

Transportation Improvement Program

2012-2015

NIRCC

Northeastern Indiana Regional Coordinating Council

The FY 2012-2015 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 2012 CAPITAL	37
	FISCAL YEAR 2013 CAPITAL	37
	FISCAL YEAR 2014 CAPITAL	38
	FISCAL YEAR 2015 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 11 STATUS REPORT FOR LOCAL & FY 10 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

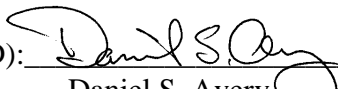
WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

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 April 5, 2011 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):  _____
Daniel S. Avery

(DATE): April 12, 2011

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2012-2015 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 FY2012-2015 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2012-2015 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 2012-2015 TIP are consistent with the approved NIRCC 2030-II Transportation Plan as Amended.

That no project in the FY2012-2015 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

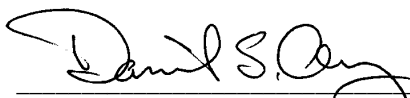
That the FY2012-2015 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

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 April 5, 2011 find the FY 2012-2015 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 5th DAY OF APRIL, 2011,

THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL



Daniel S. Avery, Executive Director

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Northeastern Indiana Regional Coordinating Council, the Metropolitan Planning Organization for the Fort Wayne, Indiana Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

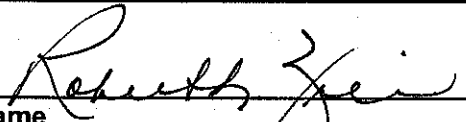
**Northeastern Indiana Regional
Coordinating Council**


Name: Daniel S. Avery

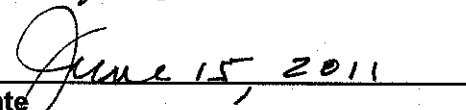
Executive Director
Title

June 06, 2011
Date

Indiana Department of Transportation


Name


Title


Date

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 2012, 2013, 2014 and 2015) represent committed projects by local governments. INDOT projects listed in this TIP includes projects for Fiscal Years 2012 through 2015.

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

NIRCC Members

Mayor Norm Yoder, Chair - City of Auburn
J. Philip Burt, Vice Chair - Allen County Commissioner Representative
Councilman Bob Armstrong - Allen County Council
Mayor Ted Ellis - City of Bluffton
Bill Hartman - Allen County Commissioner Representative
Mayor Tom Henry, represented by Pam Holoher - 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, represented by Larry Owen - Wells County
Councilman Todd Mahnensmith – Wells County Council
Commissioner Larry Macklin – Adams County
Councilman Lynn Selking – Adams County Council
Mayor John Schultz – City of Decatur

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
 - Liz Brown - 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
Sheresse Fortriede - Citilink Board Member
Dave Burian - Deluxe Taxi (Private Provider Taxi)
Dan Hunt - Kidz Kab (Private Provider-Paratransit)
Cindy Geisman - Turnstone Center
Jenni Showalter - Allen County Council on Aging
Virginia Drozd - Consumer
Valerie Stien - Consumer
Tom Walls - Fort Wayne Community and Economic Development
Kevin Whaley - New Haven Plan Commission Staff

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

Larry Buckel, Indiana Department of Transportation

III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

II. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

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

1. Participation in the Transportation Planning Process

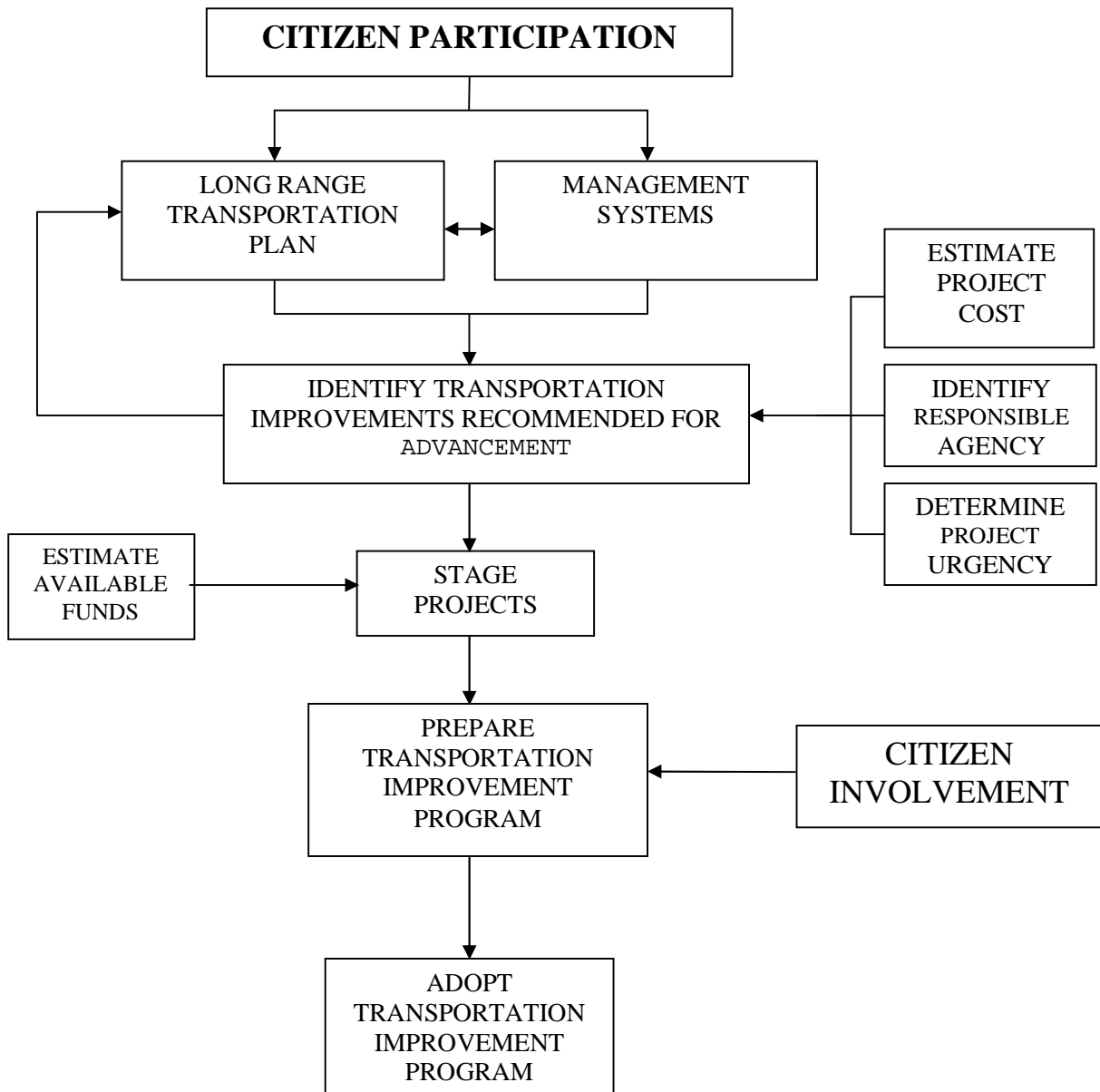
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating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

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

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

TRANSPORTATION IMPROVEMENT PROGRAM CITIZEN INVOLVEMENT PROCESS

Figure 2



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

For over twenty-five years the Council has actively encouraged public participation. When preparing a long-range transportation plan, the Council routinely holds public forums at several stages of the plan development. The purpose of these sessions is to encourage citizen participation and input throughout the development of the transportation plan. The Year 2000, 2005, 2010, 2015, 2025, 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 12–FY 15 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, 2011 to June 30, 2015 for local and state projects and January 1, 2011 to December 31, 2014 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 2009-2012 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)

1 SR 930/Coliseum Blvd from Parnell Avenue to Crescent Avenue (10-026)

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 @ 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 w/o State Road 101 (**Donut Area**) (30-022)

Interchange-New Construction

- 2 Interstate 69 at Hursh Road (25-051)
- 1 Interstate 69 at Union Chapel Rd (30(II)-015)

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 69 and State Road 1/Dupont Road (30(II)-019)
- 1 Interstate 469 and US 30 Interchange (25-048)
- 1 US 30/US 33 Interchange (30(II)-018)

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)
- 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

Transit Improvement 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: 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 12 – FY 15 Transportation Improvement Program is approximately 53,701,500 dollars (see Table 1).

Surface Transportation Program (STP) funds and Equity Bonus (EB) funds are available for 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 740,290 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 \$1,898,399 from State Public Mass Transportation Funds (PMTF) for FY 12. Through capitalization of maintenance costs, \$1,651,957 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 12 through FY 15 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 2011 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 12	\$54,698,550 *	\$53,780,700	\$917,850
FY 13			
FY 14			
FY 15			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 12 – FY 15 meets the fiscal constraint requirement.

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

Table 2
ALLOCATED FEDERAL FUNDS

FUND TYPE		FY 12	FY 13	FY 14	FY 15
STP/EB		\$7,204,200	\$7,204,200	\$7,204,200	\$7,204,200
Areas over 200,000					
STP/Group IV	Available to Allen County and small				
Areas under 5,000	communities in Allen County	\$14,975,400	\$14,975,400	\$14,975,400	\$14,975,400
EB/Group IV	Available to Allen County and small				
Areas under 5,000	communities in Allen County	\$10,202,620	\$10,202,620	\$10,202,620	\$10,202,620
Bridge					
Areas under 5,000		\$27,809,495	\$27,809,495	\$27,809,495	\$27,809,495
HSIP		\$740,290	\$740,290	\$740,290	\$740,290
CMAQ		\$2,196,325	\$2,196,325	\$2,196,325	\$2,196,325
FTA 5307/5309					
Operating		0	0	0	0
Capital		\$1,527,200	\$973,200	\$2,479,200	\$3,191,200
Matching Funds					
JURISDICTION		FY 12	FY 13	FY 14	FY 15
Allen County		\$1,963,700	\$2,081,600	\$840,000	\$0
Fort Wayne		\$4,257,700	\$2,020,300	\$1,404,400	\$2,000,000
New Haven		\$840,200	\$0	\$0	\$875,000
Grabill		\$17,000	\$0	\$234,200	\$0
Huntertown		\$16,800	\$0	\$327,500	\$0
Fort Wayne PTC					
Operating		\$8,154,062	\$8,556,161	\$8,974,343	\$9,409,254
Capital		\$381,800	\$243,300	\$619,800	\$797,800

*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 Fort Wayne Public Transportation Corporation/Citilink (Citilink) has submitted its financial capacity analysis to NIRCC. The following narrative and tables show that Citilink has sufficient financial capacity to continue operating in an efficient and economical manner.

Citilink has several federal discretionary grants to complete future capital projects. Management continues to explore alternative financing options to ensure financial stability for current and future operations and capital projects. Citilink has bonding authority but has not issued bonds since 1981. The transit agency has no long-term debt and has completed major capital projects without outside financing.

The tables of Citilink Actual Operating Expenses and Citilink Actual Operating Revenues list financial data reported by Citilink to the Indiana Department of Transportation for 2006 through 2010. These figures reflect a period of extreme fluctuations in diesel fuel prices and significant increases in health insurance costs. The growth in future Citilink expenses was calculated using an expected increase of 1.5 to 3 percent per year.

The federal transit operating subsidy is approximately \$2,000,000, and the state subsidy (PMTF) is near \$1,900,000. Citilink has not projected any growth in its allocation of the PMTF. The current financial condition of Citilink is good, with substantial improvement made in the past year. Citilink management staff has reviewed financial capacity indicators. These, along with other tools, are utilized to ensure that Citilink has the financial capacity to successfully provide efficient transit service into the future.

**Table 1
Total Operating Expenses and Operating Revenues**

CITILINK ACTUAL OPERATING EXPENSES					
EXPENSE ITEMS	2006	2007	2008	2009	2010
Salaries	\$ 3,685,141	\$ 4,251,922	\$ 4,119,485	\$ 4,329,220	\$ 4,348,823
Fringe Benefits	2,631,206	2,625,784	2,839,818	3,179,174	3,811,347
Contract Services	705,368	644,761	632,860	711,172	663,556
Materials & Supplies	1,545,168	1,809,091	2,275,229	1,868,308	1,548,453
Utilities	131,504	109,168	128,304	126,358	102,288
Casualty/Liability	341,397	389,140	396,837	441,348	238,934
Taxes	180	954	3,071	925	930
Purchased Transportation	-	-	73,344	59,997	80,850
Other	209,363	195,818	159,589	158,644	180,315
Total Expenses	\$ 9,249,327	\$ 10,026,638	\$ 10,628,537	\$ 10,875,146	\$ 10,975,496

**Table 3
Projected Formula Capital Funds
2012-2015**

The table below shows the projected federal formula (5307) and local match funds available for capital projects. The projections indicate that the projects in this program are financially constrained.

	FEDERAL CAPITAL	FEDERAL CAPITAL	FEDERAL CAPITAL AVAILABLE	LOCAL CAPITAL CARRYOVER	LOCAL CUM. CAP. FUND	LOCAL CAPITAL AVAILABLE	TOTAL CAPITAL AVAILABLE
YEAR	CARRYOVER	CAPITAL	AVAILABLE	CARRYOVER	FUND	AVAILABLE	AVAILABLE
2012	\$1,752,724	\$3,388,960	\$5,141,684	\$1,116,847	\$273,571	\$1,390,418	\$6,532,102
2013	\$1,615,528	\$3,626,187	\$5,241,715	\$1,008,618	\$273,571	\$1,282,189	\$6,523,904
2014	\$2,189,602	\$3,880,020	\$6,069,623	\$1,038,889	\$200,000	\$1,238,889	\$7,308,512
2015	\$1,428,354	\$4,151,622	\$5,579,975	\$619,089	\$200,000	\$819,089	\$6,399,064
	FEDERAL CAPITAL AVAILABLE	(DEDUCT PM AND CP)	FEDERAL CAPITAL (5307) PROGRAMMED	FEDERAL CAPITAL CARRYOVER	LOCAL CAPITAL AVAILABLE	LOCAL CAPITAL PROGRAMMED	LOCAL CAPITAL CARRYOVER
YEAR	AVAILABLE	PM AND CP)	PROGRAMMED	CARRYOVER	AVAILABLE	PROGRAMMED	CARRYOVER
2012	\$5,141,684	\$1,998,956	\$1,527,200	\$1,615,528	\$1,390,418	\$381,800	\$1,008,618
2013	\$5,241,715	\$2,078,913	\$973,200	\$2,189,602	\$1,282,189	\$243,300	\$1,038,889
2014	\$6,069,623	\$2,162,069	\$2,479,200	\$1,428,354	\$1,238,889	\$619,800	\$619,089
2015	\$5,579,975	\$2,248,552	\$3,191,200	\$140,223	\$819,089	\$797,800	\$21,289

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

The Community Transportation Network applied for assistance for the purchase of one medium transit vehicle w/lift and one low-floor mini-van w/ramp. The total cost the medium transit vehicle is 50,000 dollars of which eighty percent, 40,000 dollars will be paid for with federal funds. The one low-floor mini-van is 40,000 dollars of which eighty percent, 32,000 dollars will be paid for with federal funds. Community Transportation Network will provide the local matching dollars of 18,000 (10,000 and 8,000 respectively) for the requested vehicles. The vehicles will be used to transport elderly and/or disabled persons for medical purposes. The service area will include both urban and rural portions of Allen County. The medium transit vehicle is replacing an existing 2007 Ford light transit vehicle. The low-floor mini-van will be an expansion vehicle for the Senior Keys program.

