

Transportation Improvement Program

2009-2012

NIRCC

Northeastern Indiana Regional Coordinating Council

The FY 2009-2012 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, 5316 and 5317)

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.

TABLE OF CONTENTS

Chapters

I.	INTRODUCTION	1
II.	ORGANIZATION AND STUDY AREA	3
III.	TRANSPORTATION IMPROVEMENT UPDATE PROCESS	9
IV.	2030 TRANSPORTATION PLAN	23
V.	FORECAST OF AVAILABLE FUNDS	31
VI.	TRANSIT PROJECTS AND FINANCIAL ANALYSIS	37
	FISCAL YEAR 2009 CAPITAL	37
	FISCAL YEAR 2010 CAPITAL	38
	FISCAL YEAR 2011 CAPITAL	38
	FISCAL YEAR 2012 CAPITAL	38
	PRIVATE ENTERPRISE PARTICIPATION	38
	FINANCIAL PLANNING AND REVENUE ANALYSIS	39
	SECTION 5310 PROJECTS	50
VII.	LOCAL HIGHWAY PROJECTS	51
VIII.	LOCAL TRANSIT PROJECTS	63
IX.	INDOT HIGHWAY PROJECTS	71
X.	FY 08 STATUS REPORT FOR LOCAL & INDOT PROJECTS	83
APPENDIX A	PUBLIC INVOLVEMENT	
APPENDIX B	NEWSPAPER ARTICLES	
APPENDIX C	LONG RANGE PLAN – <i>PROJECT NUMBERS</i>	

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

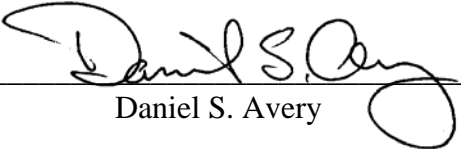
WHEREAS, the Northeastern Indiana Regional Coordinating Council is the organization designated by the Governor as the Metropolitan Planning Organization responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Fort 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 June 3, 2008 and the Northeastern Indiana Coordinating Council on June 18, 2008 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED): 
Daniel S. Avery

(DATE): June 19, 2008

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL,
CERTIFYING THAT THE FY 2009-2012 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 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 FY2009-2012 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2009-2012 Transportation Improvement Program (TIP) 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 2009-2012 TIP are consistent with the approved NIRCC 2030 TP.

That no project in the FY2009-2012 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

That the FY2009-2012 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 2009-2012 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 2009, 2010, 2011 and 2012) represent committed projects by state and local governments.

II. ORGANIZATION AND STUDY AREA

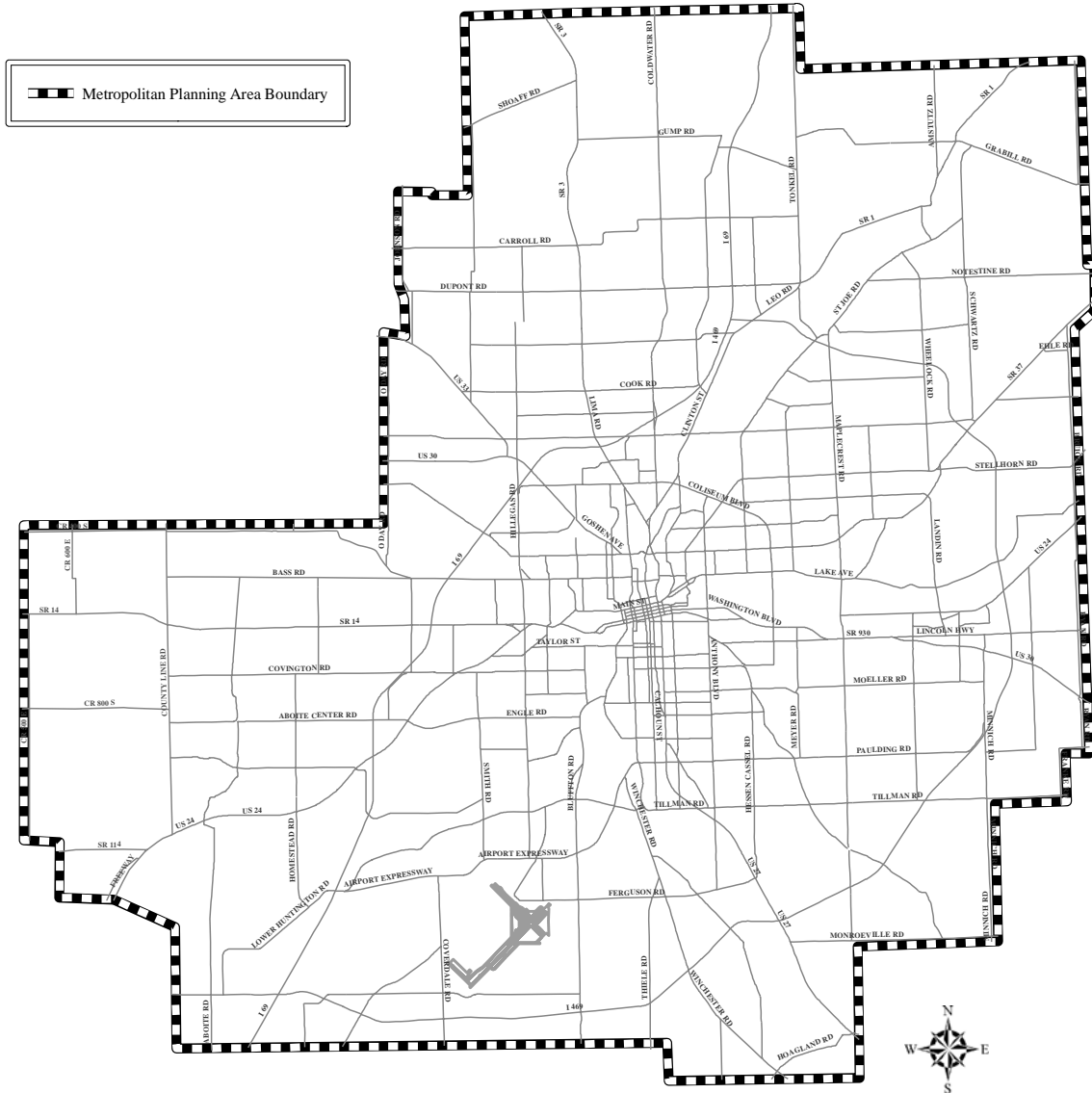
II. ORGANIZATION AND STUDY AREA

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 Tom Henry - City of Fort Wayne
Mayor Terry McDonald - Allen County Commissioner Representative
Commissioner Connie R. Miles - DeKalb County
Councilwoman, Janet Ordway - DeKalb County Council
Gene Donaghy - Governor Appointee
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
 - Tory Richardson - Director of Operations and Facilities
- f. One representative from the Indiana Department of Transportation, Ft Wayne Dist.
 - Ben Shaffer - Planning 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, 5316 and 5317 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:

Shan Gunawardena - Fort Wayne Representative
Denny Bruce - Fort Wayne Representative
Mike Eckert - Allen County Representative

Mike Thornson - Allen County Representative
Laurent Fournier - Indiana Department of Transportation Representative
Mike McConnell - New Haven Representative
Tom Walls - Fort Wayne Representative
Michelle Wood - Allen County Plan Commission

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 - Department of Planning Services – Plan Commission Staff
Wendy Barrott - Citilink Board Member
Dan Burian - Deluxe 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 PROGRAMUPDATE 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

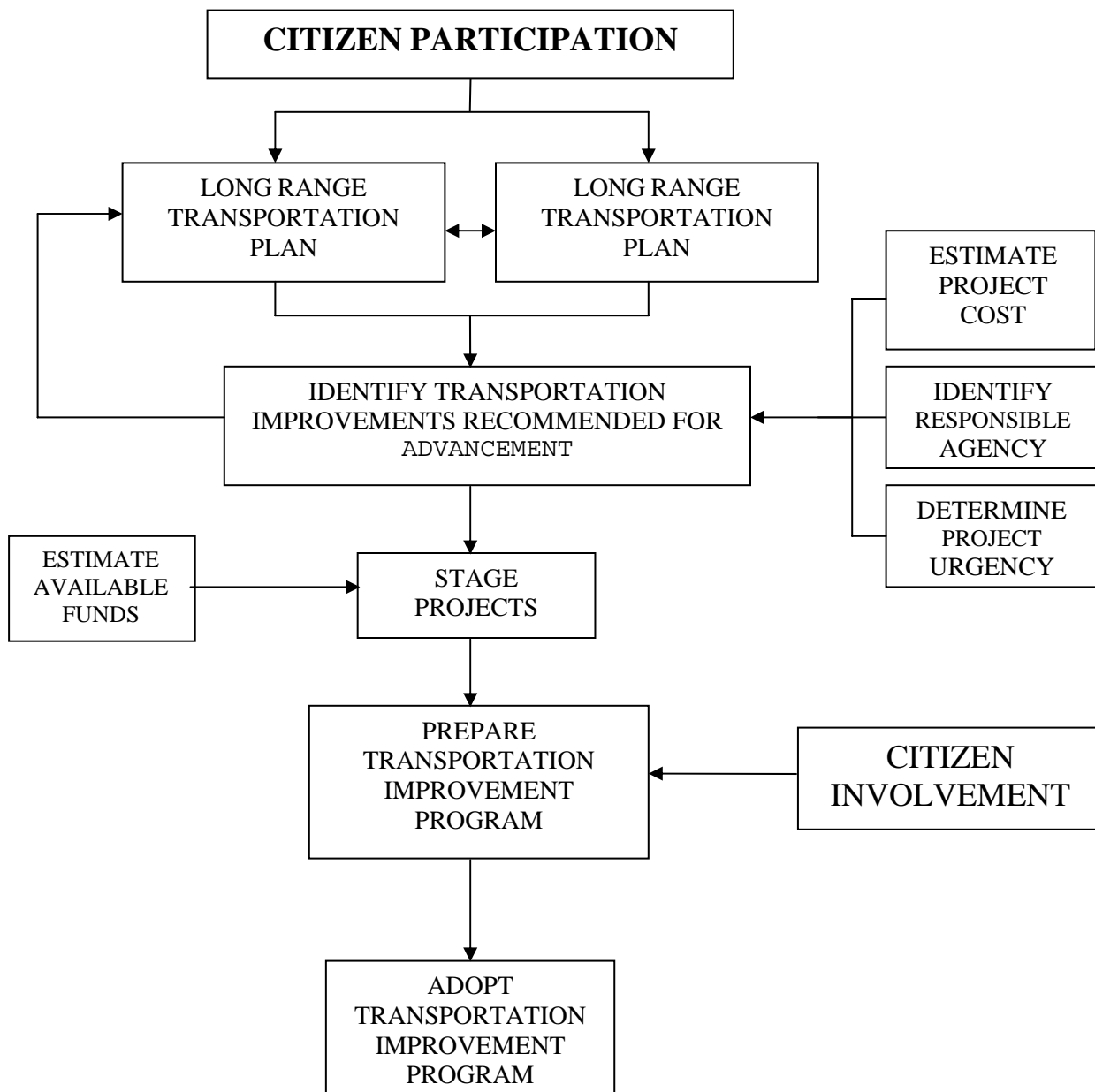
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 09–FY 12 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-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, 2008 to June 31, 2012 for state projects, October 1, 2008 to September 30, 2012 for local projects and January 1, 2009 to December 31, 2012 for transit projects . 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
- 2 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.

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 River

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, Section 5310 Section 5316 and Section 5317.

Based on the report received by INDOT Policy and Budget division, the amount of available funds for programming the FY 09 – FY 12 Transportation Improvement Program is approximately 50,450,527 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 3.0 million dollars per project 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 Highway Safety Improvement Program (HSIP) funds and remaining Hazard Elimination and Safety (HES) funds are 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. 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 565,467 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 \$1,867,075 from State Public Mass Transportation Funds (PMTF) for FY 09. Through capitalization of maintenance costs, \$1,468,584 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 09 through FY 12 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 2008 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 09			
FY 10			
FY 11	\$50,450,527 *	\$45,535,000	\$4,915,527
FY 12			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 09 – FY 12 meets the fiscal constraint requirement.

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

Table 2
ALLOCATED FEDERAL FUNDS

FUND TYPE	FY 09	FY 10	FY 11	FY 12
STP/EB Areas over 200,000	\$6,463,215	\$6,463,215	\$6,463,215	\$6,463,215
STP Areas under 5,000	\$13,936,714	\$13,936,714	\$13,936,714	\$13,936,714
EB Areas under 5,000	\$7,203,762	\$7,203,762	\$7,203,762	\$7,203,762
BRZ, BHZ, BRZ-NBIS	Available to LPAs on a priority/ sufficiency rating basis			
HES	\$450,000			
HSIP	\$565,467	\$565,467	\$565,467	\$565,467
CMAQ FTA 5307/5309	\$1,874,156	\$1,874,156	\$1,874,156	\$1,874,156
Operating Capital	0	0	0	0
	\$2,696,000	\$2,504,800	\$1,659,200	\$767,200
Matching Funds				
JURISDICTION	FY 09	FY 10	FY 11	FY 12
Allen County	\$4,468,400	\$530,000	\$3,296,300	\$307,944
Fort Wayne	\$1,317,800	\$3,237,500	\$632,500	\$884,600
New Haven	\$409,300	\$50,000	\$345,000	\$0
Fort Wayne PTC Operating Capital	\$6,963,137 \$674,000	\$7,136,095 \$626,200	\$7,312,805 \$3,054,704	\$7,493,321 \$1,651,957

*Based on existing Indiana Department of Transportation policies.

Table 3
Source and Expenditure of Local Transportation Funds

Annual Estimates

CITY OF FORT WAYNE

Source	Available Funds	Fund Utilization
MVH and Wheel Tax Surtax	\$9,348,000	Operations, Materials, and Maintenance
LR & S	\$2,776,000	Traffic Maintenance and Modernization
CEDIT	Varies annually	Pavement Management and Matching Funds

CITY OF NEW HAVEN

Source	Available Funds	Fund Utilization
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

Source	Available Funds	Fund Utilization
MVH	\$6,640,000	Operations and Maintenance
LR & S	\$1,610,000	Design, Engineering, and Matching Federal Funds
Wheel Tax Surtax	\$1,232,000	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 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.

FY 2008 contained funding for two years programming of allocated Job Access (JARC) and New Freedom funding. FY 08-09 projects selected were increased frequency on selected routes and additional trips provided by the Community Transportation Network, respectively. Citilink will also request continued funding transfer from the Federal Highway Congestion Mitigation and Air Quality Control Program (CMAQ) for eligible projects.

FY 2010 CAPITAL PROJECTS

Capital projects for FY 2009 include the capitalization of maintenance costs at an expected \$1,527,327 in federal funds and complementary paratransit service costs underwritten by up to \$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, and other maintenance equipment at \$40,000 FTA participation.

One supervisor vehicle and one maintenance truck are scheduled for replacement to ensure support fo 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. Citilink will also request continued funding transfer from the Federal Highway Congestion Mitigation and Air Quality Control Program (CMAQ) for eligible projects.

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 up to \$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 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 would 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 will also request continued funding transfer from the Federal Highway Congestion Mitigation and Air Quality Control Program (CMAQ) for eligible projects.

FY 2012 CAPITAL PROJECTS

Capital projects for FY 2012 include the capitalization of maintenance costs at an expected \$1,651,957 in federal funds and complementary paratransit service costs underwritten by up to \$290,119 in federal funds in support of the CY 2012 budget. Citilink also is including communications equipment costs at \$19,200 in FTA participation, and other maintenance equipment at \$40,000 FTA participation

Citilink also anticipates replacement of eight minibuses at \$488,000, maintenance facility rehabilitation at \$200,000, computer equipment at \$20,000 communications equipment costs at \$19,200, and other maintenance equipment at \$40,000 FTA participation.

Again in 2012, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding. Citilink will also request continued funding transfer from the Federal Highway Congestion Mitigation and Air Quality Control program (CMAQ) for eligible projects.

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 of 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 2007, Citilink fixed route provided more passenger trips than in any year since 1989. Citilink Access ridership also increased in 2007, to its highest level 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 the Plan by the FWPTC Board of Directors and implementation began in 2005.

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 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 bases have on the other hand, increased from \$1.338 million in 1997 to \$2.853 million in 2008. Table 1 provides a summary of federal formula funds apportioned from 2004-2008.

**Table 1
Federal Formula Apportionments
2004-2008**

Year	Operating	Capital	Total
2004	\$0	\$2,319,382	\$2,319,382
2005	\$0	\$2,409,192	\$2,409,192
2006	\$0	\$2,479,950	\$2,479,950
2007	\$0	\$2,617,543	\$2,853,008
2008	\$0	\$2,853,008	\$2,853,008

In addition, Citilink has been the beneficiary of specifically dedicated earmarks of discretionary Federal funds from the Section 5309 discretionary capital and Job Access and Reverse Commute (JARC). Citilink has also received funding for selected projects from the Congestion Mitigation and Air Quality Control (CMAQ) program. In recent years, funding has been allocated for Job Access (JARC) and New Freedom programs; projects are selected under purview of the 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 0.76 percent. This percentage was increased slightly in the 2006-2007 legislative session. 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 with the funds were established in 1983. 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 2004.

**Table 2
Allocation of State Public Mass Transportation Funds
2004-2008**

<u>Year</u>	<u>Allocation</u>
2004	\$1,485,584
2005	\$1,503,228
2006	\$1,644,210
2007	\$1,726,215
2008	\$1,983,320

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 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 \$4.2 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 2003-2007. 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. In 2007 Citilink appealed a clerical error that omitted an increase in local property tax receipts resulting from the Aboite Township annexation. This appeal was granted and a levy increased of \$518,339 was anticipated to increase over the period as ridership improves; however, this will not likely keep pace with increasing costs. Adjustments to fares are likely, however, the elasticity of fare changes must be taken into account and increase in fare does not necessarily translate into a corresponding increase in overall fare revenue.

**Table 3
Local Citilink Tax Revenues
2003-2007**

Year	Operating Funds	Debt Service	Cumulative Capital Fund	Total
2003	\$3,385,259	\$0	\$302,853	\$2,811,566
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	\$4,200,238	\$0	\$0	\$4,200,238

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

Bus fare 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 2003 through 2007. Table 5 is a summary of operating revenues from 2003 through 2007.

Table 4
Farebox, Special Event, and Miscellaneous Revenue
2003-2007

Year	Bus Fare Revenue	Misc. Revenue	Access Fare Revenue	Special Events	Total
2003	\$775,854	\$84,090	\$85,957	\$10,869	\$956,770
2004	\$832,331	\$133,514	\$87,980	\$0	\$1,053,825
2005	\$917,858	\$224,078	\$88,256	\$0	\$1,230,192
2006	\$957,766	\$296,784	\$98,094	\$0	\$1,352,644
2007	\$987,758	\$301,074	\$99,226	\$0	\$1,388,058

Table 5
Total Operating and Non-Operating Revenue Applied to Services
2003-2007

Year	Federal	State PMTF	Local Taxes	Farebox, Special Events/Misc	Total
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	\$2,021,845*	\$1,644,210	\$4,189,423	\$1,393,849	9,249,327
2007	\$2,008,247*	\$1,726,215	\$4,904,120	\$1,338,058	10,028,640

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

Future Funding

While no longer providing a direct operating subsidy, the FTA Section 5307 program allows the use of capital funds to support preventive maintenance costs and a portion of paratransit expenses. This flexibility has provided has allowed for some federal support for operation the transit system. Access to federal programs such as JARC and CMAQ can also provide some operating support. 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, the property tax freeze by the State General Assembly does not even allow for modest increases to accommodate inflation let alone service improvements; as our community demands in response to higher gas prices. 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 6 illustrates the federal formula funds and local cumulative capital funds expected from 2009-2012. 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 funds will be needed for 2009-2012. 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
2008-2012

Year	Estimated Federal Formula Funds	Local Cumulative Capital Funds	Estimated Total Capital Funds
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
2012	\$3,397,746	\$350,000	\$3,747,746
TOTAL	\$12,396,594	\$1,400,000	\$13,796,594

Table 7 (see next page) outlines the projected available 5307 formula and local capital funds based on current available balances and projected expenses over a five year period.

