

Transportation Improvement Program

2011-2014

NIRCC

Northeastern Indiana Regional Coordinating Council

The FY 2011-2014 Transportation Improvement Program was adopted by the Northeastern Indiana Regional Coordinating Council (NIRCC) for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. As a component of the Indiana Statewide Transportation Improvement Program (INSTIP), this document includes specific categories of projects submitted to the Indiana Department of Transportation (INDOT) for review, selection, and approval (numbers 1 – 4 below). These categories of projects include:

1. Capital assistance for elderly and disabled transportation - FTA Section 5310
2. Rural Road Projects-Areas under 5,000 - STP(33E), STPG(33W) and MG
3. Special Enhancement Projects – STP(33B)
4. Railroad Crossing Safety Improvements- STP(33M)(33N) and STPG (33WX) (33Y)
5. Indiana Department of Transportation Projects
6. Locally Selected Projects (including FTA Section 5307, 5309, 5316 and 5317)

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

TABLE OF CONTENTS

Chapters

I.	INTRODUCTION	1
II.	ORGANIZATION AND STUDY AREA	3
III.	TRANSPORTATION IMPROVEMENT UPDATE PROCESS	9
IV.	2030 TRANSPORTATION PLAN	23
V.	FORECAST OF AVAILABLE FUNDS	31
VI.	TRANSIT PROJECTS AND FINANCIAL ANALYSIS	37
	FISCAL YEAR 2011 CAPITAL	37
	FISCAL YEAR 2012 CAPITAL	37
	FISCAL YEAR 2013 CAPITAL	38
	FISCAL YEAR 2014 CAPITAL	38
	PRIVATE ENTERPRISE PARTICIPATION	38
	FINANCIAL PLANNING AND REVENUE ANALYSIS	39
	SECTION 5310 PROJECTS	50
VII.	LOCAL HIGHWAY PROJECTS	51
VIII.	LOCAL TRANSIT PROJECTS	63
IX.	INDOT HIGHWAY PROJECTS	73
X.	FY 10 STATUS REPORT FOR LOCAL & FY 09 INDOT PROJECTS	85
APPENDIX A	PUBLIC INVOLVEMENT	
APPENDIX B	NEWSPAPER ARTICLES	
APPENDIX C	LONG RANGE PLAN – <i>PROJECT NUMBERS</i>	

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

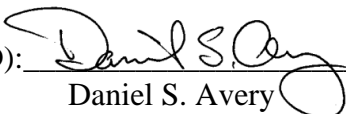
WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

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 June 1, 2010 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):  _____
Daniel S. Avery

(DATE): June 4, 2010

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2011-2014 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 FY2011-2014 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2011-2014 Transportation Improvement Program (TIP) is consistent with the 2030-II Transportation Plan as Amended conformity determination, which is 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 NIRCC using its Travel Demand Forecasting Model and VMT estimation procedures.

That a list of exempt and non-exempt projects in the 2030-II Transportation Plan as Amended has been circulated to the Interagency Consultation Group and there is concurrence on the project exempt/non-exempt status.

That a review of the 2030-II Transportation Plan as Amended has been completed and the projects listed in the FY 2011-2014 TIP are consistent with the approved NIRCC 2030-II Transportation Plan as Amended.

That no project in the FY2011-2014 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

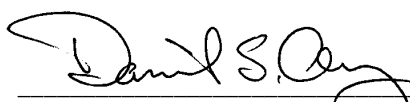
That the FY2011-2014 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

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 July 13, 2010 find the FY 2011-2014 Transportation Improvement Program to conform in all aspects to the requirements of the 1990 Clean Air Act Amendment and 40 CFR Parts 51 and 93.

RESOLVED THIS 13TH DAY OF JULY, 2010,

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 2011, 2012, 2013 and 2014) represent committed projects by local governments. INDOT projects listed in this TIP are from the previous TIP that includes projects for Fiscal Years 2010 through 2013.

II. ORGANIZATION AND STUDY AREA

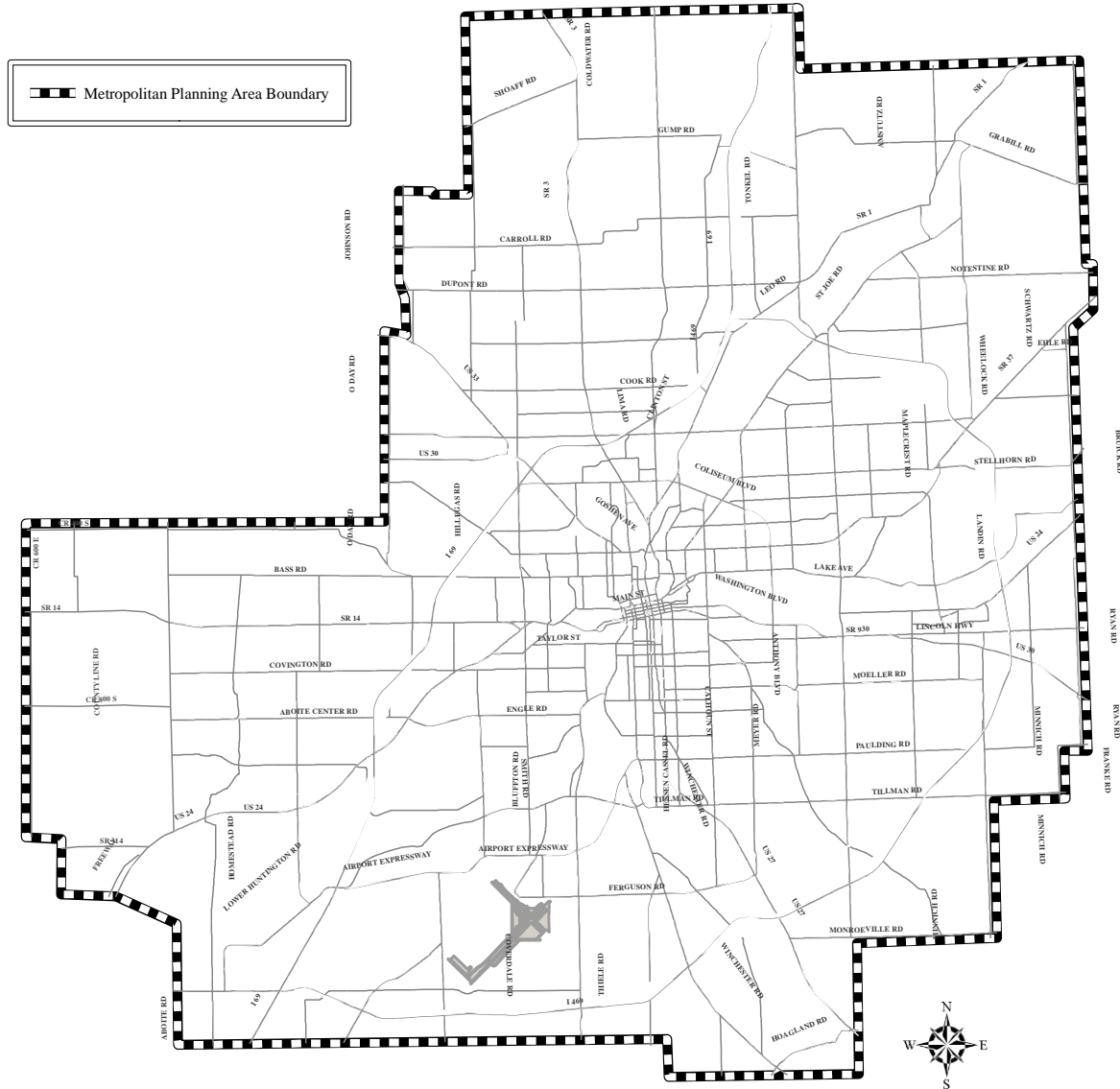
II. ORGANIZATION AND STUDY AREA

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
 - Bruce Boxberger, - Fort Wayne Plan Commission
- b. Four representatives from Allen County
 - Commissioner Linda Bloom - Allen County Commissioner
 - Robert Armstrong - Allen County Council
 - Bill Hartman - Allen County Highway Director
 - Susan Hoot - Allen County Plan Commission
- c. One representative from the City of New Haven
 - Mayor Terry McDonald, Vice Chair - Mayor of New Haven
- d. One representative from the Fort Wayne Public Transportation Corporation
 - 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
 - Joyce Newland - Federal Highway Administration
- b. Indiana Department of Transportation, Manager; Program Development
 - Jerry Halperin - 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 Schlegel - 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:

Joyce Newland - 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
Chris Beebe - 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

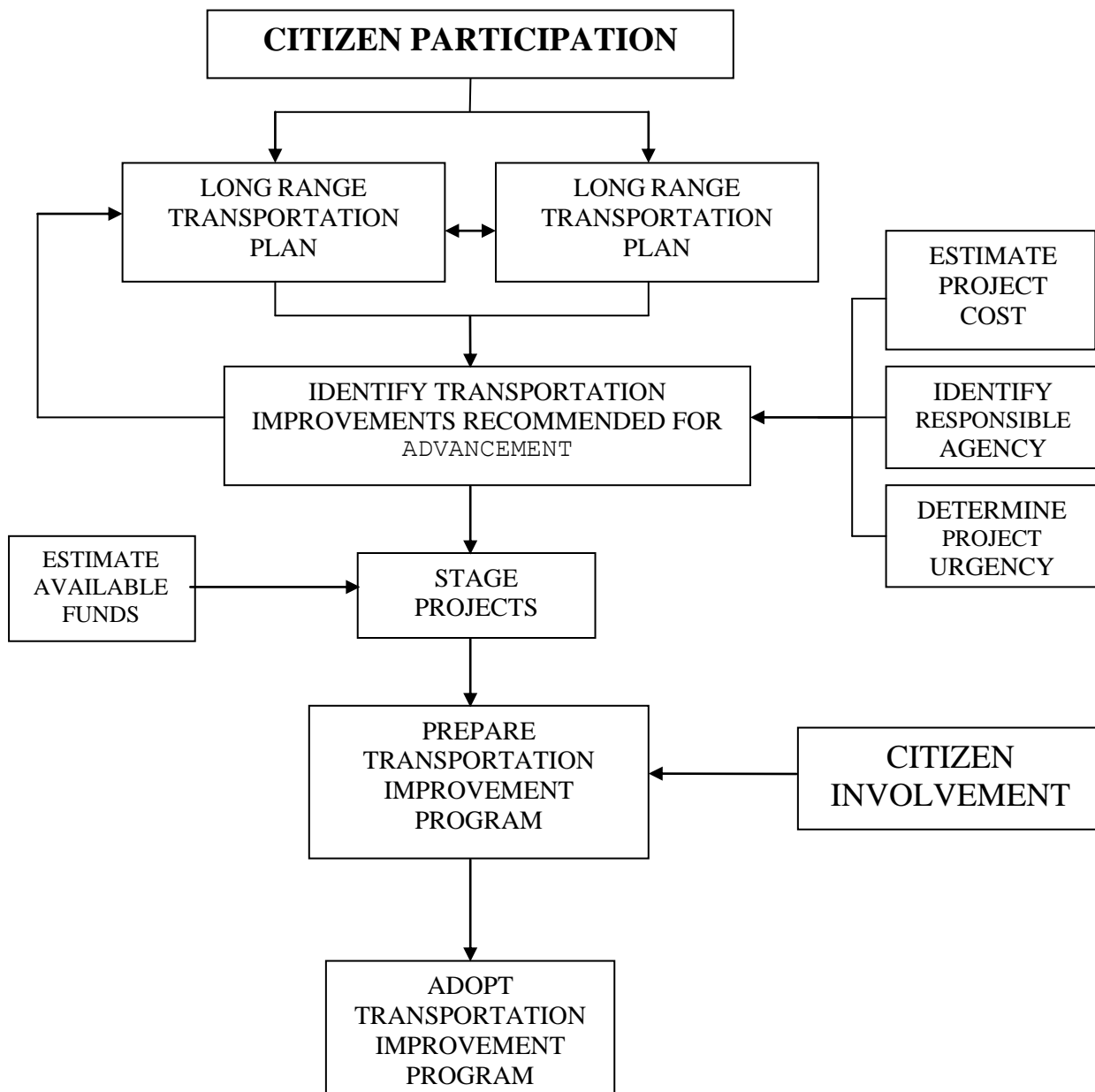
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 11–FY 14 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, 2010 to June 31, 2014 for local and state 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 11 – FY 14 Transportation Improvement Program is approximately 49,747,300 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 \$1,832,635 from State Public Mass Transportation Funds (PMTF) for FY 11. Through capitalization of maintenance costs, \$1,588,420 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 11 through FY 14 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 2010 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 11			
FY 12	\$49,747,300 *		
FY 13		\$47,913,000	\$1,834,300
FY 14			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 11 – FY 14 meets the fiscal constraint requirement.

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

Table 2
ALLOCATED FEDERAL FUNDS

FUND TYPE	FY 11	FY 12	FY 13	FY 14
STP/EB Areas over 200,000	\$6,970,200	\$6,970,200	\$6,970,200	\$6,970,200
STP Areas under 5,000	\$14,975,400	\$14,975,400	\$14,975,400	\$14,975,400
EB Areas under 5,000	\$9,259,476	\$9,259,476	\$9,259,476	\$9,259,476
HES	\$450,000	0	0	0
HSIP	\$694,740	\$694,740	\$694,740	\$694,740
CMAQ	\$2,113,200	\$2,113,200	\$2,113,200	\$2,113,200
ARRA	0	0	0	0
FTA 5307/5309 Operating Capital	\$2,088,640	\$785,200	\$257,200	\$2,479,200

Matching Funds

JURISDICTION	FY 11	FY 12	FY 13	FY 14
Allen County	\$2,717,300	\$1,682,800	\$2151,600	\$690,000
Fort Wayne	\$2,781,600	\$1,450,100	\$3,120,800	\$1,034,400
New Haven	\$1,096,800	\$40,000	\$0	\$0
Grabill	\$0	\$31,900	\$231,900	\$0
Huntertown	\$0	\$12,800	\$343,600	\$0
Fort Wayne PTC	\$150,000	\$250,000	\$1,225,000	\$0
Operating	\$6,640,489	\$7,763,195	\$8,366,392	\$8,784,574
Capital	\$522,160	\$196,300	\$64,300	\$619,800

*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 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, computer office equipment at \$20,000 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 \$28,800 we also intend to replace an operations vehicle for \$24,000 federal to assist with driver transfer and other operations related transport. 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) (FFY 2009 \$164,114) and funding awarded to the state that has been transferred to Citilink (\$420,082) 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 \$405,973 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 \$506,000

Again in 2012, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding (budgeted at FFY2010 allocation levels of \$154,044 and \$92,666 respectively).

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, computer office equipment at \$20,000 and other maintenance equipment at \$40,000 FTA participation.

Citilink also anticipates replacement of one (1) minibus at \$72,000 and three (3) modified minivan supervisor vehicles at \$90,000 and one (1) maintenance truck at \$16,000 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 FFY2009 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 2014 CAPITAL PROJECTS

Capital projects for FY 2014 include the capitalization of maintenance costs at an expected \$1,786,756 in federal funds and complementary paratransit service costs underwritten by up to 10% of the federal allocation (\$375,313 est.) in support of the CY 2014 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 also anticipates replacement of four (4) Heavy duty buses with hybrid upgrade at \$2,400,000 federal participation. These buses will replace a similar number that will have reached the end of their useful life.

Again in 2013, Citilink will include programming of allocated Job Access (JARC) and New Freedom funding (estimated at FFY2009 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. Ridership declined by about 12% in 2009 due in part to service reductions, fare increases and the economic downturn (fewer people commuting to work). In 2004, Citilink, with financial and staff assistance provided through NIRCC, completed a Transit Development Plan for Citilink. The Plan called 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. An update of this Transit Development Plan update was included in NIRCC's FY 2009-2010 planning budget and is in the final stages of completion.

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. Note that 2010 reflects the first decline in funding for many years. Table 1 provides a summary of federal formula funds apportioned from 2006-2009.

**Table 1
Federal Fiscal Year Formula Apportionments
2006-2010**

Year	Operating	Capital	Total
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
2010	\$0	\$3,016,431	\$3,016,431

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. We hope to receive a portion of the second installment of these funds (\$2.4M) awarded in FFY2010 when applications become available through INDOT.

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. The Indiana Department of Transportation has also reallocated a portion of their unused statewide JARC allocation to Citilink for use in FY2011.

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). All of this equipment has been ordered and most delivered; we anticipate the fixed route buses in July. 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 percentage is approximately 0.67 percent of the 7 cent levy. This percentage was increased slightly to 0.76 in the 2006-07 legislative session and then the PMTF share was reduced to 0.67 when the sales tax increased during the 2007-08 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 economic activity slows, sales tax also decreases and less 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. Funding declined in 2010 and it is anticipated that future years will be down. Table 2 shows a summary of State funds allocated to the Citilink since 2006.

Table 2
Allocation of State Public Mass Transportation Funds
2006-2010

<u>Year</u>	<u>Allocation</u>
2006	\$1,644,210
2007	\$1,726,215
2008	\$1,983,320
2009	\$1,866,977
2010	\$1,832,635

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 2009 payable in 2010 of approximately \$9.1 billion. In 2010, Citilink will tax at a rate of \$0.0521 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 \$5.3 million for 2010, 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 2005-2009.

