

Transportation Improvement Program

2010-2013

NIRCC

Northeastern Indiana Regional Coordinating Council

The FY 2010-2013 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)
7. American Recovery and Reinvestment Act Projects (ARRA)

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

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LIST OF INITIALS AND ACRONYMS USED

3C - Continuing, Comprehensive, and Cooperative Planning Process
AC - Allen County
ADT - Average Daily Travel
AADT - Annual Average Daily Travel
CBD - Central Business District
CITILINK - Fort Wayne Public Transportation Corporation
CN - Construction Phase
FHWA - Federal Highway Administration
FTA-Federal Transit Administration
FW - Fort Wayne
FY - Fiscal Year
GR - Grabill
HT - Hometown
INDOT - Indiana Department of Transportation
ITS - Intelligent Transportation System
LPA - Local Public Agency
LRP - Long Range Transportation Plan
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
TAC - Transportation Advisory Committee
TCM - Transportation Control Measure
TIP - Transportation Improvement Program
TPC - Transit Planning Committee
TTC - Transportation Technical Committee
UTAB - Urban Transportation Advisory Board
WB - Woodburn

FUNDING CLASSIFICATIONS:

ARRA – American Recovery and Reinvestment Act
CMAQ - Congestion Mitigation and Air Quality
EB - Equity Bonus
HES - Hazard Elimination and Safety
HSIP - Highway Safety Improvement Program
JARC – Job Access Reverse Commute
LR&S - Local Road and Street
MVH - Motor Vehicle Highway
RTP - Recreation Trails Program
SRTS - Safe Routes to School
STP - Surface Transportation Program
TE - Transportation Enhancement

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

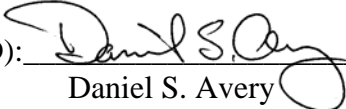
WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

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 December 8, 2009 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):  _____
Daniel S. Avery

(DATE): December 9, 2009

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FORT WAYNE-NEW HAVEN-ALLEN COUNTY METROPOLITAN PLANNING AREA, ALLEN COUNTY, INDIANA CONFORMS TO THE REQUIREMENTS SET FORTH IN THE 1990 CLEAN AIR ACT (CAAA)

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

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

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

THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council herewithin certifies that the FY2010-2013 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2010-2013 Transportation Improvement Program (TIP) is consistent with the 2030-II 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-II Transportation Plan as Amended has been completed and the projects listed in the FY 2010-2013 TIP are consistent with the approved NIRCC 2030-II TP.

That no project in the FY2010-2013 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

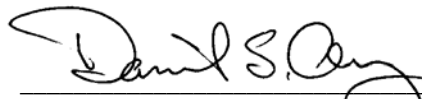
That the FY2010-2013 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

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 Northeastern Indiana Regional Coordinating Council Urban Transportation Advisory Board on December 8, 2009, find the FY 2010-2013 Transportation Improvement Program to conform in all aspects to the requirements of the 1990 Clean Air Act Amendment.

RESOLVED THIS 8TH DAY OF DECEMBER, 2009,

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 2010, 2011, 2012 and 2013) represent committed projects by state and local governments.

II. ORGANIZATION AND STUDY AREA

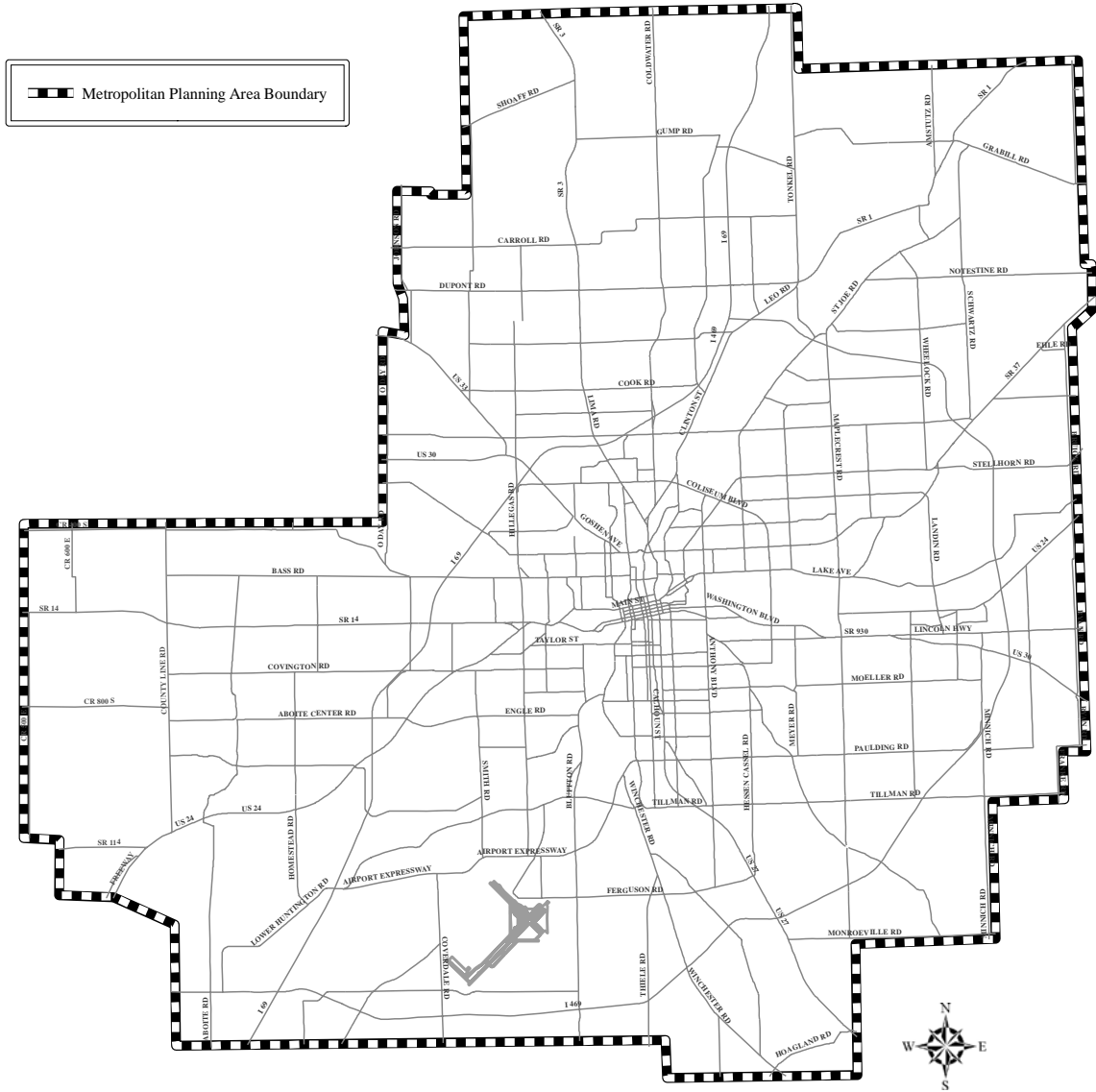
II. ORGANIZATION AND STUDY AREA

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 Donald Grogg - DeKalb County
Councilman, Alan Middleton - 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, Vice Chair - 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 - Mayor of New Haven
- d. One representative from the Fort Wayne Public Transportation Corporation
 - Ken Housden - 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.
 - John Leckie – Production 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
- Jason Kaiser - Indiana Department of Transportation Representative
- Keith Schiegel - 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

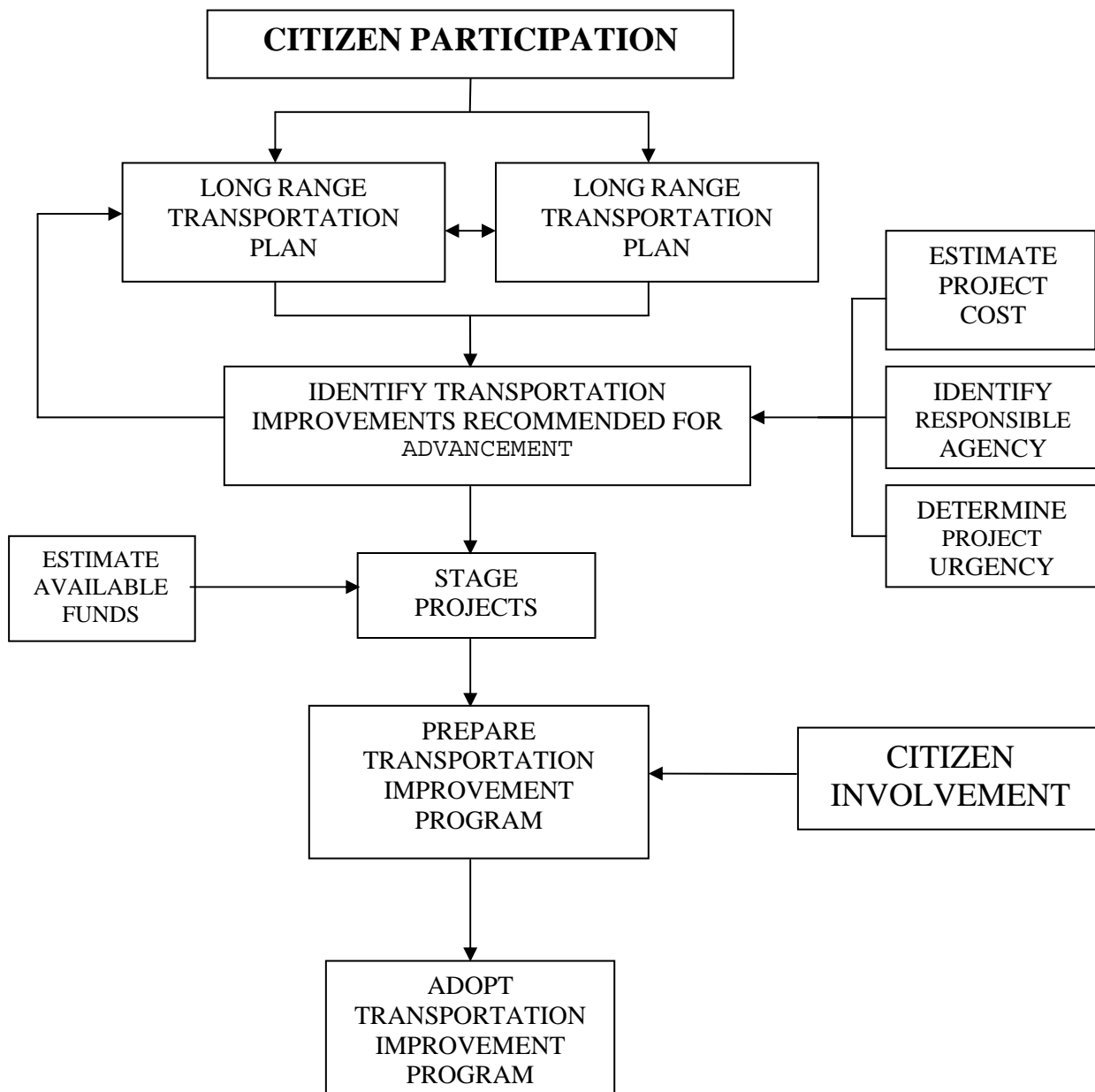
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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, 2030, and 2030-II 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 10–FY 13 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-II Transportation Plan* was adopted in April of 2009.

The 2030-II 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-II 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-II 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

NIRCC works with each implementation agency to estimate the cost of the projects under its responsibility by project phases. The cost estimates are 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 cost estimates are adjusted to reflect year of expenditure dollars. The inflation rates used to adjust current cost to year of expenditure ranges from 3% to 5% depending on the project and phase. The Transportation Improvement Program is updated on an annual basis. Project costs are evaluated and revised as necessary to reflect the most current estimates to year of expenditure.

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-II 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, 2009 to June 31, 2013 for state projects, October 1, 2009 to September 30, 2013 for local projects and January 1, 2009 to December 31, 2013 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-II Transportation Plan. It has been determined that the 2030-II 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. The TIP is available on the Northeastern Indiana Regional Coordinating Council's website for all citizens to view. All amendments and modifications to projects programmed in the TIP are updated as they are approved on the website.

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-II TRANSPORTATION PLAN

2030-II 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 2030-II Transportation Plan as amended Project Identification Number, as listed in the 2010-2013 TIP, has been provided following the description for each project (XX-XXX).

The time periods are:

Period 1 2010-2019

Period 2 2020-2030

Highway Improvements

Air Quality Non-Exempt Projects

New Construction

New four-lane construction

1 Maplecrest Road from Lake Avenue to State Road 930 (10-005)

New two-lane construction

1 Coombs Street from Maumee Avenue to Wayne Street (30-006)

1 Paul Shaffer Drive from Clinton Street to California Road (30(II)-001)

1 Spring Street from Wells Street to Spy Run Avenue (30-007)

Widening Projects

Widen to six lanes

2 Clinton Street from Parnell Avenue to Auburn Road (30-019)

1 Crescent Avenue from Sirlin Drive to Coliseum Boulevard (30(II)-002)

1 Jefferson Boulevard from Illinois Road South to Main Street (10-011)

2 Jefferson Boulevard from Interstate 69 to Illinois Road South (30(II)-003)

2 Illinois Road from Getz Road to Thomas Road (30(II)-004)

1 State Road 3/Lima Road from Ludwig Road to Dupont Road (15-003)

Widen to four lanes

2 Adams Center Road from State Road 930 to Moeller Road (25-033)

1 Aboite Center Road from Coventry Lane to Jefferson Boulevard (10-009)

1 Ardmore Avenue from Jefferson Blvd to Taylor Street (30-016)

1 Ardmore Avenue from Taylor Street to Engle Road (30-017)

2 Ardmore Avenue from Engle Road to Lower Huntington Road (30-015)

1 Bass Road from Hillegas Road to Scott Road (30-018)

2 Bluffton Road from Winchester Road to Old Trail Road (30(II)-005)

1 Clinton Street from Auburn Road to Wallen Road (25-034)

2 Clinton Street from Wallen Road to Dupont Road/State Road 1 (25-034)

1 Dupont Road from Coldwater Road to Lima Road/State Road 3 (25-035)

2 Goshen Avenue from State Boulevard to Coliseum Boulevard/State Road 930 (10-010)

1 Hillegas Road from s/o Bass Road to Washington Center Road (25-036)

- 2 Huguenard Road from Washington Center Road to Cook Road (25-037)
- 2 Lake Avenue from Reed Road to Maysville Road (10-012)
- 1 Maplecrest Road from Lake Avenue to State Boulevard (10-007)
- 1 Maysville Road/Stellhorn Road from Maplecrest Road to Koester Ditch (30-020)
- 2 State Boulevard from Maysville Road to Georgetown North Boulevard (10-015)
- 1 State Boulevard from Spy Run Avenue to Clinton Street (10-016)
- 1 State Boulevard from Clinton Street to Goshen Avenue (10-014)
- 1 State Road 1/Dupont Road from Interstate 69 to Tonkel Road (10-021)
- 1 State Road 14/Illinois Road from Scott Road to West Hamilton Road (10-023)
- 1 State Road 930 from Minnich Road to Brookwood Drive (10-025)
- 2 Tonkel Road from Dupont Road/State Road 1 to Union Chapel Road (10-017)
- 1 Washington Center Road from Lima Road/State Road 3 to US 33 (25-038)
- 2 Wells Street from State Boulevard to Fernhill Avenue (10-018)

Congressional High Priority Corridor Improvement

- 1 US 24 from Interstate 469 to Bruick/Ryan Road (10-019)
- 1 US 24 from State Road 101 to Indiana State line (including interchange @ State Road 101) (Donut Area) (30-023)
- 1 US 24 from Bruick/Ryan Road to Webster Road (including interchange @ Webster Road) (Donut Area) (30-021)
- 1 US 24 from Webster Road to State Road 101 (Donut Area) (30-022)

Interchange-New Construction

- 2 Interstate 69 at Hursh Road (25-051)

Air Quality Exempt Projects

Congestion Management Strategy Implementation

Center Turn Lane Improvement

- 1 Auburn Road from Cook Road to Interstate 469 Exit Ramp (3-lane) (15-001)
- 1 Auburn Road from Dupont Road to Hursh Road (3-lane) (25-001)
- 1 Coldwater Road from Mill Lake Road to Union Chapel Road (3-lane) (25-002)
- 1 Cook Road from Auburn Road to Coldwater Road (3-lane) (25-003)
- 1 Covington Road from Scott Road to Homestead Road (3-lane) (25-005)
- 2 Covington Road from Interstate 69 to Scott Road (3-lane) (25-004)
- 2 Engle Road from Bluffton Road to Smith Road (3-lane) (30-002)
- 1 Gump Road from State Road 3 to Coldwater Road (3-lane) (25-006)
- 1 Gump Road from Coldwater Road to Auburn Road (3-lane) (25-006)
- 2 Hadley Road from Illinois Road/State Road 14 to Covington Road (3-lane) (25-007)
- 1 Hadley Road from Illinois Road/State Road 14 to Bass Road (3-lane) (30(II)-006)
- 2 Liberty Mills Road from Falls Drive to Homestead Road (3-lane) (25-008)
- 1 Maysville Road from State Boulevard to Stellhorn Road (3-lane) (25-009)
- 1 Saint Joe Center Road from Clinton Street to River Run Trail (5-lane) (10-002)
- 2 Saint Joe Road from Evard Road to Mayhew Road (3-lane) (10-003)
- 2 Saint Joe Road from Maplecrest Road to Eby Road (3-lane) (25-010)
- 1 Union Chapel Road from Auburn Road to Tonkel Road (3-lane) (25-011)

1 Wayne Trace from Oxford Street to Pontiac Street (3-lane) (25-012)

Turn Lane Extension

1 Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps (25-032)

Intersection Reconstruction

- 1 Auburn Road and Cook Road/Auburn Road and Clinton Street (10-004)
- 1 Clinton Street and Washington Center/St. Joe Center Road (25-016)
- 1 Coliseum Boulevard and Pontiac Street Intersection (25-017)
- 1 Coverdale Road, Winters Road and Indianapolis Road (25-018)
- 1 Covington Road and Dicke Road/Covington Road and Hadley Road (25-019)
- 1 Dartmouth Drive and Washington Center Road (30-004)
- 1 Flaugh Road and Leesburg Road (30(II)-007)
- 1 Hadley Road, Bass Road and Yellow River Road (25-021)
- 2 Homestead Road and US 24 (25-022)
- 2 Ryan Road and Dawkins Road (25-025)
- 1 State Road 1/Leo Road and Amstutz Road (25-053)
- 1 State Road 14/Illinois Road and Allen/Whitley County Line Road (25-054)

Reconstruction and Realignment

- 1 Adams Center Road from State Road 930 to Interstate 469
- 2 Allen County/Whitley County Line Road from US 24 to SR 14 (30-008)
- 1 Amstutz Road from Hosler Road to State Road 1/Leo Road (30(II)-008)
- 1 Carroll Road - Corbin Road to w/o Corbin Road (25-028)
- 2 Cook Road from Fritz Road to O'Day Road (30(II)-009)
- 1 Coverdale Road from Indianapolis Road to Airport Expressway (30-009)
- 1 Flutter Road from Schwartz Road to St. Joe Road (25-029)
- 2 Lake Avenue from Anthony Boulevard to Coliseum Boulevard (30-010)
- 1 Landin Road from North River Road to Maysville Road (30-011)
- 1 Maplecrest Road from State Boulevard to s/o Stellhorn Road (10-007)
- 1 Moeller Road from Green Street to Hartzell Road (25-030)
- 2 Moeller Road from Hartzell Road to Adams Center (30-012)
- 2 Ryan Road from Harper Road to Bremer Road (25-031)
- 2 Saint Joe Center Road from Reed Road to Maplecrest Road (10-008)
- 1 Till Road from Lima Road to Dawson Creek Boulevard (30-013)
- 2 Wallen Road from Hanauer Road to Auburn Road (30-014)
- 1 Witmer Road/Second Street from Page Road to Main Street (30(II)-010)
- 1 Witmer Road from Schwartz Road to Page Road (30(II)-011)
- 1 US 27/Clinton Street – State Boulevard to Elizabeth Street (25-057)

Other Highway Improvements

New Railroad Grade Separation

- 1 Anthony Boulevard and Norfolk Southern Railroad (25-026)
- 2 Airport Expressway and Norfolk Southern Railroad (15-002)

Reconstruct Railroad Grade Separation

- 1 Anthony Boulevard and CSX Railroad (25-027)
- 2 US 27/Lafayette Street and Norfolk Southern/CSX Railroads (10-006)

Interchange-Modification

- 1 Interstate 469 and US 30 Interchange (25-048)

Bridge Reconstruction/Modification

- 1 Covington Road over Interstate 69 (25-040)
- 1 Spring Street over Norfolk/Southern railroad (30(II)-012)
- 1 US 27/Clinton Street Bridge over St. Mary's River w/Pedestrian Treatment (25-043)

Additional Projects for Illustrative Purposes Only**Widening Projects - six lanes**

- Interstate 69 from Interstate 469 to US 24 (10-020)
- Interstate 69 from Dupont Road/State Road 1 to Hursh Road (25-060)
- Interstate 469 from Maplecrest Road to Interstate 69 (25-058)
- State Road 3 from Dupont Road to Gump Road (25-065)
- State Road 3 from Gump Road to Allen County Line (30(II)-013)
- State Road 930/Coliseum Boulevard from Parnell Avenue to Crescent Avenue (10-026)
- US 24 from Interstate 69 to Homestead Road (25-067)
- US 30 from Interstate 69 to US 33 (10-027)
- US 30 from US 33 to Flaugh Road (10-028)
- US 30 from Flaugh Road to O'Day Road (25-068)

Widening Projects - four lanes

- State Road 1/Leo Road from Tonkel Road to Union Chapel Road (25-063)
- State Road 1/Leo Road from Union Chapel Road to Grabill Road (30(II)-014)
- State Road 1/Bluffton Road from Interstate 469 to State Road 116/124 (30-025)
- State Road 14/Illinois Road from W Hamilton Road to Allen/Whitley County Line Road (25-064)
- State Road 37 from Doty Road to Interstate 469 (10-024)
- US 33 from Cook Road to O'Day Road (10-029)
- US 33 from O'Day Road to State Road 205 (30-028)

Turn Lane Extension

- State Road 3 from Interstate 69 to Washington Center Road (south bound) (25-066)

Reconstruction and Realignment

- State Road 37 from Doty Road to Cuba Road (30-027)

Interchange – New Construction

- US 24 and Bruick/Ryan Road (30-031)

Interchange – Modification

Interstate 69 and Coldwater Road Interchange - Ludwig Road (30-024)
Interstate 69 and US 30/33/SR 930 Interchange (25-049)
Interstate 469 and State Road 1/Bluffton Road Interchange (25-045)
Interstate 469 and US 27 Interchange (25-047)
Interstate 469 and US 24 Interchange (25-046)
US 30 and US 33 Interchange (25-050)

Bridge Reconstruction/Modification

Bass Road over Interstate 69 (25-039)
Hillegas Road over Interstate 69 (25-042)
US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment (25-044)

Transit Improvements

Air Quality Exempt Projects

Public Transit Improvement Projects

**Projects are numbered for identification purposes only, not by priority*

- Project 1** Expanded transit service in the growing urbanized area. Potential locations include the Fort Wayne International Airport and surrounding area, Parkview North and surrounding area, Chapel Ridge and surrounding area, and Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.
- Project 2** Design and construct a downtown intermodal transfer/transportation center.
- Project 3** Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
- Project 4** Install and upgrade bus shelters, benches, and other customer amenities. Placement of shelters (Bus Huts) should be consistent with Citilink service, accessible, and have sidewalk connectivity.
- Project 5** Reduce headways on selected routes where ridership levels warrant.
- Project 6** Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.
- Project 7** Provide customer access to automatic vehicle locator (AVL) information for the transit system through Internet connections.
- Project 8** Design and construct a satellite transfer center to serve the northern portion of the service area.