Table 7
Projected Formula Capital Funds
2008-2012

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
2012	\$350,550	\$3,397,746	\$3,748,296	\$522,098	\$350,000	\$872,098	\$4,620,394

Year	Federal Capital Available	(Deduct Cap/Mtc., Comp Para Tr.)	Federal Capital 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
2012	\$3,748,296	\$1,867,381	\$1,019,200	\$861,715	\$872,098	\$254,800	\$617,298

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 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
Future Projected Operating Budgets and Forecasted Revenue
2008-2012

Item	2008	2009	2010	2011	2012
Wages & Benefits	\$7,015,319	\$7,225,778	\$7,442,552	\$7,665,828	\$7,895,803
Services	\$515,901	\$531,378	\$541,320	\$563,739	\$580,651
Supplies	\$1,980,315	\$2,039,725	\$2,100,916	\$2,163,944	\$2,228,862
Utilities, Taxes, and Insurance	\$565,804	\$582,778	\$600,261	\$618,269	\$636,817
Other	\$171,896	\$177,053	\$182,364	\$187,835	\$193,470
Total Costs	\$10,249,234	\$10,556,711	\$10,873,413	\$11,199,615	\$11,535,604
Total Revenue	\$9,723,481	\$10,015,186	\$10,315,641	\$10,625,110	\$10,943,864
Net					
(Maximum Transfer from Reserve)	(\$525,753)	(\$541,526)	(\$557,772)	(\$574,505)	(\$591,740)

Fleet Roster

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

**Table 9
Fleet Roster Fort Wayne Public Transportation Corporation / CitiLink (Mileage as of 4/28/08)**

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Replacement
Contingency*	9158	1991	GILLIG	SPIRIT	15GCE1910M2090222	30'	Yes	23/2wc	261,222	Poor	N/A
Contingency	9159	1991	GILLIG	SPIRIT	15GCE1910M2090224	30'	Yes	23/2wc	215,336	Poor	N/A
Active	9160	1991	GILLIG	PHANTOM	15GCB0913M1084293	35'	Yes	37/2wc	475,665	Fair	2010
Active	9161	1991	GILLIG	PHANTOM	15GCB0914M1084299	35'	Yes	37/2wc	437,983	Fair	2010
Active	9801	1998	GILLIG	PHANTOM	15GCB1819WIO88603	35'	Yes	37/2wc	416,057	Good	2011
Active	9802	1998	GILLIG	PHANTOM	15GCB1819WIO88604	35'	Yes	37/2wc	428,177	Good	2011
Active	9803	1998	GILLIG	PHANTOM	15GCB1819WIO88605	35'	Yes	37/2wc	451,072	Good	2011
Active	9804	1998	GILLIG	PHANTOM	15GCB1819WIO88606	35'	Yes	37/2wc	439,801	Good	2010
Active	9805	1998	GILLIG	PHANTOM	15GCB1819WIO88607	35'	Yes	37/2wc	445,957	Good	2010
Active	9806	1998	GILLIG	PHANTOM	15GCB1819WIO88608	35'	Yes	37/2wc	404,746	Good	2010
Active	9807	1998	GILLIG	PHANTOM	15GCB1819WIO88609	35'	Yes	37/2wc	456,609	Good	2010
Active	9808	1998	GILLIG	PHANTOM	15GCB1819WIO88610	35'	Yes	37/2wc	443,486	Good	2010
Active	9809	1998	GILLIG	PHANTOM	15GCB1819WIO88611	35'	Yes	37/2wc	448,029	Good	2010
Active	9810	1998	GILLIG	PHANTOM	15GCB1819WIO88612	35'	Yes	37/2wc	441,464	Good	2010
Active	9811	1998	GILLIG	PHANTOM	15GCA1819WIO89126	30'	Yes	29/2wc	489,980	Good	2010
Active	9812	1998	GILLIG	PHANTOM	15GCA1819WIO89127	30'	Yes	29/2wc	455,321	Good	2010
Active	9813	1998	GILLIG	PHANTOM	15GCA1819WIO89128	30'	Yes	29/2wc	454,370	Good	2010
Active	9814	1998	GILLIG	PHANTOM	15GCA1819WIO89129	30'	Yes	29/2wc	484,010	Good	2010
Contingency*	9861	1998	SUPREME	FORD S DUTY	1FDXE40F4WHC03752	24'	Yes	14/2wc	267,069	Poor	N/A
Contingency*	9863	1998	SUPREME	FORD S DUTY	1FDXE40F4WHC06296	24'	Yes	14/2wc	298,883	Poor	N/A
Contingency*	15	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84189	28'	Yes	23/2wc	193,498	Poor	2007
Active	16	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84190	28'	Yes	23/2wc	222,207	Fair	2007
Active	17	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84191	28'	Yes	23/2wc	261,892	Fair	2007
Active	18	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84192	28'	Yes	23/2wc	254,289	Fair	2007
Contingency*	19	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84193	28'	Yes	23/2wc	255,820	Poor	2007
Contingency*	20	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84194	28'	Yes	23/2wc	251,589	Poor	2007
Active	221	2002	GILLIG	LOW FLOOR	15GGE181221090518	30'	Yes	27/2wc	299,398	Good	2014
Active	222	2002	GILLIG	LOW FLOOR	15GGE181221090519	30'	Yes	27/2wc	307,037	Good	2014
Active	223	2002	GILLIG	LOW FLOOR	15GGE181221090520	30'	Yes	27/2wc	290,667	Good	2014
Active	224	2002	GILLIG	LOW FLOOR	15GGE181221090521	30'	Yes	27/2wc	294,304	Good	2014
Active	225	2002	GILLIG	LOW FLOOR	15GGB181X21072499	35'	Yes	32/2wc	284,300	Good	2014

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Replacement
Active	226	2002	GILLIG	LOW FLOOR	15GGB181221072500	35'	Yes	32/2wc	253,021	Good	2014
Active	227	2002	GILLIG	LOW FLOOR	15GGB181421072501	35'	Yes	32/2wc	287,362	Good	2014
Active	228	2002	GILLIG	LOW FLOOR	15GGB181621072502	35'	Yes	32/2wc	245,617	Good	2014
Active	570	2005	GLAVAL	FORD E-450	1FDXE45P35HA66446	24'	Yes	14/2wc	151,734	Fair	2010
Active	571	2005	GLAVAL	FORD E-450	1FDXE45P25HA66440	24'	Yes	14/2wc	133,559	Fair	2010
Active	572	2005	GLAVAL	FORD E-450	1FDXE45P35HA60811	24'	Yes	14/2wc	138,263	Fair	2010
Active	573	2005	GLAVAL	FORD E-450	1FDXE45P65HA84083	24'	Yes	14/2wc	141,204	Fair	2010
Active	682	2006	SUPREME	FORD E-450	1FDXE45P26DB42439	24'	yes	14/2wc	50,503	Good	2013
Active	629	2006	GILLIG	LOW FLOOR	15GGB291661076883	35'	Yes	32/2wc	89,832	Good	2018
Active	630	2006	GILLIG	LOW FLOOR	15GGB291861076884	35'	Yes	32/2wc	95,633	Good	2018
Active	831	2008	GILLIG	LOW FLOOR	15GGB271X81078836	35'	Yes	32/2wc	6,697	Good	2018
Active	832	2008	GILLIG	LOW FLOOR	15GGB271181078837	35'	Yes	32/2wc	6,825	Good	2018
Active	833	2008	GILLIG	LOW FLOOR	15GGB271381078838	35'	Yes	32/2wc	6,454	Good	2018
Active	834	2008	GILLIG	LOW FLOOR	15GGB271581078839	35'	Yes	32/2wc	5,461	Good	2018
Active	835	2008	GILLIG	LOW FLOOR	15GGB271181078840	35'	Yes	32/2wc	4,638	Good	2018
Active	836	2008	GILLIG	LOW FLOOR	15GGB271381078841	35'	Yes	32/2wc	4,681	Good	2018

*Note: These vehicles are scheduled for disposition ASAP

Access Demand Response:

Active	365	2003	SUPREME	FORD E-450	1FDXE45F83HA02648	24'	Yes	12/5wc	145,052	Fair	2008
Active	366	2003	SUPREME	FORD E-450	1FDXE45FX3HA02649	24'	Yes	12/5wc	148,061	Fair	2008
Active	367	2003	SUPREME	FORD E-450	1FDXE45F63HA02650	24'	Yes	12/5wc	144,646	Fair	2008
Active	368	2003	SUPREME	FORD E-450	1FDXE45FX3HA02652	24'	Yes	12/5wc	149,019	Fair	2008
Active	369	2003	SUPREME	FORD E-450	1FDXE45F13HA02653	24'	Yes	12/5wc	140,462	Fair	2008
Active	574	2005	GLAVAL	FORD E-450	1FDXE45P05HA78165	24'	Yes	10/5wc	82,593	Good	2012
Active	575	2005	GLAVAL	FORD E-450	1FDXE45P85HA78155	24'	Yes	10/5wc	82,311	Good	2012
Active	576	2005	GLAVAL	FORD E-450	1FDXE45P75HA78115	24'	Yes	10/5wc	78,124	Good	2012
Active	577	2005	GLAVAL	FORD E-450	1FDXE45P05HA84080	24'	Yes	10/5wc	81,906	Good	2012
Active	578	2005	GLAVAL	FORD E-450	1FDXE45P25HA84081	24'	Yes	10/5wc	90,126	Good	2012
Active	579	2005	GLAVAL	FORD E-450	1FDXE45P15HA78157	24'	Yes	10/5wc	87,063	Good	2012
Active	580	2005	GLAVAL	FORD E-450	1FDXE45P75H78129	24'	Yes	10/5wc	76,060	Good	2012
Active	581	2005	GLAVAL	FORD E-450	1FDXE45P25HA78118	24'	Yes	10/5wc	86,582	Good	2012

Trolley Replica:

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Replacement
Contingency	Tr 1	1987	CHANCE	TROLLEY REPLICA	1C9CS2DW6BW077380	24'	No	24	127,674	Fair	N/A
Contingency	Tr 2	1987	CHANCE	TROLLEY REPLICA	1C9CS2DW8HW077381	24'	No	24	117,053	Fair	N/A
Contingency	Tr 3	1987	CHANCE	TROLLEY REPLICA	1C9CS2DWXHW077382	24'	No	24	118,436	Fair	N/A

Support:

Active	2	1997	OLDSMOBILE	CIERA	1G3NB52M5V6316687				55621	Fair	N/A
Active	10	2000	FORD	TAURUS	1FAFP5321YG209210				132441	Fair	2010
Active**	9	1999	DODGE	CARAVAN	2B4GP44R8XR207371		Yes	3/2wc	98075	Fair	2007
Active**	12	1999	DODGE	CARAVAN	2B4GP44R8XR207372		Yes	3/2wc	89789	Fair	2007
Active	62	1988	CHEVROLET	S-10	1GTBS14E5J2516309				115818	Fair	N/A
Active	64	1979	INTERNATIONAL	WRECKER	D3017GGB17341				18438	Fair	N/A
Active	66	1987	CHEVROLET	3/4 PLOW	1GTGV24J5HJ515547				40702	Fair	N/A
Active	93	1993	FORD	3/4 SVC	1FTHF26GXPNB36120				1997	Fair	2008
Active	71	2001	FORD	1 TON DUMP	1FDWF37S1ED16092				122920	Good	2020
Active	82	2001	DODGE	DAKOTA	1B7GL32X52S560458				103745	Good	2010
Contingency**	996	1999	DODGE	VAN	2B6LB31Z8XK580097		Yes	10/2wc	141931	Poor	N/A

**Note: 3 replacement low floor modified minivan Supervisor vehicles are on order

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

The Allen County Council on Aging and Community Transportation Network applied for Section 5310 capital assistance through the Indiana Department of Transportation during Fiscal Year 2008. Notice of awards was received in early June of 2008.

The Allen County Council on Aging applied for capital assistance for the purchase of one type C raised roof 12 passenger van with a lift. The total cost for the raised roof van was 38,000 dollars of which eighty percent, 30,400 dollars requested from federal funds and a local match from the Allen County Council on Aging of 7,600 dollars for the requested vehicle. The vehicle was requested replace and existing van to provide specialized transportation to handicapped and/or elderly persons to access nutrition sites, medical appointments, grocery stores, and other well-being needs. This van was not approved by the Indiana Department of Transportation.

The Community Transportation Network applied for capital assistance for the purchase of three (3) type C 12 passenger modified vans with a lift. The total cost of the modified vans was 114,000 dollars of which eighty percent, 91,200 dollars from federal funds and local match from the Community Transportation Network 22,800 dollars for the requested vehicles. The vehicles were replacing existing vehicles used to transport elderly and/or disabled persons for medical purposes. The service area will included both urban and rural portions of Allen County. The request was approved for two of the three vans in the amount of 86,000 dollars. Of this amount 68,000 dollars will be from federal funds and 17,200 in local match funds.

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 that were requested. The Community Transportation Network modified passenger vans with lifts received priority one, two, and three. The Allen County Council on Aging modified passenger van with a lift received priority four. 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 2009-2012

FY 09 TIP Local Highway Projects

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

Project	Phase	LPA	Federal Share	Funding Type
*Aboite Ctr Rd - Coventry Ln to Jefferson Blvd	CN	AC	6,973,600	STP/HSIP
Auburn Rd - Cook Rd & Clinton St	PE	FW	0	
Auburn Rd - Cook Rd & Clinton St	RW	FW	200,000	STP/CMAQ
*Auburn Rd & Wallen Rd	CN	FW	104,000	CMAQ
*Bass Rd - Hillegas Rd to Scott Rd	PE	AC	1,760,000	STP
*Berry St & Wayne Street Bike Lanes	CN	FW	160,000	CMAQ
Clinton St & Washington Center Rd	PE	FW	72,000	STP/CMAQ
Clinton St & Washington Center Rd	RW	FW	48,000	STP/CMAQ
Clinton St & Washington Center Rd	CN	FW	779,200	STP/CMAQ
*Clinton St (US 27) - Bridge over St Mary's River	PE	FW	507,456	STP
*Covington Rd & Dicke Rd	PE	FW	88,800	STP
Maysville/Stellhorn Rd - Koester to Maplecrest Rd	PE	FW	800,000	HSIP
Marketing / Education for Ozone Awareness	-	NIRCC	100,000	CMAQ
State Blvd - from Spy Run Ave to Cass St	PE	FW	765,632	STP
*Wayne Trace - Pontiac St to Oxford Ave	CN	FW	1,880,000	CMAQ
			14,238,688	

PROJECTS FUNDED WITH STP (33E) Group IV

Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	2,080,000	STP Group IV
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PROJECTS FUNDED WITH STP Group IV Bridge

Bostick Rd - Bridge over St. Mary's River	CN	AC	1,091,663	STP Group IV -BR
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	690,313	STP Group IV -BR
			1,781,976	

TRANSPORTATION ENHANCEMENT (TE)

*Covington Rd Trail - Ph I West Hamilton Rd to w/o I-69	RW	FW	100,000	TE
*Covington Rd Trail - Ph I West Hamilton Rd to w/o I-69	CN	FW	887,172	TE
Fort Wayne Urban Trails (Phase 1)	CN	FW	496,000	TE
New Haven Depot & Corridor Project	CN	NH	737,120	TE
*Pufferbelly Trail - Lawton Park to Franke Park	PE	FW	105,000	TE
*Six Mile Creek	PE	FW	165,735	TE
			2,491,027	

FY 10 TIP Local Highway Projects

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

Project	Phase	LPA	Federal Share	Funding Type
*Auburn Rd - Cook Rd & Clinton St	PE	FW	76,000	INDOT STP
Auburn Rd - Cook Rd & Clinton St	CN	FW	2,430,000	STP/CMAQ
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	FW	160,000	STP/CMAQ
*Clinton St (US 27) - Bridge over St Mary's River	CN	FW	4,194,400	STP / INDOT STP
*Covington Rd & Dicke Rd	RW	FW	80,000	STP
*Dartmouth Dr & Washington Center Rd	CN	FW	1,242,000	HSIP/HES
*Flutter Rd - from Schwartz Rd to Maplecrest Rd	RW	AC	1,280,000	STP
Gump Rd - SR 3 to Coldwater Rd	RW	AC	800,000	STP
Landin Rd - North River Rd to Maysville Rd	PE	NH	200,000	STP
*Maplecrest Rd - Lake Ave to SR 930	CN	AC	14,000,000	STP (CHP)
*Maplecrest Rd - Lake Ave to State Blvd	PE	FW	420,000	STP
Maysville Rd & Stellhorn Rd	RW	FW	1,000,000	CMAQ
*Moeller Rd - Green Rd to Hartzell Rd	RW	NH	329,120	STP
*New Haven Pedestrian Walkways 3 & 5	RW	NH	28,000	CMAQ
*New Haven Pedestrian Walkways 3 & 5	CN	NH	354,000	CMAQ
*Parnell Ave & St Joe River Dr	CN	FW	76,000	CMAQ
*Signal Cabinet and Controller Upgrade-16 intersections	CN	FW	76,000	STP/CMAQ
*Signal Coordination/Interconnect-17 intersections	CN	FW	216,000	STP/CMAQ
*Signal Controller Upgrade-283 intersections	CN	FW	680,000	STP/CMAQ
St. Joe Center Rd - Reed Rd to Maplecrest Rd	PE	FW	320,000	STP
*Spring St Bridge over NS Railroad	RW	FW	200,000	CMAQ
Spring St - Bridge over NS Railroad	CN	AC	2,120,000	CMAQ
State Blvd - Spy Run Ave to Clinton St	RW	FW	1,840,000	STP
*Wireless Vehicle Detection-68 intersections	CN	FW	1,040,000	STP/CMAQ
			33,161,520	

TRANSPORTATION ENHANCEMENT (TE)

*Johnny Appleseed Park to Shoaff Park Trail (Phase 1A)	CN	FW	375,000	TE
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	411,385	TE
*Pufferbelly Trail - from Lawton Park to Franke Park	RW	FW	150,000	TE
Railroad Corridor Acquisition	RW	FW	300,000	TE
*Six Mile Creek	RW	FW	112,500	TE
*Towpath Trail & Homestead Rd Trails (Phase IV)	CN	AC	1,000,000	TE
			2,348,885	

PROJECTS FUNDED WITH STP Group IV

*Carroll Rd - Preserve Blvd to Bethel Rd	PE	HT	179,208	STP Group IV
*2nd St (Grabill) - Shoal Ln to Main St	PE	GR	120,862	STP Group IV

PROJECTS FUNDED WITH STP Group IV Bridge

*Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	379,215	STP Group IV -BR
*Monroeville Rd Br #276- Over Hoffman-Lepper Drain	CN	AC	523,822	STP Group IV -BR

RECREATION TRAILS PROGRAM (RTP)

*Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	FW	150,000	RTP
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SAFE ROUTES TO SCHOOL (SRTS)

*State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	250,000	SRTS
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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	Funding Type
Bass Rd - Hillegas Rd to Hadley Rd	RW	AC	2,000,000	STP
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	RW	FW	160,000	STP/CMAQ
*Flutter Rd - Maplecrest Rd to Schwartz Rd - Reconstruction	CN	AC	5,575,000	STP
*Flutter Rd - Maplecrest Rd to Schwartz Rd - Realignment	CN	AC	960,000	CMAQ
Gump Rd - SR 3 to Coldwater Rd	CN	AC	4,650,000	STP
Landin Rd - North River Rd to Maysville Rd	RW	NH	280,000	STP
*Maplecrest Rd - Lake Ave to State Blvd	RW	FW	800,000	STP
*Moeller Rd - Green Rd to Hartzell Rd	CN	NH	3,200,800	STP/CMAQ
State Blvd - Spy Run Ave to Clinton St	CN	FW	2,370,000	STP
			19,995,800	

TRANSPORTATION ENHANCEMENT (TE)

*Covington Rd Trail - Ph II West Hamilton Rd to Eggeman Rd	CN	FW	509,000	TE
*Pufferbelly Trail - from Lawton Park to Franke Park	CN	FW	712,200	TE

FY 12 TIP Local Highway Projects

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

Project	Phase	LPA	Federal Share	Funding Type
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	CN	FW	600,000	STP/CMAQ
*Covington Rd & Dicke Rd	CN	FW	800,000	STP
Maysville Rd & Stellhorn Rd	CN	FW	1,250,000	CMAQ
St. Joe Center Rd - Reed Rd to Maplecrest Rd	RW	FW	550,000	STP
State Blvd - Clinton St to Cass St	CN	AC/FW	2,370,000	STP
			5,570,000	

PROJECTS FUNDED WITH STP Group IV

*Carroll Rd - Preserve Blvd to Bethel Rd	RW	HT	64,000	STP Group IV
*2nd St (Grabill) - Shoal Ln to Main St	RW	GR	159,450	STP Group IV

TRANSPORTATION ENHANCEMENT (TE)

*Six Mile Creek	CN	FW	92,800	TE
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FY 09-12 TIP Local Highway Projects

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

Project	Phase	LPA	YEAR	Funding Type
Anthony Blvd - Fairfax ave to Capital Ave	CN	FW	2009	Local
Ardmore Ave & Taylor St Intersection	CN	FW	2009	Local
Ardmore Ave - Jefferson Blvd to Taylor St	CN	FW	2009	Local
Barnett Rd - SR 37 to Notestine Rd	CN	AC	2009	Local
Bass Rd & Scott Rd Intersection	CN	AC	2009	Local
Butler Rd & Hillegas Rd Intersection	CN	FW	2009	Local
Cook Rd & Huguenard Rd Intersection	CN	AC	2009	Local
Union Chapel Rd & Leo Rd/SR 1 Intersection	CN	AC	2009	Local

