY 10	FY 11
Allen County		\$3,775,000	\$2,110,000	\$1,875,000	\$980,000
Fort Wayne		\$3,412,100	\$1,544,900	\$125,000	\$900,000
New Haven		\$372,100	\$107,500	\$40,000	\$260,000
Fort Wayne PTC					
Operating		\$6,298,933	\$6,963,137	\$6,963,137	\$7,312,805
Capital		\$191,200	\$674,000	\$674,000	\$414,800

\*Based on existing Indiana Department of Transportation policies.

**Table 3**  
Source and Expenditure of Local Transportation Funds

Annual Estimates

*CITY OF FORT WAYNE*

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
MVH and Wheel Tax Surtax	\$8,925,000	Operations, Materials, and Maintenance
LR & S	\$2,580,000	Traffic Maintenance and Modernization
CEDIT	Varies annually	Pavement Management and Matching Funds

*CITY OF NEW HAVEN*

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
MVH and Wheel Tax Surtax	\$260,000	Construction, Reconstruction, Operations, and Materials
LR & S	\$180,000	Construction and Reconstruction
CEDIT	Varies annually	Pavement Management and other

*ALLEN COUNTY*

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
MVH	\$6,800,000	Operations and Maintenance
LR & S	\$1,790,000	Design, Engineering, and Matching Federal Funds
Wheel Tax Surtax	\$1,340,000	Resurfacing
CEDIT	Varies annually	Rehabilitation



## **VI. TRANSIT PROJECTS AND FINANCIAL ANALYSIS**



## **PUBLIC TRANSPORTATION PROJECT JUSTIFICATION AND FINANCIAL ANALYSIS**

### **Fort Wayne Public Transportation Corporation/Citilink**

The following is a list of proposed projects for the Fort Wayne Public Transportation Corporation, which involves funding from federal and state sources.

#### **FY 2008 CAPITAL PROJECTS**

Capital projects for FY 2008 include the capitalization of maintenance costs at an expected \$1,412,100 in federal funds and complementary paratransit service costs underwritten by \$247,995 in federal funds to support operating costs associated with our CY2008 budget. Also contemplated are other maintenance, communication, and computer equipment with \$40,000, \$20,000 & \$20,000 in FTA support, respectively.

In 2008, Citilink also anticipates the need to replace five minibuses reaching the end of their useful life with a total federal participation estimated at \$296,000 and one replacement service truck estimated at \$28,800 federal funding.

The Northside Satellite Terminal, previously programmed for 2007, has been delayed to 2008 to allow for more pressing maintenance issues to be addressed.

As in the previous year, Citilink has programmed federal Congestion Mitigation Air Quality (CMAQ) program funds to support a transit awareness campaign, support the cost of offering fare free service on Ozone Alert Days, provide some additional peak hour service on one of the system's most popular bus routes, and to underwrite the incremental cost of conversion of the bus fleet to biodiesel fuel. Total federal CMAQ contribution to these efforts is anticipated at \$494,942.

Beginning in 2008 Citilink will begin programming the JARC and New Freedom funding allocated in FY2006; \$120,203 and \$72,329 respectively. Citilink has been named as the designated recipient of the funds; however, project selection will be based upon the Coordinated Public Transit -Human Services Transportation Plan for Allen County currently under development.

#### **FY 2009 CAPITAL PROJECTS**

Capital projects for FY 2009 include the capitalization of maintenance costs at an expected \$1,468,584 in federal funds and complementary paratransit service costs underwritten by up to \$257,915 in federal funds in support of the CY 2009 budget. Citilink also is including communications equipment costs at \$19,200 in FTA participation, and other maintenance equipment at \$40,000 FTA participation.

Four minibuses are programmed for replacement to provide ADA complementary paratransit service. The federal share of this expense would be \$236,800. Citilink also anticipates replacing six full sized transit buses at \$1,440,000 in FTA participation. These buses would replace a similar number that will reach the end of their projected useful life. Citilink will also request an additional \$960,000 in federal funding, along with a statewide transit consortium, for FTA discretionary support for the incremental cost of upgrading the power plants on these buses to hybrid diesel/electric.

Again in 2009, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding. Citilink has been named as the designated recipient of the funds; however, project selection will be based upon the Coordinated Public Transit -Human Services Transportation Plan for Allen County currently under development.

### **FY 2010 CAPITAL PROJECTS**

Capital projects for FY 2010 include the capitalization of maintenance costs at an expected \$1,527,327 in federal funds and complementary paratransit service costs underwritten by approximately \$268,232 in federal funds in support of the CY 2010 budget. Citilink also is including communications equipment costs at \$19,200 in FTA participation, computer equipment at \$20,000 federal, and other maintenance equipment at \$40,000 FTA participation. One supervisor vehicle and one maintenance truck are scheduled for replacement to ensure support for the transit system. Federal share for these vehicles is estimated at \$12,800 each. Citilink also anticipates replacing six full sized transit buses at \$1,440,000 in FTA participation. These buses would replace a similar number that will have reached the end of their projected useful life. Citilink will also request an additional \$960,000 in federal funding, along with a statewide transit consortium, for FTA discretionary support for the incremental cost of upgrading the power plants on these buses to hybrid diesel/electric.

Again in 2010, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding. Citilink has been named as the designated recipient of the funds; however, project selection will be based upon the Coordinated Public Transit -Human Services Transportation Plan for Allen County currently under development.

### **FY 2011 CAPITAL PROJECTS**

Capital projects for FY 2011 include the capitalization of maintenance costs at an expected \$1,588,420 in federal funds and complementary paratransit service costs underwritten by at least \$278,961 in federal funds in support of the CY 2011 budget. Citilink also is including communications equipment costs at \$19,200 in FTA participation, and other maintenance equipment at \$40,000 FTA participation.

Citilink anticipates replacing four full sized transit buses at \$960,000 in FTA participation. These buses would replace a similar number that will have reached the end of their projected useful life. Citilink will also request an additional \$640,000 in federal funding, along with a statewide transit consortium, for FTA discretionary support for the incremental cost of upgrading the

power plants on these buses to hybrid diesel/electric.

Again in 2011, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding. Citilink has been named as the designated recipient of the funds; however, project selection will be based upon the Coordinated Public Transit -Human Services Transportation Plan for Allen County currently under development.

### **Private Enterprise Participation, Service Efficiency, and the Transit Planning Process**

The local process for private enterprise participation in public transportation service and operations is documented by the Northeastern Indiana Regional Coordinating Council (NIRCC). The process includes private enterprise and not for profit transportation provider representation on the Transit Planning Committee of the Urban Transportation Advisory Board of NIRCC. Citilink is the sole recipient of U.S.C. 5307 funds from the Federal Transit Administration (FTA) in the Fort Wayne area. NIRCC functions as the Metropolitan Planning Organization (MPO) for the Fort Wayne Urbanized Area.

Through this means, the private sector has been directly involved in the planning process for a number of years. Management of the Citilink transit system which includes Citilink fixed route bus and Citilink Access demand response service, have been competitively contracted since December 1998. In the years since, Citilink has been able to stabilize the cost of a service hour of Citilink scheduled bus service and the cost of a passenger trip on Citilink Access service, resulting in increases to fixed route and Demand response service and in turn, riders. In 2006, Citilink fixed route provided more passenger trips than in any year since 1990. Citilink Access ridership also increased in 2006, to its highest levels ever. Combined ridership totaled nearly 2 million passenger trips. In 2004, Citilink, with financial and staff assistance provided through NIRCC, completed a Transit Development Plan for Citilink. The Plan calls for additional services to be provided over the five year period. Endorsement of that plan by the FWPTC Board of Directors and implementation began in 2004.

The Northeastern Indiana Regional Coordinating Council as the MPO is the agency designated in the local process report to accept comments from the private sector concerning their involvement with transit operations. To date, there have not been any comments filed with NIRCC in accordance with the dispute resolution process.

### **Financial Planning and Revenue Analysis of Transit Service**

Key to understanding sources of revenue available to Citilink in the future is to comprehend the current funding available and what the growth has been of these funds in the past. Citilink has received operating and capital subsidies from five primary sources: the Federal Transit Administration; the State of Indiana's Public Mass Transportation Fund (PMTF); local property

taxes; revenue from a municipal parking garage that was owned jointly by the Citilink and the City of Fort Wayne; and farebox and other miscellaneous revenues. The following is a review of each of those funding programs.

Federal Funding

At one time, the Federal Transit Administration provided operating assistance through its Formula program. This practice ended a number of years ago. Federal capital funds made available on a formula basis have on the other hand, increased from \$1.338 million in 1997 to \$2.554 million in 2006. Table 1 provides a summary of federal formula funds apportioned from 1997 through 2006 to Citilink. FY 2007 apportionments have not yet been published.

**Table 1  
Federal Formula Apportionments  
1997-2006**

YEAR	OPERATING	CAPITAL	TOTAL
1997	\$ 500,307	\$ 857,954	\$1,338,261
1998	\$ 92,844	\$1,475,443	\$1,568,287
1999	\$ 0	\$1,727,970	\$1,727,970
2000	\$ 0	\$1,859,045	\$1,859,045
2001	\$ 0	\$2,019,274	\$2,019,274
2002	\$ 0	\$2,262,341	\$2,262,341
2003	\$ 0	\$2,301,619	\$2,301,619
2004	\$ 0	\$2,319,382	\$2,319,382
2005	\$ 0	\$2,409,192	\$2,409,192
2006	\$ 0	\$2,479,950	\$2,479,950

In addition, in recent years, Citilink was the beneficiary of specifically dedicated earmarks of discretionary Federal funds from the Section 5309 discretionary capital, Job Access and Reverse Commute (JARC), and Congestion Mitigation & Control (CMAQ) programs. In recent years, funding has been allocated for Job Access (JARC) and New Freedom programs; programming is pending the development of a Human Service Transportation Plan.

State Funding

The State of Indiana Public Mass Transportation Fund (PMTF) revenues can be used for capital or operating assistance. The source of these funds is a fixed percentage of the Indiana state sales tax. The current fixed percentage is approximately 0.64 percent. These funds are allocated based on a formula approved by the Transportation Coordinating Board. A modified

performance based formula with emphasis on ridership per capita has been developed and has been phased in. Citilink has historically used state funding primarily for operating purposes.

The level of state funds accruing to Citilink is directly affected by the state of the economy, as more economic activity generates more sales tax more PMTF is available to be allocated to local transit systems. The level is also affected by the number of participating transit systems statewide, which has been growing. Since 1996, 27 new systems have been added to the formula and more are expected. The number of systems will soon be double the original number when the fund was established in 1980. Citilink allocations have increased slightly in the past several years because Citilink's relative performance under the formula has improved with increases in ridership. Table 2 shows a summary of State funds allocated to the Citilink since 1997.

**Table 2**  
**Allocation of State Public Mass Transportation Funds 1997-2007**

YEAR	ALLOCATION
1997	\$1,408,404
1998	\$1,513,909
1999	\$1,470,039
2000	\$1,342,657
2001	\$1,281,195
2002	\$1,253,129
2003	\$1,388,329
2004	\$1,485,584
2005	\$1,503,228
2006	\$1,644,210
2007	\$1,726,215

### Local Funding

The current sources of local funds are the property tax levied by Citilink within its taxing district, excise tax on motor vehicles, financial institution taxes on deposits, and county option income tax (COIT). The local taxing district had an assessed value in 2005, payable in 2006 of approximately \$8.4 billion. In that year, Citilink taxed at a rate of \$0.0393 per \$100 of assessed valuation. The property tax combined with the excise tax, financial institution tax, and county option income tax, will result in local revenues to Citilink of an estimated \$4,289 million for 2007, once final payments are made. The property and other local tax support received by Citilink have included funds set aside in the Cumulative Transportation Fund that has been established to meet local matching requirements for Federal capital purchases. The Cumulative Transportation Fund is derived from the total property tax rate. Table 3 provides a summary of local funds used for operating and debt service by Citilink for the years 1997-2007; the amounts for 2006 and 2007 are estimated. Local property tax revenues are currently only allowed by Indiana law to rise by no more than a small percentage per year, despite the City's ambitious

annexation policy. The result is an increased service area for Citilink to cover with only marginally increased revenues. Farebox revenues are anticipated to increase over the period as ridership improves; however, this will not likely keep pace with increasing costs. Adjustments to fares are a possibility; however, the elasticity of fare changes must be taken into account and an increase in fares does not necessarily translate into a corresponding increase in overall fare revenue.

**Table 3**  
**Local Citilink Tax Revenues 1996-2007**

YEAR	OPERATING FUNDS	DEBT SERVICE	CUMULATIVE CAPITAL FUND	TOTAL
1997	\$2,508,713	\$0	\$302,853	\$2,811,566
1998	\$2,788,393	\$0	\$310,831	\$3,099,224
1999	\$2,867,206	\$0	\$321,132	\$3,188,338
2000	\$3,042,672	\$0	\$326,815	\$3,380,481
2001	\$3,517,982	\$0	\$339,655	\$3,857,637
2002	\$3,394,080	\$0	\$340,942	\$3,735,022
2003	\$3,385,259	\$0	\$421,794	\$3,807,053
2004	\$3,417,789	\$0	\$479,675	\$3,897,464
2005	\$3,068,057	\$0	\$565,106	\$3,633,163
2006*	\$4,058,525	\$0	\$0	\$4,058,525
2007*	\$4,288,867	\$0	\$0	\$4,288,867

\*estimated

Farebox, Miscellaneous, and Special Event (Incidental Charter) Revenue

Bus fares were last adjusted in 1992; the regular fare was increased at that time to the current one dollar, reduced fares to fifty cents, and the child fare to seventy-five cents. Up until 2003, Citilink received a small amount of revenue by occasionally providing vehicles and drivers through a third party leasing agent for special events. The revenues received were usually offset by additional operating costs that generally didn't result in a net revenue gain by Citilink. In 2003, the Federal Transit Administration began to enforce limits on special events service provided by public transit agencies. Citilink responded by suspending all such activities. Additional revenue from miscellaneous sources is received from advertising, identification cards, fare subsidies, planning, sale of scrap, and interest income. Table 4 identifies farebox, special event, and miscellaneous revenues for the years 1996 through 2006. Table 5 is a summary of operating revenues from 1996 through 2006.



**Table 4  
Farebox, Special Event, and Miscellaneous Revenue (1996-2006)**

YEAR	BUS FARE REVENUE	MISC. REVENUE	ACCESS FARE REVENUE	SPECIAL EVENTS	TOTAL
1996	\$595,093	\$199,389	\$41,546	\$92,786	\$928,814
1997	\$611,531	\$154,113	\$45,435	\$92,725	\$903,804
1998	\$623,445	\$154,449	\$50,040	\$89,945	\$921,929
1999	\$593,423	\$203,354	\$54,051	\$93,714	\$944,542
2000	\$684,776	\$266,915	\$62,947	\$51,044	\$1,065,682
<b>2001</b>	<b>\$730,886</b>	<b>\$214,030</b>	<b>\$74,457</b>	<b>\$15,731</b>	<b>\$1,035,104</b>
2002	\$742,455	\$123,684	\$83,868	\$11,081	\$961,088
<b>2003</b>	<b>\$775,854</b>	<b>\$84,090</b>	<b>\$85,957</b>	<b>\$10,869</b>	<b>\$956,770</b>
<b>2004</b>	<b>\$832,331</b>	<b>\$133,514</b>	<b>\$87,980</b>	<b>\$0</b>	<b>\$1,053,825</b>
<b>2005</b>	<b>\$917,858</b>	<b>\$224,078</b>	<b>\$88,256</b>	<b>\$0</b>	<b>\$1,230,192</b>
<b>2006*</b>	<b>\$957,766</b>	<b>\$296,784</b>	<b>\$98,094</b>	<b>\$0</b>	<b>\$1,352,644</b>

\*not yet audited

### Future Funding

The federal, state, and local sources of funds coupled with some recent economies in the delivery of service may, or may not, continue to allow the modest growth in service hours to support the increased demand for Citilink and Citilink Access services. The FTA Section 5307 program which allows the use of capital funds to support preventive maintenance costs has provided flexibility in the utilization of federal funds and has stabilized federal support for operating the transit system. With continued increases in passenger trips on both Citilink and Citilink Access, Citilink's relative distribution of INDOT PMTF funds should improve slightly in years to come; assuming the formula remains the same, total sales tax revenue is stable, and the increase in new systems is addressed. The limits on local distribution of property tax revenues to Citilink is an ongoing concern, and will only promote stability if unchanged by the State General Assembly to continue to allow for modest increases to accommodate inflation. Citilink remains committed to finding ways to provide services at the most competitive cost per hour (for Citilink fixed route bus) and cost per trip (for Citilink Access) possible in order to meet the demands of geographically more diverse and demographically older population in Fort Wayne.