Table 3
Local Citilink Tax Revenues
2005-2009

<u>Year</u>	<u>Operating Funds</u>	<u>Debt Service</u>	<u>Cumulative Capital Fund</u>	<u>Total</u>
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
2009	\$5,375,583	\$0	\$0	\$5,375,583

Farebox, Miscellaneous, and Special Event 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 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 and miscellaneous revenues for the years 2005 through 2009. Table 5 is a summary of operating revenues from 2005 through 2009.

Table 4
Farebox, Special Event and Miscellaneous Revenue
2005-2009

Year	Bus Fare Revenue	Misc. Revenue	Access Fare Revenue	Special Events	Total
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	\$114,402	\$0	\$1,583,983
2009	\$1,138,601	\$178,092	\$110,726	\$0	\$1,427,419

Table 5
Total Operating and Non-Operating Revenue Applied to Services
2005-2009

Year	Federal	State PMTF	Local Taxes	Farebox, Special Events/Misc	Total
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
2009	\$2,405,728*	\$1,866,978	\$5,787,604	\$1,427,419	\$11,487,729

* Includes all 5307, JARC & CMAQ funding.

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 allowed for some federal support for operating the transit system. The federal 5307 allocation for Fort Wayne decreased for the first time in 2010. Access to federal programs such as JARC and CMAQ can provide some operating support; however, these also decreased in 2010. With a decrease in passenger trips on both Citilink and Citilink Access, Citilink's relative distribution of state PMTF funds may decline slightly in years to come; assuming the formula remains the same. Additional PMTF decreases are anticipated due to decreasing sales tax revenue and the increase in new systems competing for diminishing resources. The limit 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 for inflation, not to mention service improvements, as our community demand increases 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 2011-2014. 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, \$1,402,580 in local matching funds will be needed for 2011-2014 capital projects. 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
2011-2014

Year	Estimated Federal Formula Funds	Local Cumulative Capital Funds	Estimated Total Capital Funds
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
2014	\$4,438,968	\$350,000	\$4,788,968
TOTAL	\$15,972,151	\$1,400,000	\$17,372,151

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

Table 7
Projected Formula Capital Funds
2011-2014

Year	Local Capital Carryover	Federal Federal Capital	Federal Capital Available	Local Capital Carryover	Cum. Capital Fund	Local Capital Available	Total Capital Available
2011	\$196,605	\$3,568,214	\$3,764,819	\$369,989	\$350,000	\$746,989	\$4,511,808
2012	\$487,035	\$3,800,148	\$4,287,183	\$408,061	\$350,000	\$758,061	\$5,045,244
2013	\$1,503,027	\$4,047,158	\$5,550,184	\$561,761	\$350,000	\$911,761	\$6,461,946
2014	\$3,212,071	\$4,310,223	\$7,522,294	\$847,461	\$350,000	\$1,197,461	\$8,719,755

Year	Federal Capital Available	(Deduct Cap/Maint., Comp PT)	Federal Capital Programmed	Federal Capital Carryover	Local Capital Available	Local Capital Programmed	Local Capital Carryover
2011	\$3,764,819	\$1,922,073	\$1,355,711	\$487,035	\$746,989	\$338,928	\$408,061
2012	\$4,287,183	\$1,998,956	\$785,200	\$1,503,027	\$758,061	\$196,300	\$561,761
2013	\$5,550,184	\$2,080,913	\$257,200	\$3,212,071	\$911,761	\$64,300	\$847,461
2014	\$7,522,294	\$2,162,069	\$2,479,200	\$2,881,025	\$1,197,461	\$619,800	\$577,661

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, sales tax is projected to decrease due to the declining economy and the PFTF fund is spread increasingly thin as new rural public transit systems become eligible. 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, ARRA, TIGGER 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
2011-2014**

Item	2011	2012	2013	2014
Wages & Benefits	\$8,136,281	\$8,461,732	\$8,800,201	\$9,152,209
Services	\$737,620	\$767,125	\$797,810	\$829,722
Supplies	\$1,995,458	\$2,075,276	\$2,158,287	\$2,244,618
Utilities, Taxes, and Insurance	\$545,675	\$567,502	\$590,202	\$613,810
Other	\$172,867	\$179,782	\$186,973	\$194,452
Total Costs	\$11,587,901	\$12,051,417	\$12,533,473	\$13,034,811
Total Revenue	\$11,408,675	\$11,865,022	\$12,339,623	\$12,833,208
Net				
(Maximum Transfer from Reserve)	(\$179,226)	(\$186,395)	(\$193,850)	(\$201,603)

Fleet Roster

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

**Table 9
Fleet Roster Fort Wayne Public Transportation Corporation / Citilink (Mileage as of 05/01/2010)**

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Useful Life Meet	Scheduled in TIP
Auctioned*	9160	1991	Gillig	Phantom	15GCB0913M1084293	35'	Yes	37/2wc	484,957	Poor	2003	2009
Auctioned*	9161	1991	Gillig	Phantom	15GCB0914M1084299	35'	Yes	37/2wc	451,918	Poor	2003	2009
Active	9801	1998	Gillig	Phantom	15GCB1819WIO88603	35'	Yes	37/2wc	479,841	Fair	2010	2011
Active	9802	1998	Gillig	Phantom	15GCB1819WIO88604	35'	Yes	37/2wc	488,806	Fair	2010	2011
Active	9803	1998	Gillig	Phantom	15GCB1819WIO88605	35'	Yes	37/2wc	523,052	Fair	2010	2011
Active	9804	1998	Gillig	Phantom	15GCB1819WIO88606	35'	Yes	37/2wc	528,043	Fair	2010	2011
Active	9805	1998	Gillig	Phantom	15GCB1819WIO88607	35'	Yes	37/2wc	523,196	Fair	2010	2010
Active	9806	1998	Gillig	Phantom	15GCB1819WIO88608	35'	Yes	37/2wc	470,548	Fair	2010	2010
Active	9807	1998	Gillig	Phantom	15GCB1819WIO88609	35'	Yes	37/2wc	529,538	Fair	2010	2010
Active	9808	1998	Gillig	Phantom	15GCB1819WIO88610	35'	Yes	37/2wc	515,069	Fair	2010	2010
Active	9809	1998	Gillig	Phantom	15GCB1819WIO88611	35'	Yes	37/2wc	519,571	Fair	2010	2010
Active	9810	1998	Gillig	Phantom	15GCB1819WIO88612	35'	Yes	37/2wc	529,187	Fair	2010	2010
Active	9811	1998	Gillig	Phantom	15GCA1819WIO89126	30'	Yes	29/2wc	571,652	Fair	2010	2009
Active	9812	1998	Gillig	Phantom	15GCA1819WIO89127	30'	Yes	29/2wc	527,737	Fair	2010	2009
Active	9813	1998	Gillig	Phantom	15GCA1819WIO89128	30'	Yes	29/2wc	523,405	Fair	2010	2009
Active	9814	1998	Gillig	Phantom	15GCA1819WIO89129	30'	Yes	29/2wc	558,456	Fair	2010	2009
Active	221	2002	Gillig	Low Floor	15GGE181221090518	30'	Yes	27/2wc	387,820	Good	2014	2014
Active	222	2002	Gillig	Low Floor	15GGE181221090519	30'	Yes	27/2wc	401,286	Good	2014	2014
Active	223	2002	Gillig	Low Floor	15GGE181221090520	30'	Yes	27/2wc	390,616	Good	2014	2014
Active	224	2002	Gillig	Low Floor	15GGE181221090521	30'	Yes	27/2wc	401,674	Good	2014	2014
Active	225	2002	Gillig	Low Floor	15GGB18121072499	35'	Yes	32/2wc	382,252	Good	2014	2015
Active	226	2002	Gillig	Low Floor	15GGB181221072500	35'	Yes	32/2wc	347,941	Good	2014	2015
Active	227	2002	Gillig	Low Floor	15GGB18121072501	35'	Yes	32/2wc	385,608	Good	2014	2015
Active	228	2002	Gillig	Low Floor	15GGB181621072502	35'	Yes	32/2wc	314,185	Good	2014	2015
Contingency*	570	2005	Glaval	Universal / Ford E-450	1FDXE45P35HA66446	24'	Yes	14/2wc	188,294	Fair	2010	replaced 01/01/2010
Active	682	2006	SUPREME	FORD E-450	1FDXE45P26DB42439	24'	yes	14/2wc	145,819	Good	2011	2013
Active	629	2006	Gillig	Low Floor	15GGB291661076883	35'	Yes	32/2wc	208,316	Good	2018	2018
Active	630	2006	Gillig	Low Floor	15GGB291861076884	35'	Yes	32/2wc	206,846	Good	2018	2018
Active	831	2008	Gillig	Low Floor	15GGB271X81078836	35'	Yes	32/2wc	116,032	Good	2020	2020
Active	832	2008	Gillig	Low Floor	15GGB271181078837	35'	Yes	32/2wc	116,311	Good	2020	2020
Active	833	2008	Gillig	Low Floor	15GGB271381078838	35'	Yes	32/2wc	116,380	Good	2020	2020
Active	834	2008	Gillig	Low Floor	15GGB271581078839	35'	Yes	32/2wc	110,571	Good	2020	2020
Active	835	2008	Gillig	Low Floor	15GGB271181078840	35'	Yes	32/2wc	119,479	Good	2020	2020
Active	836	2008	Gillig	Low Floor	15GGB271381078841	35'	Yes	32/2wc	112,716	Good	2020	2020

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Useful Life Meet	Scheduled in TIP
Active	937	2009	ELDORADO	PASSPORT Chevy 5500	1GBJ5V1938F416556	29'	Yes	26/2wc	14,211	Good	2016	2016
Active	938	2009	ELDORADO	PASSPORT Chevy 5500	1GBJ5V1938F416627	29'	Yes	26/2wc	13,803	Good	2016	2016
Active	939	2009	ELDORADO	PASSPORT Chevy 5500	1GBJ5V1938F416546	29'	Yes	26/2wc	14,849	Good	2016	2016

Active	1088	2010	GLAVAL	Titan II / Chevy 4500	1GB9G5A66A1121490	24'	Yes	14/2wc	11,775	Good	2015	2015
Active	1089	2010	GLAVAL	Titan II / Chevy 4500	1GB9G5A6XA1120889	24'	Yes	14/2wc	10,350	Good	2015	2015
Active	1090	2010	GLAVAL	Titan II / Chevy 4500	1GB9G5A63A1120961	24'	Yes	14/2wc	13,920	Good	2015	2015
Active	1091	2010	GLAVAL	Titan II / Chevy 4500	1GB9G5A66A1121697	24'	Yes	14/2wc	9,630	Good	2015	2015

Access Demand Response:

Active	574	2005	Glaval	Universal / Ford E- 450	1FDXE45P05HA78165	24'	Yes	10/5wc	146,316	Fair	2010	2012
Active	575	2005	Glaval	Universal / Ford E- 450	1FDXE45P85HA78155	24'	Yes	10/5wc	142,578	Fair	2010	2012
Active	576	2005	Glaval	Universal / Ford E- 450	1FDXE45P75HA78115	24'	Yes	10/5wc	136,322	Fair	2010	2012
Active	577	2005	Glaval	Universal / Ford E- 450	1FDXE45P05HA84080	24'	Yes	10/5wc	141,156	Fair	2010	2012
Active	578	2005	Glaval	Universal / Ford E- 450	1FDXE45P25HA84081	24'	Yes	10/5wc	149,952	Fair	2010	2012
Active	579	2005	Glaval	Universal / Ford E- 450	1FDXE45P15HA78157	24'	Yes	10/5wc	148,159	Fair	2010	2012
Active	580	2005	Glaval	Universal / Ford E- 450	1FDXE45P75H78129	24'	Yes	10/5wc	126,456	Fair	2010	2012
Active	581	2005	Glaval	Universal / Ford E- 450	1FDXE45P25HA78118	24'	Yes	10/5wc	149,083	Fair	2010	2012

Active	983	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A67A1106007	24'	Yes	10/5wc	7,793	Good	2015	2015
Active	984	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A67A1104967	24'	Yes	10/5wc	9,722	Good	2015	2015
Active	985	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A67A1105010	24'	Yes	10/5wc	9,318	Good	2015	2015
Active	986	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A67A1105901	24'	Yes	10/5wc	7,758	Good	2015	2015
Active	987	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A67A1105740	24'	Yes	10/5wc	9,053	Good	2015	2015

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Useful Life Meet	Scheduled in TIP
Active	2	1997	Oldsmobile	Ciera	1G3NB52M5V6316687				64509	Fair	2002	2011
Active	10	2000	Ford	Taurus	1FAFP5321YG209210				112914	Fair	2005	2010
Active	9	2008	Chevrolet	Uplander	1GBDV13W58D162854		YES	3/2wc	25669	Good	2013	2013
Active	12	2008	Chevrolet	Uplander	1GBDV13W48D162800		YES	3/2wc	12378	Good	2013	2013
Active	14	2008	Chevrolet	Uplander	1GBDV13W78D162788		YES	3/2wc	20050	Good	2013	2013
Active	62	1988	Chevrolet	S-10	1GTBS14E5J2516309				125620	poor	1993	2010
Active	64	1979	International	Wrecker	D3017GGB17341				19282	Fair	1992	2016
Auctioned*	66	1987	Chevrolet	3/4 Ton Plow	1GTGV24J5HJ515547				40867	Poor	1992	2010
Active	71	2001	Ford	1 Ton Dump	1FDWF37S71ED16092				3007	Good	2013	2020
Active	82	2001	Dodge	Dakota	1B7GL32X52S560458				145691	Fair	2006	2013
Active	83	2008	Chevrolet	Silverado	1GBH24K68E140223				13821	Good	2013	2016
Active	93	1993	Ford	3/4 Ton Plow	1FTHF26GXPNB36120				108575	Fair	1998	2011

Service Vehicles:

**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 2010. Notice of awards were given in April 2010.

The Allen County Council on Aging applied for and was awarded capital assistance for the purchase of one type C 12 passenger modified van with a lift. The total cost for the modified van is 49,000 dollars of which eighty percent, 39,200 dollars will be paid for with federal funds. The Allen County Council on Aging will provide the local matching dollars of 9,800 for the requested vehicle. The vehicle will be used to provide specialized transportation to handicapped and/or elderly persons to access nutrition sites, medical appointments, grocery stores, other well-being needs, and 5311 rural transportation program trips. The requested vans will be used to replace an existing vehicle.

The Community Transportation Network applied for and was awarded capital assistance for the purchase of three type C 12 passenger modified vans with lifts. The total cost for the modified vans is 147,000 dollars (49,000 each) of which eighty percent, 117,600 dollars (39,200 each) will be paid for with federal funds. Community Transportation Network will provide the local matching dollars of 29,400 (9,800 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 2011-2014

FY 11 TIP Local Highway Projects

ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Federal Share	Funding Type
*2nd Street: Shoal Ln to Main St	PE	GB	171,000	Group IV
Auburn Rd - Cook Rd & Clinton St	CN	FW	422,000	State/STP/CMAQ
*Bethel Rd / Huguenard Rd / Till Rd	PE	AC	200,000	CMAQ
Bostick Rd - Bridge #262 over St. Mary's River	CN	AC	1,049,700	Group IV - BR
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	227,800	Group IV
Clinton St & Washington Center Rd	PE	FW	72,000	CMAQ
Clinton St & Washington Center Rd	RW	FW	48,000	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	690,300	Group IV - BR
Covington Rd & Dicke Rd	RW	FW	80,000	STP/CMAQ
*Covington Rd Trail: Ladue Ln to I-69	PE	FW	99,840	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	864,700	TE
Dartmouth Dr & Washington Center Rd	CN	FW	1,242,000	HSIP/HES
Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	379,200	Group IV - BR
*Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	PE	FW	980,960	STP
*Engle Rd Trail: Jefferson Blvd to Towpath Trail	PE	FW	77,040	CMAQ
Flutter Rd: Schwartz Rd to Maplecrest Rd	RW	AC	1,280,000	STP
Fort Wayne CBD: Pedestrian Signal Indicators (Phase I)	CN	FW	65,700	HSIP
Fort Wayne CBD: Pedestrian Signal Indicators (Phase II)	CN	FW	68,400	HSIP
Fort Wayne CBD: Special Pavement Markings (Piano Key)	CN	FW	267,300	HSIP
Gump Rd - SR 3 to Coldwater Rd	RW	AC	800,000	STP
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	550,400	TE
Lake Ave: Anthony Blvd to Stanley Avenue	PE	FW	112,500	HSIP
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	STP
Moeller Rd - Green Rd to Hartzell Rd	RW	NH	330,000	STP/CMAQ
Moeller Rd - Green Rd to Hartzell Rd	CN	NH	3,200,800	STP/CMAQ
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	CN	AC	523,800	Group IV - BR
New Haven Depot & Corridor Project	CN	NH	737,100	TE
Railroad Corridor Acquisition	RW	FW	300,000	TE
Signal Controller Upgrade-283 intersections	CN	FW	680,000	STP/CMAQ
Six Mile Creek	RW	FW	112,500	TE
*Spring Street Bridge over Norfolk Southern Railroad	CN	AC	2,584,400	STP/CMAQ
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 (Phase IV)	CN	AC	787,400	TE
Wireless Vehicle Detection-68 intersections	CN	FW	1,040,000	STP/CMAQ
		Total	27,122,440	