FY 10 ARRA Projects

PROJECTS FUNDED WITH MPO ARRA FUNDS

Project	Phase	LPA	Federal Share	Funding Type
*Aboite Center Rd - West Hamilton Rd to Homestead Rd	CN	AC	259,700	MPO ARRA
*Bass Rd - West County Line Rd to Scott Rd	CN	AC	446,500	MPO ARRA
*Berry St - Broadway to Coombs St	CN	FW	334,600	MPO ARRA
*Bluffton Rd - Liberty Dr (N) to Old Trail Rd (S)	CN	FW	0	MPO ARRA (S)
*Covington Rd - West County Line Rd to FW City Limits	CN	AC	448,200	MPO ARRA
*Diebold Rd - Clinton St to Dupont Rd (SR 1)	CN	AC	0	MPO ARRA (S)
*Doyle Rd - Dawkins Rd to Edgerton Rd	CN	AC	0	MPO ARRA (S)
*Guardrail Safety Treatment @ various bridges NE	CN	AC	0	MPO ARRA (S)
*Guardrail Safety Treatment @ various bridges NW	CN	AC	0	MPO ARRA (S)
*Guardrail Safety Treatment @ various bridges SW	CN	AC	0	MPO ARRA (S)
*Guardrail Safety Treatment @ various bridges SE	CN	AC	0	MPO ARRA (S)
*Hadley Rd - NS Railroad to CSX Railroad s/o Bass Rd	CN	AC	0	MPO ARRA (S)
*Halter Rd - St Joe Rd to Cedar St	CN	AC	0	MPO ARRA (S)
*Hartzell Rd - NS Railroad to Rose Ave	CN	NH	103,500	MPO ARRA
*Hosler Rd - Tonkel Rd to Halter Rd	CN	AC	366,200	MPO ARRA
*Hursh Rd - Auburn Rd to Tonkel Rd	CN	AC	0	MPO ARRA (S)
*Jefferson Blvd - Calhoun St to Clay St	CN	FW	180,100	MPO ARRA
*Jefferson Blvd - sw/o Lutheran Hosp to ne/o Illinois Rd	CN	FW	1,429,500	MPO ARRA
*Knoll Rd - Ardmore Ave to Smith Rd	CN	AC	0	MPO ARRA (S)
*Landin Rd - North River Rd to Maysville Rd	CN	NH	332,200	MPO ARRA
*Leesburg Rd - Kroemer Rd to Beineke Rd	CN	AC	171,700	MPO ARRA
*Liberty Mills Rd - West County Line Rd to Amber Rd	CN	AC	270,000	MPO ARRA
*Lincoln Hwy - 365' e/o Green St to 1320' w/o Doyle Rd	CN	NH	262,900	MPO ARRA
*Minnich Rd - Seiler Rd to SR 930	CN	NH	266,000	MPO ARRA
*Moeller Rd - 450' e/o Quail Creek Blvd to Corp Limits	CN	NH	0	MPO ARRA (S)
*Monroeville Rd - US 27 to Marion Center Rd	CN	AC	0	MPO ARRA (S)
*Muldoon Rd - Ferguson Rd to Winchester Rd	CN	AC	232,500	MPO ARRA
*New Haven Ave - Meyer Rd to SR 930	CN	NH	208,600	MPO ARRA
*North River Rd - Corp Limit to 570' w/o Landin Rd	CN	NH	0	MPO ARRA (S)
*North River Rd - Landin Rd to I-469	CN	AC	0	MPO ARRA (S)
*Notestine Rd - St Joe Rd to Schwartz Rd	CN	AC	0	MPO ARRA (S)
*Rose Ave - Green St to Linden Rd	CN	NH	126,600	MPO ARRA
*Rose Ave - Hartzell Rd to Landin Rd	CN	NH	143,400	MPO ARRA
*Rudisill Blvd - Calhoun St to Anthony Blvd	CN	FW	722,395	MPO ARRA
*Scott Rd - NS Railroad to Scott Rd	CN	AC	0	MPO ARRA (S)
*Seiler Rd - Adams Center Rd to Green Rd	CN	AC	0	MPO ARRA (S)
*Smith Rd - Airport Exp to NS Railroad	CN	AC	375,900	MPO ARRA
*State Blvd - Anthony Blvd to Hobson Rd	CN	FW	502,700	MPO ARRA
*State Blvd - Hobson Rd to Coliseum Blvd	CN	FW	382,500	MPO ARRA
*Summit St - Bensman Ave to Linden Rd	CN	NH	141,200	MPO ARRA
*Thomas Rd - NS Railroad to CSX Railroad	CN	AC	0	MPO ARRA (S)
*Union Chapel Rd - Coldwater Rd to Auburn Rd	CN	AC	277,700	MPO ARRA
*Union Chapel Rd - Tonkel Rd to SR 1	CN	AC	309,900	MPO ARRA
*Union Chapel Rd - Corbin Rd to Coldwater Rd	CN	AC	0	MPO ARRA (S)
*Wallen Rd - Huguenard Rd to Hanauer Rd	CN	AC	154,900	MPO ARRA
*Washington Blvd - Broadway to Clay St	CN	FW	274,400	MPO ARRA
*Washington Center Rd - O'Day Rd to Kroemer Rd	CN	AC	293,300	MPO ARRA
*Wayne St - Broadway to Coombs St	CN	FW	349,200	MPO ARRA
*Wayne Trace - Tillman Rd to 450' s/o Philley Ave	CN	AC	0	MPO ARRA (S)
*West Hamilton Rd - US 24 to Bass Rd	CN	AC	810,300	MPO ARRA
*Wheelock Rd - Flutter Rd to St Joe Rd	CN	AC	0	MPO ARRA (S)
*Winchester Rd - Ferguson Rd to Lower Huntington Rd	CN	AC	328,000	MPO ARRA
*Yohne Rd - Branstrator Rd to Smith Rd	CN	AC	369,300	MPO ARRA



FY 10 ARRA Projects

PROJECTS FUNDED WITH INDOT ARRA FUNDS






Project	Phase	LPA	Federal Share	Funding Type
*Bull Rapids Rd - Main St (SR 101) to City Limits (north)	CN	WB	0	INDOT ARRA
*Carroll Rd - US 33 to Hand Rd	CN	AC	0	INDOT ARRA
*Covington Rd Trail - Eggeman Rd to Braemer Dr	CN	FW	0	INDOT TE ARRA
*Covington Rd Trail - Scott Rd to Sycamore Hills Dr	CN	FW	0	INDOT TE ARRA
*Covington Rd Trail - Sycamore Hills Dr to Eggeman Rd	CN	FW	0	INDOT TE ARRA
*Dawkins Rd - Doyle Rd to Main St (Edgerton)	CN	AC	0	INDOT ARRA
*Ferguson Rd - Bluffton Rd to Winchester Rd	CN	AC	0	INDOT ARRA
*Fort Wayne Greenway Maintenance	CN	FW	0	INDOT TE ARRA
*New York Central RR - Wallen Rd to Till Rd	CN	FW	0	INDOT TE ARRA
*New York Central RR - Till Rd to 0.4 mi n/o Till Rd	CN	FW	0	INDOT TE ARRA
*O'Day Rd - Yellow River Rd to US 33	CN	AC	0	INDOT ARRA
*Rudisill Blvd - Broadway to Calhoun St	CN	FW	0	INDOT TE ARRA
*Woodburn Rd - Fahlsing Rd (SR 101) to Brobst Rd	CN	WB	0	INDOT ARRA
*Woodburn Rd - Hetrick Rd to Main St (SR 101)	CN	WB	0	INDOT ARRA
*Yellow River Rd - Bass Rd to O'Day Rd	CN	AC	0	INDOT ARRA

Local TIP

Type of Funding

-  Federally Funded
-  Locally Funded

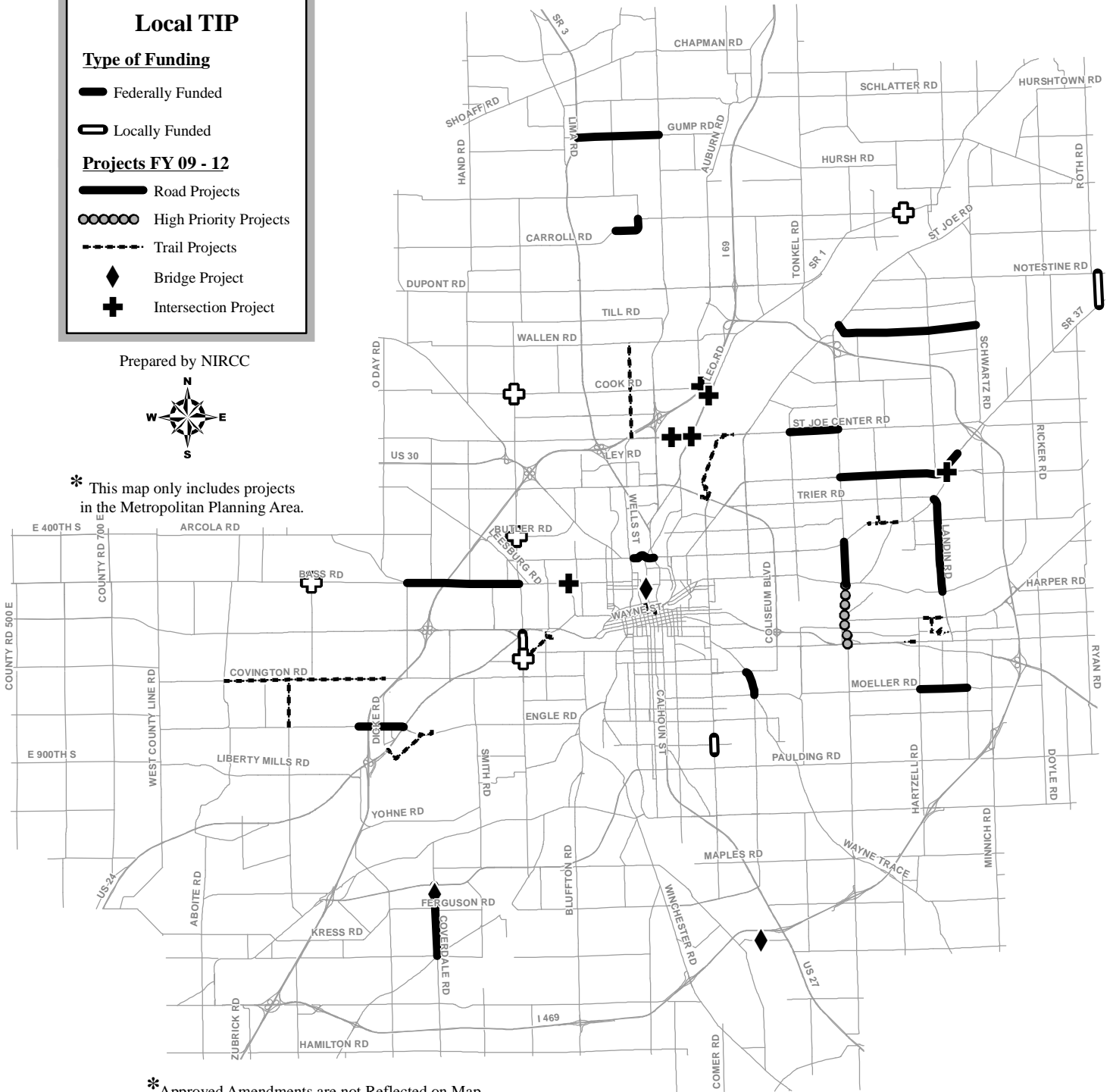
Projects FY 09 - 12

-  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.

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*2nd St (Grabill): Shoal Ln to Main St (Road Reconstruction)	10-009 0901974	PE RW	151.1 159.5	2010 2012	120.9 127.6	0.0 0.0	30.2 31.9	2 4	GR GR
<i>Group IV</i>									
*Aboite Ctr Rd: from Coventry Ln to Jefferson Blvd (Added Travel Lanes) <i>ITS Component</i>	10-009 0100706	CN	5592.0 (STP) 3125.0 (HSIP)	2009 2009	4473.6 2500.0	0.0 0.0	1118.4 625.0	1 1	AC AC
<i>STP-33C-MG-EB / HSIP</i>									
*Auburn Rd: Cook Rd & Clinton St (Intersection Improvements) <i>ITS Component</i>	10-004 0710495 0400581	PE RW CN	95.0 250.0 3037.5	2010 2009 2010	76.0 200.0 2430.0	19.0 0.0 0.0	0.0 50.0 607.5	 1 2	 FW FW
<i>CMAQ/STP/INDOT STP (PE)</i>									
*Auburn Rd & Wallen Rd (Intersection Improvements)	0900024	CN	130.0	2009	104.0	0.0	26.0	1	FW
<i>CMAQ</i>									
*Bass Rd: Hillegas Rd to Scott Rd (Road Reconstruction)	30-001 0400582	PE RW	2200.0 2500.0	2009 2011	1760.0 2000.0	0.0 0.0	440.0 500.0	1 3	AC AC
<i>STP-33C-MG-EB</i>									
*Berry St & Wayne St: from Anthony Blvd to Thieme Dr (Bike Lanes) (New Construction)	0900025	CN	200.0	2009	160.0	0.0	40.0	1	FW
<i>CMAQ</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Bostick Road: bridge over St Mary's River (Bridge Replacement) <i>Group IV - Bridge</i>	0500904	CN	1870.0	2010	1091.7	0.0	778.3	1	AC
Carroll Rd: Corbin Rd to 0.5 mi w/o Corbin Rd (Road Reconstruction / Realignment) <i>CMAQ</i>	25-028 0500694	PE RW CN	200.0 200.0 750.0	2010 2011 2012	160.0 160.0 600.0	0.0 0.0 0.0	40.0 40.0 150.0	2 3 4	FW FW FW
*Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction) <i>Group IV</i>	25-028 0901973	PE RW	224.0 64.0	2010 2012	179.2 51.2	0.0 0.0	44.8 12.8	2 4	HT HT
*Clinton St (US 27): Bridge over St Mary's River (Bridge Replacement) <i>STP & State STP</i>	0200917	PE CN	634.3 6220.0	2009 2010	507.4 4194.4	0.0 640.0	126.9 1385.6	1 2	FW FW
Clinton St & Washington Center Rd (Intersection Improvements) <i>ITS Component</i> <i>CMAQ</i>	25-016 0710322	PE RW CN	90.0 60.0 974.0	2009 2009 2009	72.0 48.0 779.2	0.0 0.0 0.0	18.0 12.0 194.8	1 1 1	FW FW FW
*Coverdale Rd: from Airport Exp to Indianapolis Rd (Road Reconstruction - includes small structure replacements) <i>Group IV</i>	30-009 0500892 0710345	PE RW CN	552.8 600.0 3129.5	2009 2010 2011	0.0 0.0 3086.0	0.0 0.0 0.0	552.8 600.0 43.5	1 1 2	AC AC AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA
Coverdale Rd: bridge # 231 over Robinson - Brindle Ditch (Bridge Replacement)	0710344	CN	862.9	2009	690.3	0.0	172.6	1	AC
<i>Group IV - Bridge</i>									
*Covington Rd & Dicke Rd (Intersection Improvements)	0810288	PE	111.0	2009	88.8	0.0	22.2	1	FW
		RW	100.0	2010	80.0	0.0	20.0	2	FW
		CN	800.0	2012	640.0	0.0	160.0	4	FW
<i>STP-33C-MG-EB</i>									
*Covington Rd Trail: from West Hamilton Rd to w/o I-69 (Aboite New Trails - Phase 1) (Scott Rd to Ladue Ln) (New Construction)	0600375	PE	85.1	2009	0.0	0.0	85.1	1	FW
		RW	192.1	2009	100.0	0.0	92.1	1	FW
		CN	1663.7	2009	887.2	0.0	776.5	1	FW
<i>TE Funds</i>									
*Covington Rd Trail: from West Hamilton Rd to w/o I-69 (Aboite New Trails - Phase 2) (West Hamilton Rd to Eggeman Rd) (New Construction)	0810513	RW	75.0	2010	0.0	0.0	75.0	2	FW
		CN	1380.0	2011	509.0	0.0	871.0	3	FW
<i>TE Funds</i>									
*Dartmouth Dr & Washington Center Rd (Intersections Safety Improvements)	30-004 0600172	CN	500.0	2010	450.0 (HES)	0.0	50.0	1	FW
<i>ITS Component</i>		CN	880.0	2010	792.0 (HSIP)	0.0	88.0	1	FW
<i>HES / HSIP</i>									
*Dawkins Rd: Bridge over Litzenburg Drain (Bridge Replacement)	0500069	CN	474.0	2010	379.2	0.0	94.8	2	AC
<i>Group IV - Bridge</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA
*Flutter Rd: Schwartz Rd to Maplecrest Rd (Road Reconstruction - STP) (Road Realignment - CMAQ) <i>STP-EB / CMAQ</i>	25-029 0400583 0710075 0710077	RW CN CN	1600.0 6968.8 1200.0 CMAQ	2010 2011 2011	1280.0 5575.0 960.0	0.0 0.0 0.0	320.0 1393.8 240.0	2 3 3	AC AC AC
Fort Wayne Urban Trails System (Phase 1) <i>TE Funds</i>	0401073	CN	639.0	2009	496.0	0.0	143.0	1	FW
Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction) <i>STP-33C-MG-EB</i>	25-006 0400584	RW CN	1000.0 5812.5	2010 2011	800.0 4650.0	0.0 0.0	200.0 1162.5	1 3	AC AC
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1a Johnny Appleseed to IPFW Bridge) (New Construction) <i>TE Funds</i>	0600368	PE CN	36.6 692.0	2009 2010	0.0 375.0	0.0 0.0	36.6 317.0	1 1	FW FW
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1b IPFW Bridge to Upper St Joe Center Rd) (New Construction) <i>TE Funds</i>	0900018	PE RW CN	137.8 56.0 933.6	2009 2010 2010	0.0 0.0 411.4	0.0 0.0 0.0	137.8 56.0 522.2	1 1 2	FW FW FW
Landin Rd: North River Rd to Maysville Rd (Road Reconstruction/Realignment) <i>ITS Component</i> <i>STP-33C-MG-EB</i>	30-011 0710319	PE RW	250.0 350.0	2010 2011	200.0 280.0	0.0 0.0	50.0 70.0	2 3	NH NH

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Maplecrest Rd: Lake Ave to SR 930 (New Road Construction) <i>ITS Component</i> <i>STP - Congressional High Priority Project</i>	10-005 0201084 0400635 0400636 0400637 0400638	CN	48600.0	2010	14000.0	0.0	34600.0	1	AC
*Maplecrest Rd: Lake Ave to State Blvd (Road Reconstruction) <i>ITS Component</i> <i>STP-33C-MG-EB</i>	10-007 0500695	PE RW	525.0 1000.0	2010 2011	420.0 800.0	0.0 0.0	105.0 200.0	1 2	FW FW
Marketing / Education for Ozone Awareness <i>CMAQ</i>	0710328	n/a	125.0	2009	100.0	0.0	25.0	1	NIRCC
Maysville Rd & Stellhorn Rd (Intersection Improvement) <i>CMAQ</i>	30-020 0710321	RW CN	1250.0 1562.5	2010 2012	1000.0 1250.0	0.0 0.0	250.0 312.5	2 4	FW FW
Maysville Rd / Stellhorn Rd Koester Ditch to Maplecrest Rd (Added Travel Lanes) <i>HSIP</i>	30-020 0400585	PE	1000.0	2009	800.0	0.0	200.0	1	FW
*Moeller Rd: Green Rd to Hartzell Rd (Road Reconstruction) <i>STP-EB / CMAQ</i>	25-030 0400589	RW CN	411.4 4001.0	2010 2011	329.1 3200.8	0.0 0.0	82.3 800.2	2 3	NH NH

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Monroeville Rd: Bridge over Hoffman-Lepper Drain (Small Structure Replacement)	0500070	CN	654.8	2010	523.8	0.0	131.0	2	AC
<i>Group IV - Bridge</i>									
*New Haven Pedestrian Walkways 3 & 5 (New Construction)	0710320	RW	35.0	2010	28.0	0.0	7.0	2	NH
		CN	442.5	2010	354.0	0.0	88.5	2	NH
<i>CMAQ</i>									
*New Haven Depot & Corridor Project (New Construction)	0600380	PE	97.8	2009	0.0	0.0	97.8	1	NH
		RW	30.0	2010	0.0	0.0	30.0	1	NH
		CN	921.4	2011	737.1	0.0	184.3	2	NH
<i>TE Funds</i>									
*Parnell Ave & St Joe River Dr (Signalization)	0901394	CN	95.0	2010	76.0	0.0	19.0	2	FW
<i>CMAQ</i>									
*Pufferbelly Trail: from Lawton to Franke Park (New Trail Construction)	0710990	PE	157.5	2009	105.0	0.0	52.5	1	FW
		RW	225.0	2010	150.0	0.0	75.0	2	FW
		CN	1068.3	2011	712.2	0.0	356.1	3	FW
<i>TE Funds</i>									
*Railroad Corridor Acquisition: Purchase of old New York Central Line from Washington Center Rd to Wallen Rd (Preservation)	0401234	PE	23.0	2009	0.0	0.0	23.0	1	FW
		RW	375.0	2010	300.0	0.0	75.0	1	FW
<i>TE Funds</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Signal Cabinet & Controller Upgrades (Upgrades to 31 intersections)	0901799	CN	95.0	2010	76.0	0.0	19.0	1	FW
<i>STP / CMAQ</i>									
*Signal Controller Upgrades (Upgrades to 283 intersections)	0901803	CN	850.0	2010	680.0	0.0	170.0	1	FW
<i>STP / CMAQ</i>									
*Signal Coordination / Interconnection (Interconnection at 17 intersections)	0901677	CN	270.0	2010	216.0	0.0	54.0	1	FW
<i>STP / CMAQ</i>									
*Six Mile Creek Trail: from Southtown Center to Lemar Dr (New Trail Construction)	0810457	PE RW CN	221.0 150.0 876.6	2009 2010 2012	165.7 112.5 92.8	0.0 0.0 0.0	55.3 37.5 783.8	1 2 4	FW FW FW
<i>TE Funds</i>									
*Spring St: Bridge over NS Railroad at Leesburg Rd (Bridge Reconstruction) (Intersection Improvements)	0400586	RW CN	250.0 2650.0	2010 2010	200.0 2120.0	0.0 0.0	50.0 530.0	1 2	FW AC
<i>CMAQ</i>									
St Joe Ctr Rd: Reed Rd to Maplecrest Rd (Road Reconstruction / Realignment)	10-008 0400588	PE RW	400.0 687.5	2010 2012	320.0 550.0	0.0 0.0	80.0 137.5	2 4	FW FW
<i>ITS Component</i>									
<i>STP-33C-MG-EB</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
State Blvd: Spy Run Ave to Cass St (Added Travel Lanes) <i>ITS Component</i> <i>STP-33C-MG-EB</i>	10-014 0400587	PE RW	957.0 2300.0	2009 2010	765.6 1840.0	0.0 0.0	191.4 460.0	1 2	FW FW
State Blvd: Spy Run Ave to Clinton St (Phase 1) (Added Travel Lanes) <i>ITS Component</i> <i>STP-33C-MG-EB</i>	10-014 0400587	CN	2962.5	2011	2370.0	0.0	592.5	3	FW
State Blvd: Clinton St to Cass St (Phase 2) (Added Travel Lanes) <i>ITS Component</i> <i>STP-33C-MG-EB</i>	10-014 0400587	CN	2962.5	2012	2370.0	0.0	592.5	4	AC/FW
*State Blvd, Lahmeyer Rd and Maysville Rd Sidewalks (New Construction) <i>SRTS- Safe Routes to School</i>	0710199	CN	250.0	2010	250.0	0.0	0.0	1	FW
*Towpath and Homestead Road Trails (Phase IV - Engle Rd to Lutheran Hospital) (New Trail) <i>TE Funds</i>	0710403	RW CN	265.8 1098.8	2009 2010	212.6 787.4	0.0 0.0	53.2 311.4	1 1	AC AC
*Towpath: Rockhill Park to Ardmore Ave / Taylor St intersection (New Trail) <i>Recreational Trails Program (RTP)</i>	n/a	CN	300.0	2010	150.0	0.0	150.0	1	FW