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 two Section 5310 vehicles being requested. The Community Transportation Network medium transit vehicle received priority one and the low-floor mini-van received priority two. 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 2012-2015

FY 12 TIP Local Highway Projects

ROAD PROJECTS-AREA OVER 200,000				
Project	Phase	LPA	Federal Share	Funding Type
2nd Street: Shoal Ln to Main St	RW	GB	68,000	Group IV
Auburn Rd - Cook Rd & Clinton St	CN	FW	422,000	CMAQ
*Bass Rd & Hadley Rd	RW	AC	492,000	CMAQ
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	AC	160,000	CMAQ
Carroll Rd - Preserve Blvd to Bethel Rd	RW	HT	67,200	Group IV
Clinton St & Washington Center Rd	PE	FW	240,000	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 Trail: Ladue Ln to I-69	PE	FW	2,600	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	77,000	CMAQ
Flutter Rd: Schwartz Rd to Maplecrest Rd	CN	AC	5,331,000	STP
Flutter Rd: Schwartz Rd to Maplecrest Rd	CN	AC	960,000	CMAQ
Fort Wayne CBD: Pedestrian Signal Indicators (Phase I) ¹	CN	FW	37,800	HSIP
Fort Wayne CBD: Pedestrian Signal Indicators (Phase II) ¹	CN	FW	41,400	HSIP
Fort Wayne CBD: Special Pavement Markings (Piano Key)	CN	FW	267,300	HSIP
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	768,012	TE
*Lake Ave: Anthony Blvd to Stanley Avenue	CN	FW	1,170,000	HSIP
Landin Rd: North River Rd to Maysville Rd	RW	NH	160,000	STP
Maplecrest Rd - Lake Ave to State Blvd	RW	FW	560,000	STP
Moeller Rd - Green Rd to Hartzell Rd	CN	NH	3,200,800	STP
Pufferbelly Trail - Fourth St to Fernhill Ave	RW	FW	180,000	TE
Signal Controller Upgrade-283 intersections	CN	FW	680,000	CMAQ
Six Mile Creek Trail	RW	FW	112,500	TE
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
		Total	21,308,112	

FY 13 TIP Local Highway Projects

ROAD PROJECTS-AREA OVER 200,000				
Project	Phase	LPA	Federal Share	Funding Type
Bass Rd & Hadley Rd	CN	AC	2,400,000	CMAQ
Bass Rd & Kroemer Rd	RW	AC	160,000	STP
Bethel Rd / Huguenard Rd / Till Rd	RW	AC	160,000	CMAQ
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	RW	AC	160,000	CMAQ
Clinton St & Washington Center Rd	RW	FW	200,000	CMAQ
Covington Rd & Dicke Rd	CN	FW	740,000	CMAQ
*Covington Rd Trail: Ladue Ln to I-69	CN	FW	452,000	CMAQ
*Covington Rd Trail: Ladue Ln to I-69	CN	FW	5,400	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	810,600	TE
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
Maplecrest Rd - Lake Ave to State Blvd	CN	FW	3,680,000	STP
*Maplecrest Rd - State Blvd to Stellinghorn Rd	PE	FW	600,000	STP
*Pufferbelly Trail - Fourth St to Fernhill Ave	CN	FW	1,426,000	TE
Pufferbelly Trail - Dupont Rd to Carroll Rd	CN	FW	150,000	RTP
Six Mile Creek Trail	CN	FW	92,800	TE
State Blvd - Spy Run Ave to Clinton St (Phase 1)	CN	FW	1,200,000	STP
Wireless Vehicle Detection-68 intersections	CN	FW	1,040,000	CMAQ
		Total	20,838,000	

*Denotes an Amendment or Modification to Project

FY 14 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
Bethel Rd / Huguenard Rd / Till Rd	CN	AC	1,320,000	CMAQ
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	CN	AC	600,000	CMAQ
Carroll Rd - Preserve Blvd to Bethel Rd	CN	HT	1,310,000	Group IV
Clinton St & Washington Center Rd	CN	FW	1,600,000	STP
Maysville Rd & Stellhorn Rd	PE	FW	200,000	CMAQ
State Blvd - Clinton St to Cass St (Phase 2)	CN	FW	1,417,600	STP
State Blvd - Clinton St to Cass St (Phase 2 - bridge)	CN	AC	1,440,000	STP
State Blvd - Clinton St to Cass St (Phase 2)	CN	FW	2,000,000	HSIP
State Blvd - Clinton St to Cass St (Phase 2 - ped bridge)	CN	FW	400,000	CMAQ
		Total	11,224,600	


FY 15 TIP Local Highway Projects


ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Federal Share	Funding Type
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	CN	FW	7,000,000	STP
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	CN	FW	1,000,000	STP
Landin Rd: North River Rd to Maysville Rd	CN	NH	3,500,000	STP
		Total	11,500,000	

Local TIP


Type of Funding


 Federally Funded

 Locally Funded


Projects FY 12 - 15

 Road Projects

 Safety Projects

 Trail Projects


 Bridge Project


 Intersection Project

Other Map Features

 Rivers

 Railroads

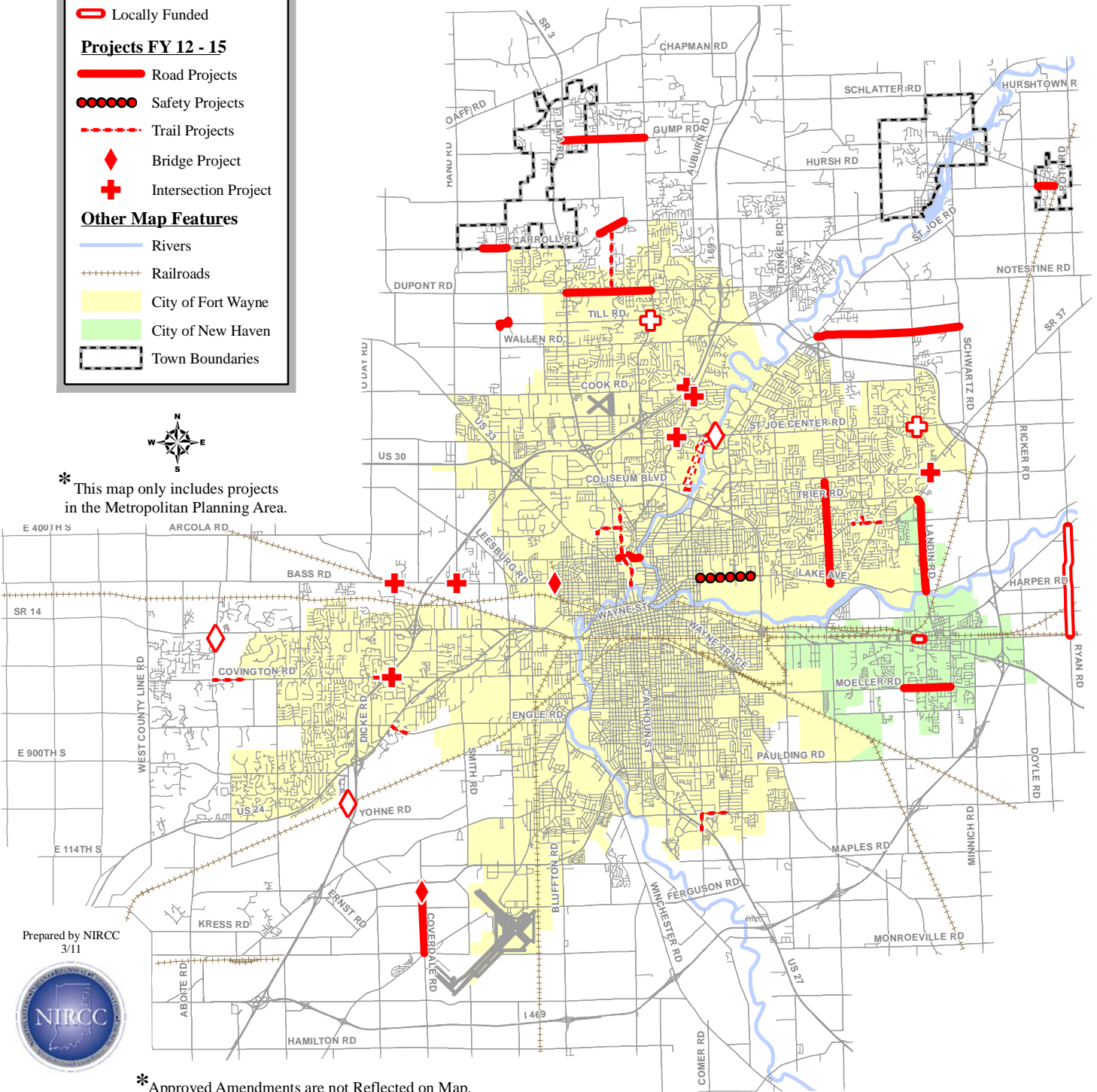
 City of Fort Wayne

 City of New Haven

 Town Boundaries



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



Prepared by NIRCC
3/11



* 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	213.8	2011	171.0	0.0	42.8		GR
		RW	85.0	2012	68.0	0.0	17.0	1	GR
		CN	1171.2	2014	937.0	0.0	234.2	3	GR
<i>Group IV</i>									
Auburn Rd: Cook Rd & Clinton St (Intersection Improvements) <i>ITS Component</i>	10-004 0710495 0400581	PE	95.0	2010	76.0	19.0	0.0		
		RW	250.0	2010	200.0	0.0	50.0		FW
		CN	3565.0	2012	422.0	0.0	3143.0	1	FW
<i>CMAQ</i>									
*Bass Rd & Hadley Rd (Intersection Improvements) <i>ITS Component</i>	30-001 0902238 (0400582)	RW	615.0	2012	492.0	0.0	123.0	1	AC
		CN	3000.0	2013	2400.0	0.0	600.0	2	AC
<i>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	2	AC
<i>STP</i>									
Bethel Rd / Huguenard Rd / Till Rd (Intersection Realignment)	30-001 1005320	PE	250.0	2011	200.0	0.0	50.0		AC
		RW	200.0	2013	160.0	0.0	40.0	2	AC
		CN	1650.0	2014	1320.0	0.0	330.0	3	AC
<i>CMAQ</i>									
Carroll Rd: Corbin Rd to 0.5 mi w/o Corbin Rd (Road Reconstruction / Realignment)	25-028 0500694	PE	200.0	2012	160.0	0.0	40.0	1	AC
		RW	200.0	2013	160.0	0.0	40.0	2	AC
		CN	750.0	2014	600.0	0.0	150.0	3	AC
<i>CMAQ</i>									
Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction)	25-028 0901973	PE	284.8	2011	227.8	0.0	57.0		HT
		RW	84.0	2012	67.2	0.0	16.8	1	HT
		CN	1637.5	2014	1310.0	0.0	327.5	2	HT
<i>Group IV</i>									

* Denotes an Amendment or Modification to Project
Shaded area indicates phase has been obligated

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
Clinton St & Washington Center Rd (Intersection Improvements) <i>ITS Component</i>	25-016	PE	300.0	2012	240.0 ²	0.0	60.0	1	FW
	0710322	RW	250.0	2013	200.0 ²	0.0	50.0	2	FW
		CN	2000.0	2014	1600.0 ¹	0.0	400.0	3	FW
<i>STP¹ / CMAQ²</i>									
Coverdale Rd: from Airport Exp to Indianapolis Rd (Road Reconstruction - includes small structure replacements)	30-009								
	0500892 0710345	RW	600.0	2010	0.0	0.0	600.0		AC
		CN	3129.5	2012	3086.0	0.0	43.5	1	AC
<i>Group IV</i>									
Coverdale Rd: bridge # 231 over Robinson - Brindle Ditch (Bridge Replacement)	30-009								
	0710344	CN	862.9	2012	690.3	0.0	172.6	1	AC
<i>Group IV - Bridge</i>									
Covington Rd & Dicke Rd (Intersection Improvements)									
	0810288	RW	100.0	2011	80.0	0.0	20.0		FW
		CN	925.0	2013	740.0	0.0	185.0	1	FW
<i>CMAQ</i>									
*Covington Rd Trail: Ladue Ln to I-69 (New Trail Construction)	1005159	PE	99.8	2011	99.8	0.0	0.0		FW
	1297171	PE	2.6	2012	2.6	0.0	0.0	1	FW
	1005159	RW	65.0	2012	65.0	0.0	0.0	1	FW
	1005159	CN	452.0	2013	452.0	0.0	0.0	2	FW
	1297171	CN	5.4	2013	5.4	0.0	0.0	2	FW
<i>CMAQ</i>									
*Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction)									
	0810513	PE	148.1	2010	0.0	0.0	148.1		FW
		RW	117.0	2013	93.6	0.0	23.4	1	FW
		CN	953.5	2013	810.6	0.0	142.9	1	FW
<i>TE Funds</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>									

* Denotes an Amendment or Modification to Project
Shaded area indicates phase has been obligated

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
Dupont Rd: from Lima Rd (SR 3) to Coldwater Rd (Added Travel Lanes) (Added Travel Lanes) (Pedestrian Bridge) <i>STP</i>	25-035	PE	1226.2	2011	981.0	0.0	245.2		FW
	0901798	RW	1000.0	2013	800.0	0.0	200.0	2	FW
		CN	8750.0	2015	7000.0	0.0	1750.0	4	FW
		CN	1250.0	2015	1000.0	0.0	250.0	4	FW
Engle Road Trail: Jefferson Blvd to Towpath Trail (New Trail Construction) <i>CMAQ</i>		PE	96.3	2011	77.0	0.0	19.3		FW
	1005158	RW	75.0	2012	60.0	0.0	15.0	1	FW
		CN	526.5	2013	421.2	0.0	105.3	2	FW
Flutter Rd: Schwartz Rd to Maplecrest Rd (Road Reconstruction - STP) (Road Realignment - CMAQ) <i>STP¹ / CMAQ²</i>	25-029	RW	1600.0	2011	1280.0	0.0	320.0		AC
	0400583	CN	6663.8	2012	5331.0 ¹	0.0	1332.8	1	AC
	0710075	CN	1200.0	2012	960.0 ²	0.0	240.0	1	AC
	0710077								
Fort Wayne CBD: Countdown Indicators (Phase I, Harrison St and west) (Pedestrian Signal Indicators) <i>HSIP</i>	1005806	CN	42.0	2012	37.8	0.0	4.2	1	FW
Fort Wayne CBD: Countdown Indicators (Phase II, Calhoun St and east) (Pedestrian Signal Indicators) <i>HSIP</i>	1005807	CN	46.0	2012	41.4	0.0	4.6	1	FW
Fort Wayne CBD: Piano Key Crosswalk Indicators (Crosswalk Indicators) <i>HSIP</i>	1005803	CN	297.0	2012	267.3	0.0	29.7	1	FW
Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction) <i>STP</i>	25-006	RW	1000.0	2011	800.0	0.0	200.0		AC
	0400584	CN	7808.0	2013	6246.4	0.0	1561.6	2	AC

* Denotes an Amendment or Modification to Project
Shaded area indicates phase has been obligated

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
*Johnny Appleseed Park to Shoaff Park Trail (Phase 1b IPFW Bridge to California Rd & St Joe Center Rd to Upper St Joe Center Rd) (New Trail Construction)	0900018	PE	157.0	2008	0.0	0.0	157.0		FW
		RW	75.0	2011	60.0	0.0	15.0		FW
		CN	793.5	2013	768.0	0.0	25.5	1	FW
<i>TE Funds</i>									
Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction)	n/a	CN	352.6	2013	0.0	0.0	352.6	2	FW
<i>Local Funds</i>									
*Lake Ave: Anthony Blvd to Stanley Ave (Road Diet)	1005802	PE	125.0	2011	112.5	0.0	12.5		FW
		CN	1300.0	2012	1170.0	0.0	130.0	1	FW
<i>HSIP</i>									
Landin Rd: North River Rd to Maysville Rd (Road Reconstruction/Realignment) <i>ITS Component</i>	30-011								
	0710319	PE	400.0	2010	320.0	0.0	80.0		NH
		RW	200.0	2012	160.0	0.0	40.0	1	NH
CN	4375.0	2015	3500.0	0.0	875.0	4	NH		
<i>STP</i>									
Maplecrest Rd: Lake Ave to State Blvd (Road Reconstruction) <i>ITS Component</i>	10-007								
	0500695	PE	540.0	2010	432.0	0.0	108.0		FW
		RW	700.0	2012	560.0	0.0	140.0	1	FW
CN	4600.0	2013	3680.0	0.0	920.0	2	FW		
<i>STP</i>									
*Maplecrest Rd: State Blvd to Stellhorn Rd (Road Reconstruction)	1173162	PE	750.0	2013	600.0	0.0	150.0	1	FW
<i>STP</i>									
Maysville Rd & Stellhorn Rd (Intersection Improvements)	30-020								
	0710321	PE	250.0	2014	200.0	0.0	50.0	3	FW
<i>CMAQ</i>									

* Denotes an Amendment or Modification to Project
Shaded area indicates phase has been obligated

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA
Moeller Rd: Green Rd to Hartzell Rd (Road Reconstruction)	25-030 0400589								
		RW	411.4	2011	329.1	0.0	82.3		NH
		CN	4001.0	2012	3200.8	0.0	800.2	1	NH
<i>STP</i>									
*Pufferbelly Trail: Fourth St to Fernhill Ave (New Trail Construction)									
	0710990	PE	301.4	2010	241.1	0.0	60.3		FW
		RW	225.0	2012	180.0	0.0	45.0	1	FW
		CN	1782.5	2013	1426.0	0.0	356.5	2	FW
<i>TE Funds</i>									
Pufferbelly Trail North: Dupont Rd to Carroll Rd (New Trail Construction)									
	1005570	PE	150.0	2011	0.0	0.0	150.0		FW
		RW	250.0	2012	0.0	0.0	250.0	1	FW
		CN	1375.0	2013	150.0	0.0	1225.0	2	FW
<i>RTP</i>									
Signal Controller Upgrades (Upgrades to 283 intersections)	0901803	CN	850.0	2012	680.0	0.0	170.0	1	FW
<i>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	2012	112.5	0.0	37.5	1	FW
		CN	920.0	2013	92.8	0.0	827.2	2	FW
<i>TE Funds</i>									
State Blvd: Spy Run Ave to Cass St (Added Travel Lanes) <i>ITS Component</i>	10-014 0400587								
		RW	2300.0	2012	1840.0	0.0	460.0	1	FW
<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	2	FW
<i>STP</i>									

* Denotes an Amendment or Modification to Project
Shaded area indicates phase has been obligated