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	68,000	Group IV
Bass Rd & Hadley Rd	RW	AC	160,000	STP/CMAQ
*Bethel Rd / Huguenard Rd / Till Rd	RW	AC	160,000	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	67,200	Group IV
Clinton St & Washington Center Rd	CN	FW	779,200	CMAQ
Covington Rd & Dicke Rd	CN	FW	740,000	STP/CMAQ
Covington Rd Trail: Ladue Ln to I-69	RW	FW	65,000	CMAQ
*Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	379,200	Group IV - BR
Engle Rd Trail: Jefferson Blvd to Towpath Trail	RW	FW	60,000	CMAQ
Flutter Rd - St Joe Rd to Schwartz Rd	CN	AC	5,331,000	STP
Flutter Rd - St Joe Rd to Schwartz Rd	CN	AC	960,000	CMAQ
Lake Ave: Anthony Blvd to Stanley Avenue	CN	FW	810,000	HSIP
Landin Rd - North River Rd to Maysville Rd	RW	NH	160,000	STP
Maplecrest Rd - Lake Ave to State Blvd	CN	FW	3,680,000	STP
Pufferbelly Trail - Fourth St to Fernhill Ave	RW	FW	180,000	TE
		Total	13,759,600	

FY 13 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	CN	GR	937,000	Group IV
Bass Rd & Hadley Rd	CN	AC	1,600,000	STP/CMAQ
Bass Rd & Kroemer Rd	RW	AC	160,000	STP
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	CN	FW	600,000	CMAQ
*Carroll Rd - Preserve Blvd to Bethel Rd	CN	HT	1,310,000	Group IV
Covington Rd Trail: Ladue Ln to I-69	CN	FW	500,000	CMAQ
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	RW	FW	800,000	STP
Engle Rd Trail: Jefferson Blvd to Towpath Trail	CN	FW	421,200	CMAQ
Gump Rd - SR 3 to Coldwater Rd	CN	AC	6,246,400	STP
Maysville Rd & Stellhorn Rd	RW	FW	1,000,000	STP/CMAQ
*Pufferbelly Trail - Fourth St to Fernhill Ave	CN	FW	766,100	TE
Pufferbelly Trail North - Dupont Rd to Carroll Rd	CN	FW	150,000	RTP
Six Mile Creek Trail: Southtown Centre to Lamar Dr	CN	FW	92,800	TE
State Blvd - Spy Run Ave to Clinton St	CN	FW	1,200,000	STP
		Total	15,783,500	

FY 14 TIP Local Highway Projects

ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Federal Share	Funding Type
Bethel Rd / Huguenard Rd / Till Rd	CN	AC	1,320,200	CMAQ
St. Joe Center Rd - Reed Rd to Maplecrest Rd	PE	FW	320,000	STP
State Blvd - Clinton St to Cass St	CN	FW	5,257,600	STP
		Total	6,897,800	

Local TIP

Type of Funding

- █ Federally Funded
- Locally Funded

Projects FY 11 - 14

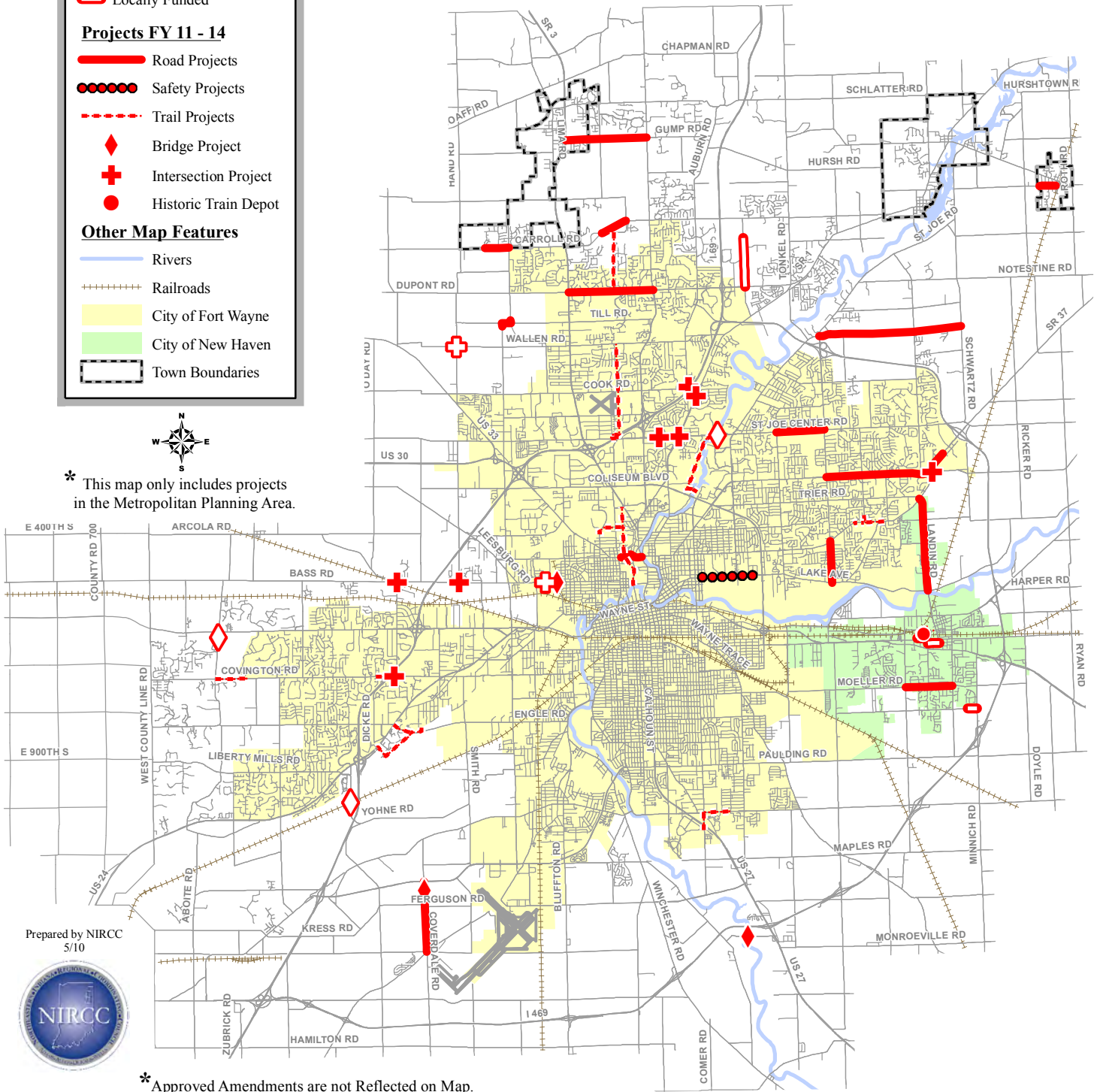
- Road Projects
- Safety Projects
- Trail Projects
- ◆ Bridge Project
- + Intersection Project
- Historic Train Depot

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
5/10



* Approved Amendments are not Reflected on Map.

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*2nd St (Grabill): Shoal Ln to Main St (Road Reconstruction)	0901974	PE RW CN	213.8 85.0 1171.2	2011 2012 2013	171.0 68.0 937.0	0.0 0.0 0.0	42.8 17.0 234.2	1 2 3	GR GR GR
<i>Group IV</i>									
Auburn Rd: Cook Rd & Clinton St (Intersection Improvements) <i>ITS Component</i>	10-004 0710495 0400581	PE RW CN	95.0 250.0 3565.0	2010 2010 2011	76.0 200.0 422.0	19.0 0.0 2430.0	0.0 50.0 713.0	 1	 FW FW
<i>STP / CMAQ / INDOT STP (PE)</i>									
Bass Rd & Hadley Rd (Intersection Improvements) <i>ITS Component</i>	30-001 0902238 (0400582)	RW CN	200.0 2000.0	2012 2013	160.0 1600.0	0.0 0.0	40.0 400.0	2 3	AC AC
<i>STP / CMAQ</i>									
Bass Rd & Kroemer Rd (Intersection Improvements) <i>ITS Component</i>	30-001 0902239 (0400582)	RW	200.0	2013	160.0	0.0	40.0	3	AC
<i>STP</i>									
*Bethel Rd / Huguenard Rd / Till Rd (Intersection Realignment)	30-001 1005320	PE RW CN	250.0 200.0 1650.0	2011 2012 2014	200.0 160.0 1320.0	0.0 0.0 0.0	50.0 40.0 330.0	1 2 4	AC AC AC
<i>CMAQ</i>									
Bostick Road: bridge over St Mary's River bridge #262 (Bridge Replacement)	0500904	CN	1893.0	2011	1049.7	0.0	843.3	1	AC
<i>Group IV - Bridge</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	1 2 3	AC AC AC
<i>STP/CMAQ</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA
*Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction)	25-028 0901973	PE RW CN	284.8 84.0 1637.5	2011 2012 2013	227.8 67.2 1310.0	0.0 0.0 0.0	57.0 16.8 327.5	1 2 3	HT HT HT
<i>Group IV</i>									
Clinton St & Washington Center Rd (Intersection Improvements) <i>ITS Component</i>	25-016 0710322	PE RW CN	90.0 60.0 974.0	2011 2011 2012	72.0 48.0 779.2	0.0 0.0 0.0	18.0 12.0 194.8	1 1 2	FW FW FW
<i>CMAQ</i>									
Coverdale Rd: from Airport Exp to Indianapolis Rd (Road Reconstruction - includes small structure replacements)	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	AC AC
<i>Group IV</i>									
Coverdale Rd: bridge # 231 over Robinson - Brindle Ditch (Bridge Replacement)	30-009 0710344	CN	862.9	2011	690.3	0.0	172.6	1	AC
<i>Group IV - Bridge</i>									
Covington Rd & Dicke Rd (Intersection Improvements)	0810288	RW CN	100.0 925.0	2011 2012	80.0 740.0	0.0 0.0	20.0 185.0	1 2	FW FW
<i>STP / CMAQ</i>									
*Covington Rd Trail: Ladue Ln to I-69 (New Trail Construction)	1005159	PE RW CN	99.8 65.0 500.0	2011 2012 2013	99.8 65.0 500.0	0.0 0.0 0.0	0.0 0.0 0.0	 1 2	FW FW FW
<i>CMAQ</i>									
Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction)	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	FW FW FW
<i>TE Funds</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
Dartmouth Dr & Washington Center Rd (Intersections Safety Improvements) <i>ITS Component</i>	30-004 0600172	CN CN	500.0 880.0	2011 2011	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	502.0	2012	379.2	0.0	122.8	1	AC
<i>Group IV - Bridge</i>									
*Dupont Rd: from Lima Rd (SR 3) to Coldwater Rd (Added Travel Lanes)	25-035 0901798	PE RW	1226.2 1000.0	2011 2013	981.0 800.0	0.0 0	245.2 200.0	1 3	FW FW
<i>STP</i>									
*Engle Road Trail: Jefferson Blvd to Towpath Trail (New Trail Construction)	1005158	PE RW CN	96.3 75.0 526.5	2011 2012 2013	77.0 60.0 421.2	0.0 0.0 0.0	19.3 15.0 105.3	 1 2	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 6663.8 (STP) 1200.0 (CMAQ)	2011 2012 2012	1280.0 5331.0 960.0	0.0 0.0 0.0	320.0 1332.8 240.0	1 2 2	AC AC AC
<i>STP / CMAQ</i>									
Fort Wayne CBD: Countdown Indicators (Phase I, Harrison St and west) (Pedestrian Signal Indicators)	1005806	CN	73.0	2011	65.7	0.0	7.3	1	FW
<i>HSIP</i>									
Fort Wayne CBD: Countdown Indicators (Phase II, Calhoun St and east) (Pedestrian Signal Indicators)	1005807	CN	76.0	2011	68.4	0.0	7.6	1	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- ority	LPA
Fort Wayne CBD: Piano Key Crosswalk Indicators (Crosswalk Indicators) <i>HSIP</i>	1005803	CN	297.0	2011	267.3	0.0	29.7	1	FW
Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction) <i>STP</i>	25-006 0400584	RW CN	1000.0 7808.0	2011 2013	800.0 6246.4	0.0 0.0	200.0 1561.6	1 3	AC AC
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) <i>TE Funds</i>	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	 1 1	FW FW FW
Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction) <i>Local Funds</i>	n/a	CN	352.6	2013	0.0	0.0	352.6	3	FW
Lake Ave: Anthony Blvd to Stanley Ave (Road Diet) <i>HSIP</i>	1005802	PE CN	125.0 900.0	2011 2012	112.5 810.0	0.0 0.0	12.5 90.0	1 2	FW FW
Landin Rd: North River Rd to Maysville Rd (Road Reconstruction/Realignment) <i>ITS Component</i> <i>STP</i>	30-011 0710319	PE RW	400.0 200.0	2010 2012	320.0 160.0	0.0 0.0	80.0 40.0	 2	NH NH
Maplecrest Rd: Lake Ave to State Blvd (Road Reconstruction) <i>ITS Component</i> <i>STP</i>	10-007 0500695	PE RW CN	540.0 985.0 4600.0	2010 2011 2012	432.0 788.0 3680.0	0.0 0.0 0.0	108.0 197.0 920.0	 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
Maysville Rd & Stellhorn Rd (Intersection Improvements)	30-020 0710321	 RW	 1250.0	 2013	 1000.0	 0.0	 250.0	 3	 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	 1	 FW
<i>STP</i>									
Moeller Rd: Green Rd to Hartzell Rd (Road Reconstruction)	25-030 0400589	 RW CN	 411.4 4001.0	 2011 2011	 329.1 3200.8	 0.0 0.0	 82.3 800.2	 1 1	 NH NH
<i>STP / CMAQ</i>									
Monroeville Rd: Bridge over Hoffman-Lepper Drain (Small Structure Replacement)	0500070	CN	654.8	2011	523.8	0.0	131.0	1	AC
<i>Group IV - Bridge</i>									
New Haven Depot & Corridor Project (New Construction)	0600380	RW CN	30.0 921.4	2011 2011	0.0 737.1	0.0 0.0	30.0 184.3	1 1	NH NH
<i>TE Funds</i>									
*Pufferbelly Trail: Fourth St to Fernhill Ave (New Trail Construction)	0710990	PE RW CN	301.4 225.0 1780.5	2010 2012 2013	241.1 180.0 766.1	0.0 0.0 0.0	60.3 45.0 1014.4	 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 1375.0	2011 2012 2013	0.0 0.0 150.0	0.0 0.0 0.0	150.0 250.0 1225.0	1 2 3	 NW Allen Trails
<i>RTP</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
Railroad Corridor Acquisition: Purchase of old New York Central Line from Washington Center Rd to Wallen Rd (Preservation)	0401234	RW	375.0	2011	300.0	0.0	75.0	1	FW
<i>TE Funds</i>									
Signal Controller Upgrades (Upgrades to 283 intersections)	0901803	CN	850.0	2011	680.0	0.0	170.0	1	FW
<i>STP / CMAQ</i>									
Six Mile Creek Trail: from Southtown Center to Lemar Dr (New Trail Construction)	0810457	PE	221.0	2010	165.7	0.0	55.3		FW
		RW	150.0	2011	112.5	0.0	37.5	1	FW
		CN	876.6	2013	92.8	0.0	783.8	3	FW
<i>TE Funds</i>									
*Spring St: Bridge over NS Railroad at Leesburg Rd (Bridge Reconstruction) (Intersection Improvements)	0400586	RW	250.0	2010	200.0	0.0	50.0	1	FW
		CN	3230.5	2011	2584.4	0.0	646.1	1	AC
<i>STP / CMAQ</i>									
St Joe Ctr Rd: Reed Rd to Maplecrest Rd (Road Reconstruction / Realignment)	10-008 0400588	PE	400.0	2014	320.0	0.0	80.0	4	FW
<i>ITS Component</i>									
<i>STP</i>									
State Blvd: Spy Run Ave to Cass St (Added Travel Lanes)	10-014 0400587	RW	2300.0	2011	1840.0	0.0	460.0	1	FW
<i>ITS Component</i>									
<i>STP</i>									
State Blvd: Spy Run Ave to Clinton St (Phase 1) (Added Travel Lanes)	10-014 1005151	CN	1500.0	2013	1200.0	0.0	300.0	3	FW
<i>STP / CMAQ</i>									

