

# **Transportation Improvement Program**

**2013-2016**

***NIRCC***

*Northeastern Indiana Regional Coordinating Council*

The FY 2013-2016 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 EB
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.

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## **LIST OF INITIALS AND ACRONYMS USED**

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

## **FUNDING CLASSIFICATIONS:**

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

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

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

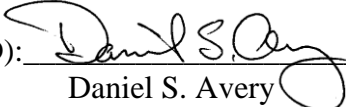
WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

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

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

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

BE IT, THEREFORE, RESOLVED, that the Urban Transportation Advisory Board, at its regular meeting on April 3, 2012 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

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

(DATE): April 3, 2012

## RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2013-2016 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 Organization 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 FY2013-2016 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2013-2016 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 2013-2016 TIP are consistent with the approved NIRCC 2030-II Transportation Plan as Amended.

That no project in the FY2013-2016 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

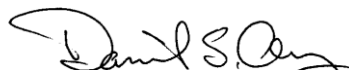
That the FY2013-2016 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

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 3, 2012 find the FY 2013-2016 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 3<sup>rd</sup> DAY OF APRIL, 2012,

THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

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

# **I. INTRODUCTION**





## I. INTRODUCTION

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

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

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

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

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

The emphasis of the Safety Management System is to identify locations on the transportation network that show deficiencies and hazardous locations. Data is collected and reviewed annually to 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 2013, 2014, 2015 and 2016) represent committed projects by local governments. INDOT projects listed in this TIP includes projects for Fiscal Years 2013 through 2016.



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





## II. ORGANIZATION AND STUDY AREA

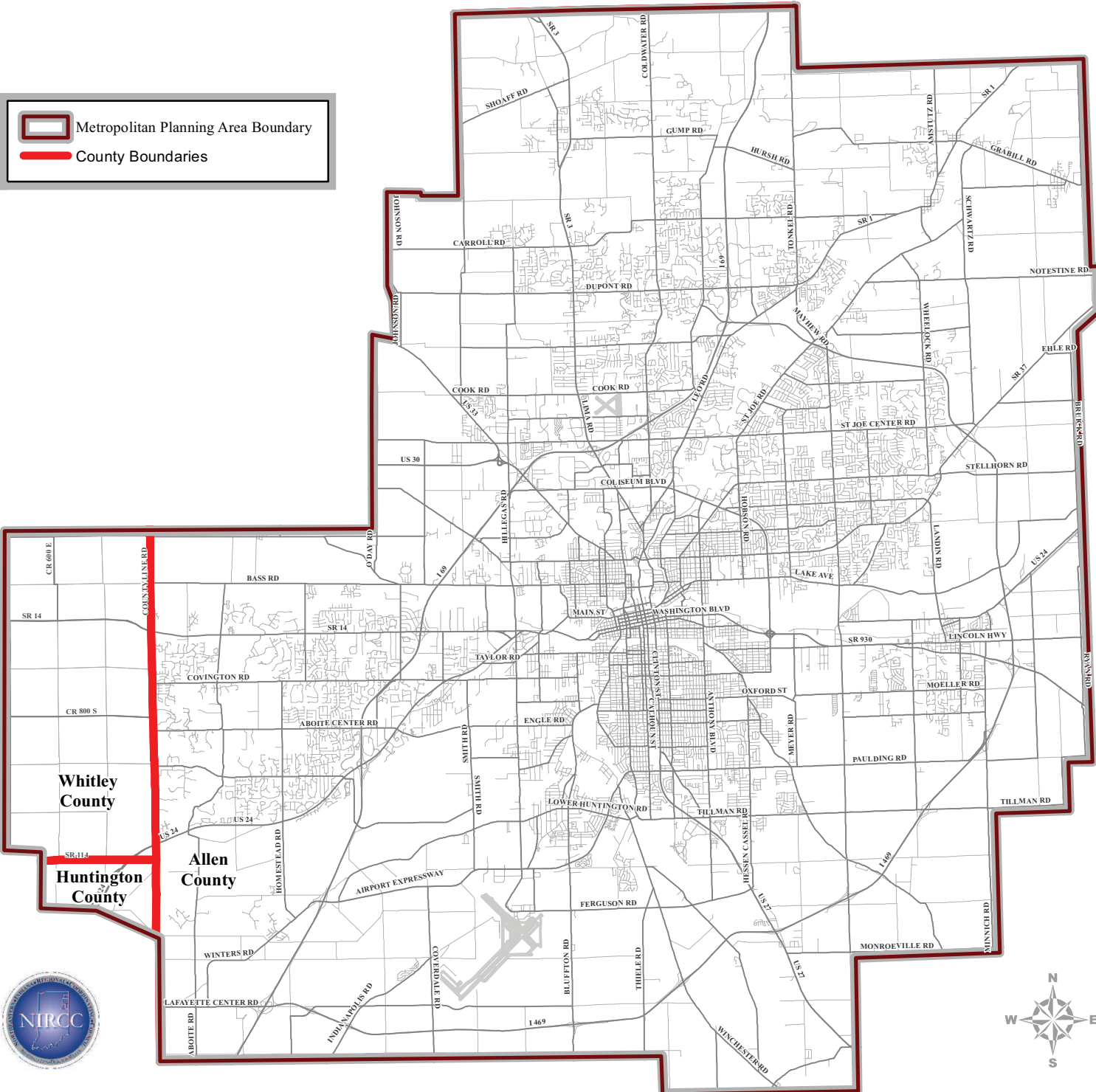
The Fort Wayne-New Haven-Allen County Transportation Study is being conducted as a part of the continuing, comprehensive and cooperative (3C) transportation planning process as directed by the 1962 Federal Aid Highway Act. The study is a cooperative effort by the Northeastern Indiana Regional Coordinating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

 Metropolitan Planning Area Boundary  
 County Boundaries



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

### **NIRCC Members**

Mayor Norm Yoder, Chair - City of Auburn  
J. Philip Burt, Vice Chair - Allen County Commissioner Representative  
Councilman Bob Armstrong - Allen County Council  
Mayor Ted Ellis - City of Bluffton  
Bill Hartman - Allen County Commissioner Representative  
Mayor Tom Henry, represented by Pam Holocher - City of Fort Wayne  
Mayor Terry McDonald - Allen County Commissioner Representative  
Commissioner Donald Grogg - DeKalb County  
Councilman Alan Middleton - DeKalb County Council  
Gene Donaghy - Governor Appointee  
Commissioner Kevin Woodward - Wells County  
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
  - Shan Gunawardena, Vice Chair - Fort Wayne Traffic Engineer
  - Pam Holocher - Fort Wayne Mayor's Appointee
  - Bob Kennedy - Fort Wayne Board of Works
  - John Shoaff - Fort Wayne Plan Commission
- b. Four representatives from Allen County
  - Commissioner Linda Bloom - Allen County Commissioner
  - Darren Vogt - Allen County Council
  - Bill Hartman - Allen County Highway Director
  - Roy Buskirk, Chair - 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
  - Scott Hinderman - 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  
Lara Dorsett - 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  
Kevin Alexander - Local 682 Amalgamated Transit Union  
Chris Beebe - Department of Planning Services – Plan Commission Staff  
Sherese 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  
Anne Palmer - Consumer  
John Wallace - 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

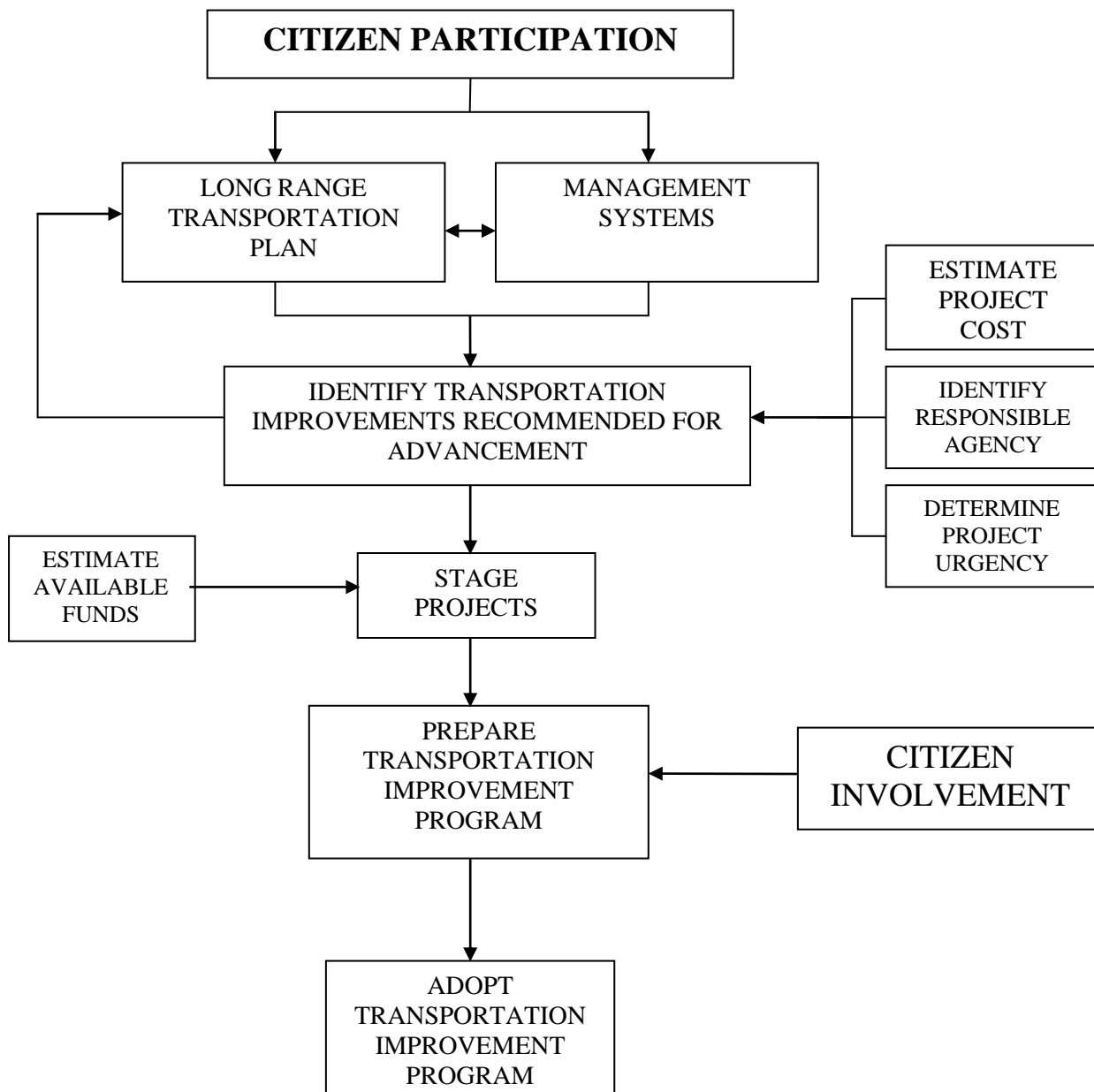
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 and 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 13–FY 16 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

When requests for project funding exceed available revenues, additional criteria will be used to select and prioritize projects. Eligible projects will be evaluated based on the Project Selection Process provided in Appendix D.

Each project will be evaluated based on the Project Selection Process and presented to the Transportation Technical Committee (TTC). TTC will review the evaluation process and recommend a prioritized list of projects to the Urbanized Transportation Advisory Board (UTAB). UTAB will review the prioritized project list and select projects for inclusion in the Transportation Improvement Program.

##### 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 Area. 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, 2012 to June 30, 2016 for local and state projects and January 1, 2012 to December 31, 2015 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 2013-2016 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 Stelhorn 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, 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 13 – FY 16 Transportation Improvement Program is approximately 65,502,980 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 744,192 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 Congestion Mitigation Air Quality (CMAQ) funds are available for projects that relieve congestion, improve air quality and reduce transportation-related emissions. Projects must meet eligibility requirements prior to being approved for inclusion in the TIP. Typically these projects receive funds to cover eighty percent of the project cost.

The Indiana Safe Routes to School (SRTS) program is based on the federal program designed to make walking and bicycling to school safe and routine. The Indiana Department of Transportation (INDOT) is responsible for administering the Indiana SRTS program that makes federal funding available for eligible activities and improvements.

The Indiana Transportation Enhancement (TE) program is funded through a portion of the funds the state receives from the Federal Highway Administration (FHWA). TE projects are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the multi-modal transportation system. TE projects can receive up to eighty percent of the total project cost. TE projects receive funding through the Indiana Department of Transportation.

The Fort Wayne Public Transportation Corporation (FWPTC) will receive \$1,898,399 from State Public Mass Transportation Funds (PMTF) for FY 13. Through capitalization of maintenance costs, \$1,718,035 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 13 through FY 16 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 2012 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 13	\$65,502,980 *	\$60,986,350	\$4,516,630
FY 14			
FY 15			
FY 16			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 13 – FY 16 meets the fiscal constraint requirement.

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

**Table 2**  
ALLOCATED FEDERAL FUNDS

FUND TYPE		FY 13	FY 14	FY 15	FY 16
STP/EB	Areas over 200,000 (urbanized area)	\$7,284,940	\$7,284,940	\$7,284,940	\$7,284,940
HSIP		\$774,192	\$774,192	\$774,192	\$774,192
CMAQ		\$2,294,200	\$2,294,200	\$2,294,200	\$2,294,200
Group IV Funding	Available to Allen County and small communities in Allen County outside the urbanized area (areas under 5,000)	\$25,727,310	\$25,727,310	\$25,727,310	\$25,727,310
STP/EB					
Bridge		\$27,206,650	\$27,206,650	\$27,206,650	\$27,206,650
HSIP	Statewide allocation				
CMAQ					
Transportation Enhancement	Statewide allocation to local agencies	\$21,812,300	\$21,812,300	\$21,812,300	\$21,812,300
Recreational Trails Program	Statewide allocation to local agencies	\$1,492,845	\$1,492,845	\$1,492,845	\$1,492,845
FTA 5307/5309					
Operating		\$0	\$0	\$0	\$0
Capital		\$934,000	\$1,828,000	\$2,540,000	\$799,400

**Matching Funds**

JURISDICTION	FY 13	FY 14	FY 15	FY 16
Allen County	\$3,606,088	\$1,062,000	\$1,211,000	\$41,300
Fort Wayne	\$2,199,900	\$2,491,200	\$2,954,400	\$600,000
New Haven	\$125,000	\$0	\$1,219,000	\$0
Grabill	\$17,000	\$0	\$234,200	\$0
Huntertown	\$16,800	\$0	\$327,500	\$0
Fort Wayne PTC				
Operating	\$8,117,873	\$8,385,477	\$8,659,926	\$8,941,383
Capital	\$233,500	\$457,000	\$635,000	\$199,850

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

Annual Estimates

*CITY OF FORT WAYNE*

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
MVH and Wheel Tax Surtax	\$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*

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

*ALLEN COUNTY*

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
MVH	\$6,640,000	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 2007 through 2011. 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 \$1,800,000, 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	2007	2008	2009	2010	2011
Salaries	\$ 4,251,922	\$ 4,119,485	\$ 4,329,220	\$ 4,348,823	\$ 4,600,116
Fringe Benefits	2,625,784	2,839,818	3,179,174	3,811,347	3,404,111
Contract Services	644,761	632,860	711,172	663,556	637,003
Materials & Supplies	1,809,091	2,275,229	1,868,308	1,548,453	1,652,171
Utilities	109,168	128,304	126,358	102,288	94,669
Casualty/Liability	389,140	396,837	441,348	238,934	285,079
Taxes	954	3,071	925	930	931
Purchased Transportation	-	73,344	59,997	80,850	77,847
Other	195,818	159,589	158,644	180,315	175,095
<b>Total Expenses</b>	<b>\$ 10,026,638</b>	<b>\$ 10,628,537</b>	<b>\$ 10,875,146</b>	<b>\$ 10,975,496</b>	<b>\$ 10,927,022</b>

CITILINK ACTUAL OPERATING REVENUES					
REVENUE ITEMS	2007	2008	2009	2010	2011
Fare Revenue	\$ 1,106,232	\$ 1,353,984	\$ 1,254,491	\$ 1,226,448	\$ 1,348,000
Other	281,826	230,000	106,803	89,544	135,374
Local Assistance	4,200,238	4,835,260	5,441,709	5,330,836	5,177,480
State Assistance	1,726,215	2,000,446	1,866,978	1,903,153	1,898,399
Federal Assistance	2,712,127	2,208,847	2,205,165	2,425,515	2,367,769
<b>Total Revenues</b>	<b>\$ 10,026,638</b>	<b>\$ 10,628,537</b>	<b>\$ 10,875,146</b>	<b>\$ 10,975,496</b>	<b>\$ 10,927,022</b>

**Table 2  
Future Projected Operating Budgets and Forecasted Revenue  
2013-2016**

The tables below show the estimated operating cash flows for Citilink.

CITILINK OPERATING EXPENSES FORECAST				
EXPENSE ITEMS	2013	2014	2015	2016
Salaries	\$ 4,480,266	\$ 4,547,470	\$ 4,615,682	\$ 4,684,917
Fringe Benefits	3,926,545	3,985,443	4,045,225	4,105,903
Contract Services	693,866	704,274	714,838	725,561
Materials & Supplies	1,619,184	1,643,472	1,668,124	1,693,146
Utilities	106,960	108,564	110,193	111,846
Casualty/Liability	249,848	253,596	257,400	261,261
Taxes	973	988	1,002	1,017
Purchased Transportation	84,543	85,811	87,098	88,405
Other	166,622	162,191	158,342	155,101
<b>Total Expenses</b>	<b>\$ 11,328,807</b>	<b>\$ 11,491,809</b>	<b>\$ 11,657,904</b>	<b>\$ 11,827,156</b>

CITILINK OPERATING REVENUES FORECAST				
REVENUE ITEMS	2013	2014	2015	2016
Fare Revenue	\$ 1,340,173	\$ 1,380,378	\$ 1,421,790	\$ 1,464,443
Other	97,847	100,782	103,806	106,920
Local Assistance	5,491,961	5,574,340	5,657,956	5,742,825
State Assistance	1,900,000	1,900,000	1,900,000	1,900,000
Federal Assistance	2,498,826	2,536,308	2,574,353	2,612,968
<b>Total Revenues</b>	<b>\$ 11,328,807</b>	<b>\$ 11,491,809</b>	<b>\$ 11,657,904</b>	<b>\$ 11,827,156</b>

**Table 3  
Projected Formula Capital Funds  
2013-2016**

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		FEDERAL	LOCAL	LOCAL	LOCAL	TOTAL
	CAPITAL	FEDERAL	CAPITAL	CAPITAL	CUM. CAP.	CAPITAL	CAPITAL
YEAR	CARRYOVER	CAPITAL	AVAILABLE	CARRYOVER	FUND	AVAILABLE	AVAILABLE
2013	\$140,223	\$3,626,187	\$3,766,410	\$21,289	\$273,571	\$294,860	\$4,061,270
2014	\$753,497	\$3,880,020	\$4,633,517	\$61,360	\$400,000	\$461,360	\$5,094,877
2015	\$643,448	\$4,151,621	\$4,795,070	\$4,360	\$700,000	\$704,360	\$5,499,430
2016	\$6,518	\$4,442,235	\$4,448,753	\$69,360	\$300,000	\$369,360	\$4,818,113
	FEDERAL		FEDERAL	FEDERAL	LOCAL	LOCAL	LOCAL
	CAPITAL	(DEDUCT	CAPITAL (5307)	CAPITAL	CAPITAL	CAPITAL	CAPITAL
YEAR	AVAILABLE	PM AND CP)	PROGRAMMED	CARRYOVER	AVAILABLE	PROGRAMMED	CARRYOVER
2013	\$3,766,410	\$2,078,913	\$934,000	\$753,497	\$294,860	\$233,500	\$61,360
2014	\$4,633,517	\$2,162,069	\$1,828,000	\$643,448	\$461,360	\$457,000	\$4,360
2015	\$4,795,070	\$2,248,552	\$2,540,000	\$6,518	\$704,360	\$635,000	\$69,360
2016	\$4,448,753	\$2,338,494	\$799,400	\$1,310,859	\$369,360	\$199,850	\$169,510

**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 with lift and one large transit vehicle with lift. The total cost the medium transit vehicle is 52,000 dollars of which eighty percent, 41,600 dollars will be paid for with federal funds. The large transit vehicle with lift is 55,000 dollars of which eighty percent, 44,000 dollars will be paid for with federal funds. Community Transportation Network will provide the local matching dollars of 21,400 (10,400 and 11,000 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 medium transit vehicle with 115,003 miles. The large transit vehicle with lift will be replacing an existing 1999 Ford 7-passenger van with 73,652 miles.