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	1005154	CN	1772.0	2014	1417.6 ¹	0.0	354.4	3	FW
(Added Travel Lanes) - HSIP	1005154	CN	2500.0	2014	2000.0 ³	0.0	500.0	3	FW
(Bridge over Spy Run Creek) - STP	1005152	CN	1800.0	2014	1440.0 ¹	0.0	360.0	3	AC
(Pedestrian Bridge over State Blvd) - CMAQ	1005155	CN	500.0	2014	400.0 ²	0.0	100.0	3	FW
<i>STP¹ / CMAQ² / HSIP³</i>									
State Blvd, Lahmeyer Rd and Maysville Rd Sidewalks									
(New Sidewalk Construction)	0710199	CN	450.0	2012	250.0	0.0	200.0	1	FW
<i>SRTS- Safe Routes to School</i>									
Wireless Vehicle Detection									
(Equipment & Installation at 68 Intersections)	0901801	CN	1300.0	2013	1040.0	0.0	260.0	2	FW
<i>CMAQ</i>									
Bull Rapids Rd Bridge #401									
(Bridge Replacement)	n/a	CN	575.0	2012	0.0	0.0	575.0	1	AC
<i>Local Funds</i>									
Coldwater Rd & Till Rd Intersection									
(Traffic Signal Installation)	n/a	CN	50.0	2012	0.0	0.0	50.0	1	FW
<i>Local Funds</i>									
Ellison Rd: Bridge #228 over McCulloch Ditch									
(New Bridge Construction, including bridge sidewalk)	n/a	CN	750.0	2012	0.0	0.0	750.0	1	AC
<i>Local Funds</i>									
Ryan Rd/Bruick Rd: Dawkins Rd to US 24									
(Road Reconstruction)	n/a	PE	760.0	2012	0.0	0.0	760.0	1	AC
<i>Local Funds</i>									

* Denotes an Amendment or Modification to Project
Shaded area indicates phase has been obligated

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
St Joseph Center Road: Bridge #108 over the St Joseph River (Bridge Replacement)	1005720	CN	2875.0	2012	0.0	0.0	2875.0	1	AC
<i>Local Funds</i>									
St Joseph Center Rd & Wheelock Rd Intersection (Traffic Signal Installation & Left Turn Lanes)	n/a	CN	140.0	2012	0.0	0.0	140.0	1	FW
<i>Local Funds</i>									
South St: West St to State St (Reconstruction of sidewalks, curbs, driveway approaches and pavement)	n/a	CN	137.5	2012	0.0	0.0	137.5	1	NH
<i>Local Funds</i>									
Washington Blvd/Coliseum Blvd Cloverleaf (Interchange Lighting)	n/a	CN	205.0	2012	0.0	0.0	205.0	1	FW
<i>Local Funds</i>									
Webster Rd/Woodburn Rd (Road Reconstruction & New Construction)	n/a	CN	2201.7	2012	0.0	0.0	2207.7	1	AC
<i>Local Funds</i>									
West Hamilton Rd: Bridge #221 over Beal- Taylor Ditch (Bridge Rehabilitation and widening, bridge sidewalk)	n/a	CN	1020.0	2012	0.0	0.0	1020.0	1	AC
<i>Local Funds</i>									
Winchester Rd: Bridge #261 over Nickleson Creek (Bridge Rehabilitation and Widening)	n/a	CN	800.0	2012	0.0	0.0	800.0	1	AC
<i>Local Funds</i>									

VIII. LOCAL TRANSIT PROJECTS FY 2012-2015

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

Fort Wayne Public Transportation Corporation

FY 2012

Capital Equipment Purchases (Section 5307 Funds)

*Nine (9) Replacement Minibuses (body on chassis)	\$736,000
Rehab/Renovate Admin/Maintenance Facility	\$800,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000
Computer/Office Equipment	\$20,000
*One (1) Replacement Minibus (Body on Chassis)	\$88,000

Livability Grant

*Lake Avenue Corridor	\$152,800
-----------------------	-----------

Total Capital Projects	\$2,320,000
Federal Share (Section 5307)	\$1,856,000
Federal Share (Section 5309) ¹	\$0
State PMTF	\$0
Local Share	\$464,000

Additional Operating Funds

*CMAQ - Transit Awareness	\$69,935
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	\$1,920,830
Complimentary Paratransit Costs (Section 5307) ²	\$346,999

Total Operating Funds	\$12,337,773
Federal Share ³	\$2,267,829
State Share	\$1,898,399
Local Share	\$8,171,545

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 2013

Capital Equipment Purchases (Section 5307 Funds)

Three (3) Replacement modified minivan Supervisor vehicles	\$90,000
One (1) Replacement maintenance truck	\$16,000
Rehab/Renovate Admin/Maintenance Facility	\$700,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000
Computer/Office Equipment	\$20,000
Total Capital Projects	\$1,106,500
Federal Share (Section 5307)	\$885,200
Federal Share (Section 5309)	\$0
State PMTF	\$0
Local Share	\$221,300

Additional Operating Funds

*CMAQ - Transit Awareness	\$72,032
JARC	\$161,114
*JARC	\$65,368
New Freedom	\$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	\$12,616,849
Federal Share ³	\$2,471,846
State Share	\$1,898,399
Local Share	\$8,246,604

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
Federal Share (Section 5309)	\$0
State PMTF	\$0
Local Share	\$619,800

Additional Operating Funds

*CMAQ - Transit Awareness	\$74,193
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	\$13,109,004
Federal Share ³	\$2,491,795
State Share	\$1,898,399
Local Share	\$8,718,810

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 2015

Capital Equipment Purchases (Section 5307 Funds)

Four(4) Heavy Duty Replacement Hybrid Buses	\$2,400,000
Four (4) Replacement Minibus (Body on Chassis) FLEX Route	\$352,000
Five (5) Replacement Minibus (Body on Chassis) ACCESS	\$360,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$19,200
Other Maintenance Equipment	\$40,000

Total Capital Projects	\$3,989,000
Federal Share (Section 5307)	\$3,191,200
Federal Share (Section 5309)	\$0
State PMTF	\$0
Local Share	\$797,800

Additional Operating Funds

JARC - Low incomeTrans; State PMTF	\$161,114
New Freedom - Transport; Local Share	\$94,419

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,858,226
Complimentary Paratransit Costs (Section 5307) ²	\$390,326

Total Operating Funds	\$13,556,205
Federal Share ³	\$2,504,085
State Share	\$1,898,399
Local Share	\$9,153,721

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 2012
2011 Funding Cycle**

1. Community Transportation Network

One (1) Medium Transit Vehicle w/Lift		
Total Cost		\$50,000
Federal Share		\$40,000
Local Share		\$10,000

2. Community Transportation Network

One (1) Low-Floor Mini-Van w/Ramp		
Total Cost		\$40,000
Federal Share		\$32,000
Local Share		\$8,000

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 12 - FY 15)

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		9189.9	2012		1898.4	7291.5		Citilink	
		9299.6	2013		1898.4	7401.2		Citilink	
		9747.0	2014		1898.4	7848.6		Citilink	
		10234.1	2015		1898.4	8335.7		Citilink	
Citilink - Capitalization of Maintenance Costs	1172563	2401.0	2012	1920.8		480.2	1	Citilink	
	1172564	2147.5	2013	1718.0		429.5	1	Citilink	
	1172565	2233.5	2014	1786.8		446.7	1	Citilink	
	1172566	2322.8	2015	1858.2		464.6	1	Citilink	
Citilink - Complementary Paratransit Costs	1172567	433.8	2012	347.0		86.8	2	Citilink	
	1172568	451.1	2013	360.9		90.2	2	Citilink	
	1172569	469.1	2014	375.3		93.8	2	Citilink	
	1172570	487.9	2015	390.3		97.6	2	Citilink	
Previously Approved Funding Projects									
*CMAQ - Transit Awareness <i>Marketing and Education Expenses</i>	1172571	CMAQ	87.4	2012	69.9		17.5	1	Citilink
	1173504	CMAQ	90.0	2013	72.0		18.0	2	Citilink
	1173503	CMAQ	92.7	2014	74.2		18.5	3	Citilink
CMAQ - University Shuttle <i>Ivy Tech / IPFW Campus Shuttle</i>	1172573	CMAQ	243.8	2012	195.0		48.8	1	Citilink
CMAQ - Pass Discount Program <i>Ivy Tech / IPFW Pass Program</i>	1172574	CMAQ	240.0	2012	14.9		225.1	1	Citilink
JARC <i>Low Income transportation to & from work</i>	1172575	FTA	308.0	2012	154.0		154.0	1	Citilink
	1172576	Sec.	322.2	2013	161.1		161.1	1	Citilink
	1172577	5316	322.2	3014	161.1		161.1	1	Citilink
	1172578		322.2	2015	161.1		161.1	1	Citilink
*JARC <i>Low Income transportation to & from work</i>	1297190	FTA Sec. 5316	124.2	2013	65.4		58.8	2	Citilink CTN
New Freedom <i>Transportation Above & Beyond ADA requirements</i>	1172579	FTA	185.4	2012	92.7		92.7	1	Citilink
	1172580	Sec.	188.8	2013	94.4		94.4	1	Citilink
	1172581	5317	188.8	2014	94.4		94.4	1	Citilink
	1172582		188.8	2015	94.4		94.4	1	Citilink
Citilink - Capital Purchases	1172583		25.0	2012	20.0		5.0	7	Citilink
Computer / Office Equipment	1172584	FTA Sec. 5307	25.0	2013	20.0		5.0	9	Citilink
	1172585		25.0	2014	20.0		5.0	6	Citilink
	1172586		25.0	2015	20.0		5.0	8	Citilink

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 12 - FY 15)

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	1172587	FTA	24.0	2012	19.2		4.8	6	Citilink
AVL/Communication Subscription Costs	1172588	FTA Sec. 5307	24.0	2013	19.2		4.8	8	Citilink
<i>ITS Project</i>	1172589		24.0	2014	19.2		4.8	5	Citilink
	1172590		24.0	2015	19.2		4.8	7	Citilink
Citilink - Capital Equipment Purchases	1172591	FTA	50.0	2012	40.0		10.0	5	Citilink
Other Maintenance Equipment	1172592	FTA Sec. 5307	50.0	2013	40.0		10.0	7	Citilink
	1172593		50.0	2014	40.0		10.0	4	Citilink
	1172594		50.0	2015	40.0		10.0	6	Citilink
*Citilink - Capital Equipment Purchases									
Nine (9) Replacement Minibuses (body on chassis)	1172595	FTA Sec. 5307	920.0	2012	736.0		184.0	3	Citilink
Citilink - Capital Equipment Purchases									
Rehab/Renovate Administration / Maintenance Facility	1172596	FTA Sec. 5307	1000.0	2012	800.0		200.0	4	Citilink
	1172597		875.0	2013	700.0		175.0	4	Citilink
*Citilink - Capital Equipment Purchases									
One (1) Replacement Minibuses (body on chassis)	1172598	FTA Sec. 5307	110.0	2012	88.0		22.0	3	Citilink
Citilink - Capital Equipment Purchases									
Three (3) Replacement Modified Minivan Supervisor Vehicles	1172599	FTA Sec. 5307	112.5	2013	90.0		22.5	5	Citilink
Citilink - Capital Equipment Purchases									
One (1) Replacement Maintenance Truck	1172600	FTA Sec. 5307	20.0	2013	16.0		4.0	6	Citilink

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 12 - FY 15)

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 Equipment Purchases Four (4) Heavy Duty Replacement Hybrid Buses	1172601 1172602	FTA Sec. 5307	3000.0 3000.0	2014 2015	2400.0 2400.0	600.0 600.0	3 3	Citilink
Citilink - Capital Equipment Purchases Four (4) Replacement Minibus (body on chassis) FLEX Route	1172603	FTA Sec. 5307	440.0	2015	352.0	88.0	4	Citilink
Citilink - Capital Equipment Purchases Five (5) Replacement Minibus (body on chassis) ACCESS	1172604	FTA Sec. 5307	450.0	2015	360.0	90.0	5	Citilink
Community Transportation Network One (1) Medium Transit Vehicle w/Lift One (1) Low-Floor Mini-Van w/Ramp		FTA Sec. 5310	50.0 40.0	2012 2012	40.0 32.0	10.0 8.0	1 2	CTN CTN
Allen County Council on Aging dba Countilink Operating Funds		FTA Sec. 5311	295.4	2012	76.5	218.9		ACCA
Allen County Council on Aging dba Countilink JARC - Rural		FTA Sec. 5316	44.0	2012	22.0	22.0		ACCA
Allen County Council on Aging dba Countilink New Freedom - Rural		FTA Sec. 5317	44.0	2012	22.0	22.0		ACCA

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 12 - FY 15)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA
			FEDERAL YEAR (\$1000)	PMTF (\$1000)	LOCAL (\$1000)		
*Lake Avenue Corridor - Transit and pedestrian improvements (Livability Grant)							
Transit - Rider Amenities	1296181	191.0	2012 152.8	0.0	38.2		Citilink

*Denotes an Amendment or modification to Project

IX. INDOT PROJECTS FY 2012-2015

State TIP Projects for FY 2012-2015

LOCATION	Project Description	FY 12	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
*SR 1:	5.85 miles east of I-69 (North Jct) over Nettlehearst Ditch		PE	\$10,000	\$8,000	\$2,000	2012
	<i>Small Structure Replacement</i>						
*SR 3:	at Hathaway Road		CN	\$130,000	\$130,000	\$0	2012
	<i>New Signal Installation</i>						
SR 14:	from Scott Rd to West Hamilton Rd		RW	\$351,000	\$280,800	\$70,200	2012
	<i>Added Travel Lanes</i>		CN	\$13,055,300	\$0	\$13,055,300	2012
US 24 E:	Phase I, II, III, IV (I-469 to Ohio State Line)		CN	\$1,000,000	\$0	\$1,000,000	2012
	<i>Transfer/Relinquishment</i>						
*US 24:	2.99 miles east of SR 114 (over Zentsmaster Drain)		PE	\$10,000	\$8,000	\$2,000	2012
	<i>Small Structure Replacement</i>						
*US 27:	realign SB US 27: Spy Run Creek to E 4th St (Includes Bridge over Spy Run Creek)		CN	\$2,371,000	\$2,097,200	\$273,800	2012
	<i>Road Reconstruction</i>						
	<i>*Street Lighting & Local Detour Route</i>		CN	\$295,000	\$236,000	\$59,000	2012
US 27:	Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)		PE	\$535,000	\$428,000	\$107,000	2012
	<i>Road Rehabilitation</i>						
*US 30:	over Rapp Ditch, 0.27 mile E of County Line		CN	\$50,000	\$40,000	\$10,000	2012
	<i>Pipe Lining</i>						
*US 30:	over Solon Ditch, 3.2 miles E of County Line		CN	\$50,000	\$40,000	\$10,000	2012
	<i>Pipe Lining</i>						
US 30:	at US 33, 0.66 mile W of I-69		PE	\$260,000	\$208,000	\$52,000	2012
	<i>Interchange Modification</i>						
I-69:	Covington Rd bridge over I-69, 2.07 mi n/o US 24		CN	\$110,000	\$99,000	\$11,000	2012
	<i>Bridge Replacement</i>		(utilities)				
I-69:	at SR 1 (Dupont Rd) Interchange		PE	\$483,900	\$435,510	\$48,390	2012
	<i>Interchange Modification</i>						
I-69:	Various locations in Grant, Allen , DeKalb, and Steuben Counties		CN	\$4,360,000	\$3,924,000	\$436,000	2012
	<i>Cable Barrier Installation</i>						
I-69:	Union Chapel Rd over I-69, 1.43 mi n/o SR 1		CN	\$1,770,000	\$1,593,000	\$177,000	2012
	<i>Bridge Replacement</i>						
I-69:	at Union Chapel Rd		RW	\$200,000	\$0	\$200,000	2012
	<i>New Interchange</i>		CN	\$18,230,000	\$7,252,000	\$10,978,000	2012
*SR 101:	4.97 miles south of US 30 (over Brown Ditch)		PE	\$20,000	\$16,000	\$4,000	2012
	<i>Bridge Deck Overlay</i>						
*I-469:	(Winchester Rd) 2.63 mi. e/o SR 1 to 0.5 mi. e/o US 27		PE	\$180,000	\$162,630	\$18,070	2012
	<i>Road Rehabilitation</i>						