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
State Blvd: Clinton St to Cass St (Phase 2)	10-014								
(Added Travel Lanes) - STP	0400587	CN	4272.0	2014	3417.6	0.0	854.4	4	FW
(Bridge over Spy Run Creek) - STP	1005152	CN	1800.0	2014	1440.0	0.0	360.0	4	AC
(Pedestrian Bridge over State Blvd) - CMAQ	1005155	CN	500.0	2014	400.0	0.0	100.0	4	FW
<i>STP / CMAQ</i>									
State Blvd, Lahmeyer Rd and Maysville Rd Sidewalks									
(New Sidewalk Construction)	0710199	CN	375.0	2011	250.0	0.0	125.0	1	FW
<i>SRTS- Safe Routes to School</i>									
Towpath Trails (Phase IV - Engle Rd to Lutheran Hospital)									
(New Trail Construction)	0710403	CN	1332.3	2011	787.4	0.0	544.9	1	AC
<i>TE Funds</i>									
Wireless Vehicle Detection									
(Equipment & Installation at 68 Intersections)	0901801	CN	1300.0	2011	1040.0	0.0	260.0	1	FW
<i>CMAQ</i>									
Coliseum Blvd at Washington Blvd Cloverleaf									
(Lighting Installation)	n/a	CN	200.0	2011	0.0	0.0	200.0	1	FW
<i>Local Funds</i>									
Diebold Rd: Dupont Rd (SR 1) to ~1000' north of Norarrow Dr									
(Road Widening, New Signalization, New sidewalk/trail on west side)	n/a	CN	4500.0	2011	0.0	0.0	4500.0	1	AC
<i>Local Funds</i>									
Ellison Rd: Bridge #228 over McCulloch Ditch									
(New Bridge Construction, including bridge sidewalk)	n/a	CN	750.0	2011	0.0	0.0	750.0	1	AC
<i>Local Funds</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- ority	LPA
Fritz Rd & Wallen Rd Intersection (Intersection Improvements) <i>Local Funds</i>	n/a	CN	230.0	2011	0.0	0.0	230.0	1	AC
Park Ave: Mourey St to Williams St (Reconstruction of sidewalks, curbs, driveway approaches, pavement and reforestation of park strip) <i>Local Funds</i>	n/a	CN	377.5	2011	0.0	0.0	377.5	1	NH
St Joseph Center Road: Bridge #108 over the St Joseph River (Bridge Replacement) <i>Local Funds</i>	1005720	CN	2875.0	2011	0.0	0.0	2875.0	1	AC
Seiler Rd: Minnich Rd to 1,050 feet west of Minnich Rd (Drainage improvements, linear grading of ditches and pavement reconstruction) <i>Local Funds</i>	n/a	CN	146.8	2011	0.0	0.0	146.8	1	NH
South St: West St to State St (Reconstruction of sidewalks, curbs, driveway approaches and pavement) <i>Local Funds</i>	n/a	CN	137.5	2011	0.0	0.0	137.5	1	NH
Spring St at University of St Francis at Brookside Mansion (New Left Turn Lanes) <i>Local Funds</i>	n/a	CN	70.0	2011	0.0	0.0	70.0	1	FW
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i>	n/a	CN	1020.0	2011	0.0	0.0	1020.0	1	AC

* 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
Winchester Rd: Bridge #261 over Nickleson Creek (Bridge Rehabilitation and Widening) <i>Local Funds</i>	n/a	CN	800.0	2011	0.0	0.0	800.0	1	AC

* Denotes an Amendment or Modification to Project

VIII. LOCAL TRANSIT PROJECTS FY 2011-2014

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

Fort Wayne Public Transportation Corporation

FY 2011

Capital Equipment Purchases (Section 5307 Funds)

*Downtown Transfer Station Construction (previously approved funds)	\$2,900,000
*Downtown Transfer Station Construction	\$1,500,000
Four (4) Heavy Duty Replacement Buses	\$1,223,712
One (1) Replacement Operations vehicle	\$24,000
One (1) Replacement Maintenance Truck	\$28,800
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000
Computer/Office Equipment	\$20,000

Capital Equipment Purchases (Section 5309 Funds)

<i>Hybrid Option for four (4) Buses (funds requested)</i>	\$732,928
---	-----------

Total Capital Projects	\$4,110,800
Federal Share (Section 5307)	\$2,855,712
Federal Share (Section 5309) ¹	\$732,928
State PMTF	\$0
Local Share	\$522,160

Additional Operating Funds

CMAQ - Transit Awareness	\$67,898
CMAQ - Free Fare on Air Quality Action Days for Ozone	\$43,218
CMAQ - University Shuttle	\$376,083
CMAQ - Discount Pass Program	\$29,890
JARC	\$581,196
New Freedom	\$94,419

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	\$11,587,901
Federal Share ³	\$3,114,777
State Share	\$1,832,635
Local Share	\$6,640,489

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 5307 / Section 5309 - Funds**

Fort Wayne Public Transportation Corporation

FY 2012

Capital Equipment Purchases (Section 5307 Funds)

Eight (8) Replacement Minibuses (body on chassis)	\$506,000
Rehab/renovate Admin/Maintenance Facility	\$200,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000

Total Capital Projects	\$981,500
Federal Share (Section 5307)	\$785,200
State PMTF	\$0
Local Share	\$196,300

Additional Operating Funds

CMAQ - University Shuttle	\$194,976
CMAQ - Discount Pass Program	\$14,945
JARC	\$154,044
New Freedom	\$92,666

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	\$12,051,417
Federal Share ³	\$2,455,587
State Share	\$1,832,635
Local Share	\$7,763,195

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 2013

Capital Equipment Purchases (Section 5307 Funds)

One (1) Replacement Minibus (Body on Chassis)	\$72,000
Three (3) Replacement modified minivan Supervisor vehicles	\$90,000
One (1) Replacement maintenance truck	\$16,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000
Computer/Office Equipment	\$20,000

Total Capital Projects	\$321,500
Federal Share (Section 5307)	\$257,200
State PMTF	\$0
Local Share	\$64,300

Additional Operating Funds

JARC - Low income Transportation to and from work	\$161,114
New Freedom - Transportation Above & Beyond ADA Requirements	\$94,419

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,718,035
Complimentary Paratransit Costs (Section 5307) ²	\$360,878

Total Operating Funds	\$12,533,473
Federal Share ³	\$2,334,446
State Share	\$1,832,635
Local Share	\$8,366,392

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 2014

Capital Equipment Purchases (Section 5307 Funds)

Four(4) Heavy Duty Replacement Hybrid Buses	\$2,400,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000

Total Capital Projects	\$3,099,000
Federal Share (Section 5307)	\$2,479,200
State PMTF	\$0
Local Share	\$619,800

Additional Operating Funds

JARC - Low income Transportation to and from work	\$161,114
New Freedom - Transportation Above & Beyond ADA Requirements	\$94,419

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,786,756
Complimentary Paratransit Costs (Section 5307) ²	\$375,313

Total Operating Funds	\$13,034,811
Federal Share ³	\$2,417,602
State Share	\$1,832,635
Local Share	\$8,784,574

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 5310 FUNDS

**FY 2011
2010 Funding Cycle**

1. Allen County Council on Aging

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

Total Cost	\$49,000
Federal Share	\$39,200
Local Share	\$9,800

2. Community Transportation Network

Three (3) Type C 12- Passenger modified vans w/lifts

Total Cost	\$147,000
Federal Share	\$117,600
Local Share	\$29,400

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 11 - FY 14)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)		
Citilink - Transit Operating		6745.1	2011		1832.6	4912.5		Citilink
		8575.7	2012		1832.6	6743.1		Citilink
		9423.3	2013		1832.6	7590.7		Citilink
		9820.8	2014		1832.6	7988.2		Citilink
Citilink - Capitalization of Maintenance Costs	FTA Sec. 5307	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
		2233.8	2014	1787.0		446.8	1	Citilink
Citilink - Complementary Paratransit Costs	FTA Sec. 5307	417.1	2011	333.7		83.4	2	Citilink
		433.8	2012	347.0		86.8	2	Citilink
		453.6	2013	360.9		90.7	2	Citilink
		469.1	2014	375.3		93.8	2	Citilink
Previously Approved Funding Projects								
CMAQ - Transit Awareness <i>Marketing and Education Expenses</i>	CMAQ	84.9	2011	67.9		17.0	1	Citilink
CMAQ - Fare Free on Air Quality Action Days <i>Fare Reimbursement for Free Rides on AQADs</i>	CMAQ	54.0	2011	43.2		10.8	1	Citilink
CMAQ - University Shuttle <i>Ivy Tech / IPFW Campus Shuttle</i>	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	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 Sec. 5316	1162.4	2011	581.2		581.2	1	Citilink
		308.0	2012	154.0		154.0	1	Citilink
		322.2	2013	161.1		161.1	1	Citilink
		322.2	2014	161.1		161.1	1	Citilink
New Freedom <i>Transportation Above & Beyond ADA requirements</i>	FTA Sec. 5317	188.8	2011	94.4		94.4	1	Citilink
		185.2	2012	92.6		92.6	1	Citilink
		188.8	2013	94.4		94.4	1	Citilink
		188.8	2014	94.4		94.4	1	Citilink

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 11 - FY 14)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE				PRI- ORITY	LPA
			YEAR	FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)		
Citilink - Capital Purchases	FTA Sec. 5307	25.0	2011	20.0		5.0	7	Citilink
Computer / Office Equipment		25.0	2012	20.0		5.0	5	Citilink
		25.0	2013	20.0		5.0	8	Citilink
		25.0	2014	20.0		5.0	4	Citilink
Citilink - Capital Purchases	FTA Sec. 5307	24.0	2011	19.2		4.8	8	Citilink
AVL/Communication Subscription Costs		24.0	2012	19.2		4.8	6	Citilink
<i>ITS Project</i>		24.0	2013	19.2		4.8	6	Citilink
		24.0	2014	19.2		4.8	5	Citilink
Citilink - Capital Equipment Purchases	FTA Sec. 5307	50.0	2011	40.0		10.0	9	Citilink
Other Maintenance Equipment		50.0	2012	40.0		10.0	7	Citilink
		50.0	2013	40.0		10.0	7	Citilink
		50.0	2014	40.0		10.0	6	Citilink
Citilink - Capital Equipment Purchases	FTA Sec. 5309	916.1	2011	732.9		183.2	4	Citilink
Hybrid Option for Four (4) Replacement Buses <i>Funds Requested</i>								
Citilink - Capital Equipment Purchases	FTA Sec. 5307	1529.6	2011	1223.7		305.9	5	Citilink
Four (4) Heavy Duty Replacement Buses 35'								
*Citilink - Capital Equipment Purchases	FTA Sec. 5307	1875.0	2011	1500.0		375.0	10	Citilink
Downtown Transfer Station Construction <i>Previously approved funds</i>		3625.0	2011	2900.0		725.0	10	Citilink
Citilink - Capital Equipment Purchases	FTA Sec. 5307	36.0	2011	28.8		7.2	6	Citilink
One (1) Replacement Maintenance Truck								

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 11 - FY 14)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)		
Citilink - Capital Equipment Purchases One (1) Replacement Operations Vehicle	FTA Sec. 5307	30.0	2011	24.0		6.0	3	Citilink
Citilink - Capital Equipment Purchases Eight (8) Replacement Minibuses (body on chassis)	FTA Sec. 5307	632.5	2012	506.0		126.5	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	90.0	2013	72.0		18.0	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	20.0	2013	16.0		4.0	5	Citilink
Citilink - Capital Equipment Purchases Four (4) Heavy Duty Replacement Hybrid Buses	FTA Sec. 5307	3000.0	2014	2400.0		600.0	3	Citilink

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 11 - FY 14)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA
				FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)		
Allen County Council on Aging One (1) Type C 12-Passenger Van w/Lift	FTA Sec. 5310	49.0	2011	39.2		9.8		ACCA
Community Transportation Network Two (2) Modified Passenger Vans w/ Lift-Type C	FTA Sec. 5310	147.0	2011	117.6		29.4		CTN
Allen County Council on Aging dba Countilink Operating Funds	FTA Sec. 5311	295.4	2011	76.5		218.9		ACCA

*Denotes an Amendment or modification to Project

IX. INDOT PROJECTS FY 2010-2013

State TIP Projects for FY 10-14

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 Replcement</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 10-14

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>	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	2011	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	60.0	2011	48.0	12.0
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
*US 30: Seegar Ditch, 4.9 mi e/o Allen/Whitley Line & Spy Run Creek <i>Pipe Lining</i>	CN	175.0	2011	140.0	35.0
*US 30: at US 33, 0.66 Mi W of I-69 <i>Interchange Modification</i>	PE	290.0	2011	232.0	58.0
*I-69: at SR 1 (Dupont Rd) Interchange Southwest Ramp <i>Interchange Modification</i>	CN	300.0	2011	270.0	30.0
*I-69: at Union Chapel Rd Bridge <i>New Interchange</i>	PE RW	2,000.0 2,000.0	2011 2011	1,600.0 1,600.0	400.0 400.0
*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
*I-469: from I-69 N Jct to 4.25 miles E of I-69 (Bridge over Wheelock Rd) <i>Road Resurfacing - HMA Overlay</i>	CN ¹ CN	1,300.0 1,000.0	2011 2011	1,300.0 800.0	0.0 200.0
*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
*SR 930: from 1.23 Mi E of SR 3 (Parnell Ave) to 2.18 Mi E of SR 3 (Crescent Ave) <i>Added Travel Lanes</i>	PE	810.0	2011	648.0	162.0
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, 30, 31, SR 3, 9, 18, plus I-69 & I-469 <i>Roadside Maintenance - Herbicide Treatment</i>	CN	340.0	2011	0.0	340.0
*Auburn Rd & Union Chapel Rd <i>Intersection Improvements</i>	PE RW	37.5 112.5	2011 2011	30.0 90.0	7.5 22.5

State TIP Projects for FY 10-14






LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
*Diebold Rd & Union Chapel Rd <i>Intersection Improvements</i>	PE RW	37.5 112.5	2011 2011	30.0 90.0	7.5 22.5
*Various Locations within Fort Wayne District <i>Raised Pavement Markings</i>	CN	265.0	2011	265.0	0.0
*Various Locations within Fort Wayne District <i>Bridge Maintenance and Repair</i>	CN	500.0	2011	400.0	100.0
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 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Br O Spy Run Creek) <i>Road Reconstruction</i>	CN	2,909.0	2012	2,504.5	404.5
*US 30: various locations within Allen County <i>Pipe Lining</i>	CN	450.0	2012	360.0	90.0
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-69: at Union Chapel Rd Bridge <i>New Interchange</i>	CN	20,000.0	2012	8,000.0	12,000.0
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
*I-469: from I-69 S Jct to 4.33 miles east (Wheelock Rd) of I-69 N Jct <i>Concrete Pavement Restoration</i>	CN	1,000.0	2012	900.0	100.0
*SR 930: bridges over NS Railroad, 5.36 mi e/o US 27 <i>Bridge Deck Replacement</i>	CN	1,207.0	2012	965.6	241.4
*Auburn Rd & Union Chapel Rd <i>Intersection Improvements</i>	CN	235.0	2012	188.0	47.0
*Diebold Rd & Union Chapel Rd <i>Intersection Improvements</i>	CN	235.0	2012	188.0	47.0
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
*US 30: at US 33, 0.66 Mi W of I-69 <i>Interchange Modification</i>	RW	500.0	2013	400.0	100.0
*SR 930: from 1.23 Mi E of SR 3 (Parnell Ave) to 2.18 Mi E of SR 3 (Crescent Ave) <i>Added Travel Lanes</i>	RW	100.0	2013	80.0	20.0
SR 930: from I-69 to 7.48 mi e/o I-69	CN	3,502.0	2013	2,801.6	700.4

State TIP Projects for FY 10-14






LOCATION <i>Project Description</i>	PHASE	TOTAL COST	YEAR	FEDERAL SHARE	STATE SHARE
<i>Pavement Maintenance</i> Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	75.0	2013	60.0	15.0
*US 30: at US 33, 0.66 Mi W of I-69 <i>Interchange Modification</i>	CN	1,870.0	2014	1,496.0	374.0
*SR 930: from 1.23 Mi E of SR 3 (Parnell Ave) to 2.18 Mi E of SR 3 (Crescent Ave) <i>Added Travel Lanes</i>	CN	6,000.0	2014	4,800.0	1,200.0

Indiana Department of Transportation

Projects FY 10 - 13

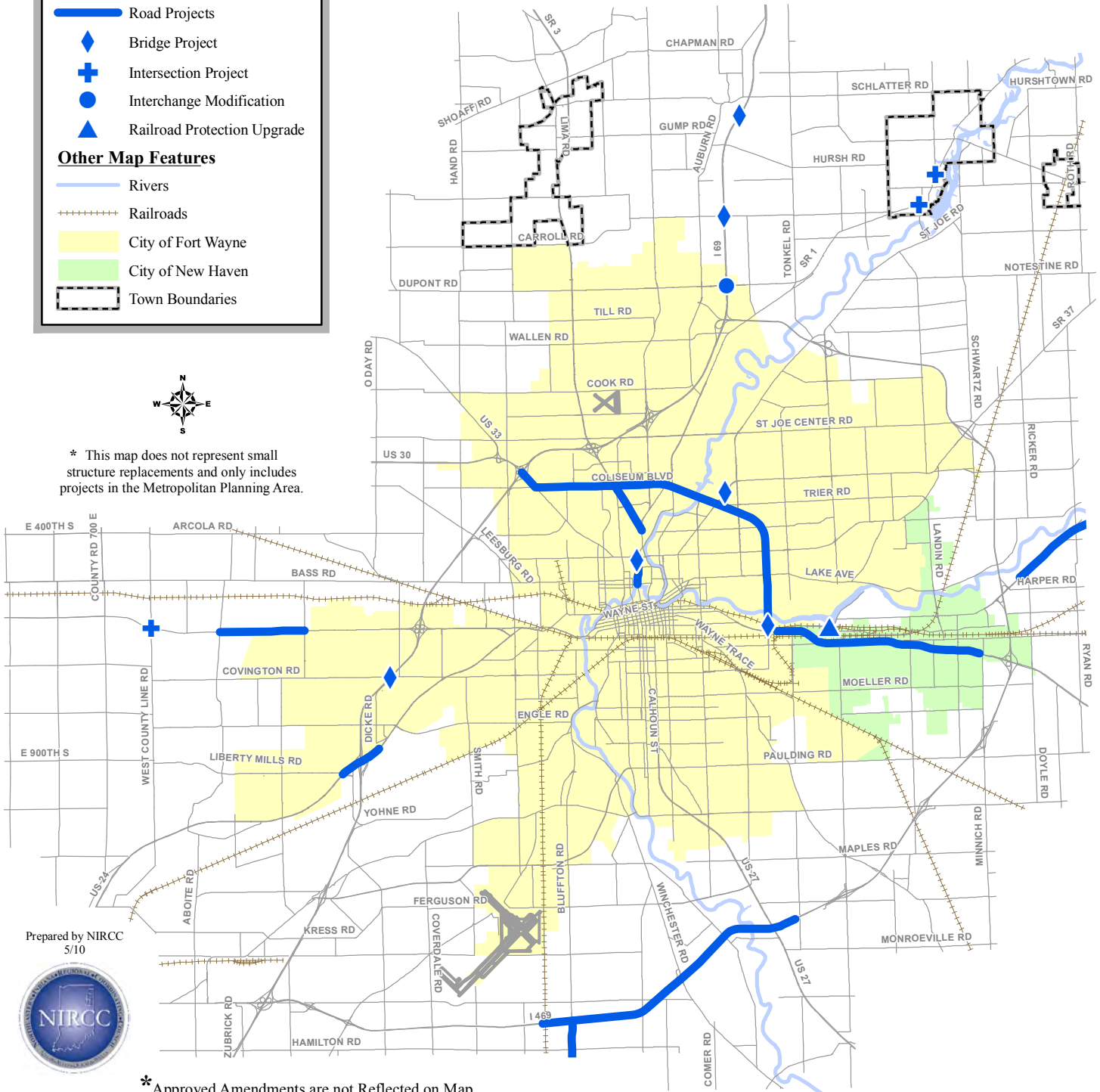
-  Road Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification
-  Railroad Protection Upgrade

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.