- Project 9** New Haven route and Georgetown route interconnect with extension of service to the Stellhorn Village and Chapel Ridge area.
- Project 10** Encourage the construction of accessible pedestrian facilities to and from bus stop locations, within developments, and in areas where pedestrian facilities currently do not exist (sidewalk placement and connectivity).
- Project 11** 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 Broadway, Wells Street, Lima Road, Calhoun Street, Lafayette Street / Spy Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard / Maumee Avenue, State Boulevard, and Washington Center Road.
- Project 12** Designate “Rapid Bus Transit” corridors that may use dedicated transit lanes and signal preemption.
- Project 13** Review and update the Transit Development Plan on a four-year cycle.
- Establishing Evaluation Markers
 - Establishing Performance Measures
 - Providing continuous monitoring and evaluation
- Project 14** Transit circulator between IPFW / Ivy Tech / Innovation Center

Specific Improvements from the Transit Development Plan

- Increased service frequency – route 1, 2, 3, 4, 6, 9, and 10
- Extend evening hours – route 2, 4, 7, and 8
- Implement 1 hour headway Sunday service – route 2, 4, and 8
- Implement new cross-town route between Glenbrook and the I-469 / Maysville area
- Design and construct a downtown intermodal transfer/ transportation center
- Update Transit Development Plan

IDENTIFIED TRANSPORTATION STRATEGIES FROM COORDINATED TRANSIT PLAN

Strategies Applicable to All Programs and Providers:

1. Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets
2. Keep costs low / maintain affordable rates

Section 5310 Elderly and Individuals with Disabilities Program Strategies:

1. Maintain existing service / fleets
2. Maintain and increase coordination / efficiency between all transportation providers
3. Expand existing service / fleets
4. Increase public awareness of available services and programs offered by providers that are available to them

Section 5316 Job Access Reverse Commute Program Strategies:

1. Provide transportation to destinations outside of the current service area
2. Provide transportation within and in particular outside of the current service schedules
3. Facilitate multiple destination trips from a single service provider. (ie. daycare/job)
4. Inform the public about transportation services available in the community and train them to use the services to get to work, job training, and child care as efficiently as possible

Section 5317 New Freedom Program Strategies:

1. Provide transportation above and beyond existing complimentary paratransit service
2. Provide transportation outside current service areas
3. Provide transportation within and outside current service schedules

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: ARRA, STP, EB, HES, CMAQ, EV, HSIP, SRST, RTP, TE, JARC, New Freedom, 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 10 – FY 13 Transportation Improvement Program is approximately 48,217,200 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 3.5 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 694,740 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 \$1,941,758 from State Public Mass Transportation Funds (PMTF) for FY 10. Through capitalization of maintenance costs, \$1,527,327 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 10 through FY 13 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 2009 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 10			
FY 11			
FY 12	\$48,217,200 *	\$44,058,200	\$4,159,000
FY 13			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 10 – FY 13 meets the fiscal constraint requirement.

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

Table 2
ALLOCATED FEDERAL FUNDS

FUND TYPE	FY 10	FY 11	FY 12	FY 13
STP/EB Areas over 200,000	\$6,928,300	\$6,928,300	\$6,928,300	\$6,928,300
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
HES	\$450,000			
HSIP	\$694,740	\$694,740	\$694,740	\$694,740
CMAQ	\$2,113,200	\$2,113,200	\$2,113,200	\$2,113,200
ARRA	\$9,341,498	0	0	0
FTA 5307/5309 Operating Capital	0	0	0	0
	\$3,069,755	\$1,765,428	\$767,200	\$226,400
Matching Funds				
JURISDICTION	FY 10	FY 11	FY 12	FY 13
Allen County	\$36,460,159	\$3,542,328	\$40,000	\$782,525
Fort Wayne	\$3,289,300	\$3,542,328	\$3,057,400	\$757,500
New Haven	\$412,050	\$3,200,800	\$70,000	\$0
Grabill	\$30,225	\$0	\$31,900	\$0
Huntertown	\$44,800	\$0	\$12,800	\$0
Fort Wayne PTC Operating Capital	\$7,083,506	\$7,258,113	\$7,436,441	\$7,731,900
	\$767,439	\$507,285	\$191,800	\$56,600

*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 2010 CAPITAL PROJECTS

Capital projects for FY 2010 include the capitalization of maintenance costs at an expected \$1,527,327 in federal funds and complementary paratransit service costs underwritten by up to 10% of the federal allocation (\$320,821 est.) in support of the CY 2010 budget. Citilink also is including computer/office equipment costs at \$20,000, AVL/communications equipment costs at \$19,200 in FTA participation, and other maintenance equipment at \$40,000 FTA participation.

Citilink anticipates replacing six heavy duty transit buses at \$1,835,563 in FTA participation. These buses would replace a similar number that will have reached the end of their projected useful life. One supervisor vehicle and two maintenance trucks are scheduled for replacement to ensure support for the transit system. Federal share for these vehicles is estimated at a total of \$55,600. Citilink has also requested an additional \$1,099,392 in federal funding, along with a statewide transit consortium, for FTA discretionary support for the incremental cost of upgrading the six heavy duty buses to hybrid diesel/electric power.

Again in 2010, Citilink will include programming of allocated Job Access (JARC) (\$137,266) and New Freedom funding (\$81,912). 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 has also received approval for continued funding transfer from the Federal Highway Congestion Mitigation and Air Quality Control Program (CMAQ) for two eligible projects: \$107,080 for education & outreach (transit awareness, Clean Air Force Campaign, Free Fare Ozone Action Day, etc.) and \$380,065 for transit service improvements (Campuslink shuttle and discount pass program).

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 10% of the federal allocation (\$333,653 est.) in support of the CY 2011 budget. Citilink also is including AVL/communications equipment costs at \$19,200 in FTA participation, and other maintenance equipment at \$40,000 FTA participation.

Citilink anticipates replacing four heavy duty buses at \$1,223,712 in FTA participation. These buses would replace a similar number that will have reached the end of their projected useful life. One maintenance truck is scheduled for replacement to ensure support for the transit system. Federal share for this vehicle is estimated at \$13,300. Citilink intends to request an additional \$732,928 in federal funding, along with a statewide transit consortium, for FTA discretionary support for the incremental cost of upgrading the power plants on the heavy duty buses to hybrid diesel/electric.

Again in 2011, Citilink will include programming of allocated Job Access (JARC) (\$164,114) and New Freedom (\$94,419) funding. Citilink has also received approval for continued funding transfer from the Federal Highway Congestion Mitigation and Air Quality Control Program (CMAQ) for two eligible projects: \$111,116 for education & outreach (transit awareness, Clean Air Force Campaign, Free Fare Ozone Action Day, etc.) and \$404,973 for transit service improvements (Campuslink shuttle and discount pass program).

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 10% of the federal allocation (\$346,999 est.) in support of the CY 2012 budget. Citilink also is including AVL/communications equipment costs at \$19,200 in FTA participation, computer/office equipment at \$20,000 and other maintenance equipment at \$40,000 FTA participation.

Citilink is also anticipating continued efforts to upgrade the administrative/maintenance facility and has budgeted \$200,000 in federal funds toward these improvements. Citilink also anticipates replacement of eight minibuses at \$488,000

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

FY 2013 CAPITAL PROJECTS

Capital projects for FY 2013 include the capitalization of maintenance costs at an expected \$1,718,035 in federal funds and complementary paratransit service costs underwritten by up to 10% of the federal allocation (\$362,878 est.) in support of the CY 2013 budget. Citilink also is including AVL/communications equipment costs at \$19,200 in FTA participation, and other maintenance equipment at \$40,000 FTA participation.

Citilink also anticipates replacement of one (1) minibus at \$63,400 and three (3) modified minivan supervisor vehicles at \$90,000 and one (1) maintenance truck at \$13,800 federal participation to ensure support vehicles for the service.

Again in 2013, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding (estimated at previous allocation levels). 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 2008, Citilink fixed route provided more passenger trips than in any year since 1989. Citilink Access ridership also increased in 2008, to its highest level ever. Combined ridership totaled over 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. In 2005 the Citilink/FWPTC Board of Directors adopted the plan and implementation began. This Transit Development Plan is slated for update in NIRCC's FY 2009-2010 planning budget.

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 \$1.3 million in 1997 to \$3.1 million in 2009. Table 1 provides a summary of federal formula funds apportioned from 2006-2009.

Table 1
Federal Formula Apportionments
2005-2009

Year	Operating	Capital	Total
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
2009	\$0	\$3,084,822	\$3,084,822

In addition, Citilink has been the beneficiary of specifically dedicated earmarks of discretionary Federal funds from the Section 5309 discretionary capital program. Most recently we received funding for two hybrid/electric upgrades (\$320,000) from the Statewide Electric Hybrid Bus Initiative sponsored by the Indiana Transportation Association.

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 Reverse Commute (JARC) and New Freedom programs; projects are selected under purview of the Human Service Transportation Plan.

Citilink was also recently awarded a one time stimulus allocation from the American Recovery & Reinvestment Act (ARRA). We have programmed these funds (\$4,095,327) toward the purchase of six (6) replacement hybrid transit buses (fixed route), four (4) replacement light transit vehicles (flex route), three (3) medium duty buses (Campuslink) and routing and scheduling software upgrades. All of these projects were previously included, or have been amended, in the Transportation Improvement Plan (TIP). We have also submitted discretionary requests for energy efficiency upgrades for our administrative/maintenance facility (TIGGER) and additional vehicle replacements (5309 and EPA). These projects are also included in the TIP.

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 2006-07 legislative session. These funds are allocated using a performance based formula with emphasis on ridership per capita and locally derived income. 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 amount of funding allocated to Citilink is also affected by the number of participating transit systems statewide, which has been growing. Since 1996, 35 new systems have been added to the formula and more are expected. The number of systems is now double the original number when the fund was established in 1983. Citilink allocations have increased slightly in the past several years because the economy has been strong and Citilink's relative

performance under the formula allocation has improved with increases in ridership. Table 2 shows a summary of State funds allocated to the Citilink since 2005.

Table 2
Allocation of State Public Mass Transportation Funds
2005-2009

<u>Year</u>	<u>Allocation</u>
2005	\$1,503,228
2006	\$1,644,210
2007	\$1,726,215
2008	\$1,983,320
2009	\$1,866,977

Local Funding

The current sources of local funds are the property tax levied by Citilink within its taxing district, excise tax on motor vehicles, financial institution taxes on deposits, and county option income tax (COIT). The local taxing district has an assessed value in 2006 payable in 2007 of approximately \$10.5 billion. In that year, Citilink taxed at a rate of \$0.0324 per \$100 of assessed valuation. The property tax combined with the excise tax, financial institution tax, and county option income tax, will result in local revenues to Citilink of an estimated \$4.8 million for 2008, 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 2004-2008. Local property tax revenues are currently frozen. The result is ever increasing operating costs with decreasing local revenue. 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 the levy increased by \$518,339; however, this will not keep pace with increasing costs. Adjustments to fares have been made, 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
2004-2008

<u>Year</u>	<u>Operating Funds</u>	<u>Debt Service</u>	<u>Cumulative Capital Fund</u>	<u>Total</u>
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
2008	\$4,835,260	\$0	\$0	\$4,835,260

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

Bus fares were adjusted the summer of 2008. The adult fare increased from \$1.00 to \$1.25. Transfers were eliminated; however, a \$3.00 All Day Pass was created and the cost of the monthly pass remained constant. Fares were last adjusted in 1992. 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 2004 through 2008. Table 5 is a summary of operating revenues from 2004 through 2008.

**Table 4
Farebox, Special Event, and Miscellaneous Revenue
2004-2008**

Year	Bus Fare Revenue	Misc. Revenue	Access Fare Revenue	Special Events	Total
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
2008	\$1,219,143	\$250,438	\$144,402	\$0	\$1,583,983

**Table 5
Total Operating and Non-Operating Revenue Applied to Services
2004-2008**

Year	Federal	State PMTF	Local Taxes	Farebox, Special Events/Misc.	Total
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
2008	\$2,253,178*	\$2,000,446	\$4,838,868	\$1,583,983	\$10,676,475

* 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 state 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 and environmental concerns. 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 2010-2013. 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, \$3,304,840 in local matching funds will be needed for 2010-2013. 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
2010-2013

Year	Estimated Federal Formula Funds	Local Cumulative Capital Funds	Estimated Total Capital Funds
2010	\$3,317,726	\$350,000	\$3,667,726
2011	\$3,568,214	\$350,000	\$3,918,214
2012	\$3,837,615	\$350,000	\$4,187,615
2013	\$4,127,354	\$350,000	\$4,477,354
TOTAL	\$14,850,909	\$1,400,000	\$16,250,909

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
2010-2013

Year	Federal Capital Carryover	Federal Capital	Federal Capital Available	Local Capital Carryover	Local Cum. Capital Fund	Local Capital Available	Total Capital Available
2010	\$391,463	\$3,317,726	\$3,709,189	\$463,098	\$350,000	\$813,098	\$4,522,287
2011	\$196,605	\$3,568,214	\$3,764,819	\$396,989	\$350,000	\$746,989	\$4,511,808
2012	\$546,534	\$3,837,615	\$4,348,149	\$422,936	\$350,000	\$772,936	\$5,157,085
2013	\$1,617,993	\$4,127,354	\$5,745,347	\$581,136	\$350,000	\$931,136	\$6,676,483

Year	Federal Capital Available	(Deduct Cap/Maint., Comp PT)	Federal Capital 5307 Programmed	Federal Capital Carryover	Local Capital Available	Local Capital Programmed	Local Capital Carryover
2010	\$3,709,189	\$1,848,148	\$1,664,436*	\$196,605	\$813,098	\$416,109	\$396,989
2011	\$3,764,819	\$1,922,073	\$1,296,212	\$546,534	\$746,989	\$324,053	\$422,936
2012	\$4,384,149	\$1,998,956	\$776,200	\$1,617,993	\$772,936	\$191,800	\$581,136
2013	\$5,745,347	\$2,080,913	\$226,400	\$3,438,034	\$931,136	\$56,600	\$874,536

*one of the six (6) buses programmed for 2010 will be ARRA funded and therefore is not included in this calculation.

Additional Funding

Citilink’s options for generating additional non-operating funding are very limited. Local property tax rates are frozen. A “hardship” excess levy appeal is available one year at a time under current Indiana Code, but requires the approval of the Fort Wayne City Council. 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	2009	2010	2011	2012	2013
Wages & Benefits	\$7,225,778	\$7,442,552	\$7,665,828	\$7,895,803	\$8,211,635
Services	\$531,378	\$541,320	\$563,739	\$580,651	\$603,877
Supplies	\$2,039,725	\$2,100,916	\$2,163,944	\$2,228,862	\$2,318,016
Utilities, Taxes, and Insurance	\$582,778	\$600,261	\$618,269	\$636,817	\$622,289
Other	\$177,053	\$182,364	\$187,835	\$193,470	\$201,209
Total Costs	\$10,556,711	\$10,873,413	\$11,199,615	\$11,535,604	\$11,997,026
Total Revenue Net	\$10,015,186	\$10,315,641	\$10,625,110	\$10,943,864	\$11,381,619
(Maximum Transfer from Reserve)	(\$541,526)	(\$551,722)	(\$574,505)	(\$591,740)	(\$615,407)

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 04/01/2009)**

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Replacement
Contingency*	9160	1991	GILLIG	PHANTOM	15GCB0913M1084293	35'	Yes	37/2wc	484,957	poor	2010
Contingency*	9161	1991	GILLIG	PHANTOM	15GCB0914M1084299	35'	Yes	37/2wc	451,918	poor	2010
Active	9801	1998	GILLIG	PHANTOM	15GCB1819WIO88603	35'	Yes	37/2wc	440,459	fair	2011
Active	9802	1998	GILLIG	PHANTOM	15GCB1819WIO88604	35'	Yes	37/2wc	458,862	fair	2011
Active	9803	1998	GILLIG	PHANTOM	15GCB1819WIO88605	35'	Yes	37/2wc	487,201	fair	2011
Active	9804	1998	GILLIG	PHANTOM	15GCB1819WIO88606	35'	Yes	37/2wc	482,259	fair	2010
Active	9805	1998	GILLIG	PHANTOM	15GCB1819WIO88607	35'	Yes	37/2wc	483,630	fair	2010
Active	9806	1998	GILLIG	PHANTOM	15GCB1819WIO88608	35'	Yes	37/2wc	443,967	fair	2010
Active	9807	1998	GILLIG	PHANTOM	15GCB1819WIO88609	35'	Yes	37/2wc	494,655	fair	2010
Active	9808	1998	GILLIG	PHANTOM	15GCB1819WIO88610	35'	Yes	37/2wc	482,559	fair	2010
Active	9809	1998	GILLIG	PHANTOM	15GCB1819WIO88611	35'	Yes	37/2wc	483,535	fair	2010
Active	9810	1998	GILLIG	PHANTOM	15GCB1819WIO88612	35'	Yes	37/2wc	486,778	fair	2010
Active	9811	1998	GILLIG	PHANTOM	15GCA1819WIO89126	30'	Yes	29/2wc	534,647	fair	2010
Active	9812	1998	GILLIG	PHANTOM	15GCA1819WIO89127	30'	Yes	29/2wc	493,198	fair	2010
Active	9813	1998	GILLIG	PHANTOM	15GCA1819WIO89128	30'	Yes	29/2wc	489,190	fair	2010
Active	9814	1998	GILLIG	PHANTOM	15GCA1819WIO89129	30'	Yes	29/2wc	523,768	fair	2010
Contingency*	16	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84190	28'	Yes	23/2wc	226,383	poor	2007
Contingency*	17	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84191	28'	Yes	23/2wc	267,531	poor	2007
Contingency*	18	2000	ELDORADO	NATIONAL	1N9EBAC62YCO84192	28'	Yes	23/2wc	262,391	poor	2007
Active	221	2002	GILLIG	LOW FLOOR	15GGE181221090518	30'	Yes	27/2wc	341,029	Good	2014
Active	222	2002	GILLIG	LOW FLOOR	15GGE181221090519	30'	Yes	27/2wc	355,860	Good	2014
Active	223	2002	GILLIG	LOW FLOOR	15GGE181221090520	30'	Yes	27/2wc	337,875	Good	2014
Active	224	2002	GILLIG	LOW FLOOR	15GGE181221090521	30'	Yes	27/2wc	344,038	Good	2014
Active	225	2002	GILLIG	LOW FLOOR	15GGB181X21072499	35'	Yes	32/2wc	332,031	Good	2014
Active	226	2002	GILLIG	LOW FLOOR	15GGB181221072500	35'	Yes	32/2wc	300,117	Good	2014
Active	227	2002	GILLIG	LOW FLOOR	15GGB181421072501	35'	Yes	32/2wc	333,215	Good	2014
Active	228	2002	GILLIG	LOW FLOOR	15GGB181621072502	35'	Yes	32/2wc	264,433	Good	2014
Active	570	2005	GLAVAL	FORD E-450	1FDXE45P35HA66446	24'	Yes	14/2wc	168,164	Fair	2010
Active	571	2005	GLAVAL	FORD E-450	1FDXE45P25HA66440	24'	Yes	14/2wc	176,690	Fair	2010
Active	572	2005	GLAVAL	FORD E-450	1FDXE45P35HA60811	24'	Yes	14/2wc	173,450	Fair	2010
Active	573	2005	GLAVAL	FORD E-450	1FDXE45P65HA84083	24'	Yes	14/2wc	178,539	Fair	2010
Active	682	2006	SUPREME	FORD E-450	1FDXE45P26DB42439	24'	yes	14/2wc	101,964	Good	2013
Active	629	2006	GILLIG	LOW FLOOR	15GGB291661076883	35'	Yes	32/2wc	147,892	Good	2018
Active	630	2006	GILLIG	LOW FLOOR	15GGB291861076884	35'	Yes	32/2wc	146,693	Good	2018

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Replacement
Active	831	2008	GILLIG	LOW FLOOR	15GGB271X81078836	35'	Yes	32/2wc	58,562	Good	2018
Active	832	2008	GILLIG	LOW FLOOR	15GGB271181078837	35'	Yes	32/2wc	60,493	Good	2018
Active	833	2008	GILLIG	LOW FLOOR	15GGB271381078838	35'	Yes	32/2wc	56,659	Good	2018
Active	834	2008	GILLIG	LOW FLOOR	15GGB271581078839	35'	Yes	32/2wc	55,220	Good	2018
Active	835	2008	GILLIG	LOW FLOOR	15GGB271181078840	35'	Yes	32/2wc	62,574	Good	2018
Active	836	2008	GILLIG	LOW FLOOR	15GGB271381078841	35'	Yes	32/2wc	57,786	Good	2018

Access Demand Response:

Active	365	2003	SUPREME	FORD E-450	1FDXE45F83HA02648	24'	Yes	12/5wc	168,312	poor	2008
Active	366	2003	SUPREME	FORD E-450	1FDXE45FX3HA02649	24'	Yes	12/5wc	170,847	poor	2008
Active	367	2003	SUPREME	FORD E-450	1FDXE45F63HA02650	24'	Yes	12/5wc	168,289	poor	2008
Active	368	2003	SUPREME	FORD E-450	1FDXE45FX3HA02652	24'	Yes	12/5wc	168,737	poor	2008
Active	369	2003	SUPREME	FORD E-450	1FDXE45F13HA02653	24'	Yes	12/5wc	163,717	poor	2008
Active	574	2005	GLAVAL	FORD E-450	1FDXE45P05HA78165	24'	Yes	10/5wc	115,128	fair	2012
Active	575	2005	GLAVAL	FORD E-450	1FDXE45P85HA78155	24'	Yes	10/5wc	110,948	fair	2012
Active	576	2005	GLAVAL	FORD E-450	1FDXE45P75HA78115	24'	Yes	10/5wc	106,700	fair	2012
Active	577	2005	GLAVAL	FORD E-450	1FDXE45P05HA84080	24'	Yes	10/5wc	111,275	fair	2012
Active	578	2005	GLAVAL	FORD E-450	1FDXE45P25HA84081	24'	Yes	10/5wc	122,006	fair	2012
Active	579	2005	GLAVAL	FORD E-450	1FDXE45P15HA78157	24'	Yes	10/5wc	118,275	fair	2012
Active	580	2005	GLAVAL	FORD E-450	1FDXE45P75H78129	24'	Yes	10/5wc	96,948	fair	2012
Active	581	2005	GLAVAL	FORD E-450	1FDXE45P25HA78118	24'	Yes	10/5wc	118,928	fair	2012

Contingency*	2	1997	OLDSMOBILE	CIERA	1G3NB52M5V6316687				59793	Fair	N/A
Active	10	2000	FORD	TAURUS	1FAFP5321YG209210				107340	Fair	2010
Active	9	2008	CHEVROLET	UPLANDER	1GBDV13W58D162854		YES	3/2wc	7500	Good	2013
Active	12	2008	CHEVROLET	UPLANDER	1GBDV13W48D162800		YES	3/2wc	4793	Good	2013
Active	14	2008	CHEVROLET	UPLANDER	1GBDV13W78D162788		YES	3/2wc	7465	Good	2013
Active	62	1988	CHEVROLET	S-10	1GTBS14E5J2516309				122315	poor	2010
Active	64	1979	INTERNATIONAL	WRECKER	D3017GGB17341				18830	Fair	N/A
Contingency*	66	1987	CHEVROLET	3/4 PLOW	1GTGV24J5HJ515547				40866	Poor	N/A
Active	71	2001	FORD	1 TON DUMP	1FDWF37S71ED16092				2602	Good	2020
Active	82	2001	DODGE	DAKOTA	1B7GL32X52S560458				135068	Fair	2010
Active	83	2008	CHEVROLET	SILVERADO	1GBH24K68E140223				3665	Good	2013
Active	93	1993	FORD	PLOW TRUCK	1FTHF26GXPNB36120				108047	Fair	2010

**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 2009. Notice of awards will be given in May 2009.

The Allen County Council on Aging applied for and was awarded capital assistance for the purchase of two 8 passenger small transit vehicles w/lifts. The total cost for the small transit vehicles is 94,000 dollars (47,000 each) of which eighty percent, 75,200 (37,600 each) dollars will be paid for with federal funds. The Allen County Council on Aging will provide the local matching dollars of 18,800 (9,400 each) for the requested vehicles. The vehicle will be used to provide specialized transportation to handicapped and/or elderly persons to access nutrition sites, medical appointments, grocery stores, and other well-being needs. The requested vans will be used to replace existing vehicles.

The Community Transportation Network applied for and was awarded capital assistance for the purchase of two 8 passenger small transit vehicles w/lifts and one type C 12 passenger modified van with a lift. The total cost for the modified vans is 141,000 dollars (47,000 each) of which eighty percent, 112,800 dollars (37,600 each) will be paid for with federal funds. Community Transportation Network will provide the local matching dollars of 28,200 (9,400 each) for the requested vehicles. The vehicles will be 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 requested vans will be used to replace three (3) existing vehicles.