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Wayne Trace: from Pontiac St to Oxford St (Road Reconstruction / Realignment) <i>CMAQ</i>	25-012 0201064	CN	2350.0	2009	1880.0	0.0	470.0	1	FW
*Wireless Vehicle Detection (Equipment & Installation at 68 Intersections) <i>CMAQ</i>	0901801	CN	1300.0	2010	1040.0	0.0	260.0	1	FW
Anthony Blvd: Fairfax Ave to Capital Ave (Road Rehabilitation) <i>Local Funds</i>	n/a	CN	550.0	2009	0.0	0.0	550.0		FW
Ardmore Ave: Jefferson Blvd to Taylor St (Road Reconstruction) <i>Local Funds</i>	n/a	CN	2621.2	2009	0.0	0.0	2621.2		FW
Ardmore Ave & Taylor St (Intersection Improvements) <i>Local Funds</i>	n/a	CN	725.0	2009	0.0	0.0	725.0		FW
Barnett Rd: SR 37 to Notestine Rd (Road Reconstruction) <i>Local Funds</i>	n/a	CN	600.0	2009	0.0	0.0	600.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
Bass Rd & Scott Rd (Intersection Improvement)	n/a	CN	250.0	2009	0.0	0.0	250.0		AC
<i>Local Funds</i>									
Butler Rd & Hillegas Rd (Intersection Improvement)	n/a	RW CN	100.0 500.0	2009 2009	0.0 0.0	0.0 0.0	100.0 500.0		FW FW
<i>Local Funds</i>									
Cook Rd & Huguenard Rd (Intersection Improvement)	n/a	PE CN	108.4 929.4	2009 2009	0.0 0.0	0.0 0.0	108.4 929.4		AC AC
<i>Local Funds</i>									
Union Chapel Rd & Leo Rd / SR 1 (Intersection Improvement)	n/a	CN	250.0	2009	0.0	0.0	250.0		AC
<i>Local Funds</i>									
*Aboite Center Rd: West Hamilton Rd to Homestead Rd (Resurfacing - HMA Overlay)	0901631	CN	259.7	2010	259.7	0.0	0.0		AC
<i>MPO ARRA Funds</i>									
*Bass Rd: West County Line Rd to Scott Rd (Resurfacing - HMA Overlay)	0901632	CN	443.5	2010	443.5	0.0	0.0		AC
<i>MPO ARRA Funds</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Berry St: Broadway to Coombs (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901788	CN	334.6	2010	334.6	0.0	0.0		FW
*Bluffton Rd: from Liberty Dr (N) to Old Trail Rd (S) (HMA Overlay) <i>INDOT ARRA (S) Funds</i>	0901939	CN	106.9	2010	0.0	0.0	106.9		FW
*Bostick Rd #268 bridge over St Mary's River (HMA Overlay) <i>INDOT TE ARRA FUNDS</i>	0901914	CN	900.0	2010	0.0	0.0	900.0		AC
*Bull Rapids Rd: Main St (SR 101) to .33 mi n/o Ash St (City Limits) (Resurfacing - HMA Overlay) <i>INDOT ARRA Funds</i>	0901498	CN	221.1	2010	0.0	0.0	221.1		WB
*Carroll Rd: US 33 to Hand Rd (HMA Overlay) <i>INDOT ARRA Funds</i>	0901299	CN	564.0	2010	0.0	0.0	564.0		AC
*Covington Rd: West County Line Rd to FW City Limits (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901633	CN	448.2	2010	448.2	0.0	0.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Covington Rd Trail: Scott Rd to Sycamore Hills Dr (New Trail Construction)	0901776	CN	581.2	2010	0.0	0.0	581.2		FW
<i>INDOT TE ARRA FUNDS</i>									
*Covington Rd Trail: Sycamore Hills Dr to Eggeman Rd (New Trail Construction)	0901783	CN	658.1	2010	0.0	0.0	658.1		FW
<i>INDOT TE ARRA FUNDS</i>									
*Covington Rd Trail: Eggeman Rd to Braemar Dr (New Trail Construction)	0901850	CN	731.3	2010	0.0	0.0	731.3		FW
<i>INDOT TE ARRA FUNDS</i>									
*Dawkins Rd: Doyle Rd to Main St (Edgerton) (HMA Overlay)	0901303	CN	1586.8	2010	0.0	0.0	1586.8		AC
<i>INDOT ARRA Funds</i>									
*Diebold Rd: Clinton St to Dupont Rd (SR 1) (HMA Overlay)	0901810	CN	93.6	2010	0.0	0.0	93.6		AC
<i>MPO ARRA (S) Funds</i>									
*Doyle Rd: Dawkins Rd to Edgerton Rd (HMA Overlay)	0901839	CN	105.2	2010	0.0	0.0	105.2		AC
<i>MPO ARRA (S) Funds</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Ferguson Rd: Bluffton Rd to Winchester Rd (HMA Overlay) <i>INDOT ARRA Funds</i>	0901300	CN	305.2	2010	0.0	0.0	305.2		AC
*Fort Wayne Greenway Maintenance (Replacment of wooded decking and joists / installation of bridge deck handrails) <i>INDOT TE ARRA FUNDS</i>	0901926	CN	248.0	2010	0.0	0.0	248.0		FW
*Hadley Rd: NS Railroad to CSX Railroad s/o Bass Rd (HMA Overlay) <i>ARRA (s) Funds</i>	SF00250	CN	137.5	2010	0.0	0.0	137.5		AC
*Halter Rd: St Joe Rd to Cedar St (HMA Overlay) <i>MPO ARRA (S) Funds</i>	0901840	CN	117.1	2010	0.0	0.0	117.1		AC
*Hartzell Rd: NS Railroad to Rose Ave (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901552	CN	103.2	2010	103.2	0.0	0.0		NH
*Hosler Rd: Tonkel Rd to Halter Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901811	CN	366.2	2010	366.2	0.0	0.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Hursh Rd: Auburn Rd to Tonkel Rd (HMA Overlay)	0901812	CN	280.1	2010	0.0	0.0	280.1		AC
<i>MPO ARRA (S) Funds</i>									
*Jefferson Blvd: Calhoun St to Clay St (Resurfacing - HMA Overlay)	0901790	CN	180.1	2010	180.1	0.0	0.0		FW
<i>MPO ARRA Funds</i>									
*Jefferson Blvd: sw/o Lutheran Hospital to ne/o Illinois Rd S (HMA Overlay)	0901786	CN	1429.5	2010	1429.5	0.0	0.0		FW
<i>MPO ARRA Funds</i>									
*Knoll Rd: Smith Rd to Ardmore Ave (HMA Overlay)	SF00255	CN	163.9	2010	0.0	0.0	163.9		AC
<i>ARRA (s) Funds</i>									
*Landin Rd: North River Rd to Maysville Rd (Resurfacing - HMA Overlay)	0901554	CN	332.2	2010	332.2	0.0	0.0		NH
<i>MPO ARRA Funds</i>									
*Leesburg Rd: Kroemer Rd to Beineke Rd (Resurfacing - HMA Overlay)	0901635	CN	171.7	2010	171.7	0.0	0.0		AC
<i>MPO ARRA Funds</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA
*Liberty Mills Rd: West County Line Rd to Amber Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901722	CN	270.0	2010	270.0	0.0	0.0		AC
*Lincoln Hwy: 365' e/o Green St to 1320' w/o Doyle Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901559	CN	262.9	2010	262.9	0.0	0.0		NH
*Minnich Rd: Seiler Rd to SR 930 (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901557	CN	266.0	2010	266.0	0.0	0.0		NH
*Moeller Rd: from 450' w/o Quail Creek Blvd to Corp. Limits (~120' w/o Woodland Dr) (Resurfacing - HMA Overlay) <i>MPO ARRA (S) Funds</i>	0901945	CN	101.3	2010	0.0	0.0	101.3		NH
*Monroeville Rd: US 27 to Marion Center Rd (HMA Overlay) <i>ARRA (s) Funds</i>	SF00253	CN	222.2	2010	0.0	0.0	222.2		AC
*Muldoon Rd: Ferguson Rd to Winchester Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901723	CN	232.5	2010	232.5	0.0	0.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*New Haven Ave: Meyer Rd to SR 930 (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901555	CN	208.6	2010	208.6	0.0	0.0		NH
*New York Central Railroad: Wallen Rd to Till Rd (New Trail Construction) <i>INDOT TE ARRA Funds</i>	0901831	CN	689.6	2010	0.0	0.0	689.6		FW
*New York Central Railroad: Till Rd to 0.4 mi n/o Till Rd (Parkview YMCA) (New Trail Construction) <i>INDOT TE ARRA Funds</i>	0901954	CN	250.5	2010	0.0	0.0	250.5		FW
*North River Rd: from Corp. Limits (1500' w/o w/o Landin Rd) to 570' w/o Landin Rd (HMA Overlay) <i>MPO ARRA (S) Funds</i>	0901944	CN	39.4	2010	0.0	0.0	39.4		CN
*North River Rd: Landin Rd to I-469 (HMA Overlay) <i>ARRA (s) Funds</i>	SF00251	CN	242.0	2010	0.0	0.0	242.0		AC
*Notestine Rd: St Joe Rd to Schwartz Rd (HMA Overlay) <i>MPO ARRA (S) Funds</i>	SF00145	CN	253.0	2010	0.0	0.0	253.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
O'Day Rd: Yellow River Rd to US 33 (HMA Overlay) <i>INDOT ARRA Funds</i>	0901302	CN	630.0	2010	0.0	0.0	630.0		AC
*Rose Ave: Green St to Linden Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901553	CN	126.6	2010	126.6	0.0	0.0		NH
*Rose Ave: Hartzell Rd to Landin Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901556	CN	143.4	2010	143.4	0.0	0.0		NH
*Rudisill Blvd: Broadway to Calhoun St (Bike Lanes) <i>INDOT TE ARRA Funds</i>	0901834	CN	221.2	2010	0.0	0.0	221.2		FW
*Rudisill Blvd: Calhoun St to Anthony Blvd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901833	CN	722.4	2010	722.4	0.0	0.0		FW
*Scott Rd: NS Railroad to Bass Rd (HMA Overlay) <i>ARRA (s) Funds</i>	SF00254	CN	102.3	2010	0.0	0.0	102.3		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Seiler Rd: Adams Center Rd to Green Rd (HMA Overlay)	SF00256	CN	363.0	2010	0.0	0.0	363.0		AC
<i>ARRA (s) Funds</i>									
*Smith Rd: Airport Exp to NS Railroad (Resurfacing - HMA Overlay)	0901724	CN	375.9	2010	375.9	0.0	0.0		AC
<i>MPO ARRA Funds</i>									
*State Blvd: Anthony Blvd to Hobson Rd (HMA Overlay)	0901825	CN	502.7	2010	502.7	0.0	0.0		FW
<i>MPO ARRA Funds</i>									
*State Blvd: Hobson Rd to Coliseum Blvd (HMA Overlay)	0901826	CN	382.5	2010	382.5	0.0	0.0		FW
<i>MPO ARRA Funds</i>									
*Summit St: Bensman Ave to Linden Rd (Resurfacing - HMA Overlay)	0901558	CN	141.2	2010	141.2	0.0	0.0		NH
<i>MPO ARRA Funds</i>									
*Thomas Rd: NS Railroad to CSX Railroad (HMA Overlay)	SF00252	CN	104.5	2010	0.0	0.0	104.5		AC
<i>ARRA (s) Funds</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Union Chapel Rd: Corbin Rd to Coldwater Rd (HMA Overlay) <i>MPO ARRA (S) Funds</i>	0901813	CN	176.3	2010	0.0	0.0	176.3		AC
*Union Chapel Rd: Coldwater Rd to Auburn Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901814	CN	277.7	2010	0.0	0.0	277.7		AC
*Union Chapel Rd: Tonkel Rd to SR 1 (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901815	CN	309.9	2010	0.0	0.0	309.9		AC
*Wallen Rd: Huguenard Rd to Hanauer Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901725	CN	154.9	2010	154.9	0.0	0.0		AC
*Washington Blvd: Broadway to Clay St (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901789	CN	274.4	2010	274.4	0.0	0.0		FW
*Washington Center Rd: O'Day Rd to Kroemer Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901726	CN	293.3	2010	293.3	0.0	0.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Wayne St: Broadway to Coombs St (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901787	CN	349.2	2010	349.2	0.0	0.0		FW
*Wayne Trace: Tillman Rd to 450' s/o Philly Ave (HMA Overlay) <i>MPO ARRA (S) Funds</i>	0901841	CN	292.4	2010	0.0	0.0	292.4		AC
*West Hamilton Rd: US 24 to Bass Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901634	CN	810.3	2010	810.3	0.0	0.0		AC
*Wheelock Rd: Flutter Rd to St Joe Rd (HMA Overlay) <i>MPO ARRA (S) Funds</i>	0901842	CN	295.5	2010	0.0	0.0	295.5		AC
*Winchester Rd: Ferguson Rd to Lower Huntington Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901727	CN	328.0	2010	328.0	0.0	0.0		AC
*Woodburn Rd: Hetrick Rd to Main St (SR 101) (Resurfacing - HMA Overlay) <i>INDOT ARRA Funds</i>	0901496	CN	206.6	2010	0.0	0.0	206.6		WB

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Woodburn Rd: Fahlsing Rd (SR 101) to Brobst Rd (Resurfacing - HMA Overlay) <i>INDOT ARRA Funds</i>	0901497	CN	147.2	2010	0.0	0.0	147.2		WB
*Yellow River Rd: Bass Rd to O'Oday Rd (HMA Overlay) <i>INDOT ARRA Funds</i>	0901301	CN	123.2	2010	0.0	0.0	123.2		AC
*Yohne Rd: Branstrator Rd to Smith Rd (Resurfacing - HMA Overlay) <i>MPO ARRA Funds</i>	0901728	CN	369.3	2010	369.3	0.0	0.0		AC
*Guardrail Safety Treatment @ various bridges in NE Allen County <i>MPO ARRA (S) Funds</i>	0902180	CN	253.0	2010	0.0	0.0	253.0		AC
*Guardrail Safety Treatment @ various bridges in NW Allen County <i>MPO ARRA (S) Funds</i>	0902181	CN	341.0	2010	0.0	0.0	341.0		AC
*Guardrail Safety Treatment @ various bridges in SW Allen County <i>MPO ARRA (S) Funds</i>	0902183	CN	220.0	2010	0.0	0.0	220.0		AC

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Guardrail Safety Treatment @ various bridges in SE Allen County <i>MPO ARRA (S) Funds</i>	0902182	CN	253.0	2010	0.0	0.0	253.0		AC

VIII. LOCAL TRANSIT PROJECTS FY 2009-2012

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

**Fort Wayne Public Transportation Corporation
FY 2009**

Capital Equipment Purchases (Section 5307 Funds)	
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
Capital Equipment Purchases (Section 5309 Funds)	
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) ¹	\$960,000
State PMTF	\$0
Local Share	\$674,000
Previously Approved: Additional Operating Funds	
**JARC ⁴	\$775,982
New Freedom ⁴	\$75,827
CMAQ - Transit Awareness ⁵	\$63,542
CMAQ - Fare Free Ozone Alert Days ⁵	\$66,864
CMAQ - Additional Peak Hour Service (1/2 Hour Peak Hour Service) ⁵	\$306,936
CMAQ - Biodiesel Alternative Fuel Cost Differential ⁵	\$57,600
**CMAQ - University Shuttle	\$172,692
**CMAQ - Discount Pass Program	\$14,945
ARRA (American Recovery and Reinvestment Act Funds)	
**Administration and Maintenance Facility Energy Upgrades	\$2,500,000
**Three (3) Light Transit Vehicles (University Circulator Service) ⁶	\$455,000
**Software Upgrade (Trip Planning & AVL) ⁶	\$250,000
ACCA **Three (3) Type C 12 Passenger Modified Vans	\$150,000
**Two (2) 12-Passenger Accessable Light Transit Vehicles	\$100,000
**Digital Communication System	\$46,613
	\$3,501,613
Operating Funds and Preventative Maintenance Expenses	
Capitalization of Maintenance Costs (Section 5307) ²	\$1,468,584
Complimentary Paratransit Costs (Section 5307) ²	\$257,915
Total Operating Funds	\$10,556,711
Federal Share ³	\$1,726,499
State Share	\$1,867,075
Local Share	\$6,963,137

¹ Capital purchase listed for informational purposes only
² Local match provided from property taxes in Operating Budget
³ Capitalization of Maintenance Costs, and Complementary Paratransit Costs
⁴ Funds shown are the FY 2009 portion of the FY 2008 two-year grant
⁵ Amount shown is final year of remaining funds for the three years of eligibility
⁶ ARRA (American Recovery and Reinvestment Act) Funds

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

Fort Wayne Public Transportation Corporation

FY 2010

Capital Equipment Purchases (Section 5307 Funds)		
Six (6) Heavy Duty Replacement Buses 35'		\$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
Capital Equipment Purchases (Section 5309 Funds)		
<i>Hybrid Option for Replacement Six (6) Buses (funds requested)</i>		\$960,000
Total Capital Projects		\$3,131,000
Federal Share (Section 5307)		\$1,544,800
Federal Share (Section 5309) ¹		\$960,000
State PMTF		\$0
Local Share		\$626,200
Previously Approved: Additional Operating Funds		
**CMAQ - University Shuttle		\$358,175
**CMAQ - Discount Pass Program		\$29,890
Capital Equipment Purchases (Section 5316 Funds)		
**JARC		\$149,190
Capital Equipment Purchases (Section 5317 Funds)		
**New Freedom		\$88,165
Operating Funds and Preventative Maintenance Expenses		
Capitalization of Maintenance Costs (Section 5307) ²		\$1,527,327
Complimentary Paratransit Costs (Section 5307) ²		\$268,232
Total Operating Funds		\$10,873,412
Federal Share ³		\$1,795,559
State Share		\$1,941,758
Local Share		\$7,136,095

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, and Complimentary Paratransit Costs

⁴ 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 2011

Capital Equipment Purchases (Section 5307 Funds)	
Four (4) Heavy Duty Replacement Buses	\$960,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000
Capital Equipment Purchases (Section 5309 Funds)	
<i>Hybrid Option for Four (4) Replacement Buses (funds requested)</i>	\$640,000
Previously Approved: Additional Operating Funds	
**CMAQ - University Shuttle	\$376,083
**CMAQ - Discount Pass Program	\$29,890
Capital Equipment Purchases (Section 5316 Funds)	
**JARC	\$149,190
Capital Equipment Purchases (Section 5317 Funds)	
**New Freedom	\$88,165
Total Capital Projects	\$4,713,904
Federal Share (Section 5307)	\$1,019,200
Federal Share (Section 5309) ¹	\$640,000
State PMTF	\$0
Local Share	\$3,054,704
Operating Funds and Preventative Maintenance Expenses	
Capitalization of Maintenance Costs (Section 5307) ²	\$1,588,420
Complimentary Paratransit Costs (Section 5307) ²	\$278,961
Total Operating Funds	\$11,199,614
Federal Share ³	\$1,867,381
State Share	\$2,019,428
Local Share	\$7,312,805

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

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

Fort Wayne Public Transportation Corporation

FY 2012

Capital Equipment Purchases (Section 5307 Funds)	
Eight (8) Replacement Minibuses (body on chassis)	\$488,000
Rehab/Renovate Administration/Maintenance Facility	\$200,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000
Previously Approved: Additional Operating Funds	
**CMAQ - University Shuttle	\$194,976
**CMAQ - Discount Pass Program	\$14,945
Total Capital Projects	\$959,000
Federal Share (Section 5307)	\$767,200
Federal Share (Section 5309) ¹	\$0
State PMTF	\$0
Local Share	\$191,800
Operating Funds and Preventative Maintenance Expenses	
Capitalization of Maintenance Costs (Section 5307) ²	\$1,651,957
Complimentary Paratransit Costs (Section 5307) ²	\$290,119
Total Operating Funds	\$11,535,602
Federal Share ³	\$1,942,076
State Share	\$2,100,205
Local Share	\$7,493,321

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complementary Paratransit Costs

FEDERAL TRANSIT ADMINISTRATION - SECTION 5310 FUNDS

**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

FEDERAL TRANSIT ADMINISTRATION - SECTION 5311 FUNDS

**FY 2009 - 2011
Annual Funding Cycle (January to December)**

1. Allen County Council on Aging dba Countilink

Transit Operating

Year 2009	Total Cost	\$295,400
	Federal Share	\$76,500
	Local Share	\$218,900
Year 2010	Total Cost	\$295,400
	Federal Share	\$76,500
	Local Share	\$218,900
Year 2011	Total Cost	\$295,400
	Federal Share	\$76,500
	Local Share	\$218,900

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 09 - FY 12)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	FEDERAL (\$1000)	STATE PMTF (\$1000)	LOCAL (\$1000)	PRI- ORITY	LPA
Citilink - Transit Operating		8398.5	2009		1867.1	6531.4		Citilink
		8629.1	2010		1941.8	6687.3		Citilink
		8865.4	2011		2019.4	6846.0		Citilink
		9108.0	2012		2100.2	7007.8		Citilink
Citilink - Capitalization of Maintenance Costs	FTA Sec. 5307	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
		2065.0	2012	1652.0		413.0	1	Citilink
Citilink - Complementary Paratransit Costs	FTA Sec. 5307	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
		362.6	2012	290.1		72.5	2	Citilink
Previously Approved Funding Projects								
CMAQ - Transit Awareness <i>Marketing and Education Expenses</i>	CMAQ	79.4	2009	63.5		15.9	3	Citilink
CMAQ - Fare Free Ozone Alert Days <i>Fare Reimbursement for Free rides on OADs</i>	CMAQ	83.6	2009	66.9		16.7	3	Citilink
CMAQ - Additional Peak Hour Service <i>1/2 Hour Service on one (1) fixed route</i>	CMAQ	383.7	2009	306.9		76.7	3	Citilink
CMAQ - Biodiesel Alternative Fuel <i>Cost Differential b/w Diesel & Biodiesel</i>	CMAQ	72.0	2009	57.6		14.4	3	Citilink
*JARC <i>Low Income transportation to & from work</i>	FTA Sec. 5316	1417.0	2009	756.0		661.0	3	Citilink
New Freedom <i>Transportation Above & Beyond ADA requirements</i>	FTA Sec. 5317	94.8	2009	75.8		19.0	3	Citilink
Citilink - Capital Equipment Purchases	FTA Sec. 5307	1750.0	2009	1400.0		350.0	3	Citilink
		1750.0	2010	1400.0		350.0	3	Citilink
Six (6) Heavy Duty Replacement Buses 35'								