* Approved Amendments are not Reflected on Map.



Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 (includes signal) (Intersection Improvement)	25-053 0101483 0200047	CN	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

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. 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 1006400 0101527 0200914	RW CN CN	3100.0 60.0 2909.0	2010 2011 2012	2560.0 48.0 2504.5	540.0 12.0 404.5
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

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*US 30: over Seegar Ditch & Spy Run Creek (Pipe Lining)	0301148 0301150	CN	175.0	2011	140.0	35.0
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
*I-69: various locations within Allen County (Noise Wall Project)	0901566	PE CN	175.0 3500.0	2010 2011	140.0 2800.0	35.0 700.0
I-69: at SR 1 (Dupont Rd) Interchange (Interchange Modification)	0901298	PE	607.0	2010	546.3	60.7

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24 (Bridge Replacement)	0710927	RW CN	120.0 3612.5	2011 2012	108.0 3251.3	12.0 361.3
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) (ARRA Funds)	0301152 0800142 0900558	CN ¹	280.0	2010	280.0	0.0
I-69: Various locations in Grant, Allen, DeKalb, and Steuben Counties (Cable Barrier Installation)	0900103	PE CN	60.0 1198.0	2010 2012	54.0 1078.2	6.0 119.8
*I-69: at Union Chapel Rd (New Interchange)	0902222	PE RW CN	2000.0 2000.0 20000.0	2011 2011 2012	1600.0 1600.0 8000.0	400.0 400.0 12000.0
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 (Bridge Rehabilitation)	0300085	PE RW CN	34.0 34.0 1770.0	2010 2011 2012	30.6 30.6 1593.0	3.4 3.4 177.0
I-69 and I-469 within Fort Wayne District (Signing Project)	0800194	CN	300.0	2011	300.0	0.0

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
SR 101: bridge over Maumee River, 1.08 mi. n/o US 24 (Bridge Rehabilitation)	0200932	CN ¹	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 I-69 N Jct to 4.25 miles E of I-69 (Bridge over Wheelock Rd) (Resurfacing)	0501203	CN ¹ CN	1300.0 1000.0	2011 2011	1300.0 800.0	0.0 200.0
(ARRA Funds)						
I-469: from 0.7 mi. w/o SR 1 to 0.5 mi. e/o US 27 (includes 10 bridges) (Pavement Replacement)	0400603 0400915 0400916 0400917 0400918 0400919 0400920 0400921 0400922 0400923 0400924	CN	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

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. 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	2012	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
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

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
Pedestrian Bridge Crossing - IPFW (Bridge Inspection)	0710276	PE	200.0	2011	160.0	40.0
		PE	75.0	2013	60.0	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
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 replanting w/ native warm season grasses (ARRA Funds)	1005726	CN ¹	125.0	2011	125.0	0.0

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*US 20 Bypass, US 24, 30, 31, SR 3, 9, 18, plus I-69 & I-469 Roadside Maintenance - Herbicide Treatment	0711026	CN	340.0	2011	0.0	340.0
*Auburn Rd & Union Chapel Rd (Intersection Improvements)	CID401	PE	37.5	2011	30.0	7.5
		RW	112.5	2011	90.0	22.5
		CN	235.0	2012	188.0	47.0
*Diebold Rd & Union Chapel Rd (Intersection Improvements)	CID401	PE	37.5	2011	30.0	7.5
		RW	112.5	2011	90.0	22.5
		CN	235.0	2012	188.0	47.0
*Various Locations within Fort Wayne District (Raised Pavement Markings)	0800165	CN	265.0	2011	265.0	0.0
*US 30: various locations within Allen County (Pipe Lining)	0301146	CN	450.0	2012	360.0	90.0
*Various bridges throughout Fort Wayne District (Bridge Maintenance and Repair)	0800144	CN	500.0	2011	400.0	100.0

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
*US 30: at US 33, 0.66 Mi W of I-69 (Interchange Modification)	9904160	PE RW CN	290.0 500.0 1870.0	2011 2013 2014	232.0 400.0 1496.0	58.0 100.0 374.0
*SR 930: from 1.23 MI E of SR 3 (Parnell Ave) to 2.18 Mi E of SR 3 (Crescent Ave) (Added Travel Lanes)	0401082	PE RW CN	810.0 100.0 6000.0	2011 2013 2014	648.0 80.0 4800.0	162.0 20.0 1200.0
*I-469: from I-69 South Jct to 4.33 miles east (Wheelock Road) of I-69 North Jct (Concrete Pavement Restoration)	1006785	CN	1000.0	2012	900.0	100.0

X. STATUS REPORT FOR FY 2010 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 10 TIP Local Highway Projects

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

Project	Phase	LPA	Status
Allen County Bridges	PE	AC	In Process
Auburn Rd - Cook Rd & Clinton St	PE	FW	In Process
Auburn Rd - Cook Rd & Clinton St	RW	FW	In Process
Auburn Rd & Wallen Rd	CN	FW	Complete
Clinton St - Bridge over St Mary's River	CN	FW	In Process
Clinton St & Washington Center Rd	PE	FW	Resubmitted for FY11
Clinton St & Washington Center Rd	RW	FW	Resubmitted for FY11
Covington Rd & Dicke Rd	RW	FW	Resubmitted for FY11
Covington Rd Trail: Ladue Ln to I-69	PE	FW	Resubmitted for FY11
Dartmouth Dr & Washington Center Rd	CN	FW	Resubmitted for FY11
Engle Rd Trail: Jefferson Blvd to Towpath Trail	PE	FW	Resubmitted for FY11
Flutter Rd - St Joe Rd to Schwartz Rd	RW	AC	Resubmitted for FY11
Gump Rd - SR 3 to Coldwater Rd	RW	AC	Resubmitted for FY11
Landin Rd - North River Rd to Maysville Rd	PE	NH	In Process
Maplecrest Rd - Lake Ave to SR 930	CN	AC	In Process
Maplecrest Rd - Lake Ave to State Blvd	PE	FW	In Process
Moeller Rd - Green Rd to Hartzell Rd	RW	NH	Resubmitted for FY11
New Haven Pedestrian Walkways 3 & 5	RW	NH	Complete
New Haven Pedestrian Walkways 3 & 5	CN	NH	In Process
Signal Cabinet and Controller Upgrade-16 intersections	CN	FW	In Process
Signal Controller Upgrade-283 intersections	CN	FW	Resubmitted for FY11
Signal Coordination/Interconnect-31 intersections	CN	FW	In Process
Spring Street Bridge over Norfolk Southern Railroad	RW	FW	In Process
Wireless Vehicle Detection-68 intersections	CN	FW	Resubmitted for FY11

PROJECTS FUNDED WITH STP Group IV

2nd St (Grabill): Shoal Ln to Main St	PE	GR	Resubmitted for FY11
Carroll Rd: Preserve Blvd to Bethel Rd	PE	HT	Resubmitted for FY11
Coverdale Rd: Airport Exp to Indianapolis Rd	RW	AC	In Process

PROJECTS FUNDED WITH STP Group IV Bridge

Bostick Rd - Bridge #262 over St. Mary's River	CN	AC	Resubmitted for FY11
Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	Resubmitted for FY11
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	CN	AC	Resubmitted for FY11

TRANSPORTATION ENHANCEMENT (TE)

Covington Rd Trail - Scott Rd to Ladue Ln	CN	FW	In Process
Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch	PE	FW	In Process
Johnny Appleseed Park to Shoaff Park Trail (Phase 1A)	CN	FW	In Process
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	RW	FW	Resubmitted for FY11
New Haven Depot & Corridor Project	CN	NH	Resubmitted for FY11
Pufferbelly Trail - from Lawton Park to Franke Park	PE	FW	In Process
Railroad Corridor Acquisition	RW	FW	Resubmitted for FY11
Six Mile Creek	PE	FW	In Process
Towpath Trail & Homestead Rd Trails (Phase IV)	CN	AC	Resubmitted for FY11

RECREATION TRAILS PROGRAM (RTP)

Towpath Trail- Rockhill Park to Ardmore/Taylor Int.	CN	FW	In Process
---	----	----	------------

FY 10 TIP Local Transit Projects

Capital Equipment Purchases (Section 5307 Funds)

Project	Status
Six (6) Heavy Duty Replacement Buses	Pending
One (1) Replacement supervisor vehicle	Pending
Two (2) Replacement maintenance trucks	Pending
Computer/Office Equipment	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 Small Transit Vehicles	Approved
Community Transportation Network - 1 Type C 12 Passenger Van w/lifts	Approved
Allen County Council on Aging - 2 Small Transit Vehicles	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 2011-2014 Transportation Improvement Program

A citizen participation meeting/open house was held on May 25, 2010 to present the projects in the Draft Fiscal Year 2011-2014 Transportation Improvement and Air Quality Conformity Determination. An open comment period was also provided for citizens to offer feedback regarding both documents from May 19, 2010 to May 31, 2010. 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 Fiscal Year 2010-2013 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.

2010 OPEN HOUSE & PUBLIC COMMENT PERIOD COMMENTS / QUESTIONS

Comment:

We live in the LaCabreah Villas on Maple Springs Cove and our home was built on the 50 ft easement our developer, North Eastern Construction Co, Inc acquired from U.S.Railroad Vest Corp through Lyle E. Bertsch August 16, 1996. Our property, as does our neighbors, abuts the C/L of the 100 ft rail rite-a-way. We have a dirt trail that is 4 ft west of our property line and will be the cheapest route for the bike trail. We are told that they will try to move it west but no promise. You know on these grant projects the surveyors will be cost conscience and not concerned about trees or backyards if it increases the cost. This will literally be in our back yards. We feel there are better options for the trail. Use the trail being built on Lima and connect it to the YMCA trail which already passes the Solomon farms on Dupont This would be cheaper and pass near public places for shopping. This was one of the reasons for the trail.

Why am I writing you about our problem? I read on your web site that the following is some of your many concerns and this trail will be a major problem when it crosses Dupont Rd.

NIRCC:

"Completes studies through traffic monitoring and surveillance programs which gather vital information on traffic volumes, intersection flow, accident analysis, travel time, travel delay, capacity assessment, highway and transit demand forecasting site impact analysis"

I have zero info on the widening of Dupont but the impact of foot and bike traffic crossing Dupont needs to be forecasted now and a solid plan made to handle, what I feel will be a major challenge. A direct line crossing of the current trail and the Pufferbelly North trail would be a very short distance from the very busy traffic light at the entrance to LaCabreah and Dawson Creek Blvd., serving YMCA, many professional buildings

and private dwellings. Traffic will be backed up through this intersection when foot and bike traffic crosses Dupont. Moving the crossing west and putting the crossing near a midpoint between the existing traffic lights could be an option and another reason to connect to the Lima Rd. trail to the "YMCA" trail.

Please listen to our neighbors. They have legitimate concerns about safety and quality of life. Our homes were built just before the Trail idea was announced and we were told by our developer that we would have wonderful quiet and safe woods behind our homes. Shame on us, we believed them.

Response: *(the following response was provided by the City of Fort Wayne)*

The Pufferbelly Trail will stretch for 80 miles from Pokagon State Park in Angola to Quabache State Park in Bluffton. From Angola to Fort Wayne, the trail will primarily follow the former New York Central Railroad corridor. In the area between Dupont Road and just north of the playground in LaCabreah, we will do our best to keep the trail at the very western edge of the 50 ft wide former railroad corridor. We will work with the neighborhoods (LaCabreah, Villas of LaCabreah and La Crista Villas) on the placement of the trail AND on vegetative screenings. It is our goal to save as many trees as possible, because trail users love trees, shade and wildlife habitat. We also respect your privacy. We will do our best to keep the trail as far as possible along the corridor away from those villas who have their backyards next to the former centerline of the corridor. Please understand, however, it is our intention to build the trail on the former railroad corridor. This corridor is owned by the Indiana Trails Fund. The option you suggested of using Lima Road is not an option. Trail users take to the trails for three main reasons: recreation, exercise and transportation. From the transportation standpoint, trail users want the shortest, most direct route. The Lima Rd option would take them miles out of their way. From the recreational standpoint, most trail users will not consider the Lima Road Route a recreational opportunity. Can you think of a family who would rather ride their bikes with their small children or grandchildren along Dupont Road, Lima Road and Carroll Road as opposed to a much more scenic and shaded route along the former railroad corridor where you have trees, wildlife and wetlands? As for crossing Dupont Road, we will be looking at several options for the crossing. The decision on the crossing has not yet been determined, but we will certainly make sure the option(s) chosen are safe options.

Comment:

It was nice speaking with you last night. I would like to comment that Pufferbelly Trail North - Dupont Road to Carroll Road should be reduced to priority 3. This is a very costly route crossing Dupont and Carroll roads, existing wetlands, significant removal of mature growth forest, and Child safety concerns.

LaCabreah has a community playground immediately adjacent to the trail. It would cost tens of thousands of dollars to move this playground in addition to fencing and required safety for adjacent residents.

Lima Road should be raised from priority 2 to priority 1 and Shoaff road from priority 3 to priority 1. This is a much more cost effective method to connect the Pufferbelly trail north to DeKalb County. Lima to Shoaff connection would avoid a bridge required south of Shoaff road adding additional cost and engineering to the trail.

Connection South of Dupont road to Lima road trails should be the number one priority as it would give immediate access and provide valuable commercial connections and greater use of the trail.

The Pufferbelly Trail is the only trail on the map not adjacent to a roadway. I believe these changes would allow better access and provide a more cost effective way to connect the trails, in addition to alleviating significant residential and environmental concerns.

Response: *(the following response was provided by the City of Fort Wayne)*

The Pufferbelly Trail will stretch for 80 miles from Pokagon State Park in Angola to Quabache State Park in Bluffton. From Angola to Fort Wayne, the trail will primarily follow the former New York Central Railroad corridor. This has been determined to be the best route for this regional trail, especially since so much of the former railroad corridor in Dekalb County is owned by the State. In fact, both Steuben and Dekalb Counties have already constructed several miles of the Pufferbelly Trail. This is a State Priority Trail that has regional significance. We have developed plans in Northwest Fort Wayne and Northwest Allen County to have east/west trail corridors and north/south trail corridors. All of these corridors serve the main purpose of safely connecting residents with points of destinations, such as schools, parks, the YMCA, the library and shopping areas. Some of the trails you mention like Dupont Rd and Lima Road will be trails that serve more of a transportation purpose – safely connecting homes with destinations. And, some of the trails like the Pufferbelly Trail and the Becketts Run Trail will not only serve as an active transportation corridor for bicyclists and pedestrians, but will also serve as recreational trails. Think of a family with small children or grandchildren who desire a recreational opportunity in Northwest Fort Wayne. They would much prefer the Pufferbelly Trail to the future trails along Lima Road and Dupont Road. The Pufferbelly Trail will take them thru a linear, wooded parkway with wetlands, nature and wildlife. This will be an amazing experience. The Salomon Farm Loop gets over 500 trail users per day! This incredibly popular trail proves that Northwest Fort Wayne residents desperately need other recreational opportunities closer to their homes. As for the playground in LaCabreah, we plan to keep the trail on the very western part of the corridor through that area, meaning that we should hopefully have a 25 – 30 foot swath of trees between the trail and the playground. The Rivergreenway passes alongside many playgrounds as it travels thru many of our popular parks like Johnny Appleseed, Shoaff, Tillman and Foster. There have been absolutely no issues with regards to a trail passing nearby a playground! The playground does not need to be moved.

Once we finish construction of the Pufferbelly between Dupont Rd and Wallen Road later this summer and after we plant more trees in the fall along this stretch, I encourage you to explore it to see how a trail can coexist next to residential homes. And, if you don't want to wait until this fall, please check out the 15 miles of trails in Aboite – where the trails run right in front of many homes and right in back of many homes WITHOUT vegetative buffers and trees. Contact any neighborhood in Aboite located along trails and

you will see that they are very happy with the trails and use them frequently. Trails can coexist adjacent to neighborhoods. It's rather common in Fort Wayne and throughout the country. All it takes is for trail users and adjacent property owners working together and being respectful, good neighbors to one another. We have proven time and again that we can make it work! Thank you for your input on prioritizing the trails in Northwest Fort Wayne. The City and Northwest Allen Trails will certainly take your advice into account.