The Northeastern Indiana Regional Coordinating Council, the designated Metropolitan Planning Organization (MPO) for the Fort Wayne Urbanized Area has maintained a Transportation Advisory Committee (TAC) to assist in the planning and evaluation of transportation services for elderly and handicapped persons. The TAC reviewed and prioritized the four Section 5310 vehicles being requested. The 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 2010-2013

FY 10 TIP Local Highway Projects

ROAD PROJECTS-AREA OVER 200,000				
Project	Phase	LPA	Federal Share	Funding Type
*Allen County Bridges	PE	AC	480,000	BR
Ardmore Ave - Taylor St to Jefferson Blvd	CN	FW	0	Local Funds
Auburn Rd - Cook Rd & Clinton St	PE	FW	76,000	INDOT STP
Auburn Rd - Cook Rd & Clinton St	RW	FW	200,000	STP/CMAQ
Auburn Rd & Wallen Rd	CN	FW	104,000	CMAQ
*Bostick Rd - Bridge #262 over St. Mary's River	CN	AC	1,049,663	Group IV - BR
Calhoun St - Berry St to Washington St	CN	FW	0	Local Funds
Clinton St - Bridge over St Mary's River	CN	FW	4,194,400	STP/INDOT STP
Clinton St & Washington Center Rd	PE	FW	72,000	CMAQ
Clinton St & Washington Center Rd	RW	FW	48,000	CMAQ
Covington Rd Trail - Scott Rd to Ladue Ln	CN	FW	927,200	TE
Dartmouth Dr & Washington Center Rd	CN	FW	1,242,000	HSIP/HES
Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	379,215	Group IV - BR
Gump Rd - SR 3 to Coldwater Rd	RW	AC	800,000	STP
Johnny Appleseed Park to Shoaff Park Trail (Phase 1A)	CN	FW	375,000	TE
*Landin Rd - North River Rd to Maysville Rd	PE	NH	320,000	STP
Maplecrest Rd - Lake Ave to SR 930	CN	AC	14,000,000	STP / High Priority
*Maplecrest Rd - Lake Ave to State Blvd	PE	FW	432,000	STP
Moeller Rd - Green Rd to Hartzell Rd	RW	NH	329,100	STP/CMAQ
New Haven Depot & Corridor Project	CN	NH	737,100	TE
New Haven Pedestrian Walkways 3 & 5	RW	NH	28,000	CMAQ
New Haven Pedestrian Walkways 3 & 5	CN	NH	354,000	CMAQ
*Pufferbelly Trail - from Lawton Park to Franke Park	PE	FW	241,100	TE
Railroad Corridor Acquisition	RW	FW	300,000	TE
Signal Cabinet and Controller Upgrade-13 intersections	CN	FW	76,000	STP/CMAQ
Signal Controller Upgrade-283 intersections	CN	FW	680,000	STP/CMAQ
Signal Coordination/Interconnect-31 intersections	CN	FW	76,000	STP/CMAQ
Six Mile Creek	PE	FW	165,735	TE
Spring Street Bridge over Norfolk Southern Railroad	RW	FW	200,000	STP/CMAQ
Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	FW	150,000	RTP
Wireless Vehicle Detection-68 intersections	CN	FW	1,040,000	STP/CMAQ
		Total	29,076,513	

FY 11 TIP Local Highway Projects

ROAD PROJECTS-AREA OVER 200,000				
Project	Phase	LPA	Federal Share	Funding Type
2nd St (Grabill): Shoal Ln to Main St	PE	GR	120,900	Group IV
Auburn Rd - Cook Rd & Clinton St	CN	FW	0	INDOT / Local
*Bethel Rd / Huguenard Rd / Till Rd	PE	AC	160,000	CMAQ
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	FW	160,000	CMAQ
Carroll Rd - Preserve Blvd to Bethel Rd	PE	HT	179,200	Group IV
Clinton St & Washington Center Rd	CN	FW	779,200	CMAQ
Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	3,086,000	Group IV
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	690,313	Group IV - BR
Covington Rd & Dicke Rd	RW	FW	80,000	STP/CMAQ
*Covington Rd Trail: Ladue Ln to I-69	PE	FW	50,000	CMAQ
*Covington Rd Trail: Ladue Ln to I-69	RW	FW	65,000	CMAQ
*Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	RW	FW	93,600	TE
*Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	CN	FW	864,707	TE
*Engle Rd Trail: Jefferson Blvd to Towpath Trail	PE	FW	52,800	CMAQ
*Engle Rd Trail: Jefferson Blvd to Towpath Trail	RW	FW	60,000	CMAQ
Flutter Rd - St Joe Rd to Schwartz Rd	RW	AC	1,280,000	STP/CMAQ
Flutter Rd - St Joe Rd to Schwartz Rd	CN	AC	5,575,000	STP
Flutter Rd - St Joe Rd to Schwartz Rd	CN	AC	960,000	CMAQ
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	RW	FW	60,000	TE
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	550,385	TE
*Maplecrest Rd - Lake Ave to State Blvd	RW	FW	788,000	STP
Maysville Rd/Stellhorn Rd-Koester Ditch to Maplecrest Rd	PE	FW	800,000	HSIP
Moeller Rd - Green Rd to Hartzell Rd	CN	NH	3,200,800	STP
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	CN	AC	523,822	Group IV - BR
*Pufferbelly Trail - from Lawton Park to Franke Park	RW	FW	180,000	TE
Six Mile Creek	RW	FW	112,500	TE
Spring Street Bridge over Norfolk Southern Railroad	CN	AC	2,120,000	STP/CMAQ
St. Joe Center Rd - Reed Rd to Maplecrest Rd	PE	FW	320,000	STP
State Blvd - Spy Run Ave to Cass	RW	FW	1,840,000	STP
State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	250,000	SRTS
Towpath Trail & Homestead Rd Trails (Phase IV)	CN	AC	787,400	TE
		Total	25,789,627	

FY 12 TIP Local Highway Projects



ROAD PROJECTS-AREA OVER 200,000				
Project	Phase	LPA	Federal Share	Funding Type
2nd St (Grabill): Shoal Ln to Main St	RW	GR	127,600	Group IV
Bass Rd & Hadley Rd	RW	AC	160,000	STP/CMAQ
*Bethel Rd / Huguenard Rd / Till Rd	RW	AC	120,000	CMAQ
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	RW	FW	160,000	CMAQ
Carroll Rd - Preserve Blvd to Bethel Rd	RW	HT	51,200	Group IV
*Covington Rd Trail: Ladue Ln to I-69	CN	FW	400,000	CMAQ
Covington Rd & Dicke Rd	CN	FW	640,000	STP/CMAQ
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	PE	FW	500,000	STP
*Engle Rd Trail: Jefferson Blvd to Towpath Trail	CN	FW	421,200	CMAQ
Gump Rd - SR 3 to Coldwater Rd	CN	AC	4,650,000	STP
*Landin Rd - North River Rd to Maysville Rd	RW	NH	160,000	STP
Maplecrest Rd - Lake Ave to State Blvd	CN	FW	4,000,000	STP
*Pufferbelly Trail - from Lawton Park to Franke Park	CN	FW	546,100	TE
*State Blvd - Spy Run Ave to Clinton St	CN	FW	1,200,000	STP
		Total	13,136,100	

FY 13 TIP Local Highway Projects







ROAD PROJECTS-AREA OVER 200,000				
Project	Phase	LPA	Federal Share	Funding Type
Bass Rd & Hadley Rd	CN	AC	1,600,000	STP/CMAQ
Bass Rd & Kroemer Rd	RW	AC	160,000	STP
Bostick Rd - Bridge #268 over St. Mary's River	CN	AC	100	Group IV - BR
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	CN	FW	600,000	CMAQ
Maysville Rd & Stellhorn Rd	RW	FW	1,000,000	STP/CMAQ
*Pufferbelly Trail North - Dupont Rd to Carroll Rd	CN	FW	340,400	RTP
St. Joe Center Rd - Reed Rd to Maplecrest Rd	RW	FW	550,000	STP
*State Blvd - Clinton St to Cass St	CN	FW	3,417,600	STP
*State Blvd - Clinton St to Cass St (Pedestrian Bridge)	CN	FW	400,000	CMAQ
*State Blvd - Clinton St to Cass St (Bridge o Spy Run Creek)	CN	AC	1,440,000	STP
		Total	9,508,100	

Local TIP






Type of Funding

-  Federally Funded
-  Locally Funded

Projects FY 10 - 13

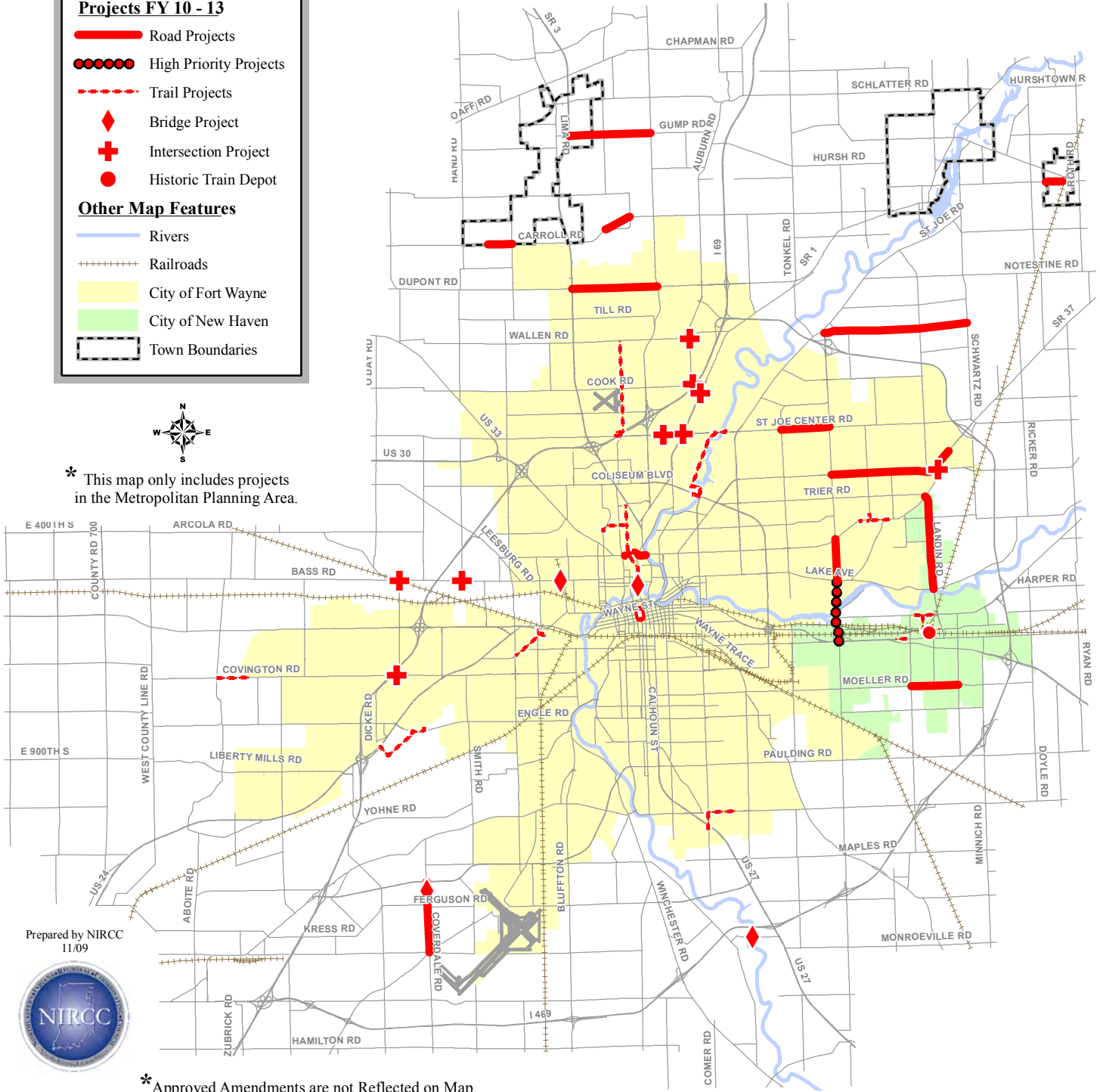
-  Road Projects
-  High Priority Projects
-  Trail Projects
-  Bridge Project
-  Intersection Project
-  Historic Train Depot

Other Map Features

-  Rivers
-  Railroads
-  City of Fort Wayne
-  City of New Haven
-  Town Boundaries



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



Prepared by NIRCC
11/09



* 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- ority	LPA
2nd St (Grabill): Shoal Ln to Main St (Road Reconstruction)	0901974	PE	151.1	2011	120.9	0.0	30.2	2	GR
		RW	159.5	2012	127.6	0.0	31.9	3	GR
<i>Group IV</i>									
*Allen County Bridges (Bridge Inspection)	1000024	PE	600.0	2010	480.0	0.0	120.0	1	AC
<i>BR</i>									
Ardmore Ave: Taylor St to Jefferson Blvd (Added Travel Lanes)	n/a	CN	6100.0	2010	0.0	0.0	6100.0	1	FW
<i>Local Funds</i>									
Auburn Rd: Cook Rd & Clinton St (Intersection Improvements)	10-004	PE	95.0	2010	76.0	19.0	0.0	1	
<i>ITS Component</i>	0710495 0400581	RW	250.0	2010	200.0	0.0	50.0	1	FW
		CN	3037.5	2011	0.0	2430.0	607.5	2	FW
<i>STP / CMAQ / INDOT STP (PE)</i>									
Auburn Rd & Wallen Rd (Intersection Improvements)	0900024	CN	130.0	2010	104.0	0.0	26.0	1	FW
<i>CMAQ</i>									
Bass Rd & Hadley Rd (Intersection Improvements)	30-001	RW	200.0	2012	160.0	0.0	40.0	3	AC
<i>ITS Component</i>	0902238 (0400582)	CN	2000.0	2013	1600.0	0.0	400.0	4	AC
<i>STP / CMAQ</i>									
Bass Rd & Kroemer Rd (Intersection Improvements)	30-001	RW	200.0	2013	160.0	0.0	40.0	4	AC
<i>ITS Component</i>	0902239 (0400582)								
<i>STP</i>									

* Denotes an Amendment or Modification to Project

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
*Bethel Rd / Huguenard Rd / Till Rd (Intersection Realignment)	30-001 1005320	PE RW	200.0 150.0	2011 2012	160.0 120.0	0.0 0.0	40.0 30.0	2 3	AC AC
<i>CMAQ</i>									
*Bostick Road: bridge over St Mary's River bridge #262 (Bridge Replacement)	0500904	CN	1893.0	2010	1049.7	0.0	843.3	1	AC
<i>Group IV - Bridge</i>									
Bostick Road: bridge over St Mary's River bridge #268 (Bridge Rehabilitation - pedestrian)	0901914	CN	1.3	2013	1.0	0.0	0.3	4	AC
<i>Group IV - Bridge</i>									
Calhoun St: Berry St to Washington Blvd (Road Conversion & Streetscape) One-way to two-way	n/a	CN	1100.0	2010	0.0	0.0	1100.0	1	FW
<i>Local Funds</i>									
Carroll Rd: Corbin Rd to 0.5 mi w/o Corbin Rd (Road Reconstruction / Realignment)	25-028 0500694	PE RW CN	200.0 200.0 750.0	2011 2012 2013	160.0 160.0 600.0	0.0 0.0 0.0	40.0 40.0 150.0	2 3 4	FW FW FW
<i>CMAQ</i>									
Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction)	25-028 0901973	PE RW	224.0 64.0	2011 2012	179.2 51.2	0.0 0.0	44.8 12.8	2 3	HT HT
<i>Group IV</i>									
Clinton St (US 27): Bridge over St Mary's River (Bridge Replacement)	0200917	CN	6220.0	2010	4194.4	640.0	1385.6	1	FW
<i>STP / State STP</i>									

* Denotes an Amendment or Modification to Project

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
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	2010 2010 2011	72.0 48.0 779.2	0.0 0.0 0.0	18.0 12.0 194.8	1 1 2	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	RW CN	600.0 3129.5	2010 2011	0.0 3086.0	0.0 0.0	600.0 43.5	1 2	AC AC
Coverdale Rd: bridge # 231 over Robinson - Brindle Ditch (Bridge Replacement) <i>Group IV - Bridge</i>	30-009 0710344	CN	862.9	2011	690.3	0.0	172.6	2	AC
Covington Rd & Dicke Rd (Intersection Improvements) <i>STP / CMAQ</i>	0810288	RW CN	100.0 800.0	2011 2012	80.0 640.0	0.0 0.0	20.0 160.0	2 3	FW FW
*Covington Rd Trail: Ladue Ln to I-69 (New Trail Construction) <i>CMAQ</i>	1005159	PE RW CN	50.0 65.0 500.0	2011 2011 2012	50.0 65.0 400.0	0.0 0.0 0.0	0.0 0.0 100.0	2 2 3	FW FW FW
Covington Rd Trail: Scott Rd to Ladue Ln (New Trail Construction) <i>TE Funds</i>	0600375	CN	1208.1	2010	927.2	0.0	280.9	1	FW
*Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction) <i>TE Funds</i>	0810513	PE RW CN	148.1 117.0 932.8	2010 2011 2011	0.0 93.6 864.7	0.0 0.0 0.0	148.1 23.4 68.1	1 1 2	FW FW FW

* Denotes an Amendment or Modification to Project

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
Dartmouth Dr & Washington Center Rd (Intersections Safety Improvements) <i>ITS Component</i>	30-004 0600172	CN CN	500.0 880.0	2010 2010	450.0 (HES) 792.0 (HSIP)	0.0 0.0	50.0 88.0	1 1	FW FW
<i>HES / HSIP</i>									
Dawkins Rd: Bridge over Litzenburg Drain (Bridge Replacement)	0500069	CN	474.0	2010	379.2	0.0	94.8	1	AC
<i>Group IV - Bridge</i>									
Dupont Rd: from Lima Rd (SR 3) to Coldwater Rd (Added Travel Lanes)	25-035 0901798	PE	625.0	2012	500.0	0.0	125.0	3	FW
<i>STP</i>									
*Engle Road Trail: Jefferson Blvd to Towpath Trail (Road Reconstruction)	1005158	PE RW CN	66.0 75.0 526.5	2011 2011 2012	52.8 60.0 421.2	0.0 0.0 0.0	13.2 15.0 105.3	2 2 3	FW FW FW
<i>CMAQ</i>									
Flutter Rd: Schwartz Rd to Maplecrest Rd (Road Reconstruction - STP) (Road Realignment - CMAQ)	25-029 0400583 0710075 0710077	RW CN CN	1600.0 6968.8 (STP) 1200.0 (CMAQ)	2011 2011 2011	1280.0 5575.0 960.0	0.0 0.0 0.0	320.0 1393.8 240.0	2 2 2	AC AC AC
<i>STP / CMAQ</i>									
Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction)	25-006 0400584	RW CN	1000.0 5812.5	2010 2012	800.0 4650.0	0.0 0.0	200.0 1162.5	1 2	AC AC
<i>STP</i>									
Johnny Appleseed Park to Shoaff Park Trail (Phase 1a Johnny Appleseed to IPFW Bridge) (New Trail Construction)	0600368 0810504	CN	692.0	2010	375.0	0.0	317.0	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
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1b IPFW Bridge to California Rd & St Joe Center Rd to Upper St Joe Center Rd) (New Trail Construction)	0900018	PE RW CN	157.0 75.0 675.0	2008 2011 2011	0.0 60.0 550.4	0.0 0.0 0.0	157.0 15.0 124.6	2 2	FW FW
<i>TE Funds</i>									
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction)	n/a	CN	352.6	2011	0.0	0.0	352.6	2	FW
<i>Local Funds</i>									
*Landin Rd: North River Rd to Maysville Rd (Road Reconstruction/Realignment) <i>ITS Component</i>	30-011 0710319	PE RW	400.0 200.0	2010 2012	320.0 160.0	0.0 0.0	80.0 40.0	1 2	NH NH
<i>STP</i>									
Maplecrest Rd: Lake Ave to SR 930 (New Road Construction) <i>ITS Component</i>	10-005 0201084 0400635 0400636 0400637 0400638	CN	48600.0	2010	14000.0	0.0	34600.0	1	AC
<i>STP - Congressional High Priority Project</i>									
*Maplecrest Rd: Lake Ave to State Blvd (Road Reconstruction) <i>ITS Component</i>	10-007 0500695	PE RW CN	540.0 985.0 5000.0	2010 2011 2012	432.0 788.0 4000.0	0.0 0.0 0.0	108.0 197.0 1000.0	1 2 3	FW FW FW
<i>STP</i>									
Maysville Rd & Stellhorn Rd (Intersection Improvements)	30-020 0710321	RW	1250.0	2013	1000.0	0.0	250.0	4	FW
<i>STP / CMAQ</i>									
Maysville Rd / Stellhorn Rd Koester Ditch to Maplecrest Rd (Added Travel Lanes)	30-020 0400585	PE	1000.0	2011	800.0	0.0	200.0	2	FW
<i>HSIP</i>									

* Denotes an Amendment or Modification to Project

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
Moeller Rd: Green Rd to Hartzell Rd (Road Reconstruction)	25-030 0400589	RW CN	411.4 4001.0	2010 2011	329.1 3200.8	0.0 0.0	82.3 800.2	1 2	NH NH
<i>STP / CMAQ</i>									
Monroeville Rd: Bridge over Hoffman-Lepper Drain (Small Structure Replacement)	0500070	CN	654.8	2010	523.8	0.0	131.0	1	AC
<i>Group IV - Bridge</i>									
New Haven Pedestrian Walkways 3 & 5 (New Pedestrian Walkway Construction)	0710320	RW CN	35.0 442.5	2010 2010	28.0 354.0	0.0 0.0	7.0 88.5	1 1	NH NH
<i>CMAQ</i>									
New Haven Depot & Corridor Project (New Construction)	0600380	RW CN	30.0 921.4	2010 2010	0.0 737.1	0.0 0.0	30.0 184.3	1 1	NH NH
<i>TE Funds</i>									
*Pufferbelly Trail: from Lawton to Franke Park (New Trail Construction)	0710990	PE RW CN	301.4 225.0 1780.5	2010 2011 2012	241.1 180.0 546.1	0.0 0.0 0.0	60.3 45.0 1234.4	1 2 3	FW FW FW
<i>TE Funds</i>									
*Pufferbelly Trail North: Dupont Rd to Carroll Rd (New Trail Construction)	1005570	PE RW CN	150.0 250.0 340.4	2011 2012 2013	0.0 0.0 150.0	0.0 0.0 0.0	150.0 250.0 190.4		NW Allen Trails
<i>RTP</i>									
Railroad Corridor Acquisition: Purchase of old New York Central Line from Washington Center Rd to Wallen Rd (Preservation)	0401234	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 16 intersections) <i>STP / CMAQ</i>	0901677	CN	95.0	2010	76.0	0.0	19.0	1	FW
Signal Controller Upgrades (Upgrades to 283 intersections) <i>STP / CMAQ</i>	0901803	CN	850.0	2010	680.0	0.0	170.0	1	FW
Signal Coordination / Interconnection (Interconnection at 31 intersections) <i>STP / CMAQ</i>	0901799	CN	270.0	2010	216.0	0.0	54.0	1	FW
Six Mile Creek Trail: from Southtown Center to Lemar Dr (New Trail Construction) <i>TE Funds</i>	0810457	PE RW	221.0 150.0	2010 2011	165.7 112.5	0.0 0.0	55.3 37.5	1 2	FW FW
Spring St: Bridge over NS Railroad at Leesburg Rd (Bridge Reconstruction) (Intersection Improvements) <i>STP / CMAQ</i>	0400586	RW CN	250.0 2650.0	2010 2011	200.0 2120.0	0.0 0.0	50.0 530.0	1 2	FW AC
St Joe Ctr Rd: Reed Rd to Maplecrest Rd (Road Reconstruction / Realignment) <i>ITS Component</i> <i>STP</i>	10-008 0400588	PE RW	400.0 687.5	2011 2013	320.0 550.0	0.0 0.0	80.0 137.5	2 4	FW FW
State Blvd: Spy Run Ave to Cass St (Added Travel Lanes) <i>ITS Component</i> <i>STP</i>	10-014 0400587	RW	2300.0	2011	1840.0	0.0	460.0	2	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
*State Blvd: Spy Run Ave to Clinton St (Phase 1) (Added Travel Lanes)	10-014 1005151	 CN	 1500.0	 2012	 1200.0	 0.0	 300.0	 3	 FW
<i>STP / CMAQ</i>									
*State Blvd: Clinton St to Cass St (Phase 2) (Added Travel Lanes) - STP (Bridge over Spy Run Creek) - STP (Pedestrian Bridge over State Blvd) - CMAQ	10-014 0400587 1005152 1005155	 CN CN CN	 4272.0 1800.0 500.0	 2013 2013 2013	 3417.6 1440.0 400.0	 0.0 0.0 0.0	 854.4 360.0 100.0	 4 4 4	 FW AC FW
<i>STP / CMAQ</i>									
State Blvd, Lahmeyer Rd and Maysville Rd Sidewalks (New Sidewalk Construction)	 0710199	 CN	 250.0	 2011	 250.0	 0.0	 0.0	 2	 FW
<i>SRTS- Safe Routes to School</i>									
Towpath and Homestead Road Trails (Phase IV - Engle Rd to Lutheran Hospital) (New Trail Construction)	 0710403	 CN	 1098.8	 2010	 787.4	 0.0	 311.4	 1	 AC
<i>TE Funds</i>									
Towpath: Rockhill Park to Ardmore Ave / Taylor St intersection (New Trail Construction)	 n/a	 CN	 300.0	 2010	 150.0	 0.0	 150.0	 1	 FW
<i>Recreational Trails Program (RTP)</i>									
Wireless Vehicle Detection (Equipment & Installation at 68 Intersections)	 0901801	 CN	 1300.0	 2010	 1040.0	 0.0	 260.0	 1	 FW
<i>CMAQ</i>									