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 large transit vehicle with lift 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 2013-2016**



## FY 13 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 & Union Chapel Rd Intersection	CN	AC/INDOT	1,700,000	CMAQ
Bass Rd & Hadley Rd	RW	AC	492,000	CMAQ
Bethel Rd / Huguenard Rd / Till Rd	RW	AC	160,000	CMAQ
*Bridge Guardrail Treatments - various locations	PE	AC	63,000	HSIP
*Bridge Guardrail Treatments - various locations	CN	AC	311,850	HSIP
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	3,976,000	Group IV
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	690,300	Group IV - BR
Covington Rd & Dicke Rd	CN	FW	740,000	CMAQ
*Covington Rd Trail: Ladue Ln to I-69	CN	FW	387,000	CMAQ
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	RW	FW	93,600	TE
*Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	CN	FW	810,600	TE
Diebold Rd & Union Chapel Rd Intersection	CN	AC/INDOT	300,000	STP
Diebold Rd & Union Chapel Rd Intersection	CN	AC/INDOT	587,500	CMAQ
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	RW	FW	800,000	STP
*Engle Rd Trail: Jefferson Blvd to Towpath Trail	RW	FW	40,000	TE/TAP
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: Special Pavement Markings (Piano Key)	CN	FW	267,300	HSIP
Gump Rd - SR 3 to Coldwater Rd	CN	AC	6,246,400	STP
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	768,012	TE
Landin Rd: North River Rd to Maysville Rd	RW	NH	500,000	STP
Maplecrest Rd - Lake Ave to State Blvd	RW	FW	400,000	STP
Maplecrest Rd - State Blvd to Stellhorn Rd	PE	FW	600,000	STP
Pufferbelly Trail - Fourth St to Fernhill Ave	RW	FW	180,000	TE
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
Wireless Vehicle Detection-68 intersections	CN	FW	1,040,000	CMAQ
		<b>Total</b>	<b>30,022,262</b>	

## 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
Bass Rd & Hadley Rd	CN	AC	2,668,000	STP
Bass Rd & Kroemer Rd	RW	AC	160,000	STP
Bethel Rd / Huguenard Rd / Till Rd	CN	AC	1,260,000	CMAQ
Carroll Rd - Preserve Blvd to Bethel Rd	CN	HT	1,310,000	Group IV
Clinton St & Washington Center Rd	RW	FW	200,000	CMAQ
*Engle Rd Trail: Jefferson Blvd to Towpath Trail	CN	FW	568,000	TE/TAP
Liberty Mills Rd & County Line Rd	PE	AC	160,000	CMAQ
Maplecrest Rd - Lake Ave to State Blvd	CN	FW	3,680,000	STP
Maysville Rd & Stellhorn Rd	PE	FW	200,000	CMAQ
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
St Joe Center Rd: Reed Rd to Maplecrest Rd	PE	FW	350,000	STP
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
		<b>Total</b>	<b>14,361,800</b>	

## FY 15 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Federal Share	Funding Type
Bass Rd & Kroemer Rd	CN	AC	3,404,000	STP
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	CMAQ
Landin Rd: North River Rd to Maysville Rd	CN	NH	4,876,000	STP
State Blvd - Clinton St to Cass St (Phase 2 - bridge)	CN	FW	3,857,600	STP
State Blvd - Clinton St to Cass St (Phase 2)	CN	FW	1,000,000	HSIP
State Blvd - Clinton St to Cass St (Phase 2 - ped bridge)	CN	FW	400,000	CMAQ
		<b>Total</b>	<b>21,537,600</b>	

## FY 16 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Federal Share	Funding Type
Clinton St & Washington Center Rd	CN	FW	1,600,000	CMAQ
Liberty Mills Rd & County Line Rd	RW	AC	165,000	CMAQ
Maplecrest Rd - State Blvd to Stellhorn Rd	RW	FW	400,000	STP
St Joe Center Rd: Reed Rd to Maplecrest Rd	PE	FW	400,000	STP
		<b>Total</b>	<b>2,565,000</b>	

# Local TIP

## Type of Funding

- Federally Funded
- Locally Funded

## Projects FY 13 - 16

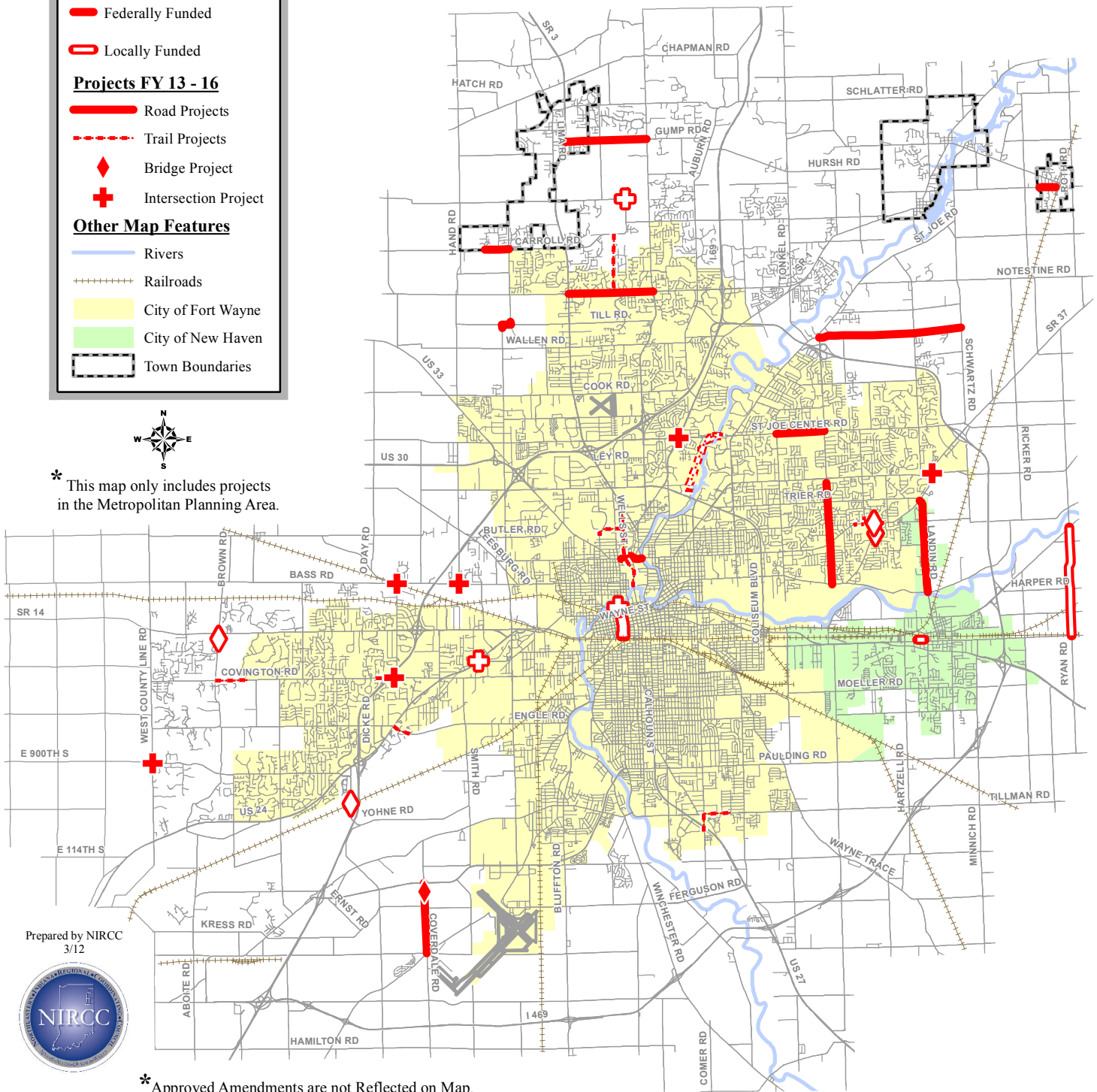
- Road Projects
- - - Trail Projects
- ◆ Bridge Project
- + Intersection Project

## 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  
3/12



\* Approved Amendments are not Reflected on Map.

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- ority</b>	<b>LPA</b>	<b>A/M</b>
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	2013	68.0	0.0	17.0	1	GR	
		CN	1171.2	2014	937.0	0.0	234.2	3	GR	
<i>Group IV</i>										
Bass Rd & Hadley Rd Intersection  (Intersection Improvements) <i>ITS Component - New Signal</i>	30-001  0902238 (0400582)	RW	615.0	2013	492.0	0.0	123.0	1	AC	
		CN	3335.0	2014	2668.0	0.0	667.0	2	AC	
<i>CMAQ</i>										
Bass Rd & Kroemer Rd Intersection  (Intersection Improvements) <i>ITS Component - New Signal</i>	30-001  0902239 (0400582)	RW	200.0	2014	160.0	0.0	40.0	2	AC	
		CN	4255.0	2015	3404.0	0.0	851.0	3	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	1	AC	
		CN	1575.0	2014	1260.0	0.0	315.0	2	AC	
<i>CMAQ</i>										
*Bridge Guardrail Treatments - various locations in Allen County  (Guardrail Improvements)	1297753	PE	70.0	2013	63.0	0.0	6.3	1	AC	
		CN	346.5	2013	311.9	0.0	34.7	1	AC	
<i>HSIP</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	2013	67.2	0.0	16.8	1	HT	
		CN	1637.5	2014	1310.0	0.0	327.5	2	HT	
<i>Group IV</i>										
Clinton St & Washington Center Rd Intersection  (Intersection Improvements) <i>ITS Component - Signal Interconnection &amp; Online</i>	25-016  0710322	PE	300.0	2013	240.0	0.0	60.0	1	FW	
		RW	250.0	2014	200.0	0.0	50.0	2	FW	
		CN	2000.0	2016	1600.0	0.0	400.0	4	FW	
<i>CMAQ</i>										

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- ority</b>	<b>LPA</b>	<b>A/M</b>
*Coverdale Rd: Airport Exp to Indianapolis Rd	30-009									
		RW	600.0	2010	0.0	0.0	600.0		AC	
(Road Reconstruction - includes small structure replacements)	0500892 0710345	CN	4596.7	2013	3976.0	0.0	620.7	1	AC	13-4 13-17
<i>Group IV</i>										
Coverdale Rd: bridge # 231 over Robinson - Brindle Ditch	30-009									
(Bridge Replacement)	0710344	CN	862.9	2013	690.3	0.0	172.6	1	AC	
<i>Group IV - Bridge</i>										
Covington Rd & Dicke Rd Intersection	25-019									
		RW	100.0	2011	80.0	0.0	20.0		FW	
(Intersection Improvements)	0810288	CN	925.0	2013	740.0	0.0	185.0	1	FW	
<i>CMAQ</i>										
*Covington Rd Trail: Ladue Ln to I-69										
	1005159	PE	99.8	2011	99.8	0.0	0.0		FW	
	1297171	PE	2.6	2012	2.6	0.0	0.0		FW	
(New Trail Construction)										
	1005159	RW	65.0	2012	65.0	0.0	0.0		FW	
	1005159	CN	484.0	2013	387.0	0.0	97.0	1	FW	13-22&27
<i>CMAQ</i>	1297171	CN	5.4	2013	4.3	0.0	1.1	1	FW	13-22
*Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch										
		PE	148.1	2010	0.0	0.0	148.1		FW	
(New Trail Construction)	0810513	RW	117.0	2013	93.6	0.0	23.4	1	FW	13-1
		CN	953.5	2013	810.6	0.0	142.9	1	FW	13-1
<i>TE Funds</i>										
Dupont Rd: Lima Rd (SR 3) to Coldwater Rd	25-035									
		PE	1226.2	2011	981.0	0.0	245.2		FW	
(Added Travel Lanes)										
<i>ITS Component - Signals Interconnected &amp; Online</i>	0901798	RW	1000.0	2013	800.0 <sup>1</sup>	0.0	200.0	1	FW	
(Added Travel Lanes)		CN	8750.0	2015	7000.0 <sup>1</sup>	0.0	1750.0	3	FW	
(Pedestrian Bridge)		CN	1250.0	2015	1000.0 <sup>2</sup>	0.0	250.0	3	FW	
<i>STP<sup>1</sup> / CMAQ<sup>2</sup></i>										
*Engle Road Trail: Jefferson Blvd to Towpath Trail										
		PE	96.3	2011	77.0	0.0	19.3		FW	
(New Trail Construction)	1005158	RW	50.0	2013	40.0	0.0	10.0	1	FW	13-26 13-30
		CN	710.0	2014	568.0	0.0	142.0	1	FW	13-44 13-46
<i>TE/TAP</i>										

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\* Denotes an Amendment or Modification to Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- ority</b>	<b>LPA</b>	<b>A/M</b>
Flutter Rd: Schwartz Rd to Maplecrest Rd  (Road Reconstruction - STP) (Road Realignment - CMAQ)  <i>STP<sup>1</sup> / CMAQ<sup>2</sup></i>	25-029	RW	1600.0	2011	1280.0	0.0	320.0		AC	
		CN	6663.8	2013	5331.0 <sup>1</sup>	0.0	1332.8	1	AC	
	0400583 0710075 0710077	CN	1200.0	2013	960.0 <sup>2</sup>	0.0	240.0	1	AC	
Fort Wayne CBD: Piano Key Crosswalk Indicators  (Crosswalk Indicators)  <i>HSIP</i>	1005803	CN	297.0	2013	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	
		CN	7808.0	2013	6246.4	0.0	1561.6	1	AC	
Johnny Appleseed Park to Shoaff Park Trail (Phase 1b IPFW Bridge to California Rd & St Joe Center Rd to Upper St Joe Center Rd) (New Trail Construction)  <i>TE Funds</i>	0900018	PE	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	
Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd)  (New Trail Construction)  <i>Local Funds</i>	n/a	CN	352.6	2013	0.0	0.0	352.6	1	FW	
Landin Rd: North River Rd to Maysville Rd  (Road Reconstruction/Realignment)  <i>STP</i>	30-011  0710319	PE	400.0	2010	320.0	0.0	80.0		NH	
		RW	625.0	2013	500.0	0.0	125.0	1	NH	
		CN	6095.0	2015	4876.0	0.0	1219.0	3	NH	
Liberty Mills Rd & County Line Road Intersection  (Intersection Improvement/Realignment)  <i>CMAQ</i>	1297238	PE	200.0	2014	160.0	0.0	40.0	2	AC	
		RW	206.3	2016	165.0	0.0	41.3	4	AC	
		CN	1740.0	TBD	1392.0	0.0	348.0		AC	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project



<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- ority</b>	<b>LPA</b>	<b>A/M</b>
Maplecrest Rd: Lake Ave to State Blvd  (Road Reconstruction) <i>ITS Component Signals Interconnected &amp; Online</i>  <i>STP</i>	10-007  0500695	PE	540.0	2010	432.0	0.0	108.0		FW	
		RW	500.0	2013	400.0	0.0	100.0	1	FW	
		CN	4600.0	2014	3680.0	0.0	920.0	2	FW	
Maplecrest Rd: State Blvd to Stellhorn Rd  (Road Reconstruction) <i>ITS Component Signals Interconnected &amp; Online</i>  <i>STP</i>	10-007  1173162	PE	750.0	2013	600.0	0.0	150.0	1	FW	
		RW	500.0	2016	400.0	0.0	100.0	4	FW	
		CN	6900.0	TBD	5520.0	0.0	1380.0		FW	
Maysville Rd & Stellhorn Rd Intersection  (Intersection Improvements)  <i>CMAQ</i>	30-020  0710321	PE	250.0	2014	200.0	0.0	50.0	2	FW	
		RW	700.0	TBD	560.0	0.0	140.0		FW	
		CN	1575.0	TBD	1260.0	0.0	315.0		FW	
Pufferbelly Trail: Fourth St to Fernhill Ave  (New Trail Construction)  <i>TE Funds</i>	0710990	PE	301.4	2010	241.1	0.0	60.3		FW	
		RW	225.0	2013	180.0	0.0	45.0	1	FW	
		CN	1782.5	2014	1426.0	0.0	356.5	2	FW	
Pufferbelly Trail North: Dupont Rd to Carroll Rd  (New Trail Construction)  <i>RTP</i>	1005570	PE	150.0	2011	0.0	0.0	150.0		FW	
		RW	250.0	2013	0.0	0.0	250.0	1	FW	
		CN	1375.0	2014	150.0	0.0	1225.0	2	FW	
St. Joe Center Rd: Reed Rd to Maplecrest Rd  (Road Reconstruction) <i>ITS Component - Signal Interconnection &amp; Online</i>  <i>STP</i>	10-008  0400588	PE	437.5	2014	350.0	0.0	87.5	2	FW	
		RW	500.0	2016	400.0	0.0	100.0	4	FW	
		CN	5000.0	TBD	4000.0	0.0	1000.0		FW	
Six Mile Creek Trail: Southtown Center to Lemar Dr  (New Trail Construction)  <i>TE Funds</i>	0810457	PE	221.0	2010	165.7	0.0	55.3		FW	
		RW	185.0	2013	112.5	0.0	72.5	1	FW	
		CN	820.0	2014	92.8	0.0	727.2	2	FW	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- ority</b>	<b>LPA</b>	<b>A/M</b>
State Blvd: Spy Run Ave to Cass St  (Added Travel Lanes)  <i>STP</i>	10-014  0400587	RW	2300.0	2013	1840.0	0.0	460.0	1	FW	
State Blvd: Spy Run Ave to Clinton St (Phase 1)  (Added Travel Lanes) <i>ITS Component - Signal Interconnection &amp; Online</i>  <i>STP</i>	10-014  1005151	CN	1500.0	2014	1200.0	0.0	300.0	2	FW	
State Blvd: Clinton St to Cass St (Phase 2)  (Added Travel Lanes) - STP (Bridge over Spy Run Creek) - STP  (Pedestrian Bridge over State Blvd) - CMAQ (Added Travel Lanes) - HSIP <i>STP<sup>1</sup> / CMAQ<sup>2</sup> / HSIP<sup>3</sup></i>	10-014  1005154 1005152  1005155 1005154	CN CN  CN CN	3022.0 1800.0  500.0 1250.0	2015 2015  2015 2015	2417.6 <sup>1</sup> 1440.0 <sup>1</sup>  400.0 <sup>2</sup> 1000.0 <sup>3</sup>	0.0 0.0  0.0 0.0	604.4 360.0  100.0 250.0	3 3  3 3	FW AC  FW FW	
State Blvd, Lahmeyer Rd and Maysville Rd Sidewalks  (New Sidewalk Construction)  <i>SRTS- Safe Routes to School</i>	0710199	CN	450.0	2013	250.0	0.0	200.0	1	FW	
Wireless Vehicle Detection  (Equipment & Installation at 68 Intersections)  <i>CMAQ</i>	0901801	CN	1300.0	2013	1040.0	0.0	260.0	2	FW	
Carroll Rd: Bridge #58 over the Geller Ditch  (Bridge Rehabilitation and widening, bridge sidewalk)  <i>Local Funds</i>	n/a	CN	585.0	2013	0.0	0.0	585.0	1	AC	
Ellison Rd: Bridge #228 over Graham- McCulloch Ditch  (New Bridge Construction, including bridge sidewalk)  <i>Local Funds</i>	n/a	CN	640.0	2013	0.0	0.0	640.0	1	AC	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- ority</b>	<b>LPA</b>	<b>A/M</b>
Fairfield Ave/Ewing St  (One-way to Two-way streets)  <i>*feasibility study currently underway to determine costs</i> <i>Local Funds</i>	n/a	CN	TBD*	2013	0.0	0.0	TBD*	1	FW	
Hathaway Rd-Corbin Rd Intersection  (Intersection Improvements)  <i>Local Funds</i>	n/a	CN	382.0	2013	0.0	0.0	382.0	1	AC	
W. Jefferson Blvd & Taylor St  (Left-turn lane for westbound)  <i>Local Funds</i>	n/a	CN	350.0	2013	0.0	0.0	350.0	1	FW	
Maysville Rd: Bridge #528 over the Bullerman Ditch  (Bridge Rehabilitation and widening, bridge sidewalk)  <i>Local Funds</i>	n/a	CN	388.0	2013	0.0	0.0	388.0	1	AC	
*Ryan Rd/Bruick Rd: Dawkins Rd to US 24  (Road Reconstruction)  <i>Local Funds</i>	1173324	PE	760.0	2012	0.0	0.0	760.0		AC	
RW		615.0	2013	0.0	0.0	615.0	1	AC	13-16	
CN		7360.0	TBD	0.0	0.0	7360.0		AC	13-16	
South St: West St to State St  (Reconstruction of sidewalks, curbs, driveway approaches and pavement)  <i>Local Funds</i>	n/a	CN	137.5	2012	0.0	0.0	137.5	1	NH	
State St Bridge: Bridge #319 over the Bullerman Ditch  (Bridge Rehabilitation and widening, bridge sidewalk)  <i>Local Funds</i>	n/a	CN	1546.0	2013	0.0	0.0	1546.0	1	AC	

*Shaded area indicates previously obligated phase(s)*  
*\* Denotes an Amendment or Modification to Project*

<b>Project Location (Description of Project)</b> <i>Fund Type</i>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>Local (\$1000)</b>	<b>Pri- orty</b>	<b>LPA</b>	<b>A/M</b>
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch  (Bridge Rehabilitation and widening, bridge sidewalk)  <i>Local Funds</i>	n/a	CN	1000.0	2013	0.0	0.0	1000.0	1	AC	
Winchester Rd: Bridge #261 over Nickleson Creek  (Bridge Rehabilitation and Widening)  <i>Local Funds</i>	n/a	CN	575.0	2013	0.0	0.0	575.0	1	AC	



## **VIII. LOCAL TRANSIT PROJECTS FY 2013-2016**



**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2013**

**Capital Equipment Purchases (Section 5307/5340/5339 Funds)**

*Three (3) Replacement modified minivan Supervisor vehicles (5340)	\$90,000
*One (1) Replacement maintenance truck (5340)	\$16,000
*Rehab/Renovate Admin/Maintenance Facility (5307)	\$403,247
*Rehab/Renovate Admin/Maintenance Facility (5339)	\$296,753
AVL/Communication Hardware/Subscription Cost (5307)	\$38,000
*Other Maintenance Equipment (5340)	\$40,000
Computer/Office Equipment (5307)	\$20,000
Transit Enhancements (5307)	\$30,000
Total Capital Projects	\$1,167,500
*Federal Share (Section 5307)	\$491,247
*Federal Share (Section 5340)	\$146,000
*Federal Share (Section 5339)	\$296,753
State PMTF	\$0
Local Share	\$233,500

**Additional Operating Funds**

CMAQ - Transit Awareness	\$72,032
JARC	\$226,482
New Freedom	\$94,419

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>1</sup>	\$1,986,908
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$360,878
*5307 Special Rule Operations <sup>3</sup>	\$1,000,000
*Total Operating Funds	\$12,520,869
*Federal Share <sup>3</sup>	\$3,347,786
State Share	\$1,898,399
*Local Share	\$7,274,684

<sup>1</sup> Local match provided from property taxes in Operating Budget

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

<sup>3</sup> Federal Funds supplant existing locally funded expenditures and revenue



**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	\$1,700,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$30,000

**Capital Equipment Purchases (Section 5309 Funds)**

Hybrid option for four (4) buses - funds requested	\$700,000
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Total Capital Projects	\$2,985,000
Federal Share (Section 5307)	\$1,828,000
Federal Share (Section 5309)	\$700,000
State PMTF	\$0
Local Share	\$457,000

**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) <sup>2</sup>	\$1,786,756
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$375,313

Total Operating Funds	\$12,445,945
Federal Share <sup>3</sup>	\$2,162,069
State Share	\$1,898,399
Local Share	\$8,385,477

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

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

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

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2015**

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

Four(4) Heavy Duty Replacement Hybrid Buses	\$1,700,000
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	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$30,000

**Capital Equipment Purchases (Section 5309 funds)**

Hybrid option for four (4) buses - funds requested	\$700,000
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Total Capital Projects	\$3,875,000
Federal Share (Section 5307)	\$2,540,000
Federal Share (Section 5309)	\$700,000
State PMTF	\$0
Local Share	\$635,000

**Additional Operating Funds**

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

**Operating Funds and Preventative Maintenance Expenses**

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

Total Operating Funds	\$12,806,877
Federal Share <sup>3</sup>	\$2,248,552
State Share	\$1,898,399
Local Share	\$8,659,926

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

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

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

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5309 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2016**

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

Three (3) replacement light-duty transit vehicles	\$578,400
One (1) replacement minibus (body on chassis)	\$93,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$30,000

Total Capital Projects	\$999,250
Federal Share (Section 5307)	\$799,400
Federal Share (Section 5309)	\$0
State PMTF	\$0
Local Share	\$199,850

**Additional Operating Funds**

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

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$1,932,555
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$405,939

Total Operating Funds	\$13,178,276
Federal Share <sup>3</sup>	\$2,338,494
State Share	\$1,898,399
Local Share	\$8,941,383

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

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

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

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5311 Funds**

**FY 2013**  
**2012 Funding Cycle**

**Allen County Council on Aging**

Operating Funds	Total Cost	\$296,902
	Federal Share	\$140,951
	Local Share	\$155,951

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5310 Funds**

**FY 2013**  
**2012 Funding Cycle**

**1. Community Transportation Network**

One (1) Medium Transit Vehicle		
	Total Cost	\$52,000
	Federal Share	\$41,600
	Local Share	\$10,400

**2. Community Transportation Network**

One (1) Large Transit Vehicle		
	Total Cost	\$55,000
	Federal Share	\$44,000
	Local Share	\$11,000