Comment:

Without the data that you and your office have available to you I could not begin to comment about your program and plans. Funds available and costs? My comments are "proceed with your plan". I will not be at the meeting. Thanks for the invitation.

Response:

Thank you for your interest in Fiscal Year 2011-2014 Transportation Improvement Program. The funding for all the projects can be found in Chapter V of the Transportation Improvement Program. Project costs are summarized in Chapters VII, VIII, and IX.

Comment:

The residents of Papermill Bluffs are concerned about the proposed connection of Paul Shaffer Drive to our neighborhood. The proposed roadway will create cut through traffic on our streets from Coliseum Boulevard.

Response:

The City of Fort Wayne does not intend to extend Paul Shaffer Drive to Papermill Bluffs. The project listed in the 2030II Transportation Plan will only serve as a connection (extension) of Paul Shaffer Drive from California Road to Medical Park Drive. This will provide additional access for the IPFW property to Clinton Street as well as Coliseum Boulevard. The City of Fort Wayne will not begin development of this project until such time that IPFW begins to develop the surrounding property.

APPENDIX B

LOCAL/STATE



Courtesy photo

Beginning Thursday, campusLink service will be provided by new bright-green buses. The buses run cleaner and are more energy-efficient than the older buses they replace. CampusLink provides free shuttle service to students, faculty, and staff in and around the campuses of Ivy Tech Community College-Northeast and IPFW. It is also open to the public.

Energy-efficient buses about to join campusLink fleet

Purchased with \$455K from federal grant.

From staff reports

Beginning Thursday, campusLink service will be provided by new, more energy-efficient buses.

CampusLink provides free shuttle service to students, faculty, staff and the public in and around the campuses of Ivy Tech Community College-Northeast and IPFW. The service is provided by Citolink, the public transportation bus company.

Money for the three new buses, which replace older buses that were used temporarily when the service started Aug. 24, was obtained through an American Recovery and Reinvestment Act stimulus grant of \$455,000. Paint the Town Graphics provided the exterior graphic design application.

CampusLink operates 7:30 a.m.-8:30 pm. Monday-

Friday during the fall and spring semesters. Since its start, it has tallied 13,047 one-way passenger trips — about 200 trips per day.

Catch a ride

For more information, see www.ivytechlink.com/campusLink

12-3-09

SATURDAY, DECEMBER 5, 2009

Transportation guide available

The Northeastern Indiana Regional Coordinating Council (NIRCC) has announced the availability of the recently completed update of the Transportation Resource Guide, which provides information on the public, nonprofit and private transportation resources available within Fort Wayne, New Haven and Allen County.

The guide provides a brief description of services including eligibility for service, general hours of oper-

ation and contact information for each provider. The free guide is available for download and reproduction at www.nircc.com. For more information, contact Matt Vondran at 449-7309 or matt.vondran@co.alen.in.us.

\$3.8M in federal stimulus money funds Fort Wayne greenway, street projects

6 resurfacing projects to begin in the spring.

By **KASSIE BARROQUILLO**
kbarroquillo@news-sentinel.com

About \$3.8 million of federal stimulus money from the American Recovery and Reinvestment Act will be spent on six road resurfacing projects and two greenways projects, announced Fort Wayne Mayor Tom Henry on Monday. Construction bids on the projects came in 33 percent lower than engineering estimates.

The projects are expected to retain or create about 100 jobs with local contractors.

The resurfacing projects, expected to begin in late spring and end this time next year, include:

- ◆ West Jefferson Boulevard from west of Lutheran Hospital's entrance to east of the Illinois Road intersection
- ◆ East State Boulevard be-

tween North Anthony Boulevard and Coliseum Boulevard

◆ East Rudisill Boulevard between Calhoun Street and South Anthony, including the addition of bike lanes

◆ Wayne Street and Berry Street between Broadway and Coombs Street, including the addition of bike lanes

◆ Washington Boulevard from Broadway to Clay Street

◆ Jefferson Boulevard between Calhoun and Clay. "This is more than a resurfacing project; it's an economic-development project. Having quality infrastructure attracts and retains employers and their jobs," said Henry.

The city expects to hear about more stimulus funding for future projects in the next few months.

See **PROJECTS**, Page 3L

METRO EDITOR: ELBERT STARKS III

461-8354

TUESDAY, DECEMBER 22, 2009

FROM THE LOCAL FRONT

PROJECTS

Continued from Page 1L

In order to receive federal stimulus funding, the projects must have no other funding source identified and work within existing right-of-way.

Money for greenways

Greenways Manager Dawn Ritchie announced

that stimulus spending will fund two trail projects, which include replacing the wooden decking on seven Rivergreenway boardwalks and building a half-mile trail along Covington Road and between Scott Road and Sycamore Hills Road.

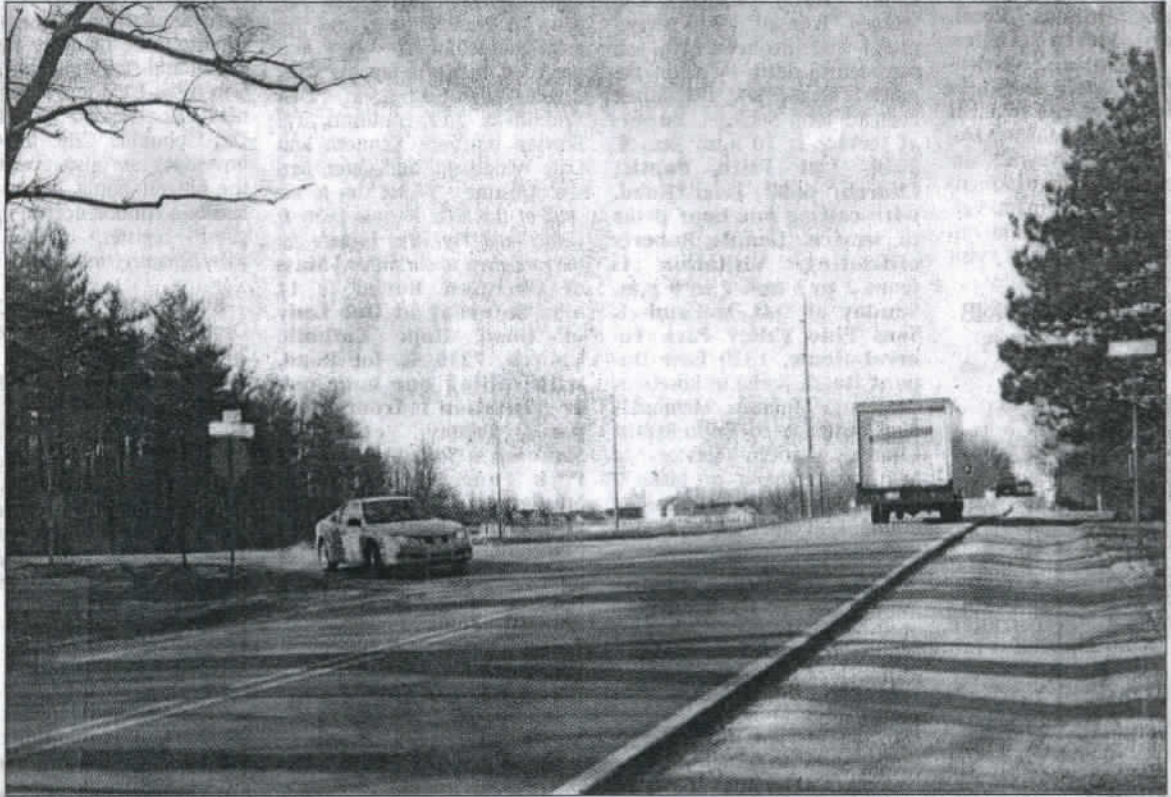
The half-mile trail addition, combined with two more trail additions scheduled in the coming year, will join 49 miles of trail from

east to west in Allen County. Brooks Construction will build the 8-foot-wide trail.

Ritchie explained the decking on the Rivergreenway boardwalks will be replaced with the vinyl Deck-Lok system. This will make the boardwalks slip-resistant and more durable.

Aboite New Trails is now only \$250,000 away from completing the regional trail corridor.

CITY, STATE WORK TOGETHER



By Kevin Leininger of The News-Sentinel

The car at left turns onto Covington Road from Dicke Road while the truck drives onto the Covington Road bridge over Interstate 69. A \$5 million project will widen the bridge and add turn lanes and a signal to the intersection.

New bridge coming in 2012

Covington Road project will also improve Dicke Road intersection.

By KEVIN LEININGER
kleininger@news-sentinel.com

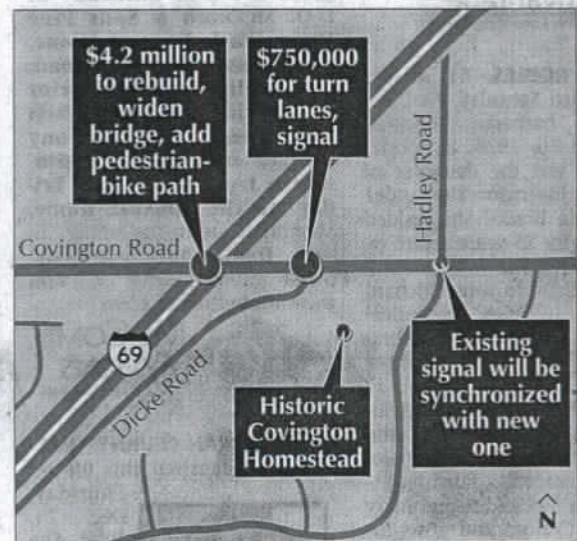
The city and state are teaming up on about \$5 million in improvements to a confusing and often congested Aboite Township intersection, taking care to protect a nearby historic landmark in the process.

Set to begin in 2012, the Indiana Department of Transportation will oversee the \$4.2 million widening and rebuilding of the aging Covington Road Bridge over Interstate 69. And while that is happening – at a cost of about \$750,000 – the city of Fort Wayne will add turn lanes and a traffic signal to the intersection of Covington and Dicke roads, where a sharp curve on Dicke, poor visibility and a signal at the nearby Covington-Hadley Road intersection can slow traffic and pose hazards.

“We saw an opportunity to coordinate our project with the state’s,” said city traffic engineer Shan Gunawardena. “About 4,000 vehicles use Dicke every day (another 14,000 or so use Covington), and we will synchronize the two signals” to help traffic flow with

Improvements planned

The city and Indiana Department of Transportation will team up to make about \$5 million of improvements near the intersections of Covington and Dicke roads in Aboite Township, starting some time in 2012.



See **BRIDGE**, Page 3L

News-Sentinel graphic by Jon Swerens



By Kevin Leininger of The News-Sentinel

This house, built in 1850 by Thomas Covington, is considered an outstanding example of federal-style architecture by historic preservation group ARCH. Nearby road improvements will be designed to protect its historic and architectural integrity.

BRIDGE

Continued from Page 11

a minimum of stops.

INDOT spokeswoman Toni Mayo said that in addition to replacing a bridge that is considered functionally obsolete, the project will also widen the two-lane span to incorporate a 10-foot bike and pedestrian trail. The bridge will be closed to traffic during construction, but the intersection will remain open. The sharp curve on Dicke near Covington may be addressed later, Gunawardena said.

By coordinating the two unrelated but adjacent projects, the city and state can minimize drivers' inconvenience and reduce costs by using one design consultant and one contractor, Mayo said.

The federal government will pay for about 80 percent of the city project's cost, and 90 percent of the state's bridge work.

Because the historic Covington Homestead is located at the southeast corner of Dicke and Covington, local historic preservation

group ARCH was consulted to ensure the projects' design would not adversely affect the house, built in 1850 by Thomas Covington, an early Aboite Township settler and farmer.

The house, rated as an outstanding example of Federal-style architecture, is eligible for placement on the National Register of Historic Places, said ARCH preservation specialist Mike Galbraith.

Because some of the trees that shield the homestead from the intersection will have to be removed, new trees will have to be planted, Galbraith added.

Nor is the city-state partnership the only traffic improvement in the area. At a cost of about \$7.8 million, Aboite Center Road, which parallels Covington to the south, is being widened from West Jefferson Boulevard to Coventry Lane.

Allen County is also rerouting a portion of Dicke, which connects Aboite Center to Covington, so the Dicke-Aboite Center roads intersection lines up with the rear entrance to the Lutheran Hospital campus.

4/28

12-30-09

Rivergreenway work begins on Coliseum

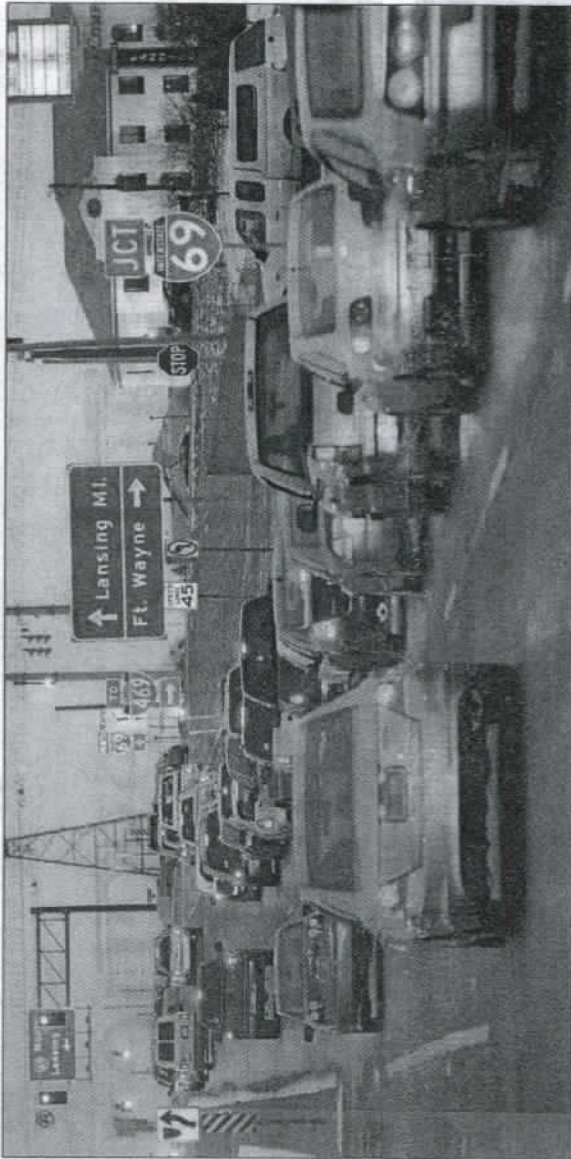


Eastbound traffic is backed up Tuesday as work begins to extend the Rivergreenway across the St. Joseph River via the Coliseum Boulevard bridge near North Anthony Boulevard. The work is expected to be complete in early April.

Cathie Rowland | The Journal Gazette

AR
1-13-10

TRAFFIC COULD PLAGUE NEW HOSPITAL



Traffic backs up on eastbound Dupont Road at 7:30 each morning. Parkview Health System is willing to contribute to the cost of an interchange near its new medical center, which will bring an added 4,000 vehicles daily.

I-69 change benefits public, private sector

Parkview pushes for new interchange at Union Chapel Road



A column by
KEVIN LEINGER

ACCORDING TO THE area's long-range transportation plan, Interstate 69 in northern Allen County isn't supposed to receive a new interchange for at least another 20 years, at Gump and Hursh roads.

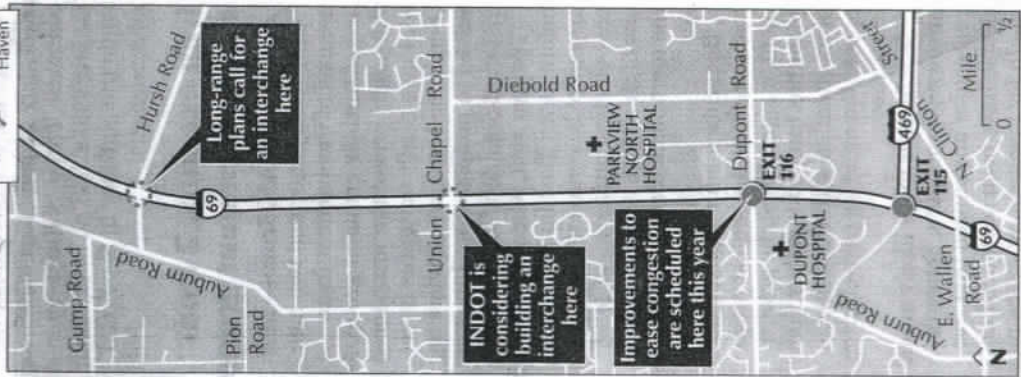
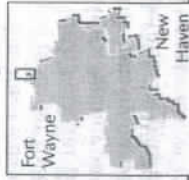
So why is the Indiana Department of Transportation (INDOT) apparently considering fast-tracking a very expensive interchange 1.5 miles to the south at Union Chapel Road — a decision that could be influenced by the promise of millions of dollars from a major local employer? To some, the possibility will reflect the abandonment or failure of the traditional planning process, which identifies and approves projects years and even decades in advance, and only after various agencies have declared the work technically feasible and financially sound. Despite the recent surprise pres-

ence of survey crews near I-69 and Union Chapel Road, that simply hasn't happened. Others, however, will see INDOT's possible willingness to disregard a plan it helped create as proof that even huge bureaucracies can adapt to changing circumstances — just as they will view Parkview Health System's offer to bear some of the cost not as a bribe, but as a civic-minded recognition that private-sector decisions often result in

See **LEINGER**, Page 4A

I-69 improvements

The new \$500 million Parkview Regional Medical center is expected to add at least 4,000 vehicles every day to the already congested area around Dupont Road and Interstate 69. As a result, the Indiana Department of Transportation is considering adding an interchange at Union Chapel Road — even though long-range transportation plans call for an interchange 1.5 miles to the north at Hursh Road instead.