* Denotes an Amendment or Modification to Project

¹ See Detail Sheet for explanation of funding sources

LOCATION	Project Description	FY 12	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
I-469: from I-69 S to SR 37 Jct	<i>Signing Installation/Repair</i>		CN	\$300,000	\$300,000	\$0	2012
*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	\$1,000,000	\$800,000	\$200,000	2012
SR 930: 1.1 miles E of I-469 at the Intersection of Green St in New Haven	<i>Added Travel Lanes, Construct Turn Lanes</i>		PE	\$100,000	\$80,000	\$20,000	2012
SR 930: bridges over NS Railroad, 5.36 mi e/o US 27	<i>Bridge Deck Replacement</i>		CN	\$1,207,000	\$965,600	\$241,400	2012
SR 930: from 1.23 mi east of US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Avenue)	<i>Added Travel Lanes</i>		PE	\$750,000	\$600,000	\$150,000	2012
*SR 930: Various locations within the Fort Wayne District	<i>Planning/Feasibility/Corridor Study Project</i>		PE	\$80,000	\$72,000	\$8,000	2012
*Union Chapel intersections with Diebold Rd	<i>Intersection Improvements</i>		RW	\$65,000 ¹	\$52,000	\$13,000	2012
*IPFW Pedestrian Bridge over Coliseum Blvd	<i>Bike/Pedestrian Facilities</i>		PE	\$360,000	\$288,000	\$72,000	2012
*Amber Road & NS Railroad Crossing (.45 mile south of US 24)	<i>Railroad Grade Crossing Project</i>		PE	\$30,000	\$30,000	\$0	2012
*Tillman Road & CFE Railroad Crossing (750' west of I-469)	<i>Railroad Grade Crossing Project</i>		PE	\$30,000	\$30,000	\$0	2012
*At various bridges through the Fort Wayne District	<i>Bridge Maintenance and Repair</i>		CN	\$500,000	\$400,000	\$100,000	2012
*At various bridges structures within the Fort Wayne District	<i>Bridge Painting</i>		CN	\$400,000	\$320,000	\$80,000	2012
*At various loctions within the Fort Wayne District	<i>Raised Pavement Markings, Refurbished</i>		CN	\$200,000	\$200,000	\$0	2012
*At various loctions within the Fort Wayne District (Between US24 & I-69 Jct to US24 & I-469 Jct. Total Fort Wayne interstate circle	<i>Signing</i>		PE	\$100,000	\$100,000	\$0	2012
LOCATION	Project Description	FY 13	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
*SR 1/Dupont Rd Trail crossing of I-69	<i>Bike/Pedestrian Facilities</i>		CN	\$299,000	\$239,200	\$59,800	2013
*SR 3: at Cedar Canyons Rd, 7.4 miles north of I-69	<i>Intersection Improvement with added turn lanes</i>		PE	\$250,000	\$200,000	\$50,000	2013
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line)	<i>Transfer/Relinquishment</i>		CN	\$1,300,000	\$0	\$1,300,000	2013

* Denotes an Amendment or Modification to Project
¹ See Detail Sheet for explanation of funding sources

LOCATION	Project Description	FY 13	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
US 24:	from .49 mi w/o I-69 (Liberty Mills Rd) to .35 mi e/o I-69 (Lutheran Hospital Entrance)		CN	\$400,000	\$320,000	\$80,000	2013
	<i>HMA Overlay, Preventive Maintenance</i>						
*US 24:	2.99 miles east of SR 114 (over Zentsmaster Drain)		PE	\$140,000	\$112,000	\$28,000	2013
	<i>Small Structure Replacement</i>						
US 27:	over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line		PE	\$10,000	\$8,000	\$2,000	2013
	<i>Small Structure Replacement</i>						
US 30:	at US 33, 0.66 mile W of I-69		PE	\$30,000	\$24,000	\$6,000	2013
	<i>Interchange Modification</i>						
I-69:	Covington Rd bridge over I-69, 2.07 mi n/o US 24		CN	\$3,723,900	\$3,351,510	\$372,390	2013
	<i>Bridge Replacement</i>						
I-69:	bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1		PE	\$30,000	\$27,000	\$3,000	2013
	<i>Bridge Rehabilitation</i>						
I-69:	at SR 1 (Dupont Rd) Interchange		CN	\$4,000,000	\$3,600,000	\$400,000	2013
	<i>Interchange Modification</i>						
*SR 101:	4.97 miles south of US 30 (over Brown Ditch)		PE	\$50,000	\$40,000	\$10,000	2013
	<i>Bridge Deck Overlay</i>						
*I-469:	from 3.99 mi s/o US 30		CN	\$1,650,000	\$1,485,000	\$165,000	2013
	<i>Concrete Pavement Restoration</i>						
SR 930:	from I-69 to 7.48 mi e/o I-69		CN	\$3,502,000	\$2,801,600	\$700,400	2013
	<i>HMA Overlay, Preventive Maintenance</i>						
SR 930:	1.1 miles E of I-469 at the Intersection of Green St in New Haven		PE	\$20,000	\$16,000	\$4,000	2013
	<i>Added Travel Lanes, Construct Turn Lanes</i>						
			RW	\$300,000	\$240,000	\$60,000	2013
SR 930:	from 1.23 mi east of US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Avenue)		PE	\$30,000	\$24,000	\$6,000	2013
	<i>Added Travel Lanes</i>						
			RW	\$100,000	\$80,000	\$20,000	2013
*SR 930:	Bridge over SR 930 and Washington Blvd, 5.22 mi West of I-469		PE	\$20,000	\$16,000	\$4,000	2013
	<i>Bridge Deck Overlay</i>						
Pedestrian Bridge over Crescent Ave (IPFW)			PE	\$75,000	\$60,000	\$15,000	2013
	<i>Bridge Inspection</i>						
*Amber Road & NS Railroad Crossing (.45 mile south of US 24)			CN	\$300,000	\$300,000	\$0	2013
	<i>Railroad Grade Crossing Project</i>						
*Tillman Road & CFE Railroad Crossing (750' west of I-469)			CN	\$300,000	\$300,000	\$0	2013
	<i>Railroad Grade Crossing Project</i>						
*Union Chapel intersections with Diebold Rd			RW	\$220,000 ¹	\$220,000	\$0	2013
Union Chapel intersections with Diebold Rd			CN	\$1,470,000 ¹	\$1,307,500	\$162,500	2013
Union Chapel intersections with Auburn Rd			RW	\$250,000 ¹	\$250,000		2013
Union Chapel intersections with Auburn Rd			CN	\$1,700,000 ¹	\$1,700,000	\$0	2013
	<i>Intersection Improvements</i>						
*At various locations within the Fort Wayne District (Between US24 & I-69 Jct to US24 & I-469 Jct. Total Fort Wayne interstate circle)			PE	\$30,000	\$30,000	\$0	2013
	<i>Signing</i>						
			CN	\$200,000	\$200,000	\$0	2013

* Denotes an Amendment or Modification to Project






¹ See Detail Sheet for explanation of funding sources

LOCATION	Project Description	FY 14	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
US 27:	Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)		CN	\$5,650,000	\$4,520,000	\$1,130,000	2014
	<i>Road Rehabilitation</i>						
US 27:	over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line		RW	\$40,000	\$32,000	\$8,000	2014
	<i>Small Structure Replacement</i>						
US 30:	at US 33, 0.66 mile W of I-69		RW	\$200,000	\$160,000	\$40,000	2014
	<i>Interchange Modification</i>						
US 33:	from 1.56 miles N of US 30 to 0.45 miles N of SR 205		CN	\$2,600,000	\$2,080,000	\$520,000	2014
	<i>HMA Overlay, Preventive Maintenance</i>						
SR 930:	from 1.23 mi east of US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Avenue)		CN	\$6,000,000	\$4,800,000	\$1,200,000	2014
	<i>Added Travel Lanes</i>						
*SR 930:	Bridge over SR 930 and Washington Blvd, 5.22 mi West of I-469		PE	\$105,000	\$84,000	\$21,000	2014
	<i>Bridge Deck Overlay</i>						
LOCATION	Project Description	FY 15	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
US 27:	over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line		CN	\$80,000	\$64,000	\$16,000	2015
	<i>Small Structure Replacement</i>						
US 30:	at US 33, 0.66 mile W of I-69		CN	\$1,870,000	\$1,496,000	\$374,000	2015
	<i>Interchange Modification</i>						
I-69:	bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1		CN	\$2,400,000	\$2,160,000	\$240,000	2015
	<i>Bridge Rehabilitation</i>						
*I-469:	(Winchester Rd) 2.63 mi. e/o SR 1 to 0.5 mi. e/o US 27 (includes 10 bridges)		PE	\$4,437,500	\$3,993,750	\$443,750	2015
	<i>Road Rehabilitation</i>		CN	\$21,000,000	\$18,900,000	\$2,100,000	2015
I-469:	EB bridge over Houk Ditch, 2.19 mi E of US 27/US 33 interchange		CN	\$783,000	\$626,400	\$156,600	2015
	<i>Bridge Maintenance and Repair</i>						
SR 930:	1.1 miles E of I-469 at the Intersection of Green St in New Haven		CN	\$1,270,000	\$1,016,000	\$254,000	2015
	<i>Added Travel Lanes, Construct Turn Lanes</i>						






* Denotes an Amendment or Modification to Project
¹ See Detail Sheet for explanation of funding sources

Indiana Department of Transportation

Projects FY 12 - 15

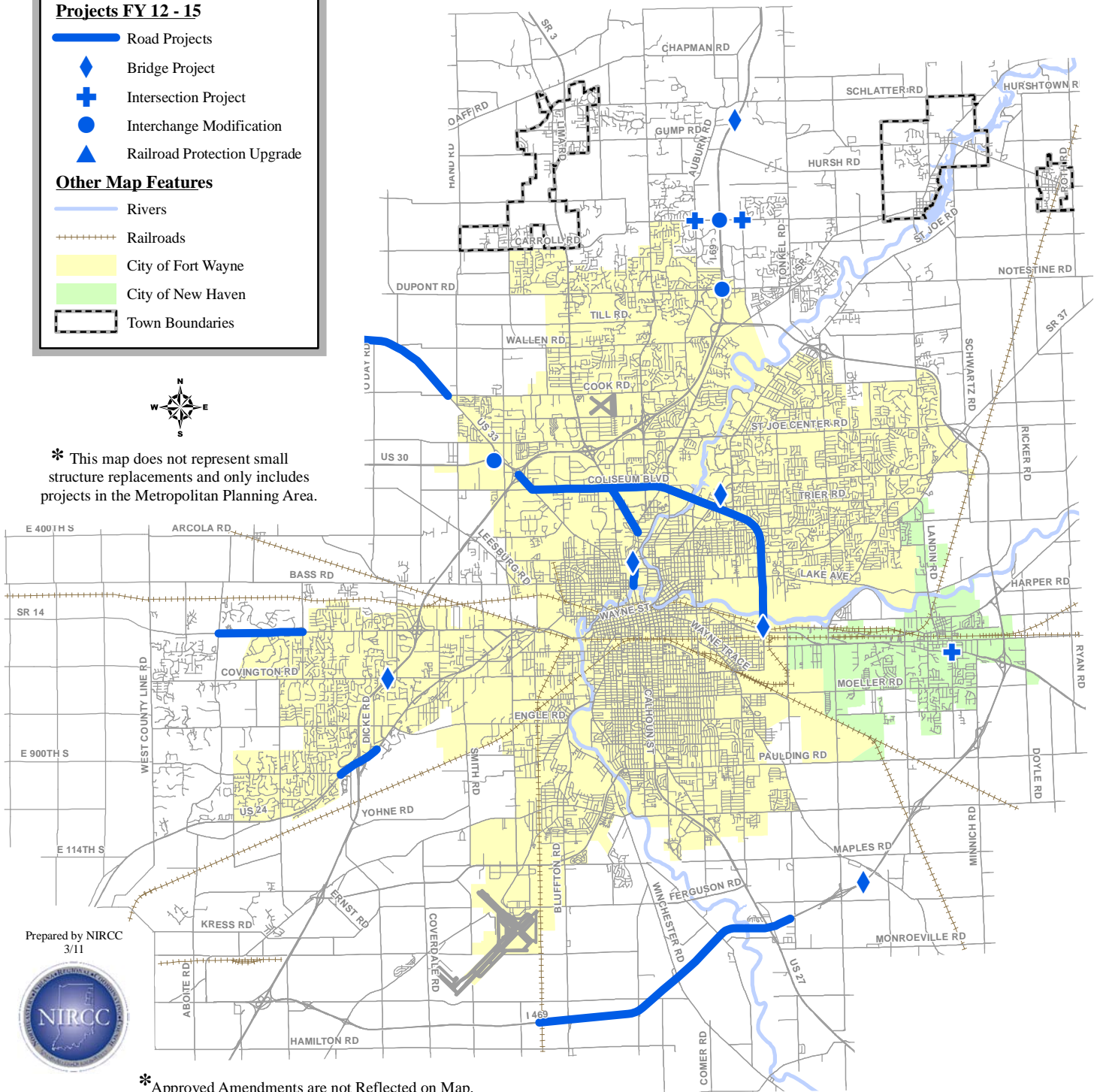
-  Road Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification
-  Railroad Protection Upgrade

Other Map Features

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



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



Prepared by NIRCC
3/11



* Approved Amendments are not Reflected on Map.

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*SR 1/Dupont Rd Trail crossing of I-69 (Bike/Pedestrian Facilities)	1173208	CN	299.0	2013	239.2	59.8	
*SR 1: 5.85 miles east of I-69 (North Jct) (Nettlehearst Ditch) Small Structure Replacement	1006129	PE	10.0	2012	8.0	2.0	
*SR 3: at Cedar Canyon Rd, 7.4 mi north of I-69 Intersection Improvement w/Added Turn Lanes	1006217	PE	250.0	2013	200.0	50.0	
*SR 3: at Hathaway Road New Signal Installation	1173057	CN	130.0	2012	130.0	0.0	
SR 14: from Scott Rd to West Hamilton Rd (Added Travel Lanes) <i>ITS Component</i>	10-023 0500304 0710557 0710558 0710559 0710560	RW CN	351.0 13055.3	2012 2012	280.8 0.0	70.2 13055.3	
US 24 E: Phase I, II, III, IV - I-469 to Ohio Line (Transfer)	0800186	CN CN	1000.0 1300.0	2012 2013	0.0 0.0	1000.0 1300.0	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 24: from .49 mi w/o I-69 (Liberty Mills) to .35 mi e/o I-69 Lutheran Hosp. Ent.) (HMA Overlay, Preventive Maintenance)	0901680	CN	400.0	2013	320.0	80.0	
*US 24: 2.99 miles east of SR 114 (over Zentsmaster Drain) Small Structure Replacement	1006130	PE PE	10.0 140.0	2012 2013	8.0 112.0	2.0 28.0	
*US 27: Realign SB section of US 27 from Spy Run Creek to 4th St (Includes Br over Spy Run Creek) (Road Reconstruction) (Street Lighting & Local Detour Route) ¹ local funding	25-057 0101527 0200914 1173073	CN PE-CE CN CN	1000.0 367.5 1003.5 295.0	2012 2012 2012 2012	900.0 294.0 903.2 236.0	100.0 73.5 100.4 59.0 ¹	
US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line (Small Structure Replacement)	0301145	PE RW CN	10.0 40.0 80.0	2013 2014 2015	8.0 32.0 64.0	2.0 8.0 16.0	
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd) (Road Rehabilitation)	0400872	PE CN	535.0 5650.0	2012 2014	428.0 4520.0	107.0 1130.0	
*US 30 over Rapp Ditch, 0.27 miles E of Co Line over Solon Branch, 2.3 miles E of Co Line (Pipe Lining)	0301146 0301147	CN CN	50.0 50.0	2012 2012	40.0 40.0	10.0 10.0	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 30: At US 33, 0.66 mile W of I-69 (Interchange Modification)	9904160	PE PE RW CN	230.0 30.0 200.0 1870.0	2012 2013 2014 2015	184.0 24.0 160.0 1496.0	46.0 6.0 40.0 374.0	
US 33: From 1.56 miles N of US 30 to 0.45 miles N of SR 205 (HMA Overlay, Preventive Maintenance)	0810223	CN	2600.0	2014	2080.0	520.0	
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 (Bridge Deck Replacement)	0300086 0300087	PE CN	30.0 2400.0	2013 2015	27.0 2160.0	3.0 240.0	
I-69: at SR 1 (Dupont Rd) Interchange (Interchange Modification)	0901298	PE CN	483.9 4000.0	2012 2013	435.5 3600.0	48.4 400.0	
I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24 (Bridge Replacement & Widening)	0710927	CN CN PE-CE	110.0 3326.4 397.5	2012 2013 2013	99.0 2993.8 357.8	11.0 332.6 39.8	
I-69: Various locations in Grant, Allen, DeKalb, and Steuben Counties (Cable Barrier Installation)	0900103	CN	4360.0	2012	3924.0	436.0	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-69: at Union Chapel Rd (New Interchange)	0902222 1006035	RW CN CN	200.0 18130.0 100.0	2012 2012 2012	0.0 7252.0 0.0	200.0 10878.0 100.0	
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 (Bridge Replacement)	0300085	CN	1770.0	2012	1593.0	177.0	
*SR 101: 4.97 miles south of US 30 (over Brown Ditch) Bridge Deck Overlay	1006158	PE PE	20.0 50.0	2012 2013	16.0 40.0	4.0 10.0	
I-469: EB Bridge over Houk Ditch, 2.19 mi E of US 27/US 33 interchange (Bridge Maintenance And Repair)	0901185 0901186	CN	783.0	2015	626.4	156.6	
*I-469: (Winchester Rd) 2.63 mi. e/o SR 1 to .05 mi. e/o US 27 (includes 10 bridges) (Road Rehabilitation)	0400603 0400917 0400918 0400919 0400922 0400923 0400924	PE PE CN	180.7 4437.5 2100.0	2012 2015 2015	162.6 3993.8 18900.0	18.1 443.8 2100.0	
I-469: from I-69 south to SR 37 Jct (Signing Installation / Repair)	0800202	CN	300.0	2012	300.0	0.0	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*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	800.0	200.0	
*I-469: from 3.99 mi s/o US 30 (Concrete Pavement Restoration)	1173590	CN	1650.0	2013	1485.0	165.0	
SR 930: from I-69 to 7.48 mi e/o I-69 (HMA Overlay, Preventive 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: 1.1 miles E of I-469 at the Intersection of Green St in New Haven (Added Travel Lanes, Construct Turn Lanes)	0100843	PE PE RW CN	100.0 20.0 300.0 1270.0	2012 2013 2013 2015	80.0 16.0 240.0 1016.0	20.0 4.0 60.0 254.0	
SR 930: from 1.23 mi east of US27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Ave) (Added Travel Lanes)	0401082	PE PE RW CN	750.0 30.0 100.0 6000.0	2012 2013 2013 2014	600.0 24.0 80.0 4800.0	150.0 6.0 20.0 1200.0	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*SR 930: Various locations within the Fort Wayne District (Planning/Feasibility/Corridor Study Project)	1173154	PE	80.0	2012	72.0	8.0	
*SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi west of I-469 Bridge Deck Overlay	1006187	PE PE	20.0 105.0	2013 2014	16.0 84.0	4.0 21.0	
Pedestrian Bridge Crossing - IPFW (Bridge Inspection)	0710276	PE PE	200.0 75.0	2011 2013	160.0 60.0	40.0 15.0	
*Union Chapel & Diebold Rd Int (#1173032) Union Chapel & Auburn Rd Int (#1173732) (Intersection Improvements)	1173032 & 1173732 1173032 1173032 1173032 1173732 1173732	PE PE RW RW CN RW CN	285.0 302.0 65.0 220.0 1470.0 250.0 1700.0	2011 2011 2012 2013 2013 2013 2013	228.0 ¹ 302.0 ⁴ 52.0 ¹ 220.0 ⁴ 650.0 ² 250.0 ⁴ 1700.0 ⁴	57.0 ³ 0.0 13.0 ³ 0.0 162.5 ³ 0.0 0.0	
*IPFW Pedestrian Bridge over Coliseum Blvd (Bike/Pedestrian Facilities)	1173219	PE	360.0	2012	288.0	72.0	
*Amber Road & NS Railroad Crossing (.45 mile south of US 24) (Railroad Grade Crossing Project)	1173213	PE CN	30.0 300.0	2012 2013	30.0 300.0	0.0 0.0	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*Tillman Road & CFE Railroad Crossing (750' west of I-469) (Railroad Grade Crossing Project)	1173214	PE CN	30.0 300.0	2012 2013	30.0 300.0	0.0 0.0	
*At various bridges throughout the Fort Wayne District (US 24 over Aboite Creek; SR 930 over N&S RR; I-469 over St Mary's River; SR 930 over Washington Blvd; Stellhorn Rd over I-469; there are also 13 bridges outside the MPO area.) (Bridge Maintenance and Repair)	0800167	CN	500.0	2012	400.0	100.0	
*At various bridge structure locations within the Fort Wayne District (US 24 over Aboite Creek; I-69 direct. ramp over I-469; Coverdale Rd over I-469; there are also 2 bridges outside the MPO area.) (Bridge Painting)	0800972	CN	400.0	2012	320.0	80.0	
*At various locations within the Fort Wayne District (SR 14 from SR 9 to West Hamilton Rd; US 24 from SR 13 to 0.54 miles west of I-69; US 30 from 0.23 miles east of SR 9 to I-69; US 33 from US 30 to 0.59 mile north of SR 109; there are also 21 sections completely outside the MPO area.) (Raised Pavement Markings, Refurbished)	0800971	CN	200.0	2012	200.0	0.0	
*At various locations within the Fort Wayne District (Between US24 & I-69 Jct to US24 & I-469 Jct. Total Fort Wayne interstate circle) (Signing)	1297249	PE PE CN	100.0 30.0 200.0	2012 2013 2013	100.0 30.0 200.0	0.0 0.0 0.0	12-47