VIII. LOCAL ARRA PROJECTS FY 2010

FY 10 TIP Local ARRA Projects

Project	Phase	LPA	Federal Share	Funding Type
Bluffton Rd: from Liberty Dr (N) to Old Trail Rd (S)	CN	FW	161,281	MPO ARRA (S)
Bostick Rd #268 bridge over St Mary's River	CN	AC	827,983	INDOT TE ARRA
Bull Rapids Rd: Main St (SR 101) to .33 mi n/o Ash St	CN	WB		INDOT ARRA
Woodburn Rd: Hetrick Rd to Main St (SR 101)	CN	WB	319,188	INDOT ARRA
Woodburn Rd: Fahlsing Rd (SR 101) to Brobst Rd	CN	WB		INDOT ARRA
Covington Rd Trail: Sycamore Hills Dr to Eggeman Rd	CN	FW	562,375	INDOT TE ARRA
Covington Rd Trail: Eggeman Rd to Beal-Taylor Ditch	CN	FW	422,325	INDOT TE ARRA
Diebold Rd: Clinton St to Dupont Rd (SR 1)	CN	AC		MPO ARRA (S)
Hursh Rd: Auburn Rd to Tonkel Rd	CN	AC	262,393	MPO ARRA (S)
Union Chapel Rd: Corbin Rd to Coldwater Rd	CN	AC		MPO ARRA (S)
Doyle Rd: Dawkins Rd to Edgerton Rd	CN	AC		MPO ARRA (S)
Halter Rd: St Joe Rd to Cedar St	CN	AC	440,152	MPO ARRA (S)
Wayne Trace: Tillman Rd to 450' s/o Philley Ave	CN	AC		MPO ARRA (S)
Wheelock Rd: Flutter Rd to St Joe Rd	CN	AC		MPO ARRA (S)
Guardrail Safety Treatment @ various bridges NE Allen Co.	CN	AC	229,134	MPO ARRA (S)
Guardrail Safety Treatment @ various bridges NW Allen Co.	CN	AC	138,060	MPO ARRA (S)
Guardrail Safety Treatment @ various bridges SW Allen Co.	CN	AC	122,499	MPO ARRA (S)
Guardrail Safety Treatment @ various bridges SE Allen Co.	CN	AC	115,688	MPO ARRA (S)
Knoll Rd: Smith Rd to Ardmore Ave	CN	AC		MPO ARRA (S)
Scott Rd: NS Railroad to Bass Rd	CN	AC	183,586	MPO ARRA (S)
Thomas Rd: NS Railroad to Bass Rd	CN	AC		MPO ARRA (S)
Moeller Rd: from 450' w/o Quail Creek Blvd to Corp. Limit	CN	NH	88,004	MPO ARRA (S)
North River Rd: 1500' w/o Landin Rd to 570' w/o Landin Rd	CN	NH		MPO ARRA (S)
Monroeville Rd: US 27 to Marion Center Rd	CN	AC		MPO ARRA (S)
North River Rd: Landin Rd to I-469	CN	AC	460,686	MPO ARRA (S)
Seiler Rd: Adams Center Rd to Green Rd	CN	AC		MPO ARRA (S)
New York Central Railroad: Wallen Rd to Till Rd	CN	FW	594,113	INDOT TE ARRA
New York Central Railroad: Till Rd to 0.4 mi n/o Till Rd (YMC)	CN	FW	522,084	INDOT TE ARRA





ARRA Projects Let Prior to Adoption of FY 2010-2013 TIP

Project	Phase	LPA	Federal Share	Funding Type
Aboite Ctr Rd: West Hamilton Rd to Homestead Rd	CN	AC		MPO ARRA
Bass Rd: W. County Line Rd to Scott Rd	CN	AC		MPO ARRA
Covington Rd: W. County Line Rd to 200' w/o Braemar Dr	CN	AC	\$1,188,594	MPO ARRA
Leesburg Rd: Kroemer Rd to Beineke Rd	CN	AC		MPO ARRA
West Hamilton Rd: US 24 to Bass Rd	CN	AC		MPO ARRA
Liberty Mills Rd: West County Line Rd to Amber Rd	CN	AC		MPO ARRA
Muldoon Rd: Ferguson Rd to Winchester Rd	CN	AC		MPO ARRA
Smith Rd: Airport Exp to NS Railroad	CN	AC		MPO ARRA
Wallen Rd: Huguenard Rd to Hanauer Rd	CN	AC	\$1,008,936	MPO ARRA
Washington Ctr Rd: O'Day Rd to Kroemer Rd	CN	AC		MPO ARRA
Winchester Rd: Ferguson R to Lower Huntington Rd	CN	AC		MPO ARRA
Yohne Rd: Branstrator Rd to Smith Rd	CN	AC		MPO ARRA
Hosler Rd: Tonkel Rd to Halter Rd	CN	AC		MPO ARRA
Union Chapel Rd: Coldwater Rd to Auburn Rd	CN	AC	\$521,665	MPO ARRA
Union Chapel Rd: Tonkel Rd to SR 1	CN	AC		MPO ARRA
Jefferson Blvd: sw/o Lutheran Hosp to ne/o Illinois Rd S	CN	FW	\$992,064	MPO ARRA
Berry St: Broadway to Clay St	CN	FW		MPO ARRA
Jefferson Blvd: Calhoun St to Clay St	CN	FW	\$1,074,581	MPO ARRA
Washington Blvd: Broadway to Clay St	CN	FW		MPO ARRA
Wayne St: Broadway to Coombs St	CN	FW		MPO ARRA
Rudisill Blvd: Broadway to Calhoun St	CN	FW	\$639,136	MPO ARRA
Rudisill Blvd: Calhoun St to S Anthony Blvd	CN	FW		MPO ARRA
State Blvd: Anthony Blvd to Hobson Rd	CN	FW	\$596,094	MPO ARRA
State Blvd: Hobson Rd to Coliseum Blvd	CN	FW		MPO ARRA
Landin Rd: North River Rd to Maysville Rd	CN	NH		MPO ARRA
Rose Ave: Hartzell Rd to Landin Rd	CN	NH		MPO ARRA
Hartzell Rd: NS Railroad to Rose Ave	CN	NH		MPO ARRA
Summit St: Bensman Ave to Linden Rd	CN	NH	\$706,107	MPO ARRA
New Haven Ave: Meyer Rd to SR 930	CN	NH		MPO ARRA
Lincoln Hwy: 365' e/o Green St to 1320' w/o Doyle Rd	CN	NH		MPO ARRA
Rose Ave: Green St to Linden Rd	CN	NH		MPO ARRA
Minnich Rd: Seiler Rd to SR 930	CN	NH	\$176,116	MPO ARRA
Covington Rd Trail: Scott Rd to Sycamore Hills Dr	CN	AC	\$528,498	INDOT TE ARRA
Rivergreenway Maintenance: Handrails & boardwalk decking	CN	AC	\$292,473	INDOT TE ARRA
Carroll Rd: US 33 to Hand Rd	CN	AC		INDOT ARRA
Dawkins Rd: Doyle Rd to Main St (Edgerton)	CN	AC		INDOT ARRA
Ferguson Rd: Bluffton Rd to Winchester Rd	CN	AC	\$1,968,820	INDOT ARRA
O'Day Rd: Yellow River Rd to US 33	CN	AC		INDOT ARRA
Yellow River Rd: Bass Rd to O'Day Rd	CN	AC		INDOT ARRA






Local TIP

(Funded through the American Recovery and Reinvestment Act)

2010 ARRA Funds

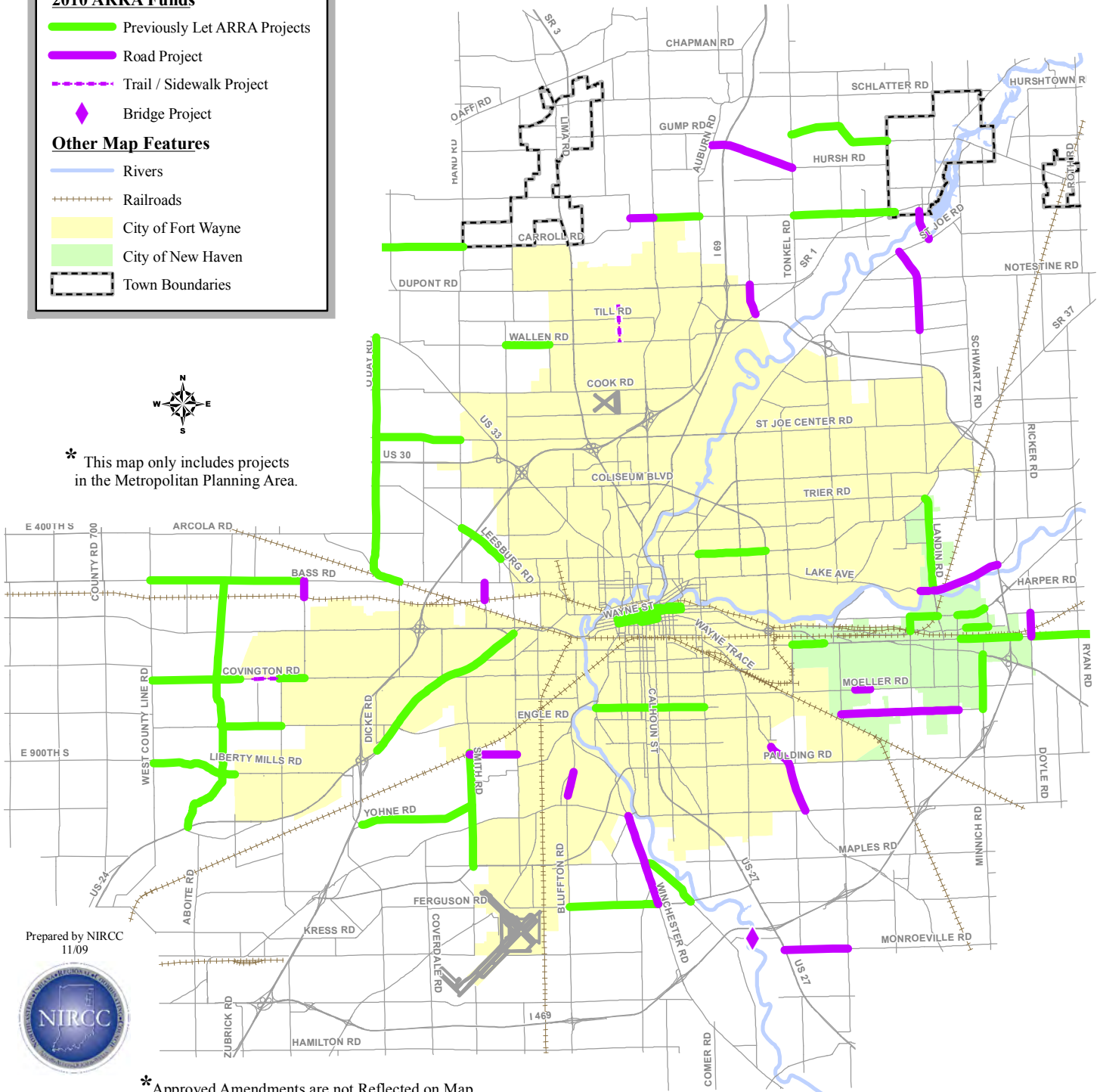
-  Previously Let ARRA Projects
-  Road Project
-  Trail / Sidewalk Project
-  Bridge Project

Other Map Features

-  Rivers
-  Railroads
-  City of Fort Wayne
-  City of New Haven
-  Town Boundaries



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



Prepared by NIRCC
11/09



* Approved Amendments are not Reflected on Map.

IX. LOCAL TRANSIT PROJECTS FY 2010-2013

**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	\$1,835,563
One (1) Replacement supervisor vehicle	\$12,800
Two (2) Replacement maintenance trucks	\$42,800
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>	\$1,099,392
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Total Capital Projects	\$3,837,194
Federal Share (Section 5307)	\$1,970,363
Federal Share (Section 5309) ¹	\$1,099,392
State PMTF	\$0
Local Share	\$767,439

Additional Operating Funds

CMAQ - Transit Awareness	\$65,920
CMAQ - Free Fare on Air Quality Action Days	\$41,160
CMAQ - University Shuttle	\$358,175
CMAQ - Discount Pass Program	\$29,890
JARC - Low income Transportation to and from work	\$569,300
New Freedom - Transportation Above & Beyond ADA Requirements	\$88,200

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,527,327
Complimentary Paratransit Costs (Section 5307) ²	\$320,821

Total Operating Funds	\$10,873,412
Federal Share ³	\$1,848,148
State Share	\$1,941,758
Local Share	\$7,083,506

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 from the FY 2008 Allocation

**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
One (1) Replacement Maintenance Truck	\$13,300
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000

Capital Equipment Purchases (Section 5309 Funds)

<i>Hybrid Option for four (4) Buses (funds requested)</i>	\$732,928
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Total Capital Projects	\$2,272,713
Federal Share (Section 5307)	\$1,032,500
Federal Share (Section 5309) ¹	\$732,928
State PMTF	\$0
Local Share	\$507,285

Additional Operating Funds

CMAQ - Transit Awareness	\$67,898
CMAQ - Free Fare on Air Quality Action Days	\$43,218
CMAQ - University Shuttle	\$376,083
CMAQ - Discount Pass Program	\$29,890
JARC - Low income Transportation to and from work	\$149,200
New Freedom - Transportation Above & Beyond ADA Requirements	\$88,200

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,588,420
Complimentary Paratransit Costs (Section 5307) ²	\$333,653

Total Operating Funds	\$11,199,614
Federal Share ³	\$1,922,073
State Share	\$2,019,428
Local Share	\$7,258,113

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 from the FY 2009 Allocation

**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

Total Capital Projects	\$95,900
Federal Share (Section 5307)	\$767,200
Federal Share (Section 5309) ¹	\$0
State PMTF	\$0
Local Share	\$191,800

Additional Operating Funds

CMAQ - University Shuttle	\$194,976
CMAQ - Discount Pass Program	\$14,945
JARC - Low income Transportation to and from work	\$161,100
New Freedom - Transportation Above & Beyond ADA Requirements	\$94,400

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,651,957
Complimentary Paratransit Costs (Section 5307) ²	\$346,999

Total Operating Funds	\$11,535,602
Federal Share ³	\$1,998,956
State Share	\$2,100,205
Local Share	\$7,436,441

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 2013

Capital Equipment Purchases (Section 5307 Funds)

One (1) Replacement Minibus (Body on Chassis)	\$63,400
Three (3) Replacement modified minivan Supervisor vehicles	\$90,000
One (1) Replacement maintenance truck	\$13,800
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000

Total Capital Projects	\$283,000
Federal Share (Section 5307)	\$226,400
Federal Share (Section 5309) ¹	\$0
State PMTF	\$0
Local Share	\$56,600

Additional Operating Funds

JARC - Low income Transportation to and from work	\$161,100
New Freedom - Transportation Above & Beyond ADA Requirements	\$94,400

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,718,035
Complimentary Paratransit Costs (Section 5307) ²	\$362,878

Total Operating Funds	\$11,997,026
Federal Share ³	\$2,080,913
State Share	\$2,184,213
Local Share	\$7,731,900

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 2010
2009 Funding Cycle**

1. Allen County Council on Aging

Two (2) Small Transit Vehicles

Total Cost	\$94,000
Federal Share	\$75,200
Local Share	\$18,800

2. Community Transportation Network

Two (2) Small Transit Vehicles

Total Cost	\$94,000
Federal Share	\$75,200
Local Share	\$18,800

One (1) Type C 12- Passenger modified van w/ lift

Total Cost	\$47,000
Federal Share	\$37,600
Local Share	\$9,400

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 10 - FY 13)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA	
			YEAR	FEDERAL (\$1000)	PMTF (\$1000)			LOCAL (\$1000)
Citilink - Transit Operating		8563.3	2010		1941.8	6621.5		Citilink
		8797.0	2011		2019.4	6777.6		Citilink
		9036.9	2012		2100.2	6936.7		Citilink
		9395.9	2013		2184.2	7211.7		Citilink
Citilink - Capitalization of Maintenance Costs	FTA Sec. 5307	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
		2147.5	2013	1718.0		429.5	1	Citilink
Citilink - Complementary Paratransit Costs	FTA Sec. 5307	401.0	2010	320.8		80.2	2	Citilink
		417.1	2011	333.7		83.4	2	Citilink
		433.8	2012	347.0		86.8	2	Citilink
		453.6	2013	362.9		90.7	2	Citilink
Previously Approved Funding Projects								
CMAQ - Transit Awareness <i>Marketing and Education Expenses</i>	CMAQ	82.4	2010	65.9		16.5	3	Citilink
	CMAQ	84.9	2011	67.9		17.0	3	Citilink
CMAQ - Fare Free on Air Quality Action Days <i>Fare Reimbursement for Free Rides on AQADs</i>	CMAQ	51.5	2010	41.2		10.3	1	Citilink
	CMAQ	54.0	2011	43.2		10.8	1	Citilink
CMAQ - University Shuttle <i>Ivy Tech / IPFW Campus Shuttle</i>	CMAQ	447.8	2010	358.1		89.5	1	Citilink
	CMAQ	470.1	2011	376.1		94.0	1	Citilink
	CMAQ	243.7	2012	195.0		48.7	1	Citilink
CMAQ - Pass Discount Program <i>Ivy Tech / IPFW Pass Program</i>	CMAQ	480.0	2010	29.9		450.1	1	Citilink
	CMAQ	480.0	2011	29.9		450.1	1	Citilink
	CMAQ	240.0	2012	14.9		225.1	1	Citilink
JARC <i>Low Income transportation to & from work</i>	FTA	1118.0	2010	569.3		548.7	1	Citilink
	Sec.	290.9	2011	149.2		141.7	1	Citilink
	5316	322.2	2012	161.1		161.1	1	Citilink
		322.2	2013	161.1		161.1	1	Citilink
New Freedom <i>Transportation Above & Beyond ADA requirements</i>	FTA	167.6	2010	88.2		79.3	1	Citilink
	Sec.	167.6	2011	88.2		79.4	1	Citilink
	5317	188.8	2012	94.4		94.4	1	Citilink
		188.8	2013	94.4		94.4	1	Citilink
Citilink - Capital Equipment Purchases								
Six (6) Heavy Duty Replacement Buses 35'	FTA Sec. 5307	2294.5	2010	1835.6		458.9	3	Citilink

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 10 - FY 13)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA
			FEDERAL YEAR	PMTF (\$1000)	LOCAL (\$1000)		
Citilink - Capital Purchases							
One (1) Replacement Supervisor Vehicle	FTA Sec. 5307	16.0	2010	12.8	3.2	5	Citilink
Citilink - Capital Purchases							
Two (2) Replacement Maintenance Trucks	FTA Sec. 5307	53.5	2010	42.8	10.7	6	Citilink
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 Purchases							
AVL/Communication Subscription Costs <i>ITS Project</i>	FTA Sec. 5307	24.0	2010	19.2	4.8	8	Citilink
		24.0	2011	19.2	4.8	6	Citilink
		24.0	2012	19.2	4.8	5	Citilink
		24.0	2013	19.2	4.8	6	Citilink
Citilink - Capital Equipment Purchases							
Other Maintenance Equipment	FTA Sec. 5307	50.0	2010	40.0	10.0	9	Citilink
		50.0	2011	40.0	10.0	7	Citilink
		50.0	2012	40.0	10.0	7	Citilink
		50.0	2013	40.0	10.0	7	Citilink
Citilink - Capital Equipment Purchases							
Hybrid Option for Six (6) Replacement Buses <i>Funds Requested</i>	FTA Sec. 5309	1374.3	2010	1099.4	274.9	4	Citilink
Citilink - Capital Equipment Purchases							
Four (4) Heavy Duty Replacement Buses 35'	FTA Sec. 5307	1200.0	2011	960.0	240.0	4	Citilink

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 10 - FY 13)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA
			FEDERAL YEAR	PMTF (\$1000)	LOCAL (\$1000)		
Citilink - Capital Equipment Purchases One (1) Replacement Maintenance Truck	FTA Sec. 5307	16.6	2011	13.3	3.3	5	Citilink
Citilink - Capital Equipment Purchases Hybrid Option for Four (4) Replacement Buses <i>Funds Requested</i>	FTA Sec. 5309	916.1	2011	732.9	183.2	3	Citilink
Citilink - Capital Equipment Purchases Eight (8) Replacement Minibuses (body on chassis)	FTA Sec. 5307	610.0	2012	488.0	122.0	3	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 One (1) Replacement Minibuses (body on chassis)	FTA Sec. 5307	79.3	2013	63.4	15.9	3	Citilink
Citilink - Capital Equipment Purchases Three (3) Replacement Modified Minivan Supervisor Vehicles	FTA Sec. 5307	112.5	2013	90.0	22.5	4	Citilink
Citilink - Capital Equipment Purchases One (1) Replacement Maintenance Truck	FTA Sec. 5307	17.3	2013	13.8	3.5	5	Citilink

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 10 - FY 13)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA
			FEDERAL YEAR	PMTF (\$1000)	LOCAL (\$1000)		
Allen County Council on Aging Two (2) Small Transit Vehicles	FTA Sec. 5310	94.0	2010 75.2		18.8	1	ACCA
Community Transportation Network Two (2) Modified Passenger Vans w/ Lift-Type C	FTA Sec. 5310	94.0	2010 75.2		18.8	2	CTN
Community Transportation Network One (1) Type C 12-Passenger Modified Van w/ lift	FTA Sec. 5310	47.0	2010 37.6		9.4	3	CTN
Allen County Council on Aging dba Countilink Operating Funds	FTA Sec. 5311	295.4 295.4	2010 76.5 2011 76.5		218.9 218.9	2 3	ACCA ACCA

*Denotes an Amendment or modification to Project

X. INDOT PROJECTS FY 2010-2013

State TIP Projects for FY 10-13

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	864.8	2010	785.5	79.3
*SR 1: from 2.44 mi n/o US 224 (CR 850N Wells Co) to I-469 (Allen Co) <i>Road Resurfacing - HMA Overlay</i>	CN ¹	1,855.0	2010	1,855.0	0.0
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	CN	1,370.8	2010	1,124.6	246.2
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line) <i>Transfer/Relinquishment</i>	CN	1,500.0	2010	0.0	1,500.0
US 24 E: 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 E: 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	2010	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 33: over N Branch of Benward Ditch, 3.28 mi. n/o US 30 <i>Small Structure Replacement / New Bridge</i>	CN	1,158.0	2010	926.4	231.6
*I-69: at SR 1 (Dupont Rd) Interchange Southwest Ramp <i>Interchange Modification</i>	PE	45.0	2010	40.5	4.5
*I-69: Various Locations within Allen County <i>Noise Wall Project (New/Rehabilitation)</i>	PE	175.0	2010	140.0	35.0
I-69: at SR 1 (Dupont Rd) Interchange <i>Interchange Modification</i>	PE	607.0	2010	546.3	60.7
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 <i>Pipe Lining</i>	CN ¹	280.0	2010	280.0	0.0
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: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 <i>Bridge Rehabilitation</i>	RW	34.0	2010	30.6	3.4
SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	CN ¹	1,047.5	2010	1,047.5	0.0
SR 114: 3 bridges (5.94 mi e/o SR 9, 5.60 mi e/o SR 9, & 5.50 mi e/o SR 9) <i>Small Structure Replacement</i>	RW	220.0	2010	176.0	44.0
SR 930 (2), SR 1 (2) and SR 101 (1) <i>Scour Protection - Erosion</i>	CN	130.0	2010	104.0	26.0
Old Maumee Rd #478001E <i>Railroad Protection Upgrade</i>	CN	280.0	2010	280.0	0.0
Various Bridge Structure Locations within Fort Wayne District <i>Bridge Painting</i>	CN	420.0	2010	336.0	84.0
Various Locations within Fort Wayne District <i>Bridge Maintenance and Repair</i>	CN	530.0	2010	424.0	106.0
Various Locations within Fort Wayne District (Fernhill Ave & Lima Rd) <i>Signal Modernization</i>	CN	410.0	2010	410.0	0.0