\*Denotes an Amendment or Modification to project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 13 - FY 16)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA	A/M
					FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)			
*Citilink - Transit Operating			8013.2	2013		1898.4	6114.8	1	Citilink	
			9469.9	2014		1898.4	7571.5	1	Citilink	
			9740.6	2015		1898.4	7842.2	1	Citilink	
			9999.3	2016		1898.4	8100.9	1	Citilink	
Citilink - Capitalization of Maintenance Costs	1172564	FTA Sec. 5307	2483.6	2013	1986.9		496.7	1	Citilink	
	1172565		2233.5	2014	1786.8		446.7	1	Citilink	
	1172566		2322.8	2015	1858.2		464.6	1	Citilink	
	1297295		2415.7	2016	1932.6		483.1	1	Citilink	
Citilink - Complementary Paratransit Costs	1172568	FTA Sec. 5307	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	
	1297296		507.4	2016	405.9		101.5	2	Citilink	
*5307 Special Rule Operations	1172564	FTA Sec. 5307	1250.0	2013	1000.0		250.0	1	Citilink	
CMAQ - Transit Awareness <i>Marketing and Education Expenses</i>	1173504	CMAQ	87.4	2013	72.0		17.5	1	Citilink	
	1173503	CMAQ	90.0	2014	74.2		18.0	2	Citilink	
JARC <i>Low Income transportation to &amp; from work</i>	1172576	FTA Sec. 5316	308.0	2013	161.1		154.0	1	Citilink	
	1172577		322.2	2014	161.1		161.1	1	Citilink	
	1172578		322.2	2015	161.1		161.1	1	Citilink	
	1297297		322.2	2016	161.1		161.1	1	Citilink	
JARC <i>Low Income transportation to &amp; from work</i>	1297190	FTA Sec. 5316	124.2	2013	65.4		58.8	1	Citilink CTN	
New Freedom <i>Transportation Above &amp; Beyond ADA requirements</i>	1172580	FTA Sec. 5317	185.4	2013	94.4		92.7	1	Citilink	
	1172581		188.8	2014	94.4		94.4	1	Citilink	
	1172582		188.8	2015	94.4		94.4	1	Citilink	
	1297298		188.8	2016	94.4		94.4	1	Citilink	
Citilink - Capital Purchases	1172584	FTA Sec. 5307	25.0	2013	20.0		5.0	4	Citilink	
Computer / Office Equipment	1172585		25.0	2014	20.0		5.0	5	Citilink	
	1172586		25.0	2015	20.0		5.0	6	Citilink	
	1297299		25.0	2016	20.0		5.0	7	Citilink	
Citilink - Capital Purchases	1172588	FTA Sec. 5307	47.5	2013	38.0		9.5	1	Citilink	
AVL/Communication Subscription Costs	1172589		47.5	2014	38.0		9.5	1	Citilink	
<i>ITS Componet - Automatic Vehicle Location Equipment</i>	1172590		47.5	2015	38.0		9.5	1	Citilink	
	1297300		47.5	2016	38.0		9.5	1	Citilink	

\*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 13 - FY 16)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	YEAR	STATE			PRI- ORITY	LPA	A/M
					FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)			
*Citilink - Capital Equipment Purchases	1172592	FTA Sec. 5340	50.0	2013	40.0		10.0	4	Citilink	
Other Maintenance Equipment	1172593	FTA Sec. 5307	50.0	2014	40.0		10.0	5	Citilink	
	1172594	5307	50.0	2015	40.0		10.0	6	Citilink	
	1297301	5307	50.0	2016	40.0		10.0	7	Citilink	
Citilink - Capital Purchases	1297302		37.5	2013	30.0		7.5	1	Citilink	
Transit Enhancements	1297303	FTA Sec. 5307	37.5	2014	30.0		7.5	1	Citilink	
	1297304		37.5	2015	30.0		7.5	1	Citilink	
	1297305		37.5	2016	30.0		7.5	1	Citilink	
*Citilink - Capital Equipment Purchases										
Rehab/Renovate Administration / Maintenance Facility	1172597	FTA Sec. 5307 5339	504.0 371.0	2013 2013	403.2 296.8		100.8 74.2	4 4	Citilink Citilink	
*Citilink - Capital Equipment Purchases										
Three (3) Replacement Modified Minivan Supervisor Vehicles	1172599	FTA Sec. 5340	112.5	2013	90.0		22.5	3	Citilink	
*Citilink - Capital Equipment Purchases										
One (1) Replacement Maintenance Truck	1172600	FTA Sec. 5340	20.0	2013	16.0		4.0	4	Citilink	
Citilink - Capital Equipment Purchases										
Four (4) Heavy Duty Replacement Hybrid Buses	1172601 1172602	FTA Sec. 5307	2125.0 2125.0	2014 2015	1700.0 1700.0		425.0 425.0	1 1	Citilink	
Citilink - Capital Equipment Purchases										
Hybrid option for four (4) buses - funds requested	pending pending	FTA Sec. 5309	875.0 875.0	2014 2015	700.0 700.0		175.0 175.0	2 2	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	1	Citilink	

\*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 13 - FY 16)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA	A/M
				FEDERAL (\$1000)	PMTF (\$1000)	LOCAL (\$1000)			
Citilink - Capital Equipment Purchases  Five (5) Replacement Minibus (body on chassis) ACCESS	1172604	FTA Sec. 5307	450.0	2015	360.0	90.0	1	Citilink	
Citilink - Capital Equipment Purchases  Three (3) replacement light-duty transit vehicles	1297307	FTA Sec. 5307	723.0	2016	578.4	144.6	1	Citilink	
Citilink - Capital Equipment Purchases  One (1) replacement minibus (body on chassis)	1297308	FTA Sec. 5307	116.3	2016	93.0	23.3	1	Citilink	
Allen County Council on Aging dba Countilink  Operating Funds		FTA Sec. 5311	297.0	2013	141.0	156.0	1	ACCA	
Community Transportation Network  One (1) Medium Transit Vehicle w/Lift One (1) Large Transit Vehicle w/Lift		FTA Sec. 5310	52.0 55.0	2013 2013	41.6 44.0	10.4 11.0	1 2	CTN CTN	

\*Denotes an Amendment or modification to Project





## **IX. INDOT PROJECTS FY 2013-2016**



## State TIP Projects for FY 2013-2016

LOCATION <i>Project Description FY 13</i>	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 1: 5.85 miles e/o I-69 (North Jct) over Nettlehearst Ditch <i>Small Structure Replacement</i>	PE	\$80,000	\$64,000	\$16,000	2013
*SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd <i>Environmental Mitigation</i>	PE	\$19,600	\$15,680	\$3,920	2013
SR 14: from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	CN UT-CN	\$11,241,800 \$446,200	\$0	\$11,241,800 \$446,200	2013 2013
*SR 14: Bridge over Beal Taylor ditch, 8.30 miles east of SR 9 <i>Bridge Deck Overlay</i>	PE	\$60,000	\$54,000	\$6,000	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
US 24: from .49 mi w/o I-69 (Liberty Mills Rd) to .35 mi e/o I-69 (Lutheran Hospital Entrance) <i>HMA Overlay, Preventive Maintenance</i>	CN	\$400,000	\$320,000	\$80,000	2013
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>	PE	\$140,000	\$112,000	\$28,000	2013
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	PE	\$20,000	\$16,000	\$4,000	2013
*US 27: from SR 930 to I-69 <i>HMA Overlay, Preventive Maintenance</i>	CN	\$550,000	\$440,000	\$110,000	2013
US 30: at US 33, 0.66 mile w/o I-69 <i>Interchange Modification - PROVISIONAL</i>	PE	\$30,000	\$24,000	\$6,000	2013
*SR 37 at SR 101 <i>Sight Distance Improvement</i>	PE RW	\$25,500 \$40,000	\$20,400 \$32,000	\$5,100 \$8,000	2013 2013
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 <i>Bridge Rehabilitation</i>	PE	\$30,000	\$27,000	\$3,000	2013
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	CN PE-CN	\$2,531,400 \$397,500	\$2,025,100 \$357,800	\$506,300 \$39,800	2013 2013
*I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 miles north of US 22: <i>Bridge Deck Overlay</i>	PE PE	\$60,000 \$60,000	\$54,000 \$54,000	\$6,000 \$6,000	2013 2013
*I-69: Hillegas Rd bridge over I-69, 0.48 miles south of US 30 <i>Bridge Deck Overlay</i>	PE	\$95,000	\$85,500	\$9,500	2013
SR 101: 4.97 miles s/o US 30 (over Brown Ditch) <i>Bridge Deck Overlay</i>	PE	\$50,000	\$40,000	\$10,000	2013
I-469: from 3.99 miles S of US 30 (CF& E RR) to 1.92 miles n/o SR 37 (Wheelock Rd) <i>Concrete Pavement Restoration (CPR)</i>	CN	\$1,650,000	\$1,485,000	\$165,000	2013
*I-469: from 5.51 miles south of US 24, (I-469 over I-69 EBL & WBL) <i>Bridge Deck Overlay</i>	PE PE	\$95,000 \$95,000	\$85,500 \$85,500	\$9,500 \$9,500	2013 2013

\* Denotes an Amendment or Modification to Project

<sup>1</sup> See Detail Sheet for explanation of funding sources

<b>LOCATION</b> <i>Project Description</i> <b>FY 13</b>	<b>PHASE</b>	<b>TOTAL SHARE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>YEAR</b>
*I-469: Interchange ramps from 4.11 mi s/of US 30 to 1.21 mi s/of US 30 <i>HMA Overlay, Preventive Maintenance</i>	CN	\$257,000	\$231,300	\$25,700	2013
SR 930: from I-69 to 7.48 mi e/o I-69 <i>HMA Overlay, Preventive Maintenance</i>	CN	\$3,502,000	\$2,801,600	\$700,400	2013
SR 930: 1.1 miles e/o I-469 at the Intersection of Green St in New Haven <i>Added Travel Lanes, Construct Turn Lanes</i>	PE	\$20,000	\$16,000	\$4,000	2013
	RW	\$300,000	\$240,000	\$60,000	2013
SR 930: from 1.23 mi e/o US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Avenue) <i>Added Travel Lanes</i>	PE	\$30,000	\$24,000	\$6,000	2013
	RW	\$100,000	\$80,000	\$20,000	2013
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469 <i>Bridge Deck Overlay</i>	PE	\$30,000	\$24,000	\$6,000	2013
*SR 930: Bridge over N&S RR, WBL, 5.07 miles west of I-469 <i>Bridge Deck Overlay</i>	PE	\$80,000	\$64,000	\$16,000	2013
Amber Road & NS Railroad Crossing (.45 mile s/o US 24) <i>Railroad Grade Crossing Project</i>	CN	\$300,000	\$300,000	\$0	2013
*Bridge Inspections: Statewide Underwater Bridge Inspections <i>Bridge Inspection</i>	PE	\$600,000	\$480,000	\$120,000	2013
*Covington Road at NS Railroad Crossing in Fort Wayne <i>Railroad Protection</i>	PE	\$30,000	\$30,000	\$0	2013
*Nuttman Road at NS Railroad Crossing in Fort Wayne <i>Railroad Protection</i>	PE	\$30,000	\$30,000	\$0	2013
Pedestrian Bridge over Crescent Ave (IPFW) <i>Bridge Inspection</i>	PE	\$75,000	\$60,000	\$15,000	2013
Tillman Road & CFE Railroad Crossing (750' w/o I-469) <i>Railroad Grade Crossing Project</i>	CN	\$300,000	\$300,000	\$0	2013
Union Chapel intersection with Diebold Rd	RW	\$220,000 <sup>1</sup>	\$220,000	\$0	2013
*Union Chapel intersection with Diebold Rd	CN	\$1,470,000 <sup>1</sup>	\$1,176,000	\$294,000	2013
Union Chapel intersection with Auburn Rd	RW	\$250,000 <sup>1</sup>	\$250,000	\$0	2013
*Union Chapel intersection with Auburn Rd <i>Intersection Improvements</i>	CN	\$1,700,000 <sup>1</sup>	\$1,700,000	\$0	2013
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	\$30,000	\$30,000	\$0	2013
	CN	\$200,000	\$200,000	\$0	2013
*Various Bridges: statewide inspection <i>Bridge Inspection</i>	PE	\$500,000	\$400,000	\$100,000	2013
*Various Bridges in FW District <i>Bridge Deck Patching</i>	CN	\$100,000	\$80,000	\$20,000	2013
*Various Bridge inspections in FW District - Statewide <i>Bridge Inspection</i>	PE	TBD	TBD	TBD	2013
*Various Railroad Crossing: Statewide Passive Protection <i>Railroad Inspection</i>	PE	\$480,000	\$480,000	\$0	2013

\* Denotes an Amendment or Modification to Project

<sup>1</sup> See Detail Sheet for explanation of funding sources

<b>LOCATION</b>	<b>Project Description</b>	<b>FY 14</b>	<b>PHASE</b>	<b>TOTAL SHARE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>YEAR</b>
SR 1:	5.85 miles e/o I-69 (North Jct) over Nettlehearst Ditch		PE	\$22,000	\$17,600	\$4,400	2014
	<i>Small Structure Replacement</i>						
*SR 1:	817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd		PE	\$8,500	\$6,800	\$1,700	2014
	<i>Environmental Mitigation</i>						
*SR 14:	from 0.25 mi west of I-69 (Hadley Rd) to 0.28 mi east of I-69 (Magnavox Way)		CN	\$250,000	\$200,000	\$50,000	2014
	<i>HMA Overlay, Preventive Maintenance</i>						
US 24:	2.99 miles e/o SR 114 (over Zentsmaster Drain)		PE	\$22,000	\$17,600	\$4,400	2014
	<i>Small Structure Replacement</i>		UTCN	\$30,000	\$24,000	\$6,000	2014
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 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 30:	from 1.55 mi e/o I-469 to 10.81 mi e/o I-469		PE	\$25,500	\$20,400	\$5,100	2014
	<i>Surface Treatment, Microsurface</i>		RW	\$40,000	\$32,000	\$8,000	2014
US 30:	at US 33, 0.66 mile w/o I-69		RW	\$200,000	\$160,000	\$40,000	2014
	<i>Interchange Modification - PROVISIONAL</i>						
US 33:	from 1.56 miles n/o 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 37 at SR 101			CN	\$177,000	\$141,600	\$35,400	2014
	<i>Sight Distance Improvement</i>						
I-69:	at SR 1 (Dupont Rd) Interchange		CN	\$4,000,000	\$3,600,000	\$400,000	2014
	<i>Interchange Modification</i>						
*I-69:	Lower Huntinton Rd Bridge over I-69, 2.97 mi s/o US 24		CN	\$412,000	\$329,600	\$82,400	2014
	<i>Bridge Painting</i>						
*SR 101:	bridge over Maumee River, 1.08 mi n/o US 24		CN	\$10,000	\$8,000	\$2,000	2014
	<i>Debris Removal from Channel</i>						
*I-469:	from 0.85 mi east of US 27 to 3.14 mi south of US 30		PE	\$1,520,000	\$1,368,000	\$152,000	2014
	<i>Pavement Replacement</i>						
*I-469:	Bridge over Rock Ditch, 1.31 mi e/o US 27		CN	\$100,000	\$80,000	\$20,000	2014
	<i>Bridge Rehabilitation or Repair</i>						
*I-469:	WB I-469 off-ramp at Auburn Rd (RP 31+43), 0.6 mi w/o I-69		CN	\$300,000	\$270,000	\$30,000	2014
	<i>Added Travel Lanes, Construct Turn Lanes</i>						
SR 930:	from 1.23 mi e/o 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 w/o I-469		PE	\$105,000	\$84,000	\$21,000	2014
	<i>Bridge Deck Overlay</i>						
*Covington Road at NS Railroad Crossing in Fort Wayne			CN	\$280,000	\$280,000	\$0	2014
	<i>Railroad Protection</i>						

\* Denotes an Amendment or Modification to Project

<sup>1</sup> See Detail Sheet for explanation of funding sources

<b>LOCATION</b>	<b>Project Description</b>	<b>FY 14</b>	<b>PHASE</b>	<b>TOTAL SHARE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>YEAR</b>
*Bridge Inspections: Statewide Underwater Bridge Inspections	Bridge Inspection		PE	\$600,000	\$480,000	\$120,000	2014
IPFW Pedestrian Bridge over Coliseum Blvd	Bike/Pedestrian Facilities		CN	\$3,600,000	\$0	\$3,600,000 <sup>1</sup>	2014
*Nuttman Road at NS Railroad Crossing in Fort Wayne	Railroad Protection		CN	\$280,000	\$280,000	\$0	2014
*Various Traffic Signals in the FW District	Traffic Signal Modernization		CN	\$730,000	\$730,000	\$0	2014
*Various Railroad Crossing: Statewide Passive Protection	Railroad Inspection		CN	\$12,480,000	\$12,480,000	\$0	2014
*Various Bridges in the FW District on I-469, SR 1 and SR 930	Bridge Maintenance and Repair		CN	\$1,325,000	\$1,060,000	\$265,000	2014
*Various Bridges: statewide inspection	Bridge Inspection		PE	\$500,000	\$400,000	\$100,000	2014
<b>LOCATION</b>	<b>Project Description</b>	<b>FY 15</b>	<b>PHASE</b>	<b>TOTAL SHARE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>YEAR</b>
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehearst Ditch	Small Structure Replacement		RW	\$10,000	\$8,000	\$2,000	2015
*SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd	Environmental Mitigation		PE	\$9,200	\$7,360	\$1,840	2015
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain)	Small Structure Replacement		RW	\$10,000	\$8,000	\$2,000	2015
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	Small Structure Replacement		CN	\$80,000	\$64,000	\$16,000	2015
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1	Bridge Rehabilitation		CN	\$2,400,000	\$2,160,000	\$240,000	2015
SR 101: 4.97 miles s/o US 30 (over Brown Ditch)	Bridge Deck Overlay		CN	\$350,000	\$280,000	\$70,000	2015
I-469: (Winchester Rd) 2.63 mi. e/o SR 1 to 0.5 mi. e/o US 27 (includes 10 bridges)	Road Rehabilitation		PE	\$4,437,500	\$3,993,750	\$443,750	2015
			CN	\$23,450,000	\$21,105,000	\$2,345,000	2015
I-469: from I-69 S to SR 37 Jct	Signing Installation/Repair		CN	\$300,000	\$300,000	\$0	2015
SR 930: 1.1 miles e/o I-469 at the Intersection of Green St in New Haven	Added Travel Lanes, Construct Turn Lanes		CN	\$70,000	\$56,000	\$14,000	2015
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469	Bridge Deck Overlay		CN	\$700,000	\$560,000	\$140,000	2015
*Bridge Inspections: Statewide Underwater Bridge Inspections	Bridge Inspection		PE	\$600,000	\$480,000	\$120,000	2015
*Various Bridges: statewide inspection	Bridge Inspection		PE	\$500,000	\$400,000	\$100,000	2015







\* Denotes an Amendment or Modification to Project

<sup>1</sup> See Detail Sheet for explanation of funding sources






<b>LOCATION</b> <i>Project Description</i> <b>FY 16</b>	<b>PHASE</b>	<b>TOTAL SHARE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>YEAR</b>
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehearth Ditch <i>Small Structure Replacement</i>	CN	\$678,000	\$542,400	\$135,600	2016
*SR 14: Bridge over Beal Taylor ditch, 8.30 miles east of SR 9 <i>Bridge Deck Overlay</i>	CN	\$443,000	\$354,400	\$88,600	2016
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>	CN	\$1,000,000	\$800,000	\$200,000	2016
*I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 miles north of US 22: <i>Bridge Deck Overlay</i>	CN	\$546,000	\$436,800	\$109,200	2016
	CN	\$546,000	\$436,800	\$109,200	2016
*I-69: Hillegas Rd bridge over I-69, 0.48 miles south of US 30 <i>Bridge Deck Overlay</i>	CN	\$955,000	\$764,000	\$191,000	2016
I-469: EB bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange <i>Bridge Deck Overlay - PROVISIONAL</i>	CN	\$360,000	\$288,000	\$72,000	2016
*I-469: from 5.51 miles south of US 24, (I-469 over I-69 EBL & WBL) <i>Bridge Deck Overlay</i>	CN	\$983,000	\$786,400	\$196,600	2016
	CN	\$983,000	\$786,400	\$196,600	2016
SR 930: 1.1 miles e/o I-469 at the Intersection of Green St in New Haven <i>Added Travel Lanes, Construct Turn Lanes</i>	CN	\$2,650,000	\$2,120,000	\$530,000	2016
*SR 930: Bridge over N&S RR, WBL, 5.07 miles west of I-469 <i>Bridge Deck Overlay</i>	CN	\$710,000	\$568,000	\$142,000	2016

# Indiana Department of Transportation

## Projects FY 13 - 16

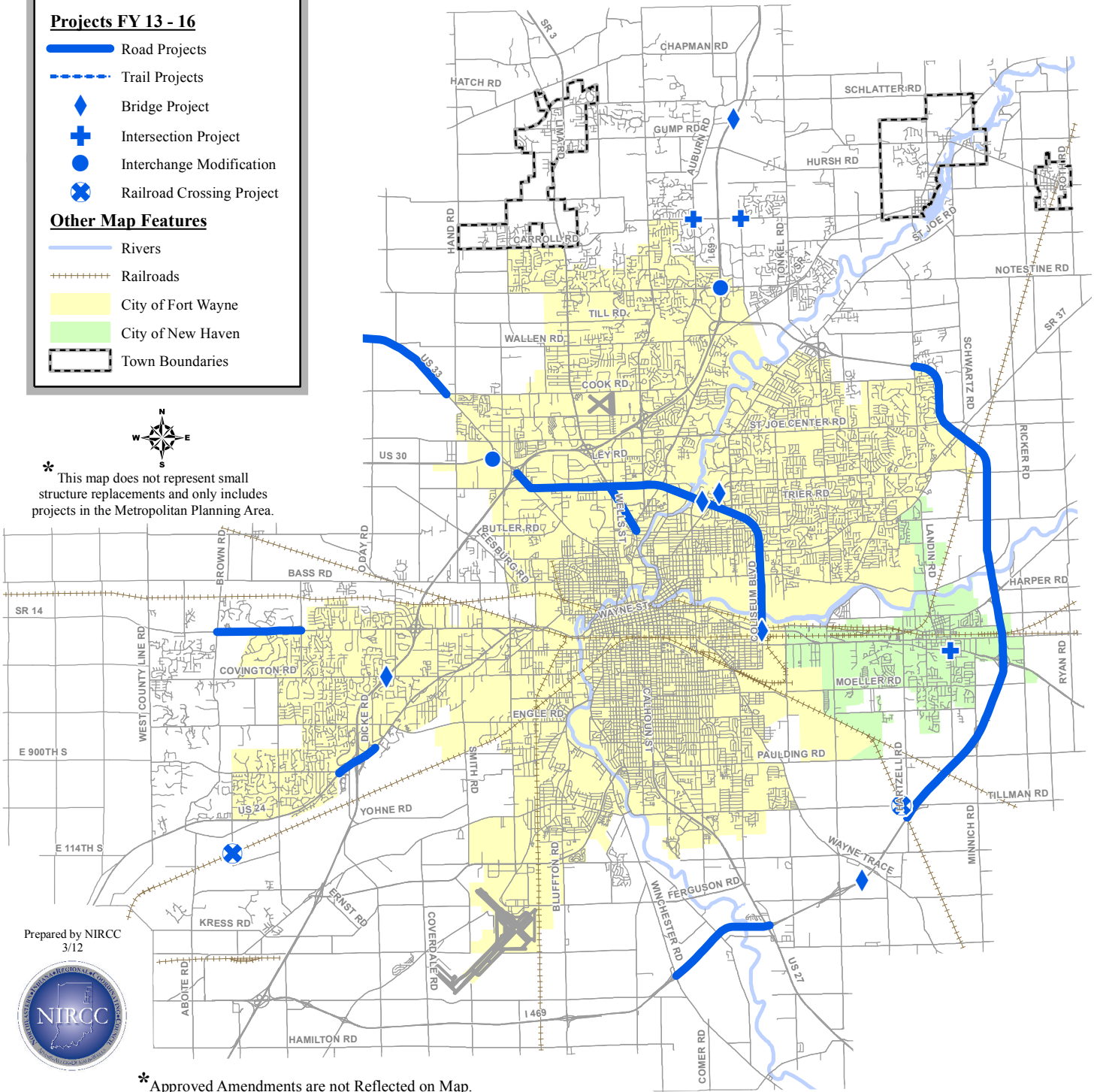
-  Road Projects
-  Trail Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification
-  Railroad Crossing Project