**Table 5  
Total Operating and Non-Operating Revenue Applied to Services (1995-2006)**

YEAR	FEDERAL	STATE PMTF	LOCAL TAXES	FAREBOX SPECIAL EVENT & MISC.	TOTAL
1996	\$500,447	\$1,436,398	\$2,389,978	\$1,254,871	\$5,581,694
1997	\$701,445	\$1,408,404	\$2,508,713	\$1,272,178	\$5,890,740
1998	\$972,844	\$1,513,909	\$2,788,393	\$1,217,071	\$6,492,217
1999	\$450,000*	\$1,470,039	\$2,868,206	\$1,194,188	\$5,981,433
2000	\$495,000*	\$1,342,657	\$2,962,935	\$1,454,867	\$6,255,459
2001	\$790,260*	\$1,281,195	\$2,849,297	\$1,196,587	\$6,117,339
2002	\$877,773*	\$1,253,129	\$2,982,970	\$1,176,136	\$6,290,008
2003	\$969,011*	\$1,388,329	\$3,167,311	\$1,266,390	\$6,751,041
2004	\$970,396*	\$1,485,584	\$3,998,275	\$1,172,932	\$7,627,187
2005	\$1,427,315**	\$1,503,228	\$4,261,370	\$1,229,952	\$8,421,865
2006***	\$1,780,986**	\$1,644,210	\$4,432,444	\$1,391,687	\$9,249,327

\*Capitalization of maintenance costs and support for complimentary paratransit service costs.

\*\*JARC funding is included in 2005 & JARC & CMAQ funding in 2006.

\*\*\*Not yet audited

Table 6 illustrates the federal formula capital funds and local cumulative capital funds expected from 2007 to 2011. Citilink will have a modest projected federal capital carry-over balance at the end of CY 2007. It is anticipated that federal formula funds available will increase slightly over the four years. If all capital funds are utilized as anticipated, including discretionary funds to purchase hybrid upgrades, \$2,746,200 in local matching capital funds will be needed for 2008-2011. These local matching funds will come from the existing cumulative capital fund, local tax, fare revenue, debt service (if necessary) and other miscellaneous funds.

**Table 6  
Projected New Federal Formula and Local Capital Funds 2008-2011**

YEAR	ESTIMATED FEDERAL FORMULA FUNDS	LOCAL CUMULATIVE CAPITAL FUND	ESTIMATED TOTAL CAPITAL FUNDS
2008	\$2,641,147	\$270,000	\$2,911,147
2009	\$2,812,821	\$350,000	\$3,162,821
2010	\$2,995,655	\$350,000	\$3,345,655
2011	\$3,190,372	\$350,000	\$3,540,372
<b>TOTAL</b>	\$11,639,995	\$1,320,000	\$12,959,995

Table 7 outlines the projected available 5307 formula and local capital funds based on current available balances and projected expenses over the four year period.

**Table 7  
Projected Formula Capital Funds**

PROJECTED AVAILABLE AND PROGRAMMED CAPITAL FUNDS  
2008-2011  
(Excludes JARC, New Freedom, and CMAQ Initiatives)

YEAR	FEDERAL CAPITAL CARRYOVER	FEDERAL CAPITAL	FEDERAL CAPITAL AVAILABLE	LOCAL CAPITAL CARRYOVER	LOCAL CUM. CAPITAL FUND	LOCAL CAPITAL AVAILABLE	TOTAL CAPITAL AVAILABLE
2008	\$824,889	\$2,641,147	\$3,466,036	\$468,298	\$270,000	\$738,298	\$4,204,334
2009	\$1,041,141	\$2,812,821	\$3,853,962	\$547,098	\$350,000	\$897,098	\$4,751,060
2010	\$391,463	\$2,995,655	\$3,387,118	\$463,098	\$350,000	\$813,098	\$4,200,216
2011	\$46,759	\$3,190,372	\$3,237,131	\$426,898	\$350,000	\$776,898	\$4,014,029

YEAR	FEDERAL CAPITAL AVAILABLE	(DEDUCT CAP/MTC., COMP PARATR.)	FEDERAL CAPITAL (5307) PROGRAMMED	FEDERAL CAPITAL CARRYOVER	LOCAL CAPITAL AVAILABLE	LOCAL CAPITAL PROGRAMMED	LOCAL CAPITAL CARRYOVER
2008	\$3,466,036	\$1,660,095	\$764,800	\$1,041,141	\$738,298	\$191,200	\$547,098
2009	\$3,853,962	\$1,726,499	\$1,736,000	\$391,463	\$897,098	\$434,000	\$463,098
2010	\$3,387,118	\$1,795,559	\$1,544,800	\$46,759	\$813,098	\$386,200	\$426,898
2011	\$3,237,131	\$1,867,381	\$1,019,200	\$350,550	\$776,898	\$254,800	\$522,098

### Additional Funding

Citilink's options for generating additional non-operating funding are very limited. Local property tax rates are frozen subject to small annual adjustments to account for inflation. An excess levy of up to one cent per hundred is available one year at a time under current Indiana Code, but would require the approval of the Fort Wayne City Council in each year. In addition an appeals process is in place which would allow an exception to the State property tax freeze limitations if Citilink were to absorb unusual new operating expenses because of annexation. Otherwise, local taxing ability in future years is expected to continue to be constrained by the Indiana General Assembly, and affected by the exurban migration of property value in the Fort Wayne area.

State assistance, though considered relatively stable, is not projected to increase by any significant amount any time soon and is being spread increasingly thin. Support from the Federal Transit Administration is expected to remain fairly level for the subject period. Efforts will continue to maximize discretionary federal resources; including, but not limited to JARC, New Freedom, CMAQ and other transportation related resources. Citilink will continue to seek increases in revenues from operations and reductions in costs as its primary means of financing service improvements. These opportunities may be limited however by the increasing costs associated with parts, fuel, and employee insurance benefits. Table 8 provides projected

operating revenues and operating costs for the Fort Wayne Public Transportation Corporation. At projected inflation Citilink expenses are expected to outpace projected revenues for the next several years.

**Table 8**

<b>Future Projected Operating Budgets and Forecasted Revenue 2008-2011</b>				
<b>Item</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Wages and Benefits	7,015,319	7,225,778	7,442,552	7,665,828
Services	515,901	531,378	547,320	563,739
Supplies	1,980,315	2,039,725	2,100,916	2,163,944
Utilities, Taxes, Insurance	565,804	582,778	600,261	618,269
Other	171,896	177,053	182,364	187,835
Total Costs	10,249,234	10,556,711	10,873,413	11,199,615
Total Revenue	9,723,481	10,015,186	10,315,641	10,625,110
Net (Maximum Transfer from Reserve)	(525,753)	(541,526)	(557,772)	(574,505)

**Fleet Roster**

A listing of the Citilink fleet is provided in Table 9. This table provides general information on the transit coaches and support vehicles including their anticipated year of replacement.

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Replacement
Contingency	9158	1991	GILLIG	SPIRIT	15GCE1910M2090222	30'	Yes	23/2wc	244,928	Poor	N/A
Contingency	9159	1991	GILLIG	SPIRIT	15GCE1910M2090224	30'	Yes	23/2wc	206,254	Poor	N/A
Active	9160	1991	GILLIG	PHANTOM	15GCB0913M1084293	35'	Yes	37/2wc	431,861	Fair	2010
Active	9161	1991	GILLIG	PHANTOM	15GCB0914M1084299	35'	Yes	37/2wc	404,713	Fair	2010
Active	9801	1998	GILLIG	PHANTOM	15GCB1819WIO88603	35'	Yes	37/2wc	363,399	Good	2011
Active	9802	1998	GILLIG	PHANTOM	15GCB1819WIO88604	35'	Yes	37/2wc	366,898	Good	2011
Active	9803	1998	GILLIG	PHANTOM	15GCB1819WIO88605	35'	Yes	37/2wc	388,427	Good	2011
Active	9804	1998	GILLIG	PHANTOM	15GCB1819WIO88606	35'	Yes	37/2wc	376,685	Good	2010
Active	9805	1998	GILLIG	PHANTOM	15GCB1819WIO88607	35'	Yes	37/2wc	387,756	Good	2010
Active	9806	1998	GILLIG	PHANTOM	15GCB1819WIO88608	35'	Yes	37/2wc	348,268	Good	2010
Active	9807	1998	GILLIG	PHANTOM	15GCB1819WIO88609	35'	Yes	37/2wc	394,570	Good	2010
Active	9808	1998	GILLIG	PHANTOM	15GCB1819WIO88610	35'	Yes	37/2wc	391,616	Good	2010
Active	9809	1998	GILLIG	PHANTOM	15GCB1819WIO88611	35'	Yes	37/2wc	391,617	Good	2010
Active	9810	1998	GILLIG	PHANTOM	15GCB1819WIO88612	35'	Yes	37/2wc	382,339	Good	2010
Active	9811	1998	GILLIG	PHANTOM	15GCA1819WIO89126	30'	Yes	29/2wc	422,571	Good	2010
Active	9812	1998	GILLIG	PHANTOM	15GCA1819WIO89127	30'	Yes	29/2wc	394,235	Good	2010
Active	9813	1998	GILLIG	PHANTOM	15GCA1819WIO89128	30'	Yes	29/2wc	396,951	Good	2010
Active	9814	1998	GILLIG	PHANTOM	15GCA1819WIO89129	30'	Yes	29/2wc	421,703	Good	2010
Contingency	9861	1998	SUPREME	FORD 350	1FDXE40F4WHC03752	24'	Yes	14/2wc	259,686	Poor	N/A
Contingency	9863	1998	SUPREME	FORD 350	1FDXE40F4WHC06296	24'	Yes	14/2wc	272,537	Poor	N/A
Active	15	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84189	28'	Yes	23/2wc	159,660	Fair	2007
Active	16	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84190	28'	Yes	23/2wc	194,264	Fair	2007
Active	17	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84191	28'	Yes	23/2wc	217,814	Fair	2007
Active	18	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84192	28'	Yes	23/2wc	220,802	Fair	2007
Active	19	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84193	28'	Yes	23/2wc	210,380	Fair	2007
Active	20	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84194	28'	Yes	23/2wc	211,807	Fair	2007
Active	221	2002	GILLIG	LOW FLOOR	15GGE181221090518	30'	Yes	27/2wc	241,330	Good	2014
Active	222	2002	GILLIG	LOW FLOOR	15GGE181221090519	30'	Yes	27/2wc	240,831	Good	2014

Active	223	2002	GILLIG	LOW FLOOR	15GGE181221090520	30'	Yes	27/2wc	218,919	Good	2014
Active	224	2002	GILLIG	LOW FLOOR	15GGE181221090521	30'	Yes	27/2wc	230,256	Good	2014
Active	225	2002	GILLIG	LOW FLOOR	15GGB181X21072499	35'	Yes	32/2wc	230,239	Good	2014
Active	226	2002	GILLIG	LOW FLOOR	15GGB181221072500	35'	Yes	32/2wc	207,322	Good	2014
Active	227	2002	GILLIG	LOW FLOOR	15GGB181421072501	35'	Yes	32/2wc	225,808	Good	2014
Active	228	2002	GILLIG	LOW FLOOR	15GGB181621072502	35'	Yes	32/2wc	207,756	Good	2014
Active	570	2005	GLAVAL	FORD 350	1FDXE45P35HA66446	24'	Yes	14/2wc	93,524	Fair	2010
Active	571	2005	GLAVAL	FORD 350	1FDXE45P25HA66440	24'	Yes	14/2wc	78,560	Fair	2010
Active	572	2005	GLAVAL	FORD 350	1FDXE45P35HA60811	24'	Yes	14/2wc	79,109	Fair	2010
Active	573	2005	GLAVAL	FORD 350	1FDXE45P65HA84083	24'	Yes	14/2wc	87,971	Fair	2010
Active	629	2006	GILLIG	LOW FLOOR	15GGB291661076883	35'	Yes	32/2wc	21,242	Good	2018
Active	630	2006	GILLIG	LOW FLOOR	15GGB291861076884	35'	Yes	32/2wc	23,978	Good	2018

**Access Demand Response:**

Active	365	2003	SUPREME	FORD 350	1FDXE45F83HA02648	24'	Yes	12/5wc	118,920	Fair	2008
Active	366	2003	SUPREME	FORD 350	1FDXE45FX3HA02649	24'	Yes	12/5wc	120,402	Fair	2008
Active	367	2003	SUPREME	FORD 350	1FDXE45F63HA02650	24'	Yes	12/5wc	115,256	Fair	2008
Active	368	2003	SUPREME	FORD 350	1FDXE45FX3HA02652	24'	Yes	12/5wc	123,610	Fair	2008
Active	369	2003	SUPREME	FORD 350	1FDXE45F13HA02653	24'	Yes	12/5wc	115,051	Fair	2008
Active	574	2005	GLAVAL	FORD 350	1FDXE45P05HA78165	24'	Yes	10/5wc	43,553	Good	2012
Active	575	2005	GLAVAL	FORD 350	1FDXE45P85HA78155	24'	Yes	10/5wc	43,676	Good	2012
Active	576	2005	GLAVAL	FORD 350	1FDXE45P75HA78115	24'	Yes	10/5wc	39,401	Good	2012
Active	577	2005	GLAVAL	FORD 350	1FDXE45P05HA84080	24'	Yes	10/5wc	44,162	Good	2012
Active	578	2005	GLAVAL	FORD 350	1FDXE45P25HA84081	24'	Yes	10/5wc	49,457	Good	2012
Active	579	2005	GLAVAL	FORD 350	1FDXE45P15HA78157	24'	Yes	10/5wc	46,825	Good	2012
Active	580	2005	GLAVAL	FORD 350	1FDXE45P75H78129	24'	Yes	10/5wc	39,306	Good	2012
Active	581	2005	GLAVAL	FORD 350	1FDXE45P25HA78118	24'	Yes	10/5wc	47,585	Good	2012

**Trolley Replica:**

Contingency	Tr 1	1987	CHANCE	TROLLEY REPLICA	1C9CS2DW6BW077380	24'	No	24	127,292	Fair	N/A
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Contingency	Tr 2	1987	CHANCE	TROLLEY REPLICA	1C9CS2DW8HW077381	24'	No	24	115,790	Fair	N/A
Contingency	Tr 3	1987	CHANCE	TROLLEY REPLICA	1C9CS2DWXHW077382	24'	No	24	116,786	Fair	N/A

**Support:**

Active	2	1997	OLDSMOBILE	CIERA	1G3NB52M5V6316687				46,453	Good	N/A
Active	10	2000	FORD	TAURUS	1FAFP5321YG209210				83,765	Good	2010
Active	9	1999	DODGE	CARAVAN	2B4GP44R8XR207371		Yes	3/2wc	114,118	Fair	2007
Active	12	1999	DODGE	CARAVAN	2B4GP44R8XR207372		Yes	3/2wc	77,943	Fair	2007
Active	62	1988	CHEVROLET	S-10	1GTBS14E5J2516309				106,401	Fair	N/A
Active	64	1979	INTERNATIONAL	WRECKER	D3017GGB17341				17,929	Fair	N/A
Active	66	1987	CHEVROLET	3/4 PLOW	1GTGV24J5HJ515547				40,180	Fair	N/A
Active	93	1993	FORD	3/4 SVC 1 TON DUMP	1FTHF26GXPB36120				96,884	Fair	2008
Active	71	2001	FORD	W/PLOW	1FDWF37S71ED16092				1,622	Good	2020
Active	82	2001	DODGE	DAKOTA	1B7GL32X52S560458				114,329	Good	2010
Contingency	996	1999	DODGE	VAN	2B6LB31Z8XK580097		Yes	10/2wc	141,776	Poor	N/A



**ELDERLY AND HANDICAPPED TRANSPORTATION ASSISTANCE  
SECTION 5310 AND PRIVATE ENTERPRISE PARTICIPATION**

The Allen County Council on Aging, Byron Residential Center, and Community Transportation Network applied for Section 5310 capital assistance through the Indiana Department of Transportation during Fiscal Year 2007. Notice of awards is anticipated to occur in June of 2007.

The Allen County Council on Aging applied for Section 5310 capital assistance through the Indiana Department of Transportation. The capital assistance requested is for the purchase of one type B raised roof 12 passenger van without a lift. The total cost for raised roof van is 36,700 dollars of which eighty percent, 29,360 dollars will be paid for with federal funds. The Allen County Council on Aging will provide the local matching dollars of 7,340 for the requested vehicle. The vehicle will be used to provide specialized transportation to handicapped and/or elderly persons to access nutrition sites, medical appointments, grocery stores, and other well-being needs. The requested van will be used to replace an existing vehicle.

The Byron Health Center applied for Section 5310 capital assistance through the Indiana Department of Transportation. The capital assistance requested is for the purchase of one 12-passenger modified van without a lift. The total cost for the modified van is 38,000 dollars of which eighty percent, 30,400 dollars will be paid for with federal funds. Byron Health Center will provide the local matching dollars of 7,600 for the requested vehicle. The vehicle will be used to transport residents of the Byron Health Center to workshops, medical appointments, and community functions. The requested van will be used to replace an existing vehicle.

The Community Transportation Network has applied for capital assistance for the purchase of one modified passenger van with wheelchair lift. The total cost for the modified van is 38,000 dollars of which eighty percent, 30,400 dollars will be paid for with federal funds. Community Transportation Network will provide the local matching dollars of 7,600 for the requested vehicle. The vehicle will be used to transport elderly and/or disabled persons for medical purposes. The service area will include both urban and rural portions of Allen County. The requested van will be used to replace an existing vehicle.