X. STATUS REPORT FOR FY 2011 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 11 TIP Local Highway Projects
ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Status
2nd Street: Shoal Ln to Main St	PE	GB	In Process
Auburn Rd - Cook Rd & Clinton St	CN	FW	Resubmitted for FY12
Bethel Rd / Huguenard Rd / Till Rd	PE	AC	In Process
Bostick Rd - Bridge #262 over St. Mary's River	CN	AC	In Process
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	AC	Resubmitted for FY12
Carroll Rd - Preserve Blvd to Bethel Rd	PE	HT	In Process
Clinton St & Washington Center Rd	PE	FW	Resubmitted for FY12
Clinton St & Washington Center Rd	RW	FW	Resubmitted for FY12
Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	Resubmitted for FY12
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	Resubmitted for FY12
Covington Rd & Dicke Rd	RW	FW	In Process
Covington Rd Trail: Ladue Ln to I-69	PE	FW	In Process
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	RW	FW	Resubmitted for FY12
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	CN	FW	Resubmitted for FY12
Dartmouth Dr & Washington Center Rd	CN	FW	In Process
Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	Resubmitted for FY12
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	PE	FW	In Process
Engle Rd Trail: Jefferson Blvd to Towpath Trail	PE	FW	In Process
Flutter Rd: Schwartz Rd to Maplecrest Rd	RW	AC	In Process
Fort Wayne CBD: Pedestrian Signal Indicators (Phase I)	CN	FW	In Process
Fort Wayne CBD: Pedestrian Signal Indicators (Phase II)	CN	FW	In Process
Fort Wayne CBD: Special Pavement Markings (Piano Key)	CN	FW	Resubmitted for FY12
Gump Rd - SR 3 to Coldwater Rd	RW	AC	In Process
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	RW	FW	In Process
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	Resubmitted for FY12
Lake Ave: Anthony Blvd to Stanley Avenue	PE	FW	In Process
Maplecrest Rd - Lake Ave to State Blvd	RW	FW	Resubmitted for FY12
Maysville Rd/Stellhorn Rd-Koester Ditch to Maplecrest Rd	PE	FW	Removed
Moeller Rd - Green Rd to Hartzell Rd	RW	NH	In Process
Moeller Rd - Green Rd to Hartzell Rd	CN	NH	Resubmitted for FY12
Monroeville Rd Br #276- Over Hoffman-Lepper Drain	CN	AC	In Process
New Haven Depot & Corridor Project	CN	NH	In Process
Railroad Corridor Acquisition	RW	FW	In Process
Signal Controller Upgrade-283 intersections	CN	FW	Resubmitted for FY12
Six Mile Creek	RW	FW	Resubmitted for FY12
Spring Street Bridge over Norfolk Southern Railroad	CN	AC	In Process
State Blvd - Spy Run Ave to Cass	RW	FW	Resubmitted for FY12
State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	Resubmitted for FY12
Towpath Trail (Phase IV)	CN	AC	Completed
Wireless Vehicle Detection-68 intersections	CN	FW	Resubmitted for FY13

**FY 10 TIP Local Transit Projects
Capital Equipment Purchases (Section 5307 Funds)**

Project	Status
Downtown Transfer Station Construction	In Process
Four (4) Heavy Duty Replacement Buses	In Process
One (1) Replacement Operations vehicle	Completed
One (1) Replacement Maintenance Truck	Completed
Hybrid Option for four (4) Buses	In Process

Capital Equipment Purchases (Section 5310 Funds)

Project	Status
Allen County Council on Aging - 1 Type C 12-passenger modified van w/lift	In Process
Community Transportation Network - 3 Type C 12-passenger modified vans w/lif	In Process

FY 10 & 11 TIP INDOT Projects

Project	Phase	Year	Status
SR 1: @ Amstutz Rd, 5.5 mi. n/o I-69 <i>Intersection Improvements</i>	CN	2010	Completed
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	2010	Completed
SR 14: @ Allen / Whitley County Line Road, 5.74 mi w/o I-69 <i>Intersection Improvement</i>	CN	2010	Completed
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line) <i>Transfer/Relinquishment</i>	CN	2010	In Process
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	2010	In Process
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	2010	In Process
US 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Bridge Over Spy Run Creek) <i>Road Reconstruction</i>	RW	2010	In Process
US 33: over N Branch of Benward Ditch, 3.28 mi. n/o US 30 <i>Small Structure Replacement / New Bridge</i>	CN	2010	Completed
I-69: at SR 1 (Dupont Rd) Interchange Southwest Ramp <i>Interchange Modification</i>	PE	2010	Inhouse design
I-69: Various Locations within Allen County <i>Noise Wall Project (New/Rehabilitation)</i>	PE	2010	In Process
I-69: at SR 1 (Dupont Rd) Interchange <i>Interchange Modification</i>	PE	2010	Resubmitted for FY12
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	2010	Completed
I-69: Various locations in Grant, Allen , DeKalb, and Steuben Counties <i>Cable Barrier Installation</i>	PE	2010	Inhouse design

FY 10 & 11 TIP INDOT Projects

Project	Phase	Year	Status
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 <i>Bridge Rehabilitation</i>	PE	2010	In Process
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 <i>Bridge Rehabilitation</i>	RW	2010	Removed from this DES#
SR 101: bridge over Maumee River, 1.08 mi n/o US 24 E <i>Bridge Rehabilitation</i>	CN	2010	Completed
SR 114: 3 bridges (5.94 mi e/o SR 9, 5.60 mi e/o SR 9, & 5.50 mi e/o SR 9) <i>Small Structure Replacement</i>	RW	2010	Completed
SR 930 (2), SR 1 (2) and SR 101 (1) <i>Scour Protection - Erosion</i>	CN	2010	Completed
IPFW Crescent Ave Bridge <i>Bridge Inspection</i>	CN	2010	In Process
Various Bridge Structure Locations within Fort Wayne District <i>Bridge Painting</i>	CN	2010	Completed
Various Locations within Fort Wayne District <i>Bridge Maintenance and Repair</i>	CN	2010	Completed
Various Locations within Fort Wayne District (Fernhill Ave & Lima Rd) <i>Signal Modernization</i>	CN	2010	Completed
SR 1: at Clay St, 4.68 mi n/o I-69 <i>Intersection Improvements</i>	PE	2011	Removed
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	RW	2011	In Process
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line) <i>Transfer/Relinquishment</i>	CN	2011	In Process
US 24 W: from .49 mi w/o I-69 (Liberty Mills Rd) to .5 mi e/o I-69 (Lutheran Hospital) <i>Pavement Maintenance</i>	CN	2011	Resubmitted for FY13
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	2011	In Process
US 27: realign SB US 27: Spy Run Creek to E 4th St (Includes Bridge Over Spy Run Creek) <i>Road Reconstruction</i>	CN	2011	Resubmitted for FY12
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd) <i>Road Rehabilitation</i>	PE	2011	Resubmitted for FY12
US 30: Seegar Ditch, 4.9 mi e/o Allen/Whitley Line & Spy Run Creek <i>Pipe Lining</i>	CN	2011	In Process
US 30: at US 33, 0.66 Mi W of I-69 <i>Interchange Modification</i>	PE	2011	Resubmitted for FY12
I-69: at SR 1 (Dupont Rd) Interchange Southwest Ramp <i>Interchange Modification</i>	CN	2011	In Process
I-69: at Union Chapel Rd Bridge <i>New Interchange</i>	PE	2011	In Process
	RW	2011	Resubmitted for FY12

FY 10 & 11 TIP INDOT Projects

Project	Phase	Year	Status
I-69: Various Locations within Allen County <i>Noise Wall Project (New/Rehabilitation)</i>	CN	2011	Resubmitted for FY12
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	RW	2011	Removed
I-69 and I-469 within Fort Wayne District <i>Signing Project</i>	CN	2011	Resubmitted for FY14
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 Repalcement</i>	CN	2011	In Process
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	2011	In Process
SR 930: from 4.83 mi w/o I-469 Cloverleaf to 0.71 mi w/o I-469 <i>Pavement Maintenance</i>	CN	2011	In Process
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	2011	Resubmitted for FY12
Morgan Rd: at NS Railroad near Fort Wayne <i>Railroad Protection Upgrade</i>	CN	2011	Completed
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	2011	In Process
Various Locations within Fort Wayne District <i>Raised Pavement Markings</i>	CN	2011	Removed
Various Locations within Fort Wayne District <i>Landscaping - native warm season grasses</i>	CN	2011	In Process
US 20 Bypass, US 24, 30, 31, SR 3, 9, 18, plus I-69 & I-469 <i>Roadside Maintenance - Herbicide Treatment</i>	CN	2011	In Process
Auburn Rd & Union Chapel Rd <i>Intersection Improvements</i>	PE	2011	In Process
	RW	2011	In Process
Diebold Rd & Union Chapel Rd <i>Intersection Improvements</i>	PE	2011	In Process
	RW	2011	In Process
Various Locations within Fort Wayne District <i>Bridge Maintenance and Repair</i>	CN	2011	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 2012-2015 Transportation Improvement Program**

A citizen participation meeting/open house was held on March 22, 2011 to present the projects in the Draft Fiscal Year 2012-2015 Transportation Improvement Program and Air Quality Conformity Determination. An open comment period was also provided for citizens to offer feedback regarding both documents from March 17, 2011 to March 31, 2011. Notices were sent to over five hundred neighborhoods, agencies and civic organizations. A legal advertisement was also placed in local newspapers to inform all citizens of the open house. Citizens that were unable to attend the open house were given the option to comment on the Draft Fiscal Year 2012-2015 and Transportation Improvement Program 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 the NIRCC office during the comment period.

March 22, 2011 Open House & Public Comment Period Comments/Questions

Comment:

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

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

The extension of Paul Shaffer Drive to connect with Clinton Street was identified to take place when the available land in the vicinity of the Plex that is currently owned by IPFW is developed. This roadway connection would serve as access to this land from two major routes (Coliseum Blvd and Clinton Street). Such a roadway connection will not take place until this land is to be developed. When this does occur, the roadway work will become a part of the development plan and not an independent city project. The roadway connections as shown on the plan simply indicate a need to access this land by both routes (Clinton and Coliseum). An actual alignment for this roadway connection will only be identified in a future development plan.

Comment:

A resident of Wildwood Park inquired about the time frame of widening of Hillegas Road from north of Illinois Road to Cook Road. This resident would like to see this section of Hillegas Road widened as soon as possible.

Response:

The Hillegas Road/Huguenard Road widening project to four lanes from north of Illinois Road to Cook Road is listed in the 2030-II Transportation Plan to be scheduled in the Time Period 1 – 2010-2019. Currently this project is not scheduled in the 2012-2015 Transportation Improvement Program.

Comment:

A resident of Stratford Forest inquired about the Bass Road widening from Scott Road to Hillegas Road. The main concern is the intersection of Bass Road and Yellow River Road and how if any new alignment was planned for the intersection.

Response:

An aerial map of Bass Road has been created with the new layout of the widening project and is located on the hallway wall of the NIRCC office. The resident was taken to the NIRCC office to look at the layout of the intersection. The resident was in support of the new alignment for the Bass Road and Yellow River Road intersection.

Comment:

A citizen would like to see Edgewood Avenue (this is the west leg of the Lima Road and Clinton Street intersection), State Boulevard (west of Anthony) and St. Joseph Boulevard repaved. The resident stated the streets are in very bad shape and need attention immediately.

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

Edgewood Avenue is not scheduled to be paved this year. State Boulevard will be resurfaced this year between Kentucky Avenue and Florida Drive. St. Joseph Boulevard will see some partial resurfacing (lanes with poor surface only) this year between Columbia Street and Tennessee Avenue.

Comment:

We received three email comments concerning the Pufferbelly Trail. The following are their comments.

Pufferbelly Trail North - Dupont Road to Carroll Road Should be reduced to priority 3 due to greater cost and safety issues than other alternatives.

The recent sewer project has brought to light many additional costs and difficulties including existing wetlands.

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 causing significant safety concerns with hundreds of feet at zero visibility from any roadside.

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.

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.

Please check out Pufferbelly Trail between Dupont Road and Wallen Road to see how a trail can coexist next to residential homes. In addition to this there are 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 Fort Wayne Trails will certainly take your advice into account.

APPENDIX B

PUBLIC NOTICE

Public Comment Period on the Air Quality Transportation Conformity Analysis/Determination for Allen County, 2030-II Transportation Plan Amendment

Notice is hereby given that a public comment period will commence on July 6, 2010 on the Draft Air Quality Conformity Analysis and pending Air Quality Transportation Conformity Determination for Allen County. The comment period includes the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for the 2030-II Transportation Plan Amendment 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 July 12, 2010. The intent of the comment period is to solicit comments from the public regarding the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for Allen County in reference to the 2030-II Transportation Plan Amendment.