## 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  
3/12



\* 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	
		PE	80.0	2013	64.0	16.0	
		PE	22.0	2014	17.6	4.4	
		RW	10.0	2015	8.0	2.0	
		CN	678.0	2016	542.4	135.6	
*SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd  (Environmental Mitigation)	1382335	PE	19.6	2013	15.7	3.9	13-40
		PE	8.5	2014	6.8	1.7	
		PE	9.2	2015	7.4	1.8	
SR 14: from Scott Rd to West Hamilton Rd  (Added Travel Lanes) <i>ITS Component</i>	10-023 0500304 0710557 0710558 0710559 0710560						
		RW	351.0	2012	280.8	70.2	
		CN	1350.0	2012	0.0	1350.0	
		CN	11241.8	2013	0.0	11241.8	
		UT-CN	446.2	2013	0.0	446.2	
*SR 14 from 0.25 mi west of I-69 (Hadley Rd) to 0.28 mi east of I-69 (Magnavox Way)  (HMA Overlay, Preventive Maintenance)	1297934	CN	250.0	2014	200.0	50.0	13-25
*SR14: Bridge over Beal Taylor Ditch, 8.30 miles east of SR 9  (Bridge Deck Overlay)	1006170	PE	60.0	2013	54.0	6.0	13-9
		CN	443.0	2016	354.4	88.6	13-9

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 24 E: Phase I, II, III, IV - I-469 to Ohio Line  (Transfer)	0800186	CN	1000.0	2012	0.0	1000.0	
		CN	1300.0	2013	0.0	1300.0	
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	10.0	2012	8.0	2.0	
		PE	140.0	2013	112.0	28.0	
		PE	22.0	2014	17.6	4.4	
		RW	10.0	2015	8.0	2.0	
		UTCN CN	30.0 1000.0	2014 2016	24.0 800.0	6.0 200.0	
US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line  (Small Structure Replacement)	0301145	PE	20.0	2013	16.0	4.0	
		RW	40.0	2014	32.0	8.0	
		CN	80.0	2015	64.0	16.0	
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)  (Road Rehabilitation)	0400872	PE	535.0	2012	428.0	107.0	
		CN	5650.0	2014	4520.0	1130.0	
*US 27: from SR 930 to I-69  (HMA Overlay, Preventative Maintenance)	1173068	CN	550.0	2013	440.0	110.0	13-12

Shaded area indicates previously obligated phase(s)  
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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*US 30: from 1.55 mi e/o I-469 to 10.81 mi e/o I-469  (Surface Treatment, Microsurface)	1382019	CN	840.0	2014	672.0	168.0	13-34
US 30: At US 33, 0.66 mile W of I-69  (Interchange Modification)  (PROVISIONAL)	9904160	PE PE RW CN	230.0 30.0 200.0 1870.0	2012 2013 2014 2017	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	
*SR 37 at SR 101  (Sight Distance Improvement)  (CN will be completed by in-house forces)	1006211	PE RW CN	25.5 40.0	2014 2014 2014	20.4 32.0	5.1 8.0	13-33 13-33 13-33
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 2014	435.5 3600.0	48.4 400.0	

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24  (Bridge Replacement & Widening)	0710927	CN	110.0	2012	99.0	11.0	
		CN	2531.4	2013	2025.1	506.3	
		PE-CE	397.5	2013	357.8	39.8	
*I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 miles north of US 224  (Bridge Deck Overlay)	1296460	PE	60.0	2013	54.0	6.0	13-7
		CN	546.0	2016	436.8	109.2	
	1296462	PE	60.0	2013	54.0	6.0	13-8
		CN	546.0	2016	436.8	109.2	
*I-69: Hillegas Road Bridge over I-69, 0.48 miles south of US 30  (Bridge Deck Overlay)	1006172	PE	95.0	2013	85.5	9.5	13-10
		CN	955.0	2016	764.0	191.0	13-10
*I-69: Lower Huntington Rd Bridge over I-69, 2.97 mi s/o US 24  (Bridge Painting)	0810111	CN	412.0	2014	329.6	82.4	13-35
SR 101: 4.97 miles south of US 30 (over Brown Ditch)  Bridge Deck Overlay	1006158	PE	20.0	2012	16.0	4.0	
		PE	50.0	2013	40.0	10.0	
		CN	350.0	2015	280.0	70.0	
*SR 101: bridge over Maumee River, 1.08 mi n/o US 24  (Various Bridge Locations on SR 5, 13, 15, 18 <b>101</b> , 218, US 31 and US 224)  (Debris Removal from Channel)	1297809	CN	10.0	2014	8.0	2.0	
CN		100.0	2014	80.0	20.0	13-32	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-469: EB Bridge over Houk Ditch, 2.19 mi E of US 27/US 33 interchange  (Bridge Deck Overlay)  (PROVISIONAL)	0901185 0901186	CN	360.0	2016	288.0	72.0	
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	PE	180.7	2012	162.6	18.1	
	0400918	PE	4437.5	2015	3993.8	443.8	
	0400919						
	0400922	CN	23450.0	2015	21105.0	2345.0	
	0400923 0400924						
I-469: from I-69 south to SR 37 Jct  (Signing Installation / Repair)	0800202	CN	300.0	2015	300.0	0.0	
I-469: from 3.99 miles S of US 30 (CF&E RR) to 1.92 miles N of SR 37 (Wheelock Rd)  (Concrete Pavement Restoration - CPR)	1173590	CN	1650.0	2013	1485.0	165.0	
*I-469: from 5.51 miles south of US 24, (I-469 over I-69 EBL & WBL)  (Bridge Deck Overlay)	1006213	PE	95.0	2013	85.5	9.5	13-5
		CN	983.0	2016	786.4	196.6	
	1006214	PE	95.0	2013	85.5	9.5	13-6
		CN	983.0	2016	786.4	196.6	
*I-469: Interchange Ramps from 4.11 miles south of US 30 to 1.21 miles south of US 30  (HMA Overlay, Preventative Maintenance)	1297327	CN	257.0	2013	231.3	25.7	13-13

Shaded area indicates previously obligated phase(s)  
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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-469: from 0.85 mi east of US 27 to 3.14 mi south of US 30  (Pavement Replacement)	1296429	PE	1520.0	2014	1368.0	152.0	13-19
		CN	36555.0	2017	29244.0	7311.0	13-19
*I-469: Bridge over Rock Ditch, 1.31 mi e/o US 27  (Bridge Rehabilitation or Repair)	1287804	CN	100.0	2014	80.0	20.0	13-37
*I-469: westbound I-469 off-ramp at Auburn Rd (RP 31+43), 0.6 mi w/o I-69  (Added Travel Lanes, Construct Turn Lanes)	1006555	CN	300.0	2014	270.0	30.0	13-38
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: 1.1 miles E of I-469 at the Intersection of Green St in New Haven  (Added Travel Lanes, Construct Turn Lanes)	0100843	PE	241.3	2012	193.0	48.3	
		PE	20.0	2013	16.0	4.0	
		RW	300.0	2013	240.0	60.0	
		CN	70.0	2015	56.0	14.0	
		CN	2650.0	2016	2120.0	530.0	
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 1297168 1297169	PE	750.0	2012	600.0	150.0	
		PE	30.0	2013	24.0	6.0	
		RW	100.0	2013	80.0	20.0	
		CN	6000.0	2014	4800.0	1200.0	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi west of I-469  Bridge Deck Overlay	1006187	PE	30.0	2013	24.0	6.0	
		PE	105.0	2014	84.0	21.0	
		CN	700.0	2015	560.0	140.0	
*SR 930: Bridge over N&S RR, WBL, 5.07 miles west of I-469  (Bridge Deck Overlay)	1296277	PE	80.0	2013	64.0	16.0	13-11
		CN	710.0	2016	568.0	142.0	13-11
Amber Road & NS Railroad Crossing (.45 mile south of US 24)  (Railroad Grade Crossing Project)	1173213	PE	30.0	2012	30.0	0.0	
		CN	300.0	2013	300.0	0.0	
*Bridge Inspections (Statewide Underwater Bridge Inspections)  (Bridge Inspections)	1297250	PE	600.0	2013	480.0	120.0	13-3
		PE	600.0	2014	480.0	120.0	13-3
		PE	600.0	2015	480.0	120.0	13-3
*Covington Rd at NS RR in Fort Wayne  (Railroad Protection)	1297575	PE	30.0	2013	30.0	0.0	13-24
		CN	280.0	2014	280.0	0.0	
IPFW Pedestrian Bridge over Coliseum Blvd  (Bike/Pedestrian Facilities)	1173219	PE	360.0	2012	288.0	72.0	
		CN	3600.0	2014	0.0	3600.0	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*Nuttman Ave at NS RR in Fort Wayne  (Railroad Protection)	1297574	PE	30.0	2013	30.0	0.0	13-23
		CN	280.0	2014	280.0	0.0	
Pedestrian Bridge Crossing - IPFW  (Bridge Inspection)	0710276	PE	200.0	2011	160.0	40.0	
		PE	75.0	2013	60.0	15.0	
Tillman Road & CFE Railroad Crossing (750' west of I-469)  (Railroad Grade Crossing Project)	1173214	PE	30.0	2012	30.0	0.0	
		CN	300.0	2013	300.0	0.0	
*Union Chapel & Diebold Rd Int (#1173032) *Union Chapel & Auburn Rd Int (#1173732)  (Intersection Improvements)	1173032 & 1173732	PE	285.0	2011	228.0 <sup>1</sup>	57.0 <sup>3</sup>	
	1173032	PE	302.0	2011	302.0 <sup>4</sup>	0.0	
	1173032	RW	65.0	2012	52.0 <sup>1</sup>	13.0 <sup>3</sup>	
	1173032	RW	220.0	2013	220.0 <sup>4</sup>	0.0	
	1173032	CN	1470.0	2013	650.0 <sup>2</sup>	162.5 <sup>3</sup>	13-28
					526.0 <sup>4</sup>	131.5 <sup>5</sup>	
	1173732	RW	250.0	2013	250.0 <sup>4</sup>	0.0	
	1173732	CN	1700.0	2013	1700.0 <sup>4</sup>		13-41
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	100.0	2012	100.0	0.0	12-47
		PE	30.0	2013	30.0	0.0	
		CN	200.0	2013	200.0	0.0	
*Various Bridges: statewide inspection  (Bridge Inspection)	1297452	PE	500.0	2013	400.0	100.0	13-14
		PE	500.0	2014	400.0	100.0	13-31
		PE	500.0	2015	400.0	100.0	

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project



<b>Project Location (Description of Project)</b>	<b>LRP # DES #</b>	<b>Phase</b>	<b>Est. Cost (\$1000)</b>	<b>Year</b>	<b>Federal (\$1000)</b>	<b>State (\$1000)</b>	<b>A/M</b>
*Various Bridges in FW District  (Bridge Deck Patching)	0800985	CN	100.0	2013	80.0	20.0	13-18
*Various Bridges in the FW District on I-469, SR 1 and SR 930  (Bridge Maintenance and Repair)	1297803	CN	1325.0	2014	1060.0	265.0	13-36
*Various Bridge Inspections in FW District - Statewide  (Bridge Inspection)	1297451	PE	TBD	2013	TBD	TBD	13-20
*Various Traffic Signals in the FW District  (Traffic Signal Modernization)	0810110	CN	730.0	2014	730.0	0.0	13-21
*Various Railroad Crossing: Statewide Passive Protection  (Railroad Protection)	1005821	PE CN	480.0 12480.0	2013 2014	480.0 12480.0	0.0 0.0	13-29
*Various locations in FW District  (Raised Pavement Markings, Refurbished)	0810117	CN	310.0	2014	310.0	0.0	13-42

Shaded area indicates previously obligated phase(s)  
\* Denotes an Amendment or Modification to Project

## **X. STATUS REPORT FOR FY 2012 PROJECTS**

LOCAL PROJECTS  
LOCAL TRANSIT PROJECTS  
INDOT PROJECTS



## FY 12 TIP Local Highway Projects

### ROAD PROJECTS-AREA OVER 200,000

Project	Phase	LPA	Status
2nd Street: Shoal Ln to Main St	RW	GB	Resubmitted for FY13
Auburn Rd - Cook Rd & Clinton St	CN	FW	In Process
Bass Rd & Hadley Rd	RW	AC	Resubmitted for FY13
Carroll Rd - Corbin Rd to .5 mi w/o Corbin Rd	PE	AC	Removed
Carroll Rd - Preserve Blvd to Bethel Rd	RW	HT	Resubmitted for FY13
Clinton St & Washington Center Rd	PE	FW	Resubmitted for FY13
Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	Resubmitted for FY13
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	Resubmitted for FY13
Covington Rd Trail: Ladue Ln to I-69	PE	FW	In Process
Covington Rd Trail: Ladue Ln to I-69	RW	FW	In Process
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	RW	FW	Resubmitted for FY13
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	CN	FW	Resubmitted for FY13
Dawkins Rd bridge #187 over Litzenburg Drain	CN	AC	In Process
Engle Rd Trail: Jefferson Blvd to Towpath Trail	RW	FW	Resubmitted for FY13
Flutter Rd: Schwartz Rd to Maplecrest Rd	CN	AC	Resubmitted for FY13
Flutter Rd: Schwartz Rd to Maplecrest Rd	CN	AC	Resubmitted for FY13
Fort Wayne CBD: Pedestrian Signal Indicators (Phase I) <sup>1</sup>	CN	FW	In Process
Fort Wayne CBD: Pedestrian Signal Indicators (Phase II) <sup>1</sup>	CN	FW	In Process
Fort Wayne CBD: Special Pavement Markings (Piano Key)	CN	FW	Resubmitted for FY13
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	Resubmitted for FY13
Lake Ave: Anthony Blvd to Stanley Avenue	CN	FW	In Process
Landin Rd: North River Rd to Maysville Rd	RW	NH	Resubmitted for FY13
Maplecrest Rd - Lake Ave to State Blvd	RW	FW	Resubmitted for FY13
Moeller Rd - Green Rd to Hartzell Rd	CN	NH	In Process
Pufferbelly Trail - Fourth St to Fernhill Ave	RW	FW	Resubmitted for FY13
Signal Controller Upgrade-283 intersections	CN	FW	In Process
Six Mile Creek Trail	RW	FW	Resubmitted for FY13
State Blvd - Spy Run Ave to Cass	RW	FW	Resubmitted for FY13
State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	Resubmitted for FY13

*Resubmitted: this phase is programmed for FY13*

*In Process: this phase was obligated in FY12*

*Removed: this phase and/or project has been removed from the TIP*

**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)	In Process
Rehab/Renovate Admin/Maintenance Facility	In Process
AVL/Communication Hardware/Subscription Cost	In Process
Other Maintenance Equipment	In Process
Computer/Office Equipment	In Process
One (1) Replacement Minibus (Body on Chassis)	In Process
<b>Livability Grant</b>	
Lake Avenue Corridor	In Process

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**Indiana Department of Transportation**

<b>LOCATION</b>	<b>Project Description FY 12</b>	<b>PHASE</b>	<b>STATUS</b>
SR 1:	5.85 miles east of I-69 (North Jct) over Nettlehearst Ditch <i>Small Structure Replacement</i>	PE	In Process
SR 3:	at Hathaway Road <i>New Signal Installation</i>	CN	In Process
SR 14:	from Scott Rd to West Hamilton Rd <i>Added Travel Lanes</i>	RW CN	In Process In Process
US 24 E:	Phase I, II, III, IV (I-469 to Ohio State Line) <i>Transfer/Relinquishment</i>	CN	In Process
US 24:	2.99 miles east of SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>	PE	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	In Process
	<i>Street Lighting &amp; Local Detour Route</i>	CN	In Process
US 27:	Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd) <i>Road Rehabilitation</i>	PE	In Process
US 30:	over Rapp Ditch, 0.27 mile E of County Line <i>Pipe Lining</i>	CN	In Process
US 30:	over Solon Ditch, 3.2 miles E of County Line <i>Pipe Lining</i>		In Process
US 30:	at US 33, 0.66 mile W of I-69 <i>Interchange Modification</i>	PE	Provisional
I-69:	Covington Rd bridge over I-69, 2.07 mi n/o US 24 <i>Bridge Replacement</i>	CN (utilities)	In Process
I-69:	at SR 1 (Dupont Rd) Interchange <i>Interchange Modification</i>	PE	In Process
I-69:	Various locations in Grant, <b>Allen</b> , DeKalb, and Steuben Counties <i>Cable Barrier Installation</i>	CN	In Process

*Resubmitted: this phase is programmed for FY13*

*In Process: this phase was obligated in FY12*

*Removed: this phase and/or project has been removed from the TIP*

## Indiana Department of Transportation

LOCATION <i>Project Description</i> <i>FY 12</i>	PHASE	STATUS
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 <i>Bridge Replacement</i>	CN	In Process
I-69: at Union Chapel Rd <i>New Interchange</i>	RW	In Process
SR 101: 4.97 miles south of US 30 (over Brown Ditch) <i>Bridge Deck Overlay</i>	CN	In Process
SR 101: 4.97 miles south of US 30 (over Brown Ditch) <i>Bridge Deck Overlay</i>	PE	In Process
I-469: (Winchester Rd) 2.63 mi. e/o SR 1 to 0.5 mi. e/o US 27 <i>Road Rehabilitation</i>	PE	In Process
I-469: from I-69 S to SR 37 Jct <i>Signing Installation/Repair</i>	CN	Resubmitted for FY15
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	In Process
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	In Process
SR 930: bridges over NS Railroad, 5.36 mi e/o US 27 <i>Bridge Deck Replacement</i>	CN	In Process
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	In Process
SR 930: Various locations within the Fort Wayne District <i>Planning/Feasibility/Corridor Study Project</i>	PE	In Process
Union Chapel intersections with Diebold Rd	RW	In Process
Union Chapel intersections with Auburn Rd <i>Intersection Improvements</i>	RW	In Process
IPFW Pedestrian Bridge over Coliseum Blvd <i>Bike/Pedestrian Facilities</i>	PE	In Process
Amber Road & NS Railroad Crossing (.45 mile south of US 24) <i>Railroad Grade Crossing Project</i>	PE	In Process
Tillman Road & CFE Railroad Crossing (750' west of I-469) <i>Railroad Grade Crossing Project</i>	PE	In Process
At various bridges throught the Fort Wayne District <i>Bridge Maintenance and Repair</i>	CN	In Process
At various bridges structures within the Fort Wayne District <i>Bridge Painting</i>	CN	In Process
At various loctions within the Fort Wayne District <i>Raised Pavement Markings, Refurbished</i>	CN	In Process

*Resubmitted: this phase is programmed for FY13*

*In Process: this phase was obligated in FY12*

*Removed: th is phase and/or project has been removed from the TIP*



## **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 2013-2016 Transportation Improvement Program**

A citizen participation meeting/open house was held on March 19, 2012 to present the projects in the Draft Fiscal Year 2013-2016 Transportation Improvement and Air Quality Conformity Determination. An open comment period was also provided for citizens to offer feedback regarding both documents from March 17, 2012 to March 31, 2012. Notices were sent to over five hundred neighborhoods, agencies and civic organizations. A legal advertisement is also placed in local newspapers to inform all citizens of the meeting. Citizens that were unable to attend the open house or other local meetings were given the option to comment on the Draft Fiscal Year 2013-2016 and Air Quality Conformity Determination through telephone calls, facsimiles, mail, and e-mail. A copy of each document was available for review on NIRCC's website and in our office during the comment period. Listed below are the comments received during the public comment period.

### **March 19, 2012 Open House & Public Comment Period Comments/Questions**

#### **Comment:**

Would like to see more pedestrian and bicycle facilities along State Routes. Some specific locations include Coliseum Boulevard (SR 930) near IPFW and Lima Road (SR 3) between Coliseum Boulevard and Clinton Street.

Pleased to see the ped/bike infrastructure in the Lake Avenue and I-69/Dupont Rd Interchange projects.

#### **Response:**

The Indiana Department of Transportation has been very responsive to bicycle and pedestrian facilities on all major road widening and improvement projects such as State Road 14/Illinois Road, State Road 3/Lima Road and State Road 1/Dupont Road. On limited access highways, pedestrian facilities are not included for safety reasons and where appropriate, bicyclists can utilize the shoulder and or travel lanes. The ability to include bicycle and pedestrian facilities on reconstruction projects in urban areas such as Lima Road between Coliseum Boulevard and Clinton Street are predicated by available right of way, available funding, adjacent infrastructure and support/assistance from the local public agency.

#### **Comment:**

Would like to see sidewalks/trails added along Coldwater Road. There is a major late-night and predawn problem with pedestrians on Coldwater Road between Cook Road and Washington Center Road, many of which are students at Northrop High School. School starts before dawn much of the year and after-school activities extend past sundown. Though there is a proposed project being discussed to upgrade the Ludwig Road/Coldwater Road and I-69 ramp/bridge area there is a rapidly escalating need for it to happen sooner rather than later.

The new proposed intersection alignment of Ludwig Road and Elderberry will likely connect to Huckleberry Lane or some other point(s) in the Springbrook/Orchard Woods neighborhoods, which currently have no safe southbound egress during commuter hours.

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

The Northeastern Indiana Regional Coordinating Council's (NIRCC's) Bicycle-Pedestrian Transportation Plan identifies the need for a sidewalk along Coldwater Road from Washington Center Road to Union Chapel Road. The Walk Fort Wayne Plan also identifies a need for sidewalks along Coldwater Road. So, proposed sidewalks along Coldwater Road are included in community transportation plans. Now, it's a matter of finding a funding source to make this happen. Just to the west of Coldwater Road, the community has identified the former New York Central Railroad corridor as a perfect opportunity for a trail, called the Pufferbelly Trail. This trail from downtown to the Allen County/Dekalb County line should be constructed in the next 10 – 12 years in phases. The first phase is completed between Wallen Road and Dupont Road. Several more phases (between downtown and Fernhill Avenue and between Dupont and Carroll Roads) will be completed in 2014. This trail, which is very close to Coldwater Road and runs parallel with Coldwater Road, will provide safer opportunities for pedestrians and bicyclists in NW Fort Wayne and Allen County to travel from their homes to destinations throughout the community.