The Northeastern Indiana Regional Coordinating Council, the designated Metropolitan Planning Organization (MPO) for the Fort Wayne Urbanized Area has maintained a Transportation Advisory Committee (TAC) to assist in the planning and evaluation of transportation services for elderly and handicapped persons. The TAC reviewed and prioritized the four Section 5310 vehicles being requested. The Allen County Council on Aging modified passenger van without a lift received priority one. The Community Transportation Network modified passenger van with a lift received priority two. The Byron Health Center modified passenger van with a lift received priority three. The Urban Transportation Advisory Board concurred with these priorities.

Participating on the TAC are private-for-profit transportation providers, which ensures their involvement in the transportation planning process. The MPO has not received any additional comments, complaints or disputes concerning these grant applications or the subsequent provision of service.

## **VII. LOCAL PROJECTS FY 2008-2011**



## FY 08 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STP (33C) / EB

Project	Phase	LPA	Federal Share
Aboite Ctr Rd - Coventry Ln to Jefferson Blvd	RW	AC	1,200,000
*Auburn Rd - Cook Rd & Clinton St	PE	FW	104,680
Bass Rd - Hillegas Rd to Hadley Rd	PE	AC	500,000
Flutter Rd - from Schwartz Rd to Maplecrest Rd	RW	AC	1,200,000
*Maplecrest Rd - from Lake Ave to SR 930	RW	AC	2,080,000
Maysville/Stellhorn Rd - Koester to Maplecrest Rd	PE	FW	800,000
Moeller Rd - Green Rd to Hartzell Rd	PE	NH	240,000
St. Joe Center Rd - Reed Rd to Maplecrest Rd	PE	FW	300,000
St. Joe Center Rd - St. Joe Rd to Reed Rd	CN	FW	5,500,000
*State Blvd - Cass St to Spy Run Ave	PE	FW	765,632
			12,690,312

### CONGESTION MITIGATION AIR QUALITY (CMAQ)

*Anthony Blvd - Wayne Trace to Paulding Rd	CN	FW	79,200
Auburn Rd - Cook Rd & Clinton St	RW	FW	80,000
*Bike Lockers - Fort Wayne Public Locations	CN	FW	18,400
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	FW	160,000
*Clinton St & Washington Center Rd	PE/RW/CN	FW	819,200
Dartmouth Dr & Washington Center Rd	CN	FW	50,000
*Getz Rd / Jefferson Blvd / Covington Rd	CN	FW	1,828,696
*IPFW Pedestrian Bridge over St Joseph River	CN	IPFW	1,000,000
Marketing / Education (Gas Can Exchange Program)	n/a	NIRCC	100,000
*New Haven Pedestrian Walkways 3 & 5	PE/CN	NH	258,800
Spring St Bridge over NS Railroad	RW	FW	160,000
			4,554,296

### PROJECTS FUNDED WITH STP Group IV Bridge

Bostick Rd - Bridge over St. Mary's River	CN	AC	800,000
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	PE	AC	68,000
Dawkins Rd bridge #187 over Litzenburg Drain	PE	AC	68,000

### HAZARD ELIMINATION SAFETY FUNDS (HES) HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Dartmouth Dr & Washington Center Rd	CN	FW	850,000
*Getz Rd / Jefferson Blvd / Covington Rd	CN	FW	990,000
			1,840,000

### TRANSPORTATION ENHANCEMENT (TE)

Covington Rd Trail - from West Hamilton Rd to w/o I-69	CN	FW	987,172
Fort Wayne Urban Trails (Phase 1)	CN	FW	496,000
IPFW Pedestrian Bridge over St Joseph River	PE/CN	IPFW	2,200,000
*Railroad Corridor Acquisition	RW	FW	300,000
New Haven Depot & Corridor Project	CN	NH	737,120
			4,720,292

### CONGRESSIONAL HIGH PRIORITY PROJECT FUNDS

Maplecrest Rd - Parrott Rd to SR 930	CN	AC	10,000,000
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### RECREATION TRAILS PROGRAM (RTP)

Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	FW	150,000
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## FY 09 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STP (33C) / EB

Project	Phase	LPA	Federal Share
Aboite Center Rd - Coventry Ln to Jefferson Blvd	CN	AC	5,400,000
Gump Rd - SR 3 to Coldwater Rd	RW	AC	400,000
Maplecrest Rd - Lake Ave to State Blvd	PE	FW	160,000
Moeller Rd - Green Rd to Hartzell Rd	RW	NH	180,000
State Blvd - Spy Run Ave to Clinton St	RW	FW	500,000
Wayne Trace - Pontiac St to Oxford St	CN	FW	1,600,000
			8,240,000

### CONGESTION MITIGATION AIR QUALITY (CMAQ)

*Auburn Rd - Cook Rd & Clinton St	CN	FW	2,050,400
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	RW	FW	160,000
Maysville Rd & Stellhorn Rd	RW	FW	1,000,000
Marketing / Education (Gas Can Exchange Program)	n/a	NIRCC	100,000
			3,310,400

### PROJECTS FUNDED WITH STP (33E) Group IV

Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	2,080,000
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### TRANSPORTATION ENHANCEMENT (TE)

Johnny Appleseed Park to Shoaff Park Trail (Phase 1)	CN	FW	985,385
*Towpath & Homestead Road Trails (Phase IV)	RW/CN	AC	1,000,000
			1,985,385

### PROJECTS FUNDED WITH STP Group IV Bridge

Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	315,000
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	CN	AC	315,000

### SAFE ROUTES TO SCHOOL (SRTS)

*State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	250,000
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## FY 10 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STP (33C) / EB

Project	Phase	LPA	Federal Share
Bass Rd - Hillegas Rd to Hadley Rd	RW	AC	2,000,000
Flutter Rd - Maplecrest Rd to Schwartz Rd	CN	AC	4,500,000
Landin Rd - North River Rd to Maysville Rd	PE	NH	160,000
St. Joe Center Road - Reed Rd to Maplecrest Rd	RW	FW	500,000
			7,160,000

### CONGESTION MITIGATION AIR QUALITY (CMAQ)

Spring St Bridge over NS Railroad @ Leesburg Rd	CN	AC	1,000,000
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## FY 11 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STP (33C) / EB

Project	Phase	LPA	Federal Share
Gump Rd - SR 3 to Coldwater Rd	CN	AC	3,920,000
Maplecrest Rd - Lake Ave to State Blvd	RW	FW	320,000
Moeller Rd - Green Rd to Hartzell Rd	CN	NH	1,040,000
			5,280,000

### CONGESTION MITIGATION AIR QUALITY (CMAQ)

Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	CN	FW	1,200,000
Maysville Rd & Stellhorn Rd	CN	FW	1,200,000
			2,400,000


## FY 08-11 TIP Local Highway Projects


### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH LOCAL FUNDS

Project	Phase	LPA	YEAR
Anthony Blvd - Fairfax ave to Capital Ave	CN	FW	2008
Ardmore Ave & Taylor St Intersection	CN	FW	2008
Ardmore Ave - Jefferson Blvd to Taylor St	CN	FW	2008
Barnett Rd - SR 37 to Notestine Rd	CN	AC	2008
Bass Rd & Hadley Rd Intersection	CN	AC	2008
Bass Rd & Kroemer Rd Intersection	CN	AC	2008
Bass Rd & Scott Rd Intersection	CN	AC	2008
Butler Rd & Hillegas Rd Intersection	CN	FW	2008
Cook Rd & Huguenard Rd Intersection	CN	AC	2008
Illinois Rd - Interstate 69 to Getz Rd	CN	FW	2008
Jefferson Blvd - Illinois Rd to Railroad Viaduct	CN	FW	2008
Stellhorn Rd & Wheelock Rd	CN	FW	2008
Union Chapel Rd & Leo Rd/SR 1 Intersection	CN	AC	2008


# Local TIP

## Type of Funding


 Federally Funded


 Locally Funded


## Projects FY 08 - 11

 Road Projects

 High Priority Projects

 Trail Projects

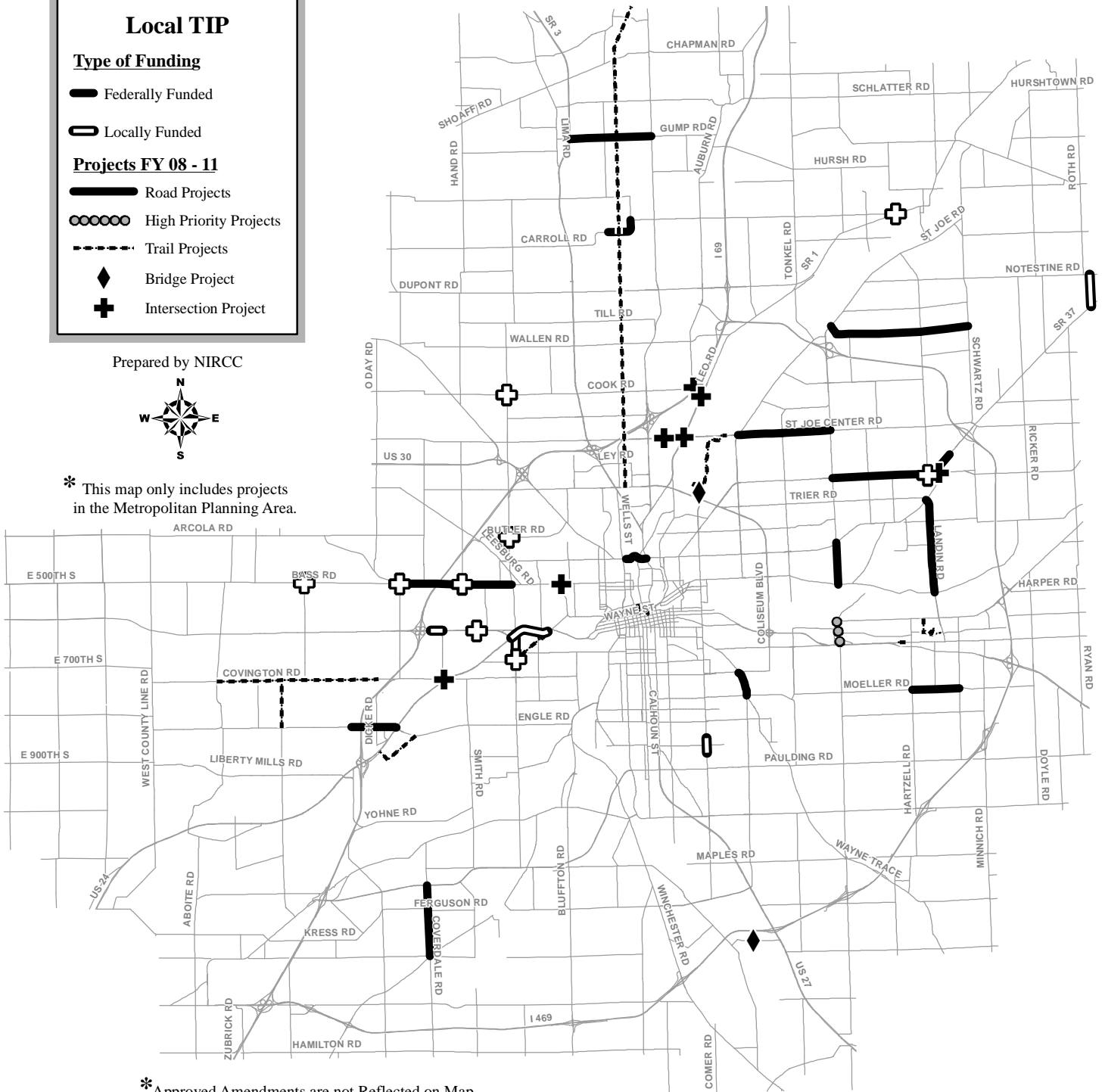
 Bridge Project

 Intersection Project

Prepared by NIRCC



\* This map only includes projects in the Metropolitan Planning Area.



\* Approved Amendments are not Reflected on Map.



<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Aboite Ctr Rd: from Coventry Ln to Jefferson Blvd  (Added Travel Lanes)	10-009  0100706	RW  CN	1500.0  6750.0	2008  2009	1200.0  5400.0	0.0  0.0	300.0  1350.0	1  2	AC  AC
<i>STP-33C-MG-EB</i>									
*Anthony Blvd: Wayne Trace to Paulding Rd  (Signal Interconnection Project)	0800242	CN	99.0	2008	79.2	0.0	19.8	1	FW
<i>CMAQ</i>									
*Auburn Rd: Cook Rd & Clinton St  (Intersection Improvements)	10-004  0710495	PE  RW  CN	130.9  100.0  2563.0	2008  2008  2009	104.7  80.0  2050.4	0.0  0.0  0.0	26.2  20.0  512.6	1  1  2	FW  FW  FW
<i>STP-33C-MG-EB / CMAQ</i>									
Bass Rd: Hillegas Rd to Hadley Rd  (Road Reconstruction)	30-001  0400582	PE  RW	625.0  2500.0	2008  2010	500.0  2000.0	0.0  0.0	125.0  500.0	1  3	AC  AC
<i>STP-33C-MG-EB</i>									
*Bike Lockers: Ft Wayne Public Locations  (Purchase and Installation of Bike Lockers)	0800243	CN	23.0	2008	18.4	0.0	4.6	1	FW
<i>CMAQ</i>									
*Bostick Road: bridge over St Mary's River  (Bridge Replacement)	0500904	PE  CN	193.7  1000.0	2008  2008	0.0  800.0	0.0  0.0	193.7  200.0	1  1	AC  AC
<i>Group IV - Bridge</i>									

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Carroll Rd: Corbin Rd to 0.5 mi w/o Corbin Rd  (Road Reconstruction / Realignment)	25-028	PE	200.0	2008	160.0	0.0	40.0	1	FW
	0500694	RW	200.0	2009	160.0	0.0	40.0	2	FW
		CN	1500.0	2011	1200.0	0.0	300.0	4	FW
<i>STP-33C-MG-EB / CMAQ</i>									
*Clinton St & Washington Center Rd  (Intersection Improvements)	25-016	PE	90.0	2008	72.0	0.0	18.0	1	FW
	0710322	RW	60.0	2008	48.0	0.0	12.0	1	FW
		CN	874.0	2008	699.2	0.0	174.8	1	FW
<i>CMAQ</i>									
Coverdale Rd: from Airport Exp to Indianapolis Rd  (Road Reconstruction - includes two small structure replacements)	30-009	PE	250.0	2008	0.0	0.0	250.0	1	AC
	0500892	RW	350.0	2008	0.0	0.0	350.0	1	AC
		CN	2600.0	2009	2080.0	0.0	520.0	2	AC
<i>STP-33E</i>									
Covington Rd Trail: from West Hamilton Rd to w/o I-69 (Aboite New Trails - Phase 1)  (New Construction)	0600375	PE	85.1	2008	0.0	0.0	85.1	1	FW
		RW	192.1	2008	0.0	0.0	192.1	1	FW
		CN	1001.0	2008	987.2	0.0	13.8	1	FW
<i>TE Funds</i>									
Dartmouth Dr & Washington Center Rd  (Intersections Safety Improvements)	30-004	CN	500.0	2008	450.0	0.0	50.0	1	FW
	0600172	CN	500.0	2008	400.0 (HES) (HSIP)	0.0	100.0	1	FW
		CN	62.5	2008	50.0 (CMAQ)	0.0	12.5	1	FW
<i>HES, HSIP &amp; CMAQ Funds</i>									
Dawkins Rd: Bridge over Litzenburg Drain  (Bridge Replacement)	0500069	PE	68.0	2008	0.0	0.0	68.0	1	AC
		CN	350.0	2009	315.0	0.0	35.0	2	AC
<i>Group IV - Bridge</i>									

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Flutter Rd: Schwartz Rd to Maplecrest Rd  (Road Reconstruction / Realignment)	25-029  0400583 0710075 0710077	RW  CN	1500.0  5625.0	2008  2010	1200.0  4500.0	0.0  0.0	300.0  1125.0	1  2	AC  AC
<i>STP-33C-MG-EB</i>									
Fort Wayne Urban Trails System (Phase 1)	0401073	CN	639.0	2008	496.0	0.0	143.0	1	FW
<i>TE Funds</i>									
*Getz Rd / Jefferson Blvd / Covington Rd  (Intersection Improvements)	25-020  0089030	CN  CN	1100.0  2285.9	2008  2008	990.0 (HES) 1828.7 (CMAQ)	0.0  0.0	110.0  457.2	1  1	FW  FW
<i>CMAQ &amp; HES Funds</i>									
Gump Rd: SR 3 to Coldwater Rd  (Road Reconstruction)	25-006  0400584	RW  CN	500.0  4900.0	2009  2011	400.0  3920.0	0.0  0.0	100.0  980.0	2  4	AC  AC
<i>STP-33C-MG-EB</i>									
*IPFW Pedestrian Bridge over St Joseph River  (New Construction)	0500874	CN	1250.0	2008	1000.0	0.0	250.0	1	IPFW
<i>CMAQ Funds (TE Funds listed in State section)</i>									
Johnny Appleseed Park to Shoaff Park Trail (Phase 1)  (New Construction)	0600368	PE  RW  CN	178.0  56.0  1319.0	2008  2008  2009	0.0  0.0  985.4	0.0  0.0  0.0	178.0  56.0  333.6	1  1  2	FW  FW  FW
<i>TE Funds</i>									