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 09 - FY 12)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	FEDERAL (\$1000)	STATE PMTF (\$1000)	LOCAL (\$1000)	PRI- ORITY	LPA
Citilink - Capital Purchases								
Four (4) Replacement Minibuses (Body on Chassis)	FTA Sec. 5307	296.0	2009	236.8		59.2	4	Citilink
Citilink - Capital Purchases								
AVL/Communication Subscription Costs <i>ITS Project</i>	FTA Sec. 5307	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
		24.0	2012	19.2		4.8	7	Citilink
Citilink - Capital Equipment Purchases								
Other Maintenance Equipment	FTA Sec. 5307	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
		50.0	2012	40.0		10.0	5	Citilink
Citilink - Capital Equipment Purchases								
Four (4) Heavy Duty Replacement Buses 35'	FTA Sec. 5307	1200.0	2011	960.0		240.0	3	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	1	Citilink
		1200.0	2010	960.0		240.0	1	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

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 09 - FY 12)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	FEDERAL (\$1000)	STATE PMTF (\$1000)	LOCAL (\$1000)	PRI- ORITY	LPA
Citilink - Capital Purchases								
Computer/Office Equipment	FTA Sec. 5307	25.0	2010	20.0		5.0	7	Citilink
		25.0	2012	20.0		5.0	6	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	1	Citilink
Citilink - Capital Equipment Purchases								
Rehab/Renovate Administration / Maintenance Facility	FTA Sec. 5307	250.0	2012	200.0		50.0	4	Citilink
Citilink - Capital Equipment Purchases								
Eight (8) Replacement Minibuses (body on chassis)	FTA Sec. 5307	610.0	2012	488.0		122.0	3	Citilink
Community Transportation Network								
Two (2) Modified Passenger Vans w/ Lift-Type C	FTA Sec. 5310	86.0	2009	68.8		17.2	1-3	CTN
*Citilink - Capital Equipment Purchases								
Energy Efficiency Upgrades for Administration / Maintenance Facility	ARRA	2500.0	2009	2500.0		0.0	1	Citilink
*Citilink - Capital Equipment Purchases								
Three (3) Light Transit Vehicles for University Circulator Service Expansion	ARRA	455.0	2009	455.0		0.0	1	Citilink

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 09 - FY 12)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	FEDERAL (\$1000)	STATE PMTF (\$1000)	LOCAL (\$1000)	PRI- ORITY	LPA
*Citilink - Capital Equipment Purchases								
Software Upgrade for Trip Planning and AVL	ARRA	250.0	2009	250.0		0.0	1	Citilink
*Allen County Council on Aging dba Countilink								
Operating Funds	FTA Sec. 5311	295.4	2009	76.5		218.9	1	ACCA
		295.4	2010	76.5		218.9	2	ACCA
		295.4	2011	76.5		218.9	3	ACCA
*Allen County Council on Aging dba Countilink								
Three (3) Type C 12-Passenger Modified Vans	ARRA	150.0	2009	150.0		0.0	1	ACCA
*Allen County Council on Aging dba Countilink								
Two (2) 12-Passenger Accessable Light Transit Vehicles	ARRA	100.0	2009	100.0		0.0	1	ACCA
*Allen County Council on Aging dba Countilink								
Digital Communication System	ARRA	46.6	2009	46.6		0.0	1	ACCA
*Citilink								
University Shuttle	CMAQ	215.9	2009	172.7		43.2	1	Citilink
		447.8	2010	358.1		89.5	2	Citilink
		470.1	2011	376.1		94.0	3	Citilink
		243.7	2012	195.0		48.7	4	Citilink
*Citilink								
Pass Discount Program	CMAQ	240.0	2009	14.9		225.1	1	Citilink
		480.0	2010	29.9		450.1	2	Citilink
		480.0	2011	29.9		450.1	3	Citilink
		240.0	2012	14.9		225.1	4	Citilink

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 09 - FY 12)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)		
*Citilink - JARC								
Low Income Transportation to and from Work	FTA	277.8	2010	149.2		128.6	2	Citilink
	Sec. 5316	290.9	2011	149.2		141.7	3	Citilink
*Citilink - New Freedom								
Transportation Above & Beyond ADA requirements	FTA	167.5	2010	88.2		79.3	2	Citilink
	Sec. 5317	167.6	2011	88.2		79.4	3	Citilink

IX. INDOT PROJECTS FY 2009-2012

State TIP Projects for FY 09-12

LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	25.0	2009	20.0	5.0
SR 3: from Ludwig Rd to Dupont Rd (includes signals & signs) <i>Added Travel Lanes</i>	CN	29,939.9	2009	0.0	29,939.9
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
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	RW	4,150.0	2009	3,320.0	830.0
US 24: @ SR 101 (Phase 4a) <i>New Interchange Construction</i>	CN	22,007.0	2009	0.0	22,007.0
*US 24: from 0.67 m E of SR 114 (Whitley/Allen Co Line) to 0.35 m E of I-69 <i>Pavement Rehabilitation</i>	CN ¹	1,300.0	2009	1,040.0	260.0
US 24: from .5 mi w/o Webster Rd to .5 mi w/o SR 101 (Phase 3) <i>New Road Construction</i>	CN	36,045.2	2009	0.0	36,045.2
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	509.6	2009	407.7	101.9
*US 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	RW	3,100.0	2010	2,560.0	540.0
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 30: Solon Ditch, Solon Rd Branch, Seegar Ditch and Spy Run Creek <i>Pipe Lining</i>	CN	200.0	2009	0.0	200.0
US 33: over s Branch of Benward Ditch, 2.85 mi n/o US 30 <i>Small Structure Replacement</i>	CN	1,800.0	2009	1,440.0	360.0
*I-69: from .86 mi. n/o SR 1 to 9.87 mi. n/o SR 1 (includes pipe lining at 6 locations) <i>Pavement Rehabilitation</i>	PE CN	70.0 4,500.0	2009 2009	63.0 4,500.0	7.0 0.0
*I-69: at Airport Exp/Lwr Huntington Rd Interchange <i>Lighting</i>	PE CN ¹	20.0 120.0	2009 2009	20.0 120.0	0.0 0.0
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	PE	361.0	2009	324.9	36.1
I-69: Hursh Rd bridge over I-69, 6.15 mi. s/o SR 8 <i>Bridge Rehabilitation</i>	CN	456.0	2009	410.4	45.6
I-469: from I-69 South to SR 37 Jct <i>Signing Installation / Repair</i>	PE	70.0	2009	70.0	0.0
I-469: from 0.7 mi. w/o Marion Ctr Rd to 0.12 mi. s/o Tillman Rd <i>Pavement Rehabilitation</i>	PE	280.0	2009	252.0	28.0
I-469: bridges over US 27 (Twin Structures) <i>Bridge Painting</i>	CN	355.5	2009	0.0	355.5
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd <i>Added Travel Lanes Project</i>	PE	1,000.0	2009	800.0	200.0
*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	2009	13,339.9	0.0

State TIP Projects for FY 09-12

LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 <i>Intersection Improvements</i>	CN	975.0	2010	769.6	205.4
*SR 1: from 2.44 mi n/o US 224 (CR 850N Wells Co.) to I469 (Allen County) <i>Road Resurfacing</i>	CN ¹	1,000.0	2010	1,000.0	0.0
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	CN	1,600.0	2010	0.0	1,600.0
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	18,843.2	2010	0.0	18,843.2
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	41,902.1	2010	0.0	41,902.1
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-69: at SR 1 (Dupont Rd) Interchange <i>Interchange Modification</i>	PE	508.0	2010	457.2	50.8
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	RW	100.0	2010	90.0	10.0
*I-69: over Dennis Ditch, 1.7 mi. n/o Lafayette Center Rd Interchange <i>Pipe Lining</i>	CN ¹	280.0	2010	224.0	56.0
*I-69: Various locations in Grant, Allen , DeKalb, and Steuben Counties <i>Cable Barrier Installation</i>	PE	60.0	2010	54.0	6.0
*I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 <i>Bridge Rehabilitation</i>	PE	34.0	2010	30.6	3.4
*I-69 & I-469 within Fort Wayne District <i>Sign Project</i>	CN	300.0	2010	300.0	0.0
*SR 114: BR of Little Indian, 5.94 mi e/o SR 9 <i>Small Structure Replacement</i>	RW	70.0	2010	56.0	14.0
*SR 114: Unknown waterway, 5.60 mi e/o SR 9 <i>Small Structure Replacement</i>	RW	70.0	2010	56.0	14.0
*SR 114: BR of Little Indian, 5.50 mi e/o SR 9 <i>Small Structure Replacement</i>	RW	80.0	2010	64.0	16.0
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd <i>Added Travel Lanes Project</i>	RW	2,000.0	2010	1,600.0	400.0
*SR 930 (2), SR 1 (2) and SR 101 (1) <i>Scour Protection (Erosion)</i>	CN	190.0	2010	152.0	38.0
Old Maumee Rd #478001E <i>Railroad Protection Upgrade</i>	CN	210.0	2010	210.0	0.0
*Various Bridge Structure Locations within Fort Wayne District <i>Bridge Painting</i>	CN	420.0	2010	336.0	84.0
*Various Location within Fort Wayne District <i>Bridge Maintenance and Repair</i>	CN	530.0	2010	424.0	106.0
*Various Location within Fort Wayne District <i>Raised Pavement Markings</i>	CN	250.0	2010	250.0	0.0

State TIP Projects for FY 09-12






LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	200.0	2011	160.0	40.0
US 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	CN	2,300.0	2011	2,070.0	230.0
*SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	CN ¹	1,000.0	2010	800.0	200.0
*I-69: Various locations in Grant, Allen , DeKalb, and Steuben Counties <i>Cable Barrier Installation</i>	CN	1,198.0	2011	1,078.2	119.8
*SR 114: BR of Little Indian, 5.94 mi e/o SR 9 <i>Small Structure Repalcement</i>	CN	400.0	2011	320.0	80.0
*SR 114: Unknown waterway, 5.60 mi e/o SR 9 <i>Small Structure Repalcement</i>	CN	450.0	2011	360.0	90.0
*SR 114: BR of Little Indian, 5.50 mi e/o SR 9 <i>Small Structure Repalcement</i>	CN	400.0	2011	320.0	80.0
*I-469: EB & WB bridge over Houk Ditch, 2.19 mi. e/o US 27/33 interchange <i>Bridge Rehabilitation</i>	CN ¹	784.3	2011	784.3	0.0
*I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 <i>Pavement Replacement</i>	CN ¹	22,840.0	2011	20,556.0	2,284.0
I-469: from I-69 South to SR 37 Jct <i>Signing Installation / Repair</i>	CN	700.0	2011	700.0	0.0
I-469: from BR over Wheelock Rd to I 69 N Jct <i>Pavement Rehabilitation</i>	PE	520.0	2011	468.0	52.0

State TIP Projects for FY 09-12

LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	CN	13,989.0	2012	0.0	13,989.0
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	RW	30.0	2012	24.0	6.0
US 30: Bridge #3 of Seegar Ditch <i>Pipe Lining</i>	CN	50.0	2012	0.0	50.0
*I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	CN	3,512.5	2012	3,161.3	351.3
I-469: from 0.7 mi. w/o Marion Ctr Rd to 0.12 mi. s/o Tillman Rd <i>Pavement Rehabilitation</i>	CN	9,410.0	2012	8,469.0	941.0
I-469: from BR over Wheelock Rd to I 69 N Jct <i>Pavement Rehabilitation</i>	CN	100.0	2012	90.0	10.0
SR 930: Bridges over NS railroad, 5.36 mi. e/o US 27 <i>(Bridge Deck Replacement)</i>	CN	770.0	2012	616.0	154.0

Indiana Department of Transportation

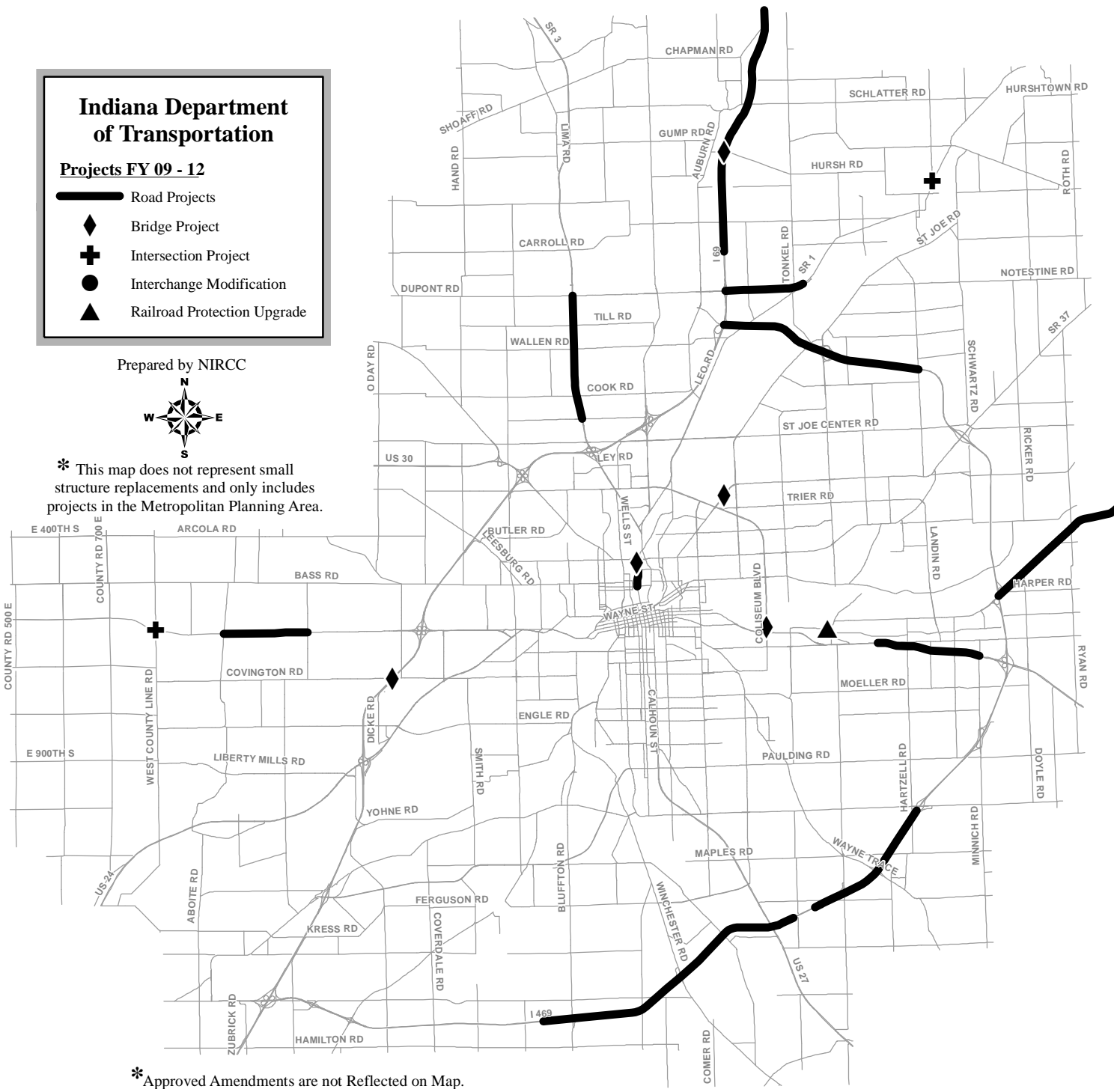
Projects FY 09 - 12

-  Road Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification
-  Railroad Protection Upgrade

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.

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 (includes signal) (Intersection Improvement)	25-053 0101483 0200047	CN	975.0	2010	769.6	205.4
*SR 1: from 2.44 mi n/o US 224 (CR 850N Wells Co) to I469 (Allen Co) (Road Resurfacing - HMA Overlay)	0800939	CN ¹	1000.0	2010	1000.0	0.0
(ARRA Funds)						
*SR 1: from I-69 to 0.21 mi. e/o Tonkel Rd (includes small structure, signals & signs) (Added Travel Lanes) <i>ITS Component</i>	10-021 9700220 0200884 990022A 990022X	CN ¹	13339.9	2009	13339.9	0.0
(ARRA Funds)						
SR 3: from Ludwig Rd to Dupont Rd (Added Travel Lanes) <i>ITS Component</i>	15-003 9704140 0100797 0100798 0100799 0100800 0100801 0100802 0100803	CN	29939.9	2009	0.0	29939.9
SR 14: @ Whitley/Allen County Line Rd, 5.74 mi. w/o I-69 (Intersection Improvement)	25-054 0100421	RW CN	110.0 1600.0	2009 2010	88.0 0.0	22.0 1600.0
SR 14: from Scott Rd to West Hamilton Rd (Added Travel Lanes) <i>ITS Component</i>	10-023 0500304 0710557 0710558 0710559 0710560	RW CN	4150.0 13989.0	2009 2012	3320.0 0.0	830.0 13989.0

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
US 24 E: @ SR 101 (Phase 4a) (New Interchange Construction)	30-023 0300315 0500656 0800315	CN	22007.0	2009	0.0	22007.0
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 0600595 0600596 0600597 0600598 0600599 0600600 0600601 0710566 0800222	CN	36045.2	2009	0.0	36045.2
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 0300310 0710565	CN	18843.2	2010	0.0	18843.2
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 0710136	RW CN	509.6 41902.1	2010 2010	407.7 0.0	101.9 41902.1
*US 24: from 0.67 mi e/o SR 114 (Whitley/Allen Co Line) to 0.35 mi e/o I 69 (Pavement Rehabilitation)	0800984	CN ¹	1300.0	2009	1040.0	260.0
(ARRA Funds)						

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*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	RW CN	3100.0 2300.0	2010 2011	2560.0 2070.0	540.0 230.0
US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line (Small Structure Replacement)	0301145	PE	80.0	2010	64.0	16.0
		RW	30.0	2012	24.0	6.0
US 30: Over Solon Ditch, Solon Road Branch Seegar Ditch, Spy Run Creek (Pipe Lining)	0301146	CN	200.0	2009	0.0	200.0
	0301147					
	0301148					
	0301150					
US 30: Bridge #3 of Seegar Ditch (Pipe Lining)	0301149	CN	50.0	2012	0.0	50.0
US 33: over S branch of Benward Ditch, 2.85 mi n/o US 30 (Small Structure Replacement)	0013190	CN	1800.0	2009	1440.0	360.0
US 33: Over N Branch of Benward Ditch, 3.28 mi. N of US 30 (Small Structure Replacement / New Bridge)	9301020	CN	907.5	2010	726.0	181.5

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*I-69: at SR 1 (Dupont Rd) Interchange (Interchange Modification)	0901298	PE	508.0	2010	457.2	50.8
*I-69: from .86 mi. n/o SR 1 to 9.87 mi. n/o SR 1, includes pipe lining at 6 locations (Pavement Rehabilitation)	0300084 0401216	PE CN ¹	70.0 4500.0	2009 2009	63.0 4500.0	7.0 0.0
(ARRA Funds)						
*I-69: at Airport Exp / Lwr Huntington Rd Interchange (Lighting)	0800196	PE CN ¹	20.0 120.0	2009 2009	20.0 120.0	0.0 0.0
(ARRA Funds)						
*I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24 (Bridge Replacement)	0710927	PE RW CN	361.0 100.0 3512.5	2009 2010 2012	324.9 90.0 3161.3	36.1 10.0 351.3
*I-69: over Dennis Ditch, 1.7 mi. n/o Lafayette Center Rd Interchange; I-69/469 Ramp D, Pipe #7, 0.15 mi n/o I 469 S Jct (Pipe Lining)	0301152 0800142 0900558	CN ¹	280.0	2010	280.0	0.0
(ARRA Funds)						
*I-69: Hursh Rd bridge over I-69, 6.15 mi s/o SR 8 (Bridge Rehabilitation)	0710107	CN ¹	456.0	2009	456.0	0.0
(ARRA Funds)						

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*I-69: Various locations in Grant, Allen, DeKalb, and Steuben Counties (Cable Barrier Installation)	0900103	PE	60.0	2010	54.0	6.0
		CN	1198.0	2011	1078.2	119.8
*I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 (Bridge Rehabilitation)	0300085	PE	34.0	2010	30.6	3.4
*I-69 and I-469 within Fort Wayne District (Signing Project)	0800194	CN	300.0	2010	300.0	0.0
*SR 114: BR of Little Indian, 5.94 mi e/o SR 9 (Small Structure Replacement)	0401221	RW	70.0	2010	56.0	14.0
		CN	400.0	2011	320.0	80.0
*SR 114:Unknown waterway, 5.6 mi e/o SR 9 (Small Structure Replacement)	0401220	RW	70.0	2010	56.0	14.0
		CN	450.0	2011	360.0	90.0
*SR 114: BR of Little Indian, 5.5 mi e/o SR 9 (Small Structure Replacement)	0401219	RW	80.0	2010	64.0	16.0
		CN	400.0	2011	320.0	80.0

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*SR 101: bridge over Maumee River, 1.08 mi. n/o US 24 (Bridge Rehabilitation)	0200932	CN ¹	1000.0	2010	1000.0	0.0
(ARRA Funds)						
*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	CN ¹	22840.0	2010	22840.0	0.0
(ARRA Funds)						
I-469: from I-69 south to SR 37 Jct (Signing Installation / Repair)	0800202	PE CN	70.0 700.0	2009 2011	70.0 700.0	0.0 0.0
I-469: from 0.07 mi. w/o Marion Ctr Rd to 0.12 mi. s/o Tillman Rd (includes 3 bridges) (Pavement Rehabilitation)	0400604	PE CN	280.0 9410.0	2009 2012	252.0 8469.0	28.0 941.0
I-469: from BR over Wheelock Rd to I 69 N Jct (Pavement Rehabilitation)	0501203	PE CN	520.0 100.0	2011 2012	468.0 90.0	52.0 10.0