The proposed relocation of Ludwig Road will be across from the local service road that accesses the six residents located on the north east corner of I-69 and Coldwater Road interchange and not at the Springbrook subdivision. This local access road is expected to be a commercial drive entrance into a new development as that corner gets built up. However, once this relocated intersection is built it will also be signalized. This new signal as well as the existing one at Cook Road will allow for better gaps in the through traffic for vehicles turning left out of Springbrook. This relocation of Ludwig Road is still in very conceptual planning stages. No time table has been established for its construction.

**Comment :**

Would like to see additional parking at trails (new parking locations). Many places you cannot walk/ride from your home to the trail.

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

You are correct, there are many homes in Fort Wayne that do not have direct access to a trail. Our goal is to eventually have a trail within a half mile of every Fort Wayne household. It will take at least 15 years to retrofit our community so that a trail is indeed located within a half a mile of every home. As a way to connect residential areas with destinations, not only do we need more trails, but we need more sidewalks on arterial and collector roads (major roadways) and on-street bike infrastructure such as bike lanes and bike routes. Together, we call this our Active Transportation Network (sidewalks, trails and on-street bike infrastructure). Once our Active Transportation Network is completed (15 – 20 years), then you should be able to walk/ride from your home to a trail and to other destinations in Fort Wayne. When we plan and construct new trails, we try to have trailheads/parking areas for every 2-3 miles of the trail. The Rivergreenway is 24 miles long, and we have about 15 parking areas/trailheads. For the 5.5 mile Towpath Trail, we have three parking areas/trailheads. For the 1 mile long Pufferbelly Trail, we have one parking area. For the 17 miles of trails in Aboite, we have six parking areas. We are

meeting the goal of a parking area for every 2 – 3 miles of trail. If you have a specific suggestion for a trailhead please contact Dawn Ritchie, Greenways Manager, at (260) 427-6002 or [dawn.ritchie@cityoffortwayne.org](mailto:dawn.ritchie@cityoffortwayne.org).

**Comment:**

Use asphalt instead of cement for the construction of sidewalks. Cement is much harder on people's joints (regardless of age) and much more fatiguing. The expansion joints in the cement also present a host of problems with strollers, skate-board style wheels, tripping, and ice. A fall on cement is much harsher than on asphalt. A move is afoot to remove the Fort Wayne ordinance that sidewalks must be cement, and to stop the replacement-cycle treadmill caused by jamming street trees between sidewalks and streets. Asphalt and trees are much more compatible and maintainable. The Parks and Recreational Department now has a narrow asphalt laying machine.

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

We are investigating ways and means of sidewalk construction that will allow street trees to coexist without damaging the walk or creating undesirable heaving of the walks. Some of the options are providing a wider (6' minimum) tree planting strip on new projects, and new products such as rubber walks in areas where there are existing trees. We are actively seeking other measures as well and will consider using asphalt as a sidewalk material.

The Parks and Recreation Department does not have an "asphalt laying machine." The City's Street Department has an asphalt paver for trails, but the paver cannot pave anything less than 8 feet wide. So, the asphalt paver would not be able to work on sidewalks, which are generally 5 – 6 feet wide.

**Comment:**

A citizen is requesting convenient Citilink service for the Southwick Village and Crown Colony additions and along Paulding Road and Wayne Trace. This area of Fort Wayne has a high minority population and many low-income families. The residents of southeast Fort Wayne need convenient Citilink service to get to school, work and youth programs that are in other areas of Fort Wayne.

**Response:** *(the following response was provided by Citilink)*

Citilink has received this request several times. Citilink's Route 3 provides service within ¾ mile of this area (Paulding & Bundt). Many people in our community & in this area walk or bike to the nearest stop to access the Citilink fixed route service. As we are moving to the new transfer station further south, we are investigating the feasibility of extending Route 3 further southeast. This still may not be feasible, as we continue to be restricted by the hub & spoke system which requires all routes to be able to go no further away from the station than they can return within the hour to allow all buses to meet and passengers to transfer to another bus to reach their final destination. Those who are certified as physically or mentally unable to access our fixed route service may use our Citilink Access service that will pick them up at their home & take them directly to their destination.

Please also note that this area is on the periphery of the Fort Wayne city limits and all residents can call on the Countilink public transit service to receive door to door transportation for \$5.00/ride. We do not mind if Countilink provides service in these border areas where fixed route is not available. The phone number for Countilink 442-2010. If additional information is needed or would like to discuss further please contact Citilink at 432-4977.

**Comment :**

The impression was given (from the trail people) that the Pufferbelly Trail between Dupont Road and Carroll Road would be put on the west side of the easement. I'm very concerned that for my house and the two houses north of us on Brougham Run that apparently the path of the trail is directly in our back yards with no buffer whatsoever, and curves to the west side of the easement two houses north of us. When Dawn Ritchie spoke to La Cabreah residents a year and a half ago regarding the trail, we were given the impression that we, the residents, would be consulted regarding the trail location prior to finalizing its route. Apparently, the three households that are most negatively impacted by the proposed trail route were kept in the dark regarding the routing. I think that it is imperative that the trail be routed on the west side of the easement so we can keep a modicum of privacy and not negatively affect our property values.

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

Dawn Ritchie, City Greenways Manager, spoke to this individual at the Open House. The resident was under the impression that the survey control point stakes identified the location of the future trail. Dawn pointed out that the alignment of the trail has not yet been determined. The City needs to assess the data from the survey that was just completed. The City will create some potential alignments of the trail and then discuss these alignments with the neighborhoods to get their input. The City is well aware that the LaCabreah neighborhoods would prefer to keep the trail on the west edge of the railroad corridor. The City and Fort Wayne Trails, Inc. will balance the neighborhoods' desire to keep the trail as far away from homes as possible with the minimization of drainage issues, constructability issues and any issues leading to significant construction costs.

**Comment:**

The Dupont to Carroll Pufferbelly Trail is an extremely expensive option for the trails with the tunnel and increased speed on Carroll Road. The Lima Road (Dupont Road to Gump Road) trail project would allow much faster completion at a lower cost and give access to many more homes and commercial locations, while still accomplishing the goal of connecting to Pokagon State park. Connecting along Lima Road to the new construction of Gump Road would be a much faster and less expensive (no tunnel needed) method of achieving the state goal of connecting to Pokagon State Park, while still meeting the boundaries drawn by the state trails plan.

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

The Indiana Department of Transportation (INDOT) has indicated that the Lima Road Trail you suggest will not be constructed any time in the near future. The trail, along with their road widening project, is not funded and is not planned to be constructed anytime soon. Because the Pufferbelly Trail south of Dupont and north of Carroll will be constructed in phases over the next 1 – 7 years, it's important to build this essential piece between Dupont and Carroll Roads on the railroad corridor. We cannot wait on INDOT to complete the Lima Road Trail to Gump Road.



Besides, using this future trail along Lima Road would take trail users miles out of their way. The developer on the north side of Carroll Road is expecting the Pufferbelly Trail to be constructed thru the new Tuscany development by 2016. In addition, we are in the process of buying the railroad corridor between Carroll Roads and Payton County Park. The trail will be constructed on the railroad right of way between Dupont and Carroll Roads in 2013 or 2014. We will continue to work with the adjacent neighborhoods to address as many of their concerns as possible. For further information, please contact Dawn Ritchie, City of Fort Wayne Greenways Manager, at (260) 427-6002 or [dawn.ritchie@cityoffortwayne.org](mailto:dawn.ritchie@cityoffortwayne.org).

**Comment:**

The widening project on State Boulevard and removal of the curve between Clinton Street and Wells Street will increase both passenger vehicle and truck traffic on State Boulevard. This project will have a negative impact on the neighborhoods east of Crescent Avenue.

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

The realignment of State Blvd will address many deficiencies that exist along the State Blvd Corridor between Spy Run and Cass. These include the bottleneck caused by the four lanes on either side of the project coming into a two lane roadway resulting in routine traffic backups, the substandard curve at Westbrook that results in safety issues, the need to replace the bridge over Spy Run Creek that is rated as being very poor, and the need to increase the waterway opening of the bridge over the Spy Run Creek to meet the 100 year flood elevation. There is no proposed change in land use in the area. The traffic on State Blvd is expected to carry the traffic volumes it carries today along with any potential growth that occurs. If these improvements are not made, the existing roadway will still carry the same traffic (including that created by potential growth) along the existing travel lanes and result in even further deterioration of traffic conditions. Currently westbound traffic backs up on State Blvd up to Parnell Avenue and even beyond, during certain peak periods, as there is only one travel lane that can carry through traffic west of Spy Run. Also on the west side, the intersection of State & Wells experiences backups because only one through lane is available to go east on State Blvd. This project will address these deficiencies. It is not anticipated that a quantifiable impact on the neighborhoods east of Crescent Avenue will be created due to this project since the lane configurations do not change east of the St. Mary's River.

**Comment:**

A citizen requested information on the Auburn Road project and wanted to know if Auburn Road or Cook Road would be closed during the construction.

**Response:**

The project involves improving the approaches to the Auburn Road and Cook Road intersection and signalization. The improvement/widening of Auburn Road between Cook Road and Clinton Street will help ease traffic at the intersections on Auburn Road.

The project will be constructed in three phases. The first two phases are the widening of Auburn Road and two-way traffic will be maintained on Auburn Road and Cook Road. The third phase

will be widening and construction of the Cook Road approach and while two-way traffic will be maintained on Auburn Road, the Cook Road approach will be closed to all traffic. Cook Road will be detoured along Coldwater Road to Wallen Road and Clinton Street. This will be the last phase and will most likely happen next year.

**Comment:**

Widening of SR 930/Coliseum Blvd from Parnell Ave. to Crescent Ave will add to the noise, additional traffic, and pollution that will impact Woodlands of Riverside because of our close proximity to that highway. I understand that this highway is a major east/west artery for traffic in the north portion of the city and understand the reason for the improvement. One of the concerns voiced by the NIRCC to me in the past was the amount of traffic exiting events from the Coliseum. The additional lanes proposed in LRP 10-026 may be able to improve this situation. May I also suggest that an additional “right turn only” lane be added to the west bound SR 930 to help alleviate congestion when people are leaving events at the Coliseum and want to go North on Clinton. This additional “right turn only” lane would also eliminate the idea of extending Paul Shaffer Drive to Medical Park Dr.

**Response:** *(the following response was provide by the Indiana Department of Transportation)*

The Fort Wayne District appreciates the comment and will investigate if the proposed improvement of a west bound “right only” turn lane can be included in the scope of the SR 930 project. The decision to revise the project’s scope will be primarily based on engineering considerations and impact to the project’s budget. We however think this is a good idea that warrants further study.

**Comment:**

Paul Shaffer Drive project from California Road to Clinton Street: This proposal will adversely impact the standard of living for those of us residing in Woodlands of Riverside association by increasing the noise, pollution, and invasive activity brought about by the routing of traffic from Paul Shaffer Dr. north along the west edge of the IPFW property to Medical Park Dr. The traffic utilizing this proposed street would occur 24 hours a day, seven days a week which would make it more intrusive into our neighborhood. The wooded acreage that will be impacted by this proposed street extension is a parcel of land that serves as a natural barrier between the Medical Park east of Clinton Street and my association.

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

The proposed roadway connection between Coliseum Blvd via Paul Shaffer Drive and Medical Park Drive to Clinton will take place only as the land in the area becomes developed. This street will therefore serve as an access road to these properties and not a thoroughfare. As this land develops, they will follow the development plan process and under current zoning ordinance requirements there will likely be a requirement for approval through the Plan Commission and an opportunity for public comment through a public hearing. Requirements for buffering from adjacent neighborhoods are a part of the review process.

**Comment:**

Widening project of Clinton Street - Parnell Avenue to Auburn Road to 6 lanes: This again will increase noise, traffic, and pollution to my subdivision as it is located approximately 500 feet to 1200 feet from Clinton Street. There is little doubt that this project will need to take place as many of the homeowners in Woodlands of Riverside utilize this highway and realize that over the years Clinton Street continues to become more congested, especially at peak hours of the work day. I am sure the Woodlands of Riverside association board would welcome the opportunity to meet with those responsible for implementing this project to discuss what can be done to limit the additional noise that will occur with this project.

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

This project is in the plan for development to begin between 2020 and 2030. As traffic conditions change these needs will continue to be monitored. The City of Fort Wayne is committed to developing all roadway projects utilizing context sensitive design principles. These principles address the impacts of all roadway with the adjacent land uses and will take into consideration pedestrian access, adjacent land use and neighborhood concerns, aesthetics, noise, and other impacts from the roadway widening. Public input will be solicited as these projects are developed.

**Comment:**

I would like to comment on the Pufferbelly trail portion between Dupont and Carroll Rds. There is no section of the trail system like this in Allen County. This trail is extremely close to homes and has no way of being policed to safeguard the residents. This section of the trail just opens up our back yards to hundreds of people who now are not even aware that we exist.

The cost of this trail is just ridiculous when you consider that Ft. Wayne has many more pressing needs such as sewers which are in the news every day. To raise Dupont Rd. to accommodate a tunnel is to endanger residents coming from Woodmont addition even more than they are now. At this time a car can barely pull on to Dupont Rd. from Hickory Tree Rd. They need a light there for the safety of Woodmont residents and for all those traveling on Dupont Rd. I am not a Woodmont resident.

Then, there is the question as to how a trail is going to be placed between Dupont and Carroll Rds. when a Woodmont resident owns over 300' of that proposed trail. The resident in question has stated many times that he is not at all interested in selling his property. He bought that to preserve his privacy so why would he sell it to open a trail to hundreds of strangers. On the other side of Carroll Rd. there are many residents who own portions of the proposed trail that is supposed to be developed in the future.

It makes far more sense to continue the development of trails along either side of Lima Rd. It would connect bikers and walkers to many more stores etc. There is going to be a project on Gump Rd. in the near future. Why not continue the trails along Lima to Gump and people can access the trails on either side of Gump Rd.?

The Pufferbelly portion between 4th. St. and Fernhill Ave. has gone way over budget. How can the government justify spending all of (OUR) money without questioning it at all? How can you guarantee us that there won't be additional expense for other portions of the trail? What business can propose new projects and then go way over budget without any questions being raised? How would Allen county residents who are struggling to make ends meet feel if they knew how government money is being spent needlessly?

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

There are many segments of the 68 mile Fort Wayne Trails Network that run behind residential homes, primarily along the Rivergreenway and along the Aboite Trails.

The crossing of the Pufferbelly Trail at Dupont Road is being designed as a grade separated crossing because of the anticipated usage of this trail corridor, which is expected to be very high. Design standards call for such a crossing of a trail with a major thoroughfare to be grade separated to provide the optimum safety for trail users. With the added travel lanes on Dupont Road, traffic exiting from Woodmont will be able to do so more easily because 1.) the queues of through traffic will not be as long on Dupont Road since there will be two lanes in each direction and 2.) the median area could be used by traffic to cross one half of the roadway at a time. Removing pedestrians from this mix of intersecting traffic by providing a grade separated crossing will improve pedestrian safety by eliminating pedestrian-vehicular conflicts.

The City of Fort Wayne will work with this property owner, who has told trail advocates in the past that he is willing to sell the land needed for trail construction.

We do question the engineering firms when the costs escalate. When the City submitted the grant application for the Pufferbelly Trail, Phase I (Fourth Street to Fernhill Ave) in 2007, we had to use **estimates** for engineering, right of way acquisition and construction. We had input from two local engineering firms on the estimates. The overall cost of the project was initially estimated at \$1.5 million in 2007. This was before any actual engineering work had been done. Once we went through the consultant selection we found out that the engineering fees were much higher than had been estimated. After getting thru the initial design in 2010, we discovered the construction costs would be much higher too. The current estimate for the project is \$2.2 million, which is a 47% increase from the initial estimate when we applied for the federal TE funds. We actually sent in a second TE application in 2011 for additional federal grant funds in the amount of \$658,000. Those additional TE funds have been approved. Increased costs of projects can be attributed to many factors including the rise of gas prices which often influences the costs of other construction materials.

**Comment:**

I strongly suggest that sidewalks/trails be installed alongside road projects wherever possible. Even short "sidewalks" to nowhere give pedestrians and bicycles places to get out of harm's way while traffic passes.

**Response:**

Bicycle and pedestrian facilities are considered on all major federal-aid roadway improvement projects except for fully controlled and limited access highways. There is concurrence that where feasible and appropriate, sidewalks/trails should be installed as components of roadway improvement projects.

**If additional information is needed please contact the following offices:**

**City of Fort Wayne Traffic Engineering: 427-1172**

**City of Fort Wayne Greenways Manager: 427-6002**

**Allen County Highway Department: 449-7369**

**City of New Haven Traffic Engineering: 748-7031**

**Citilink: 432-4546**

**Indiana Department of Transportation: 484-9541**

**NIRCC: 449-7309**



## **APPENDIX B**





# Study to look at impact of State Blvd. widening

By CHRISTIAN SHECKLER  
csheckler@news-sentinel.com

Before starting work on a long-awaited project to widen and straighten a portion of State Boulevard, the city will need to find ways of offsetting the project's impact on a historic part of town.

The city's Board of Public Works on Wednesday agreed to pay an extra \$54,600 to American Structurepoint, an Indianapolis-based civil engineering firm, to analyze the project's impact on the historic qualities of surrounding neighborhoods.

The board first approved the project in 2008. Plans are to straighten and widen State to four lanes between Spy Run Avenue and Cass Street and replace the decrepit bridge over Spy Run Creek to help prevent flooding.

Because the project affects an area that is on the National Register of Historic Places, the federal government requires the city to minimize that impact, said Shan Gunawardena, city traffic engineer.

Gunawardena said consistent landscaping, traditional materials, streetlights and monuments that identify historic points of interest could help preserve the area's historic qualities.

All those elements could become part of the project's

See STATE, Page 7A

## STATE

Continued from Page 1A

design, which is still pending approval by the state's historic preservation office, Gunawardena said. Once the design is approved, work could start between Spy Run and Clinton Street in 2012, he said.

Residents and historic preservationists are wary of the project, fearing it will eliminate the street's charm and replace it with a busy thoroughfare that would re-

semble West Jefferson Boulevard.

"We really question the need for a five-lane road," said Michelle Briggs Wedaman, president of the Brookview Civic Association. The road would include a center turn-only lane.

Although city officials say the sharply curved street is unsafe, Wedaman said a wider road would only encourage drivers to go faster.

But Bob Kennedy, the city's director of public works, said sidewalks and a landscaped center median

will slow traffic. The revamped State will "absolutely not" resemble a highway like Jefferson or Illinois Road, he said.

Wedaman said the project will also split the Brookview neighborhood in two, separating the north side from the south.

"As currently drawn, it will partially destroy the neighborhood," she said.

However, Gunawardena said the city has already acquired all the houses along Eastbrook Drive south of State in a voluntary buyout,

and all the homes in the north portion of the neighborhood will remain intact.

The flood-control project that required the demolition of the homes in the flooding-prone south side of the neighborhood will protect the remaining homes, Kennedy said.

The city is spending a little more than \$1.5 million on the project. Allen County is pitching in \$350,000, with the federal government paying the remaining \$7.2 million.

DS 6-30-11

# Union Chapel roundabouts planned

**\$3.8M project will construct them at intersections with Auburn, Diebold roads to ease higher traffic.**

By KEVIN LEININGER  
kleininger@news-sentinel.com

Construction of Parkview Hospital's new campus on Dupont Road and a new nearby interchange at Interstate 69 and Union Chapel Road could increase traffic in the area by 4,000 cars a day as soon as next year.

To accommodate that growth, state and local officials are planning about \$3.8 million in improvements to Union Chapel, including the construction of two more roundabouts.

The Indiana Department of Transportation plans to construct roundabouts at Union Chapel's intersections with Auburn and Diebold roads, possibly as soon as next year. Improvements to the intersections had long been planned, but were given a higher priority because of the other work being done in the area, spokeswoman Toni Mayo said.

INDOT had considered the more traditional approach of added lanes and traffic signals, but ultimately chose roundabouts "because they provide a more consis-



Avery  
agency.

tent flow of traffic," according to Dan Avery, executive director of the Northeast Indiana Regional Coordinating Council, a transportation planning

There are at least five roundabouts in Allen County now, including two near the Pontiac Street-Wayne Trace railroad overpass, one on Old Mill Road, one on Coventry Lane and one at Wayne Trace and Adams Center Road. The new roundabouts, however,

See **PROJECT**, Page 4A

## PROJECT

Continued from Page 1A

will feature dual lanes with two-lane entrances at all connections. A trail and other improvements are also planned.

To complete the project, INDOT will have to acquire nearly 11 acres of right-of-way.

Allen County Highway Director Bill Hartman said the improvements should also promote development in the area on Fort Wayne's north side. The project is expected to be 80 percent federally funded, and the roads are expected to remain open during construction.

Some improvements on Diebold near Parkview's campus have already begun. At a cost of about \$3.3 million, the road is being widened and rebuilt between Dupont and Union Chapel, and is expected to reopen to traffic late this year, with completion in 2012.

The new I-69 interchange will also resemble a roundabout and will cost about \$18 million, Avery said.

DS 7-14-11

# Hearing set on Clinton curv

City will present several possible alternate routes, gather feedback.

By KEVIN LEININGER  
kleininger@news-sentinel.com

The city will host a public meeting later this month in hopes of making a looming traffic nightmare a little less scary for people

who want to go downtown or who own businesses there.

As The News-Sentinel first reported in February, the Indiana Department of Transportation will close Clinton Street between State Boulevard and Elizabeth Street for about six months starting next spring to elevate the bridge over Spy Run Creek and to straighten out a potentially dangerous curve. INDOT's official detour will divert

traffic to Coliseum Boulevard, then into downtown from the east via Washington Boulevard.

But many downtown advocates and business owners fear the circuitous route will make it difficult to get to shops, restaurants and other attractions, so the city also plans to designate more-convenient alternate detours for non-truck traffic. That's where the hearing comes in.

## re project

### Speak out

**What:** Public meeting on Clinton Street project

**When:** 6 p.m. Aug. 25

**Where:** Room 35, Garden Level of Citizens Square, 200 E. Berry St.

"We want to see cars get back into Clinton before they come

See **CLINTON**, Page 31

## CLINTON

Continued from Page 11.

downtown," said city traffic engineer Shan Gunawardena, who expects about half of the 20,000 vehicles using Clinton every day to use one of the "unofficial" detours.

Gunawardena said the city will use the hearing to present several possible alternatives, then consider the public's response before finalizing its plans. Alternative routes could include Wells and Harrison streets and Sherman and Anthony boulevards, as well as res-

toring two-way traffic to Spy Run Avenue, which is now one-way north. Such a move could be confusing at first, he acknowledged, but drivers would eventually get used to the change.

The goal, he said, is to minimize the project's impact on downtown commerce while protecting motorists' safety. Once detours are established, signs will probably be posted.

Clinton, which is also U.S. 27, is the major thoroughfare into downtown from the north and accounts for 17 percent of all traffic in that area. Protect-

ing the downtown economy is important, officials say, because it employs 19,000 people at more than 800 businesses and generated \$174 million in taxable retail, hotel and restaurant sales last year.

INDOT spokeswoman Toni Mayo said the project is expected to cost about \$2.4 million. State officials have said Clinton must be closed during construction because the project includes elevating the bridge by several feet to ease flooding concerns. Maintaining traffic could endanger drivers, they say.