State TIP Projects for FY 10-13






LOCATION	Project Description	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
SR 1: at Clay St, 4.68 mi n/o I-69	<i>Intersection Improvements</i>	PE	45.0	2011	36.0	9.0
*SR 14: from Scott Rd to West Hamilton Rd	<i>Added Travel Lanes</i>	RW	2,300.0	2012	1,840.0	460.0
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line)	<i>Transfer/Relinquishment</i>	CN	1,000.0	2011	0.0	1,000.0
US 24 W: from .49 mi w/o I-69 (Liberty Mills Rd) to .5 mi e/o I-69 (Lutheran Hosp)	<i>Pavement Maintenance</i>	CN	260.0	2011	208.0	52.0
US 24 E: 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	2011	0.0	41,902.1
US 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Br O Spy Run Creek)	<i>Road Reconstruction</i>	CN	2,969.0	2011	2,552.5	416.5
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)	<i>Road Rehabilitation</i>	PE	585.0	2011	468.0	117.0
*I-69: at Union Chapel Rd	<i>New Interchange</i>	PE	2,000.0	2011	1,600.0	400.0
		RW	2,000.0	2011	1,600.0	400.0
*I-69: at SR 1 (Dupont Rd) Interchange Southwest Ramp	<i>Interchange Modification</i>	CN	300.0	2011	270.0	30.0
*I-69: Various Locations within Allen County	<i>Noise Wall Project (New/Rehabilitation)</i>	CN	3,500.0	2011	2,800.0	700.0
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24	<i>Bridge Replacement</i>	RW	120.0	2011	108.0	12.0
I-69 and I-469 within Fort Wayne District	<i>Signing Project</i>	CN	300.0	2011	300.0	0.0
SR 114: 3 bridges (5.94 mi e/o SR 9, 5.60 mi e/o SR 9, & 5.50 mi e/o SR 9)	<i>Small Structure Replacement</i>	CN	1,250.0	2011	1,000.0	250.0
*SR 930: from 4.83 mi w/o I-469 Cloverleaf to 0.71 mi w/o I-469	<i>Pavement Maintenance</i>	CN	1,800.0	2011	1,440.0	360.0
*Auburn Rd & Union Chapel Rd	<i>Intersection Improvements</i>	PE	120.0	2011	96.0	24.0
*Diebold Rd & Union Chapel Rd	<i>Intersection Improvements</i>	PE	120.0	2011	96.0	24.0
Morgan Rd: at NS Railroad near Fort Wayne	<i>Railroad Protection Upgrade</i>	CN	200.0	2011	200.0	0.0
Pedestrian Bridge over Crescent Ave (IPFW)	<i>Bridge Inspection</i>	PE	200.0	2011	160.0	40.0
Various Locations within Fort Wayne District	<i>Raised Pavement Markings</i>	CN	250.0	2011	250.0	0.0
*Various Locations within Fort Wayne District	<i>Landscaping - native warm season grasses</i>	CN ¹	125.0	2011	125.0	0.0
*US 20 bypass, US 24, 27, 30, 31 & SR 3, 9, 18, Plus I-69 & I-469	<i>Roadside Maintenance, Herbicide Treatment</i>	CN ¹	340.0	2011	0.0	340.0

State TIP Projects for FY 10-13






LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
SR 1: at Clay St, 4.68 mi n/o I-69 <i>Intersection Improvements</i>	RW	50.0	2012	40.0	10.0
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 24 E: Phase I, II, III, IV (I-469 to Ohio State Line) <i>Transfer/Relinquishment</i>	CN	1,000.0	2012	0.0	1,000.0
US 30: Solon Ditch, Solon Rd Branch, Seegar Ditch and Spy Run Creek <i>Pipe Lining</i>	CN	200.0	2012	0.0	200.0
US 30: Bridge #3 of Seegar Ditch & at Small Structure 11.55 mi e/o SR 205 <i>Pipe Lining</i>	CN	165.0	2012	0.0	165.0
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 <i>Bridge Rehabilitation</i>	PE	255.0	2012	229.5	25.5
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	CN	3,612.5	2012	3,251.3	361.3
I-69: Various locations in Grant, Allen , DeKalb, and Steuben Counties <i>Cable Barrier Installation</i>	CN	1,198.0	2012	1,078.2	119.8
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 <i>Bridge Rehabilitation</i>	CN	1,770.0	2012	1,593.0	177.0
I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 <i>Pavement Replacement</i>	CN	38,988.0	2012	35,089.2	3,898.8
I-469: from I-69 S to SR 37 Jct <i>Signing Installation/Repair</i>	CN	300.0	2012	300.0	0.0
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line) <i>Transfer/Relinquishment</i>	CN	1,300.0	2013	0.0	1,300.0
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	PE	10.0	2013	8.0	2.0
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	RW	40.0	2013	32.0	8.0
SR 930: from I-69 to 7.48 mi e/o I-69 <i>Pavement Maintenance</i>	CN	3,502.0	2013	2,801.6	700.4
SR 930: bridges over NS Railroad, 5.36 mi e/o US 27 <i>Bridge Deck Replacement</i>	CN	1,207.0	2013	965.6	241.4
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	75.0	2013	60.0	15.0

Indiana Department of Transportation

Projects FY 10 - 13

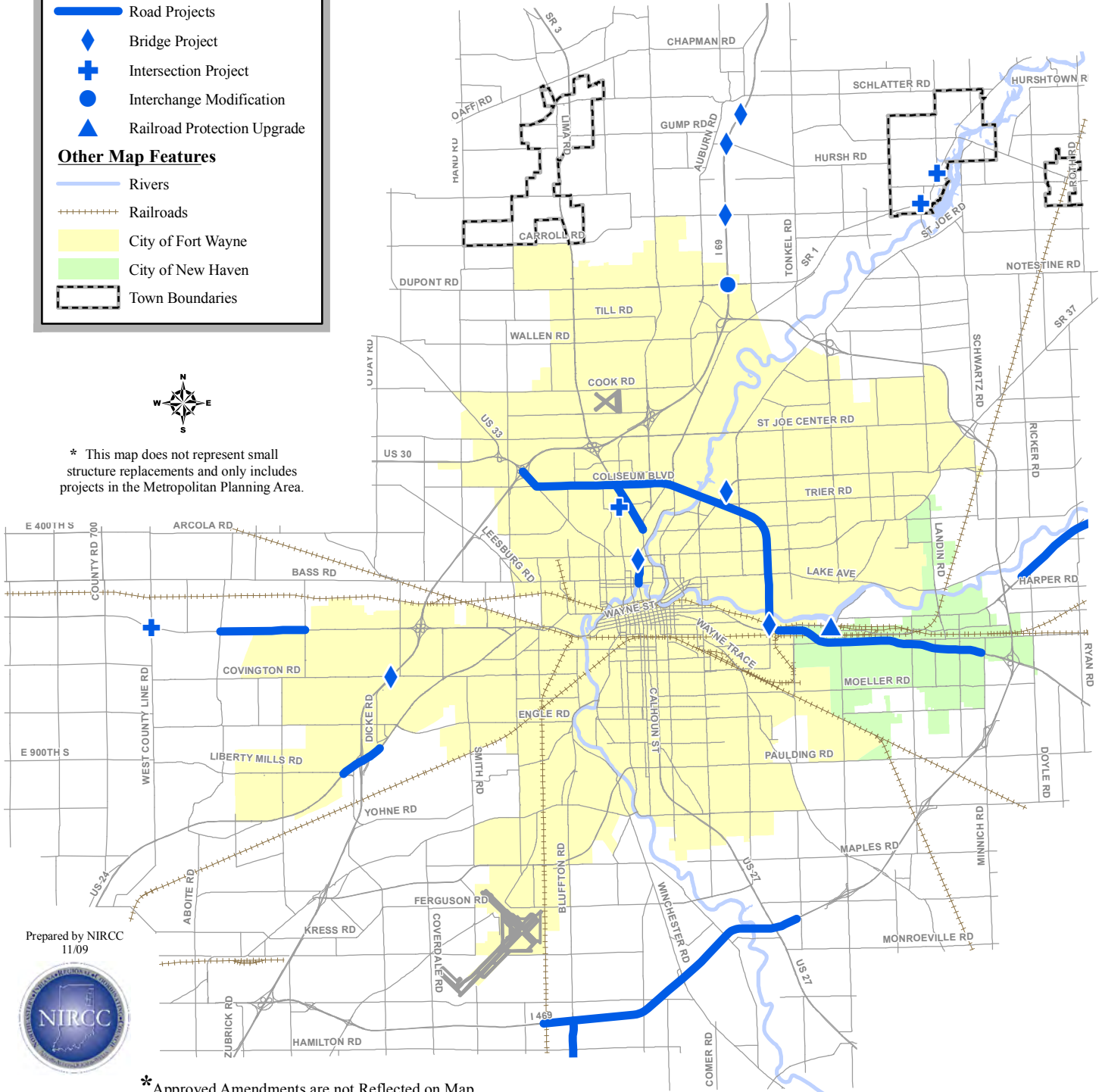
-  Road Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification
-  Railroad Protection Upgrade

Other Map Features

-  Rivers
-  Railroads
-  City of Fort Wayne
-  City of New Haven
-  Town Boundaries



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



Prepared by NIRCC
11/09



* Approved Amendments are not Reflected on Map.

Project Location (Description of Project)	LRP # DES #	Phase	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	864.8	2010	785.5	79.3
*SR 1: from 2.44 mi n/o US 224 (CR 850N Wells Co) to I-469 (Allen Co) (Road Resurfacing - HMA Overlay)	0800939	CN ¹	1855.0	2010	1855.0	0.0
(ARRA Funds)						
SR 1: at Clay St, 4.68 mi n/o I-69 (Intersection Improvements)	0600707	PE RW	45.0 50.0	2011 2012	36.0 40.0	9.0 10.0
SR 14: @ Whitley/Allen County Line Rd, 5.74 mi. w/o I-69 (Intersection Improvement)	25-054 0100421 0810309	CN	1370.8	2010	1124.6	246.2
*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	2300.0 13989.0	2011 2012	1840.0 0.0	460.0 13989.0
US 24 E: Phase I, II, III, IV - I-469 to Ohio Line (Transfer)	0800186	CN CN CN CN	1500.0 1000.0 1000.0 1300.0	2010 2011 2012 2013	0.0 0.0 0.0 0.0	1500.0 1000.0 1000.0 1300.0

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
US 24: from .49 mi w/o I-69 (Liberty Mills) to .35 mi e/o I-69 Lutheran Hosp. Ent.) (Pavement Maintenance)	0901680	CN	260.0	2011	208.0	52.0
US 24 (E): from 0.5 mi e/o Ryan/Bruick Rd to 0.5 mi. w/o Webster Rd (Phase 2) (New Road Construction)	30-021 0300309 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 2011	407.7 0.0	101.9 41902.1
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 2969.0	2010 2011	2560.0 2552.5	540.0 416.5
US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line (Small Structure Replacement)	0301145	PE RW	10.0 40.0	2013 2013	8.0 32.0	2.0 8.0
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd) (Road Rehabilitation)	0400872	PE	585.0	2011	468.0	117.0

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
US 30: Over Solon Ditch, Solon Road Branch Seegar Ditch, Spy Run Creek (Pipe Lining)	0301146 0301147 0301148 0301150	CN	200.0	2012	0.0	200.0
US 30: Bridge #3 of Seegar Ditch & at Small Structure 11.55 mi e/o SR 205 (Pipe Lining)	0301149 0800143	CN	165.0	2012	0.0	165.0
US 33: Over N Branch of Benward Ditch, 3.28 mi. N of US 30 (Small Structure Replacement / New Bridge)	9301020	CN	1158.0	2010	926.4	231.6
████████████████████ ████████████████████	██████████	██ ██	██████ ██████	██████ ██████	██████ ██████	██████ ██████
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 (Bridge Rehabilitation)	0300086 0300087	PE	255.0	2012	229.5	25.5
I-69: at SR 1 (Dupont Rd) Interchange Southwest Ramp (Interchange Modification)	0902331	PE CN	45.0 300.0	2010 2011	40.5 270.0	4.5 30.0

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*I-69:various locations within Allen County (Noise Wall Project)	0901566	PE	175.0	2010	140.0	35.0
		CN	3500.0	2011	2800.0	700.0
I-69: at SR 1 (Dupont Rd) Interchange (Interchange Modification)	0901298	PE	607.0	2010	546.3	60.7
I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24 (Bridge Replacement)	0710927	RW	120.0	2011	108.0	12.0
		CN	3612.5	2012	3251.3	361.3
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: Various locations in Grant, Allen, DeKalb, and Steuben Counties (Cable Barrier Installation)	0900103	PE	60.0	2010	54.0	6.0
		CN	1198.0	2012	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
		RW	34.0	2011	30.6	3.4
		CN	1770.0	2012	1593.0	177.0

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
I-69 and I-469 within Fort Wayne District (Signing Project)	0800194	CN	300.0	2011	300.0	0.0
SR 101: bridge over Maumee River, 1.08 mi. n/o US 24 (Bridge Rehabilitation)	0200932	CN ¹	1047.5	2010	1047.5	0.0
(ARRA Funds)						
SR 114: BR of Little Indian, 5.94 mi e/o SR 9, Unknown waterway, 5.6 mi e/o SR 9, Unknown waterway, 5.6 mi e/o SR 9 (Small Structure Replacement)	0401219 0401220 0401221	RW CN	220.0 1250.0	2010 2011	176.0 1000.0	44.0 250.0
I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 (includes 10 bridges) (Pavement Replacement)	0400603 0400915 0400916 0400917 0400918 0400919 0400920 0400921 0400922 0400923 0400924	CN	38988.0	2012	38988.0	0.0
I-469: from I-69 south to SR 37 Jct (Signing Installation / Repair)	0800202	CN	300.0	2012	300.0	0.0

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
SR 930: from I-69 to 7.48 mi e/o I-69 (Pavement Maintenance)	0800976	CN	3502.0	2013	2801.6	700.4
SR 930: bridges over NS Railroad, 5.36 mi e/o US 27 (Bridge Deck Replacement)	0800240	CN	1207.0	2013	965.6	241.4
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	130.0	2010	104.0	26.0
*SR 930: from 4.83 mi w/o I-469 (Cloverleaf) to 0.71 mi w/o I-469 (Pavement Maintenance)	0710949	CN	1800.0	2011	1440.0	360.0
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
Morgan Rd: at NS Railroad near Fort Wayne (Railroad Protection)	0500763	CN	200.0	2011	200.0	0.0
Old Maumee Road @ NS Railroad Crossing ID# 478001E (Railroad Protection Upgrade)	0710235	CN	280.0	2010	280.0	0.0
Pedestrian Bridge Crossing - IPFW (Bridge Inspection)	0710276	PE PE	200.0 75.0	2011 2013	160.0 60.0	40.0 15.0
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	2011	250.0	0.0

Project Location (Description of Project)	LRP # DES #	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
Various Locations within Fort Wayne District (Fernhill Ave & Lima Rd) (Signal Modernization)	0810020	CN	410.0	2010	410.0	0.0
*Various State Routes in Fort Wayne District Landscaping - Removal of invasive species and replanting with native warm season grasses	1005726	CN ¹	125.0	2011	125.0	0.0
(ARRA Funds) *On US 20 bypass, US 24, 27, 30, 31, and SR 3, 9, 18, plus I-69 & I-469						
Roadside Maintenance - Herbicide Treatment	0711026	CN	340.0	2011	0.0	340.0

XI. STATUS REPORT FOR FY 2009 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 09 TIP Local Highway Projects

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

Project	Phase	LPA	Status
Aboite Ctr Rd - Coventry Ln to Jefferson Blvd	CN	AC	In Process
Auburn Rd - Cook Rd & Clinton St	PE	FW	In Process
Auburn Rd - Cook Rd & Clinton St	RW	FW	Resubmitted for FY 2010
Auburn Rd & Wallen Rd	CN	FW	Resubmitted for FY 2010
Bass Rd - Hillegas Rd to Scott Rd	PE	AC	In Process
Berry St & Wayne Street Bike Lanes	CN	FW	Resubmitted for FY 2010 (ARRA)
Clinton St & Washington Center Rd	PE	FW	Resubmitted for FY 2010
Clinton St & Washington Center Rd	RW	FW	Resubmitted for FY 2010
Clinton St & Washington Center Rd	CN	FW	Resubmitted for FY 2011
Clinton St (US 27) - Bridge over St Mary's River	PE	FW	In Process
Covington Rd & Dicke Rd	PE	FW	In Process
Marketing / Education for Ozone Awareness	-	NIRCC	In Process
Maysville/Stellhorn Rd - Koester to Maplecrest Rd	PE	FW	Resubmitted for FY 2011
State Blvd - from Spy Run Ave to Cass St	PE	FW	In Process
Wayne Trace - Pontiac St to Oxford Ave	CN	FW	Complete

PROJECTS FUNDED WITH STP Group IV

Coverdale Rd - from Indianapolis Rd to Airport Exp	PE	AC	In Process
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PROJECTS FUNDED WITH STP Group IV Bridge

Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	Resubmitted for FY 2011
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TRANSPORTATION ENHANCEMENT (TE)

Covington Rd Trail - Ph I West Hamilton Rd to w/o I-69	PE	FW	Completed
Covington Rd Trail - Ph I West Hamilton Rd to w/o I-69	RW	FW	Completed
Covington Rd Trail - Ph I West Hamilton Rd to w/o I-69	CN	FW	In Process
Fort Wayne Urban Trails (Phase 1)	CN	FW	Completed
Johnny Appleseed Park to Shoaff Park Trail (Phase 1A)	PE	FW	Completed
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	PE	FW	In Process
New Haven Depot & Corridor Project	PE	NH	In Process
Pufferbelly Trail - Lawton Park to Franke Park	PE	FW	Resubmitted for FY 2010
Railroad Corridor Acquisition	PE	FW	In Process
Six Mile Creek	PE	FW	Resubmitted for FY 2010
Towpath Trail & Homestead Rd Trails (Phase IV)	RW	AC	In Process

RECREATION TRAILS PROGRAM (RTP)

Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	FW	Resubmitted for FY 2010
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SAFE ROUTES TO SCHOOL (SRTS)

State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	Resubmitted for FY 2010
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FY 09 TIP Local Transit Projects

Capital Equipment Purchases (Section 5307 Funds)

Project	Status
Six (6) Heavy Duty Replacement Buses 35'	Pending
Four (4) Replacement Minibuses (Body on Chassis)	Pending
AVL/Communication Hardware/Subscription Cost	Pending
Other Maintenance Equipment	Pending

Capital Equipment Purchases (Section 5309 Funds)

Project	Status
Hybrid Option for Replacement Six (6) Buses (funds requested)	Pending

Capital Equipment Purchases (Section 5310 Funds)

Project	Status
Community Transportation Network - 2 Modified passenger vans w/ lifts	Approved

FY 09 TIP INDOT Projects

LOCATION <i>Project Description</i>	PHASE	YEAR	Status
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	2009	Complete
SR 3: from Ludwig Rd to Dupont Rd (includes signals & signs) <i>Added Travel Lanes</i>	CN	2009	In process
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	RW	2009	In process
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	RW	2009	In process
US 24: @ SR 101 (Phase 4a) <i>New Interchange Construction</i>	CN	2009	Complete
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	2009	Complete
US 24: from .5 mi w/o Webster Rd to .5 mi w/o SR 101 (Phase 3) <i>New Road Construction</i>	CN	2009	In process
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	2009	Resubmitted for FY 2010
US 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	RW	2010	Resubmitted for FY 2010
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	PE	2009	Resubmitted for FY 2013
US 30: Solon Ditch, Solon Rd Branch, Seegar Ditch and Spy Run Creek <i>Pipe Lining</i>	CN	2009	Resubmitted for FY 2012
US 33: over s Branch of Benward Ditch, 2.85 mi n/o US 30 <i>Small Structure Replacement</i>	CN	2009	Complete
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	2009 2009	Complete Complete
I-69: at Airport Exp/Lwr Huntington Rd Interchange <i>Lighting</i>	PE CN ¹	2009 2009	Complete Complete
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	PE	2009	In process
I-69: Hursh Rd bridge over I-69, 6.15 mi. s/o SR 8 <i>Bridge Rehabilitation</i>	CN	2009	In process
I-469: from I-69 South to SR 37 Jct <i>Signing Installation / Repair</i>	PE	2009	In process
I-469: from 0.7 mi. w/o Marion Ctr Rd to 0.12 mi. s/o Tillman Rd <i>Pavement Rehabilitation</i>	PE	2009	Project moved to FY 2014
I-469: bridges over US 27 (Twin Structures) <i>Bridge Painting</i>	CN	2009	Complete
SR 930: from 2.67 mi. w/o I-469 to Minnich Rd <i>Added Travel Lanes Project</i>	PE	2009	Project moved to FY 2015
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	2009	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 2010-2013 Transportation Improvement Program

A citizen participation meeting/open house was held on March 31, 2009 to present the projects in the draft 2030-II Transportation Plan. This meeting was the last of six public meetings which were held by the Northeastern Indiana Regional Coordinating Council during the development of the 2030-II Transportation Plan. The 2030-II Transportation Plan includes projects which are eligible for programming into the Transportation Improvement Program. Projects included in the Draft Fiscal Year 2010-2013 Transportation Improvement Program are consistent with those listed in the 2030-II Transportation Plan. Citizens were given the opportunity to review the projects as well as the Air Quality Conformity Determination at this meeting. An open comment period was also provided for citizens to offer feedback regarding both documents from March 23, 2009 to April 6, 2009. 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. Citizens that were unable to attend the open house or other local meetings were given the option to comment on the Draft 2030 –II Transportation Plan and Air Quality Conformity Determination through telephone calls, facsimiles, mail, and e-mail. A copy of each document was available for review on NIRCC’s website and in our office during the comment period. Listed below are the comments received during the public comment period.

Meetings:

July 22, 2008 – Allen County Homeowners Association Meeting
September 8, 2008 - Neighborhood Presidents Meeting
October 15, 2008 – Southwest Area Partnership Meeting
November 12, 2008 – Southeast Area Partnership Meeting
November 13, 2008 – Northeast Area Partnership Meeting
March 19, 2009 – Northwest Area Partnership Meeting
March 31, 2009 – Open House for Transportation Plan and Air Quality Analysis
November 30, 2009 – Open House for FY 2010-2013 TIP and Air Quality Analysis

Comment: A concern was expressed at the intersection of Pontiac Street and Anthony Boulevard for the west to north bound right turn. The pavement markings and lane configuration is confusing.

Response: The City of Fort Wayne will install some additional signage to better delineate the westbound right-turn lane.

Comment: How is the Tillman Trail extension progressing?

Response: The trail is now referred to as the Six Mile Trail and design is being initiated for the first section.

Comment: Traffic coming off the ramp from northbound I-69 to southbound Coldwater Road ignores the traffic signal and do not stop.

Response: This comment has been forwarded to the Fort Wayne Police Department for increased enforcement.

Comment: Who do we call if we want roads repaired?

Response: Problem areas can be channeled through the Northeastern Indiana Regional Coordinating Council and the proper agency will be notified. A direct contact depends on the jurisdiction of the roadway. For repairs on an Interstate, U.S. Route (i.e. US 24, US 30, US 27, etc.) or State Route (i.e. State Route 3, State Route 1, etc.) contact the Indiana Department of Transportation Fort Wayne District at 484-9541. For streets in Fort Wayne contact 311 and your concern will be directed to the appropriate department. For roads in Allen County, contact the Allen County Highway Department at 449-7369. For problems in New Haven, contact the Engineering Department at 748-7030.

Comment: The area along Dupont Road near I-69 is congested and will get worse with the expansion of the Parkview North Hospital.

Response: Dupont Road/State Road 1 from I-69 to Tonkel Road is scheduled for a widening project that will improve traffic flow. The Indiana Department of Transportation is initiating a study of the Dupont Road/State Road 1 and Interstate 69 interchange to help develop possible solutions to traffic problems.

Comment: The signs along I-469 are either not positioned properly or have lost their reflectivity. They are difficult to see at night.

Response: INDOT has a project currently scheduled for 2012 to replace the signs on I-469 from its south junction to SR 37.

Comment: The intersection of Wheelock Road and St. Joe Center Road needs to be signalized?

Response: The Northeastern Indiana Regional Coordinating Council and the City of Fort Wayne Traffic Engineering Department have evaluated this intersection for signal warrants. At this time the warrants have not been met. The intersection will be monitored for traffic increases and periodically re-evaluated.

Comment: How will traffic be detoured when US 24 is under construction?

Response: The majority of the construction of US 24 is on an alignment separate from the existing alignment and has a minor impact on US 24 traffic. The Indiana Department of Transportation prepares specific detour plans for major construction projects and coordinates with affected local agencies to develop an appropriate route.

Comment: Please consider a center turn lane in Hadley Road between Illinois Road/SR 14 and Bass Road.

Response: A center turn lane project has been added to the 2030-II Transportation Plan for this section of Hadley Road.

Comment: The proposed trail along Rudisill Boulevard will limit the ability of residents to park on their driveways. The residents on west Rudisill Boulevard would prefer a bike lane along this section of road.

Response: The City of Fort Wayne is pursuing bike lanes along this section of roadway. The trail/widened sidewalk project was recommended as part of a cultural landscape report and is still under evaluation.

Comment: Oxford and McKinnie Street around McMillen Park should be considered for road diets with a center turn lane and bike lanes.

Response: Both McKinnie and Oxford between Abbot and Hessen Cassel have 4 travel lanes with traffic volumes that are consistent with a road diet. This will be proposed to the Bike Forum that is evaluating proposed bicycle infrastructure. It is a great tie in for the residences that are located north of Oxford and south of McKinnie to access McMillan Park.

Comment: The new traffic signal at US 30 and I-469 is nice but left turns need to have yield on green option instead of left turn arrow only.

Response: The left on arrow only treatment provides the left turning motorist with the right of way which should make their maneuver safer when crossing two lanes of oncoming traffic. INDOT understands that this increases delay to motorists, but that the increase in safety outweighs that delay.

Comment: The intersection of Liberty Mills Road and Ellison Road needs to be illuminated. It can be a confusing intersection especially at night.

Response: We will be replacing the pavement marking on Liberty Mills at Ellison road detailing the left turn lane and will look into illumination.