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
I-469: bridges over US 27 (twin structures) (Bridge Painting)	0700004	CN	355.5	2009	0.0	355.5
*I-469: EB & WB bridge over Houk Ditch, 2.19 mi. e/o US 27/33 interchange (Bridge Rehabilitation)	0901185 0901186	CN	784.3	2010	784.3	0.0
(ARRA Funds)						
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd (Added Travel Lanes Project) <i>ITS Component</i>	10-025 0100843	PE RW	1000.0 2000.0	2009 2010	800.0 1600.0	200.0 400.0
SR 930: bridges over NS Railroad, 5.36 mi e/o US 27 (Bridge Deck Replacement)	0800240	CN	770.0	2012	616.0	154.0
Pedestrian Bridge Crossing - IPFW (Bridge Inspection)	0710276	PE	25.0 200.0	2009 2011	20.0 160.0	5.0 40.0
Old Maumee Road @ NS Railroad Crossing ID# 478001E (Railroad Protection Upgrade)	0710235	CN	210.0	2010	210.0	0.0

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*SR 930: 1.74 mi e/o US 27 (eb&wb) SR 1: 6.68 mi n/o I -69 & SR 1: 9.07 mi s/o SR 8 SR 101: 1.08 mi n/o US 24 (Scour Protection - Erosion)	0810067 0810072 0810189 0810190 0810199	CN	190.0	2010	152.0	38.0
*Various Bridge Structure Locations within Fort Wayne District (Bridge Painting)	0800138	CN	420.0	2010	336.0	84.0
*Various Locations within Fort Wayne District (Bridge Maintenance and Repair)	0710925	CN	530.0	2010	424.0	106.0
*Various Locations within Fort Wayne District (Raised Pavement Markings)	0800166	CN	250.0	2010	250.0	0.0

X. STATUS REPORT FOR FY 2008 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 08 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	AC	In Process
Auburn Rd - Cook Rd & Clinton St	PE	FW	Resubmitted for FY 2009
Bass Rd - Hillegas Rd to Hadley Rd	PE	AC	Resubmitted for FY 2009
Flutter Rd - from Schwartz Rd to Maplecrest Rd	RW	AC	Resubmitted for FY 2009
Maplecrest Rd - from Lake Ave to SR 930	RW	AC	In Process
Maysville/Stellhorn Rd - Koester to Maplecrest Rd	PE	FW	Resubmitted for FY 2009
Moeller Rd - Green Rd to Hartzell Rd	PE	NH	In Process
St. Joe Center Rd - Reed Rd to Maplecrest Rd	PE	FW	Resubmitted for FY 2010
St. Joe Center Rd - St. Joe Rd to Reed Rd	CN	FW	In Process
State Blvd - Cass St to Spy Run Ave	PE	FW	In Process

HIGH PRIORITY PROJECT FUNDS

Maplecrest Rd - Parrott Rd to SR 930	CN	Allen County	Resubmitted for FY 2009
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CONGESTION MITIGATION AIR QUALITY (CMAQ)

Anthony Blvd - Wayne Trace to Paulding Rd	CN	FW	In Process
Auburn Rd - Cook Rd & Clinton St	RW	FW	Resubmitted for FY 2009
Bike Lockers - Fort Wayne Public Locations	CN	FW	In Process
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	FW	In Process
Clinton St & Washington Center Rd	PE/RW/CN	FW	Resubmitted for FY 2009
Dartmouth Dr & Washington Center Rd	CN	FW	Resubmitted for FY 2009
Getz Rd / Jefferson Blvd / Covington Rd	CN	FW	In Process
IPFW Pedestrian Bridge over St Joseph River	CN	IPFW	In Process
Marketing / Education (Gas Can Exchange Program)	n/a	NIRCC	In Process
New Haven Pedestrian Walkways 3 & 5	PE	NH	In Process
New Haven Pedestrian Walkways 3 & 5	CN	NH	Resubmitted for FY 2009
Spring St Bridge over NS Railroad	RW	FW	Resubmitted for FY 2009

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HAZARD ELIMINATION SAFETY FUNDS (HES)

Dartmouth Dr & Washington Center Rd	CN	Fort Wayne	Resubmitted for FY 2009
Getz Rd/W Jefferson Blvd/Covington Rd	CN	Fort Wayne	In Process

PROJECTS FUNDED WITH STP Group IV Bridge

Bostick Rd - Bridge over St. Mary's River	CN	AC	Resubmitted for FY 2009
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	PE	AC	In Process
Dawkins Rd bridge #187 over Litzenburg Drain	PE	AC	In Process

RECREATION TRAILS PROGRAM (RTP)

Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	Fort Wayne	Resubmitted for FY 2009
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TRANSPORTATION ENHANCEMENT (TE)

Covington Rd Trail - from West Hamilton Rd to w/o I-69	CN	FW	Resubmitted for FY 2009
Fort Wayne Urban Trails (Phase 1)	CN	FW	Resubmitted for FY 2009
IPFW Pedestrian Bridge over St Joseph River	PE/CN	IPFW	In Process
*Railroad Corridor Acquisition	RW	FW	Resubmitted for FY 2009
New Haven Depot & Corridor Project	CN	NH	Resubmitted for FY 2009

FY 08 TIP Local Transit Projects
Capital Equipment Purchases (Section 5307 Funds)

Project	Status
Five (5) Replacement Minibuses (body on chassis)	Pending
One (1) Replacement Service Truck	Pending
Computer/Office Equipment	Pending
AVL/Communication Hardware/Subscription Cost	Pending
Other Maintenance Equipment	Pending
Northside Satellite Terminal	Pending

FY 08 TIP Local Transit Projects
Capital Equipment Purchases (Section 5310 Funds)

Project	Status
Allen County Council on Aging	Modified Passenger Van w/ Lift Approved
Byron Health Center	Modified Passenger Van w/ Lift Approved
Community Transportation Network	Modified Passenger Van w/ Lift Approved

FY 08 TIP INDOT Projects

LOCATION <i>Project Description</i>	PHASE	YEAR	Status
Pedestrian Bridge over St. Joseph River (IPFW) <i>New Construction</i>	CN	2008	In Process
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	2008	Resubmitted for FY 2009
District Wide Bridges - Various Locations <i>Bridge Maintenance & Repair</i>	CN	2008	In Process
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 <i>Intersection Improvements</i>	RW	2008	In Process
SR 1: from I-69 to 0.21 mi e/o Tonkel Rd <i>Added Travel Lanes</i>	CN	2008	Resubmitted for FY 2010
SR 3: from Ludwig Rd to Dupont Rd (includes signals & signs) <i>Added Travel Lanes</i>	RW	2008	In Process
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	PE	2008	In Process
SR 14: from Scott Rd to I-69 (includes signals & signs) <i>Added Travel Lanes</i>	CN	2008	In Process
US 24: from .5 mi w/o SR 101 to Indiana / Ohio State Line (Phase 4) <i>New Road Construction</i>	RW CN	2008 2008	Completed In Process
US 24: from .5 mi w/o Webster Rd to .5 mi w/o SR 101 (Phase 3) <i>New Road Construction</i>	RW	2008	In Process
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	2008	In Process
US 27: bridge over St Mary's River, 2.32 mi s/o SR 930 <i>Bridge Replacement</i>	PE	2008	In Process
US 27: realign SB US 27 from Spy Run Creek to E 4th St <i>Road Reconstruction</i>	PE	2008	In Process
US 27 from Pettit Ave to I -69 & SR 1 from Tonkel Rd to US 20 <i>District Signing</i>	PE	2008	In Process
US 33: over N Branch of Benward Ditch, 3.28 mi. n/o US 30 <i>Small Structure Replacement / New Bridge</i>	PE	2008	In Process
SR 37: @ Antwerp Rd / Water St <i>Intersection Improvement</i>	CN	2008	In Process
I-469: @ NB US 30 Ramps & SR 14 @ Chestnut Hills Parkway <i>Signalization</i>	PE CN	2008 2009	In Process In Process

FY 08 TIP INDOT Projects

LOCATION <i>Project Description</i>	PHASE	YEAR	Status
I-69: Hursh Rd bridge over I-69 <i>Bridge Rehabilitation</i>	PE	2008	In Process
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	PE	2008	Resubmitted for FY 2009
SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	PE	2008	In Process
I-469: from 0.30 mi. s/o Tillman Rd to n/o Bridge over Wheelock Rd <i>Pavement Rehabilitation</i>	CN	2008	In Process
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd <i>Added Travel Lanes Project</i>	PE	2008	Resubmitted for FY 2009
SR 930: Bridge over NS railroad EBL, 5.36 mi. e/o US 27 <i>(Bridge Deck Replacement)</i>	PE	2008	In Process
District Wide Pavement Markings <i>Pavement Markings</i>	CN	2008	In Process
Sampson Rd #472583R <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Rousey Rd #472584X <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Edsall Ave #478007V <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
State St #477995V <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
High St #477994N <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Ryan Rd #472589G <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Probst Rd #472578U <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Morgan Rd #472577M <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Everson Rd #472576F <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process In Process
Old Maumee Rd #478001E <i>Railroad Protection Upgrade</i>	PE CN	2008 2009	In Process 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 2009-2012 Transportation Improvement Program

A citizen participation meeting/open house was held on May 29, 2008 to present the Draft Fiscal Year 2009-2012 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 2009 – 2012 TIP was available for review on our website and in our office during the comment period (May 16, 2008 – June 2, 2008). Listed below are the comments received during the public comment period.

2008 OPEN HOUSE & PUBLIC COMMENT PERIOD

COMMENTS / QUESTIONS

2030 Transportation Plan, FY 2009-2012 Transportation Improvement Program, and Air Quality Conformity Determination Analysis
Open House (May 29, 2008) & Public Comment Period (May 16 - June 2nd)

Comment: Dicke Road from Covington Road to Aboite Center Road continues to have an increase in traffic. In time the roadway will need to be improved to accommodate the additional traffic and repair the roadway as it deteriorates.

Response:

As part of the Aboite Center Road improvements being performed by Allen County, Dicke Road will be realigned from a point approximately 1600 feet from where it intersects Aboite Center Road so that the new alignment will line up with the entrance into the existing Lutheran Hospital. This intersection will be signalized. The existing Dicke Road intersection at Aboite Center Road will be a cul-de-sac on the north side. There are no further improvements planned for Dicke Road at this time.

Question: What is the status of the Tow path from Smith Road to Engle Road?

Response: The Wabash & Erie Canal Towpath Trail from Glendale Drive at Smith Road to east of Woodhill Drive is constructed. The section from east of Woodhill Drive to the Eagle Marsh wetlands is under contract with Wayne Asphalt and will be finished in the coming months. The section through the wetlands to Engle Road will be constructed in 2009, perhaps part of it as early as later this year. From the intersection of Smith Road and Glendale Drive heading east to Covington Road, this phase (Phase II-B) will be constructed this year. The entire 5.5 mile trail should be completed in 2009.

Question: What improvements will be made to address the additional truck traffic that will be generated by the recently approved chemical facility located south of Bass Road, between Flaugh Road and Interstate 69?

Response: Improvements are planned to reconstruct and widen Bass Road to three lanes from Hillegas Road to Hadley Road, including intersection improvements and a traffic signal installation at the Bass Road–Hadley Road intersection. The project is currently scheduled to be constructed in 2011. Future improvements are proposed to occur west of this projects that will extend to Scott Road.

Question: Can the signal at the intersection of Wells Street and Franke Park Drive become a flasher after the zoo closes at 5 PM?

Response: We are currently in the process making a City wide evaluation of traffic signals that can be placed in night-time amber/red flashing operation when traffic on the minor street approaches are low. We will include this intersection in our evaluation.

Question: According to most trail projects in the past it costs about \$1,000,000 to construct a mile of trail. How will the Enhancement award of \$1,001,000 for the Covington Road trail be adequate to fund the entire proposed project that is longer than one mile?

Response: The trails we have built/will be building in this community with Federal Transportation Enhancement Funds have been/are averaging about \$750,000 per mile to design and construct (this is the average of four trail projects). The three phases of the Covington Road Trail project are estimated to cost \$2,956,000 (construction at \$2,530,000). This does NOT include right of way acquisition for about 20 parcels of land along Covington Road. The Transportation Enhancement funds will be used for Phase II (West Hamilton Road to Eggeman Rd) and Phase III (Scott Road to the entrance of Inverness Lakes subdivision). Phase I will be funded with local funds. The federally-funded phases will cost approximately \$2,083,249 to design and construct. So, the \$1 million in TE funds will not be sufficient to fund both phases. The City and Aboite New Trails are considering applying for more TE funding in 2008 for these two phases.

Question: According to the Bicycle – Pedestrian Plan there is a proposed trail on Liberty Mills Road from Homestead Road to US 24. Based on previous conflicts with property owners is this project still going to be possible on the south side of the roadway or will it be constructed on the north portion of Liberty Mills Road?

Response: The Liberty Mills Road Trail between Homestead Road and the Village of Coventry is planned to be on the south side of the road from Homestead Road to Middle Grove. Then the plan is to cross to the north side of the road from Middle Grove Rd. to the Village at Coventry.

Comment: A signal needs to be installed at the intersection of Bass Road and Hadley Road.

Response: Signalization of this intersection is planned in 2011 as part of the Bass Road improvements from Hillegas Road to Hadley Road.

Question: Can the timing of the signal at Fernhill Avenue and Lima Road be improved? There is too much green time given for westbound movements and left turn phases for Lima Road are activated when vehicles are not present.

Response: INDOT would like the City to reduce the minimum green times for the side streets and left turn phases (phases 1,3,4,5) to 4 seconds. This should help reduce the delays for drivers on US 27 during off-peak times. INDOT is also looking at possibly approving the new wireless detection devices that are cored into the pavement. If this is approved, we will strongly consider using the devices at this location in order to remove the video detection prior to the major pavement project in the future.

Comment: Will there be a signal at the Target store access to Thomas Road?

Response: Yes. This will be installed this summer and is expected to be in operation when the Target store opens. It will serve both the Target and Lowe's main entrance on Thomas Road.

Question: How far to the north is the old railroad acquisition going?

Response: In 2004, the City of Fort Wayne and Northwest Allen Trails secured a \$300,000 grant to acquire land along the former New York Central Railroad Corridor. This funding will be used to purchase right of way from Washington Center Road to Wallen Road. The railroad corridor will, however, be developed into a trail all the way north to the county line. Thus, the acquisition of the corridor by Fort Wayne, Northwest Allen Trails, INDOT and Allen County will go all the way north to the DeKalb County border.

Question: It appears that the third lane recently constructed on I-69 from Dupont Road to south of I-469 is completed. Why is this additional lane not open to traffic?

Response: The northbound third lane will be opened as soon as the signing is complete on this section. This should be done by early August. The southbound third lane will not be opened up until the job is nearly complete probably sometime around November.

APPENDIX B

Air Quality Task Force
sponsors gas-can swap

J6.
5/13/07

The Allen County Air Quality Task Force will sponsor a gas-can exchange from 8 a.m. to 2 p.m. Saturday at Home Depot, 4230 Lake Ave.

Old gas cans must be empty as no gasoline can be transferred at the exchange site.

While there is no limit on the number of old cans that can be discarded, at least one is required for the exchange, and there's a limit of one new environmentally friendly gas can per family.

The goal for this year's event is to exchange 2,000 cans.

The new container and its spout have an automatic shut-off feature that prevents spilling – akin to the mechanism in gas-station fuel pumps. The container's walls are thicker to prevent permeation common in plastic containers, and it has a venting system that also reduces emitted fumes.

ALLEN COUNTY CLOSED BOSTICK BRIDGE IN 2004

FRUSTRATION SPANS YEARS



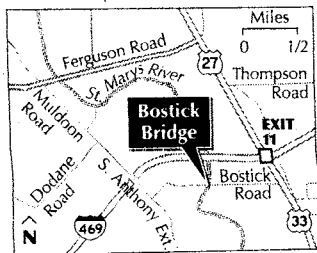
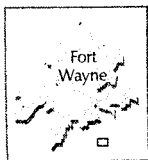
By Brian Tombaugh of The News-Sentinel

Bob Meyers, a homeowner who lives on South Anthony Extended, near the Bostick Road Bridge, would like to see the county get the bridge replaced so he and his neighbors won't have to keep taking detours to get around. The Bostick Road Bridge over the St. Marys River, a Whipple Through Truss bridge built in 1894 by the Canton Bridge Co. of Canton, Ohio, has been closed since 2004. The bridge is located just west of U.S. 27, south of I-469.

Bostick Bridge

The county closed the Bostick Bridge in April 2004. In September 2005, the county said it had secured \$692,000 in federal funding to replace the bridge. Today, the bridge is still closed, but the money is still available for the project.

Source: Staff reports



Graphic by The News-Sentinel

Closure causes residents to drive many extra miles

Editor's Note: Bob Meyers, interviewed for this story about the Bostick Bridge, was hospitalized the day after he talked to The News Sentinel.

By KATHLEEN QUILLIGAN
kquilligan@news-sentinel.com

Allen County resident Bob Meyers has a special connection to the Bostick Bridge, but he is also frustrated by it.

"I think (the county) wants us to go around long enough so they don't have to do anything to the bridge they don't want to," Meyers, 78, said. The bridge that connects Muldoon Road and South Anthony Extended to U.S. 27 and Interstate 469 has been closed since April 2004. Before then, it carried about 130

cars a day. In 2005 area residents were told a new bridge would be built, with construction starting in 2006. But 2006 came and went, and the bridge remained barricaded without any news from the county regarding its status.

"Quite a few people miss this bridge," said Meyers, who now must go five miles out of his way to get across the St. Marys River.

Allen County Highway Director Bill Hartman said nothing's been done to the bridge because the county is trying to change the scope of the project with the Indiana Department of Transportation. While at one time the project included simply rebuilding the bridge, it now includes rehabilitating the old one for trail use next to a new one. The greater scope means more funding

is needed, and Hartman said that money is still being secured. He said he can't give a timeline of when construction might start.

Waiting, however, is the last thing Meyers wants to do. "I like historical things, too. I also like something we can use," he said.

In September 2005, the county secured \$692,000 in federal funding to replace the bridge. Hartman said that money is still available for the project. Angie Quinn, executive director of ARCH Inc., said there's historical significance in the bridge that should be preserved.

"At this point, it's the only example of an ornate Canton bridge in the state," Quinn said.

"It's important to the county and

Continues as BRIDGE, Page 3A

BRIDGE: Detouring residents want action

Continued from Page 1A

the state," Quinn said.

Meyers, 78, grew up close to the farm where he still lives, about a mile from the bridge. In his youth, he heard stories about how his mother's grandfather, John Sorg, bought a covered bridge that crossed the St. Marys River. That bridge was torn down so a new bridge could be built by the Canton Bridge Co. of Canton, Ohio, in 1894. The new bridge is now known as the Bostick Bridge, for the road it runs through.

Quinn said the bridge is a Whipple truss bridge, because of the way it's been constructed.

She said at one time Canton bridges were widespread throughout the Midwest, but over time they've been torn down in Indiana, and the remaining ones need to be

preserved.

The bridge is on ARCH's "endangered" list, which includes prominent architectural treasures, local landmarks and other spots in Allen County that are threatened by changing use, vacancy, deterioration, obsolescence or nearby new development.

The Bostick Bridge is still standing, but shows signs of aging. Rust has eaten through parts of the 174-foot bridge.

Some beams have been covered in spray paint and others support foot-long spider webs. It looks in desperate need of a face-lift.

Meyers is ready for the new bridge to be built soon. "I've thought maybe I'd never see a new bridge in my lifetime," Meyers said.

Allen County is responsible for more than 300 bridges.



By Brian Tombaugh of The News-Sentinel
The Bostick Road Bridge over the St. Marys River, a Whipple Truss bridge built in 1894 by the Canton Bridge Company of Canton Ohio, has been closed since 2004. The bridge is located just west of U.S. 27, south of I-469.

CANTON

BLVD. BLVD LIGHT. BLVD. SFI. ECT

North of the Red Cross Center)

Allen considers tax hike for Maplecrest extension

By Amanda Iacone
The Journal Gazette

The Allen County commissioners are looking into whether additional property tax money will be needed to pay for the construction of a bridge that will be part of the Maplecrest Road extension.

The project is expected to cost \$41 million, which is up from initial projections, Commissioner Nelson Peters said. In February, highway director Bill Hartman said the project would cost about \$30 million.

The jump in cost is because of increasing prices for steel, oil and concrete. Commis-

sioner Bill Brown said Monday.

Because of concerns over the growing cost of the bridge, the commissioners plan to ask the Allen County Auditor's Office to look into how much revenue would be generated by increasing the tax for major bridge repair and construction. The tax money is used only for repair and construction of bridges that are longer than 200 feet.

The major bridge fund currently holds more than \$9 million, Auditor Lisa Blosser said. This year, about \$2 million has been budgeted for work related to the Maplecrest Road extension.

The joint Fort Wayne-Allen County-New

Haven road project will stretch from Lake Avenue, across the Maumee River and south to Adams Center Road. Much of the 1.5-mile four-lane road would be elevated. The road would bypass several railroad crossings and provide a walking trail to connect with the Rivergreenway.

Construction is slated to begin in 2009, Peters said.

Brown suggested any increase in the tax could include a sunset provision that would eventually lower the tax rate. He said any money generated by the higher tax could be used exclusively for the Maplecrest project.