YJS 8-18-11

## DRY SUMMER OFFERS IDEAL CONDITIONS



By Christian Sheckler of The News-Sentinel

Allen County highway officials expect the stretch of the Maplecrest Road extension from Lake Avenue to the Maumee River to be completed by the end of the year, with the entire project opening to traffic by the end of 2012.

# MAPLECREST WORK IS ON SCHEDULE

*Construction north of Maumee River set to finish by year's end*

By **CHRISTIAN SHECKLER**  
csheckler@news-sentinel.com

Thanks in part to a dry summer, the \$30 million project to extend Maplecrest Road is on schedule and should open to traffic by the end of 2012, a county highway official supervising the work said Wednesday.

While the entire extension – stretching 1.5 miles south from Lake Avenue to connect with Adams Center Road – will open all at once, all the work north of the Maumee River should be completed by the end of 2011, said Kyle Winling, project manager with the Allen County Highway Department.

“We’re going to try to get every-

thing north of the river knocked out this year,” Winling said.

Although the wet spring delayed work on Lima Road, another major construction project, he said that wasn’t an issue for the Maplecrest extension because piping and other underground work was finished in 2010.

And dry weather over the summer has provided ideal conditions, he said.

Weather through the summer was “forgiving,” Winling said. “That was quite helpful.”

Pavement will be set between the Maumee and Lake Avenue within the next two weeks, and over the winter, crews are expected to finish

bridges over the river and a Norfolk Southern rail yard, he said.

Work to widen Maplecrest between Lake and State Boulevard, a job that will be handled by the city, is still in the design phase. City traffic officials could not be reached for comment Wednesday.

Winling said motorists can look forward to an additional benefit – county officials hope to place a traffic light at the intersection of Lake and Maplecrest later this year. Traffic at that intersection can cause headaches, especially during morning and afternoon rush hours.

“It’s just a constant flow of traffic,” he said. “If we get that operational, that’ll be really nice.”

Y28 9-1-11



### **City's bike friendliness a welcome change**

People are riding bicycles more and more these days.

The ad for Citilink's "action day" to reduce the ozone really gets one thinking about the earth's warming and the greenhouse effect. I choose to ride my bicycle and leave a smaller carbon footprint as often as I can. It is so impressive to see how the city has changed and that more folks are using a self-powered mode of transportation.

The city government is supportive in big way. Boulevards with bike lanes are now open. Bike racks placed strategically throughout the city and sidewalks sloped to street levels make it so convenient to cycle. The Rivergreenway can take a cyclist into other neighborhoods to visit family and friends.

Every day there seem to be more bicycles around town as people get used to the changes and think of ways to move around the city. One can get to downtown for dinner, baseball and the theater (you've got to love downtown dining, Parkview Field, the Embassy, Civic, Arena, Cinema Center, museums and the library).

Motorists are getting used to the increase in bicycle traffic and have found the bike lanes make them more aware of "sharing the road." The cyclists find they are much safer on these city streets.

Bicycles and foot traffic have all increased, which shows how much "greener" Fort Wayne is thinking. We're catching up to places such as New York, Chicago, Los Angeles, Houston and

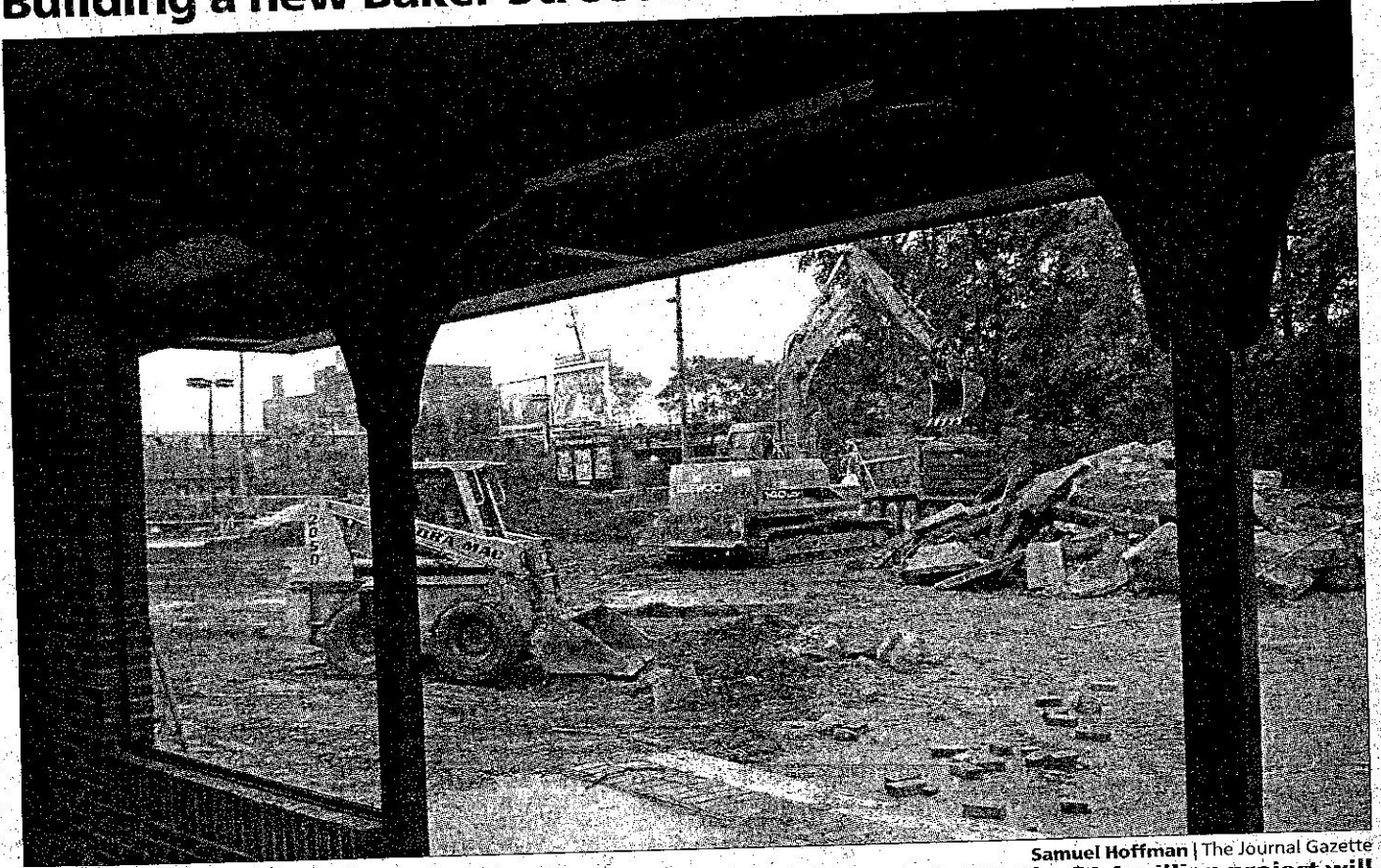
even Europe. We're smarter than just a generation ago. Let's keep the changes coming.

**THOMAS A. MAY**

Fort Wayne

*J* 9-11-11

## Building a new Baker Street station



A crew from Lentz Enterprises pulls up the old concrete parking lot at the site of the new Citilink transit station on Baker Street on Monday. The new station, with a 2,700-square-foot building, is scheduled to

open in the fall of 2012. The \$4.4 million project will include indoor restrooms, an information center and drivers' lounge. It will also have bus bays covered by canopies to protect riders from rain and snow.

Samuel Hoffman | The Journal Gazette

## Spring St. bridge closing is soon

By KEVIN LEININGER  
*kleininger@news-sentinel.com*

A bridge closure expected to begin next month could disrupt traffic near the University of Saint Francis for nearly a year.

The \$2.3 million project will rehabilitate the 65-year-old Spring Street Bridge over the Norfolk-Southern Railroad and improve the intersection of Spring and Leesburg Road. The new bridge, added turn lanes and other upgrades will benefit 3,100 daily drivers on Leesburg and another 10,500 on Spring, but could prove a headache to many of the university's 2,400 students.

"The bridge really needs repair, so we're happy about that. But it could be a huge disruption, too," USF marketing director Trois Hart said. "We're fortunate that other routes will be available." Those could include Hillegas Road, State Boulevard, Tyler Avenue, and Runnion and Main streets. Completion is set for September.

DS 9-29-11

Friday, September 30, 2011

# New trail follows old canal

## Towpath links to others at Rockhill

**VIVIAN SADE**  
*The Journal Gazette*

Pouring rain and heavy gusts of wind may have killed some official speeches, but it did not dampen the joyous mood of the many who showed up to celebrate the new Wabash and Erie Canal Towpath Trail.

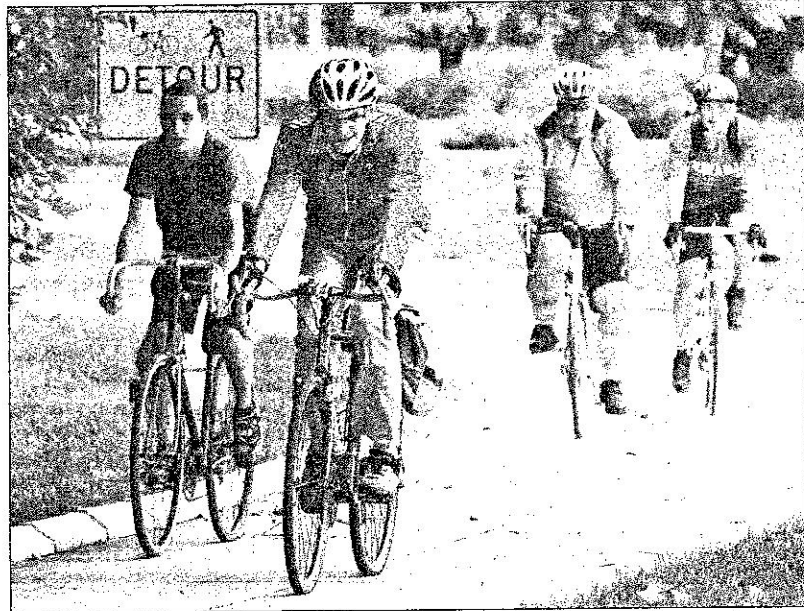
The rain and wind kicked up just as Fort Wayne Mayor Tom Henry was about to speak at trail pavilion near Engle Road and Statesmans Way, and everything came to a halt as musicians scrambled to protect their equipment and others ran for shelter in a nearby tent. Speeches were forgotten or crumpled up and thrown away, and officials simply mingled and talked with attendees in the crowded tent.

The Towpath Trail spans 5.5 miles between the Lutheran Hospital campus and Rockhill Park, where it links to the Rivergreenway and downtown Fort Wayne. The trail follows the historic Wabash and Erie Canal corridor and weaves through southwest-side neighborhoods, scenic marshlands and areas of commerce.

The Towpath Trail is open to walkers, runners and those on bikes, in wheelchairs or pushing strollers.

It includes a two-acre portion featuring public art sculptures, interpretive signage and an outdoor classroom for neighboring Eagle Marsh.

The 5.5-mile section of the Wa-



Michelle Davies | The Journal Gazette

**A group of riders, led by Drew Kora, who's on the board of directors for Fort Wayne Trails, heads off Thursday evening on the inaugural ride of the Towpath Trail.**

bash and Erie Canal Towpath Trail completes 50 connected miles of 66 total miles of Fort Wayne Trails that connect continuously across Allen County.

Trailblazers can now travel from New Haven to downtown Fort Wayne and head west to Lutheran Hospital and beyond, north to IPFW or south to Tillman Park.

Future expansion of the southwest side of the trail will extend beyond the boundaries of Allen County toward Huntington, said Lori Keys, executive director of Fort Wayne Trails.

Henry and Allen County Commissioner Linda Bloom rode a Model-T bicycle to the ceremonies – but did not manage to beat the rain – arriving just as it started to pour at the trail pavilion. They were joined by Sen. David Long, R-Fort Wayne, Joe Dorko of Lutheran Health Network, Steve Wesner of the Robert Goldstone Foundation and many other community partners, including Keys.

Hector Garcia, an avid bicyclist as well as the artist who designed the main sculpture, said he created the two-sided sculpture to represent the beautiful ecosystem of the Little River Wetlands.

One side of the sculpture depicts various people roller skating, running and bicycling as well as elements of nature to engage the senses of those on the trail, Garcia said.

The other side includes raised impressions of the different forms of wildlife that can be found in the region, with identity nameplates that are also in Braille.

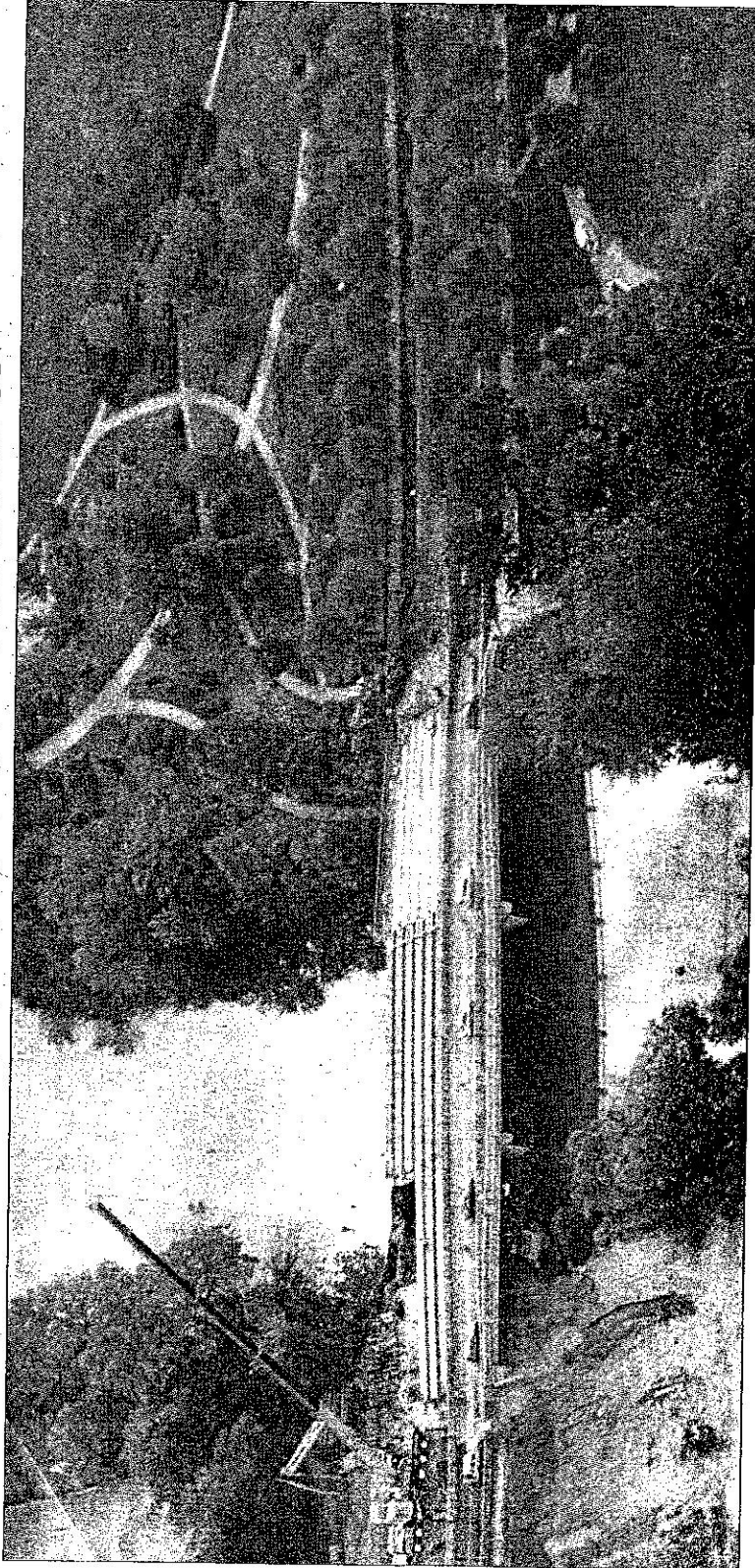
Garcia also included the modes of towing that have been used along the Wabash and Erie Canal, including canoes, canal boats and the railroad.

Future projects include the completion of construction along Covington Road and Johnny Appleseed Park to Shoaff Park Trail (by 2012) and continued development of the Pufferbelly, Cougar and Six Mile Creek Trails, according to Keys.

vsade@jg.net



# MLK BRIDGE AUTUMN WORK GOES ON



Work continues on the Martin Luther King Jr. bridge on Clinton Street into downtown as fall color dots the road. The bridge had been down to one lane between Jacobs Avenue and Superior Street while workers lay steel beams.

By Ellie Bogue of The News-Sentinel

OK 10-6-11

# New Bostick Road Bridge to open after 7-year wait

Area residents celebrate end of miles-long detour.

By KEVIN LEININGER  
kleininger@news-sentinel.com

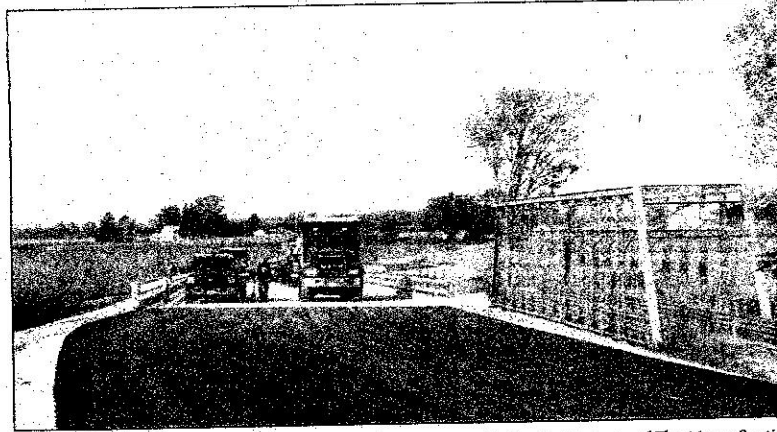
Seven years of frustration for southeast Allen County residents will come to an end later this month when the Bostick Road Bridge reopens.

Sort of. Actually, the expected Oct. 22 event won't be a reopening in the

strictest sense of the word, since the original 117-year-old iron span remains closed to vehicular traffic despite its \$1.1 million renovation into a bike and pedestrian bridge last year.

Instead, the bridge that greets drivers will be an all-new span costing about \$1.8 million —

See **BRIDGE**, Page 41



By Kevin Leininger of The News-Sentinel

Workers were putting the finishing touches on the new Bostick Road Bridge Wednesday. It replaces the original 117-year-old iron span, at right, which closed in 2004 and was renovated last year as a pedestrian and bike bridge.

## BRIDGE

Continued from Page 11.

welcome news to Patty McPherson and other nearby residents who have had to detour miles out of their way because a lack of funding kept Bostick bridgeless far longer than expected.

"We've waited so long for it to be open, so we're going to have a neighborhood celebration on the bridge (Saturday)," she said.

The county originally intended to rehabilitate the original bridge, setting \$300,000 aside in 2004. But when a subsequent inspection detected more serious problems that increased the project's cost to \$900,000, the county decided to build a new bridge.

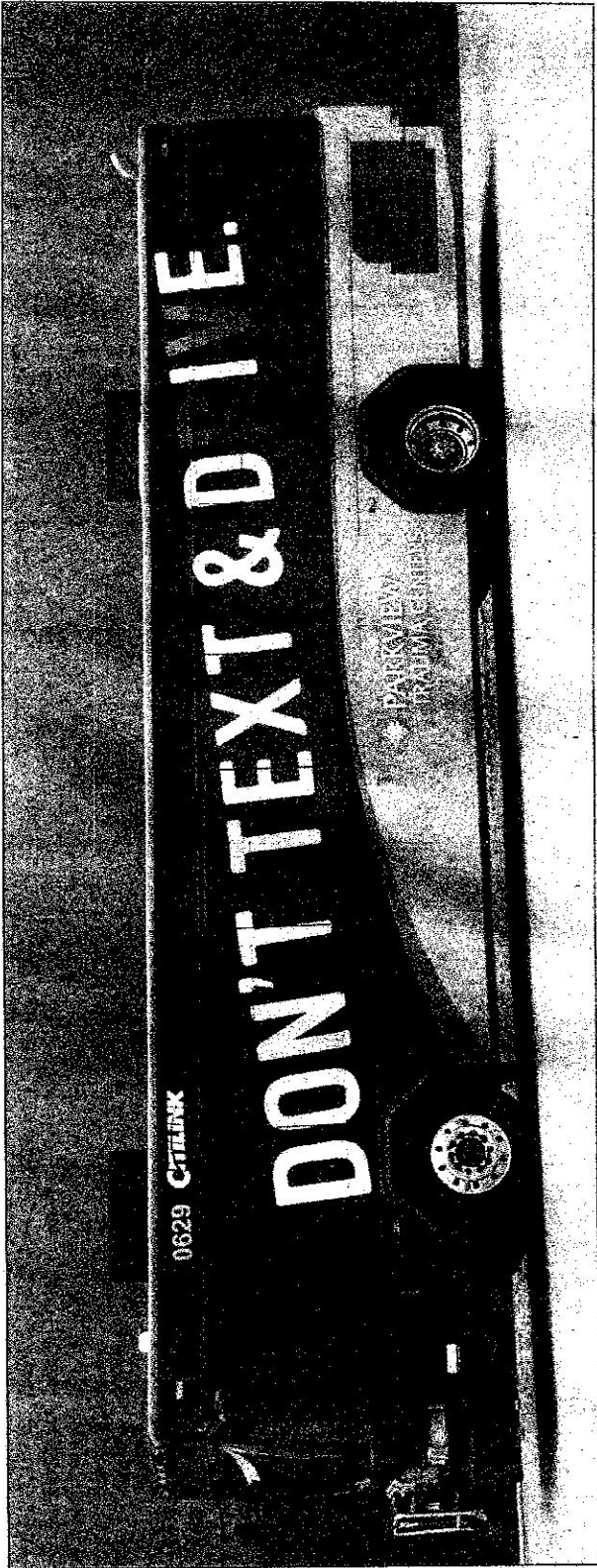
But because the old span was considered "historic," the county couldn't tear it down and received a \$692,000 federal grant that was used to disassemble the bridge, ship the parts to Pierceton for restoration and then rebuild it, with the roadway rerouted about 30 feet to the south to accommodate the new span, which also ultimately secured federal funds.

The food to be featured at this weekend's party no doubt reflects nearby residents' sentiments:

Hot dog.

YDS 10-13-11

GET THE MESSAGE?



Parkview Hospital's "Don't Text & Drive" campaign will display its image on a Citilink bus -- the first time in 13 years a city bus exterior has been used for an ad.

# Parkview, Citilink team up on ad

*Hospital's bus ad raises awareness of texting danger while helping support public transit*

By **ELLIE BOGUE**  
ebogue@news-sentinel.com

Parkview Hospital and Citilink officials unveiled a Citilink bus Tuesday morning that contains a message from Parkview's "Don't Text & Drive" program. The partnership is an effort to increase awareness about the dangers of texting while driving. A state law banning it went into effect July 1.