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Landin Rd: North River Rd to Maysville Rd  (Road Reconstruction/Realignment)	30-011  0710319	  PE	  200.0	  2010	  160.0	  0.0	  40.0	  3	  NH
<i>STP-33C-MG-EB</i>									
Maplecrest Rd: Parrott Rd to SR 930 (Phase 1)  (New Road Construction)	10-005  0201084	  RW  CN	  2600.0  12500.0	  2008  2008	  2080.0  10000.0	  0.0  0.0	  520.0  2500.0	  1  1	  AC  AC
<i>Congressional High Priority Project</i>									
*Maplecrest Rd: Lake Ave to SR 930  (New Road Construction)	10-005  0201084	  RW	  2600.0	  2008	  2080.0	  0.0	  520.0	  1	  AC
<i>STP-33C-MG-EB</i>									
Maplecrest Rd: Lake Ave to State Blvd  (Road Reconstruction)	10-007  0500695	  PE  RW	  200.0  400.0	  2009  2011	  160.0  320.0	  0.0  0.0	  40.0  100.0	  2  4	  FW  FW
<i>STP-33C-MG-EB</i>									
Marketing / Education for Ozone Awareness (Gas Can Exchange)	0710328	n/a  n/a	125.0  125.0	2008  2009	100.0  100.0	0.0  0.0	25.0  25.0	1  2	NIRCC  NIRCC
<i>CMAQ Funds</i>									
Maysville Rd & Stellhorn Rd  (Intersection Improvement)	30-020  0710321	  RW  CN	  1250.0  1500.0	  2009  2011	  1000.0  1200.0	  0.0  0.0	  250.0  300.0	  2  4	  FW  FW
<i>CMAQ</i>									

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Maysville Rd / Stellhorn Rd Koester Ditch to Maplecrest Rd  (Added Travel Lanes)  <i>STP-33C-MG-EB</i>	30-020  0400585	  PE	  1000.0	  2008	  800.0	  0.0	  200.0	  1	  FW
Moeller Rd: Green Rd to Hartzell Rd  (Road Reconstruction)  <i>STP-33C-MG-EB</i>	25-030  0400589	  PE  RW  CN	  300.0  225.0  1300.0	  2008  2009  2011	  240.0  180.0  1040.0	  0.0  0.0  0.0	  60.0  45.0  260.0	  1  2  4	  NH  NH  NH
Monroeville Rd: Bridge over Hoffman-Lepper Drain  (Small Structure Replacement)  <i>Group IV - Bridge</i>	  0500070	  PE  CN	  68.0  350.0	  2008  2009	  0.0  315.0	  0.0  0.0	  68.0  35.0	  1  2	  AC  AC
*New Haven Pedestrian Walkways 3 & 5  (New Construction)  <i>CMAQ</i>	  0710320	  PE  CN	  62.5  261.0	  2008  2008	  50.0  208.8	  0.0  0.0	  12.5  52.2	  2  2	  NH  NH
New Haven Depot & Corridor Project  (New Construction)  <i>TE Funds</i>	  0600380	  PE  RW  CN	  97.8  30.0  921.4	  2008  2008  2008	  0.0  0.0  737.1	  0.0  0.0  0.0	  97.8  30.0  184.3	  1  1  2	  NH  NH  NH
*Railroad Corridor Acquisition: Purchase of old New York Central Line from SR 930 to DeKalb County Line (Preservation)  <i>TE Funds</i>	  0401234	  *PE  RW	  23.0  375.0	  2008  2008	  0.0  300.0	  0.0  0.0	  23.0  75.0	  1  1	  FW  FW

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Spring St: Bridge over NS Railroad at Leesburg Rd  (Bridge Reconstruction) (Intersection Improvements)  <i>CMAQ</i>	0400586	RW	200.0	2008	160.0	0.0	40.0	1	FW
		CN	1250.0	2010	1000.0	0.0	250.0	3	AC
St Joe Ctr Rd: St Joe Rd to Reed Rd  (Added Travel Lanes)  <i>STP-33C-MG-EB</i>	10-013  9786090	CN	6875.0	2008	5500.0	0.0	1375.0	1	FW
St Joe Ctr Rd: Reed Rd to Maplecrest Rd  (Road Reconstruction / Realignment)  <i>STP-33C-MG-EB</i>	10-008  0400588	PE	375.0	2008	300.0	0.0	75.0	1	FW
		RW	625.0	2010	500.0	0.0	125.0	2	FW
*State Blvd: Cass St to Spy Run Ave  (Added Travel Lanes)  <i>STP-33C-MG-EB</i>	10-014  0400587	PE	957.0	2008	765.6	0.0	191.4	1	FW
State Blvd: Clinton St to Spy Run Ave (Phase 1)  (Added Travel Lanes)  <i>STP-33C-MG-EB</i>	10-014  0400587	RW	625.0	2009	500.0	0.0	125.0	2	FW
*State Blvd, Lahmeyer Rd and Maysville Rd Sidewalks  (New Construction)  <i>SRTS- Safe Routes to School</i>	0710199	CN	250.0	2009	250.0	0.0	0.0	2	FW

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
*Towpath and Homestead Road Trails (Phase IV - Engle Rd to Lutheran Hospital)  (New Trail)	0710403	RW	81.4	2009	0.0	0.0	81.4	2	AC
		CN	1250.0	2009	1000.0	0.0	250.0	2	AC
<i>TE Funds</i>									
Towpath: Rockhill Park to Ardmore Ave / Taylor St intersection  (New Trail)	n/a	CN	191.6	2008	150.0	0.0	41.6	1	FW
<i>Recreational Trails Program (RTP)</i>									
Wayne Trace: from Pontiac St to Oxford St  (Road Reconstruction / Realignment)	25-012  0201064	CN	2000.0	2009	1600.0	0.0	400.0	2	FW
<i>STP-33C-MG-EB</i>									
Anthony Blvd: Fairfax Ave to Capital Ave  (Road Rehabilitation)	n/a	CN	550.0	2008	0.0	0.0	550.0		FW
<i>Local Funds</i>									
Ardmore Ave: Jefferson Blvd to Taylor St  (Road Reconstruction)	n/a	CN	2621.2	2008	0.0	0.0	2621.2		FW
<i>Local Funds</i>									
Ardmore Ave & Taylor St  (Intersection Improvements)	n/a	CN	725.0	2008	0.0	0.0	725.0		FW
<i>Local Funds</i>									

\* Amended Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Barnett Rd: SR 37 to Notestine Rd  (Road Reconstruction)  <i>Local Funds</i>	n/a	CN	600.0	2008	0.0	0.0	600.0		AC
Bass Rd & Hadley Rd  (Intersection Improvement)  <i>Local Funds</i>	n/a	CN	400.0	2008	0.0	0.0	400.0		AC
Bass Rd & Kroemer Rd  (Road Reconstruction)  <i>Local Funds</i>	n/a	CN	350.0	2009	0.0	0.0	350.0		AC
Bass Rd & Scott Rd  (Intersection Improvement)  <i>Local Funds</i>	n/a	CN	250.0	2008	0.0	0.0	250.0		AC
Butler Rd & Hillegas Rd  (Intersection Improvement)  <i>Local Funds</i>	n/a	RW CN	100.0 500.0	2008 2008	0.0 0.0	0.0 0.0	100.0 500.0		FW FW
Cook Rd & Huguenard Rd  (Intersection Improvement)  <i>Local Funds</i>	n/a	PE CN	108.4 929.4	2008 2008	0.0 0.0	0.0 0.0	108.4 929.4		AC AC

\* Amended Project



<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>
Illinois Rd: Interstate 69 to Getz Rd  (Road Reconstruction / Widening)	n/a	CN	400.0	2008	0.0	0.0	400.0		FW
<i>Local Funds</i>									
Jefferson Blvd: Illinois Rd to Railroad Viaduct  (Road Reconstruction / Widening)	n/a	PE RW CN	60.0 65.0 650.0	2008 2008 2008	0.0 0.0 0.0	0.0 0.0 0.0	60.0 65.0 650.0		FW
<i>Local Funds</i>									
Stellhorn Rd & Wheelock Rd  (Intersection Improvements / Signalization)	n/a	CN	250.0	2008	0.0	0.0	250.0		FW
<i>Local Funds</i>									
Union Chapel Rd & Leo Rd / SR 1  (Intersection Improvement)	n/a	CN	250.0	2008	0.0	0.0	250.0		AC
<i>Local Funds</i>									

\* Amended Project



## **VIII. LOCAL TRANSIT PROJECTS FY 2008-2011**



**Federal Transit Administration  
Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2008**

**Capital Equipment Purchases (Section 5307 Funds)**

Five (5) Replacement Minibuses (body on chassis)	\$296,000
One (1) Replacement Service Truck	\$28,800
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$20,000
Other Maintenance Equipment	\$40,000
Northside Satellite Terminal	\$360,000
Total Capital Projects	\$956,000
Federal Share (Section 5307)	\$764,800
Federal Share (Section 5309) <sup>1</sup>	\$0
State PMTF	\$0
Local Share	\$191,200

**Previously Approved Funding Projects**

CMAQ - Transit Awareness	\$63,542
CMAQ - Fare Free Ozone Alert Days	\$66,864
CMAQ - Additional Peak Hour Service (1/2 Hour Peak Hour Service)	\$306,936
CMAQ - Biodiesel Alternative Fuel Cost Differential	\$57,600

**Additional Operating Funds**

*JARC <sup>4</sup>	\$246,910
*New Freedom <sup>4</sup>	\$148,156

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$1,412,100
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$247,995
Total Operating Funds	\$10,249,234
Federal Share <sup>3</sup>	\$2,155,037
State Share	\$1,795,264
Local Share	\$6,298,933

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> CMAQ, JARC, Capitalization of Maintenance Costs, and Complimentary Paratransit Costs

<sup>4</sup> JARC and New Freedom is a 2 year program. All funds are shown in 2008 but will be spend throught 2008 & 2009

**Federal Transit Administration  
Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2009**

<b>Capital Equipment Purchases (Section 5307 Funds)</b>		
Six (6) Heavy Duty Replacement Buses 35'		\$1,440,000
Four (4) Replacement Minibuses (Body on Chassis)		\$236,800
AVL/Communication Hardware/Subscription Cost		\$19,200
Other Maintenance Equipment		\$40,000
 <b>Capital Equipment Purchases (Section 5309 Funds)</b>		
Hybrid Option for Replacement Six (6) Buses (funds requested)		\$960,000
 Total Capital Projects		 \$3,370,000
Federal Share (Section 5307)		\$1,736,000
Federal Share (Section 5309) <sup>1</sup>		\$960,000
State PMTF		\$0
Local Share		\$674,000
 <b>Previously Approved: Additional Operating Funds</b>		
*JARC <sup>4</sup>		\$126,707
*New Freedom <sup>4</sup>		\$75,827
 <b>Operating Funds and Preventative Maintenance Expenses</b>		
Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>		\$1,468,584
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>		\$257,915
 Total Operating Funds		 \$10,556,711
Federal Share <sup>3</sup>		\$1,726,499
State Share		\$1,867,075
Local Share		\$6,963,137

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> CMAQ, Capitalization of Maintenance Costs, and Complementary Paratransit Costs

<sup>4</sup> Funds shown are the FY 2009 portion of the FY 2008 two-year grant

**Federal Transit Administration  
Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2010**

<b>Capital Equipment Purchases (Section 5307 Funds)</b>		
Six (6) Heavy Duty Replacement Buses		\$1,440,000
One (1) Replacement supervisor vehicle		\$12,800
One (1) Replacement maintenance truck		\$12,800
Computer/Office Equipment		\$20,000
AVL/Communication Hardware/Subscription Cost		\$19,200
Other Maintenance Equipment		\$40,000
 <b>Capital Equipment Purchases (Section 5309 Funds)</b>		
<i>Hybrid Option for Six (6) Replacement Buses (funds requested)</i>		\$960,000
 Total Capital Projects		 \$3,131,000
	Federal Share (Section 5307)	\$1,544,800
	Federal Share (Section 5309) <sup>1</sup>	\$960,000
	State PMTF	\$0
	Local Share	\$626,200
 <b>Operating Funds and Preventative Maintenance Expenses</b>		
Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>		\$1,527,327
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>		\$268,232
 Total Operating Funds		 \$10,873,412
	Federal Share <sup>3</sup>	\$1,795,559
	State Share	\$1,941,758
	Local Share	\$7,136,095

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs and Complimentary Paratransit Costs

**Federal Transit Administration  
Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2011**

<b>Capital Equipment Purchases (Section 5307 Funds)</b>		
Four (4) Heavy Duty Replacement Buses		\$960,000
AVL/Communication Hardware/Subscription Cost		\$19,200
Other Maintenance Equipment		\$40,000
<b>Capital Equipment Purchases (Section 5309 Funds)</b>		
<i>Hybrid Option for Four (4) Replacement Buses (funds requested)</i>		\$640,000
Total Capital Projects		\$4,713,904
Federal Share (Section 5307)		\$1,019,200
Federal Share (Section 5309) <sup>1</sup>		\$640,000
State PMTF		\$0
Local Share		\$3,054,704
<b>Operating Funds and Preventative Maintenance Expenses</b>		
Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>		\$1,588,420
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>		\$278,961
Total Operating Funds		\$11,199,614
Federal Share <sup>3</sup>		\$1,867,381
State Share		\$2,019,428
Local Share		\$7,312,805

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs and Complimentary Paratransit Costs



**FEDERAL TRANSIT ADMINISTRATION - SECTION 5310 FUNDS**

**FY 2008**

**2007 Funding Cycle**

**1. Allen County Council on Aging**

Modified Passenger Van - Type B (Replacement Vehicle)	
Total Cost	\$36,700
Federal Share	\$29,360
Local Share	\$7,340

**2. Byron Health Center**

Modified Passenger Van w/lift (Replacement Vehicle)	
Total Cost	\$38,000
Federal Share	\$30,400
Local Share	\$7,600

**3. Community Transportation Network**

Modified Passenger Van w/lift (Replacement Vehicle)	
Total Cost	\$38,000
Federal Share	\$30,400
Local Share	\$7,600

**FY 2009**

**2008 Funding Cycle**

**1. Community Transportation Network**

Two (2) Modified Passenger Vans w/ lift - Type C (Replacement Vehicles)	
Total Cost	\$86,000
Federal Share	\$68,800
Local Share	\$17,200

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 06 - FY 08)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA	
			YEAR	FEDERAL (\$1000)	PTMF (\$1000)			LOCAL (\$1000)
Citilink - Transit Operating		7555.5	2008		1795.3	5760.2	Citilink	
		8398.5	2009		1867.1	6531.4	Citilink	
		8629.1	2010		1941.8	6687.3	Citilink	
		8865.4	2011		2019.4	6846.0	Citilink	
Citilink - Capitalization of Maintenance Costs	FTA Sec. 5307	1765.1	2008	1412.1		353.0	1	Citilink
		1835.8	2009	1468.6		367.2	1	Citilink
		1909.1	2010	1527.3		381.8	1	Citilink
		1985.5	2011	1588.4		397.1	1	Citilink
Citilink - Complementary Paratransit Costs	FTA Sec. 5307	310.0	2008	248.0		62.0	2	Citilink
		322.4	2009	257.9		64.5	2	Citilink
		335.3	2010	268.2		67.1	2	Citilink
		348.8	2011	279.0		69.8	2	Citilink
<b>Previously Approved Funding Projects</b>								
CMAQ - Transit Awareness <i>Marketing and Education Expenses</i>	CMAQ	79.4	2008	63.5		15.9		Citilink
CMAQ - Fare Free Ozone Alert Days <i>Fare Reimbursement for Free rides on OADs</i>	CMAQ	83.6	2008	66.9		16.7		Citilink
CMAQ - Additional Peak Hour Service <i>1/2 Hour Service on one (1) fixed route</i>	CMAQ	383.7	2008	306.9		76.7		Citilink
CMAQ - Biodiesel Alternative Fuel <i>Cost Differential b/w Diesel &amp; Biodiesel</i>	CMAQ	72.0	2008	57.6		14.4		Citilink
Citilink - Capital Equipment Purchases	FTA Sec. 5307	370.0	2008	296.0		74.0	3	Citilink
Five (5) Replacement Minibuses (body on chassis)								
Citilink - Capital Purchases	FTA Sec. 5307	36.0	2008	28.8		7.2	4	Citilink
One (1) Replacement Service Truck								

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 06 - FY 08)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PTMF (\$1000)	LOCAL (\$1000)		
Citilink - Capital Purchases								
Computer/Office Equipment	FTA Sec. 5307	25.0	2008	20.0		5.0	6	Citilink
		25.0	2010	20.0		5.0	7	Citilink
Citilink - Capital Purchases								
AVL/Communication Subscription Costs	FTA Sec. 5307	25.0	2008	20.0		5.0	7	Citilink
		24.0	2009	19.2		4.8	6	Citilink
		24.0	2010	19.2		4.8	8	Citilink
		24.0	2011	19.2		4.8	5	Citilink
Citilink - Capital Equipment Purchases								
Other Maintenance Equipment	FTA Sec. 5307	50.0	2008	40.0		10.0	5	Citilink
		50.0	2009	40.0		10.0	5	Citilink
		50.0	2010	40.0		10.0	6	Citilink
		50.0	2011	40.0		10.0	4	Citilink
Citilink - Capital Equipment Purchases								
Northside Satellite Terminal	FTA Sec. 5307	450.0	2008	360.0		90.0	8	Citilink
Citilink - Capital Equipment Purchases								
Six (6) Heavy Duty Replacement Buses 35'	FTA Sec. 5307	1800.0	2009	1440.0		360.0	3	Citilink
Citilink - Capital Equipment Purchases								
Four (4) Minibuses Replacement (Body on Chassis)	FTA Sec. 5307	296.0	2009	236.8		59.2	4	Citilink
Citilink - Capital Equipment Purchases								
Hybrid Option for Six (6) Replacement Buses <i>Funds Requested</i>	FTA Sec. 5309	1200.0	2009	960.0		240.0		Citilink