Comment: The gravel sections of Hanauer Road between Cook Road and Wallen Road needs to be surfaced. The dust created from the gravel sections travels into the backyards and homes of residences in Lima Valley. Please chip and seal or blacktop this section of Hanauer Road.

Response: The north half of this road is under the jurisdiction of Allen County. We have no plans at this time to chip and seal this section of road. We will continue to maintain as a gravel road. The section of Hanauer Road that is within the City Limits is chip and sealed. The area that is still unimproved is in Allen County.

Comment: The sidewalks/trail that will be built as part of the State Road 3/Lima Road widening project between Dupont Road and Ludwig Road should be extended to Washington Center Road.

Response: INDOT will consider this as future projects occur in the area.

Comment: What type of pedestrian treatment will be provided at the intersection of Ludwig Road and State Road 3/Lima Road to assist pedestrians in crossing Lima Road? There should be pedestrian crossing treatments at each of the signalized intersections from Ludwig Road to Dupont Road.

Response: INDOT will provide push button activated pedestrian signal crossings of SR 3 at Ludwig Rd, Wallen Rd, and Dupont Rd. Pedestrian signal crossings of the side streets will be located at all signalized intersections.

Comment: Sidewalks need to be added along Ludwig Road and Cook Road west of State Road 3/Lima Road to provide access to the businesses.

Response: Bicycle and pedestrian treatments are identified for these corridors in the Transportation Plan. This comment has been forwarded to the City of Fort Wayne.

Comment: Residents of Woodside Neighborhood are not in favor of the roadway connecting Coliseum Boulevard to Clinton Street through the IPFW property and utilizing Medical Park Drive.

Response: The connection provides improved safety and access to IPFW property and the Memorial Coliseum. The proposed new road way should have minimal impacts on the neighborhood. The new roadway will not connect to the neighborhood unless requested. This project has not been designed and will likely coincide with development on the property by IPFW.

Comment: Citilink should consider providing more service by using smaller buses and vans on a “on call” basis.

Response: Citilink has several route deviation routes that are similar to an “on call” service along specified corridors. This comment has been forwarded to Citilink for consideration.

Comment: Shuttle service should be provided from outlying shopping centers to the new baseball stadium for home games and special events. This would eliminate the need for more parking and help fill the stadium.

Response: This comment has been forwarded to the City of Fort Wayne and Citilink for consideration.

At the Allen County Home Owners Association Meeting, the participants were asked to provide examples of good transportation projects/activities/services and to name transportation problems. The results are listed below.

Good Transportation Projects/Activities/Services

North Clinton Street, Mayhew Road, Tonkel Road and Dupont Road Intersections

Extension of Engle Road/Aboite Center Road from Jefferson Boulevard to Smith Road

Extension of Hillegas Road and Ardmore Road from Bass Road to Jefferson Boulevard

The Hillegas Road and Ardmore Road Corridor Improvements

The Interstate 69 Widening Project

The Ardmore Road Extension from Lower Huntington Road to Airport Expressway

Improvements at the Dupont Road, Tonkel Road, Mayhew Road and North Clinton Intersections

Traffic signal at Diebold Road and Dupont Road

Auburn Road and Cook Road intersection improvements (planned) and new bridge over Interstate 69

The Hillegas Road and Ardmore Road connection

Transportation Problem Areas

Going south on Tonkel Road turning east on Dupont Road, there is a blind spot due to the curve between North Clinton and Dupont Road making it hard to see northbound vehicles

The Bass Road and Hadley Road Intersection

The pavement condition on Dickie Road

The pedestrian access to Northrop High School from Ludwig Road area

The Tillman Road at US 27 Intersection has been under construction and left unfinished

Need a passing blister on Lake Avenue at Lofton Way

Covington Road switches lanes too many times

There is not any Express Bus service across town

Lack of sidewalks on new major road widening projects

The Wallen Road and Auburn Road Intersection needs a traffic signal

Traveling north during rush hour

2009 OPEN HOUSE & PUBLIC COMMENT PERIOD COMMENTS / QUESTIONS

November 30, 2009 meeting and November 20, 2009 to December 1, 2009 Comment Period

Comment: I would like to thank NIRCC for attending the Lofton Woods meeting November 11, 2009 at the Georgetown Library. I had a lot of good feedback and found out how well liked you have become with the Lofton Woods residents. Giving so much information and explaining the projects that are about to happen. So thank you again for coming!

Comment: I also was wondering if anything developed about Lake Ave. Starting from Coliseum Blvd to Landin Rd. That whole stretch has very bad edges and holes off the edge of the road. If you remember I told you I had a car in front of me that went off the edge and lost control! I was in fear I was going to get hit. I think it just needs to be asphalted by adding a few extra feet of asphalt to the edge of pavement. That would help with the danger of drivers slipping off the side of the road (both sides) in the winter months yet to come. In the summer at night it is easy to go off the edge because of poor visibility. During the daylight hours you have people trying to ride their bikes on the edge, which presents a danger as well. So if this could be fixed by some extra asphalt extended out from the edge of the road a few feet, I think that will prevent a lot of problems that could result in something serious. I often wonder if the two accidents that happened there were a result of them going off the edge. That took the life of a woman a few years back, and a young boy last summer! Was it because of hitting that edge and they tried to pull back onto the road and lost control? No one knows because no one witnessed either one.

Reponse: The City limits stops short of Landin Rd. Last summer the City of Fort Wayne filled in the rutted or void areas on Lake Ave b/w Coliseum Blvd and the City limits to the east. I don't know of any future, more extensive repairs to the berm areas. We will keep an eye on the berms and repair as necessary.

Comment: State Blvd near the area of Poinsette Dr is only one lane in each direction however traffic will often pass vehicles on the right as if it is two lanes because of the wide travel lanes. This section of roadway should be striped to appropriately identify the travel lanes.

Response: The City of Fort Wayne will review this to address identify potential solutions.

Comment: The eastbound left turn on State Blvd at the intersection with Goshen Ave and Hensch St needs to be improved. When eastbound vehicles try to turn left they create congestion. When the signal turns yellow and red the westbound right turn arrow turns green which creates a safety issue.

Response: The City of Fort Wayne will perform a traffic count and evaluate the need for a permanent turn restriction of eastbound left-turns. Currently this turn restriction is only for the peak periods.

Comment: Lake Avenue needs to be widened prior to the completion of the Maplecrest Road extension.

Response: Lake Avenue between Reed and Maysville Roads is on the City's long range transportation plan to be widened sometime between 2020 and 2030. The extension of Maplecrest Road between Lake Avenue and SR 930 will begin next spring. Lake Avenue currently carries between 9,400 and 13,500 vehicles per day (2009 counts). This amount of traffic can be handled with two lanes of traffic. Once the Maplecrest Extension is completed, traffic studies will be performed to evaluate the need for added lanes on Lake Avenue.

Comment: There are not posted speed limit signs for northbound traffic on Wheelock Road near Flutter Road. There is a sign south of the intersection of Flutter Road for southbound traffic. Signage should be added for the northbound vehicles.

Response: The Allen County Highway Department will review the speed limit on this section of Wheelock Road to determine what the appropriate speed limit and post signs accordingly.

Comment: Our comments concern Project 0901954 (New York Central Rail to Trail), a set of plans regarding a bicycle/pedestrian trail from Till Road to approximately 0.4 miles north of Till Road. Our concerns regarding the project are most easily stated in three classifications:

(A) Ownership of the land (right-of-way of the former Lake Shore and Michigan Southern Railroad) upon which the trail is proposed. The former rail bed had been designed and provided with weed barrier and wood chips to provide a natural, canopied walking path.

(B) Privacy concerns of the trail neighbors (adjacent homeowners of the Dawson's Creek Villas) and lack of specific plans to address this concern.

(C) A logical alternative to the location of the proposed trail which would address/resolve the concerns in (A) and (B).

REGARDING:

(A) After some discussion of misinformation held by the Greenways Trail organization, it has been generally agreed that the homeowners hold ownership to the centerline of the right-of-way (Document #990058015, Allen County Recorder) as part of the common ground of The Villas of Dawson's Creek. Sale or donation of this portion of the right-of-way has been denied by the Villas of Dawson's Creek Homeowners Association (DCVA) through a referendum of its members. There now seems to be a discrepancy as to the location of the centerline of the right-of-way as the survey published by the Greenways Trail organization does not appear to coincide with dimensions listed in the Villas at Dawson's Creek secondary plat approved by the Allen County Auditor, 8/2/99. This discrepancy certainly should be resolved before any further planning/construction of the proposed trail continues as existing trees, etc. on DCVA property would be involved.

(B) Many adjacent landowners are retired/senior citizens and have not only the expected privacy concerns of a neighboring public trail (some residential lots abut the trail directly, and others also will have direct sightlines into backyards, patios, summer rooms, etc.), and fear of incidents of crime (though possibility remote) is a reality to these homeowners.

Quoting from Recommendation 1 of the Summary Report, Indiana Trails Study funded by INDOT, IN DNR and the National Park Service: "First, it is obvious that the key constituencies in trail development will be trail users and neighbors. The carefully planned involvement of trail neighbors and users in public trail planning and development decisions seems like a logical and appropriate choice. Yet, some agencies have been observed not including these key constituents in planning." Recommendation #8 further states "... it should be noted that each trail area is still unique, and future trails will be unique. Trail planning agencies should be careful about assuming that trail user patterns, user opinions and neighbor attitudes will be similar to other trail sites." We feel emphatically that these recommendations have not been utilized in the planning and proposed location of the trail in this project.

(C) Certainly the location of this trail is the most overriding factor in our questions concerning this project, and the concerns mentioned previously. The property located directly adjacent on the west side of the railroad right-of-way is owned by the City of Fort Wayne Board of Park Commissioners. We have found no logical reason not to use this land (owned entirely by the city's park department) to construct a bicycle path. Such construction would offer the railroad right-of-way as a privacy barrier to the residents of

the Villas at Dawson's Creek by preserving the existing trees and shrubs. From this location the trail would lead directly into an established paved pedestrian/bicycle path on the property of the Parkview YMCA and continuing around Salomon Farm. Such location for the path would allow for connection to any other proposed bicycle path as well as solve any of the mentioned privacy/land encroachment concerns. We feel that this alternative to the proposed path in this project should be explored fully. It seems very reasonable that such a path, if considered in the initial planning stages with proper communication with trail neighbors and consideration of all ramifications, would have prevented many of the apparent complications which have arisen in the construction of the path in its presently proposed location.

In concluding comments, we would like to address three circumstances involving this project which have been discussed in various conversations with the trail planners and NIRCC personnel:

*** Certainly a parallel path as we have proposed would very easily connect to any future trail involved in a long-distance Rail to Trail project in any direction.

*** Time should not be an overriding factor to prudent and necessary planning in the hasty construction of this or any other bicycle path under consideration.

*** It is important to remember, in spite of some present thinking, that bicycling remains primarily a recreational activity by simple logistics. It appears that many more logical proposals for other bicycle paths in our city will provide sufficient opportunities for such activity. It is interesting to note that any resident of our villas currently may ride a bicycle from the initial to the final points of this project utilizing sidewalks and paved paths presently in place.

We simply are requesting that our current unpaved walking path remain in its present form, and a bike trail be located to the western park land. Legal alternatives to our concerns have been offered by various neighbors/residents, but we are optimistic that our concerns can be addressed by other means. We have approached our city council representative, Thomas Didier, with our concerns.

THANK YOU FOR OFFERING THE OPPORTUNITY TO DISCUSS THIS PROPOSAL; WE WILL REMAIN INTERESTED IN A REPLY.

Reponse: The City of Fort Wayne had an opportunity to pursue American Reinvestment and Recovery Act (ARRA) funds for the construction of this rail-to-trail. We were given the go ahead by the DNR and INDOT in late April 2009 to pursue this project. We were told to have the project submitted to INDOT by September 1, 2009 to receive the ARRA funds. That gave us four months to survey and design the trail and engage the public. Normally, a project like this would take at least 1 ½ years to plan and design. The City held a public information meeting on June 8th and invited all residents from the Villas of Dawson's Creek to attend. We shared information about the trail and the ARRA funds.

We explained that we had very little time to design this trail. And, I apologized for the short notice and explained the ARRA timeline. At the meeting, the City's consultant, DLZ, presented two alignments for the trail: one alignment utilizing the western half of the corridor coming off of Till Road and then moving to the middle part of the corridor as the trail approached the existing railroad bridge over Becketts Run. The other option was to build the trail at the center of the corridor on the existing mulched trail. This alignment, on the existing mulched trail, would provide for the least amount of disturbance to natural vegetation. If the alignment on the western half of the corridor were utilized, we explained that many trees would have to be cut down. The majority opinion at that public meeting was for us to utilize the mulched trail alignment to minimize impacts to trees. That is the direction the City gave to DLZ after this meeting.

The mulched trail follows the center line of the former railroad. Most of the mulched trail is located on common areas owned by the Villas of Dawson's Creek. Some of the mulched trail is located on the western half of the corridor, which is now owned by the City of Fort Wayne (at the time of this public meeting, the City did NOT own the western half of the corridor as the Villas of Dawson's Creek believed and reported at NIRCC's Open House. We have since acquired the western half of the corridor).

The next day after the public information meeting, Dawn Ritchie, Greenways Manager for the City of Fort Wayne, was contacted by Dr. Sam Thompson, President of the Villas of Dawson's Creek Neighborhood Association and asked that we have a follow-up meeting by the end of the week. Several days later, Villas Board Members met with Dawn Ritchie and DLZ representatives. We discussed these two alignments further and, once again, the City was directed by the Villas Board to utilize the existing mulched trail corridor, knowing full well that the City would have to obtain an easement and/or purchase the land fee simple from the Community Association. The Villas Board was concerned about the trail being so close to several of the villas. The City assured the Villas Board that we'd be willing to plant a vegetative buffer between the trail and these homes.

The City and DLZ exchanged various emails with the Villas, primarily Dr. Sam Thompson, over the course of several weeks. We shared a set of preliminary plans with the Villas. At the Villas request, we even paid DLZ thousands of dollars in additional fees to have the center line of the trail staked, as well as the right of way lines staked. Finally, again at the request of the Villas, we met them onsite and walked the trail with them discussing the alignment and even marking trees at their request to show them that very few significant trees would be cut down. We assured them over-and-over again that our goal is to also minimize the impact to the trees. We told them that our desire is to have a linear parkway with a tree canopy over the trail. The meeting in the field went very well. The Board members in attendance communicated to the City and DLZ that they were okay with the plans. But, they did want us to realign the trail on the south part of the corridor closer to Till Road, putting the trail on the western half to stay away from the four villas that are close to the corridor. We stated that we would re-design this section of the trail. Again, they emphasized additional tree plantings and a landscape buffer. The City agreed.

Very shortly after this meeting, I was told by Dr. Thompson that the Villas Board was getting a great deal of pressure from some residents to not sell/give the City any land for the trail. Dr. Thompson reported to me that the Board would have to call a special meeting of the residents, giving them 60 days advanced notice, for a 2/3 vote on whether or not they could sell/give the City an easement for the trail. Dr. Thompson told me via email, which I still have in my email folder, that there was no way they'd get more than 2/3 vote in favor of the trail on their land and even if they did call the meeting, it would put us past the September 1st date that we needed right of way clear with INDOT. Thus, he informed me, "My Board neither favors or opposes this bike trail construction. We would be happy if you would construct it to the west of our property. If you don't own all the property that you need, I am sure you can acquire it. And if this requires the building of a separate bridge, so be it. Better that you have that expense than disturb certain of our property owners of their right to enjoy the advantages of their property as they always have." After this email, the City told DLZ to redesign the entire trail north of Till Road utilizing the western half of the corridor and directed DLZ to keep the trail off of the Villas' property. This additional work by DLZ cost the City and taxpayers thousands of additional dollars. In fact, our Supplemental Agreement with DLZ was \$46,500, some of which was attributed to all of the changes, requests and redesigns we had from the Villas. The City of Fort Wayne was always very open with communication and did our very best to address their concerns, give them input on the alignment and even stake the trail and mark trees that would be cut down. We are sorry this didn't work out with the Villas.

The trail is designed on the western half of the corridor. Fortunately, the existing bridge over Becketts Run runs down the center line of the corridor, so half the bridge is owned by the Villas and half of the bridge is owned by the City. So, we were able to squeeze the trail on the western half of the bridge.

I did deliver a set of the final plans to Dr. Thompson. We even marked the property lines and the trail on the plans so he could clearly see that the trail is on the City's western half of the corridor. I did point out to him that the trail does come quite close to the center line and their property in several locations, but the trail and the construction limits are all on the western half of the corridor, now owned by the City of Fort Wayne.

APPENDIX B

For additional newspaper articles please visit www.nircc.org

NEWS SENTINEL
5-6-08

PUBLIC MEETING NOTICE

An opportunity for you to talk directly with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Northeastern Indiana Regional Coordinating Council planning area will be held on Monday, May 19, 2008 between 6:00pm and 7:00pm in the Omni Room (Room 250) of the City-County Building, One East Main Street, Fort Wayne, Indiana, 46802. This public meeting is part of a review that will assess compliance with Federal regulations pertaining to the transportation planning process conducted by the Northeastern Indiana Regional Coordinating Council (NIRCC), the Indiana Department of Transportation, the Fort Wayne Public Transportation Corporation (Citilink), and local units of government in the NIRCC planning area. If you are not able to attend this meeting, please address your comments to:

Janice Osadczuk
Federal Highway Administration, Indiana Division
575 N. Pennsylvania St. Room 254
Indianapolis, Indiana 46204
Janice.osadczuk@fhwa.dot.gov

Or

Andy Minyo
Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, IL 60606
Andy.minyo@dot.gov

Individuals with disabilities requiring auxiliary aids for services should contact the Northeastern Indiana Regional Coordinating Council by writing or calling: 1 Main Street Room 830 City-County Building Fort Wayne, IN, 46802 Telephone: (260) 449-7309 FAX: (260) 449-8652 e-mail: dan.avery@co.allen.in.us
5-6-7 639959

5-7-08

www.journalgazette.net

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5-6-7 639959

County bridges get cash

Federal money to
help fix 4 spans

BY AMANDA IACONE
The Journal Gazette

Allen County has received federal money for the Bostick Road bridge project in southeast Allen County.

Indiana Department of Transportation officials signed off on giving the county \$399,663 for the project, which includes building a bridge and rehabilitating the historic one-lane bridge over the St. Marys River. The bridge has been closed to vehicle traffic since April 2004.

INDOT also awarded more than \$1 million to the county for three other bridge projects. Allen County was one of six municipalities competing for about \$30 million in federal bridge money this spring, the state agency said.

The county is still short on money to pay for the Bostick bridge. County officials expect more funding for the \$2.1 million project during future allocations, county engineer Mike Thomson said.

To take advantage of federal funding, the iron-truss bridge has to be repaired because of its historical significance. The 1894 bridge is an example of a through-truss bridge, and it's the only one like it in Indiana built by Canton Bridge Co.

County officials previously considered repairing the one-lane bridge for \$900,000. But a modern, two-lane bridge would allow fire trucks and ambulances to use the crossing.

The county had applied for \$1 million in additional funding for the dual-bridge project, which will convert the existing bridge into a pedestrian crossing. The \$399,663 in federal money will allow the project to continue. Officials plan to advertise for bids for the construction and repair work in early 2010, Thomson said.

The county also received \$99,215 for the Dawkins Road bridge along the Ohio state line. A new, wider bridge will serve local truck and agricultural traffic. An additional \$690,300 will repair a bridge along Coverdale Road. The bridge work is part of a larger road project, Thomson said.

The county got \$243,822 to pay for replacing a bridge along Monroeville Road in front of Heritage High School.

aiacone@g.net

NEWS SENTINEL

5-16-08

PUBLIC NOTICE

Public Comment Period and Informational Meeting on
Air Quality Transportation Conformity Analysis/Determination for Allen County, 2030 Transportation Plan as amended and FY2009-2012 Transportation Improvement Program

Notice is hereby given that a public comment period will commence on May 16, 2008 on the Draft Air Quality Conformity Analysis and pending Air Quality Transportation Conformity Determination for Allen County. The comment period includes the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for the 2030 Transportation Plan as amended and the FY2009-2012 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on June 2, 2008. A meeting/open house will be held to discuss the Air Quality Conformity Analysis from 3:00 p.m. to 7:00 p.m. on Thursday, May 29, 2008 in Room 250 (Omni Room), in the City-County Building, One E. Main St., Ft. Wayne, Indiana. The meeting will be conducted by staff of the Northeastern Indiana Regional Coordinating Council. The intent of the comment period and public meeting is to solicit comments from the public regarding the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for Allen County, the 2030 Transportation Plan as amended and FY2009-2012 Transportation Improvement Program.

The Draft Air Quality Conformity Analysis for Allen County, the 2030 Transportation Plan as amended, and Draft FY2009-2012 Transportation Improvement Program are available for review in the office of the Northeastern Indiana Regional Coordinating Council, City-County Building Room 830, One East Main Street, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. The materials are also available for review on the NIRCC website, attainable at NIRCC.com. If you have any questions or would like more information about these materials or the public meeting, please call NIRCC at (260) 449-7309.

5-16

642247

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5-16

642247

Interchange overhaul slated

State set to add traffic light in 3-month project

BY BENJAMIN LANKA
The Journal Gazette

Drivers should expect detours as the state works to revamp the interchange between Coliseum Boulevard and Washington Boulevard.

The eastbound ramp from Washington to southbound Coliseum will close this morning as the Indiana Department of Transportation announced a project to change the interchange.

E&B Paving was awarded the \$525,203 contract for the work, which is expected to last

until Labor Day.

The contractor will install a new traffic signal on Coliseum to regulate vehicles going north or south from eastbound Washington. Drivers will no longer be able to use the ramp east of Coliseum for northbound travel.

Staci McCormick, INDOT spokeswoman, said the project is intended to improve traffic flow in the area by reducing the amount of weaving in and out of traffic required by the existing configuration. About 20,000 vehicles travel on Coliseum south of Washington daily, while nearly 40,000 vehicles travel on Coliseum daily north of the interchange.

During construction, people wanting to go south on Coliseum from eastbound Washing-



The Journal Gazette

ton will be directed to take Meyer Road and New Haven Avenue, adding about a mile to the trip.

McCormick said neither the construction nor the finished interchange will change anything for drivers heading west on Indiana 930 to Coliseum Boulevard.
blanka@jg.net

JOURNAL GAZETTE 5-21-08

More trails help state

The city's plans to connect its trails system with the Aboite New Trails network received a big boost Tuesday, when Gov. Mitch Daniels announced a \$900,000 grant for the city's Towpath Trail.

The trail roughly follows the route of the Wabash and Erie Canal. The state grant will pay the bulk of the costs for one of the most expensive and difficult sections, between Covington and Smith roads on the south side of the Fort Wayne Country Club. The rest will come from city money matching donations received as part of "Oprah's Big Give." Because the city had already planned well for the section, officials hope to receive bids next month and start construction in July.

If the remainder of the project is completed on schedule, the 5½-mile section that connects Aboite New Trails with Rockhill Park should be completed next year. From Rockhill, bicyclists, walkers and runners can take a 1.1-mile trail completed in 2004 to Swinney Park, where it connects with the greenway system.

The grant was among \$19 million in trail grants Daniels announced.



Former Mayor Graham Richard speaks at the Towpath Trail groundbreaking ceremony in 2006. A \$900,000 state grant will help finance completion of the trail, which will connect the city's greenway system with Aboite New Trails.

An additional \$900,000 grant will go far to build the final link that will connect the Muncie and Richmond portions of the Cardinal Greenway trails.

And \$900,000 more will go toward developing what eventually will be a 38-mile rail-to-trail along the former

Nickel Plate Railroad in Howard, Miami and Fulton counties. The grant will finance 12 miles of the trail including sections in Rochester and Peru.

Huntington County will benefit from \$250,000 for the Forks of the Wabash Trail along the Wabash and Little

Wabash rivers.

The \$19 million comes from the Indiana Department of Transportation budget and is a good long-term investment by Daniels, who recognizes the economic development benefits as well as the recreational and health benefits of trails.

Grant will start north-side trail

But the \$300,000 won't cover full cost

By BOB CAYLOR
bcaylor@news-sentinel.com

A \$300,000 state taxpayer grant provides a substantial start for Fort Wayne to build a bike and walking trail from Washington Center Road to the northern county line. But Dawn Ritchie, the city's greenway manager, cautions that merely acquiring about 8.5 miles of railroad right-of-way for the trail will cost much more than that, and it's too soon to predict when the idea might come to fruition.

Four years ago, the Northwest Allen Trails group, which promotes the development of trails in the area, first announced its intention to acquire the right-of-way of the old New York Central railroad. Since then, it has been working with the city to obtain grants for and to plan the trail.