News-Sentinel graphic by Jon Swerens

428 1-28-10

FROM THE FRONT PAGE

LEININGER

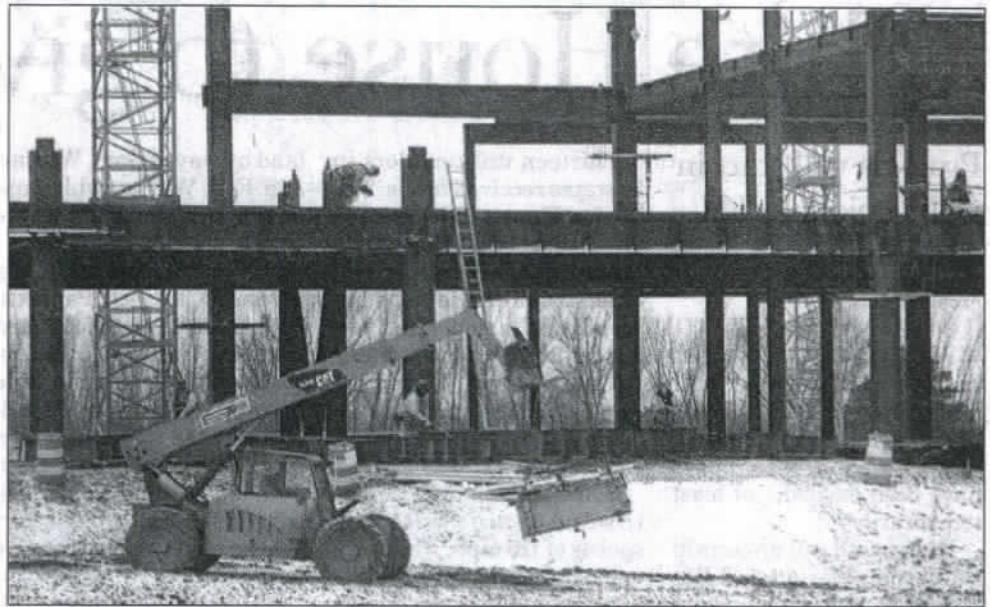
Continued from Page 1A

all-too-public costs.

There is some merit to both arguments, but the latter is closest to the truth. Parkview CEO Mike Packnett can see that just by looking out his window.

"I wouldn't say we investigated (the possible Union Chapel interchange)," Packnett said. "But I have a view of Dupont and I-69 from my office window, and at certain times traffic backs up onto I-69 already. People are going to be very concerned when our regional medical center opens in 2012. It will attract another 4,000 cars every day."

A source I trust tells me Parkview may provide about \$10 million for the desired interchange at Union Chapel Road, providing a "back door" to the



By Brian Tombaugh of The News-Sentinel

Parkview's new regional medical center will boost the local economy, but bring 4,000 cars daily.

\$500 million project near Parkview's corporate offices and other existing facilities. Packnett wouldn't give specifics, saying only that Parkview is willing to contribute a "significant" amount to the project, which transportation planner Dan Avery estimated could cost between \$25 million and \$45 million. Parkview has also pledged \$4 million for improvements to Diebold Road, Packnett added.

INDOT spokeswoman Toni Mayo would say only that the project remains under review. But as executive director of the Northeast Indiana Regional Coordinating Council, a regional agency that oversees

long-range transportation plans, Avery is well-equipped to weigh the relative merits of both proposed interchanges.

Although he acknowledges congestion at I-69 and Dupont – that's why improvements to the interchange are planned as soon as this year – he said regional traffic distribution would be better-served by the planned interchange at Gump and Hursh, which would provide easy access west to Hometown and east to Leo-Cedarville. "We always knew there would be growth along Dupont," he said.

Yes, but until relatively recently that projected growth didn't include a new

hospital that would employ thousands of people and pump millions of dollars into the local economy. And the hospital is already luring other development and traffic to the area.

Parkview clearly would benefit most from its preferred interchange and it must be pointed out that, as a nonprofit organization, Parkview pays about \$2.8 million in annual property taxes compared with Lutheran Health Network's \$13.8 million. Still, as Packnett correctly noted, reduced congestion near the hospital would also promote public safety.

And consider this: In exchange for General Motors' commitment in the mid-1980s to build a \$500 million truck plant in southwest Allen County, local and state officials offered more than \$70 million in direct incentives – including a new interchange at the then-sleepy intersection of I-69 and Lafayette Center Road.

GM's contribution? Nothing.

So, yes: it would have been nice had Parkview's move north been announced a little further in advance. Its preferred interchange could have been properly planned, sparing Autumn Ridge's homes and 14th green from possible disruption. But just as GM's move into Allen County happened quickly, major projects are seldom planned or announced years in advance.

because Parkview's investment is good for the community, so are efforts to cope with its impact – especially if taxpayers are spared much of the expense.

For a change.



Handwritten text: 728-1-28-10

MS 2-18-10

Engineers plan four lanes for widened stretch of State Blvd.

Stretch from Cass to Clinton will also include turn lane, median.

By **BOB CAYLOR**
bcaylor@news-sentinel.com

Engineers are designing the four-lane reconstruction of State Boulevard, but no drawings showing the precise details of the work have been done yet.

Traffic Engineer Shan Gunawardena said the project will entail widening State between Cass and Clinton streets. That stretch of the street, now two lanes, will become four traffic lanes, with a turn lane or landscaped median between the eastbound and westbound lanes of State. As part of the project, the sharp curve in that stretch will be smoothed during the construction.

Gunawardena said the widening has been on the city's long-term wish list of road construction since the 1980s. Now, traffic there is greater than many residents realize. The engineer said 14,000 to 20,000 vehicles travel State between Cass and Clinton daily. By comparison, State between Clinton and Spy Run Avenue carries about 21,000 cars a day.



News-Sentinel file photo by Kevin Leiningner

This crumbling 93-year-old concrete bridge on State Boulevard over the Spy Run Creek is structurally deficient and needs to be replaced. But that is being complicated by federal and state guidelines that have declared the structure to be "historic."

'Old' doesn't automatically mean 'historic'

State Boulevard bridge's red tape could end up costing taxpayers.



A column by
**KEVIN
LEININGER**

UNLIKE SOME FORT Wayne bridges, it boasts no distinctive features, ornate stonework or ornamental lights. Its nondescript 40-foot concrete guardrails are showing every bit of their 93 years, and the parts that don't show may be in even worse shape — so bad, in fact, that the 40-foot span has been declared structurally deficient.

Just another run-of-the-mill, over-the-hill bridge that should be replaced as quickly as possible, right?

Well, yes, except for one thing: The State Boulevard Bridge over the Spy Run Creek isn't just "old." It's "historic."

And you know what that means: potential

See **LEININGER**, Page 4A

LEININGER

Continued from Page 1A

trouble for taxpayers.

Under new state and federal guidelines, the city must try to preserve the bridge even though it has little architectural or historic value of its own and probably couldn't be saved in any case, according to Mike Galbraith of historic preservation group ARCH.

"But we do have a huge interest in protecting historic neighborhoods," he added – and the dumpy little bridge just happens to sit in the middle of a potentially historic neighborhood targeted for a controversial and expensive street project.

The bridge is what the guidelines call a "non-select" historic structure. It can be torn down, but not before efforts are made to salvage as much of it as possible. And so the city recently printed ads in local newspapers – at taxpayer expense, of course – offering the bridge "for reuse or elements that may be stored and used for future repair of similar historic structures."

No one has expressed any interest, said city Traffic Engineer Shan Gunawardena – not surprising, since old concrete has a way of turning into dust during demolition.

"Concrete bridges are harder to rehabilitate or move," acknowledged Hayley Steele of American Structurepoint Inc., an Indianapolis firm assisting the city with the project. "But maybe they could salvage parts of it, like the guardrails."

If so, the city's demolition costs would probably rise, Gunawardena said – although the recipient would have to pay any expenses associated with relocation or reuse. And even if nobody is interested, the process must take at least six months and include a public hearing before demolition can begin.

All for a bridge Galbraith admits would probably not be considered historic at all if it were located on an isolated country road instead of in the middle of the Brookview neighborhood, which is eligible for listing on the National Register of Historic Places.

Designed in 1917 by noted American landscape architect Arthur Shurcliff, who also led the restoration of Colonial Williamsburg, Brookview is a neighborhood of winding streets, mature trees and architecturally distinctive homes. But the curvature of its streets, especially State, means traffic moves slowly. That's why the city has proposed widening State to at least four lanes

Learn more

For more on preservation of Indiana's historic bridges, go to www.in.gov/indot/2739.htm

between Clinton and Cass streets – a project that will claim several houses and has alarmed some residents and preservationists alike.

"(State) will be wider than Jefferson Boulevard," Galbraith said.

Protecting the integrity of the neighborhood – historic and otherwise – is a valid concern. But does that justify extending protection to otherwise insignificant bridges? Galbraith, who helped draft the guidelines, thinks it does. Without those regulations, he said, bridges worth saving might be lost without even a cursory review. He has a point.

But consider this, too:

The county is spending \$7.8 million to widen Aboite Center Road, and is taking more of some residents' property than would otherwise be necessary to curve the project around the site of a historic schoolhouse that no longer exists.

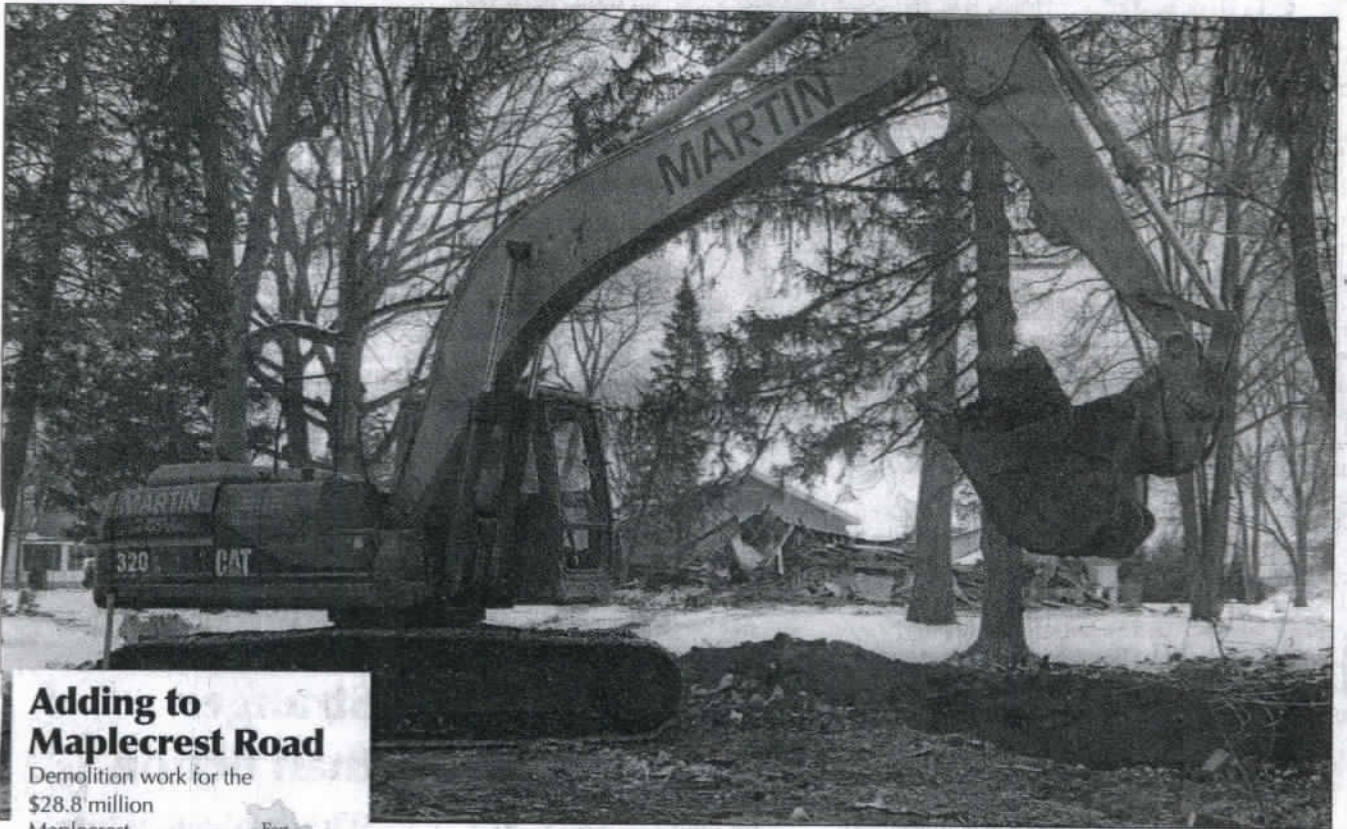
And about \$757,000 in federal stimulus funds will be used to restore the 116-year-old iron Bostick Road Bridge over the St. Mary's River, even though it has been closed for six years and will remain closed even after a new \$1.7 million span is built next to it. The old bridge, you see, can't be torn down because it is deemed a "select" historic bridge under the guidelines – a bridge that is "an excellent example of its structure type." The old bridge may be part of a trails system one day, but that day is probably years away.

Although the federal Interstate Highway system has largely been excluded from historic guidelines – which is good, since much of it is nearing or beyond the magic 50-year mark – Gunawardena makes the obvious point that, as our infrastructure ages, more and more items are likely to gain "historic" status, at least on paper.

I'm all for preservation, provided it makes some kind of financial and practical sense. But do we really want to spend more and more money we don't really have to preserve more and more old stuff we no longer really need?

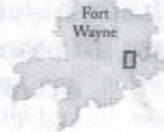
This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. E-mail Kevin Leininger at kleininger@news-sentinel.com, or call him at 461-8355.

WORK ON MAPLECREST PROJECT BEGINS



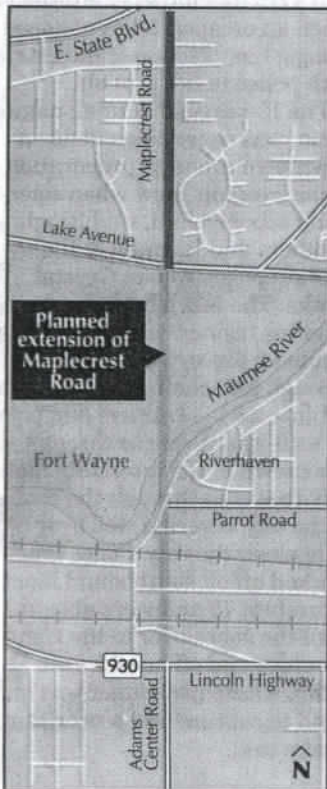
Adding to Maplecrest Road

Demolition work for the \$28.8 million Maplecrest extension began Thursday.



By Bob Caylor of The News-Sentinel

Crews from Martin Inc. have started demolishing buildings on the south end of the path of the Maplecrest extension. As this excavator breaks up the last pieces of a concrete foundation Thursday, the wreckage of a house lies in the background, ready to be loaded onto trucks.



By The News-Sentinel

TEARING IT UP

The first steps in the extension of Maplecrest Road to Adams Center Road have started. Contractors are demolishing buildings and felling trees at the south end of the extension's route, near Indiana 930.

The project will create a clear north-south route through eastern Allen County, from Maplecrest's intersection with Interstate 469 in the north to Marion Center Road's intersection with I-469 in the south.

The project will cost about \$28.8 million. It will extend Maplecrest Road 1.5 miles south over the Maumee River, linking with Adams Center Road just west of New Haven. The county is issuing bonds to help pay for construction; those bonds will be repaid using property taxes from new investment in the area, supplemented if necessary by a fund used to maintain large bridges.

The extension is expected to be ready for traffic in September 2012.

— By Bob Caylor of The News-Sentinel

Sta.

MS 2-19-10

Ardmore widening bid 39% under estimate

Primco's bid was
\$3.2M for work from
Taylor to Jefferson.

BY BOB CAYLOR

bcaylor@news-sentinel.com

Fort Wayne bought a widened Ardmore Avenue at a 40 percent-off sale.

Members of the Fort Wayne Board of Public Works on Wednesday opened bids for the widening and reconstruction of Ardmore from Taylor Street to Jefferson Boulevard, a job engineers estimated would cost more than \$5.2 million.

The apparent low bid, from Primco Inc., was nearly \$3.19 million – 39 percent below the estimate. The widening will ease a bottleneck on Ardmore, which has been upgraded and linked to Hillegas Road to create a long north-south route on the west side of Fort Wayne.

Also Wednesday, the board found that A. Landon Excavating is the apparent low bidder, at \$184,894.72, for work on restoring a stream bank at Southtown Centre. City spokesman Frank Suarez said Fort Wayne is required to do a mitigation project to reestablish and restore the natural area adjacent to the stream. The city must monitor the condition of the restoration for five years. The apparent low bid is 21 percent less than engineers' estimate.