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 06 - FY 08)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PTMF (\$1000)	LOCAL (\$1000)		
Citilink - Capital Equipment Purchases  Six (6) Heavy Duty Replacement Buses 35'	FTA Sec. 5307	1800.0	2010	1440.0		360.0	3	Citilink
Citilink - Capital Equipment Purchases  One (1) Replacement Supervisor Vehicle	FTA Sec. 5307	16.0	2010	12.8		3.2	4	Citilink
Citilink - Capital Equipment Purchases  One (1) Replacement Maintenance Truck	FTA Sec. 5307	16.0	2010	12.8		3.2	5	Citilink
Citilink - Capital Equipment Purchases  Hybrid Option for Six (6) Replacement Buses <i>Funds Requested</i>	FTA Sec. 5309	1200.0	2010	960.0		240.0		Citilink
Citilink - Capital Equipment Purchases  Four (4) Heavy Duty Replacement Buses	FTA Sec. 5307	1200.0	2011	960.0		240.0	3	Citilink
Citilink - Capital Equipment Purchases  Hybrid Option for Four (4) Replacement Buses <i>Funds Requested</i>	FTA Sec. 5309	800.0	2011	640.0		160.0		Citilink
Allen County Council on Aging  Modified Passenger Van - Type B	FTA Sec. 5310	36.7	2008	29.4		7.3	1	ACCA

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 06 - FY 08)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PTMF (\$1000)	LOCAL (\$1000)		
Byron Health Center  Medium Transit Vehicle	FTA Sec. 5310	38.0	2008	30.4		7.6	3	CTN
Community Transportation Network  Medium Transit Vehicle	FTA Sec. 5310	38.0	2008	30.4		7.6	2	TC
*JARC - Job Access Reverse Commute  Low Income transportation to & from work  <i>\$126,707 in Federal funds will be spent in FY 2009</i> <i>Federal Portion includes 10% Program Administrative Costs</i>	FTA Sec. 5316	533.7	2008	246.9		286.8		Citilink
*New Freedom  Transportation Above & Beyond ADA requirements  <i>\$75,827 in Federal funds will be spent in FY 2009</i> <i>Federal Portion includes 10% Program Administrative Costs</i>	FTA Sec. 5317	281.5	2008	148.2		133.3		Citilink
*Community Transportation Network  Two (2) Modified Passenger Vans w/ lift - Type C (Replacement Vehicles)	FTA Sec. 5310	86.0	2009	68.8		17.2	1-2	CTN



## **IX. INDOT PROJECTS FY 2008-2011**





**State TIP Projects for FY 08-11**

<b>LOCATION</b> <i>Project Description</i>	<b>PHASE</b>	<b>TOTAL COST</b>	<b>YEAR</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>
Pedestrian Bridge over St. Joseph River (IPFW) <i>New Construction</i>	CN	3,055.1	2008	2,180.1	875.0
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	25.0	2008	20.0	5.0
District Wide Bridges - Various Locations <i>Bridge Maintenance &amp; Repair</i>	CN	75.0	2008	60.0	15.0
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 <i>Intersection Improvements</i>	RW	110.0	2008	88.0	22.0
*SR 1: from I-69 to 0.21 mi e/o Tonkel Rd (includes small structure, signals and signs) <i>Added Travel Lanes</i>	CN	13,339.9	2010	10,671.9	2,668.0
SR 3: from Ludwig Rd to Dupont Rd (includes signals & signs) <i>Added Travel Lanes</i>	RW	3,700.0	2008	2,960.0	740.0
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	PE	1,000.0	2008	800.0	200.0
SR 14: from Scott Rd to I-69 (includes signals & signs) <i>Added Travel Lanes</i>	CN	14,449.2	2008	11,559.4	2,889.8
*US 24: from .5 mi w/o SR 101 to Indiana / Ohio State Line (Phase 4) <i>New Road Construction</i>	RW	745.0	2008	596.0	149.0
	CN	58,507.0	2008	46,805.6	11,701.4
US 24: from .5 mi w/o Webster Rd to .5 mi w/o SR 101 (Phase 3) <i>New Road Construction</i>	RW	1,809.0	2008	1,447.2	361.8
US 24: from .5 mi e/o Ryan / Bruick Rd to .5 mi w/o Webster Rd (Phase 2) <i>New Road Construction</i>	RW	662.0	2008	529.6	132.4
US 27: bridge over St Mary's River, 2.32 mi s/o SR 930 <i>Bridge Replacement</i>	PE	600.0	2008	480.0	120.0
*US 27: realign SB US 27 from Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	PE	100.0	2008	80.0	20.0
*US 27 from Pettit Ave to I -69 & SR 1 from Tonkel Rd to US 20 <i>District Signing</i>	PE	130.0	2008	104.0	26.0
*US 33: over N Branch of Benward Ditch, 3.28 mi. n/o US 30 <i>Small Structure Replacement / New Bridge</i>	PE	60.0	2008	48.0	12.0
SR 37: @ Antwerp Rd / Water St <i>Intersection Improvement</i>	CN	1,466.9	2008	1,173.5	293.4
*I-469:@ NB US 30 Ramps & SR 14 @ Chestnut Hills Parkway <i>Signalization</i>	PE	30.0	2008	24.0	6.0
*I-69: Hursh Rd bridge over I-69 <i>Bridge Rehabilitation</i>	PE	31.0	2008	24.8	6.2
*I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	PE	335.0	2008	268.0	67.0
*SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	PE	120.0	2008	96.0	24.0
*I-469: from 0.30 mi. s/o Tillman Rd to n/o Bridge over Wheelock Rd <i>Pavement Rehabilitation</i>	CN	6,500.0	2008	5,200.0	1,300.0

**State TIP Projects for FY 08-11**

<b>LOCATION</b> <i>Project Description</i>	<b>PHASE</b>	<b>TOTAL COST</b>	<b>YEAR</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd <i>Added Travel Lanes Project</i>	PE	1,000.0	2008	800.0	200.0
*SR 930: Bridge over NS railroad EBL, 5.36 mi. e/o US 27 <i>(Bridge Deck Replacement)</i>	PE	85.0	2008	68.0	17.0
*District Wide Pavement Markings <i>Pavement Markings</i>	CN	50.0	2008	40.0	10.0
*Sampson Rd #472583R <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*Rousey Rd #472584X <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*Edsall Ave #478007V <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*State St #477995V <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*High St #477994N <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*Ryan Rd #472589G <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*Probst Rd #472578U <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*Morgan Rd #472577M <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*Everson Rd #472576F <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
**Old Maumee Rd #478001E <i>Railroad Protection Upgrade</i>	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 <i>Intersection Improvements</i>	CN	420.0	2009	336.0	84.0
SR 3: from Ludwig Rd to Dupont Rd (includes signals & signs) <i>Added Travel Lanes</i>	CN	29,309.9	2009	23,447.9	5,862.0
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	RW	110.0	2009	88.0	22.0
US 24: from .5 mi w/o Webster Rd to .5 mi w/o SR 101 (Phase 3) <i>New Road Construction</i>	CN	36,000.0	2009	28,800.0	7,200.0
US 24: from .5 mi e/o I-469 to .5 mi e/o Ryan / Bruick Rd (Phase 1) <i>New Road Construction</i>	RW	875.0	2009	700.0	175.0
US 24 @ SR 101 (Phase 4a) <i>New Interchange Construction</i>	CN	22,077.0	2009	17,661.6	4,415.4
*US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	PE	80.0	2009	64.0	16.0
*US 27: (Northrup St) now Lima Rd at Clinton St, north to SR 930 <i>Pavement Rehabilitation</i>	PE	25.0	2009	20.0	5.0

**State TIP Projects for FY 08-11**





<b>LOCATION</b> <i>Project Description</i>	<b>PHASE</b>	<b>TOTAL COST</b>	<b>YEAR</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>
US 27: bridge over St Mary's River, 2.32 mi s/o SR 930 <i>Bridge Replacement</i>	CN	7,800.0	2009	6,240.0	1,560.0
US 27: realign SB US 27 from Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	RW	2,500.0	2009	2,000.0	500.0
US 33: over S branch of Benward Ditch, 2.85 mi n/o US 30 <i>Small Structure Replacement</i>	CN	280.0	2009	224.0	56.0
*US 33: over N Branch of Benward Ditch, 3.28 mi. n/o US 30 <i>Small Structure Replacement / New Bridge</i>	RW	175.0	2009	140.0	35.0
I-69: Hursh Rd bridge over I-69 <i>Bridge Rehabilitation</i>	CN	220.0	2009	176.0	44.0
I-69: from .83 mi. n/o SR 1 to 9.51 mi. n/o SR 1 <i>Pavement Rehabilitation</i>	CN	5,600.0	2009	4,480.0	1,120.0
*I-69: at Airport Exp/Lwr Huntington Rd Interchange <i>Lighting</i>	PE	20.0	2009	16.0	4.0
*I-69/I-469: within the Fort Wayne District <i>Signing Installation / Repair</i>	PE	60.0	2009	48.0	12.0
*I-469: from I-69 South to SR 37 Jct <i>Signing Installation / Repair</i>	PE	55.0	2009	44.0	11.0
*I-469:@ NB US 30 Ramps & SR 14 @ Chestnut Hills Parkway <i>Signalization</i>	CN	180.0	2009	144.0	36.0
*I-469: bridges over US 27 (Twin Structures) <i>Bridge Painting</i>	CN	355.5	2009	284.4	71.1
I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 <i>Pavement Replacement</i>	PE	610.0	2009	488.0	122.0
I-469: from I-69 to .04 miles west of State Road 1 <i>Pavement Resurfacing</i>	CN	3,200.0	2009	2,560.0	640.0
*District Wide Pavement Markings <i>Pavement Markings</i>	CN	630.0	2009	504.0	126.0
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	25.0	2010	20.0	5.0
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	CN	750.0	2010	600.0	150.0
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	RW	3,000.0	2010	2,400.0	600.0
US 24: from .5 mi e/o Ryan / Bruick Rd to .5 mi w/o Webster Rd (Phase 2) <i>New Road Construction</i>	CN	17,950.2	2010	14,360.2	3,590.0
US 27: realign SB US 27 from Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	CN	1,020.0	2010	816.0	204.0
*US 33: over N Branch of Benward Ditch, 3.28 mi. n/o US 30 <i>Small Structure Replacement / New Bridge</i>	CN	907.5	2010	726.0	181.5
I-469: from 0.5 mi. e/o US 27 to 0.32 mi. s/o Tillman Rd <i>Pavement Replacement</i>	PE	280.0	2010	224.0	56.0

**State TIP Projects for FY 08-11**

<b>LOCATION</b> <i>Project Description</i>	<b>PHASE</b>	<b>TOTAL COST</b>	<b>YEAR</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>
SR 930: Interchange at Washington Blvd & Coliseum Blvd <i>Interchange Modification</i>	CN	964.9	2010	771.9	193.0
US 24: from .5 mi e/o I-469 to .5 mi e/o Ryan / Bruick Rd (Phase 1) <i>New Road Construction</i>	CN	39,402.1	2011	31,521.7	7,880.4
US 30: bridge of Solon Ditch, .27 mi e/o Whitley/Allen Co Line <i>Small Structure Replacement</i>	CN	125.0	2011	0.0	125.0
US 30: Solon Road Branch, 2.3 mi e/o Whitley/Allen Co Line <i>Small Structure Replacement</i>	CN	115.0	2011	0.0	115.0
US 30: bridge of Seegar Ditch, 4.9 mi e/o Whitley/Allen Co Line <i>Small Structure Replacement</i>	CN	130.0	2011	0.0	130.0
US 30: bridge #3 of Seegar Ditch, 5.25 mi e/o Whitley/Allen Co Line <i>Small Structure Replacement</i>	CN	115.0	2011	0.0	115.0
US 30: bridge of Spy Run Creek, 6.7 mi e/o Whitley/Allen Co Line <i>Small Structure Replacement</i>	CN	140.0	2011	0.0	140.0
I-69: Meyer Ditch @ Allen/DeKalb County Line <i>Small Structure Replacement</i>	CN	80.0	2011	0.0	80.0
I-69: over Dennis Ditch, 1.7 mi n/o Lafayette Ctr Rd <i>Small Structure Replacement</i>	CN	180.0	2011	0.0	180.0
SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	CN	1,000.0	2011	800.0	200.0
I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 <i>Pavement Replacement</i>	CN	30,479.6	2011	24,383.7	6,095.9

# Indiana Department of Transportation

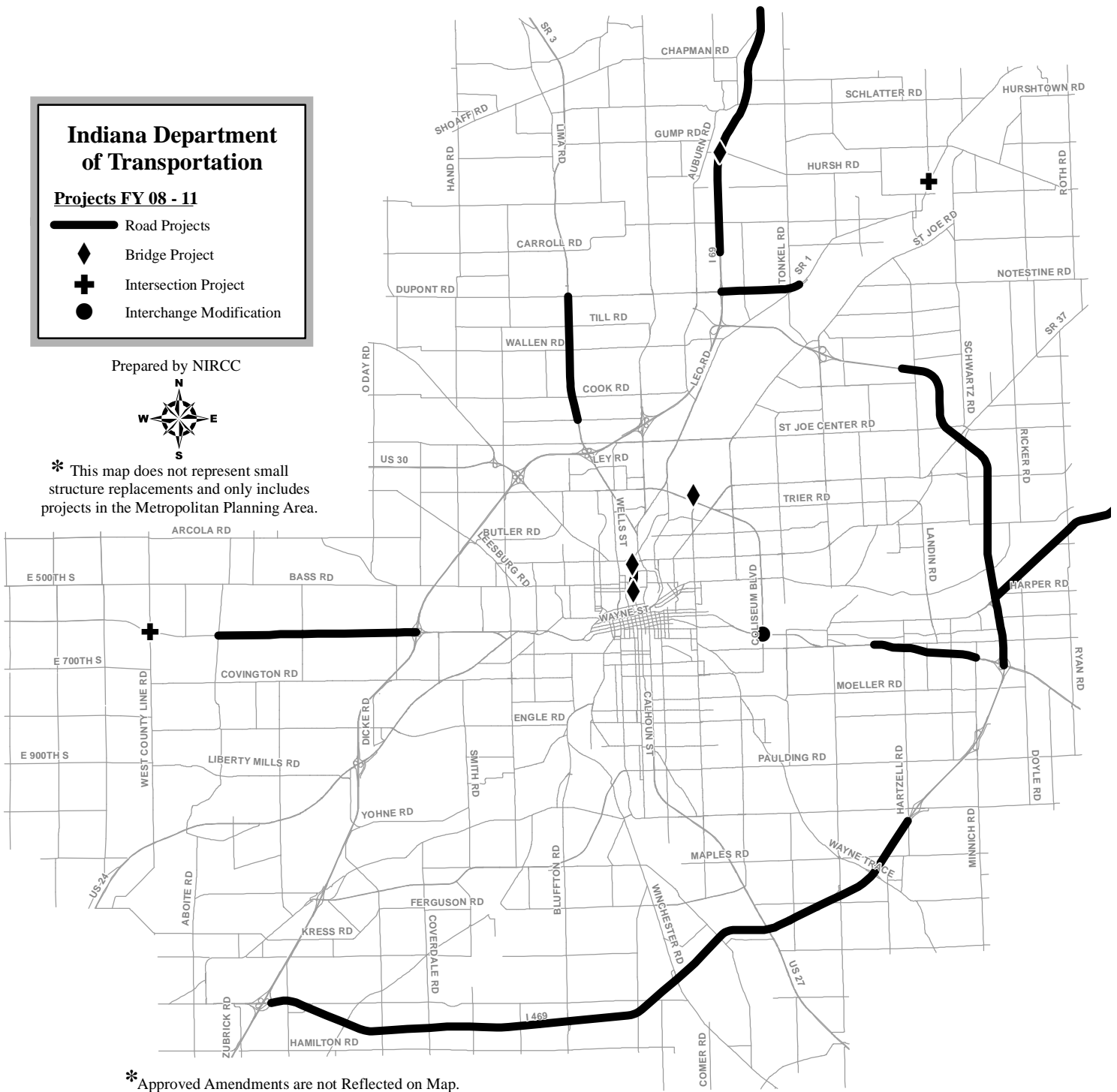
## Projects FY 08 - 11

-  Road Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification

Prepared by NIRCC



\* This map does not represent small structure replacements and only includes projects in the Metropolitan Planning Area.



\* Approved Amendments are not Reflected on Map.