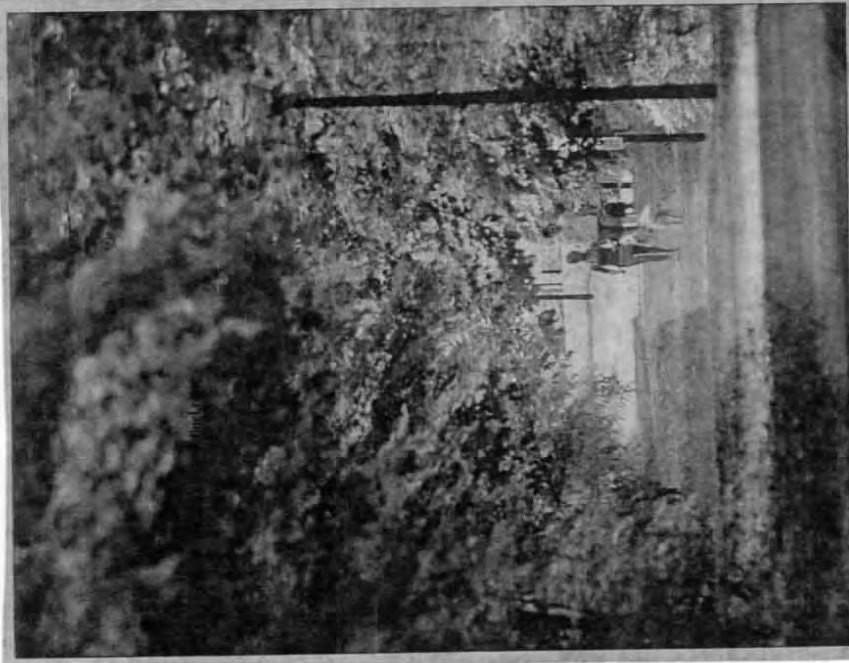
The \$300,000 will be supplemented by \$60,000 from the city, Ritchie said. In this first phase of buying the right-of-way, the city will concentrate on acquiring land between Washington Center and Wallen roads. Negotiations for the long, narrow strip of land — 100 feet wide along its 8.5-mile course — could be complicated. A number of people have claims, including many who happened to own land adjacent to the railroad's course when it was abandoned.



This stretch of the old right-of-way runs beside a subdivision off Wallen Road between Lima and Coldwater roads.

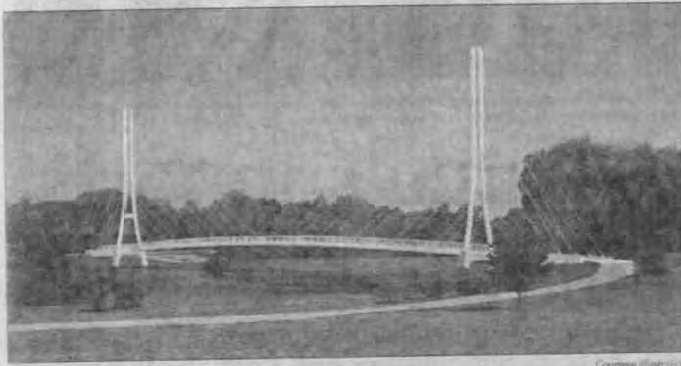
The state also has a goal of developing a large trail along the general path, pegging more than 80 miles from Pokagon State Park in Stauben County to Ouabache State Recreation Area in Wells County as a priority. Local governments, however, will still have shoulder much of the responsibility for it to get done, Ritchie said. "The state wants to rely on local agencies to build trails, but (the state) will help fund it," she said.

ON THE WEB
projects.dlzcrrp.com/cityofortwayne



People walk along a small trail already on a stretch of the old north-south railroad right-of-way the city would like to buy. It could end up being a part of a trail stretching from Washington Center Road to the northern county line.

BREAKING GROUND FOR 2ND IPFW BRIDGE



Courtesy illustration

This artist's rendering shows what the Ron Venderly Family Bridge will look like when it is completed next summer. The pedestrian bridge will cross the St. Joseph River from the IPFW campus to the soccer fields and new Holiday Inn.

IPFW SPANS ST. JOE RIVER

\$2.3M bridge will link campus, soccer fields

By Ashley Smith
asmith@news-sentinel.com

It was "déjà vu all over again," in the words of IPFW Chancellor Mike Wartell, as the university broke ground Monday on its second — but not its last — bridge.

The Ron Venderly Family Bridge at Indiana University-Purdue University Fort Wayne will cross the St. Joseph River to connect the main campus with the soccer fields on the other side.

"This bridge opens up possibilities to build more buildings," Wartell said after the ceremony, which was attended by Mayor Tom Henry, State Rep. Win Moses, D-Fort Wayne, and Allen County Commissioner Bill Brown.

The first bridge on campus, the Willis Family Bridge dedicated in September 2003, crosses Crescent Boulevard and connects the campus and student housing. The third and fourth bridges will span the gap between IPFW and the two Ivy Tech Community College campuses nearby; the fifth will link the new Holiday Inn at IPFW — which will be joined to the campus by the Venderly Bridge — and Memorial Coliseum.

Ivy Tech Chancellor Mark Keen called any growth on IPFW's campus a boon for his own students.

"I think it's exciting. It shows collaboration. It

See IPFW, Page 4A



By Ryan Tombrugh of The News-Sentinel

IPFW Chancellor Mike Wartell speaks Monday at the groundbreaking of a pedestrian bridge connecting the campus with the west side of the St. Joseph River.

IPFW: Breaks ground on second of 5 bridges

Continued from Page 1A

shows collectivity," he said.

Keen called the planned bridges between the two campuses an "outward symbol" of the support between them.

The \$2.8 million Venderly Bridge, scheduled to be completed next summer, will be paid for with state and feder-

al tax dollars, as well as a \$1 million donation from the Venderly family, members of which were present at the ceremony. The Venderly Family Foundation also donated \$1 million in 2006 for athletic scholarships.

"I have a lot of friends out here," said Ron Venderly, a retired local businessman.

The bridge was designed

by Kurt Heidenreich, of Engineering Resources Inc. of Fort Wayne, who also is responsible for the Willis Family Bridge.

Next on IPFW's agenda: a new student services center that will connect the library, Walk Student Union and Gates Sports Center. After that, more dorms are on the horizon.

"This campus just keeps growing and growing and growing," Henry said.

NEWS SENTINEL
7-1-08

Finally, Maplecrest moves

Allen County Council members made the right decision last week in approving a \$25 million bond issue to complete the financing package for the needed Maplecrest Road extension.

Responding to tough questioning and oversight by the council – especially Councilman Cal Miller – the Allen County commissioners worked with planners to develop various scenarios regarding paying back the \$25 million without using general property taxes. Ultimately, the exercise rightly forced the commissioners to examine the financing package and led to answers that convinced even Miller that the financing was sound.

The council controls the county's purse strings, while the commissioners administer several key departments, including those overseeing roads, bridges and planning.

Though only 2 miles long, the road carries a steep price tag largely because it includes four expensive bridges needed to carry Maplecrest over city sludge lagoons, the Maumee River and New Haven railroad tracks, among other obstacles. The presence of the bridges, however, gave the county more flexibility in financing that helped lead to approval of the project.

A little more than half the cost of the project has already been set aside – in money from the county, federal government, railroads and the cities of Fort Wayne and New Haven (see box). The big issue was how the county would repay the \$25 million bond issue.

Hopes to repay the entire amount of the bond with property taxes paid by new



Photo courtesy Allen County commissioners

An artist's rendering shows the planned Maplecrest Road extension crossing over the headquarters of Do it Best and railroad tracks in New Haven.

ROAD FUNDING

Federal earmark: **\$9.9 million**
 Additional federal: **\$3.9 million**
 Fort Wayne: **\$1.9 million**
 New Haven: **\$2.3 million**
 Railroads: **\$533,000**
 County bridge fund: **\$9 million**
 County bond issue: **\$25 million**
 Total: **\$52.6 million**

businesses that crop up along and near the road – through tax increment financing – were overly optimistic. But repaying the bond through a combination of TIF money and revenues from a separate property tax collected exclusively for major bridges is a sound approach. (The existing major bridge fund should not be confused with a separate cumulative bridge fund for smaller bridges, which the commissioners eliminated in 2002 and which has become the subject of a separate controversy over bridge maintenance.)

The major bridge fund brings in about \$1.8 million a year, roughly equal to the annual payments on the bond issue. And the bond payments will likely come exclusively from that bridge fund for the first few years. Later, income from the TIF district will reduce the amount of money needed from the bridge fund, allowing the county to use the special fund for other bridge repair and maintenance later.

County planners developed scenarios showing how much bridge tax money might be necessary over the years, depending on how much development occurs along the road. Even if federal money for bridges decreases and development is minimal, the county will still have enough revenue to repay the bond issue and take care of other major bridges.

"We were able to put together the financing pack-

age and still take care of the obligation for the major bridges," said County Commissioner Nelson Peters.

With construction expected to begin next year and conclude in 2012, county and Fort Wayne officials need to work together to decide whether – and how – to regulate truck traffic, considering the existing road passes through a residential neighborhood and near a school between Lake Avenue and State Boulevard. They need to prevent the type of surprise that occurred when the Ardmore Avenue extension unexpectedly increased truck traffic through a west side neighborhood.

County Council members had expressed skepticism for months about the project, yet they approved it last week on a 6-1 vote. Their approval reflects the county commissioners' responsiveness to address the legitimate questions.

City invites input on Clinton bridge makeover, detour

BENJAMIN LANKA
The Journal Gazette

Fort Wayne residents will have a say in how downtown's new gateway bridge will look and how disruptive the construction will be.

The Fort Wayne Board of Public Works on Wednesday approved hiring DLZ Indiana LLC to do preliminary engineering work for the new Martin Luther King Jr. Memorial Bridge on Clinton Street over the St. Marys River. The contract was for \$634,320, of which the city will pay \$126,854. State and federal money will cover the rest.

City Engineer Dave Ross said the firm will not only design the replacement bridge but examine options to limit disruptions during construction. The city this year said the bridge leading to downtown would be closed during the yearlong construction, but public outcry led to a review of that decision. The southbound bridge carries about 26,000 vehicles daily.

Ross said one option during construction is to build a small temporary bridge for \$1 million. In addition to the cost, this could present problems such as disturbing Headwaters Park while providing only minimal relief. Other options include setting up a de-

Bridge, Page 4A

BRIDGE

Continued from Page 1A

tour or building half the bridge at a time.

While the community decided to go with an iron-truss style bridge, Ross said there might be a way to build a concrete bridge and give it a steel veneer so it is aesthetically pleasing.

The bridge replacement is part of a maintenance schedule of the Indiana Department of Transportation, and the city partnered with the state to make the new bridge a signature structure.

Ross said the city plans to conduct four community

meetings to provide updates on the project and gather feedback. Other than construction options, Ross said, the community will be asked how best to memorialize King with the span.

The city's construction contract estimates a price of \$7.8 million, of which the city will pay almost \$2 million. The state and a federal earmark from Sen. Evan Bayh, D-Ind., helped cover the remaining costs.

Ross said the project is expected to be advertised for bids next year and built in 2010.

State realignment

In other business, the public works board approved hir-

ing American Structurepoint Inc. to do preliminary engineering work for the realignment of State Boulevard between Spy Run Avenue and Cass Street. The contract is for \$765,632, of which \$191,408 will be split between the city and Allen County.

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. Construction is expected to begin in 2011 and be complete in 2012.

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Parents, turn off the engines

KELLY SODERLUND
The Journal Gazette

Parents waiting in their cars outside some Allen County public schools will now be greeted with signs instructing them to turn off their engines.

In an effort to reduce harmful emissions near schools, the Allen County School Safety Commission and the Allen County Air Quality Task Force have posted signs that say "No Idling Zone, Turn Off Engine." More than 100 signs are being posted at 11 schools in Fort Wayne Community Schools, nine buildings in Southwest Allen County Schools and one in Northwest Allen County Schools as part of the pilot program.

Areas targeted include carpool lanes, delivery zones, which are usually located near air intake sys-

tems, and other areas prone to idling vehicles. Schools were targeted in the first round of signage because the effect of the emissions on children is greater than on adults.

The signs were purchased using Congestion Mitigation and Air Quality Funds, which are federal funds provided to areas designated by the U.S. Environmental Protection Agency as having poor air quality.

"Making our schools safe is a multifaceted effort," FWCS Security Director John Weicker said in a statement. "Ensuring students and staff have clean air to breathe is an important part in maintaining a safe environment. FWCS previously instituted a no-idling policy with our school buses, and now we're asking parents to help in the effort." ksoderlund@jg.net



Clint Keller | The Journal Gazette

Fort Wayne Community Schools unveiled new signs that request parents turn off their cars.

Business briefs

Community Transportation open house

Community Transportation Network will celebrate its new office space and operations center with a

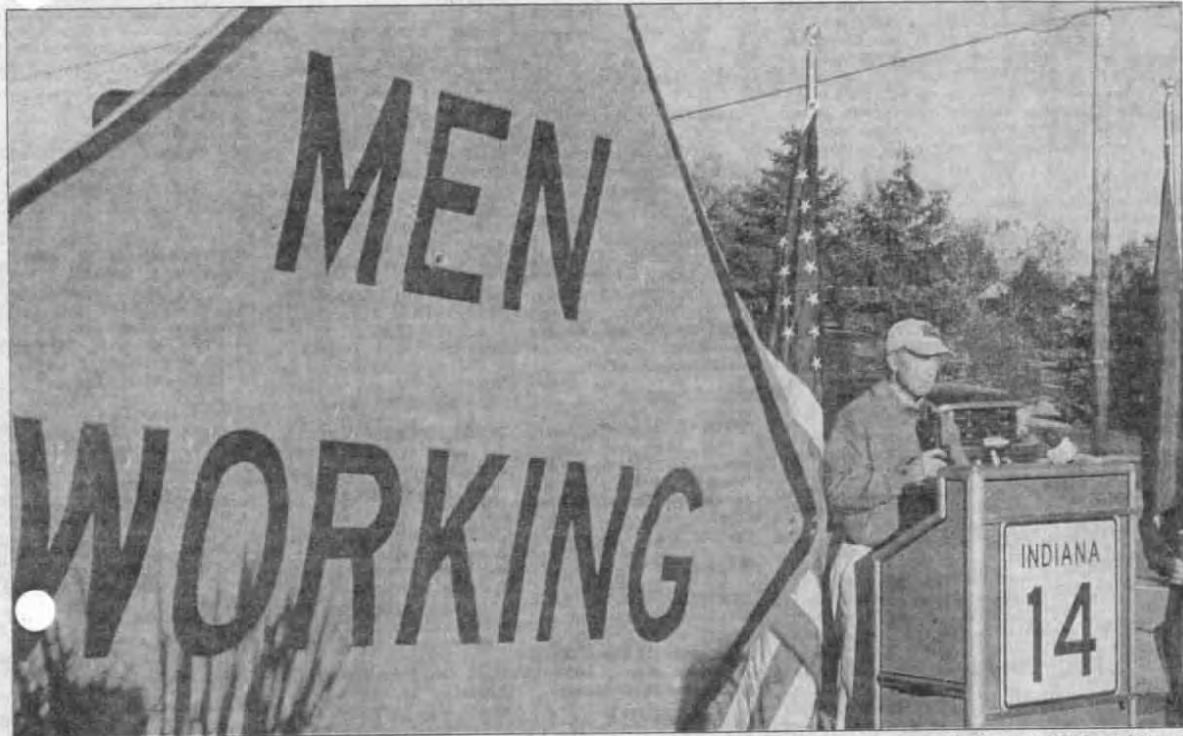
ribbon-cutting ceremony at 5 p.m. and an open house 4:30-6:30 p.m. today at 2701 Coliseum Blvd. S., Suite 1315, in International Park.

Community Transportation Network has moved its operation to International Park to accommodate a growing staff and fleet of 16 vehicles. CTN, a nonprofit organization, was created in 2000 by other organizations and local funders to address the specialized transportation needs of all

transit-dependent populations and human service agencies.

80-9-01 SN

JOURNAL GAZETTE
10-23-08



Dean Musser Jr. | The Journal Gazette

Gov. Mitch Daniels speaks Wednesday at the groundbreaking ceremony for the five-lane expansion of Indiana 14.

Indiana 14 moves forward

Project to widen road to 5 lanes

BENJAMIN LANKA
The Journal Gazette

Gov. Mitch Daniels and other officials Wednesday broke ground on a long-awaited road expansion in western Fort Wayne.

Construction is expected to begin immediately on the \$14.2 million expansion of Indiana 14 from

Scott Road to Interstate 69.

Sen. David Long, R-Fort Wayne, said the project has been needed for years but would not have happened without Daniels and the lease of the Indiana Toll Road.

"Had we not leased the Toll Road, we would not be standing here today," Long said.

The project, being done by Brooks Construction, will expand 2 miles of the congested highway to five lanes, including a middle left-turn lane. A 10-foot trail will be constructed on the road's south side and a regular sidewalk will be built on the north. The project also includes new storm sewers, curbs and gutters and improved signs, lighting and markings.

Utility work along the highway has been ongoing for months in an-

anticipation of the project.

Construction will be done first on the storm sewer on the south side and sanitary sewer installation will begin in 30 days. The project is expected to be complete by 2010. The second phase of the Indiana 14 expansion, from Scott to West Hamilton Road, will be completed by 2013. The state plans to maintain traffic through the site during construction.

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Allen, city agree on Bass Road widening

AMANDA IACONE
The Journal Gazette

The Allen County commissioners agreed to a deal Friday with Fort Wayne on how to pay for improving Bass Road, a year after delaying such a vote.

The formal agreement calls for Fort Wayne to assume the expenses of the \$17 million project if the city decides to annex the road and surrounding area during the 4.5-mile widening project between Hillegas and Scott roads. The city's board of works approved the same agreement last October.

The commissioners delayed their approval in hopes of negotiating a better deal. The county proposed a sliding scale for the city to repay the county based on when it might annex the area.

Although the county continues to receive property taxes when an area is annexed, it loses income taxes and other taxes related to road miles and population — money used to pay for highway projects. Commissioner Bill Brown said Friday he felt a broader agreement with the city on future projects was close to being completed. But he suggested the county move ahead with the Bass Road project under the

Bass, Page 5C

BASS

Continued from Page 3C

original agreement.

Commissioner Nelson Peters reluctantly agreed, and the commissioners quickly approved the deal.

Mayoral spokeswoman Rachel Blakeman said Mayor Tom Henry and the commissioners are discussing a comprehensive plan to share in paying for future projects in areas seeing a large amount of growth and development.

No time frame has been set for finalizing any such plan, Blakeman said.

The commissioners didn't take action on the nearby Spring Street intersection project. The city plans to improve the intersection with Leesburg Road and hoped to share an engineer with the county, which has been working to rehabilitate the Spring Street Bridge.

The bridge is less than 200 feet long, and the commissioners have said they would not spend money on bridges of that size within city or town limits beginning in January because of a

lack of funding.

Brown suggested the county not include Spring Street in that group of bridges because the project has been in the works for several years.

Sharing an engineer on the project would save taxpayers money in the long run, Commissioner Linda Bloom said.

But Peters isn't convinced that the county should continue with Spring Street, which has been delayed for two weeks. He wants to know how much money the county has spent and whether the construction work would come out of the county's 2009 budget, he said.

Peters plans to reconvene a local bridge task force to continue discussing ways to pay for the smaller bridges. He hopes local officials can work together to lobby the state legislature for new bridge options.

A proposal for the local cities and towns to give a percentage of their wheel tax and surtax revenue to the county for bridge maintenance died this year because Fort Wayne officials didn't support the idea.

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JOURNAL GAZETTE
11-8-08



Cathie Rowand | The Journal Gazette

From left, Bob Kennedy, Public Works director, Dave Ross, city engineer, and Mayor Tom Henry answer questions Friday at the Time Corners ribbon-cutting.

Time Corners fix-up officially completed

BENJAMIN LANKA
The Journal Gazette

The mess at Time Corners is finally clean – or at least as clean as it's going to be.

Mayor Tom Henry and other city officials Friday cut a ribbon to mark the completion of the \$3.6 million project to realign the intersection of Covington Road, Jefferson Boulevard and Getz Road. About \$500,000 for the project came from the city.

The project has been in the works since the late 1980s, when the area was studied. Since that time, the area has rapidly developed, and the number of vehicles using the intersection has spiked to 60,000 daily.

Bob Kennedy, director of public works, said more than 170 accidents occur at the intersection annually.

"It was our obligation and our commitment to make things safer, and this project will definitely make a difference," he said.

Laurie Hammond, owner of the Higher Grounds coffee shop at the intersection, said she is thrilled the

TIME CORNERS IMPROVEMENTS

- Section of Covington between Jefferson and Getz converted to allow two-way traffic; it previously was one-way westbound
- Left turn from southbound Getz onto Jefferson eliminated; drivers now use Covington to access eastbound Jefferson
- Left-turn lanes added from north- and southbound Getz onto Covington, and Getz expanded to two through lanes at intersection
- Right-turn lane added from westbound Covington onto Getz
- Turn lanes in place from east- and westbound Jefferson onto Getz
- New traffic signal added at Time Corners shopping center, farther east on Jefferson
- Curbed median with grass added in the middle of Jefferson
- Sidewalk added on east side of Getz
- Lighting, curbs and gutters improved at all intersections

work is done. Construction had been ongoing since February. She said traffic to her shop and through the area in general had dropped significantly during the roadwork.

"Hopefully people will start coming to this area again," she said.

Dave Ross, city engineer, said the project will help alleviate traffic congestion as well. Before, only about 12 cars could wait on the small section of Getz Road to turn east onto Jefferson. Now those cars can use Covington, al-

lowing 28 vehicles to wait to turn onto Jefferson, he said.

It's likely not everyone is pleased with the changes – The Journal Gazette ran a letter to the editor Friday about a driver unhappy with safety at the new intersection.

Ross said the city will continue to tweak the area to improve it, noting the city will be adding more directional signs for the new lanes, and it will monitor signal timing to minimize congestion.

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115 12-13-08

Local briefs

City gets two greenway grants

Fort Wayne received two grants to advance work on trail and greenway projects in the southwest and southeast areas.

The Federal Transportation Enhancement Funds, awarded by the Northeastern Indiana Regional Coordinating Council (NIRCC), gave \$509,000 to build Phase II of the Covington Road Trail project between Eggeman Road and West Hamilton Road, City Public Information Officer Frank Suarez said in a statement. The group also awarded \$371,000 for Phase I of the Six Mile Creek Trail project from

Southtown Centre at Anthony Boulevard to Tillman Road and then east to Lemar Drive, according to Suarez.

JOURNAL GAZETTE

11-27-08

Expansion of I-69 complete

Project to add freeway lanes began in 2003

BENJAMIN LANKA
The Journal Gazette

Just in time for Thanksgiving, the Indiana Department of Transportation says the expansion project on Interstate 69 through Fort Wayne is complete.

A third lane was opened Wednesday on northbound

and southbound I-69, as well as the loops and ramps at the Coldwater Road interchange.

The project added a northbound and southbound lane from U.S. 24 to Dupont Road over several years. The project's most recent phase included rehabbing the north and south bridges over Beckett's Run and replacing the Auburn Road bridge.

Concrete medians, barrier walls and four sections of sound barriers were also constructed.

The project's three phases

were:

■ Phase 1, from U.S. 24 to Leesburg Road, constructed by Ajax Construction for \$50 million from 2003 to 2004.

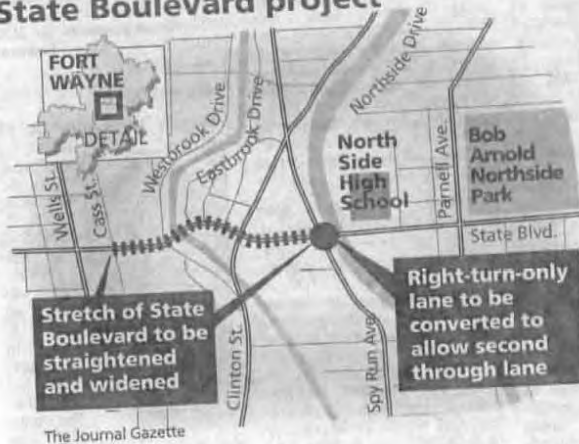
■ Phase 2, from Leesburg Road to Coldwater Road, constructed by Walsh Construction for \$44 million from 2004 to 2005.

■ Phase 3, from Coldwater Road to Dupont Road, constructed by Brooks Construction for \$58 million from 2007 to this year.

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Neighbors want more say on road alignment

State Boulevard project



The Journal Gazette

BENJAMIN LANKA
The Journal Gazette

Residents near West State Boulevard are unhappy that the city seems unwilling to hear their concerns on a \$9 million plan to straighten and widen the corridor.

City Councilman John Shoaff, D-at large, voted Tuesday against introducing a bill to hire an engineer for the work, saying it was "not ready for prime time." The council introduced the bill, and it could be discussed as early as next week.

In April, the Board of Public Works approved preliminary engineering work to straighten and expand State Boulevard between Spy Run Avenue and Cass Street for \$772,000. According to a memo from City Engineer Shan Gunawardena the cost is now \$957,040,

which will be paid mostly by the state department of transportation.