DS 2-25-10

\$10M project will straighten 3-mile stretch of Flutter Road

Work expected to begin next year between St. Joe, Schwartz roads.

By KEVIN LEININGER
kleininger@news-sentinel.com

About \$10 million in improvements to Flutter Road northeast of Fort Wayne will remove a dangerous curve while taking better advantage of another traffic project costing nearly three times as much.

After at least 10 years of planning, Allen County Highway Department Director Bill Hartman said

work is expected to begin next year, with completion in 2012. Flutter's entire 3.02-mile length between St. Joe and Schwartz roads will be widened and rebuilt, but the big change will be at its western end. That's where Flutter veers sharply to the north before intersecting with St. Joe.

During reconstruction, however, the curve will be removed, with the western end of Flutter connecting at a new signalized intersection with St. Joe and Maplecrest roads.

Removing the curve will improve safety and also traffic flow, according to Department Engi-

To be heard

Anyone wanting a public hearing on proposed improvements to Flutter Road should submit a request to the Allen County Highway Department on or before March 31 by calling 449-7369.

neer Mike Thornson, who said the project's construction costs will be about \$6.8 million, with the rest of the \$10 million going for engineering, land acquisition and other expenses. At least one home will have to be removed, he added.

See **FLUTTER**, Page 31

FLUTTER

Continued from Page 11

Although the Flutter project is not directly related to the \$28.8 million extension of Maplecrest south from Lake Avenue to Adams Center Road, linking the two will improve traffic flow, Thornson said.

Hartman said Flutter's original route included the sharp curve to avoid the need for a bridge over a nearby drainage ditch. The project will also address drainage problems in the

area. The federal government will pay 80 percent of the cost, with the county picking up the remaining 20 percent, Hartman said.

County Commissioner Nelson Peters noted the project may solve "huge" drainage issues, but added that Flutter's use — about 2,910 vehicles a day — "isn't the kind of traffic you usually see on a road up for this kind of improvement."

Hartman noted, however, that the area has been growing — one reason Flutter is expected to handle 4,325 cars a day by 2029.

DS
3-16-10

Road work heats up in April

Two-phase project on Aboite Center Road to last through fall

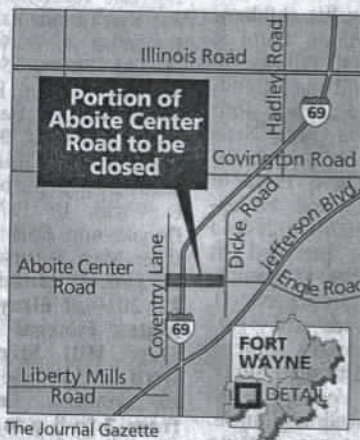
AMANDA IACONE
The Journal Gazette

Construction work will close a half-mile stretch of Aboite Center Road for about two months starting next month.

The Allen County Highway Department announced Friday that beginning April 1 the road will be closed to all traffic from Coventry Lane to Dicke Road. The road will be closed through early June.

Construction crews will begin work on the first phase of a \$6.6 million project to widen the road, add gutters, curbs, sidewalks and trails.

The entire project will stretch



The Journal Gazette

from West Jefferson Boulevard to Coventry Lane.

Preliminary work began last year and included realigning Dicke Road with an entrance to Lutheran Hospital plus some storm sewer work.

The second phase of construction will affect the stretch closer to

Jefferson Boulevard later in the summer. The road project is expected to be complete by mid-October, commissioners' spokesman Mike Green said.

Highway crews have already begun posting signs warning motorists of the pending closure, Green said.

The posted detour for eastbound traffic will be south on Homestead Road to U.S. 24, then east on West Jefferson Boulevard to the intersection of Aboite Center and Engle roads. The reverse will serve westbound traffic.

The intersection of Coventry Lane and Aboite Center Road will remain open to traffic during this stage of construction.

Federal funds will pay for the bulk of the construction, and bids came in less than the estimated \$8.8 million. The county will pay \$1.3 million toward the project.

aiacone@jg.net

JG 3-20-10

County completes Bostick bridge land purchases

AMANDA IACONE
The Journal Gazette

A long-closed St. Marys River crossing in southern Allen County could reopen to drivers in the fall of 2011.

The Allen County commissioners Friday bought the last piece of right of way needed to build a two-lane bridge on Bostick Road. The

purchase will allow the county to advertise the project for bids and begin construction this year.

Highway Director Bill Hartman said he expects bids to be awarded in July or August, and workers could begin pouring the river pilings this winter. The new bridge is expected to open to drivers in the fall of 2011, he said.

"We're thrilled," he said. "We're finally getting it done. It's been a long uphill battle."

The existing iron truss bridge has been closed to traffic for six years and previously had average daily traffic of 120 vehicles. The one-lane bridge was built in 1894 and is too narrow for fire trucks.

A lack of federal money to pay for rehabilitation work

stalled the project, which consists of two bridges. This year, the county received \$830,000 in federal stimulus funds to pay for refurbishing the iron truss bridge, which will now serve pedestrians.

Work on the iron truss bridge could begin as soon as next month, Hartman said.

The new bridge will be built next to the iron truss.

In 2008, the County Council agreed to pay for the \$2.1 million dual-bridge project after previously voting not to pay for any bridge work on Bostick. The council changed course after residents and officials from the area pleaded for a bridge crossing.

Residents said a bridge is needed on Bostick to access

area shops, schools and churches. Fire officials said the delay in routing around the iron truss bridge could be the difference between saving a bedroom and saving a house.

"There are 200 people out there. They want their bridge. We're going to finally deliver," Hartman said.

aiacone@jg.net

Widening resumes on U.S. 24

BENJAMIN LANKA
The Journal Gazette

I think it's safe to say it is officially construction season in northeast Indiana.

Drivers across the area have probably begun seeing orange barrels and warning signs popping up. With the start of a new season comes more work on the massive Fort to Port project to widen and improve U.S. 24 from Fort Wayne to Toledo.

The state awarded the project's second-phase contract for \$12.3 million to E&B Paving of Anderson.

The contractor will build 2.2 miles of four-lane divided highway, including a new diamond interchange at Webster Road. The work will extend from Webster to east of Bruick Road by late 2011.

This will mean some long detours. During construction of the interchange, traffic will be detoured for up to six months to Webster Road over Woodburn, Sampson and Slusher roads.

The section connecting with Ohio was opened last year, and the segment between Indiana 101 and Webster Road is expected to be completed this year.

The entire Indiana project, stretching from Interstate 469 to the state line, is expected to be finished by late 2012.

E-mail bag

Q. On Covington Road, just east of Homestead, the land is graded so all the runoff is forced onto Covington, making it very icy at times. Can anything be done to stop this? - Charlie

A. Ask and you shall receive, Charlie.

Shan Gunawardena, city traffic engineer, said the Covington Road Trail between Scott Road and Sycamore Hills Drive will be constructed this summer. As part of that project, the north side of Covington Road will be curbed and the slopes will be graded to improve drainage to the edge of the curb.

This should help prevent ice from building up on the road during future cold weather.

Western congestion

In an effort to answer a question before it is asked, city officials this week alerted me to congestion problems along U.S. 24 just east of Interstate 69.

The closure of Aboite Center Road by Allen County has shifted more traffic to U.S. 24 and Jefferson Boulevard, according to Bob Kennedy, Fort Wayne director of public works. Because of this, the city has noticed an increase in congestion at the traffic signals west of the interstate for drivers going east.

He said the city is working with the state about retiming those signals to adjust for this increased load and asked drivers to be patient in the interim.

The city recommends avoiding Jefferson if possible, which will be easier when the work on Illinois Road is complete.

JS 4-17-10

Clinton bridge bids t

\$400,000 over forecast; city, state to review project

BENJAMIN LANKA
The Journal Gazette

Bids for the new Clinton Street bridge came in higher than originally forecast, and city and state traffic officials said they need more time to determine whether that will change the project.

The Indiana State Department of Transportation opened bids Wednesday from three contractors for the span reconstruction. RL Mc-

Coy Inc. of Columbia City submitted the lowest price of \$7.54 million. City officials have long touted the work as a \$7.5 million project, but the state did not release its official engineering estimate because no bid was lower than it.

Mike Rauch, INDOT Fort Wayne District program budget manager, said the higher bids don't mean the state has to change the bridge's scope or seek additional bids. If the final bid falls within state guidelines

— meaning it is not more than 15 percent above the estimate — the contract could still be awarded.

Those additional costs would have to be paid by the city or the state, depending on where they fell in the project contract.

The state had planned to rebuild the Martin Luther King Jr. Memorial Bridge over the St. Marys River as part of its regular maintenance. Fort

Bridge, Page 5C

BRIDGE

Continued from Page 1C

Wayne officials took that maintenance as an opportunity to make it a gateway to the city's downtown.

The city and state plan to construct a concrete bridge deck, which can be built in sections and will include truss-type arches and cables to enhance its aesthetics. In doing so, two lanes of southbound Clinton Street will remain open over the river throughout the two-year construction. The bridge has three lanes.

The state is providing \$3.2 million for the bridge, and federal earmarks are providing \$3.4 million for the work, leaving the city with about \$1 million in expenses for the span. That money will come from local income taxes.

Rachel Blakeman, spokeswoman for Mayor Tom Henry, said the city has asked for detailed bid documents from the state to examine where costs were higher than expected. She said the city wouldn't know how to progress until that review is complete.

The new span will include numerous amenities in addition to the arches. The sidewalks on each side will expand from 10 feet wide at the ends to 17 feet at the center point to give pedestrians observation areas.

About 26,000 vehicles cross the bridge daily.

Rauch said the state's analysis typically takes one or two weeks. A notice to proceed would then be issued in two to three weeks and construction could follow immediately. The project was originally expected to be completed in 2011.

blanka@jg.net

24
5-14-10

PUBLIC NOTICE

Public Comment Period and Informational Meeting on the Fiscal Year 2011-2014 Transportation Improvement Program (TIP) and corresponding Air Quality Transportation Conformity Analysis/Determination for Allen County

Notice is hereby given that a public comment period will commence on May 19, 2010 for the Fiscal Year 2011-2014 Transportation Improvement Program and corresponding Air Quality Conformity Analysis/Determination for Allen County. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2011-2014 Transportation Improvement Program, a subset of projects from 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 May 31, 2010. An open house will be held to discuss the Fiscal Year 2011-2014 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Tuesday, May 25, 2010 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 transportation projects programmed in the Transportation Improvement Program. The Program includes highway, transit, pedestrian, and bicycle projects scheduled for implementation during Fiscal Years 2011, 2012, 2013, and 2014 within the Metropolitan Planning Area. Transit projects funded by the Federal Transit Administration and administered by Citilink are included in this program.

The Draft Fiscal Year 2011-2014 Transportation Improvement Program and the approved Air Quality Conformity Analysis/Determination 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.

5-18

819255

NS 5-18-10

PUBLIC NOTICE

Public Comment Period and Informational Meeting on the Fiscal Year 2011-2014 Transportation Improvement Program (TIP) and corresponding Air Quality Transportation Conformity Analysis/Determination for Allen County

Notice is hereby given that a public comment period will commence on May 19, 2010 for the Fiscal Year 2011-2014 Transportation Improvement Program and corresponding Air Quality Conformity Analysis/Determination for Allen County. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2011-2014 Transportation Improvement Program, a subset of projects from 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 May 31, 2010. An open house will be held to discuss the Fiscal Year 2011-2014 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Tuesday, May 25, 2010 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 transportation projects programmed in the Transportation Improvement Program. The Program includes highway, transit, pedestrian, and bicycle projects scheduled for implementation during Fiscal Years 2011, 2012, 2013, and 2014 within the Metropolitan Planning Area. Transit projects funded by the Federal Transit Administration and administered by Citilink are included in this program.

The Draft Fiscal Year 2011-2014 Transportation Improvement Program and the approved Air Quality Conformity Analysis/Determination 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.

5-18

819255

J 5-18-10

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 17/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	1
10-024	State Road 37 - Doty Road to Interstate 469	Widening Projects	2
10-025	State Road 930 - Minnich Road to Brookwood Drive	Widening Projects	2
10-026	State Road 930/Coliseum Boulevard - Parnell Avenue to Crescent Avenue	Widening Projects	none
10-027	US 30 - Interstate 69 to US 33	Widening Projects	2
10-028	US 30 - US 33 to Flaugh Road	Widening Projects	2
10-029	US 33 - Cook Road to O'Day Road	Widening Projects	3
10-030	US 33 - Cook Road to Washington Center Road	Widening Projects	1
15-001	Auburn Road - Cook Road to Interstate 469 Exit Ramp	Center Turn Lane Improvement	2
15-002	Airport Expressway and Norfolk Southern Railroad	New Railroad Grade Separation	3
15-003	State Road 3/Lima Road - Ludwig Road to Dupont Road	Widening Projects	1
25-001	Auburn Road - Dupont Road to Hursh Road	Center Turn Lane Improvement	1
25-002	Coldwater Road - n/o Dupont Road to Union Chapel Road	Center Turn Lane Improvement	1
25-003	Cook Road - Auburn Road to Coldwater Road	Center Turn Lane Improvement	2
25-004	Covington Road - Interstate 69 to Scott Road	Center Turn Lane Improvement	3
25-005	Covington Road - Scott Road to Homestead Road	Center Turn Lane Improvement	2
25-006	Gump Road - State Road 3 to Auburn Road	Center Turn Lane Improvement	1
25-007	Hadley Road - Illinois Road/State Road 14 to Covington Road	Center Turn Lane Improvement	3
25-008	Liberty Mills Road - Falls Drive to Homestead Road	Center Turn Lane Improvement	3
25-009	Maysville Road - State Boulevard to 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 Dicks 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 and Realignment	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 Steet Bridge over St. Mary's River w/Pedestrian Treatment	Bridge Reconstruction/Modification	none
25-044	US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment	Bridge Reconstruction/Modification	none
25-045	Interstate 469 and State Road 1/Bluffton Road Interchange	Interchange - Modification	none
25-046	Interstate 469 and US 24 Interchange	Interchange - Modification	2
25-047	Interstate 469 and US 27 Interchange	Interchange - Modification	none
25-048	Interstate 469 and US 30/SR 930 Interchange	Interchange - Modification	1
25-049	Interstate 69 and US 30/33/SR 930 Interchange	Interchange - Modification	none
25-050	US 30 and US 33 Interchange	Interchange - Modification	2
25-051	Interstate 69 and Hursh Road	Interchange - New Construction	2
25-052	Union Chapel Road at Leo Road/State Road 1	Intersection Reconstruction	1
25-053	State Road 1/Leo Road and Amstutz Road	Intersection Reconstruction	none
25-054	State Road 14/Illinois Road and Allen/Whitley County Line Road	Intersection Reconstruction	none
25-055	US 30 east of Interstate 469	ITS - Motorist Information/Changeable Message Signs	none
25-056	US 30 west of Interstate 69	ITS - Motorist Information/Changeable Message Signs	none
25-057	US 27/Clinton Street - State Boulevard to Fourth Street	Reconstruction and Realignment	none
25-058	Interstate 469 - Interstate 69 to Maplecrest Road	Widening Projects	none
25-060	Interstate 69 - Dupont Road/State Road 1 to Hursh Road	Widening Projects	3
25-062	Interstate 69 - s/o Coldwater Road to Dupont Road/State Road 1	Widening Projects	1
25-063	State Road 1/Leo Road - Tonkel Road to Union Chapel Road	Widening Projects	2
25-064	State Road 14 - West Hamilton Road to Allen/Whitley County Line	Widening Projects	3
25-065	State Road 3 - Dupont Road to Gump Road	Widening Projects	3
25-066	State Road 3 - Interstate 69 to Washington Center Road (south bound)	Widening Projects	none
25-067	US 24 - Interstate 69 to Homestead Road	Widening Projects	none
25-068	US 30 - Flaugh Road to O'Day Road	Widening Projects	3
30-001	Bass Road - Hillegas Road to Scott Road	Center Turn Lane Improvement	2
30-002	Engle Road - Bluffton Road to Smith Road	Center Turn Lane Improvement	2
30-003	Cook Road and Huguenard Road Intersection	Intersection Reconstruction	1
30-004	Dartmouth Drive and Washington Center Road Intersection	Intersection Reconstruction	1
30-005	Goshen Road and Lillian Avenue and Sherman Boulevard	Intersection Reconstruction	3
30-006	Coombs Street - Maumee Avenue to Wayne Street	New Construction	1
30-007	Spring Street - Wells Street to Spy Run Avenue	New Construction	1
30-008	Allen County/Whitley County Line Road - US 24 to SR 14	Reconstruction and Realignment	2
30-009	Coverdale Road - Indianapolis Road to Airport Expressway	Reconstruction and Realignment	2
30-010	Lake Avenue - Anthony Boulevard to Coliseum Boulevard/State Road 930	Reconstruction and Realignment	2
30-011	Landin Road - North River Road to Maysville Road	Reconstruction and Realignment	2
30-012	Moeller Road - Hartzell Road to Adams Center Road	Reconstruction and Realignment	2
30-013	Till Road - Lima Road/State Road 3 to Dawson Creek Boulevard	Reconstruction and Realignment	1
30-014	Wallen Road - Hanaauer Road to Auburn Road	Reconstruction and Realignment	2