The Draft Air Quality Conformity Analysis for Allen County and the 2030-II Transportation Plan are available for review in the office of the Northeastern Indiana Regional Coordinating Council, City County Building, Room 830, One East Main Street, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. Materials are also posted on the NIRCC website at NIRCC.com. Please call NIRCC at (260) 449-7309 with any questions or for additional information regarding these materials.
7-6 832057

JT-6-10

Work on Clinton bridge to begin

Replacement OK'd, but costs might be cut

BENJAMIN LANKA
The Journal Gazette

Work is likely to begin this week on the reconstruction of one of the most prominent gateway bridges into downtown.

The Fort Wayne City Council on Tuesday approved moving forward with the \$7.5 million replacement of the Martin Luther King Jr. Memorial Bridge on Clinton Street over the St. Marys River. City Engineer David Ross said that with the council's consent, work could begin in a few days.

Costs for the span were higher than anticipated — about \$500,000 higher — which prompted the city and the state to determine how to close that gap. Ross said an agreement was reached for the city to provide about \$1.6 million.



Costs might be cut further by simplifying the bridge's lighting, Ross said, adding that the project includes about \$700,000 in lighting elements. Of that, about \$275,000 is for lights to be imbedded in the pedestrian walkway on the bridge, a cost that could be eliminated without hurting the functionality of the span, he said.

Councilman Tom Didier, R-3rd, asked Ross to commit to eliminating that expense, to which Ross agreed. But Councilman Tim Pape, D-5th, questioned that decision, saying that spending the money on such an important bridge might be a good investment.

"This is not any other bridge in our city; this is a gateway to our downtown," he said. "Really what we're doing is we're being cheap, and we're cheapening our city."

While the council supported moving forward with the project, no decision was made on whether to keep the pedestrian walkway lights.

Pape abstained from voting on the project because his law firm does work for the contractor.

JT
7-7-10

Eager to begin

The state had planned to replace the 1967 bridge anyway, but city officials took the opportunity to make it a gateway to downtown.

The new design includes truss-type arches and cables to enhance its aesthetics. Sidewalks on each side will widen from 10 feet at the ends to 17 feet at the center to give pedestrians observation areas.

The concrete bridge deck will be built in sections, allowing two of the three lanes to remain open during construction. This will be accomplished by crews building half of the bridge at a time and using the expanded sidewalk area for traffic during construction. About 26,000 vehicles cross the southbound bridge daily.

Through traffic will be diverted around downtown, using Washington and Coliseum boulevards. Commuters can drive through the construction or use one of a number of alternatives, including Wells Street, Harrison Street and Anthony Boulevard.

Ross said the contractor, R.L. McCoy Inc., is eager to begin work so it can finish half the bridge this year. The project would be completed by June 2011.

The council must still give final approval to the contract.

blanka@jg.net

City OKs northeast turn-lane project

Washington Center
to be reconfigured
at Dartmouth Drive

BENJAMIN LANKA
The Journal Gazette

Fort Wayne transportation officials have reached a compromise to improve the intersection of Washington Center Road and Dartmouth Drive while also allowing residents to keep a buffer between their sidewalks and the street.

City Engineer Dave Ross said Wednesday the city has reached an agreement with the Indiana Department of Transportation to narrow lane widths on the project to preserve park strips for residents.

"It's definitely a good project. I'm glad it worked," said City Councilman Tom Didier, R-3rd, who represents the project area.

Last week, numerous residents attended a City Council meeting to protest the city's \$1.3 million plan to add a left-turn lane along Washington Center around and at Dartmouth. Their main concerns were that the project would force the city to put the sidewalks directly along the curbs and streets, providing pedestrians with no buffer from vehicles.

After the meeting, Ross said the city asked the state to allow the city to reduce lane widths, which was granted. So instead of a 14-foot-wide center-turn lane, it will be 12 feet. The 12-foot driving lanes will now be 11 feet, and the 6-foot sidewalks in the plan will be reduced to 5 feet,

Lane, Page 2C

LANE

Continued from Page 1C

which is the current sidewalk width in the area. The sidewalks will also be moved a half-foot closer to the homes.

This will allow the city to place 4½-foot-wide park strips between the five lanes of road and the sidewalks. This is smaller than the current park strips in the area but is large enough to meet city standards, Ross said.

The project extends about 800 feet in both directions from Dartmouth on Washington Center and provides a left-turn lane for about 28 home driveways.

The Fort Wayne Board of Public Works on Wednesday approved a \$20,000 additional agreement with GAI Consultants to design the new features.

Ron Chesser was one of several residents who expressed concerns with the old city plans last week. He said he spoke with city officials

about the new plans and was happy with the results.

"We're really delighted the city has chosen to address some of the concerns of residents," he said.

Chesser said there were still some smaller details to discuss with the city, but the new plan is much closer to what the residents want.

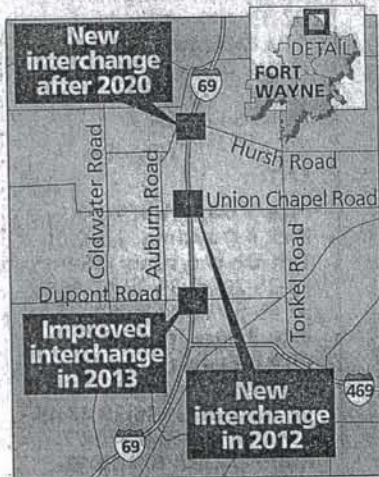
Ross said he will take the new plan back to the council next week for approval. He said he expects it to cost about the same to construct as the original plan.

While the council also asked Ross to examine constructing a median to block left turns completely, Ross said that would not have worked because of the number of residents who live in the area and need access to their homes.

The project will likely be ready to bid this fall, but Ross said it will be constructed next summer while school is not in session. The project is near Bishop Dwenger High School.

blanka@jg.net

7-15-10



The Journal Gazette

North-side I-69

State plans ramps to Union Chapel,

BENJAMIN LANKA
The Journal Gazette

The state plans to construct a new interchange at Interstate 69 and Union Chapel Road in two years, followed by a massive overhaul to the I-69 interchange with Dupont Road in 2013.

The new multimillion-dollar in-

terchange would require displacing about a half-dozen homes in an effort to alleviate traffic congestion in northeast Allen County.

But the project must still pass several procedural approvals before it becomes reality. On Tuesday, the Urban Transportation Advisory Board, a local traffic planning group, approved adding the engineering

ED SINCE 1863

www.journalgazette.net

9 projects a go

Dupont upgrade

and right-of-way acquisition to its traffic plan, but not the project's construction.

Engineering and right-of-way are each estimated to cost \$2 million for the Union Chapel interchange, but construction estimates were not provided by the Indiana Department of Transportation. Parkview Health is contributing to the project's cost, as

well as the cost of Union Chapel improvements at Auburn and Diebold roads.

Kimberlee Parker, project manager for the state, said Parkview was generous but declined to say how much the hospital chain contributed.

She said the state will now begin engineering work for the new interchange that will help determine how much construction will cost and how

I-69

Continued from Page 1A

many homes will need to be bought. The proposal called for a thin diamond interchange or multiple roundabouts to minimize the need to acquire property and hurt neighboring Autumn Ridge and its golf course. Public hearings on the project will likely occur early next year, Parker said.

A few residents from the neighborhoods attended Tuesday's meeting and expressed concerns about the need for an interchange at Union Chapel.

Dupont diamond

The new interchange comes in part to relieve congestion at the Dupont Road ramps for I-69. While the interchange is already failing

at times, it is expected to get worse after the expanded Parkview North Hospital campus opens in 2012, which could add as many as 4,000 daily trips to the area.

Dan Avery, director of the Northeast Indiana Regional Coordinating Council, said regardless of anything being done at Union Chapel, improvements will be needed at Dupont, an argument supported by a traffic study released to the board Tuesday.

To reduce congestion, he discussed the possibility of building a diverging diamond interchange at Dupont and I-69. Such an interchange would include two new signals at the north- and southbound ramps and would have drivers on the left side of Dupont for a short time to provide unimpeded left and right turns onto the interstate.

While such a design has been used in other parts of

the country, there are no such interchanges in Indiana. Avery said the design provides the best traffic flow for the least money. It is estimated to cost \$2.35 million, far less than other alternatives proposed. The proposal would not require the state to buy additional property.

Construction on the Dupont interchange would likely occur in 2013, after Union Chapel is complete. Avery said he also asked the state to keep an I-69 interchange at Hursh Road/Gump Road in the long-term plans, most likely to be done after 2020.

The state already is moving forward with a project to improve the Dupont interchange next year. The project will add a lane from Dupont to southbound I-69, which is the most heavily traveled of the ramps at the interchange.

blanka@jg.net

SR 14 widened

After two years of construction, the first two miles of the Indiana 14 widening project are complete. The \$20.7 million project that stretches from Hadley Road to Scott Road was part of Gov. Mitch Daniels' Major Moves program. The completed portion now has five lanes instead of three, allowing traffic volumes to grow by 50 percent over the next 20 years.

Aboite improved

The first part of the project to improve Aboite Center Road, between Coventry Lane and Dicke Road, should be complete by Wednesday, with the stretch of road opening to traffic at 5 p.m. Crews will then begin working on the next part of Aboite Center from Dicke to West Jefferson Boulevard. The \$6.6 million is set to finish by mid-October.

Road work

The McKinnie Avenue-Reed Street intersection will have today and Friday for water main installation.

- From staff reports

Shuttle links schools

Citilink again will provide a shuttle service between IPFW and Ivy Tech campuses for the school year. Buses can be caught every 10 minutes around both campuses. A Citilink monthly bus pass is \$22.50 for IPFW and Ivy Tech students, faculty and staff and can be purchased at the office. The pass also can be used for all Citilink bus routes in Fort Wayne. Citilink routes 3 and 4 connect with multiple campus locations. There is a temporary "Walb" stop for Route 3 on Broyles Boulevard at the roundabout due to construction at IPFW.

JJ 8-17-10

NS 8-12-10

BRIEFS

2 regional alliances will unite

STAFF, NEWS SERVICES

Two regional planning groups will merge over the next month, joining efforts that result in roads, biking trails, broadband connections and other community offerings, officials announced Thursday.

The Northeastern Indiana Regional Coordinating Council has been responsible for Allen, DeKalb, Wells and Adams counties. Region III-A plans for Steuben, LaGrange, Noble, Whitley, Huntington and Wabash counties. The organizations have had separate but equal status.

The merged organization will be called the Northeast Indiana Comprehensive Economic Development Strategy Committee. Its formation was a priority goal of Vision 2020, a six-month visioning process staffed by the Northeast Indiana Fund.

The combined planning group will be led jointly by Dan Avery, executive director of NIRCC, and David Koenig, executive director of Region III-A. The organization will work out of existing offices in Fort Wayne and Kendallville.

JJ 9-24-10

New signals to aid pedestrians

BENJAMIN LANKA
The Journal Gazette

Drivers in Fort Wayne should be prepared to follow a new type of traffic signal.

The city plans to install some pedestrian-specific signals, called the HAWK, to give walkers and bikers a way to stop cars so they can safely cross the street.

Shan Gunawardena, city traffic engineer, said the city wanted to provide a way to stop vehicles at intersections that didn't warrant a full traffic signal.

He said the HAWK was initially tried in Arizona before getting a federal blessing last year.



ROAD SAGE

The city believes it will be the first to use the signals in the state.

Driving up to one unexpectedly might cause some confusion, however, so I'll do my best to explain how they work.

The signal still has three light boxes, but instead of having red, yellow and green in a row, there

ON THE WEB

To see a **video** explaining how the new HAWK pedestrian signal will work, go to www.journalgazette.net/roadsage.

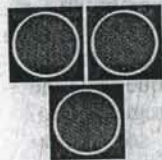
are two red lights next to each other sitting on top of a yellow light.

When the signal is off – no lights are showing – drivers can proceed normally. Remember, off means green.

When a pedestrian or cyclist activates the signal, it will start by

Road Sage, Page 6A

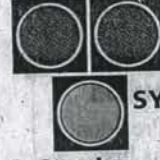
Sequence for pedestrian hybrid beacon for motorists



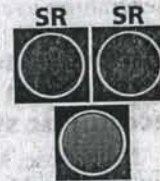
1. Dark until activated



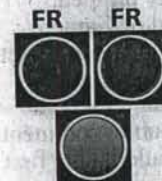
2. Flashing yellow upon activation



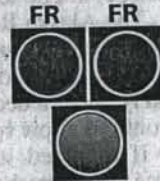
3. Steady yellow



4. Steady red during pedestrian walk interval



5. Alternating flashing red during pedestrian clearance interval



6. Dark again until activated

KEY
SY: Steady yellow
FY: Flashing yellow
SR: Steady red
FR: Flashing red

Source: City of Fort Wayne Traffic Engineering

The Journal Gazette

ROAD SAGE

Continued from Page 1A

flashing yellow. This will alert drivers to be aware they must stop soon. The signal will then have a steady yellow light as a final warning to drivers.

Finally the two red lights will turn on to stop vehicles from crossing and give pedestrians safe access.

Possibly the most confusing cycle comes next. While the countdown begins for pedestrians to finish crossing, the red lights will begin to alternate off and on.

Drivers should treat this signal as they would any flashing red light. This means drivers must stop at the intersection, but if it is clear, they may proceed. Basically, the flashing cycle works like a stop sign.

After flashing, the signal shuts off again and drivers may proceed.

Gunawardena said the signals not only provide safe crossing for pedestrians but cost about half as much as standard traffic signals. He said the HAWK will cost up to \$30,000 to install with city crews.

The first place drivers will notice the new signal is at the intersection of Covington and Eggeman roads in west Fort Wayne.

The intersection currently allows Covington traffic to flow unimpeded while Eggeman drivers have a stop sign.

The signal will be placed to stop Covington drivers, allowing people to travel

from the trail on the east side of Eggeman to the north side of Covington.

Eggeman drivers must still follow the stop sign and yield to pedestrians and bicycles in the intersection. Gunawardena said the signal will be activated when the trails are completed, which should happen by the end of the month.

Another HAWK will go up at the intersection of Ardmore Avenue and North Washington Boulevard. The signal will allow pedestrians to cross Ardmore.

Drivers on Washington, however, will be able to only turn right onto Ardmore. That signal will be installed in November, Gunawardena said.

The best advice for people approaching the new signals is to be cautious until they feel comfortable with how it works. This goes for pedestrians and drivers in the area. It's better to lose a few seconds than get into a wreck.

Radio Sage

This week's audio question comes from Sylvia Widmeyer, who asks about the intersection of Rothman and St. Joe roads.

The segment originally aired Friday afternoon on WOWO and can be found online at www.journalgazette.net/roadsage.

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

Roundabout planned

Allen County is scheduled to get its fifth traffic-control "roundabout" – but not for another three years or so. County Highway Director Bill Hartman said Monday the intersection of Bethel, Till and Huguenard roads will receive a roundabout in 2013 at a cost of about \$1.5 million. Roundabouts already are in use in the Village at Coventry shopping center; at Wayne Trace, Maples, Adams Center and Marion Center roads in southeast Allen County; and adjacent to the railroad overpass at Wayne Trace and Pontiac Street. The commissioners on Friday are expected to award a \$243,000 contract to A&Z Engineering for the project.

Reopening delayed

Delays in relocating utility lines will delay the reopening of Aboite Center Road between West Jefferson Boulevard and Coventry Lane until the middle of November, according to the Allen County Highway Department. The \$6.8 million project, which includes new lanes, a trail and sidewalks, was scheduled for completion this month. About 15,000 vehicles used Aboite Center daily before construction began.

Road projects

Road work planned and completed:

◆ The north curb lane of Jefferson Boulevard west of Lafayette Street has become a mandatory left-turn lane at the intersection. The lane next to the north curb lane will become an optional left through lane. The double left-turn will increase the capacity of the intersection there by reducing congestion and delays.

◆ Tennessee Avenue is closed at the bridge over the St. Joseph River, between St. Joe Boulevard and Griswold Drive 8:30 a.m.-5 p.m. today and Wednesday. The closure will allow the contractor, Pyramid Excavating, to install and remove the flood panels across Tennessee Avenue on each side of the bridge.

NS 10-12-10

Countdown crossing signals to be added at 57 spots

City will pay only 10% of \$149K cost.

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

Fort Wayne pedestrians will be able to count on traffic signals downtown next year.

The Fort Wayne Board of Public Works on Wednesday approved an agreement with the state that will allow the city to move ahead with a plan to replace 57 pedestrian crossing signals downtown with "countdown" signals. Instead of a walk or don't-walk signal, the new signals will display, like a countdown, the number of seconds left to cross the street.



Shan Gunawardena, the city's director of traffic engineering, said replacement of the pedestrian crossing signals will begin by next summer and will take about a month. The 57 signals all will be in an area bounded by Clay Street on the east, Van Buren on the west, Baker on the south and Superior on the north.

The city will pay only 10 percent, or about \$15,000, of the estimated \$149,000 cost of the project, Gunawardena said Wednesday.