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 (includes signal)  (Intersection Improvement)	25-053  0101483 0200047	RW  CN	110.0  420.0	2008  2009	88.0  336.0	22.0  84.0
*SR 1: from I-69 to 0.21 mi. e/o Tonkel Rd (includes small structure, signals & signs)  (Added Travel Lanes)	10-021  9700220 0200884 990022A 990022X	CN	13339.9	2010	10671.9	2668.0
SR 3: from Ludwig Rd to Dupont Rd  (Added Travel Lanes)	15-003 9704140 0100797 0100798 0100799 0100800 0100801 0100802 0100803	RW  CN	3700.0  29309.9	2008  2009	2960.0  23447.9	740.0  5862.0
SR 14: from I-69 to Scott Road (includes signals & signs)  (Added Travel Lanes)	10-022  9700260	CN	14449.2	2008	11559.4	2889.8
SR 14: @ Whitley/Allen County Line Rd, 5.74 mi. w/o I-69  (Intersection Improvement)	25-054  0100421	RW  CN	110.0  750.0	2009  2010	88.0  600.0	22.0  150.0
SR 14: from Scott Rd to West Hamilton Rd  (Added Travel Lanes)	0500304	PE  RW	1000.0  3000.0	2008  2010	800.0  2400.0	0.0  0.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
US 24 (E): from 0.5 mi w/o SR 101 to Indiana / C State Line (Phase 4)  (New Road Construction)	30-023  0300314	RW	745.0	2008	596.0	149.0
		CN	36500.0	2008	29200.0	7300.0
*US 24 (E) @ SR 101 (Phase 4a)  (New Interchange Construction)	30-023  0300315 0500656 0800315	CN	22007.0	2009	17605.6	4401.4
US 24 (E): from 0.5 mi w/o Webster Rd to 0.5 mi w/o SR 101 (Phase 3)  (New Road Construction)	30-022 0200222 0600596 0600597 0600598 0600599 0600600 0600601	RW	1809.0	2008	1447.2	361.8
		CN	36000.0	2009	28800.0	7200.0
US 24 (E): from 0.5 mi e/o Ryan/Bruick Rd to 0.5 mi. w/o Webster Rd (Phase 2)  (New Road Construction)	30-021  0300309 0500155	RW	662.0	2008	529.6	132.4
		CN	17950.2	2010	14360.2	3590.0
US 24 (E): from 0.5 mi e/o I-469 to 0.5 mi. e/o Ryan / Bruick Rd (Phase 1)  (New Road Construction)	10-019  0300291 0500667 0500663 0500664	RW	875.0	2009	700.0	175.0
		CN	39402.1	2011	31521.7	7880.4
*US 27: Realign SB section of US 27 from Spy Run Creek to 4th St (Includes Br over Spy Run Creek) (Road Reconstruction)	25-057  0101527 0200914	*PE	100.0	2008	80.0	20.0
		RW	2500.0	2009	2000.0	500.0
		CN	1020.0	2010	816.0	204.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
*US 27: (Northrup St) now Lima Rd @ Clinton St, north to SR 930  (Pavement Rehabilitation)	0400872	PE	25.0	2009	20.0	5.0
*US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line  (Small Structure Replacement)	0301145	PE	80.0	2009	64.0	16.0
US 27: bridge over St Mary's River, 2.32 mi. s/o SR 930  (Bridge Replacement)	0200917	PE CN	600.0 7800.0	2008 2009	480.0 6240.0	120.0 1560.0
US 30: Over Solon Ditch, 0.27 mi e/o Whitley/Allen County Line  (Small Structure Replacement)	0301146	CN	125.0	2011	0.0	125.0
US 30: BR over Solon Road Branch, 2.3 mi. e/o Whitley/Allen County Line  (Small Structure Replacement)	0301147	CN	115.0	2011	0.0	115.0
US 30: br of Seegar Ditch, 4.9 mi. e/o Whitley/Allen County Line  (Small Structure Replacement)	0301148	CN	130.0	2011	0.0	130.0



<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
US 30: Br #3 of Seegar Ditch, 5.25 mi. e/o Whitley/Allen County Line  (Small Structure Replacement)	0301149	CN	115.0	2011	0.0	115.0
US 30: Br of Spy Run Creek, 6.7 mi. e/o Whitley/Allen County Line  (Small Structure Replacement)	0301150	CN	140.0	2011	0.0	140.0
US 33: over S branch of Benward Ditch, 2.85 mi n/o US 30  (Small Structure Replacement)	0013190	CN	280.0	2009	224.0	56.0
*US 33: Over N Branch of Benward Ditch, 3.28 mi. N of US 30  (Small Structure Replacement / New Bridge)	9301020	PE RW CN	60.0 175.0 907.5	2008 2009 2010	48.0 140.0 726.0	12.0 35.0 181.5
SR 37: @ Antwerp Rd / Water St  (Intersection Improvement)	9601650	CN	1466.9	2008	1173.5	293.4
I-69: from .83 mi. n/o SR 1 to 9.51 mi. n/o SR 1  (Pavement Rehabilitation)	0300084	CN	5600.0	2009	4480.0	1120.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
*I-69: at Airport Exp / Lwr Huntington Rd Interchange  (Lighting)	0800196	PE	20.0	2009	16.0	4.0
*I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24  (Bridge Replacement)	0710927	PE	335.0	2008	268.0	67.0
I-69: over Dennis Ditch, 1.7 mi. n/o Lafayette Center Rd  (Small Structure Replacement)	0301152	CN	180.0	2011	0.0	180.0
I-69: Meyer Ditch at Allen/DeKalb County Line  (Small Structure Replacement)	0401216	CN	80.0	2011	0.0	80.0
I-69: Hursh Rd bridge over I-69, 6.15 mi s/o SR 8  (Bridge Rehabilitation)	0710107	PE CN	31.0 220.0	2008 2009	24.8 176.0	6.2 44.0
*I-69 & I-469: within the Fort Wayne District  (Signing Installation / Repair)	0800194	PE	60.0	2009	48.0	12.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
*SR 101: bridge over Maumee River, 1.08 mi. n/o US 24  (Bridge Rehabilitation)	0200932	PE	120.0	2008	96.0	24.0
		CN	1000.0	2011	800.0	200.0
I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 (includes 10 bridges)  (Pavement Replacement)	0400603 0400915 0400916 0400917 0400918 0400919 0400920 0400921 0400922 0400923 0400924	PE	610.0	2009	488.0	122.0
		CN	30479.6	2011	24383.7	6095.9
*I-469: from I-69 south to SR 37 Jct  (Signing Installation / Repair)	0800202	PE	55.0	2009	44.0	11.0
I-469: from 0.5 mi. e/o US 27 to 0.32 mi. s/o Tillman Rd (includes 3 bridges)  (Pavement Rehabilitation)	0400604 0400925 0400926 0400927	PE	280.0	2010	224.0	56.0
I-469: From I-69 to 0.04 w/o SR 1  (Pavement Rehabilitation)	0501189	CN	3200.0	2009	2560.0	640.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
*I-469: from 0.30 mi. s/o Tillman Rd to n/o bridge over Wheelock Rd  (Pavement Rehabilitation)	0501202	CN	6500.0	2008	5200.0	1300.0
*I-469: @ US 30 NB Exit Ramp *SR 14: @ Chestnut Hills Parkway  (Signalization)	0710415	PE CN	30.0 180.0	2008 2009	24.0 144.0	6.0 36.0
*I-469: bridges over US 27 (twin structures)  (Bridge Painting)	0700004	CN	355.5	2009	284.4	71.1
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd  Added Travel Lanes Project	10-025 0100843	PE	1000.0	2008	800.0	200.0
SR 930: @ Washington Blvd & Coliseum Blvd  (Interchange Modification)	0400012	CN	964.9	2010	771.9	193.0
*SR 930: Bridge over NS railroad EBL, 5.36 mi. e/o US 27  (Bridge Deck Replacement)	0800240	PE	85.0	2008	68.0	17.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
Pedestrian Bridge over St Joseph River - IPFW  (New Construction)	0500874	CN	3055.1	2008	2180.1	875.0 (IPFW)
<i>TE Funds (CMAQ Funds listed in local section)</i>						
Pedestrian Bridge Crossing - IPFW  (Bridge Inspection)	0710276	PE	25.0 25.0	2008 2010	20.0 20.0	5.0 5.0
District Wide Bridges - Various Locations  (Bridge Maintenance and Repair)	0600807	CN	75.0	2008	60.0	15.0
**Old Maumee Road @ NS Railroad Crossing ID# 478001E  (Railroad Protection Upgrade)	0710235	PE CN	15.0 210.0	2008 2009	15.0 210.0	0.0 0.0
*District Wide  (Pavement Markings)	0710584	CN	50.0	2008	40.0	10.0
US 27: from Pettit Ave to I 69 SR 1: from Tonkel Rd to US 20  (Signing)	0710587	PE CN	130.0 630.0	2008 2009	104.0 504.0	26.0 126.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
*Sampson Rd #472583R  (Railroad Protection Upgrade)	0500234	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*Rousey Rd #472584X  (Railroad Protection Upgrade)	0500235	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*Edsall Ave #478007V  (Railroad Protection Upgrade)	0500758	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*State St #477995V  (Railroad Protection Upgrade)	0500759	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*High St #477994N  (Railroad Protection Upgrade)	0500760	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*Ryan Rd #472589G  (Railroad Protection Upgrade)	0500761	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0

<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>
*Probst Rd #472578U  (Railroad Protection Upgrade)	0500762	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*Morgan Rd #472577M  (Railroad Protection Upgrade)	0500763	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0
*Everson Rd #472576F  (Railroad Protection Upgrade)	0500764	PE	15.0	2008	15.0	0.0
		CN	210.0	2009	210.0	0.0

## **X. STATUS REPORT FOR FY 2007 PROJECTS**

LOCAL PROJECTS  
LOCAL TRANSIT PROJECTS  
INDOT PROJECTS





## FY 07 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STP (33C)

Project	Phase	LPA	Status
Aboite Ctr Rd - Coventry Ln to Jefferson Blvd	RW	Allen County	Resubmitted for FY 2008
Auburn Rd - Cook Rd & Clinton St	PE	Fort Wayne	Resubmitted for FY 2008
Auburn Rd - Cook Rd & Clinton St	RW	Fort Wayne	Resubmitted for FY 2008
Bass Rd - Hillegas Rd to Hadley Rd	PE	Allen County	Resubmitted for FY 2008
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	Allen County	Resubmitted for FY 2008
Flutter Rd - from Schwartz Rd to Maplecrest Rd	PE	Allen County	Under Contract
Gump Rd - SR 3 to Coldwater Rd	PE	Allen County	Under Contract
Maplecrest Rd - Lake Ave to SR 930	RW	Allen County	Resubmitted for FY 2008
Maysville/Stellhorn Rd - Koester to Maplecrest Rd	PE	Fort Wayne	Resubmitted for FY 2008
Moeller Rd - Green Rd to Hartzell Rd	PE	New Haven	Resubmitted for FY 2008
Spring St Bridge over NS Railroad	PE	Allen County	Under Contract
Spring St Bridge over NS Railroad	RW	Fort Wayne	Resubmitted for FY 2008
St. Joe Center Rd - Reed Rd to Maplecrest Rd	PE	Fort Wayne	Resubmitted for FY 2008
St. Joe Center Rd - St. Joe Rd to Reed Rd	CN	Fort Wayne	Resubmitted for FY 2008
State Blvd - Cass St to Spy Run Ave	PE	Fort Wayne	Resubmitted for FY 2008
Wayne Trace - Pontiac St to Oxford Ave	RW	Fort Wayne	Under Contract

### HIGH PRIORITY PROJECT FUNDS

Maplecrest Rd - Parrott Rd to SR 930	CN	Allen County	Resubmitted for FY 2008
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### CONGESTION MITIGATION AIR QUALITY (CMAQ)

Dartmouth Dr & Washington Center Rd	CN	Fort Wayne	Resubmitted for FY 2008
Marketing / Education (Gas Can Exchange Program)	n/a	NIRCC	Completed
Getz Rd/W Jefferson Blvd/Covington Rd	CN	Fort Wayne	Resubmitted for FY 2008
IPFW Pedestrian Bridge over St Joseph River	CN	IPFW	Resubmitted for FY 2008

### HAZARD ELIMINATION SAFETY FUNDS (HES)

Dartmouth Dr & Washington Center Rd	CN	Fort Wayne	Resubmitted for FY 2008
Getz Rd/W Jefferson Blvd/Covington Rd	CN	Fort Wayne	Resubmitted for FY 2008

### HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Dartmouth Dr & Washington Center Rd	CN	Fort Wayne	Resubmitted for FY 2008
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### PROJECTS FUNDED WITH STP (33E)

Coverdale Rd - from Indianapolis Rd to Airport Exp	PE	Allen County	Completed
	RW	Allen County	In process
	CN	Allen County	Resubmitted for FY 2009

### RECREATION TRAILS PROGRAM (RTP)

Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	Fort Wayne	Resubmitted for FY 2008
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### TRANSPORTATION ENHANCEMENT (TE)

*Covington Road - West Hamilton Rd to w/o I-69 (Phase 1)	CN	Fort Wayne	Resubmitted for FY 2008
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**FY 07 TIP Local Transit Projects**  
**Capital Equipment Purchases (Section 5307 Funds)**

Project	Status
Other Maintenance Equipment	Pending
Bus Shelters, Street Furniture, and Signage	Pending
**Six (6) Buses Standard (low floor) 35' Replacement (Partial Funding)	Pending
Three (3) Replacement Modified Minivan Supervisor Vehicles	Pending
Rehab/Renovate Admin/Maintenance Facility	Pending
Downtown Streetscape/Bus Stop Improvements	Pending

**FY 07 TIP Local Transit Projects**  
**Capital Equipment Purchases (Section 5309 Funds)**

Project	Status
Four (4) Expansion Buses Standard (low floor) 40' <i>(one bus partial funding - 5307)</i>	Pending
Hybrid Option for Six (6) Buses Replacement (funds requested)	Pending
Hybrid Option for Four (4) Buses Expansion (funds requested)	Pending
**Six (6) Buses Standard (low floor) 35' Replacement <i>(Partial Funding)</i>	Pending

**FY 07 TIP Local Transit Projects**  
**Capital Equipment Purchases (Section 5310 Funds)**

Project	Status	
Allen County Council on Aging	Low Floor Mini-Van	Approved
Community Transportation Network	Medium Transit Vehicle	Approved
Turnstone Center	Medium Transit Vehicle	Approved

## FY 06 & 07 TIP INDOT Projects

LOCATION <i>Project Description</i>	PHASE	YEAR	Status
*Bridge Maintenance & Repair <i>Maintenance &amp; Repair</i>	CN	2006	Completed
*Sampson Rd <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*Rousey Rd <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*Edsall Ave <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*State St <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*High St <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*Ryan Rd <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*Probst Rd <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*Morgan Rd <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
*Everson Rd <i>Railroad Protection Upgrade</i>	PE CN	2006 2006	Completed Completed
SR 1: @ Grabill/Hosler Rd <i>Intersection Improvements</i>	PE RW	2006 2007	Project Eliminated Project Eliminated
SR 1: @ Amstutz Rd (NB left-turn lane) <i>Intersection Improvements</i>	PE	2006	In Process
SR 1: from I-69 to 0.21 mi e/o Tonkel Rd (includes small structure, signals and signs) <i>Added Travel Lanes</i>	PE RW	2006 2007	In Process In Process
SR 3: from Ludwig Rd to Dupont Rd (includes signals & signs) <i>Added Travel Lanes</i>	RW	2006	Resubmitted for FY 2008
SR 3: @ Carroll Rd <i>Pipe Lining</i>	CN	2006	Completed
*SR 3: @ Cedar Canyons Rd <i>New Signal Installation</i>	CN	2006	Completed
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	PE RW	2006 2007	Completed Resubmitted for FY 2009
SR 14: from Scott Rd to Hadley Rd (includes signals & signs) <i>Added Travel Lanes</i>	RW	2006	Completed
US 24: from .5 mi e/o Ryan / Bruick Rd to .5 mi w/o Webster Rd <i>New Road Construction</i>	PE	2006	Completed
US 24: from .5 mi e/o I-469 to .5 mi e/o Ryan / Bruick Rd (includes interchange) <i>New Road Construction</i>	PE	2006	Completed
US 24: from .5 mi w/o SR 101 to Indiana / Ohio State Line (includes Interchange) <i>New Road Construction</i>	PE	2006	Completed