Currently, the owner of a home with an as-

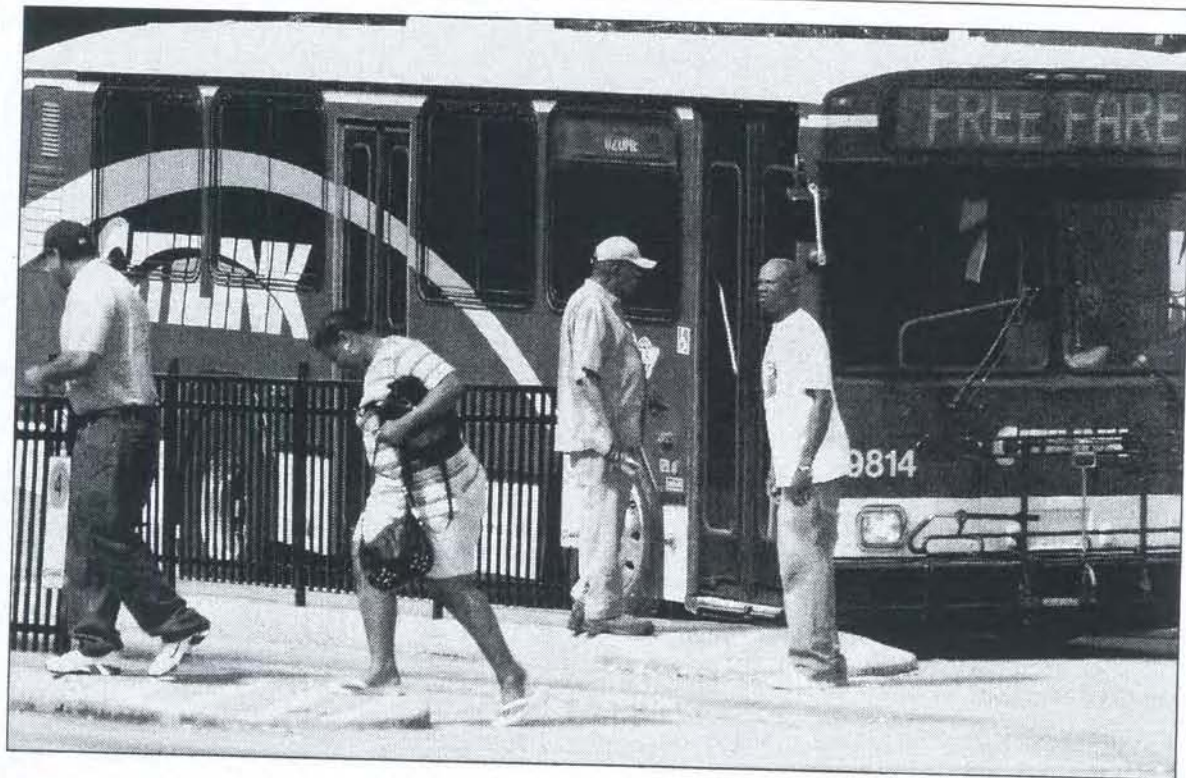
essed value of \$100,000, pays about \$7.10 toward the bridge tax, Blosser said.

By state law, the county commissioners are charged with setting the rate for the major bridge tax. To change the rate, the commissioners would have to post notice of the change, conduct public hearings and pass an ordinance by the beginning of August to be effective for 2008, Blosser said.

Peters also suggested looking into hiring a lobbyist to seek out additional federal money to help pay for the extension - a successful effort the county has previously used to secure money for the same project.

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56 6-26-07



Clint Keller/The Journal Gazette

Watch your breath

Citilink offered free bus rides Wednesday, which was declared an Ozone Action Day. Free rides will be offered again today, also named an action day. A portion of the fare is paid for by a federal grant.

ALTH
Report:
Indiana
1 top 10
or fat
t Hoosiers improved a
le, moving from
1- to 9th-fattest state.

RICK CALLAHAN
the Associated Press

INDIANAPOLIS — Indiana ranks one of the nation's fattest states, weighing in at ninth worst in a new national report that found nearly 27 percent of Hoosiers are obese. Monday's report by the Trust for America's Health put Indiana's percentage of obese adults at 26.8 percent — up from 26.2 percent last year and 25.2 percent in 2005. Despite that increase, Indiana's obesity ranking actually improved — last year it was eighth — in an annual report by the research group that focuses on disease prevention. Jeff Levi, the Washington, D.C.-based group's executive director, said the nation needs "a breakthrough in terms of policies and resources" to combat rising obesity that heightens the risk for diabetes, heart problems and other chronic diseases.

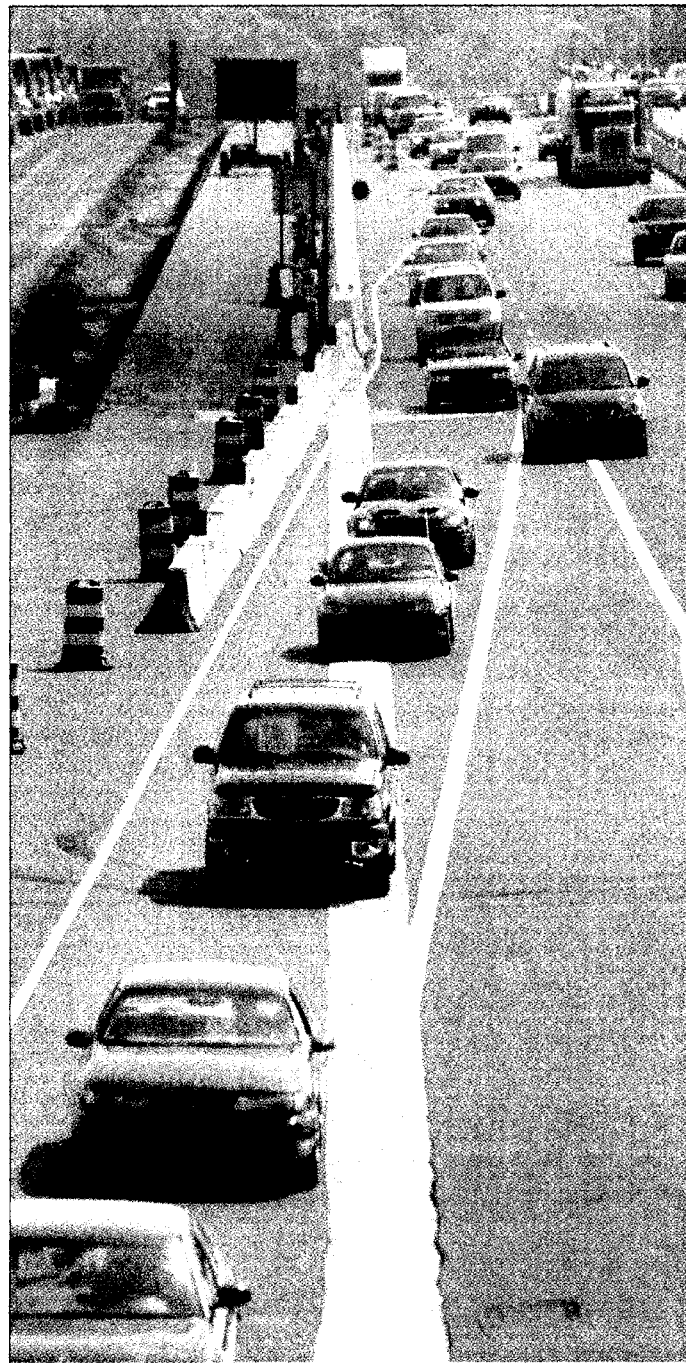
In this year's rankings of the 50 states and the District of Columbia found that 25.9 percent of Hoosier adults said they did not engage in any physical activity last year. The national average is 22 percent. Among children, the report showed that 15.6 percent of Indiana youngsters ages 10 to 17 were overweight — the nation's 15th highest rate in that category.

Weilin Long, who oversees the state's efforts to combat obesity, said the lack of progress has been frustrating but that Indiana is pushing ahead with initiatives to slim the state down. "We're not getting any better. But we're not alone," she said. Long said that 14 state officials last month to review efforts by her states to combat obesity in search for the best approaches for promoting healthy eating, physical activity and other policies. She said the analysis showed that what's needed is collaboration between government, schools, businesses and families to combat poor nutrition and physical inactivity. "Nobody can do it alone. We have to rely on community support, we have to rely on the family and we have to have regulations and policies in place," said Long, who's director of the state's nutrition/division of the Indiana State Department of Health.

Read more as **OBESITY**, Page 3A
 On the Web
 Trust for America's Health:
<http://healthyamericans.org>

CONSTRUCTION CAUSES EXIT CONFUSION

LOOK OUT IN I-69 LANE



By Steve Linsenmayer of The News-Sentinel

Traffic headed on northbound Interstate 69, just south of the Wallen Road overpass, sorts itself into a limited-access exit lane for Dupont Road on Friday afternoon. Phase 2 of the state's I-69 widening project has caused confusion for some drivers, with only one ramp serving both Interstate 469 and Dupont Road. Vehicles exiting onto Dupont must be in the far-right lane, and concrete barriers prevent last-minute lane changes. Drivers were reporting only one sign announcing the change, which caused some to almost miss their exit. Stacie McCormick, spokesperson for the Indiana Department of Transportation, said she was not aware of any complaints or confusion about the signage. However, if INDOT receives complaints, it will mark the exits better, she said.

COMMENT ON THIS STORY AT WWW.NEWS-SENTINEL.COM

COUNTY



By Steve

It's been almost a decade since the Adams Center land deal being negotiated with the city could create a rail center on 300 acres nearby, land once owned by Chemical Management of Indiana.

Ex-landfill eyed for cargo transfer hub

Indy company wants to take some freight business from Chicago.

By BOB CAYLOR
bcaylor@news-sentinel.com

An Indianapolis-based transportation company plans to develop land once owned by the Adams Center hazardous-waste landfill to create a transfer site for international cargo shipped by rail and truck.

The plans being developed by Transport LLC are preliminary, and there are requirements the company and its rail-shipping partner, RailAmerica Inc., must satisfy to cement the deal. But if the company successfully starts an "intermodal ramp and logistics park" on about 300 acres southeast of Fort Wayne once owned by Chemical Waste Management of Indiana, "this could be huge," said Greg Leatherman, Fort Wayne's deputy director of community development.

The opportunity perfectly pleases Wayne's like this, he's heard close enough from Fort Wayne Chicago to Allen County developer Column. Pa arrive on the America. Y enough aw can be pers cars rolling ping short be transfer rail cars mo Just as in

Continues as

NEWS SENTINEL
 TUESDAY
 AUGUST 28, 2007

INVESTIGATION

Man charged with infant son's death

The Northeast Drive resident is being held at Lockup with no bond.

By JEFF WIEHE
juwiehe@news-sentinel.com

Fort Wayne Police officers have arrested a man detectives said they think caused his 3-week-old son's death this weekend. Jason Allen Lambert, 24, of the 100 block of Northeast Drive, was booked into Allen County Lockup with no bond on charges of felony battery to a child causing death and neglect of a dependent causing death.

help a child reportedly not breathing. the time mics and offic arrived, t infant, Alexander All Lambert, v dead. After autopsy, t Allen Cour Coroner dec multiple bl Saturday r and county' year. Lambert were questi the police Avenue at t death, but Lambert a were both titioning Mo Lambert's a

According to a police report, officers were dispatched to Lambert's home Friday about 12:30 p.m. to

Northeast intersection set for fix

Project to cost \$6.9 million, will add 2 lanes

By Benjamin Lanka
The Journal Gazette

Fort Wayne city officials moved forward Wednesday on a long-discussed project to assist north-side commuters.

The city Board of Public Works approved a project management contract between the city and the state for expansion of St. Joseph Center road and reconstruction of the intersection of St. Joe and St. Joseph Center roads. The project is expected to take two years to complete.

David Ross, city engineer, said the project will cost \$6.9 million, with the city paying \$1.4 million. The bulk of the project is being paid from federal money.

The project calls for expanding St. Joseph Center to two through lanes in each direction from St. Joe to Reed Road with turn lanes at major intersections, Ross said. The two-lane road is often congested throughout the day, particularly at the St. Joe intersection.

"It's just been a real pinch point," Ross said.

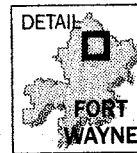
The intersection will be improved to provide two through-lanes on St. Joseph Center in each direction. The intersection will have two left-turn lanes for eastbound St. Joseph Center traffic onto St. Joe.

Other parts of the project include 5-foot-wide sidewalks on both sides of St. Joseph Center, new curbs and gutters.

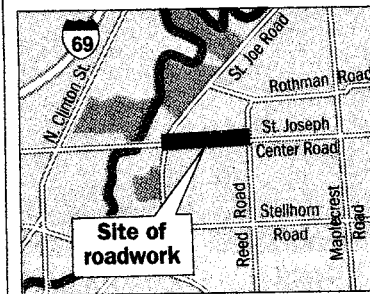
The city has been working on the project for seven years, with promises of its construction coming several times. Ross said all the necessary property has been acquired and that work should begin soon. The Indiana Department of Transportation is expected to bid the project Oct. 17. Ross said this will still allow work to begin this year. The first phase of the project calls for

City sets road upgrades

The city plans to improve the intersection of St. Joe Road and St. Joseph Center Road, as well as expand St. Joseph Center from St. Joe to Reed Road. The \$6.9 million project includes:



- ◆ Four lanes of travel on St. Joseph Center
- ◆ Two through lanes in each direction on St. Joseph Center at the St. Joe intersection.
- ◆ Two left-turn lanes for eastbound traffic on St. Joseph Center at St. Joe.



The Journal Gazette

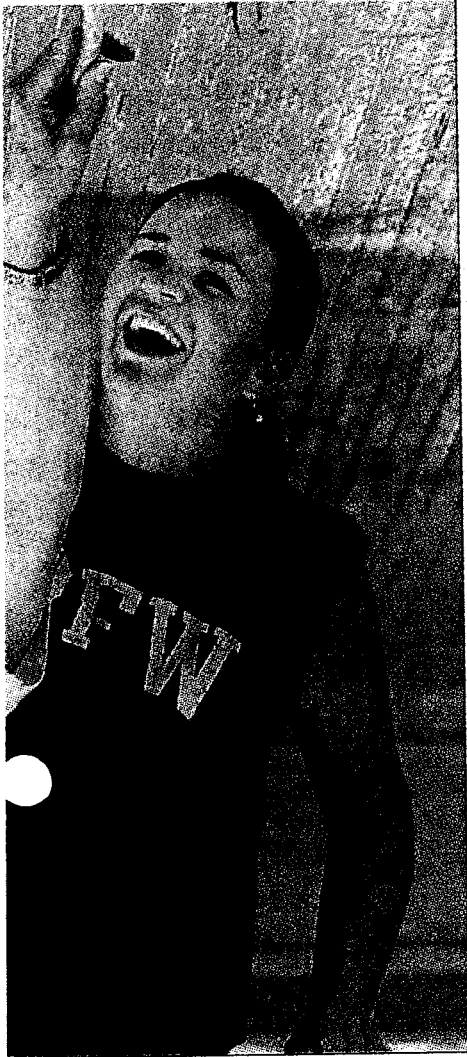
installing storm sewers and water mains, which could be done during the winter if the weather is mild.

Ross said the project will take so long because it is being done in phases to keep the street open for traffic. He said through-traffic will be diverted around the construction area, but people will still have access to the area.

The city had to relocate some graves — some of which date to the Civil War — from the Parker Cemetery to complete the work. Ross said the city still must do some fencing on the site but won't have to remove any more graves.

Ross said the city plans to begin engineering work this year or next year on widening St. Joseph Center from Reed to Maplecrest Road. Ross, however, said that would likely be done after a project to widen Stellhorn Road, just south of St. Joseph Center.

blanka@jg.net



Samuel Hoffman/The Journal Gazette
hope House, 1115 Garden St. The employ-
Way Day of Caring. Story on Page 1C.

identity theft

Requesters must include

- ◆ Full name (and previous name if applicable)
- ◆ Current address and former address if it changed in the last five years
- ◆ Social Security number
- ◆ Date of birth
- ◆ Photocopy of a driver's license, state ID card or other government-issued ID
- ◆ Proof of current residence, such as a copy of a phone or utility bill

JOURNAL GAZETTE
THURSDAY AUGUST 30, 2007

Auburn Road bridge size OK; I-69 widening done

BY BENJAMIN LANKA
The Journal Gazette

Preparing for the future is a good thing but spending more money for future possibilities isn't always a wise investment.

Q. Why are they making the Auburn road bridge over Interstate 69 so narrow? If, and we probably will in a few years, we want to expand I-69 through the city, it appears the current width of the bridge will not allow it. – E-mail from Allan Scott, of Fort Wayne

A. Well, Allan, your initial assumption might be wrong. Gordon Jacobs, project supervisor for the Indiana Department of Transportation, said that with the completion of the third travel lane on I-69 through Fort Wayne, the state has no plans – even long-range ones – to further expand the freeway.

He said the inside median, which is 14 feet, could accommodate a fourth through



ROAD SAGE

lane if necessary, but he said that would likely be only for short-term emergency use.

With property being developed directly up to the existing right of way, buying additional land for an expansion would be cost-prohibitive, he said. In fact, he said it would be an unwise use of public money to expand the bridge for a project that might never happen.

The bridge is being widened to ease traffic. It will have a northbound through lane and a northbound left-turn lane onto Cook Road.

Going south, the bridge will provide two lanes from Cook Road to Clinton Street.

Cone-head report

Numerous construction updates from across the area:

■ Construction on West Jefferson Boulevard between Main Street and Ardmore Avenue should be done next month. The city plans to resurface all lanes, which will require traffic to shift from one side to the other as the contractor mills and resurfaces the street. The city hopes to maintain two east-bound lanes on Jefferson during morning rush hour. Drivers are encouraged to find alternative routes. The project should be complete by Oct. 12.

■ The state will close Indiana 101 just north of Dawkins Road to allow Norfolk Southern to rebuild a railroad crossing. Crews will begin at 8 a.m. Monday, and, weather permitting, the work should be completed by Wednesday. Drivers can use

Road Sage, Page 5C

ROAD SAGE

Continued from Page 3C

Webster Street and Dawkins and Woodburn roads as detours.

■ The state also is extending the temporary pavement on the U.S. 33 widening project south to U.S. 30. The project will restrict access to and from Old Goshen Road, just south of Washington Center Road, to only right turns. The Cook Road approach from the east will remain closed until Oct. 12 for utility relocations.

Radio Sage

This week's bonus audio question comes from M.J. Nussbaum, regarding the speed limit on Harris Road in northwest Fort Wayne. It aired Friday on WOWO-AM, 1190, and can be found online at www.journalgazette.net/roadsage.

Road Sage provides transportation knowledge, solves driving dilemmas and answers construction conundrums. It appears on Page 3C every Saturday. E-mail your questions, name and hometown to roadsage@jg.net.

Lawsuit against FWCS
dismissed **PAGE 4C**

Duplex fire investigated
PAGE 2C

Time Corners fix gets timetable

BY BENJAMIN LANKA
The Journal Gazette

A long-awaited road-improvement project on Fort Wayne's southwest side took another step toward reality Wednesday.

The Fort Wayne Board of Public Works approved a contract between the city and state on the project to realign the intersections at West Jefferson Boulevard, Covington Road and Getz Road in the Time Corners area.

The contract outlines that the city will pay \$567,174 of the \$3.4 million project.

The rest of the money will come from state and federal sources.

The project will expand the short section of Covington Road between Getz Road and Jefferson Boulevard to allow for traffic in both directions. It currently allows only for west-bound traffic.

It will also change the Covington-Jefferson intersection to a four-way signal.

The project also removes the current signal into the Time Corners shopping center and installs a new one farther north.

The changes are intended to prevent confusion and alleviate

congestion on Getz Road by allowing turns east onto Covington Road.

Dave Ross, city engineer, said the project has been in development for six or seven years and said it should make commutes much easier.

"This has been a real problem area for traffic," he said.

The board plans to accept bids for construction next week and work is expected to begin next year.

Flood control

In other business, the Fort Wayne Board of Stormwater

Management approved paying \$40,100 to DLZ Indiana for design work on a flood control project along Winchester Road.

Ross said the city has bought out several homes in the area to protect from flooding, but the street sometimes still floods, cutting access for residents.

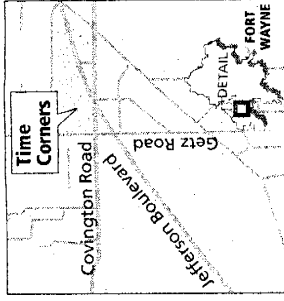
He said the project will include mounding on the river side of the street and raising part of Winchester close to Bluffton Road. He said construction is likely early next year.

blanka@jg.net

SOUTHWEST PROJECT

After several years in development, work is expected to begin next year in the Time Corners area and includes:

- Expanding Covington Road between Getz Road and Jefferson Boulevard to allow for traffic in both directions
- Changing the Covington-Jefferson intersection to a four-way signal
- Removing the current signal into Time Corners and installing a new one farther north



The Journal Gazette

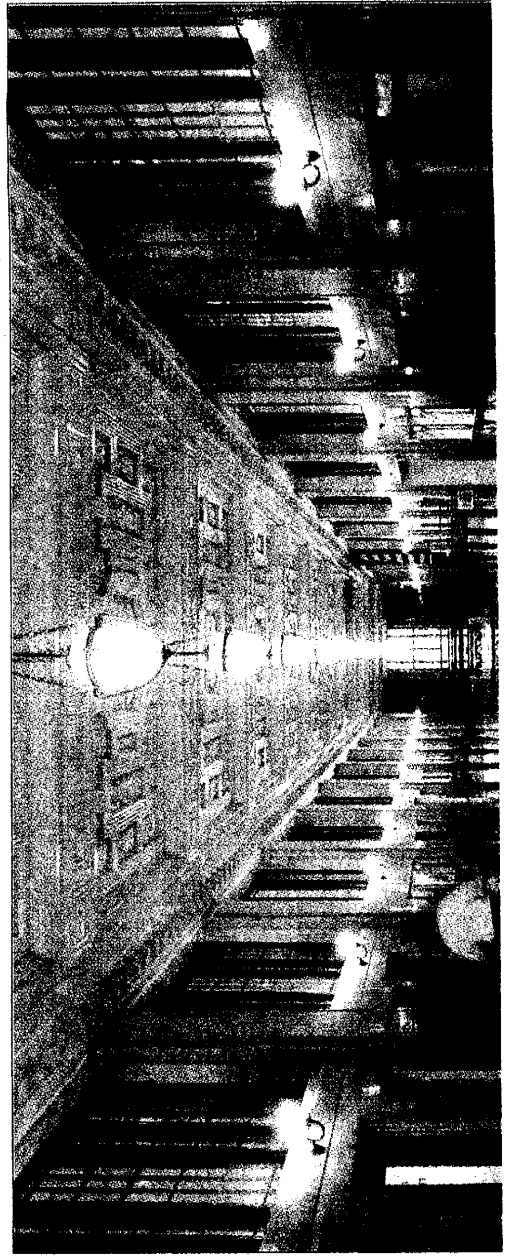
Refugee aid lessens hours at kids' clinic

BY MICHAEL SCHROEDER
The Journal Gazette

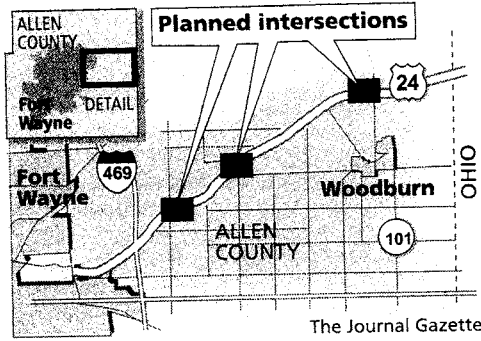
A childhood immunization clinic will close on Mondays so health care workers

can treat and assess patients at the clinic on Mondays."