The message will be on display on the Citilink bus for one year. This is the first time in 13 years that Citilink has used the exterior of a bus for

sign display, said Citilink assistant general manager Betsy Kachmar. She said Citilink recently decided to start offering advertisers the option of using either the exterior or the interior cards of buses for advertising. However, Citilink will not run political ads.

The cost per ad varies, depending on the amount of time it appears and its placement.

"This is not only an opportunity to inform the community, but also helps to support the public transit system," said Kachmar.

"This is a great partnership that will

assist us in our efforts to educate the community about the dangers of texting while driving," said Lori Hunt, trauma prevention coordinator at Parkview Trauma Centers.

Parkview began the "Don't Text & Drive" campaign in February 2009. The program targets teen drivers and adults who send or read text messages while driving. Parkview's "Don't Text & Drive" message appears on billboards, signs at Glenbrook Square and public service announcements on television and radio. The campaign also includes outreach to area high schools.



Kachmar

428 10-19-11

# Airport acts to ease access with new road

## Feds to cover bulk of extension

**VIVIAN SADE**  
*The Journal Gazette*

Officials are moving forward with a plan to build a new access road that will allow traffic to flow directly to the aviation section of Fort Wayne International Airport.

The Fort Wayne-Allen County Airport Authority Board approved a consulting agreement Tuesday with RW Armstrong & Associates to provide land acquisition and grant administration services for the project.

The new access will be an extension of Indianapolis Road on the west side of the airport, according to Scott Hinderman, director of operations and facilities.

The board agreed to spend up to \$145,000 for the project, including engineering services related to an environmental study and land acquisition of about 28 acres. There are four structures on the land that will have to be demolished, Hinderman said.

Federal Aviation Administration funding will pay for the bulk of the project, Hinderman said.

"Closing costs, environmental aspects and all costs related to the land purchase will be reimbursed through the federal land acquisition program," Hinderman said.

The general aviation section of the airport is located west of the terminal between the two main runways, near the radar tower. Currently, that side of the airport is "not easy to get to," Hinderman said.

The new road will sweep southeast off Indianapolis Road directly to the aviation section, he said.

### **Smith Field**

The airport authority board approved ground leases and an easement agreement for the \$2.3 million education complex at Smith Field that is currently under construction.

Airport officials broke ground for the 21,000-square-foot complex in June. The building will house Ivy Tech's flight mechanics program and will accommodate more than 200 students.

The current school opened in September 2007 with 18 students and has now ballooned to 90 students spread out over the two original classrooms.

The project is on schedule and the building is expected to be complete in the spring, Hinderman said.

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J 10-26-11

# White House touts 'Fort to Port' project

**BRIAN FRANCISCO**

*Washington editor*

The White House is touting "Fort to Port" as it tries to build congressional support for part of the American Jobs Act.

The widening of U.S. 24 between Fort Wayne and Toledo, a port city on Lake Erie, is among 17 projects nationwide the Obama administration cites as recent examples of transportation infrastructure improvements "that have substantial economic benefits."

President Obama seeks \$50 billion for highway, rail and airport projects over the next decade, plus \$10 billion for an "infrastructure bank," as part of his job-creation proposal. During a speech in Washington on Wednesday, he said the criteria for funding future infrastructure projects will be "how badly they are needed and how much good they'll do for the economy."

A report issued by the White House on Wednesday said U.S. 24 "has become a critical shipping route, with trucks representing a

third of the overall traffic." Its widening "will alleviate safety concerns about the mixture of truck traffic and residential travel," the report said.

The \$590 million project, which will expand about 70 miles of U.S. 24 from two travel lanes to four, began in 2008 and is expected to be completed late next year.

U.S. 24 "is a major transportation corridor linking agricultural and industrial areas," the White House report said, identifying the corridor as



Associated Press

**President Obama arrives to speak about jobs at Georgetown Waterfront Park in Washington, D.C., with the Key Bridge seen at rear. Infrastructure is a key part of his American Jobs Act.**

**Project, Page 8A**

## PROJECT

Continued from Page 1A

Fort Wayne, Toledo, Detroit and Ontario.

Obama did not mention "Fort to Port" during remarks at the Key Bridge in Washington. He did make a reference to the closed Sherman Minton Bridge, a cracked span that carries Interstate 64 across the Ohio River and links New Albany to Louisville, Ky.

Obama said companies that depend on ground transportation are "bleeding money, bleeding time" from detours and delays caused by crumbling roads and bridges, a drag on the economy he said runs \$130 billion a year.

The Democratic-controlled Senate this week began considering a bill that contains Obama's infrastructure plan. A vote is expected today on Senate Bill 1769, which would be funded by a 0.7 percent tax increase on household income greater than \$1 million.

Sen. Dan Coats, R-Ind., criticized the plan as "another stimulus bill that faces bipartisan opposition in Congress."

"Upgrading our country's infrastructure is important for economic growth and the safety of commuters, but this bill increases taxes to pay for more of the same failed stimulus spending," Coats said in a statement. "Republicans will be offering a plan that gives states greater flexibility to prioritize important transportation needs without increasing the deficit."

Rep. Marlin Stutzman, R-3rd, said in a statement about the White House report: "Our local community can be proud of the Fort-to-Port success that we've achieved without this administration's top-down approach."

Stutzman said the efforts of local and state government leaders "kept us the Crossroads of America."

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# Citilink to revive free fare

December Saturdays to be without charge; goal: Lure new riders

**BENJAMIN LANKA**  
*The Journal Gazette*

Holiday shoppers looking to maximize their cash will have several chances to eliminate transportation costs next month.

The Citilink board of directors this week approved offering free fares on Saturdays throughout December. This includes Christmas

Eve and New Year's Eve, both of which fall on Saturday this year.

Because of how the calendar falls, there will be five Saturdays in December, giving people multiple chances to travel the city for free.

Betsy Kachmar, transit system assistant general manager, said the program is not only a way to give back to the community but also an opportunity to attract new riders to the service. If they find they like the buses, they might ride more often, she said.

Citilink offered free rides on three Saturdays in December last year and decided to expand the pro-

## ON THE WEB

■ Riders can map out their bus trips online at [www.fwcitilink.com](http://www.fwcitilink.com).

gram this year to help as much as possible, Kachmar said.

"We might as well be generous while we can," she said. "The economy is struggling."

Citilink averages between 6,000 and 10,000 riders on Saturdays, but Kachmar said it's difficult to know how much a free fare program would cost the system. Several riders purchase monthly passes and have es-

entially already paid to ride on the weekend.

If the program is successful enough, Kachmar said Citilink may top 2 million passengers this year. The transit system had surpassed that total several years ago when gas prices spiked, but the total dropped in recent years with lower gas costs and total employment.

The buses travel through most of Fort Wayne and hit the prime shopping locations, such as Glenbrook Square and Jefferson Pointe. Saturday service runs every hour from 7:45 a.m. to 6:15 p.m.

[blanke@jg.net](mailto:blanke@jg.net)

# Schools on path to safer walkways

**BENJAMIN LANKA**  
*The Journal Gazette*

A long-promised project to increase safety for children walking to school will likely begin construction this summer.

The Fort Wayne Board of Public Works on Wednesday advanced the safe routes to school project to construct sidewalks and safe street crossings to help connect 11 neighborhoods with five schools along East State Boulevard from Maplecrest Road east to Maysville Road. It includes Haley Elementary School, Blackhawk Junior High School, Blackhawk Christian Elementary School, Blackhawk Christian Junior-Senior High School and St. Peter's Lutheran School.

The project was started several years ago and was approved by the City Council in January 2009. The council approved a \$250,000 federal grant that will help finance the project's now expected \$440,000 cost, according to city greenway manager

**Schools, Page 4C**

4C The Journal Gazette

## SCHOOLS

Continued from Page 1C

Dawn Ritchie.

Ritchie said the project took so long to happen in part because the city designed it with staff engineers in an effort to save money. She said it took some time to learn all the processes required by the state under the federal grant program.

By last summer, she said, the city began acquiring the needed land for the work, which it hopes will be done in the next few weeks.

The city will submit its final plans to the state on Friday for the sidewalk along the south side of State Boulevard from Blackhawk Middle School to the intersection to Maysville Road.

The sidewalk will continue on the south side of Maysville in front of St. Peter's Lutheran School to an existing sidewalk at Brigargate Neighborhood and Sandarac Lane. A sidewalk will also be constructed on the west side of Lahmeyer Road from State to Antebellum Drive.

In addition, stormwater improvements will be built on the east side of Lahmeyer from State to Antebellum and on the north side of State from Lahmeyer heading east to midway between Lahmeyer and Bellshire Way.

Ritchie said she hopes construction will begin in July and take five to six months to complete.

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1-5-12



# Roundabout, 2-way traffic studied in street reshuffling

**BENJAMIN LANKA**  
The Journal Gazette

There could be more changes coming for downtown commuters.

The Fort Wayne Board of Public Works approved a study Wednesday to examine possible benefits of creating a roundabout at the intersection of Superior Street, Ewing Street and Fairfield Avenue.

The roundabout would be part of a larger change to allow two-way traffic on Ewing and Fairfield in the downtown area. Ewing currently serves northbound traffic and Fairfield serves southbound drivers. The board hired American Structurepoint for \$24,950 to complete the study.

Shan Gunawardena, city traffic engineer, said studies have been done to examine how converting the streets to two-way traffic would affect downtown intersections. He said while there likely would be some in-




creased traffic delays, it was not large enough to cause a concern.

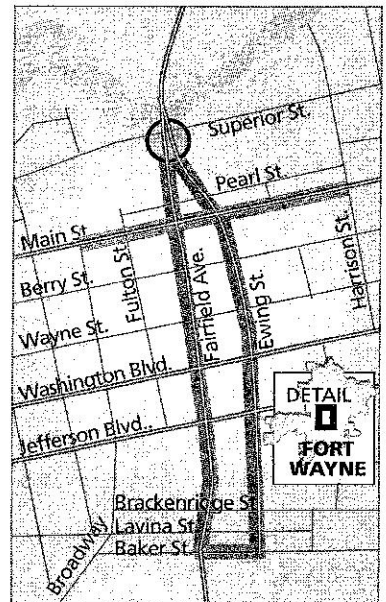
The plan would convert the streets to one travel lane in each direction and a middle turn lane between Baker and Superior streets. In the past, the streets were converted to one-way to handle increased traffic from General Electric, but there no longer is a large volume of traffic, he said.

In 2009, the city completed a \$1.1 million project to convert Calhoun Street to allow two-way traffic throughout downtown.

Converting the streets would require some changes at the intersection with Superior, Gunawardena said, as the two merge into Wells Street north of Superior. Having both streets two-way would create a five-way intersection at Superior, prompting the city to examine a roundabout in that location.

Ewing and Fairfield carry between 5,000

-  Possible conversion to two-way traffic
-  Possible roundabout
-  Possible conversion to three-lane road



The Journal Gazette

Traffic, Page 5A

## TRAFFIC

Continued from Page 1A

and 9,000 vehicles a day in the downtown area.

The plan could also

prompt some changes on Main Street just west of Harrison Street.

If Ewing and Fairfield were made two-way, it would likely require dedicated left-turn lanes from Main Street onto both of those roads, Gu-

nawardena said.

This could mean changing Main from two lanes in each direction to a single travel lane in each direction and a middle turn lane. Such a change could also make room for bike lanes, Gunawardena said.

In addition, the plan would require the conversion of a small stretch of Baker Street to accommodate two-way traffic between Fairfield and Ewing.

The roundabout study is expected to be completed in 90 days, Gunawardena said, when the merits of the plan are assessed.

The study also will provide cost estimates for the project.

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*JL 1-12-12*

## A NEW FLEET FOR CITILINK



Courtesy photos

Federal funds helped pay for eight new light-duty buses unveiled Thursday at Citilink offices on Leesburg Road.

# Minibuses to bridge gap for nontraditional riders

*News-Sentinel staff reports*

Citilink, Fort Wayne's public transportation system, unveiled eight new light-duty buses Thursday.

The buses, made in Elkhart, were bought with 80 percent federal funds and 20 percent from local sources for a total of \$750,000. The new vehicles will allow Citilink to replace more than half the buses used to provide "Access" service to riders with physical or mental disabilities and unable to use traditional fixed-route buses.

Access service costs \$2.50 for a one-way trip. For more information on Access or other Citilink services, call 432-4546 or go to [www.fwcitilink.com](http://www.fwcitilink.com). Citilink served more than 2 million passengers in 2011.



U.S. Rep. Marlin Stutzman, R-3rd, left, and Citilink General Manager Ken Housden inspect one of the eight new light-duty buses unveiled Thursday. Citilink used a federal grant for most of the purchase.

DS 1-13-12

## Depot in New Haven to become trail head



Samuel Hoffman | The Journal Gazette

**Workers from Harold McComb & Son replace the roof Thursday on the historic Wabash Depot in New Haven. Work on the roof is one part of the restoration being undertaken by the New Haven Area Heritage Association. The depot is expected to open in late May as a trail head for the Maumee Trail and Rivergreenway.**

*SH 2-3-12*

# On the road again: Travel in county rising

1.4% gain hints economy healing

**BENJAMIN LANKA**  
*The Journal Gazette*

After years of decline, Allen County motorists started driving a bit more in 2011.

Drivers averaged traveling nearly 7.2 million miles per business day in Allen County last year, according to a report released Tuesday to the Urban Transportation Advisory Board. This is a 1.4 percent increase over travel in 2010.

Dan Avery, director of the Northeast Indiana Regional Coordinating Council, the local transportation planning agency, said miles traveled typically correlate to economic activity. The fact people are driving more could mean the economy is also picking up locally, he said.

Vehicle miles traveled had decreased every year since 2007, when county drivers hit a peak of 7.4 million miles per business day.

Beth Mosher, director of public affairs for the AAA Motor Club in Chicago, said the jump is somewhat surprising because drivers faced higher prices at the pump last year than in 2010. Nationally, gas prices averaged

## TRAVEL

Continued from Page 1A

\$3.51 per gallon last year compared to \$2.78 in 2010. Higher prices typically have historically led to fewer miles being traveled, she said.

"That would point to the fact that the economy was picking up a little in 2011," Mosher said.

While national data were not yet available, Mosher said hopes for more travel this year had an ominous beginning. She said demand for gasoline

### ON THE ROAD

#### Average daily miles driven in Allen County

1990 .....	5.3 million
2000 .....	6.9 million
2007* .....	7.4 million
2010 .....	7.1 million
2011 .....	7.2 million

\*Allen County's peak year for travel

Source: Northeast Indiana Regional Coordinating Council

has been down about 5.5 percent this year thanks to the highest January gasoline prices on record. These prices were 30 cents higher than Jan-

uary 2010 pump prices, which was the previous record high.

"That's a little bit foreboding," she said.

Fuel prices have affected how much people travel locally. Where there used to be a spike throughout the summer, travel now increases in June, but drops in July and August as gas prices peak, according to the presentation to the advisory board.

The local driving rate is higher than in 1990 - 5.3 million miles - or in 2000, when drivers traveled nearly 6.9 million miles each day.

The local transportation

agency calculates total miles driven from data collected by tubes placed across roads throughout both urban and suburban areas of the county. About 700 counts are done each year, and the state measures traffic on the interstates every other year - the last time in 2010.

The miles counted locally does not include neighborhood streets, which could add 1 million miles more a day, but Avery previously said those streets are rarely measured and have fairly consistent traffic from year to year.

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JJ 2-8-12

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## New interchange work is near

**ARCHIE INGERSOLL**  
*The Journal Gazette*

Work on a new interchange at Union Chapel Road and Interstate 69 is set to begin next month.

Union Chapel Road is slated to be shut down between Auburn and Diebold roads starting March 26, and that stretch will remain closed through construction season, the Indiana Department of Transportation said Friday.

Demolition of the existing Union Chapel Road bridge is

scheduled to start the week of March 26 and will take place at night. During the demolition, I-69 will be closed intermittently for 20 minutes at a time.

Except for the on-ramp to northbound I-69 from Union Chapel Road, the project is expected to be finished by late fall. The building contract was awarded to Brooks Construction Co. of Fort Wayne with a low bid of \$13.9 million, the transportation department said.  
aingersoll@jg.net

DJ 2-18-12

# County to pay for studying passenger rail

## Links to Ohio, Chicago, proposed

**VIVIAN SADE**  
*The Journal Gazette*

County officials have said yes to investigating the possibility of passenger train service from Fort Wayne to Chicago.

The Allen County commissioners agreed unanimously Friday to contribute \$20,000 to study the viability and economic benefits of passenger train service from Fort Wayne to northern Indiana and Chicago.

Rich Davis, director of the Downtown Improvement District, said the Northeast Indiana Passenger Rail Association is close to having the \$80,000 needed to proceed with the first of several studies involving rail service from Fort Wayne to Chicago. Davis is also a member of the rail association.

Currently, people wanting to travel to Chicago by train must board in Waterloo, about 30 miles north of Fort Wayne. The proposed Fort Wayne service to be studied would be in addition to the existing service that connects through Waterloo, Elkhart and South Bend.

Nicole Jaubert-Lebanoff of Fort Wayne told commissioners it's difficult for her to visit relatives in Chicago using public transportation.

"To take the train, we must drive to Waterloo at an ungodly hour of the morning, and then we don't get back in to Waterloo until sometime between 11 p.m. and 1 a.m.," she said.

In addition to the county's pledge, the rail association has received \$10,000 from the Community Foundation of Fort Wayne and \$20,000 from the city of Fort Wayne, along with several other contributions pending, Davis said.

The rail association plans to raise more than \$120,000 for the studies -- \$80,000 for the Fort Wayne-to-Chicago service and \$20,000 each for projects to link Fort Wayne to Columbus, Ohio, and Toledo.

Once the business studies are completed, they will be presented to the state and to Amtrak, Davis said. At that time, the rail association will seek ways to pay for the project, he said.

The studies, to be carried out by

**Rail, Page 5C**

*JJ 2-25-12*

# RAIL

Continued from Page 1C

experts from a transport economics company in Frederick, Md., will include ridership and revenue forecasts, environmental reviews, operating schedules and an examination of the effect on economic development.

"We must prove the economic viability of the proposed project," Davis said.

Estimates for preparing the trains and tracks for passenger service from Fort Wayne to Chicago run between \$1 million and \$5 million a mile. With 145 miles of track, the total estimated cost is between \$145 million and \$725 million, according to Davis.

Fort Wayne's passenger rail service was discontinued in 1990, not because of lack of ridership, Davis said, but because of rail congestion in

Lake and Porter counties. That problem is slated to be fixed with federal grant money received in 2009, Davis said.

The passenger trains would travel through Kosciusko County, and members of the rail association have already met with officials from the Warsaw area, Davis said.

"The medical and orthopedic businesses are particularly interested in getting service to Chicago, because many of their clients fly in and out of the Chicago airport," Davis said.

Philip Denison of West Chester, Ohio, is excited about the future study of rail service from Fort Wayne to Ohio.

"Developing rail in the greater Dayton, Ohio, area would allow my family and me to travel without having to put more miles on our automobiles," Denison said.

"We are so tired of the long

highway rides, fighting the 18-wheelers, mass congestion and increasing gas prices. Right now our options are to either drive or fly."

In August, the Citilink board awarded a \$4.4 million contract for renovation of the

downtown Baker Street Station at 121 W. Baker St. The project includes a 2,700-square-foot transfer station equipped with indoor restrooms, an information center and a drivers' lounge.

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# Project to close Clinton Street for 5 months

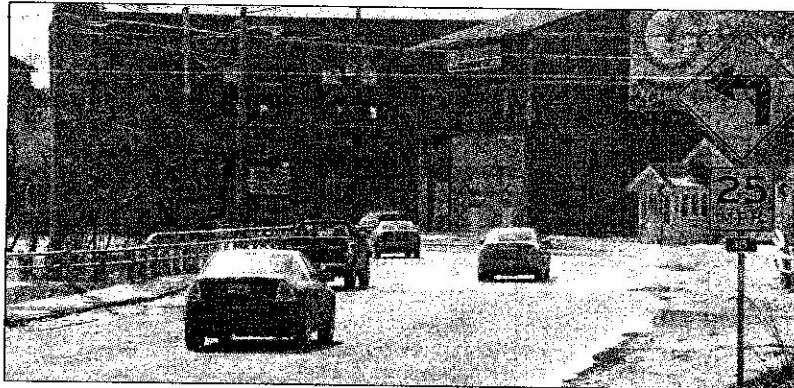
Bridge will be rebuilt,  
curve straightened.

BY KEVIN LEININGER  
kleininger@news-sentinel.com

The day Fort Wayne motorists have been dreading for more than a year will arrive next week, when the main southbound route into downtown closes for reconstruction – and stays closed for five months.

The Indiana Department of Transportation today was expected to announce that, starting at 4 p.m. Wednesday, Clinton Street will be off-limits to traffic between State Boulevard and Elizabeth Street so crews can replace and elevate the bridge over Spy Run Creek and straighten a dangerous curve. Clinton, which is also U.S. 27, handles about 25,000 vehicles a day.

“While we understand the incon-



File photo by Ellie Bogue of The News-Sentinel

Clinton Street between State Boulevard and Elizabeth Street north of downtown Fort Wayne will close Wednesday and won't reopen until late August so the Indiana Department of Transportation can rebuild the bridge over Spy Run Creek and straighten this dangerous curve.

venience we are causing with this project to the many citizens who travel this route daily, we only ask they recognize that the new road will make travel much safer,” said

Robert Alderman, deputy commissioner of INDOT's Fort Wayne District.

See **CLINTON**, Page 4I.

## CLINTON

Continued from Page 1I

Clinton is expected to reopen to traffic in late August, but the \$2.1 million project is not scheduled for completion, weather permitting, until late October.

Starting Monday morning, INDOT will close Elizabeth Street until midday Wednesday for replacement of a storm sewer. The street will remain open from the east end, however, and residents can enter via Spy Run Avenue.

As The News-Sentinel first reported in February 2011, INDOT engineers decided to close Clinton because the project's design

## Online

During the closure of Clinton Street, construction updates will be available at [www.clintonstreet.indot.in.gov](http://www.clintonstreet.indot.in.gov).

could not safely accommodate traffic during construction. The Spy Run Creek Bridge will be elevated by several feet to avoid flooding.

Although INDOT's official detour will divert traffic to Coliseum Boulevard/Indiana 930 to Washington Boulevard and back to Clinton, the local detour will feature the unusual step of converting a one-way street to two-way traffic to minimize disruption. That detour will divert traffic at State Boule-

vard onto Spy Run Avenue, which will become a two-way street for three blocks, west on Elizabeth, then back to Clinton.

Downtown Improvement District President Rich Davis, who has been working to minimize the project's impact on downtown businesses and property owners, said he was pleased with the detour route.

“I have to give city engineers a lot of credit. We wrestled with this for months, looking at alternatives, and this should work as well as possible. With all of our preparations and getting the word out, we hope there won't be any impact (on downtown businesses),” he said.

4/23/12



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**NIRCC seeks input**

The Northeastern Indiana Regional Coordinating Council (NIRCC) invites the public to review its Draft Fiscal Year 2013-2016 Transportation Improvement Program (TIP) and

the Air Quality Determination Analysis at an open house 4-6 p.m. March 19 in the Omni Room on the lower level of Citizens Square, 200 E. Berry St.

Staff will be present to answer questions and take any comments.