See **SIGNALS**, Page 3L

SIGNALS

Continued from Page 1L

The city also is installing its first "Pedestrian Hybrid Beacon" called the HAWK signal at Covington and Eg-

geman roads, where there will be a crossing of the Covington Trail with the Vann Family Trail on Eggeman. City officials say the HAWK signal will be in service when the Covington Road Trail project is finished later this fall.

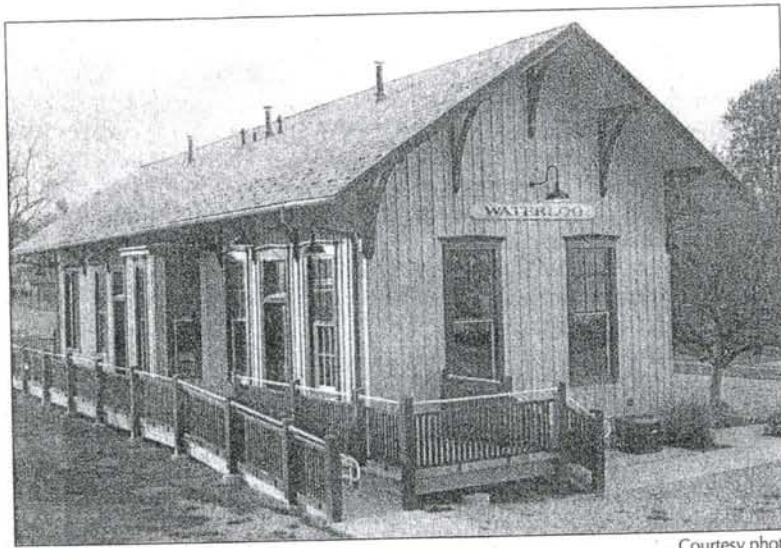
The HAWK signal will flash to stop traffic for a crossing pedestrian, but remain unlighted the rest of

the time.

Because this is a new kind of traffic signal in Fort Wayne, the city asks motorists to pay close attention and use caution when approaching it.

The city will install a second HAWK signal on Ardmore Avenue at North Washington Boulevard later this fall.

NS 10-14-10



Courtesy photo

The Amtrak station in Waterloo is getting an upgrade.

Waterloo gets grant for Amtrak station

\$1.8M to help upgrade state's 3rd busiest passenger train depot.

By BOB CAYLOR
bcaylor@news-sentinel.com

Waterloo has been awarded a \$1.8 million federal grant to make itself a better stop on Amtrak's rail runs between Chicago and the East Coast. The town already has rehabbed a historic railroad depot for a new career as a passenger station. Now, town officials say the grant will fund the construction of a full-length platform with canopy, lighting, innovative signage, more

accessible ramps and walkways, and additional parking at the historic train station.

That's a boon for Waterloo. But does the federal investment in Waterloo's Amtrak station indicate anything about Fort Wayne's prospects for attracting rail service? Rallies in support of bringing rail service — especially high-speed rail — to Fort Wayne have attracted up to several hundred people in recent years.

Geoff Paddock, one of the most dogged proponents of bring passenger rail service back to Fort Wayne, says he doesn't think it means Fort

See **AMTRAK**, Page 7A

AMTRAK

Continued from Page 1A

Wayne's chances for passenger service are diminished.

"In my conversations with Amtrak officials, they still feel Fort Wayne is a large, untapped market," Paddock said, though he noted that these discussions with Amtrak officials have been informal and unofficial.

He doesn't begrudge Waterloo a better stop on the

east-west passenger lines. "They deserve a better train station than what they have," he said.

"I think any time Amtrak upgrades and improves service, it's better for all of us."

The Waterloo Train Station Improvements Project will complete a six-year community effort of removing the existing shelter — which looks more like a bus stop or an enlarged smokers' hut — and returning the historic Waterloo Depot to passen-

ger use.

This phase of the project will be a cooperative effort with the National Railroad Passenger Corporation (Amtrak). These improvements will connect the historic Waterloo Depot with the passenger platform, increasing passengers' comfort and safety.

The final design must be approved by Norfolk-Southern Corporation, owner of this rail line.

A statement from town of-

officials said the Waterloo station has the third-highest ridership of any Indiana station after Indianapolis and Lafayette. The station is served by Amtrak's Capitol Limited from Chicago to Washington, D.C., and the Lake Shore Limited from Chicago to New York City and Boston with one daily train each in both directions.

In fiscal year 2009, Amtrak ridership at Waterloo was 19,074.

DS
10-23-10

Restored bridge back in historic spot on Bostick

AMANDA IACONE
The Journal Gazette

The historic Bostick Bridge made its grand re-entrance Friday afternoon as crews placed the restored iron truss bridge on its abutments across the St. Marys River.

Restoration of the 45-ton steel bridge included new steel members and painting. The one-lane bridge was built in 1894.

New wooden bridge decking and a handrail will be added before the bridge reopens to pedestrian traffic this year, county officials said.

Crews used cranes to maneuver the trusses off a tractor-trailer rig and back across the river. The bridge was removed and taken off-site for repairs by Beaty Construction, of Boggstown, Ind.

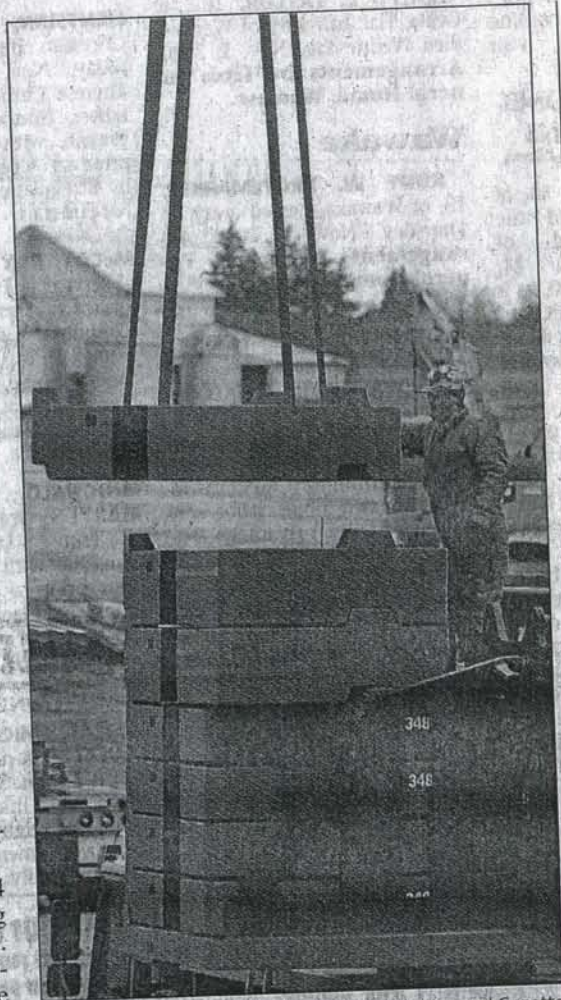
The \$1.1 million project was paid for by federal stimulus money.

The county closed the bridge in 2004 because of structural damage, leaving area residents without access to U.S. 27.

Construction on the \$1.3 million vehicular bridge, which will sit next to the existing span, will begin within a month, Highway Director Bill Hartman said.

Crews will construct the piers in the river this winter, he said.

aiacone@jg.net



Laura J. Gardner | The Journal Gazette

A crew member prepares the counterweight on the crane during Friday's placement of the historic Bostick Bridge across the St. Marys River.

J 11-6-10

ABOITE SET TO REOPEN



By Kevin Leininger of The News-Sentinel

Jerad Harlow, of Harlow Enterprises, clears the sidewalk along Aboite Center Road on Friday. He was planting seed and sod in preparation for the road's scheduled Wednesday afternoon reopening. The heavily traveled road has been closed between West Jefferson Boulevard and Dicke Road since April as part of a \$6.6 million improvement project that includes widening to four lanes and adding a trail and sidewalks. The project was to have been completed several weeks ago but was delayed by poor weather and the need to move utility poles. More than 15,000 vehicles use the road daily.

DS 11-13-10

Pufferbelly Trail's first mile now ready for trekking

North-side trail has another 12 miles still to construct.

From staff reports

Local and state officials, along with trail advocates, celebrated the completion of the first mile of the 13-mile Pufferbelly Trail on Thursday.

The Pufferbelly Trail is Fort Wayne's portion of the state of Indiana's Visionary Trail, proposed to go from Pokagon State Park in Steuben County to Ouabache State Park in Bluffton. The full length of that trail will be about 80 miles.

The Pufferbelly Trail uses the right-of-way of the Fort Wayne, Jackson (Mich.) and Saginaw (Mich.) Railroad.

It will run from Lawton Park downtown to Franke Park and on to northwest Fort Wayne, crossing Washington Center Road, Carroll Road and finally up to the north Allen County boundary line.

The completed one mile of the Pufferbelly Trail goes from Wallen Road to the Parkview YMCA on Dupont Road. It was constructed using more than \$1.15 million in funding from the American Recovery and Reinvestment Act.

The project supported about 15 jobs during its design and construction phase. With the opening of the first mile, the city of Fort Wayne now has 60 miles of trails.

Both Northwest Allen Trails and the Greenway Consortium are working to raise money to complete the final 12 miles of the Pufferbelly Trail.

DS 11-19-10

Bus boon fueled by free ride program

Campus plan helped keep Citilink's numbers on rise

ANGELA MAPES TURNER
The Journal Gazette

Fort Wayne's bus system saw increased ridership this year, defying a national trend.

The increase was driven in large part by a free campus bus system, which showed major gains in its second year.

To date, the bus service has seen a 5.6 percent increase in riders this year over last, for a total of more than 1.7 million one-way passenger trips. Citilink does not expect to surpass its 2008 record of more than 2 million one-way passenger trips, but it will be closer than last year, assistant general manager Betsy Kachmar said.

Of course, certain factors that drive bus demand that were present in 2008 are missing now – primarily \$4-a-gallon gasoline.

Across the country, bus ridership has been down slightly this year, according to the American Public Transportation Association.

But making a big difference locally is CampusLink, a fleet of bright-green, energy-efficient buses that provide free rides to students, faculty and staff and the general public in and around Ivy Tech and IPFW.

Last November, CampusLink provided about 3,100 passenger trips; this November, the total was nearly twice that. About 12 percent of those rides have been for local residents who are not university students and staff, Kachmar said.

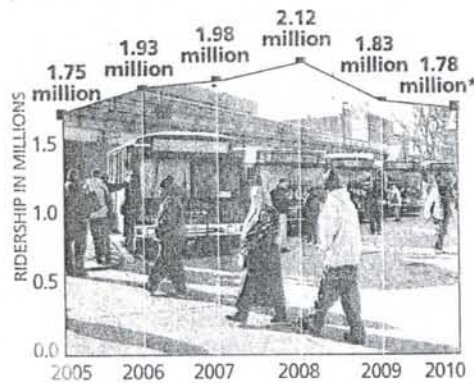
During the last school year, CampusLink provided more than 36,300 rides and is on par to surpass that total this year, she said.

The three buses were paid for in large part by a three-year stimulus grant that has half-way run its course. Kachmar said talks have been ongoing with the universities to keep the popular service going when the grant money runs out – talks that began even before the project started.

Meanwhile, the Fort Wayne Public Transportation Corp. board hasn't been able to re-

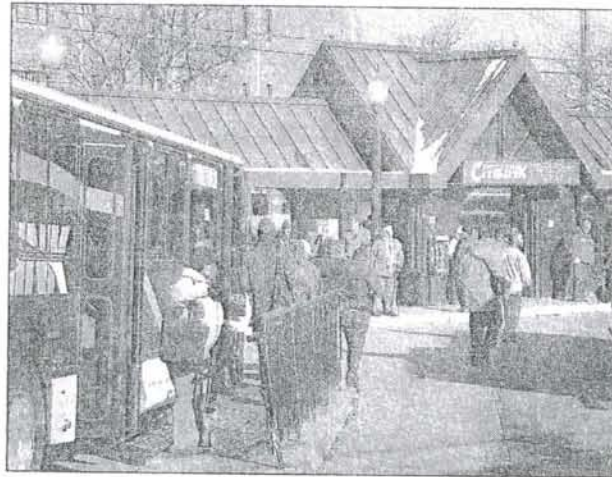
Rebounding trend

Citilink expects this year's ridership to exceed last year's. Ridership peaked in 2008 when gas prices hit \$4 a gallon.



*Year-to-date through Dec. 7, 2010
Source: Citilink/Fort Wayne Public Transportation Corporation
The Journal Gazette

12-13-10



Samuel Hoffman | The Journal Gazette

Citilink reports slightly increased ridership this year even though ridership is down nationwide.

BUS

Continued from Page 1A

store regular route cuts made in 2008, although Kachmar hopes restoration might be on the horizon next year. Also on the horizon may be hiring more drivers, now that Citilink has upgraded its aging bus fleet with seven new hybrid buses.

It would be good news for the general public, which, despite the slight decrease over the last two years, has generally come to rely on Citilink more and more in the past 12 years. Ridership has increased more than 60 percent overall since 1998, the bus service said.

In November, more than 6,800 riders a day, on average, relied on Citilink.

Citilink hopes a promotion through the end of the year will continue to attract new devotees. The bus service has been offering free-fare Saturdays in December on any fixed-route bus, including shopping destinations such as Georgetown, Glenbrook Square and Jefferson Pointe.

The first free-fare Satur-

GET ON THE BUS

Citilink offers these tips to help riders keep buses running on time:

- Have fare ready in exact change if possible.
- Buy prepaid passes at Citilink, Scott's Food stores, Kroger, Urban League, Third World Store, Centro Dinero and the City-County Building.
- If a prepaid pass requires an identification card, have the card ready to show the driver.
- Wait at a marked bus stop instead of flagging down a bus.

RIDE FOR FREE

Citilink offers free rides on fixed routes on December Saturdays except Christmas. Route maps and timetables are available at all public libraries and at www.fwcitilink.com.

day this month showed a 58 percent increase from an average recent Saturday, Kachmar said. Dec. 18 will be the last day to take advantage of the promotion.

aturner@jg.net

3 trail groups form Fort Wayne Trails

JOURNAL GAZETTE

Three local trails groups have combined to form Fort Wayne Trails.

Aboite New Trails, the Greenway Consortium and Northwest Allen Trails combined to form the 501(c)(3) organization, a statement from Aboite New Trails said.

The statement said Lori Keys,

Aboite New Trails' executive director, will be executive director of Fort Wayne Trails.

The merger will work to find office space, seat a new board of directors and work to expand the trail system throughout Fort Wayne and Allen County.

To stay up-to-date, visit www.aboitenewtrails.org through February, the statement said.

J 1-18-11

Workshop will focus on traffic roundabouts

By KATY ANDERSON
kanderson@news-sentinel.com

A free workshop at IPFW hopes to educate students and professionals about the benefits and development of traffic roundabouts. The "Basic Design of Roundabouts" workshop is a partnership between IPFW and the city of Fort Wayne, and will allow professionals and students to collaborate and network.

Some workshop topics are the basic designs of roundabouts, federal and state policy, safety, construc-

tion, and pedestrian and bicycle accommodation. Technically speaking, a roundabout is an intersection containing one-way circulation around a center island, where entering traffic must yield the right of way to circulating traffic.

According to city traffic engineer Shan Gunawardena, there has been an increased interest in developing more roundabouts. There are three within the city limits, including at Old Mill Road and Westover Road.

"They don't cost a lot of money, and they are actually a lot safer,"

Learn more

What: Roundabout workshop

When: 8:30 a.m.-3 p.m. Friday

Where: IPFW Walb Student Union, Room 126

Comments by William McKinney, vice chancellor for academic affairs, and Fort Wayne Mayor Tom Henry will begin at 9 a.m.

Gunawardena said, adding that there are several being developed in the city.

MS 2-2-11

Easing Dupont hassles

State expects Indiana I widening, reworked I-69 ramps to cut congestion

BENJAMIN LANKA
The Journal Gazette

Sometimes there really is just no way to come up with a short-term improvement for a traffic issue.

Q. With all the construction on Dupont Road, why haven't the traffic lights at Interstate 69 been adjusted to regulate traffic better? – Dee Prescott, Fort Wayne

A. Well, Dee, better doesn't always equal good, especially in an area as congested as this.

Dana Plattner, district traffic engineer for the Indiana Department of Transportation, said the signals at this interchange have been adjusted numerous times over the past year to improve traffic flow as much as possible during construction of Indiana I/Dupont Road.

The state is monitoring the situation continuously, he said, but with the limited number of lanes open to heavy traffic, delays are inevitable.

The good news is that construction in the area should be complete by late summer and additional lanes will be opened to traffic at the interchange.

Beyond widening Dupont from I-69



ROAD SAGE

to the east, the state plans to widen the southbound-interstate on-ramp this summer to accommodate two lanes of traffic. This would allow eastbound right turns and westbound left turns onto the interstate to flow simultaneously.

In addition, the middle lane of the I-69 northbound off-ramp – that currently is an exclusive left-turn lane – will be converted to allow left and right turns. Plattner said this will let vehicles turning right to flow more efficiently and reduce backup onto the interstate.