<b>LOCATION</b> <i>Project Description</i>	<b>PHASE</b>	<b>YEAR</b>	<b>Status</b>
US 27: on NB Spy Run Ave from St Mary's River to Riverside Ave <i>Road Rehabilitation</i>	PE RW	2006 2007	Temporarily Suspended (Provisional) Temporarily Suspended (Provisional)
US 30: @ US 33, 0.66 mi w/o I-69 <i>Interchange Modification</i>	PE RW	2006 2007	Project Suspended Project Suspended
US 30: from Flaugh Rd to US 33 <i>Added Travel Lanes</i>	PE	2006	Project Suspended
US 30: from US 33 to I-69 <i>Added Travel Lanes</i>	PE	2006	Project Suspended
US 33: over S branch of Benward Ditch, 2.85 mi n/o US 30 <i>Small Structure Replacement</i>	RW	2006	Completed
US 33: from US 30 to Cook Rd (includes signs & signals) <i>Added Travel Lanes</i>	CN	2006	In Process
SR 37: over Bottern Ditch & Grice Ditch, n/o I-469 <i>Small Structure Replacements</i>	RW CN	2006 2007	In Process In Process
I-69: Yohne Rd bridge over I-69, 1.25 mi s/o US 24 W <i>Bridge Rehabilitation</i>	PE CN	2006 2007	In Process In Process
I-69: from .83 mi. n/o SR 1 to 9.51 mi. n/o SR 1 (Includes 7 bridges) <i>Pavement Rehabilitation</i>	PE	2007	Completed
SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	PE	2006	Completed
I-469: @ I-69 S jct <i>Signing</i>	CN	2007	Completed
SR 930: @ Washington St & Coliseum Blvd <i>Interchange Modification</i>	PE	2006	Completed
*SR 930: @ Wayne Haven Rd <i>New Signal Installation</i>	CN	2006	Completed
Coldwater Rd: e & w of I-69 Interchange <i>Pavement Patch &amp; Rehabilitation</i>	CN	2006	Completed
North River Rd: At-Grade Railroad Crossing (ID# 478208L) <i>Railroad Protection Upgrade</i>	CN	2006	Completed
Noyer Rd: At-Grade Railroad Crossing (ID# 478039B) <i>Railroad Protection Upgrade</i>	CN	2006	Completed
Airport Exp: At-Grade Railroad Crossing (ID# 478051H) <i>Railroad Protection Upgrade</i>	CN	2006	Completed
McArthur Dr: At-Grade Railroad Crossing (ID# 478052P) <i>Railroad Protection Upgrade</i>	CN	2006	Completed
Winters Rd: At-Grade Railroad Crossing (ID# 478114K) <i>Railroad Protection Upgrade</i>	CN	2006	Completed
South County Line Rd: At-Grade Railroad Crossing (ID# 478109N) <i>Railroad Protection Upgrade</i>	CN	2006	Completed
*SR 14: @ West Hamilton Rd <i>New Signal Installation</i>	CN	2007	Completed
*SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	PE RW	2007 2007	Resubmitted for FY 2008 Resubmitted for FY 2010

<b>LOCATION</b> <i>Project Description</i>	<b>PHASE</b>	<b>YEAR</b>	<b>Status</b>
US 24: from .5 mi w/o Webster Rd to .5 mi w/o SR 101 <i>New Road Construction</i>	PE *RW	2007 2007	Completed Resubmitted for FY 2008
US 24: from .5 mi e/o Ryan / Bruick Rd to .5 mi w/o Webster Rd <i>New Road Construction</i>	*RW	2007	Resubmitted for FY 2008
US 24: from .5 mi e/o I-469 to .5 mi e/o Ryan / Bruick Rd <i>New Road Construction</i>	RW	2007	Resubmitted for FY 2009
US 24: from .5 mi w/o SR 101 to Indiana / Ohio State Line <i>New Road Construction</i>	RW	2007	Resubmitted for FY 2008
US 27: bridge over St Mary's River, 2.32 mi s/o SR 930 <i>Bridge Replacement</i>	PE	2007	Resubmitted for FY 2008
*US 27: realign SB US 27 from Spy Run Creek to E 4th St <i>Road Reconstruction</i>	PE	2007	Completed
US 30: US 30 WB e/o I469 <i>Overhead Sign Installation</i>	CN	2007	Project Eliminated
SR 37: from I-469 to Ohio State Line <i>Pavement Markings</i>	CN	2007	Completed
SR 37: over Bottern Ditch & Grice Ditch, n/o I-469 <i>Small Structure Replacements</i>	RW CN	2006 2007	Completed In Process
I-69: Meyer Ditch @ Allen/DeKalb County Line <i>Small Structure Replacement</i>	PE	2007	Completed
SR 101: bridge over Brown Ditch, 3.59 mi s/o US 30 <i>Bridge Replacement</i>	PE	2007	Project Eliminated
SR 930: from Washington St to I-69 <i>Pavement Markings</i>	CN	2007	Completed
*I-69: from .48 mi s/o Coldwater Rd to .86 mi n/o SR 1/ Dupont Rd <i>Added Travel Lanes</i>	CN	2007	In process
*Pedestrian Bridge over St. Joseph River (IPFW) <i>New Construction</i>	CN	2007	Resubmitted for FY 2008
*SR 3 (Lima Rd) @ Washington Ctr Rd <i>Signal Modernization</i>	CN	2007	In Process
*US 33: Over N Branch of Benward Ditch, 3.28 mi. N of US 30 <i>Small Structure Replacement</i>	PE	2007	In Process
*SR 3: @ Washington Ctr Rd, 0.24 mi. n/o I-69 <i>Signal Modernization</i>	CN	2007	In Process
*US 24: @ SR 114 <i>Signal Modernization</i>	CN	2007	In Process



## **APPENDIX A**





## **Participation Plan Transportation Improvement Program**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas that have a population exceeding 50,000 people. The preparation and submission of a TIP is necessary in order to obtain federal assistance for transportation projects within the metropolitan planning area. The regulations define the TIP as a staged multi-year program of federally assisted transportation projects. The functional groups assisting the Northeast Indiana Regional coordinating council (NIRCC) in this regard have determined a four-year program, updated annually best serves the transportation needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area.

The TIP has historically included projects selected from the Management Systems and the Transportation Plan. The TIP has also included projects from the Indiana Department of Transportation and from the Fort Wayne Public Transportation Corporation (CITILINK). The TIP has been updated annually by the Urban Transportation Advisory Board and approved by NIRCC as the Metropolitan Planning Organization (MPO). The implementing agencies with jurisdiction in the metropolitan planning area have participated on UTAB and NIRCC for many years. The TIP has served the local officials of the Fort Wayne urbanized area as a transportation capital improvement program for federally assisted projects.

The primary concern for this process is to ensure that interested parties can participate in the process with a reasonable opportunity to comment before the TIP is adopted. The process is initiated through a high level of direct public involvement in the Management Systems and the Transportation Plan (the two areas where projects are selected for inclusion in the TIP). Therefore, projects and policies selected for inclusion in the TIP should be familiar to local residents and interested parties. In addition, specific steps to inform the public and interested parties of the development and content of the TIP are described below.

The public involvement process with the TIP includes several mechanisms to fulfill this objective. These include: open board and committee meetings; citizen and agency meetings; newsletters and annual reports; release of information to the news media; posting of the TIP on the NIRCC web site; and publication of the adopted TIP document.

The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. The preparation of the TIP including project selection is primarily conducted at UTAB meetings. The UTAB meetings are scheduled for the entire calendar year and are generally on the first Tuesday of each month. The NIRCC meetings are scheduled “as needed” at least two weeks in advance. The meetings of both NIRCC and UTAB are all open to the public. Meeting notices, agendas, and minutes are sent to all interested parties including: citizens; affected public agencies; representatives of transportation agency employees; organizations representing minority and low income populations; and private providers of transportation services.

Citizen meetings are sponsored by the Council to gain public input to the transportation planning process. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for both transit and highway projects. In addition, presentations to organizations and neighborhood associations are used to supplement the citizen participation program through the exchange of information. These sessions include discussion of transit and highway improvements, and afford these groups the opportunity to comment on transportation plans and programs of the Council.

The general citizen involvement meeting held in the spring of each year will have a special emphasis on presenting and discussing the upcoming TIP. This meeting is held prior to TIP adoption to allow opportunity for public comment. Comments regarding the TIP are presented to UTAB and NIRCC. Any significant oral or written comment and response is appropriately documented in the TIP. As part of the TIP process, an annual list of federally obligated transportation projects will be published and posted on the NIRCC web site.

The Council prepares and distributes to the public annual reports and newsletters. These publications contain information on a wide range of transportation planning issues. Special sections in these publications describe the Transportation Improvement Program, display maps of project locations, and list highway and transit projects.

The meeting schedules and agendas are routinely sent to the news media one week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help them understand specifically what UTAB intends to review and approve. Special requests are made to the news media to print highway and transit projects as proposed for inclusion in the TIP. This process has been well received and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues. In addition, the results of board action are also covered by the news media.

NIRCC consults with agencies and officials responsible for other planning within the Metropolitan Planning Area as part of the transportation planning program. The TIP is developed with consideration of other planning activities within, and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

Finally, upon completion and adoption, the TIP is published as a document and made available for review in the NIRCC office. The TIP contains highway, transit, bicycle and pedestrian projects for both local and state governments within the Metropolitan Planning Area. The TIP includes responses to comments and concerns received through the participation process. Copies of the TIP are available to UTAB members, implementing agencies, and other public officials via the NIRCC web site.

## **Public Involvement Meeting Fiscal Year 2008-2011 Transportation Improvement Program**

A citizen participation meeting/open house was held on April 17, 2007 to present the Draft Fiscal Year 2008-2011 Transportation Improvement Program. The event gave citizens an opportunity to review the proposed TIP, ask questions or give comments. Notices are sent to over five hundred neighborhoods, agencies and civic organizations. A legal advertisement is also placed in local newspapers to inform all citizens of the meeting. For anyone unable to attend the citizen meeting, comments on the Draft Transportation Improvement Program were accepted through telephone calls, facsimiles, mail, and e-mail. A copy of the Draft 2008 – 2011 TIP was available for review on our website and in our office during the comment period (April 2, 2007 – April 30, 2007). Listed below are the comments received during the public comment period.

**Comment:** I've shared rides many times to Detroit meeting up with fellow co-workers at Michigan's park and ride. The lots seem used every time I've been there, very helpful so the parked cars won't get towed, and gas at 2.80+, seems more people would use them. Closer to home, there are many daily commuters to/from Steuben to Ft. Wayne (for example). No need for restrooms, etc. A place to park, some parking lot lights: "Thinking Green!" I live and used to work in Fremont until recently. My commute was 5 minutes. Unfortunately, I may have to take a job much further away (if not relocate completely out of the state). If the service was available, I think many people would use it.

**Response:** The concept of park and ride lots for various ridesharing opportunities is supported by NIRCC in practical locations where available infrastructure is present or can be constructed. Steuben County is outside of NIRCC's jurisdiction, but we are interested in strategies that reduce travel through the area. NIRCC will discuss this concept with Region 3-A and INDOT to determine if there is sufficient interest to develop a parking area.

**Comment:** The following comments are in regard to the SR 3 Added Travel Lanes project from Dupont to Ludwig Rd

- The current base of the road is in very good shape. Why remove it and rebuild it? Save a million or two!! Just drive the road and you will see that there are no "pot holes" or other areas needing repair work. It is in very good condition.
- Safety – Eliminate most of the 'crossovers' or entrances to the highway. Make traffic go to the lights to "enter" or "exit" the highway. Enough lights already.
- No bicycle traffic allowed!
- The concrete center barrier, if you plan to have one, can be constructed even though the road is "higher" on one side versus the other side. Both sides of the road do not have to be the same "level". If this is a challenge for you then solve it.

**Response:** The Indiana Department of Transportation and the design engineers feel the roadway should be reconstructed as part of the improvement project. A number of median "crossovers" have been eliminated as part of the improvement project. A balance

must be maintained between adequate access and safety. The concept to provide wider outside travel lanes for bicycles has been replaced with eight foot trails separated from the travel lanes on both sides of the road. The difference in grade between the north bound and south bound lanes presents safety concerns and problems at intersections. The Indiana Department of Transportation and the design engineers feel the roadway should be reconstructed with travel lanes at a common grade.

**Comment:** I think that the trail shown on the plan along Junk Ditch that jogs behind the Fort Wayne Country Club should use Covington Road and Smith Road instead. This trail should also use Nuttman Avenue and go behind Quimby Village to connect with the Greenway instead of using Engle Road. Nuttman Avenue to the east would connect to Foster Park and would also provide access to the park located in Indian Village.

**Response:** This concept will be shared with the City of Fort Wayne's Greenway Coordinator for consideration.

**Comment:** The local transit provider needs to provide access to the Parkview North Facility. This area should be considered for annexation into the city so that transit services can be provided.

**Response:** The Parkview North Facility is currently outside the Citilink service area but represents an important destination for transit service. The ability for Citilink to provide service goes beyond simple annexation. The ability to serve the location with existing resources and within acceptable time constraints must also be addressed. This comment will be shared with Citilink for consideration.

**Comment:** The intersection of New Haven Avenue and (SR 930) Washington Blvd / Lincoln Hwy needs to be improved. The current design is dangerous when attempting to access the intersection from the businesses located to the north of the roadway.

**Response:** This comment will be shared with the Indiana Department of Transportation and City of New Haven for review. At this time a project has not been identified to improve access to the businesses located north of State Road 930. NIRCC will monitor this site for safety issues.



## **APPENDIX B**





# City board OKs traffic consultant

## *Time Corners project to start in '07*

**By Benjamin Lanka**  
The Journal Gazette

The Fort Wayne Board of Public Works on Wednesday approved hiring a consultant to oversee the buying of land to improve traffic flow near the Time Corners shopping center.

The board approved hiring the Bonar Group of Fort Wayne for up to \$372,717. The federal government will pay for 80 percent of those costs.

David Ross, Fort Wayne city engineer, said the city has been waiting on approval from the state for some time to move ahead with the project.

He said the right-of-way acquisition for the project would likely take four months, pushing the bidding until late this year. This means construction will likely begin early next year

and could last until 2008, he said.

The project is planned to help traffic flow by the shopping center and was originally scheduled to begin construction this year.

The project will expand the short section of Covington Road between Getz Road and Jefferson Boulevard to allow for traffic in both directions, as it currently allows only for west-bound traffic. It will also change Covington and Jefferson to a four-way signal. The project also removes the current signal into the shopping center and installing a new one farther north.

Ross previously said the changes should ease confusion and congestion on Getz Road by allowing turns east onto Covington Road.

*blanka@jg.net*

**FORT WAYNE/ALLEN COUNTY**

**More traffic flowing  
along Dupont Road**

Dupont Road opened to through traffic Tuesday between Auburn and Pine Mills roads. The middle two lanes opened to traffic – with one in each direction – while the outer lanes will remain closed while work continues on the project to expand the road from two to four lanes, replacing pipes and adding sidewalks. The outer two lanes are expected to open in November, and the project is expected to be finished by April.

Journal Gazette – 11/21/2006

# 1st leg of Ardmore extension open today

## The Journal Gazette

The first phase of the Ardmore Avenue extension project is complete and will be open to traffic this morning.

The city of Fort Wayne announced Monday that Ardmore has been extended

from Lower Huntington Road to Airport Expressway, and can be used at 9 a.m. today. New traffic signals have also been installed at Ardmore and Lower Huntington and Ardmore and Airport Expressway.

The \$5.8 million project will continue in the spring with the connection of Ard-

more to Indianapolis Road, which will provide a direct link to Fort Wayne International Airport from Hillegas and Huguenaud roads and Ardmore. (This is one road, but changes names at different points.)

The existing bridge across the Fair-

field Ditch on Lower Huntington will also be reconstructed to provide turn lanes at the intersection. Eighty percent of the project is federally financed.

Mayor Graham Richard said the project will enhance economic development by providing more links to the airport.

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Associated Press

Trucks make their way down U.S. 24 near Waterville, Ohio, on a stretch of road that will be upgraded as part of the Fort-to-Port highway project. Indiana transportation officials will give details of the project from I-469 to the Ohio line this week.

# Fort-to-Port on track

With the Major Moves legislation ensuring its funding, construction on the long-awaited Fort-to-Port project is set to begin in 2008. Area residents can learn more about the Indiana Department of Transportation's plans to improve U.S. 24 east of New Haven at a

meeting Thursday at Woodlan High School.

A formal presentation is set for 6 p.m., with a public comment session to follow.

The project will reconstruct the 13.1-mile stretch of U.S. 24 from Interstate 469 to the Ohio border, widening the road from two lanes to four and rebuilding intersections. Motorists who have traveled the route, which follows the winding Maumee River, know that the project is long overdue. It will represent Allen County's most visible share of the Indiana Toll Road lease proceeds — a fitting use given the projected increase in U.S. 24 traffic because of higher tolls.

A proposal to widen the highway between Fort Wayne and Toledo has been around for decades, prompted by concerns over increasing truck traffic and deadly collisions.

For its part, the Ohio Department of Transportation has already begun clearing acres of trees near Defiance.

## To attend

**INDOT Fort to Port meeting:** 5 p.m. Thursday, Woodlan High School, 17215 Woodburn Road, Woodburn.

**Parks meetings:** 6:30 p.m. Tuesday, Sears Pavilion, 1701 Bluffton Road; 6:30 p.m. Wednesday, McMillen Ice Arena conference room, 3901 Abbot St.; 6:30 p.m. Thursday, Shoaff Park Rivertodge Pavilion, 6401 St. Joe Road.

**Legislative preview:** 6 p.m. Thursday, City Council Chambers in room 126 of the City-County Building.

that would delay a broader program.

"This is the year we make an absolutely irrevocable commitment. Pilot projects — the time for that has passed," he said.

If full-day kindergarten is approved for all students, it is expected to cost the state \$210 million in 2009, increasing to \$226 million by 2012.

## Parks meetings

The Fort Wayne Parks and Recreation Department wants to hear from residents who visit Foster, McMillen, Weissner and Shoaff parks. Parks officials recently hired a consultant to create cultural landscape reports for the four parks as well as the Rudisill Boulevard corridor, and they want public input to help determine what improvements residents would like to see at these parks.

Parks leaders are making it easy for residents to give their thoughts by holding several public meetings and posting an online survey on the parks Web site, [www.fortwayneparks.org](http://www.fortwayneparks.org). The first set of public meetings will be this week.