Waldron did not know when the clinic might reopen on Mondays. She said that the health department is doing a thorough assessment of the



EDITORIAL



U.S. 24 needs interchanges

Gov. Mitch Daniels and his associates boast about what a boon Major Moves is for Indiana. But when it comes to the fair distribution of road improvement dollars, Allen County is getting shortchanged.

The Indiana Department of Transportation was able to find about \$600 million for improved interchanges on Interstate 465 in Indianapolis and about \$374 million to fast-track improvements to U.S. 31 in Hamilton County. But INDOT significantly slashed northeast Indiana's long-planned Fort-to-Port project because of cost concerns.

The plan to straighten and double the lanes on the busy and dangerous highway is going forward. But instead of interchanges, the plans now call for at-grade intersections where U.S. 24 will cross Indiana 101, Webster and Ryan-Bruick roads. Other cross roads will be closed at the highway.

Meanwhile, the Ohio portion of the project is proceeding as planned with overpasses. It will be a much-improved, safer route. Truck drivers and other motorists will find a less-safe road after they cross the Indiana state line, where the only overpasses will be two small structures for non-motorized vehicles to allow Amish buggies to traverse the highway.

Allen County residents are rightly outraged. U.S. 24 has a frightening history of serious accidents. About 50 percent of the traffic on the road is due to trucks. And traffic of all types is only going to increase after it is expanded.

On Oct. 18, INDOT officials held a public hearing in Woodburn to inform residents about the cuts to the project, and more than 200 people attended. Many voiced serious concerns about the diminished plans.

Phyllis Franklin, a nurse and resident of New Haven who lives near U.S. 24, attended the meeting. Her concern is the number of accidents on U.S. 24 and her fear that the carnage will increase.

"They haven't planned for things like tractors pulling grain wagons," Franklin said. "And that's what we are all about out here, agriculture."

"People over and over said we would rather not have this at all if it's going to be this unsafe," Franklin said. "INDOT is not listening."

She vowed to send newspaper clippings to the governor about every accident after the new road is built.



Alderman

Bob Alderman, director of the Indiana Department of Transportation's Fort Wayne District, said the original costs for the project were grossly underestimated. When the project was announced in 2003, the price tag was \$47 million for the road and \$30 million to \$50 million for the interchanges. But the road will cost about \$128 million and the interchanges would cost an additional \$75 million to \$80 million more. "Without Major Moves, this road would not be built period. The money just wasn't there," he said.

Alderman said the plans for the road changed because it's a new road and there are no data to support building interchanges. "Seventy-five to \$80 million is a large expenditure, and you have to have data to support spending that much," Alderman said. But he also said, "The decision



McDonald

was made well above my level. I understand their frustration."

New Haven Mayor Terry McDonald is not buying it. "Our experience tells us people will go faster on a four-lane road than they will on a two-lane road," McDonald said.

"Either they build it (the interchanges) now, or it's going to cost us that much more later," McDonald said. "If it doesn't make any sense financially, at least it should make sense morally. It's a killer highway."

McDonald's view is far more compelling than the company line spouted by local INDOT officials.

INDOT needs to build U.S. 24 correctly from the start. Building the road without interchanges is a waste of taxpayers' dollars and a danger to taxpayers' lives.

\$40 million added for safer U.S. 24

Two interchanges raise state's cost to \$170 million

BY BENJAMIN LANKA
The Journal Gazette

The state will spend \$40 million to make a regional road project safer and more attractive for economic development, Gov. Mitch Daniels announced Wednesday.

Daniels announced that the U.S. 24 Fort to Port project, linking Fort Wayne with Toledo, will now include two interchanges instead of regular intersections. He said the changes — which increase Indiana's projected cost to \$170 million — came after the state heard from numerous residents and elected officials calling for interchanges.

Last December, the Indiana Department of Transportation proposed road-level intersec-

tions instead of four planned interchanges along the 11-mile stretch of road between Interstate 469 in New Haven and the Ohio line. The state said the interchanges were too costly and weren't needed based on traffic counts.

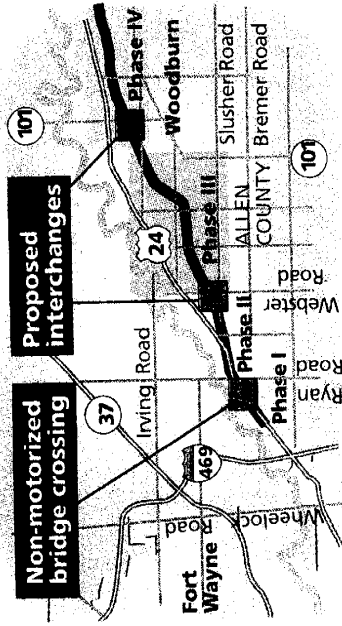
But this year, the Federal Highway Administration asked state transportation officials to review that plan because of concerns it would affect the ability of the Amish community to safely cross the

four-lane divided highway. The plan announced Wednesday would include interstate-like interchanges on U.S. 24 at Webster Road and at Indiana 101. The planned regular intersection with Bruick and Ryan roads — which is the same road on opposite sides of U.S. 24 — will still be built without interchanges, but an overpass will be built to help the Amish tra-

U.S. 24, Page 4A

Interchanges added

Indiana will spend an additional \$40 million on the now \$170 million Fort to Port project.



The Journal Gazette



Janelle Sou Roberts | The Journal Gazette
Gov. Mitch Daniels announces Wednesday that two interchanges will be built on the Fort to Port project.

U.S. 24

Continued from Page 1A

verse the four-lane highway.

Allen County Commissioner Linda Bloom said she is pleased with the state's decision to include the two interchanges, even if it wasn't everything the county wanted.

"These are the two we needed the worst," she said. Bloom said the interchanges would relieve concerns from residents about the safety of traveling on the highway, which currently is a curvy, narrow stretch of road that carries a high percentage of traffic from tractor-trailer rigs.

The governor said the road expansion, especially with the

interchanges, will aid the area's economy by making it easier for businesses to ship products.

"Roads equal jobs," he said.

Bob Alderman, Fort Wayne district commissioner for the Indiana Department of Transportation, said the \$40 million will come from the state's Major Moves money but said it wasn't taken away from any specific project. He said the project could not have been financed without the \$3.8 billion the state received for leasing the Indiana Toll Road.

Alderman said the first phase of the project will be bid early next year and the entire project is to be completed by 2012. Construction work in

Oho has already started.

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PERSPECTIVE

EDITORIALS

Interchanges mean safety

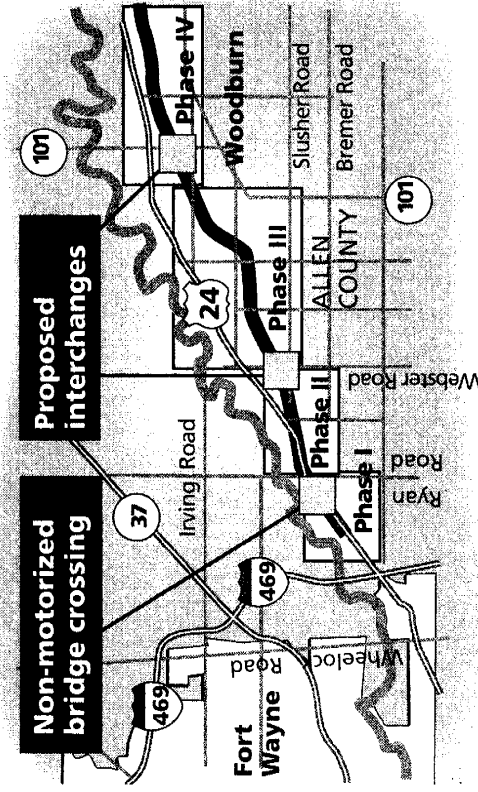
Northeast Indiana residents received some welcome news last week when Gov. Mitch Daniels and state highway officials announced that the Indiana portion of the U.S. 24 Fort-to-Port project will include two interstate-style interchanges instead of intersections. The decision came after righteous — and justified — outrage from the public and local officials familiar with the carnage that happens on that stretch of road.

Many wisely pointed out it would only get worse once the road was expanded and straightened. Traffic will increase, and the speeds cars and trucks travel on the road will increase as well.

The original plan called for interchanges similar to the Ohio portion of the project. But last December the Indiana Department of Transportation decided to use intersections to save money.

Interchanges added

Indiana will spend an additional \$40 million on the now \$170 million Fort to Port project.



The Journal Gazette

The \$40 million the state is investing in the interchanges at Indiana 101 and at Webster Road is a wise investment that is guaranteed to pay off in saved lives, as well as in improved economic development. The interchange at Indiana 101 is particularly crucial

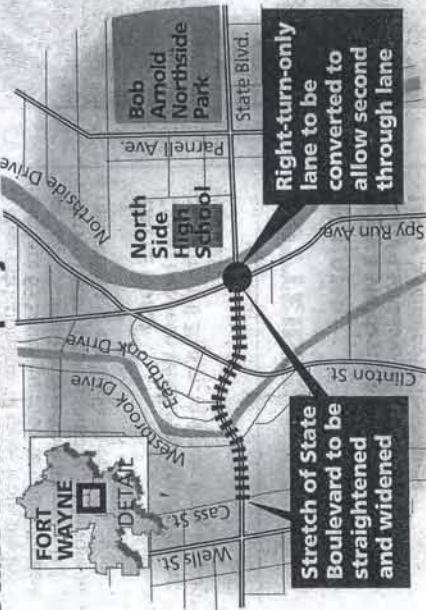
due to the number of bad accidents at the current intersection.

The state's reversal speaks well for three key local officials: state Sen. David Long, who holds the top Senate position; state Rep. Randy Borror, who carried the governor's Major Moves legislation through the House; and Bob Alderman, the district director of the Indiana Department of Transportation. Their appeals were likely important in the new decision.

Unfortunately, highway officials in Indianapolis stuck with their decision to build an at-grade intersection at Bruick and Ryan roads, accompanied by a unique overpass too small for motorized traffic but large enough for horses and buggies in an area of the county with a large Amish population. State officials listened and improved their plan for this important transportation project.

City moves ahead to widen, straighten State

State Boulevard project



BY BENJAMIN LANKA
The Journal Gazette

A \$9 million improvement project slated for 2011 will help ease commuters through the State Boulevard bottleneck north of downtown.

The Board of Public Works on Wednesday approved preliminary engineering work to straighten and expand State Boulevard between Spy Run Avenue and Cass Street for \$772,000. Of that cost, the city will pay \$114,000, Allen County will pay \$40,000 and the state will pay the remainder.

The project will include two travel lanes in each direction

and a softer curve near Eastbrook and Westbrook drives to improve safety. The new alignment - which will require about \$3.2 million in property acquisitions - will help the city provide more capacity than the 20,500 vehicles that travel it daily.

The city plans to acquire all homes in the area between Eastbrook and Westbrook in the floodplain and turn the area into a park.

While not a major part of the project, one of the area's largest bottlenecks will be relieved, according to Rachel Blake, man, spokeswoman for Mayor Tom Henry. The bridge on State

over the St. Joseph River - just west of North Side High School - will be reconfigured to provide two through lanes. The existing right-turn-only lane will be changed to allow vehicles to travel straight on State or turn right onto Spy Run Avenue.

Gina Kostoff, board chairwoman, said this project will help the high-volume area immensely.

"I am so glad to see this come to fruition," she said.

The project will also replace the bridge over Spy Run Creek, which has a sufficiency rating of 22.6 out of a possible 100.

The first phase of the project will take place from Spy Run

Avenue to Clinton Street and is anticipated to begin in 2011. The second phase, from Clinton to Cass, is expected to start in 2012.

Shan Gunawardena, city traffic engineer, said that during construction the city intends to use the existing bridge to handle traffic while the new one is being built. This will be possible because of the distance between the two spans. He said there may be some closures of State during the project but they are not expected for an extended period of time. He said more would be known about construction and delays as plans are developed.

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The Journal Gazette

JOURNAL GAZETTE

4-13-08

JUST IN CASE you don't have enough to worry about, anyone who drives through the near north-central side of the city can start fretting over detours, route strategies and traffic backups that will result from two projects subject to recent action by the city's Board of Public Works.

Last week, the board approved a contract with state transportation officials for replacing the Martin Luther King Jr. bridge that carries traffic across Clinton Street – and U.S. 27 – between Headwaters and Lawton parks.

To save money, a temporary bridge will not be built, so motorists will have to find another way through downtown from the north.

This week, the board moved forward on a plan to straighten and widen State Boulevard between Spy Run Avenue and Cass Street, just east of Wells Street. That portion of State Boulevard will be completely closed at



File

A conceptual rendering of the proposed Arch Truss Bridge over the St. Marys River on Clinton Street, to be built in 2010. Because a temporary bridge will not be built, drivers must find an alternate route.

times; backups from lane closings are likely at other times.

Fortunately, the projects won't overlap: The Clinton closure is schedule for 2010, the state upgrade for 2011.

So you have some time to make driving plans, fret about congestion and decide how much earlier you will need to wake up to drive through those areas.

**METRO, PAGE 1C
City moves forward
on Maplecrest project**

The Fort Wayne City Council gave the go-ahead for some preliminary work for the Maplecrest Road extension, but several members expressed concerns about the viability of the project. The council approved a contract to raise power lines for the road extension project, which is now estimated to cost \$54 million. The cost is being shared by the city, Allen County and New Haven.

City OKs initial Maplecrest work

Power lines to be raised as council debates extension project

BY BENJAMIN LANKA
The Journal Gazette

The Fort Wayne City Council gave the go-ahead for some preliminary work for the Maplecrest Road extension, but

several members expressed concerns about the viability of the project.

The council voted 7-2 to approve a \$124,457 contract with Indiana Michigan Power to raise power lines for the road

extension project. The council in March gave unanimous preliminary support for the contract, but two weeks ago Councilman Tom Smith, R-1st, asked it be delayed because he was concerned about the over-

CITY

Continued from Page 1C
to determine the economic benefit of the project.

Councilman Tim Pape, D-5th, said he has long supported the extension because it would create economic opportunities for the area. He said he is concerned the public has begun to turn on the project, which has been on the books since the 1960s.

Ross said even in the best

all project's escalating costs.

The project would extend Maplecrest from the northern end of Adams Center Road in New Haven to Lake Avenue on Fort Wayne's east side. It is now estimated to cost \$54 mil-

lion, almost double its original — at least for this version — \$30 million price tag. The cost is being shared by the city, Allen County and New Haven.

Dave Ross, city engineer, said the city is planning to spend about \$2 million total for the project, which will come from its economic devel-

Bluffton Road to provide access to a proposed apartment complex. The land for the complex was already properly zoned. The \$4.25 million development would bring an 87-unit complex close to the intersection of Bluffton and St. Louis Avenue.

Pape allowed neighboring residents to speak against the development, saying it would create traffic concerns on already congested Bluffton and it could exacerbate existing drainage problems. The devel-

oper, Mark Heller, said he has tried to work with the neighbors by putting in additional trees and build a classy complex on an unused piece of land.

Councilman Mitch Harper, R-4th, represents the area and voted against the rezoning partly because of concerns about the increased traffic to Bluffton Road. He also said a more comprehensive look needs to be taken at zoning citywide.

blanka@jg.net

oment income tax revenue. Smith, who voted against the contract with Councilman John Shoaff, D-at large, said there are still a lot of decisions to be made with the project. The Allen County commissioners have paid a consultant

"You will save lives on what has been known as the highway of death."

— Rep. Randy Borrer, R-Fort Wayne

Long road to get here: Indiana begins its part

BY BENJAMIN LANKA
The Journal Gazette

With a few shovels of dirt thrown, the clock began ticking toward the end of the "highway of death."

Gov. Mitch Daniels and representatives from the Indiana Department of Transportation and General Assembly broke ground Wednesday on the first Indiana section of the new U.S. 24. The officials praised the project as a way to spur economic development for the area, as well as promote safety.

Trucks account for about half the traffic on the two-lane road, which has seen a high number of

Fort to Port groundbreaking

Officials broke ground Wednesday on the first Indiana segment of the \$170 million Fort to Port U.S. 24 project. This stretch, which runs from Indiana 101 to Ohio, could be done by Thanksgiving.



The Journal Gazette



Samuel Hoffman |
The Journal Gazette

Gov. Mitch Daniels speaks Wednesday at the groundbreaking for the Indiana leg of the Fort to Port project.

Indiana, Page 9A

INDIANA

Continued from Page 1A

accidents and fatal crashes. A tractor-trailer rig overturned this week on U.S. 24, just east of Interstate 469. No one was injured.

Rep. Randy Borrer, R-Fort Wayne, thanked Daniels for his pledge to finance the much-needed improvement.

"You will save lives on what has been known as the highway of death," Borrer said.

The groundbreaking ends a decades-long discussion of improving U.S. 24. Daniels said northeast Indiana drivers would still be waiting for the project if it hadn't been for the Major Moves legislation, which leased the Indiana Toll Road.

In fact, much of the event Wednesday centered on the legislation and how it has benefited the state.

Many of the politicians there thanked the governor for taking the politically risky move of leasing the Toll Road. Daniels is running for re-election this year, although he faces no opponent in the Republican primary.

The \$170 million Fort to Port project will eventually link Fort Wayne to the Port of Toledo with an interstate-like highway. Indiana's portion of the project is an 11-mile stretch from I-469 in New Haven to the Ohio line.

The first segment of the Indiana project, which is called Phase IV, stretches from just west of Indiana 101 to the state line.

Primco, of Fort Wayne, won the contract for nearly \$11 million, to be completed by Thanksgiving if weather cooperates. The work must be done by fall 2009.

Ohio's portion of the project began construction last year, and the states hope to link the

highway at the state line in 2009. Indiana will then complete the rest of the expansion west to New Haven.

Indiana last year added \$40 million to the project to include interstate-like interchanges at Webster Road and at Indiana 101.

The planned regular intersection with Bruick and Ryan roads — which is the same road on opposite sides of U.S. 24 — will still be built without interchanges, but an overpass will be built to help horse-drawn buggies traverse the four-lane highway.

The next phase of the project is the interchange construction, which is scheduled to be awarded to a contractor this fall, and some preliminary work could begin this year.

The first phase of construction is not expected to disrupt most existing traffic patterns, although there likely will be some closures on State Line Road.

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INFRASTRUCTURE

Ground broken for first phase of 'Fort to Port'

\$170M project includes work to widen 13-mile leg of U.S. 24.

By BOB CAYLOR
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State and local officials, including Gov. Mitch Daniels, broke ground Wednesday on the first of four phases in the upgrading of U.S. 24 between Fort Wayne and the Ohio border.

The "Fort to Port" project, which will cost \$170 million, includes making a 13.1-mile section of U.S. 24, which is currently a two-lane

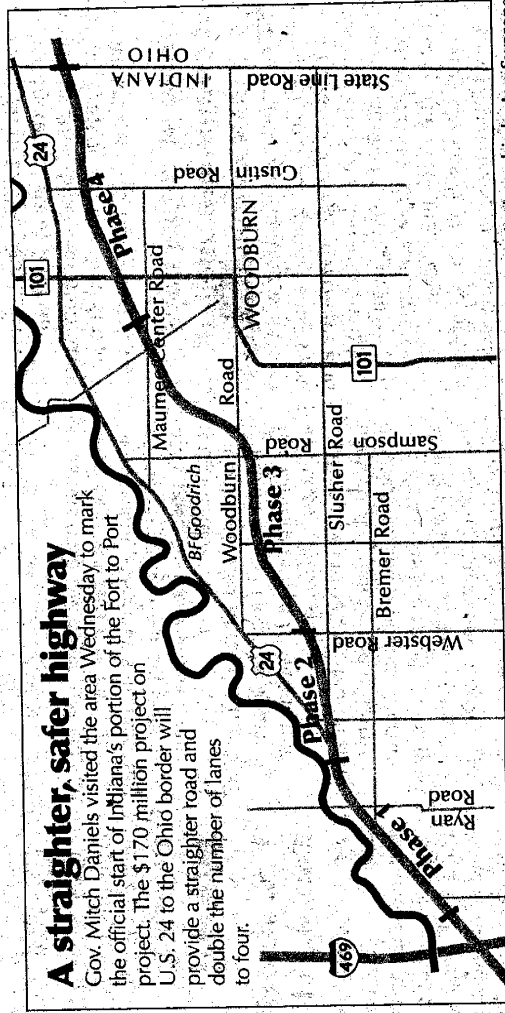
rural road, a straighter four-lane road. It is being funded on an accelerated schedule with proceeds from the lease of the Indiana Toll Road to an international consortium.

The governor's office noted that, when combined with the Hoosier Heartland Corridor, the highway will ease the distribution of products from Lafayette to the Great Lakes ports. State officials say the work should be done in late 2012.

Late last fall, the governor directed the Indiana Department of Transportation to include two interchanges as part of the project. Those interchanges - one at Webster Road and one at Indiana 101 - will be built two

A straighter, safer highway

Gov. Mitch Daniels visited the area Wednesday to mark the official start of Indiana's portion of the Fort to Port project. The \$170 million project on U.S. 24 to the Ohio border will provide a straighter road and double the number of lanes to four.



News-Sentinel graphic by Jon Swerens

years ahead of schedule. A pedestrian overpass for nonmotorized vehicles and horse-

drawn vehicles will be built at Ryan and Bruick roads.

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	2
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