Finally, the state plans to overhaul the interchange in 2013 to ease existing traffic and the increased traffic generated by the expansion of Parkview Hospital. The state has previously said it is looking into installing a diverging diamond interchange.

Interchange input

The state will hold a public hearing regarding the proposed I-69 interchange at Union Chapel Road at 5 p.m. Tuesday at Maple Creek Middle School, 425 Union Chapel Road.

The state is planning the \$20 million project in conjunction with Parkview Health, which is putting \$10 million toward the interchange so it can be ready near the time of the opening of the nearby medical center.

More information on the project is available online at www.in.gov/indot/2354.htm.

Radio Sage

The bonus audio question this week comes from Bill Richardson, who asks about the state's ice-melting methods. The segment originally aired Friday afternoon and can be found online at www.journalgazette.net/roadsage.

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

MEDICAL TRIPS AND MORE



Courtesy photos

Vaughn Betts drives a Community Transportation Network van, which takes riders to doctor offices and other appointments they otherwise wouldn't have transportation to. The cost is based on need and frequency.

Transport services help residents catch a ride

Cost is affordable for seniors and others without vehicles

By HEATHER SCHULTZ
hschultz@news-sentinel.com

Getting places is difficult for those who can't drive or afford a car. Options are available, but many people are not aware of them.

Sandra Marie White, 63, is a Fort Wayne resident who knows how a simple trip to the doctor can be difficult when reliable transportation is not available. White uses a wheelchair, and traveling four blocks to physical therapy without a car isn't a possibility.

"If I had to pay for a cab for what they (CTN) offer, it would be a hardship on my income," White said.



CTN driver Dana Budd helps rider Carol Rexrode.

Empathetic to those like White who struggle to find rides, Becky Weimerskirch, executive director of Community Transportation Net-

work, has helped create readily available transportation options. A non-profit organization since 2000, CTN offers services such as Senior Keys, which allows seniors to donate their unused cars and use the car's value to start an account to pay for rides.

As a former board member of CTN 2005-07, White reported the organization "has done an excellent job of managing and timing services." White also appreciates that drivers escort her to the van and walk her to doors.

CTN offers nonmedical trips as

See **TRANSPORT**, Page 31

Need a lift?

To schedule an appointment: Call 424-2010 for Countilink or 420-3280 for CTN services.

Times: Countilink: 8:15 a.m.-4 p.m. Monday-Friday. CTN: 7 a.m.-7 p.m. Monday-Saturday.

Cost: Countilink: Free for passengers over 60 years old with a suggested donation of \$2.50 and \$5 each way for

TRANSPORT

Continued from Page 1L

well, including field trips for various child care centers, shuttles for arts patrons from downtown restaurants to performances and rides to adult day care service for those with dementia.

CTN's funding comes from Medicaid reimbursements, but not all of it. CTN also relies on individual and organizational support, including Parkview Hospital and Lutheran Health Network.

CTN service costs are "varying rates based on need and frequency," Weimerskirch said. "It's a very simple process, just a simple



Courtesy photo

Countilink gives free rides for those over 60 and by donation for others.

phone call."

Another public transportation option is Countilink, provided by the Allen County Council on Aging. It gives transportation within Allen County where Citilink does not provide bus or van service. Countilink started in

2009, yet many Fort Wayne residents haven't noticed its benefits.

The service is free for passengers age 60 or older with a suggested donation of \$2.50 and \$5 each way for passengers under age 60.

Ivan Minich, 78, has used

Countilink for years and gets dialysis treatments three times a week.

"I haven't been able to drive for 12 years," said Minich, adding that he is legally blind and his only reliable transportation is Countilink.

Funding for Countilink is through the Older Americans Act, United Way of Allen County, federal transportation funds, various foundations, fundraising and private donations.

Jenni Showalter, interim director of Allen County Council on Aging, reported that 613 trips were offered in the last fiscal year. She looks forward to offer more once awareness of Countilink's service grows.

YN 3-2-11

Diebold widening is a go

County, Parkview to pay \$3.3 million, less than planned

BENJAMIN LANKA
The Journal Gazette

Allen County will save about \$2.5 million to rehabilitate and expand a troubled section of Diebold Road.

The commissioners on Friday ap-

proved a nearly \$3.3 million contract with Wayne Asphalt to improve the road between Dupont and Union Chapel roads. County estimates had pegged the project to cost \$5.8 million.

The work is being fast-tracked to accommodate the new Parkview

medical center in the area, which is expected to add about 4,000 daily trips to an already congested Dupont Road interchange.

Parkview expects to open a new \$536 million medical center just off Dupont in the spring of 2012. To alleviate congestion, the state is con-

structing a new Interstate 69 interchange at Union Chapel Road. The county is improving Diebold to accommodate the traffic from that interchange.

Between 2,500 and 3,000 vehicles travel on Diebold daily.

Parkview is helping finance both of the projects. It is to pay up

Diebold, Page 3C

www.journalgazette.net

DIEBOLD

Continued from Page 1C

\$10 million toward the interchange project, and an agreement with the county called for the health non-profit to pay up to \$6 million for work on Diebold.

Commissioner Nelson Peters said he was unsure how the lower contract price will affect Parkview's contribution, but he said it was bet-

ter than having the project be more expensive.

"When you get a bid like that, both of you are going to come out ahead," he said.

The agreement with the county called for the county to be responsible for the section of Diebold north of Norarrow Drive, while Parkview would pay for improvements south to Dupont.

The two sections were originally slated to be separate, but the county merged them to get the work done

before the new interchange opens.

The project calls for improving Diebold north of Norarrow and widening the road to four lanes to the south. It will widen to five lanes at Dupont Road to allow for turn lanes, going from its current 20-foot width to 100 feet.

Work on the project is expected to start next month and be completed by the end of the year.

blanka@jg.net

Upcoming projects on display

BENJAMIN LANKA
The Journal Gazette

Spending an evening looking at planning documents might not sound like the most exciting time, but residents will have a chance to see exactly what area road projects are in store for the near future.

The Northeastern Indiana Regional Coordinating Council, a transportation planning agency, is having an open house from 4 to 6 p.m. March 22 in the Omni Room on the second floor of the City-County Building. During the event, residents can review and comment on the 2012-2015 transportation plan.

The list reflects up-to-date priorities for road projects, including some significant changes.

For example, design work is now to begin in 2013 to widen Maplecrest Road between State Boulevard and Stellhorn Road. With the extension of Maplecrest south to New Haven and the city's plan to widen the road south of State, the agency decided to widen the road north of State to provide a four-lane thoroughfare throughout the road's expanse. This will eliminate traffic clogging in the narrower section.

This is a project I'd love to see, but it does come at a cost. To allow for the Maplecrest widening, the agency decided to delay widening St. Joe Center Road east of Reed Road and widening Stellhorn Road east of Maplecrest.

People who can't attend the meeting can view the documents at www.nirec.com and send comments by e-mail to Dan. Avery@co.allen.in.us. The agency will accept comments from March 17 to March 31.

E-mail bag

Q. Will they allow cars to turn left on Fairington Drive heading south on Clinton to a green light with caution. It currently is a turn with arrow then it goes to red. So many times the way is clear to turn but you can't because the light is red. – Mary Robertson

A. Unfortunately, Mary, the city does not believe such turns would be safe.

Shan Gunawardena, city traffic engineer, said vehicles are allowed to turn left without an arrow when it is safe to do so. This generally means speed limits are lower, there is good visibility and there aren't multiple lanes to cross.

In this location, vehicles are legally allowed to travel 45 mph and often go much faster. In addition, he said the line of sight is poor, especially when an oncoming vehicle is also trying to turn left.

For these reasons, he said, drivers must continue to wait for an arrow to turn.

Clinton can be especially frustrating as the signals are timed to aid southbound traffic during morning rush hour and northbound traffic during evening rush hour.

Radio Sage

This week's bonus audio question comes from Maree L., who asks about the signals on Dupont Road near Diebold Road. The segment originally aired Friday afternoon on WOWO and can be found online at www.journalgazette.net/roadsage.

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

3-12-11

Sale clears way for bus site

Citilink paid more for Barr Street land than it will get now

BENJAMIN LANKA
The Journal Gazette

Citilink will lose money selling land on Barr Street once planned for a downtown transfer station, but that will not hinder its ability to construct the project on Baker Street.

Ken Housden, Citilink general manager, said the YMCA of Greater Fort Wayne was the lone entity interested in buying the land on Barr near Jefferson Boulevard.

He said his organization will sell the land for \$413,500, about \$15,000 less than what Citilink spent to acquire it several years ago.

The YMCA was one of the original sellers of the property to Citilink.

Housden said the price is based on professional appraisals, which will be released after the sale is final but added, "It is what it is."

The proceeds from the sale will be used toward the construction of a transfer station on the south side of Baker between Harrison and Calhoun streets.

A Citilink board of directors



Wendel Duchscherer, Design Collaborative and GAI Consultants

Citilink's new transfer site is expected to open in mid-2012.

IF YOU GO

What: Open house for new Citilink transfer station

Who: Citilink staff available to answer questions

When: 4 to 7 p.m. today

Where: Omni Room, second floor, City-County Building

committee on Tuesday reviewed plans for the new station. Those plans will be presented at an open house today in the City-County Building.

The Baker Street property has been owned by Citilink for more than a decade.

Citilink has more than \$4 million set aside for the project, potentially more if prices are higher than expected.

Professional estimates are ex-

pected to be completed within a few weeks for construction.

The project includes a building with bathrooms, waiting area, information center and bus drivers' lounge. It will also provide easier access for buses and large canopies to protect passengers from rain and snow.

Scott Neal, one of the architects for the project, said Citilink will likely be ready to take construction bids by July and start construction by August. Housden said the project likely should be complete by the summer of 2012.

Neal also said the project could accommodate Greyhound if it wanted to use the site as its local hub. Such an addition, which Citilink is pursuing, would require only small modifications to the building.

blanka@jg.net

JY 3-16-11

NIRCC open house to review projects

The Northeastern Indiana Regional Coordinating Council (NIRCC), a transportation planning agency, will host an open house 4-6 p.m. Tuesday in the City-County Building's Omni Room to review the 2012-15 Transportation Improvement Program (TIP) and the Air Quality Determination Analysis. The draft reflects projects funded paid with federal funds, and staff will answer questions and take comments. If you can't attend and wish to review the documents, visit NIRCC's office in the City-County Building or go to **NIRCC.com**. Comments will be accepted through March 31.

DB 3-19-11

PUBLIC NOTICE

Public Comment Period and Informational Meeting on the Fiscal Year 2012-2015 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 March 17, 2011 for the Fiscal Year 2012-2015 Transportation Improvement Program and corresponding Air Quality Transportation Conformity Analysis/Determination for Allen County. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2012-2015 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 March 31, 2011. An open house will be held to discuss the Fiscal Year 2012-2015 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Tuesday, March 22, 2011 in Room 250 (Omni Room) in the City-County Building, One E. Main St., Fort 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 2012, 2013, 2014, and 2015 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 2012-2015 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.
3-14th thru 31st 891647

3-15-11
NS

PUBLIC NOTICE

Public Comment Period and Informational Meeting on the Fiscal Year 2012-2015 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 March 17, 2011 for the Fiscal Year 2012-2015 Transportation Improvement Program and corresponding Air Quality Transportation Conformity Analysis/Determination for Allen County. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2012-2015 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 March 31, 2011. An open house will be held to discuss the Fiscal Year 2012-2015 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Tuesday, March 22, 2011 in Room 250 (Omni Room) in the City-County Building, One E. Main St., Fort 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 2012, 2013, 2014, and 2015 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 2012-2015 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.
3-14th thru 31st 891647

3-15-11
JG

APPENDIX C

Long Range Transportation Plan Project Identification Number

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

Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
25-027	Anthony Boulevard and CSX Railroad	Reconstruct Railroad Grade Separation	2
25-028	Carroll Road - State Road 3 to Coldwater Road	Reconstruction and Realignment	1
25-029	Flutter Road - Schwartz Road to St. Joe Road	Reconstruction and Realignment	2
25-030	Moeller Road - Green Street to Hartzell Road	Reconstruction and Realignment	1
25-031	Ryan Road - Harper Road and Bremer Road	Reconstruction and Realignment	2
25-032	Jefferson Boulevard - Lutheran Hospital Entrance to Interstate 69 Ramps	Turn Lane Extension	2
25-033	Adams Center Road - State Road 930 to Moeller Road	Widening Projects	3
25-034	Clinton Street - Auburn Road to Dupont Road / State Road 1	Widening Projects	2
25-035	Dupont Road - Coldwater Road to Lima Road/State Road 3	Widening Projects	2
25-036	Hillegas Road - s/o Bass Road to Washington Center Road	Widening Projects	2
25-037	Huguenard Road - Washington Center Road to Cook Road	Widening Projects	2
25-038	Washington Center Road - Lima Road/State Road 3 to US 33	Widening Projects	2
25-039	Bass Road over Interstate 69	Bridge Reconstruction/Modification	none
25-040	Covington Road over Interstate 69	Bridge Reconstruction/Modification	none
25-041	Ellison Road over Interstate 69	Bridge Reconstruction/Modification	none
25-042	Hillegas Road over Interstate 69	Bridge Reconstruction/Modification	none
25-043	US 27/Clinton Steet Bridge over St. Mary's River w/Pedestrian Treatment	Bridge Reconstruction/Modification	none
25-044	US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment	Bridge Reconstruction/Modification	none
25-045	Interstate 469 and State Road 1/Bluffton Road Interchange	Interchange - Modification	none
25-046	Interstate 469 and US 24 Interchange	Interchange - Modification	2
25-047	Interstate 469 and US 27 Interchange	Interchange - Modification	none
25-048	Interstate 469 and US 30/SR 930 Interchange	Interchange - Modification	1
25-049	Interstate 69 and US 30/33/SR 930 Interchange	Interchange - Modification	none
25-050	US 30 and US 33 Interchange	Interchange - Modification	2
25-051	Interstate 69 and Hursh Road	Interchange - New Construction	2
25-052	Union Chapel Road at Leo Road/State Road 1	Intersection Reconstruction	1
25-053	State Road 1/Leo Road and Amstutz Road	Intersection Reconstruction	none
25-054	State Road 14/Illinois Road and Allen/Whitley County Line Road	Intersection Reconstruction	none
25-055	US 30 east of Interstate 469	ITS - Motorist Information/Changeable Message Signs	none
25-056	US 30 west of Interstate 69	ITS - Motorist Information/Changeable Message Signs	none
25-057	US 27/Clinton Street - State Boulevard to Fourth Street	Reconstruction and Realignment	none
25-058	Interstate 469 - Interstate 69 to Maplecrest Road	Widening Projects	none
25-060	Interstate 69 - Dupont Road/State Road 1 to Hursh Road	Widening Projects	3
25-062	Interstate 69 - s/o Coldwater Road to Dupont Road/State Road 1	Widening Projects	1
25-063	State Road 1/Leo Road - Tonkel Road to Union Chapel Road	Widening Projects	2
25-064	State Road 14 - West Hamilton Road to Allen/Whitley County Line	Widening Projects	3
25-065	State Road 3 - Dupont Road to Gump Road	Widening Projects	3
25-066	State Road 3 - Interstate 69 to Washington Center Road (south bound)	Widening Projects	none
25-067	US 24 - Interstate 69 to Homestead Road	Widening Projects	none
25-068	US 30 - Flaugh Road to O'Day Road	Widening Projects	3
30-001	Bass Road - Hillegas Road to Scott Road	Center Turn Lane Improvement	2
30-002	Engle Road - Bluffton Road to Smith Road	Center Turn Lane Improvement	2
30-003	Cook Road and Huguenard Road Intersection	Intersection Reconstruction	1
30-004	Dartmouth Drive and Washington Center Road Intersection	Intersection Reconstruction	1
30-005	Goshen Road and Lillian Avenue and Sherman Boulevard	Intersection Reconstruction	3
30-006	Coombs Street - Maumee Avenue to Wayne Street	New Construction	1
30-007	Spring Street - Wells Street to Spy Run Avenue	New Construction	2
30-008	Allen County/Whitley County Line Road - US 24 to SR 14	Reconstruction and Realignment	2
30-009	Coverdale Road - Indianapolis Road to Airport Expressway	Reconstruction and Realignment	2
30-010	Lake Avenue - Anthony Boulevard to Coliseum Boulevard/State Road 930	Reconstruction and Realignment	2
30-011	Landin Road - North River Road to Maysville Road	Reconstruction and Realignment	2
30-012	Moeller Road - Hartzell Road to Adams Center Road	Reconstruction and Realignment	2
30-013	Till Road - Lima Road/State Road 3 to Dawson Creek Boulevard	Reconstruction and Realignment	1
30-014	Wallen Road - Hanauer Road to Auburn Road	Reconstruction and Realignment	2
30-015	Ardmore Avenue - Engle Road to Lower Huntington Road	Widening Projects	3
30-016	Ardmore Avenue - Jefferson Boulevard to Taylor Street	Widening Projects	1
30-017	Ardmore Avenue - Taylor Street to Engle Road	Widening Projects	2