The \$9 million construction project would include two travel lanes in each direction and a softer curve near Eastbrook and Westbrook drives to improve safety. The new alignment — which would require about \$3.2 million in property acquisitions — would help the city provide more capacity than the 20,500 vehicles that travel it daily.

But Shoaff said the plan does not take into account the wishes of the nearby Brookview Civic Neighborhood Association. He said the city did not show a willingness to work with residents and listen to their concerns during a previous meeting about the project.

"Neighbors felt humiliated and

Road, Page 4C

ROAD

Continued from Page 1C

belittled by the city," he said.

Instead, he said the city should take an approach similar to how the expansion of Ardmore Avenue was handled, when a resident task force was created to work with the city on the project.

Michelle Briggs Wedaman, acting neighborhood president, said the city isn't taking a comprehensive look at several projects affecting her area, including the West State project, the future straightening of Clinton Street and the new Martin Luther King Jr. Bridge project on Clinton. She said neighbors don't necessarily oppose the widening of State,

but she was concerned the city's only goal for the area is to help cars move faster.

"Our objective in the neighborhood is to slow traffic down, not speed it up," she said.

Bob Kennedy, director of public works, said the city has conducted four public meetings on the project, some of which have already changed city officials' thoughts on it. He said much of the misunderstanding probably comes from residents seeing preliminary documents as final, which they are not.

Kennedy said the engineering contract calls for four more public-input sessions, noting the city wants to work with residents and has shown its ability to do so on past projects, including flood control for the

Woodhurst area.

Briggs Wedaman said she is glad the city wants to spend money in the area, but it should be more willing to work with neighboring residents about such a large project. For example, the curve to be straightened was put there intentionally by renowned architect Arthur Shurcliff, according to Angie Quinn, director of ARCH, Fort Wayne's non-profit historic preservation group. She said the neighborhood is also eligible for historic conservation because it is an early planned subdivision by Shurcliff.

Mayoral spokeswoman Rachel Blakeman said the firm, American Structurepoint, has a history of working with projects in historic areas.

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JOURNAL GAZETTE
2-12-09

JOURNAL GAZETTE

3-20-09

PUBLIC NOTICE

Public Comment Period and Informational Meeting on Air Quality Transportation Conformity Analysis/Determination for Allen County, 2030-II Transportation Plan

Notice is hereby given that a public comment period will commence on March 23, 2009 on the Draft Air Quality Transportation Conformity Determination for Allen County. The comment period includes the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for the 2030-II Transportation Plan for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on April 5, 2009. An open house will be held to discuss the Air Quality Conformity Analysis from 4:00 p.m. to 7:00 p.m. on Tuesday, March 31, 2009 in Room 250 (Omni Room), in the City-County Building, One E. Main St., Ft. Wayne, Indiana. The meeting will be conducted by staff of the Northeastern Indiana Regional Coordinating Council. The intent of the comment period and public meeting is to solicit comments from the public regarding the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for Allen County in reference to the 2030-II Transportation Plan.

The Draft Air Quality Conformity Analysis for Allen County and the 2030-II Transportation Plan are available for review in the office of the Northeastern Indiana Regional Coordinating Council, City-County Building Room 830, One East Main Street, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. Materials are also posted on the NIRCC website at NIRCC.com. Please call NIRCC at (260) 449-7309 with any questions or for additional information regarding these materials.

MARCH 28, 2009 SATURDAY

Group studies county's traffic pattern in 2030

Plan focuses on widening roads, easing congestion.

By BOB CAYLOR
bcaylor@news-sentinel.com

When predicting the traffic of 2030, the best guide is the traffic of today.

"Until we see good indications that's not going to happen, we're careful not to make radical assumptions," said Dan Avery. Avery is ex-

ecutive director of the Northeastern Indiana Regional Coordinating Council, which has developed a plan for handling the traffic of 21 years from now. Its 2030-II Transportation Plan projects for Fort Wayne-New Haven-Allen County:

- ◆ County population will continue a steady but not skyrocketing increase to just shy of 400,000 in 2030.
- ◆ Residential

See **TRAFFIC**, Page 31.

TRAFFIC

Continued from Page 11

development will continue to be heavy in Perry and Cedar Creek townships, and it will become a significant force in southern Lake Township.

- ◆ Development will occur along Interstate 469, with concentrations of intense development near major interchanges.

- ◆ People will continue owning cars at about the same rate as today, despite the emphasis on developing bike and pedestrian paths and mass transit.

- ◆ Industrial employment will remain a large part of the area economy – providing about 31 percent of the county's jobs – at least ac-

ording to a fairly broad definition that includes warehousing and distribution.

Avery said the transportation plan proposes no revolutionary new projects on the scale of Interstate 469. Instead, it concentrates on widening existing roads and eliminating congestion choke points to make commuting easier.

The plan, much of which was developed before President Barack Obama took office in January, does not take into account his stimulus package or speculate on how the president's professed spending priorities might affect transportation.

"We're being a little cautious right now that we don't totally focus on the current economic crisis and fuel situation," Avery said.

Open house on the plan

The Northeastern Indiana Regional Coordinating Council invites members of the public to an open house for commenting on its "Draft 2030-II Transportation Plan and Air Quality Conformity Analysis/Determination." The open house is 4-7 p.m. Tuesday in the Omni Room, Room 250, of the City-County Building, 1 E. Main St. NIRCC will accept comments through April 6.

That's our town

This passage from the transportation plan neatly summarizes the vexations traffic planners – and drivers – face:

"The street system within the urbanized area is located on narrow rights-of-way. An insufficient number of bridges combined with a predominantly radial thoroughfare system result in a majority of traffic traveling through the central business district of Fort Wayne. The radial system also has created hazardous diagonal intersections with acute entry angles. There is a lack of continuity for many of the major arterials flowing north to south and east to west. Narrow bridges and narrow railroad underpasses have served to restrict traffic flow in the urbanized area."

Read the plan

The 2030 traffic plan, an accompanying air-quality plan and several appendices all are available at www.nircc.com/public-comment.htm.

Trail cash goes for engineering

Rules often similar to building road

BENJAMIN LANKA
The Journal Gazette

More than \$5 million has been spent on recreational trails in Fort Wayne over the past three years, but much of that has gone to engineers and studies instead of asphalt.

According to data provided to The Journal Gazette by Fort Wayne, the city and private groups have spent \$5.4 million on trails since March 2006. Of that total, 34 percent, or nearly \$2 million, has gone to soft costs — expenses other than construction or land acquisition.

Dawn Ritchie, the city's greenway manager, said the money is being spent wisely and the large amount spent for planning was necessary because the city had done no

real trail planning for the past several years.

"I had to start from scratch," she said. "Now we're really starting to build our trails."

Overall, the city spent \$3.45 million of its own tax revenue over those three years on trail projects and maintenance, plus \$1.1 million in federal and state grants and \$1.4 million in private dollars, mostly from the Aboite New Trails organization.

Ritchie said the city's expenses are skewed because it has spent money on the planning of more than a dozen trails where construction has yet to begin.

For completed projects, she said the city tries to keep soft costs to less

Trail, Page 4C



Clint Keller | The Journal Gazette
Bicyclists ride on the Rivergreenway between Fort Wayne and New Haven.

TRAIL

Continued from Page 1C

than 10 percent of the total costs if the project is locally financed.

Projects involving federal money have more requirements, she said, meaning soft costs typically have been close to 14 percent of the total.

Of the 10 projects with construction contracts in the past three years, half have spent more than 13 percent on soft costs. They ranged from just 2 percent of the costs on the Dupont Road trail to 31 percent of the costs for a section of the Towpath Trail, which will connect Aboite New Trails to the city's Rivergreenway system.

The design costs initially even surprised Ritchie, who became the city's first greenways manager in late 2004. She said she learned proper engineering and drainage is required to keep the path from crumbling.

"I thought designing a trail would be relatively simple," Ritchie said. "I was wrong. It was like building a miniature road."

City Councilwoman Karen Goldner, D-2nd, said people have to understand that it might seem as if the city can just put a trail down on an open stretch of land, but "it's really much more

complicated than that."

Goldner said the soft costs spent on city trails were reasonable, as she remembered sidewalk-replacement projects used to include 12 percent engineering fees.

Cheap land

One cost component where the city has been successful when it comes to building trails has been securing land. According to the city data, \$232,000 was spent on land since 2006. The city did not break down tax dollars and private money.

That total represents about 4 percent of the money spent on trails, not including some maintenance and miscellaneous expenses.

"We've been lucky to build trails in right of way and land the city already owns," Ritchie said.

She added that groups have been generous in donating land for trails because they see the community benefit.

For example, 1.7 miles of land was given to the city through a gift or easement for the Towpath Trail.

If the city spends less on land, it lowers the total project cost but also raises the relative percentage of the total cost engineering represents.

Local and federal

One of the biggest concerns from trail officials was

the extra work required to build a trail to state and federal standards, which is necessary if state or federal money is used.

Lori Keys, executive director of Aboite New Trails, said she was surprised at the numerous challenges in putting together a trail.

"The federal process is the same process as for a highway," she said, noting numerous additional reports must be completed to meet federal standards.

Keys also said trail costs have tripled since the group did its initial feasibility study in 2003. The group has built 11 miles of trails, with a plan for nearly 30 miles more.

The state has heard these concerns and tried to address them recently with rule changes, according to John Wright, manager of roadway services for the Indiana Department of Transportation.

He said the state recently changed its criteria for trails, reducing the set of requirements from 13 to three. He said trails now must meet disability-access rules, be able to carry traffic going at least 15 mph and be the appropriate width. This is typically 10 feet, but Wright said it can be reduced to 8 feet, he said.

While the other rules — such as sharpness of curves and appropriate sight distances — are still recommended, he said they don't have to be followed as long as the trail developer notes the

reasons they couldn't be included.

Wright said the changes were intended to make it easier, and less expensive, to design trails. He said the state recognized a mostly recreational path didn't need to meet the same criteria as a highway.

Build

While rules can be skipped, they must still be documented, which can lead to costs. Brian Brown, vice president of DA Brown Engineering, of Auburn, said federal and state trail projects still must go through a similar review process as other projects.

Although the closer examinations can be time consuming, they do have a benefit, Brown said. Ritchie said many federal projects can take six years from design to construction.

"As a taxpayer, I would like these things to be as cheap as possible. On the other hand, I don't want somebody getting killed on their bicycle," he said. "If you shortcut, you can run into a lot of maintenance issues later."

Last month, the city increased a contract with Brown's company by \$35,000 to \$160,000 to make the Covington Road trail project eligible for federal money.

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Pufferbelly Trail contract gets approved

Construction is likely to start in 2012.

By JENNIFER L. BOEN
jboen@news-sentinel.com

Fort Wayne walkers and joggers on the near-northwest side are one step closer to trekking the Pufferbelly Trail that will connect with the 23-mile Greenway. The Fort Wayne Board of Public Works on Wednesday approved a \$2,200 contract with Engineering Resources Inc. for preliminary engineering work on Phase 2 of the trail.

When Phase 2 is completed, the 12-foot-wide trail - named for the old steam locomotives that traveled along the corridor the Pufferbelly is taking -

See TRAIL, Page 21



TRAIL

Continued from Page 10

will run from the Lima Road entrances of Glenbrook Commons to Olive Garden restaurant on Coliseum Boulevard. Phase 1, with preliminary work approved earlier, will run from Lawton Park to Fernhill Avenue to the Glenbrook Commons entrance and connect to the Greenway at Lawton Park. A short jut off the main trail will connect to Franke Park.

Bearing the nickname of the old steam locomotives, most of the trail will follow a former railroad corridor. Pufferbelly Trail is part of the 30-mile State Visionary Trail that will eventually connect Pokagon State Park near Angola to Ouabache State park in Bluffton, said Dawn Ritchie, greenway manager.

The city has already received nearly \$1 million in federal Transportation Enhancement (TE) grants to help pay for the engineering and right of way acquisition costs, with local funding coming from CREDIT funds, donations and grants. The city is applying for two new

TE grants totaling \$830,000, with \$180,000 of that for engineering and property acquisition and the rest for the 6-mile creek trail connecting Southtown Centre at Anthony Boulevard to Lemar Drive.

Construction of Pufferbelly Phase 1 should begin around 2012, and a year later Phase 2 construction would begin if things continue as planned, Ritchie said. The city has about nine properties to acquire along the Phase 1 section.

Another hurdle to completing Pufferbelly Trail in Fort Wayne involves getting across Coliseum Boulevard, as the trail will continue from what was the Dimension Ford property north to Washington Center Road in Phase 3.

"We're going to have to get money for a pedestrian bridge over Coliseum Boulevard. That could cost \$3 (million) or \$4 million," Ritchie said. Owners of the ice rink under construction near Wells Street, Fernhill and Lima are contributing to the Pufferbelly Trail project in that area, Ritchie said.

Annually, Indiana receives about \$20 million in

TE funds, which the state decided last year to divide among the six Indiana Department of Transportation (INDOT) districts and each of Indiana's Metropolitan Planning Organization. Allen County is represented by the Northeast Indiana Regional Coordinating Council, which also includes Adams, Wells and DeKalb counties.

Another trail-related contract given the go-ahead by the Board of Works on Monday is for Phase 1 of the 5.5-mile Towpath Trail on the city's southwest side. It will connect the Greenway with the Aboite New Trails system. Wayne Asphalt was approved for the \$237,856.52 contract.

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8-18-09



By Ellie Bogue of The News-Sentinel

Asher Agency Vice President Larry Wardlaw holds a post anchoring the ribbon as a Citilink bus drives through it Monday afternoon at a ribbon-cutting for the new campusLink shuttle service.

CampusLink shuttle system will connect IPFW, Ivy Tech colleges

The free bus service will run on and near the campuses when classes are in session.

By **ASHLEY SMITH**
asmith@news-sentinel.com

IPFW and Ivy Tech officially unveiled the new campusLink Monday, a bus system that will connect the two campuses, as well as neighboring residential and retail areas.

The weather didn't cooperative well for

an outdoor ribbon-cutting Monday afternoon, but IPFW Chancellor Mike Wartell said it proved the need for transportation on the campuses.

"I guess this weather is the reason we're inaugurating a shuttle system," he said with a laugh in front of about 50 people in Cole Commons on IPFW's student housing campus, which is one of the stops for the buses.

Three specially purchased buses will be used to run a 21-stop route through IPFW, Ivy Tech Community College, its north campus, and go as far north as St.

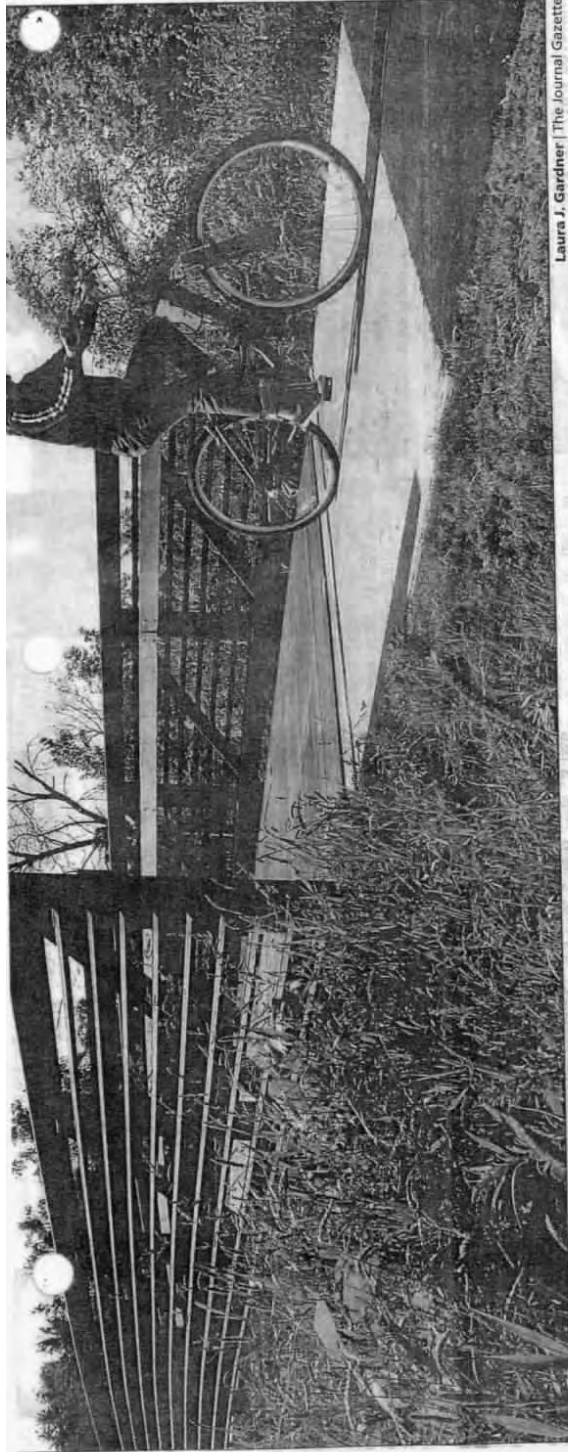
Inside

See the route map, **Page 5A**.

Joe and Evard roads and as far south as the North Anthony Boulevard and Crescent Avenue intersection. The shuttle service will begin Monday.

The service is free to students, staff and the general public and will run every 15 minutes from 7:30 a.m. to 8:30 p.m. Monday through Friday during the fall and

See **SHUTTLE**, **Page 5A** →



Laura J. Gardner | The Journal Gazette
Valerie Kirby takes advantage of the weather Thursday to use the new Towpath Trail. Kirby says she lives close to the trail and loves the area.

Towpath Trail nears completion

BENJAMIN LANKA
The Journal Gazette

By the end of the year, the trail connection between Aboite Township and New Haven will be nearly complete.

Lori Keys, executive director of Aboite New Trails, said a section of the Towpath Trail was recently completed near the intersection of Ardmore Avenue and Taylor Street.

The trail has been touted for years as a way to connect Aboite's trail system with the Fort Wayne and New Haven

paths. Keys said that by the end of the year, the Towpath will run from Rockhill Park nearly to Engle Road, giving pedestrians and bicyclists 4 new miles of trail.

Her group is still trying to raise money to complete the Towpath, with about \$200,000 needed to construct the final 1/2-mile stretch that would cross Engle Road and connect with Lutheran Hospital.

The goal is to raise that money this year and complete the trail in 2010. The group's fundraising efforts were helped by a



Cathie Rowand | The Journal Gazette
By the end of the year, the trail will run west from Rockhill Park to near Engle Road.

\$10,000 seed grant from Indiana's NewsCenter as a part of an initiative spearheaded by Oprah Winfrey's reality TV show, "Oprah's Big Give."

In total, Keys said, her group has raised about \$1.6 million for the \$4 million trail, including a \$1 million federal grant.

Keys said connecting trail systems will eventually provide residents with 50 miles of paths — including 14 1/2 miles built by her group.

"I think it will really do a lot for bringing our community together," she said.

blanka@jg.net

Laura J. Gardner | The Journal Gazette
Much of the new trail is now open for bicyclists and walkers.

FORT TO PORT PROGRESS

Better road in sight



Surrounded by Ohio and Indiana dignitaries, Govs. Mitch Daniels of Indiana, in the green jacket, and Ted Strickland of Ohio, in the green tie, cut the ribbon to open the first Indiana stage of the new U.S. 24 Fort to Port highway Thursday morning near Woodburn.

By Ellie Bogue of The News-Sentinel

Indiana, Ohio governors cut ribbon on improved U.S. 24

By Nick West
nwest@news-sentinel.com

WOODBURN — Standing at the Indiana-Ohio state line between Woodburn and Antwerp, Ohio, Indiana Gov. Mitch Daniels saw his vision of the U.S. 24 Fort to Port project come to his state's border.

A new interchange opened connecting Phase 4 in Ohio to Phase 4 in Indiana of the 12-phase, \$402 million highway

project, marking another step in connecting Fort Wayne to Toledo. Daniels was joined in a ribbon-cutting ceremony by Ohio Gov. Ted Strickland and several officials from both states.

"This is about saving lives. It's about jobs, about hope and about opportunity," Daniels said. "We're helping ourselves today."

A 2.9-mile highway-and-interchange section of the new

U.S. 24 from Indiana 101 north of Woodburn to the state line is the first piece of the major project to open in Indiana. A 45-mile section of the divided four-lane highway is now open from Indiana 101 to Napoleon, Ohio.

"Investing in transportation is investing in our people," Strickland said.

An upgrade to U.S. 24 was discussed for decades because of safety concerns, and heavy

tractor-trailer and automobile traffic on the two-lane highway. According to a news release from Indiana Rep. Phyllis Pond, R-New Haven, 8,000 vehicles daily use the 11.5-mile stretch of U.S. 24 from Interstate 469 to the state line and 40 accidents occurred there annually from 2002 to 2006.

"The fatalities became too much," Indiana Sen. David

See ROAD, Page 6A

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10-30-09

Check out 20-year road plan

BENJAMIN LANKA
The Journal Gazette

Fort Wayne-area motorists can take a glimpse into the future of roads in the community.

The Northeast Regional Coordinating Council – the region's transportation planning group – recently revised its long-term road plan for how the county's roads should look in 20 years.

Although many government planning documents can be boring, this one should be of interest to readers of this column. It details plans to widen major corridors, build new roads, improve intersections, separate railroad elevations and more.

Other than showing a map, the plan also lists the schedule for each project, although the timetables are fairly general. Some will be done between 2010 and 2019, and some will be done between 2020 and 2030. This should make good reading for people interested in the future of local transportation.

The revised plan does offer some new projects for the area. For example, Paul Shaffer Drive will be extended from California Road to Chnton Street over the next decade; Crescent Avenue will be widened to six lanes between Sirlin Drive and Coliseum Boulevard over the next decade; and Bluffton Road will be widened from Winchester Road to Old Trail Road between 2020 and 2030.

The plan can be found online at www.nircc.com.

Q. Till Road between Coldwater and Lima roads is in deplorable condition. Are there any plans for repairs? – Liz Palmer

A. There are plans for improvements, Liz, but you will have to be patient.

Shan Gunawardena, city traffic engineer, said the section of Till is narrow because Becketts Run, which runs alongside the road, crosses wetlands. He said the city has installed pavement markings and delineators to better define the edge of the road for drivers.

He said City Utilities is looking at installing gabions where the stream runs close to the road to help stabilize the edge of the road. Gabions are cages filled with rocks. He said the utility is also looking at ways to improve the area, including relocating Becketts Run, but the project remains in the preliminary planning stage.

Interstate diversion

For the next year, drivers will have to deal with sporadic restrictions on the ramps at Interstate 69 and U.S. 20 in Steuben County.

The state awarded Primco Construction a \$5.2 million project to do bridge work on U.S. 20. The work is expected to last until fall 2010, and the restrictions are most likely from 6 a.m. to 6 p.m. Mondays through Thursdays.

Radio Sage

This week's bonus audio question comes from Anne Merritt, who asks about the intersection of McKinnie Avenue with Lafayette and Clinton streets. The segment originally aired Friday afternoon on WOWO and can be found online at www.journalgazette.net/roadsage.

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

Handwritten: JL 11-14-09

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 Stelthorn Road	Reconstruction and Realignment	2
10-008	Saint Joe Center Road - Reed Road to Maplecrest Road	Reconstruction and Realignment	2
10-009	Aboite Center Road - Coventry Lane to Jefferson Boulevard	Widening Projects	1
10-010	Goshen Avenue - State Boulevard to Coliseum Boulevard/State Road 930	Widening Projects	3
10-011	Jefferson Boulevard - Illinois Road to Main Street	Widening Projects	2
10-012	Lake Avenue - Reed Road to Maysville Road	Widening Projects	3
10-013	Saint Joe Center Road - Saint Joe Road to Reed Road	Widening Projects	1
10-014	State Boulevard - Clinton Street to Goshen Avenue	Widening Projects	2
10-015	State Boulevard - Maysville Road to Georgetown North Boulevard	Widening Projects	3
10-016	State Boulevard - Spy Run Avenue to Clinton Street	Widening Projects	2
10-017	Tonkel Road - Dupont Road/State Road 1 to Union Chapel Road	Widening Projects	3
10-018	Wells Street - State Boulevard to Fernhill Avenue	Widening Projects	3
10-019	US 24 from Interstate 469 to Bruick Road	Congressional High Priority Corridor Improvement	2
10-020	Interstate 69 - Interstate 469 to US 24	Widening Projects	3
10-021	State Road 1/Dupont Road - Interstate 69 to Tonkel Road	Widening Projects	1
10-022	State Road 14/Illinois Road - Hadley Road to Scott Road	Widening Projects	2
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	3
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 Stelthorn 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	Reconstruction 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	Elison Road over Interstate 69	Bridge Reconstruction/Modification	none
25-042	Hillegas Road over Interstate 69	Bridge Reconstruction/Modification	none
25-043	US 27/Clinton Street 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 Hornestead 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	Intersection Reconstruction	1
30-007	Spring Street - Wells Street to Spy Run Avenue	New Construction	1
30-008	Allen County/Whitley County Line Road - US 24 to SR 14	New Construction	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