## Legislative preview

On Thursday the Community Service Council will hold a Legislative Preview forum to give residents an opportunity to interact with state legislators and learn about the issues that will be coming up during next session of the Indiana General Assembly. The event is free and open to the public.

A \$50 million contract has been awarded to widen the highway from Defiance northeast to Napoleon. A contract for the Paulding to Defiance segment will be awarded next spring.

Members of INDOT's U.S. 24 project team will be at the meeting to answer questions.

## Kindergarten plan

Gov. Mitch Daniels will announce details of his legislative proposal to offer full-day kindergarten Tuesday. The governor is the luncheon speaker at the Indiana Youth Institute's Kids Count in Indiana Conference in Indianapolis.

A meeting of the Indiana Education Roundtable ended last week without a solid recommendation from members who couldn't reach consensus on implementing the plan. To his credit, Daniels left the meeting insisting that he would not propose a pilot project

## Journal Gazette – 3/30/2007

### **PUBLIC NOTICE**

**Public Comment Period and Informational Meeting on  
Air Quality Transportation Conformity  
Analysis/Determination for Allen County, 2030  
Transportation Plan as amended and FY2008-2011  
Transportation Improvement Program**

Notice is hereby given that a public comment period will commence on April 1, 2007 on the Draft Air Quality Conformity Analysis and pending Air Quality Transportation Conformity Determination for Allen County. The comment period includes the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for the 2030 Transportation Plan as amended and the FY2008-2011 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on April 30, 2007. A meeting/open house will be held to discuss the Air Quality Conformity Analysis from 3:00 p.m. to 7:00 p.m. on Tuesday, April 17, 2007 in Room 250 (Omni Room), in the City-County Building, One E. Main St., Ft. Wayne, Indiana. The meeting will be conducted by staff of the Northeastern Indiana Regional Coordinating Council. The intent of the comment period and public meeting is to solicit comments from the public regarding the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for Allen County, the 2030 Transportation Plan as amended and FY2008-2011 Transportation Improvement Program.

The Draft Air Quality Conformity Analysis for Allen County, the 2030 Transportation Plan as amended, and Draft FY2008-2011 Transportation Improvement Program are available for review in the office of the Northeastern Indiana Regional Coordinating Council, City-County Building Room 630, One East Main Street, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. If you have any questions or would like more information about these materials or the public meeting, please call NIRCC at (260) 449-7309.

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3-30

### **Transportation planners seek input on draft plan**

The Northeast Indiana Regional Coordinating Council will have an open house from 4 to 7 p.m. today in the Omni Room, room 250 in the City-County Building to review a draft fiscal plan for a transportation improvement plan covering years 2008 through 2011.

The open house will also include information on the 2030 transportation plan and the air quality conformity analysis.

All three plans are posted on the NIRCC Web site at [www.nircc.com](http://www.nircc.com). Staff will accept public comment through April 30.

Mail comments to NIRCC, City-County Building Room 630, 1 E. Main St., Fort Wayne, IN 46802. For more information, call 449-7309.

**FORT WAYNE/ALLEN COUNTY**

**Aboite New Trails gives  
\$200,000 for greenway**

Aboite New Trails gave Fort Wayne more than \$200,000 to help construct the six-mile Towpath Trail that will connect Aboite Township with the Fort Wayne and New Haven Rivergreenway system.

Construction on the \$2.5 million trail will begin this year and is scheduled to be finished in two years.

Towpath Trail will begin in Rockhill Park and extend from Engle Road to West Jefferson Boulevard to an undetermined cross point. The trail system will eventually connect with the developing Aboite New Trails and will follow the old Wabash and Erie Canal towpath.

After it is completed, greenway users will have 25 miles of continuous trails stretching from New Haven to County Line Road in Aboite Township.





## **APPENDIX C**



## Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
10-001	Jefferson Boulevard - Apple Glen Boulevard to Main Street	Center Turn Lane Improvement	2
10-002	Saint Joe Center Road - Clinton Street to River Run Trail	Center Turn Lane Improvement	2
10-003	Saint Joe Road - Evard Road to Mayhew Road	Center Turn Lane Improvement	3
10-004	Auburn Road and Cook Road/Auburn Road & Clinton Street Intersections	Intersection Reconstruction	1
10-005	Maplecrest Road - Lake Avenue to State Road 930	New Construction	2
10-006	US 27/Lafayette Street and Norfolk Southern Railroad	Reconstruct Railroad Grade Separation	3
10-007	Maplecrest Road - Lake Avenue to south of Stellhorn Road	Reconstruction and Realignment	2
10-008	Saint Joe Center Road - Reed Road to Maplecrest Road	Reconstruction and Realignment	2
10-009	Aboite Center Road - Coventry Lane to Jefferson Boulevard	Widening Projects	1
10-010	Goshen Avenue - State Boulevard to Coliseum Boulevard/State Road 930	Widening Projects	3
10-011	Jefferson Boulevard - Illinois Road to Main Street	Widening Projects	2
10-012	Lake Avenue - Reed Road to Maysville Road	Widening Projects	3
10-013	Saint Joe Center Road - Saint Joe Road to Reed Road	Widening Projects	1
10-014	State Boulevard - Clinton Street to Goshen Avenue	Widening Projects	2
10-015	State Boulevard - Maysville Road to Georgetown North Boulevard	Widening Projects	3
10-016	State Boulevard - Spy Run Avenue to Clinton Street	Widening Projects	2
10-017	Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	Widening Projects	3
10-018	Wells Street - State Boulevard to Fernhill Avenue	Widening Projects	3
10-019	US 24 from Interstate 469 to Bruick Road	Congressional High Priority Corridor Improvement	2
10-020	Interstate 69 - Interstate 469 to US 24	Widening Projects	3
10-021	State Road 1/Dupont Road - Interstate 69 to Tonkel Road	Widening Projects	1
10-022	State Road 14/Illinois Road - Hadley Road to Scott Road	Widening Projects	1
10-023	State Road 14/Illinois Road - Scott Road to West Hamilton Road	Widening Projects	2
10-024	State Road 37 - Doty Road to Interstate 469	Widening Projects	2
10-025	State Road 930 - Minnich Road to Brookwood Drive	Widening Projects	2
10-026	State Road 930/Coliseum Boulevard - Parnell Avenue to Crescent Avenue	Widening Projects	none
10-027	US 30 - Interstate 69 to US 33	Widening Projects	2
10-028	US 30 - US 33 to Flaugh Road	Widening Projects	2
10-029	US 33 - Cook Road to O'Day Road	Widening Projects	3
10-030	US 33 - Cook Road to Washington Center Road	Widening Projects	1
15-001	Auburn Road - Cook Road to Interstate 469 Exit Ramp	Center Turn Lane Improvement	2
15-002	Airport Expressway and Norfolk Southern Railroad	New Railroad Grade Separation	3
15-003	State Road 3/Lima Road - Ludwig Road to Dupont Road	Widening Projects	1
25-001	Auburn Road - Dupont Road to Hursh Road	Center Turn Lane Improvement	1
25-002	Coldwater Road - n/o Dupont Road to Union Chapel Road	Center Turn Lane Improvement	1
25-003	Cook Road - Auburn Road to Coldwater Road	Center Turn Lane Improvement	2
25-004	Covington Road - Interstate 69 to Scott Road	Center Turn Lane Improvement	3
25-005	Covington Road - Scott Road to Homestead Road	Center Turn Lane Improvement	2
25-006	Gump Road - State Road 3 to Auburn Road	Center Turn Lane Improvement	1
25-007	Hadley Road - Illinois Road/State Road 14 to Covington Road	Center Turn Lane Improvement	3
25-008	Liberty Mills Road - Falls Drive to Homestead Road	Center Turn Lane Improvement	3
25-009	Maysville Road - State Boulevard to Stellhorn Road	Center Turn Lane Improvement	2
25-010	Saint Joe Road - Maplecrest Road to Eby Road	Center Turn Lane Improvement	3
25-011	Union Chapel Road - Auburn Road to Tonkel Road	Center Turn Lane Improvement	1
25-012	Wayne Trace - Oxford Street to Pontiac Street	Center Turn Lane Improvement	1
25-013	Fritz Road/Hand Road at Dupont Road	Intersection Realignment	2
25-014	Hand Road at Baird Road	Intersection Realignment	2
25-015	Clinton Street and Coliseum Boulevard	Intersection Reconstruction	2
25-016	Clinton Street and Washington Center/St. Joe Center Road	Intersection Reconstruction	2
25-017	Coliseum Boulevard and Pontiac Street Intersection	Intersection Reconstruction	2
25-018	Coverdale Road, Winters Road and Indianapolis Road	Intersection Reconstruction	2
25-019	Covington Road and Dicke Road/Covington Road and Hadley Road Intersections	Intersection Reconstruction	2
25-020	Covington Road and Jefferson Boulevard/Covington Road and Getz Road/ Getz Road and Jefferson Boulevard Intersections	Intersection Reconstruction	1
25-021	Hadley Road, Bass Road and Yellow River Road	Intersection Reconstruction	2
25-022	Homestead Road and US 24	Intersection Reconstruction	3
25-023	Jefferson Boulevard, Rekeweg Road and N. Bend Drive	Intersection Reconstruction	1

## Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
25-024	Leo Road and Mayhew Road	Intersection Reconstruction	1
25-025	Ryan Road and Dawkins Road	Intersection Reconstruction	3
25-026	Anthony Boulevard and Norfolk Southern Railroad	New Railroad Grade Separation	2
25-027	Anthony Boulevard and CSX Railroad	Reconstruct Railroad Grade Separation	2
25-028	Carroll Road - State Road 3 to Coldwater Road	Reconstruction and Realignment	1
25-029	Flutter Road - Schwartz Road to St. Joe Road	Reconstruction and Realignment	2
25-030	Moeller Road - Green Street to Hartzell Road	Reconstruction and Realignment	1
25-031	Ryan Road - Harper Road and Bremer Road	Reconstruction and Realignment	2
25-032	Jefferson Boulevard - Lutheran Hospital Entrance to Interstate 69 Ramps	Turn Lane Extension	2
25-033	Adams Center Road - State Road 930 to Moeller Road	Widening Projects	3
25-034	Clinton Street - Auburn Road to Dupont Road / State Road 1	Widening Projects	2
25-035	Dupont Road - Coldwater Road to Lima Road/State Road 3	Widening Projects	2
25-036	Hillegas Road - s/o Bass Road to Washington Center Road	Widening Projects	2
25-037	Huguenard Road - Washington Center Road to Cook Road	Widening Projects	2
25-038	Washington Center Road - Lima Road/State Road 3 to US 33	Widening Projects	2
25-039	Bass Road over Interstate 69	Bridge Reconstruction/Modification	none
25-040	Covington Road over Interstate 69	Bridge Reconstruction/Modification	none
25-041	Ellison Road over Interstate 69	Bridge Reconstruction/Modification	none
25-042	Hillegas Road over Interstate 69	Bridge Reconstruction/Modification	none
25-043	US 27/Clinton Steet Bridge over St. Mary's River w/Pedestrian Treatment	Bridge Reconstruction/Modification	none
25-044	US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment	Bridge Reconstruction/Modification	none
25-045	Interstate 469 and State Road 1/Bluffton Road Interchange	Interchange - Modification	none
25-046	Interstate 469 and US 24 Interchange	Interchange - Modification	2
25-047	Interstate 469 and US 27 Interchange	Interchange - Modification	none
25-048	Interstate 469 and US 30/SR 930 Interchange	Interchange - Modification	1
25-049	Interstate 69 and US 30/33/SR 930 Interchange	Interchange - Modification	none
25-050	US 30 and US 33 Interchange	Interchange - Modification	2
25-051	Interstate 69 and Hursh Road	Interchange - New Construction	2
25-052	Union Chapel Road at Leo Road/State Road 1	Intersection Reconstruction	1
25-053	State Road 1/Leo Road and Amstutz Road	Intersection Reconstruction	none
25-054	State Road 14/Illinois Road and Allen/Whitley County Line Road	Intersection Reconstruction	none
25-055	US 30 east of Interstate 469	ITS - Motorist Information/Changeable Message Signs	none
25-056	US 30 west of Interstate 69	ITS - Motorist Information/Changeable Message Signs	none
25-057	US 27/Clinton Street - State Boulevard to Fourth Street	Reconstruction and Realignment	none
25-058	Interstate 469 - Interstate 69 to Maplecrest Road	Widening Projects	none
25-060	Interstate 69 - Dupont Road/State Road 1 to Hursh Road	Widening Projects	3
25-062	Interstate 69 - s/o Coldwater Road to Dupont Road/State Road 1	Widening Projects	1
25-063	State Road 1/Leo Road - Tonkel Road to Union Chapel Road	Widening Projects	2
25-064	State Road 14 - West Hamilton Road to Allen/Whitley County Line	Widening Projects	3
25-065	State Road 3 - Dupont Road to Gump Road	Widening Projects	3
25-066	State Road 3 - Interstate 69 to Washington Center Road (south bound)	Widening Projects	none
25-067	US 24 - Interstate 69 to Homestead Road	Widening Projects	none
25-068	US 30 - Flaugh Road to O'Day Road	Widening Projects	3
30-001	Bass Road - Hillegas Road to Scott Road	Center Turn Lane Improvement	2
30-002	Engle Road - Bluffton Road to Smith Road	Center Turn Lane Improvement	2
30-003	Cook Road and Huguenard Road Intersection	Intersection Reconstruction	1
30-004	Dartmouth Drive and Washington Center Road Intersection	Intersection Reconstruction	1
30-005	Goshen Road and Lillian Avenue and Sherman Boulevard	Intersection Reconstruction	3
30-006	Coombs Street - Maumee Avenue to Wayne Street	New Construction	1
30-007	Spring Street - Wells Street to Spy Run Avenue	New Construction	2
30-008	Allen County/Whitley County Line Road - US 24 to SR 14	Reconstruction and Realignment	2
30-009	Coverdale Road - Indianapolis Road to Airport Expressway	Reconstruction and Realignment	2
30-010	Lake Avenue - Anthony Boulevard to Coliseum Boulevard/State Road 930	Reconstruction and Realignment	2
30-011	Landin Road - North River Road to Maysville Road	Reconstruction and Realignment	2
30-012	Moeller Road - Hartzell Road to Adams Center Road	Reconstruction and Realignment	2
30-013	Till Road - Lima Road/State Road 3 to Dawson Creek Boulevard	Reconstruction and Realignment	1
30-014	Wallen Road - Hanauer Road to Auburn Road	Reconstruction and Realignment	2

## Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
30-015	Ardmore Avenue - Engle Road to Lower Huntington Road	Widening Projects	3
30-016	Ardmore Avenue - Jefferson Boulevard to Taylor Street	Widening Projects	1
30-017	Ardmore Avenue - Taylor Street to Engle Road	Widening Projects	2
30-018	Bass Road - Hillegas Road to Scott Road	Widening Projects	3
30-019	Clinton Street - Parnell Avenue to Auburn Road	Widening Projects	3
30-020	Maysville Road - Maplecrest Road to Keoster Ditch	Widening Projects	2
30-021	US 24 from Bruick Road/ Ryan Road to e/o Webster Road	Congressional High Priority Corridor Improvement	2
30-022	US 24 from e/o Webster Road to w/o State Road 101	Congressional High Priority Corridor Improvement	2
30-023	US 24 from w/o State Road 101 to Indiana/Ohio State Line	Congressional High Priority Corridor Improvement	1
30-024	Interstate 69 and Coldwater Road Interchange - Ludwig Road	Interchange - Modification	none
30-025	State Road 1/Bluffton Road - Interstate 469 to Allen/Wells County Line	Widening Projects	3
30-026	State Road 14/Illinois Road - Interstate 69 to Hadley Road	Widening Projects	2
30-027	State Road 37 - Doty Road to Cuba Road	Reconstruction and Realignment	3
30-028	US 33 - O'Day Road to State Road 205	Widening Projects	3
30-029	US 24 @ State Road 101	Interchange - New Construction	none
30-030	US 24 @ Webster Road	Interchange - New Construction	none
30-031	US 24 @ Bruick Road/Ryan Road	Interchange - New Construction	none
Completed	Ardmore Avenue - Airport Expressway to Lower Huntington Road	New Construction	1
Completed	Dupont Road - Pine Mills Road to Auburn Road	Reconstruction and Realignment	1
Completed	Interstate 69 - s/o Leesburg Road to s/o Coldwater Road	Widening Projects	1
Completed	Interstate 69 - s/o US 24 to s/o Leesburg Road	Widening Projects	1
Completed	Interstate 69 north of SR 1/Dupont Road	ITS - Motorist Information\Changeable Message Signs	1
Completed	Interstate 69 south of Interstate 469/Lafayette Center Road	ITS - Motorist Information\Changeable Message Signs	1
Completed	Jefferson Boulevard - Swinney Park to Main Street	Center Turn Lane Improvement	1
Completed	Lake Avenue - Coliseum Boulevard/State Road 930 to Reed Road	Widening Projects	1
Completed	Maysville Road and Old SR 37/Maysville Road and Stellhorn Road/ Old SR 37 and Stellhorn Road Intersections	Intersection Reconstruction	1
Completed	Union Chapel Road at Tonkel Road	Intersection Realignment	1