The documents may also be reviewed at the NIRCC office at Citizens Square or at NIRCC.com. Comments may be submitted by mail to the NIRCC office or via email to Dan.Avery@co.alen.in.us. NIRCC will accept comments March 17-31.

DB 3-14-12



## **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







## **APPENDIX D**



**Project:** \_\_\_\_\_

<b>System Info</b>			points	score
1	Federal Functional Classification	Expressway	15	
		Arterial	10	
		Collector	5	
2	Existing ADT (Average of Corridor Segments)	ADT x .00075	5000 (Max: 25pts)	
3	Existing System <i>Does project serve to maintain the existing system (rehabilitation project)?</i>		5	
4	Existing Development <i>Does the project enhance access and circulation to existing land uses?</i>		5	
5	Corridor Continuation <i>Is this project a continuation of improvements for this corridor?</i>		25	
<b>Total:</b>			<b>(75 max)</b>	<b>0</b>

<b>Congestion Management</b>			points	score
6	Existing Operations (Level of Service - LOS)	LOS = F	20	
		LOS = E	15	
		LOS = D	10	
		LOS = C or higher	0	
7	Future Operations (Year 2030 LOS <b>Without</b> Project)	LOS = F LOS = E	10 5	
8	Alternative Transportation Modes <i>Does the project promote increased transit ridership? Does the project support or promote increased use of other modes of transportation (i.e. bicycles,</i>		5	
9	Improved Access <i>Example: reduction or limiting the number of access points that enter a major</i>		5	
<b>Total:</b>			<b>40 (max)</b>	<b>0</b>

<b>Safety/Crash (minimum of 3 years of data)</b>			points	score
10	Intersection <i>RMV - number of crashes/million entering vehicles OR Crash Severity Index</i>	RMV $\geq$ 2.50 OR $I_{cc} \geq 1.00$	20	
		RMV $\geq$ 2.00 OR $I_{cc} \geq 1.00$	15	
		RMV $\geq$ 1.50 OR $I_{cc} \geq 0.75$	10	
		RMV $\geq$ 1.00 OR $I_{cc} \geq 0.50$	5	
*Add an additional 5 points for any location that has a RMV > than 2.00 <b>AND</b> an $I_{cc}$ > 1.00				

**OR**

11	Roadway Segments	RMV $\geq$ 1 OR $I_{cc} \geq 1.00$	20	
		RMV $\geq$ 0.75 OR $I_{cc} \geq 0.75$	15	
		RMV $\geq$ 0.5 OR $I_{cc} \geq 0.5$	10	
		RMV < 0.5 OR $I_{cc} < 0.5$	0	
*Add an additional 5 points for any location that has a RMV > than 2.00 <b>AND</b> an $I_{cc}$ > 1.00				
<b>Total:</b>			<b>25 (max)</b>	<b>0</b>

<b>Economic Factors</b>		points	score
12	Projected Development <i>Does the project support or enhance access and circulation to any known or</i>	10	
13	Economic Activity <i>Does the project connect economic activity areas?</i>	5	
14	Enhanced Service <i>Does the project enhance service to existing activity centers?</i>	5	
15	Development & Redevelopment <i>Does the project support in-fill land development and/or redevelopment of</i>	5	
16	Movement of People and Goods <i>Does the project enhance the movement of goods and persons?</i>	5	
<b>Total:</b>		<b>30 (max)</b>	<b>0</b>

<b>Intermodal</b>		points	score
17	Improved Access  <i>Does the project complete a missing link to an intermodal facility (seaports, airports, bus terminals, and rail yards)? Does the project improve access to or reduce congestion surrounding an intermodal facility?</i>	10	
18	Congestion <i>Does the project improve congestion on an established truck route?</i>	5	
19	Safety & Mobility <i>Improves safety and/or eliminates existing impediment on established truck route</i>	5	
<b>Total:</b>		<b>20 (max)</b>	<b>0</b>

<b>Quality of Life</b>		points	score
20	Includes sidewalk and/or trails	both sides of road	10
		one side of road	5
21	Permanent Neighborhood Disruption / Relocation	No Acq of homes or businesses	5
		No knowledge	0
		Requires Acq of homes or businesses	-5
22	Protecting the Environment <i>Example: will reduce flooding in area; reduces noise, air, water &amp;/or light</i>	5	
23	Benefit to the community <i>Does the project provide economic, social, environmental, safety or physical benefits to the community?</i>	5	
<b>Total:</b>		<b>25 (max)</b>	<b>0</b>

<b>Bonus</b>		points	score
24	received 12 pts or more in all categories	10	

**Total: 225 (max) 0**

# Project Selection Process

Corresponds to Evaluation

1. This will be completed by NIRCC
2. This will be completed by NIRCC
3. Is this a rehabilitation project? No added travel lanes included in this project.
4. Will this project improve access and circulation to the existing properties with added turn lanes, new signals, etc.?
5. Have improvements been made to other segments of this corridor previously? Such as added travel lanes?
6. This will be completed by NIRCC
7. This will be completed by NIRCC
8. Will this project encourage other modes of transportation? Does it include new trails or sidewalks? Do the trails or sidewalks connect to other trails or sidewalks now? Are there new bus huts? Is there a park & ride lot?
9. Have accesses been closed or made into right-in/right-out with this project?
10. This will be completed by NIRCC
11. This will be completed by NIRCC
12. Does this project make undeveloped property more attractive to developers? By providing new access, new signals, etc.
13. Is there more than one commercial/industrial area within the project limits (or just beyond the limits) that is now connected by this project?
14. Will congestion be reduced in this area because of this project allowing better service to existing commercial and industrial facilities? Because of this project will it be easier to access major corridors in the area to expedite movement of goods?
15. Does this project increase the likelihood of development of vacant land and/or buildings because of better access and movement of goods?
16. Will the project increase the efficient movement of people and goods?
17. Is this project adjacent to an intermodal facility? Is this project part of the main corridor to an intermodal facility?
18. Will congestion be reduced in this area because of this project allowing more efficient service to an intermodal facility?
19. Will this project be using safety funds?
20. Does this project add any sidewalks/trails/paths? Is it on both sides of road or just one side?
21. Will people or businesses be displaced because of this project?
22. Is it anticipated that this project will reduce flooding in the adjacent areas? Will this project protect the environment in any other ways? Will this project eliminate or reduce any pollutions (noise, air, water &/or light)?
23. Is it anticipated that this project will increase economic activities/opportunities in this area? Will sidewalks, parks or connection to other recreational facilities be added with this project? Is this project supported by the adjacent neighborhoods?

24. If this project received at least 12 points in all of the categories (system info, congestion management, safety/crash, economic factors, intermodal, and quality of life) then it receives an additional 10 points.



**TRANSPORTATION ENHANCEMENT (TE) FUNDS**  
**NIRCC SCORING SHEET FOR BICYCLE AND PEDESTRIAN PROJECTS**  
(Includes only projects in the Fort Wayne Urban Area submitted to the MPO)

1. Connectivity to Regional System

- Identified on a State Priority Trail
  - Project located along the corridor stretching from Ouabache State Park in Wells Co. to Pokagon State Park in Steuben Co.
  - Project located within the corridor stretching along the Wabash River from Wabash to Fort Wayne, or the Maumee River to Ohio.
    - Connects to an existing State Priority Trail 10
    - Connects to a planned State Priority Trail 8
    - Connects to a proposed State Priority Trail 4
    - Not Part of a Plan 0
- Identified on the Regional Plan
  - The current Regional Bicycle and Pedestrian Plan for northeast Indiana adopted by NIRCC.
    - Connects to an existing facility 8
    - Connects to a planned facility 6
    - Connects to a proposed facility 2
    - Not Part of a Plan 0

\_\_\_\_\_ **Point Total (10 pt max)**

2. Community benefit and need/impact

- Does the project serve a smaller area or is it important to the community/region as a whole?
  - It only serves a small area and population. 0
  - It serves a small area and population but will eventually be part of a larger corridor serving much more of the community. 2
  - Is this project important not only to the community but the region as well? 4

\_\_\_\_\_ **Point Total (4 pt max)**

3. Partnership

- Multi-Agency Partnerships
  - Two or more public/private agencies (not two of the same municipality or governing body) are cooperating on the project in the following ways:
    - Labor, money towards project, or donation of land. 2
    - Agencies support project through letters of agreement and support. 2
- Single public/private agency 0

\_\_\_\_\_ **Point Total (4 pt max)**



4. Maintenance

- LPA agreement 2
  - Memorandum of Understanding (MOU) with LPA or some type of proof that LPA will maintain project after completion.
- Private maintenance plan 1
- No maintenance plan 0

\_\_\_\_\_Point Total (2 pt max)

5. Facility Type

- Multiuse 2
- Single use 0

\_\_\_\_\_Point Total (2 pt max)

6. Surface

- Paved 2
- Crushed limestone 1
- Other (natural, woodchips, etc) 0

\_\_\_\_\_Point Total (2 pt max)

7. Width

- $\geq 12$  feet 3
- $\geq 10, < 12$  feet 2
- $\geq 8, < 10$  feet 1
- $\geq 5, < 8$  feet 0

\_\_\_\_\_Point Total (3 pt max)

8. Length

- $\geq 3$  mi 5
- $\geq 2, < 3$  mi 4
- $\geq 1, < 2$  mi 3
- $\geq .5, < 1$  mi 2
- $< .5$  mi 1

\_\_\_\_\_Point Total (5 pt max)

9. Project Readiness

- Feasibility study or design work has been completed 2
- Right of way acquisition needed
  - Right of way needed is > 75% 1
  - Right of way needed is > 50% 2
  - Right of way needed is ≤ 50% 3
  - Right of way needed is ≤ 25% 4
- Match
  - Already have match in place or there is a letter of commitment for match funding. 2
  - Match is 5% above the 20% required. 2 extra points

\_\_\_\_\_ **Point Total (10 pt max)**

10. Safety and Amenities

- Separation from traffic including a buffer, bridge, or there is more than sufficient distance from traffic. 2
- Added intersection safety devise, lighting, railing, etc. 2
- Facilities including parking lots, restrooms, water fountains, benches, bike racks, trail markers/mileage signs, interpretive signage, etc. 2

\_\_\_\_\_ **Point Total (6 pt max)**

11. Applied previously

- Yes 2
- No 0

\_\_\_\_\_ **Point Total (2 pt max)**

\_\_\_\_\_ **Point Total for Bicycle and Pedestrian Facilities (50 pt max)**

Mark with an X

<b>1</b>	<b>Connectivity to Regional System</b>			
	<u>Identified on a State Priority Trail</u>		<b>Only select one</b>	
	Connects to an existing State Priority Trail	10		
	Connects to a planned State Priority Trail	8		
	Connects to a proposed State Priority Trail	4		
	Not Part of a Plan	0		
	<u>Identified on the Regional Plan</u>			
	Connects to an existing facility	8		
	Connects to a planned facility	6		
	Connects to a proposed facility	2		
	Not Part of a Plan	0		
			<b>Total Points</b>	0

<b>2</b>	<b>Community benefit and need/impact</b>			
			<b>Only select one</b>	
	It only serves a small area and population	0		
	It serves a small area and population but will eventually be part of a larger corridor serving much more of the community	2		
	Is this project important not only to the community but the region as well?	4		
			<b>Total Points</b>	0

<b>3</b>	<b>Partnership</b>			
			<b>Mark all that applies</b>	
	Two or more public/private agencies (not two of the same municipality or governing body) are cooperating on the project in the following ways			
	Labor, money towards project, or donation of land	2		
	Agencies support project through letters of agreement and support	2		
	Single public/private agency	0		
			<b>Total Points</b>	0

<b>4</b>	<b>Maintenance</b>			
			<b>Only select one</b>	
	LPA agreement	2		
	Private maintenance plan	1		
	No maintenance plan	0		
			<b>Total Points</b>	0

<b>5</b>	<b>Facility Type</b>			
			<b>Only select one</b>	
	Multituse	2		
	Single use	0		
			<b>Total Points</b>	0

<b>6</b>	<b>Surface</b>			
			<b>Only select one</b>	
	Paved	2		
	Crushed limestone	1		
	Other (natural, woodchips, etc)	0		
			<b>Total Points</b>	0

<b>7</b>	<b>Width</b>			
			<b>Only select one</b>	
	≥ 12 feet	3		
	≥ 10, < 12 feet	2		
	≥ 8, < 10 feet	1		
	≥ 5, < 8 feet	0		
			<b>Total Points</b>	0

<b>8</b>	<b>Length</b>			
			<b>Only select one</b>	
	≥ 3 mi	5		
	≥ 2, < 3 mi	4		
	≥ 1, < 2 mi	3		
	≥ .5, < 1 mi	2		
	< .5 mi	1		
			<b>Total Points</b>	0

<b>9</b>	<b>Project Readiness</b>			
			<b>Only select one</b>	
	Design work has been completed	2		
	Right of way acquisition needed		<b>Only select one</b>	
	Right of way needed is > 75%	1		
	Right of way needed is > 50%	2		
	Right of way needed is ≤ 50%	3		
	Right of way needed is ≤ 25%	4		
	<u>Match</u>		<b>Mark all that applies</b>	
	Already have match in place or there is a letter of commitment for match funding	2		
	Match is 5% above the 20% required	2		
			<b>Total Points</b>	0

<b>10</b>	<b>Safety and Amenities</b>			
			<b>Mark all that applies</b>	
	Separation from traffic including a buffer, bridge, or there is more than sufficient distance from traffic	2		
	Added intersection safety devise, lighting, railing, etc.	2		
	Facilities including parking lots, restrooms, water fountains, benches, bike racks, trail markers/mileage signs, interpretive signage, etc.	2		
			<b>Total Points</b>	0

<b>11</b>	<b>Applied previously</b>			
			<b>Only select one</b>	
	Yes	2		
	No	0		
			<b>Total Points</b>	0

<b>Point Total for Bicycle and Pedestrian Facilities (50 pt max)</b>	<b>Total Points</b>	0
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## **JARC & New Freedom**

### **APPLICATION CHECKLIST**

*(Organize grant material in this order, do not include Checklist with your submittal)*

- 1. PART I – TRANSMITTAL – *First page of submittal, unless a cover letter is provided*
- 2. PART II – NARRATIVE

#### **ALL OF THE FOLLOWING SECTIONS MUST BE COMPLETED**

- Experience and Existing Services
  - Project Description, Goals and Objectives
  - Implementation and Operations Plan
  - Project Budget
    - PART III – 2 YEAR PROJECT BUDGET
    - Agency Budget (Attachment A) - *MANDATORY*
    - Agency Audit (most recent) (Attachment B) – *MANDATORY*
    - Documentation of Matching Funds (Attachment C) – *MANDATORY*
  - Program Effectiveness and Performance Measures
  - Coordination and Program Outreach Plan
- 3. PART IV - CATEGORICAL EXCLUSION CLASSIFICATION CHECKLIST (CAPITAL PROJECTS ONLY)
  - 4. PART V - REQUIREMENTS AND CERTIFICATIONS

**One hard copy application and one electronic application (compiled in this order) must be submitted by 4:00 PM, SEPTEMBER 2, 2011.**

**PART I - TRANSMITTAL**

**APPLICATION TYPE (X one)**

JARC (5316)       NF (5317)       Both JARC and NF

*Application Qualifiers: If your answer is NO to either question below, please do not proceed with the application; applications with a negative answer to either question will not be evaluated.*

**1. Does the project address at least one (1) strategy identified in the local coordinated plan?**

YES      or       NO

**2. Does the applicant have the required local matching funds to cover the matching requirements (20% of capital project costs, 50% of operating expenses)?**

YES – Documentation provided in Attachment C      or       NO

**A. Applicant Information:**

Legal Name:

Address:

City//Zip:

Contact Person:

Email:

Phone:

Alternate Contact (Optional):

Phone:

Employer Identification Number (EIN):

Organizational DUNS:

**B. Project Type (X one):**

Capital & Operating

Capital Only (80% of project cost)

Operating Only (50%)

**C. Project Cost**

Total Cost of Project: \$

Amount of JARC Funding Requested: \$

Amount of New Freedom Funding Requested: \$

Total Match Funds Available (Non-DOT federal, local or private): \$

**D. To the best of my knowledge and belief, all information in this application is true and accurate. The document has been duly authorized by the governing body of the applicant and the applicant will comply with any certifications and assurances if the assistance is awarded.**

**Signature of Authorized Representative:**

**Printed Name of Authorized Representative:**

**Date:**

## **PART II – NARRATIVE**

*Provide a separate narrative and budget for each project – please designate*

### **SHORT PROJECT DESCRIPTION**

Provide a maximum of two sentences describing the proposed project.

**Answer:**

### **EXPERIENCE & EXISTING SERVICES**

1. Provide a brief description of the applicant and its background with implementing this type of project.

**Answer:**

2. Provide a brief description of the applicant's existing services.

**Answer:**

3. List current sources and amounts of local funding.

**Answer:**

4. Provide a description of the existing service area (provide demographic, economic, and geographic information).

**Answer:**

### **PROJECT DESCRIPTION, GOALS & OBJECTIVES**

1. Provide an overview of the project, including the project's goals and objectives.

**Answer:**

2. Describe the strategy (ies) identified in the Coordinated Plan that the proposed project seeks to address and provide any other relevant documentation of the need.

**Answer:**

Describe how the project will mitigate the transportation need.

**Answer:**



3. Estimate the number of people from the targeted group(s) that will be served and/or service units served that will be provided.

**Answer:**

**JARC Projects Only**

- a. Identify number and location of employers to be served.

**Answer:**

- b. Estimate the number of jobs that are anticipated to be accessed.

**Answer:**

4. Describe the service area for this project and provide pertinent demographic data and/or maps (attach and reference).

**Answer:**

**IMPLEMENTATION AND OPERATIONS PLAN**

1. Describe key personnel assigned to the project, and your agency's ability to manage the project.

**Answer:**

2. Provide a well-defined operational plan for delivering service. Include route or service area map, if applicable. OR provide a well-defined implementation plan for completing a capital project, including steps, key milestones and estimated completion date.

**Answer:**

3. Explain how the project relates to other services or programs provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

**Answer:**

4. Provide a timeline for project implementation.

**Answer:**

5. Applicants must reapply bi-annually for project funding. Describe how you intend to continue the project should JARC and/or New Freedom funding no longer be available for this project in future years.

**Answer:**

## **PROJECT BUDGET**

1. Provide a complete 2 year budget indicating project revenues and expenditures in the format provided in Part III.

In addition to Part III, estimate the proposed cost per trip (or other unit of service) and describe efforts to ensure cost-effectiveness.

**Answer:**

2. Provide evidence of financial capability. Applicants **MUST** provide a copy of the agency's overall budget as Attachment A and a copy of your agency's most recent audit as Attachment B. In addition, applicants **MUST** provide documentation of matching funds and resources to be leveraged as Attachment C. This will be in the form of a letter from the financial officer stating the source, amount, and the availability of matching funds. If a loan is being utilized as local match, applicant must provide a loan approval letter from the financial institution. The application will be considered incomplete and not evaluated if Attachment A, B, or C are not included.

3. Describe how the project relates to any federal or state programs that you operate.

**Answer:**

Explain how resources obtained through other federal or programs can be leveraged for the project.

**Answer:**

## **PROGRAM EFFECTIVENESS & PERFORMANCE MEASURES**

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

**Answer:**

2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

**Answer:**

## **COORDINATION & PROGRAM OUTREACH PLAN**

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.

**Answer:**

2. Describe how you will market the project and promote public awareness of the program. Letters of support from key stakeholders may be attached to the grant application (Letters and supporting documentation is limited to 5 pages).

**Answer:**

## PART III – PROJECT BUDGET

### OPERATING ASSISTANCE BUDGET

\_\_\_ JARC or \_\_\_ New Freedom (X appropriate program)

**Applicant Name:**

**Project Time Period: January 1, 2012 to December 31, 2013**

(Complete separate budget for each program)

2 YEAR OPERATING PROJECT BUDGET (please double-click and enter figures, whole \$ only)			
A. OPERATING EXPENSES	YEAR 1	YEAR 2	TOTAL
Driver's Salaries & Fringe Benefits			\$0
Other Staff Salaries & Fringe Benefits (Supervisor, Administrative, Dispatch, Etc.)			\$0
Contractual Services			\$0
Vehicle Maintenance (Lubricants, Tires, Repairs, Etc.)			\$0
Vehicle Fuel			\$0
Vehicle Insurance			\$0
Other Materials & Supplies			\$0
Utilities			\$0
Taxes			\$0
Purchased Transportation			\$0
Leases & Rentals			\$0
Miscellaneous Expense			\$0
<b>TOTAL OPERATING EXPENSE</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>B. OPERATING REVENUES</b>			
Passenger Fare / Donation Revenue			\$0
Auxiliary and Non-Transportation Revenue (specify sources and amounts)			
1.			\$0
2.			\$0
Other (specify sources and amounts)			
1.			\$0
2.			\$0
<b>TOTAL OPERATING REVENUE</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. NET OPERATING COSTS</b>			
(Subtract operating revenue total from operating expense total)			
<b>D. LOCAL SHARE (at least 50% of "C")</b>			
List each source and amount. In-kind contributions allowed pursuant to 49 CFR 18.24 or 49 CFR 19.23			
1.			\$0
2.			\$0
3.			\$0
4.			\$0
<b>E. FEDERAL SHARE (no more than 50% of "C")</b>			
<b>\$0      \$0      \$0</b>			

<b>Prepared by:</b>		<b>Date:</b>	
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## PART III – PROJECT BUDGET

### CAPITAL BUDGET

\_\_\_ JARC or \_\_\_ New Freedom (X appropriate program)

Applicant Name:

Project Time Period: January 1, 2012 to December 31, 2013

(Complete separate budget for each program)

2 YEAR CAPITAL PROJECT BUDGET (double-click spreadsheet to enter figures, whole \$ only)			
<b>A. CAPTIAL PROJECT DESCRIPTION</b>	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>TOTAL</b>
	\$0	\$0	\$0
<b>TOTAL CAPITAL EXPENSES</b>			
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>B. PROJECT FINANCING</b>			
Local Share (at least 20% of "A")(specify sources and amounts)	\$0	\$0	\$0
1.			
2.			
3.			
4.			
5.			
Federal Share (no more than 80% of "A")	\$0	\$0	\$0
Other (specify sources and amounts)	\$0	\$0	\$0
1.			
2.			
3.			
<b>TOTAL PROJECT FINANCING</b>			
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Prepared by:</b>		<b>Date:</b>	
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## PART III – PROJECT BUDGET

### JARC PLANNING BUDGET

**Applicant Name:**

**Project Time Period: January 1, 2012 to December 31, 2013**

2 YEAR PLANNING PROJECT BUDGET (double-click spreadsheet to enter figures, whole \$ only)			
<b>A. PLANNING PROJECT DESCRIPTION</b>	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>TOTAL</b>
	\$0	\$0	\$0
<b>TOTAL PLANNING EXPENSES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>B. PROJECT FINANCING</b>			
Local Share (at least 20% of "A")(specify sources and amounts)	\$0	\$0	\$0
1.			
2.			
3.			
4.			
5.			
Federal Share (no more than 80% of "A")	\$0	\$0	\$0
Other (specify sources and amounts)	\$0	\$0	\$0
1.			
2.			
3.			
<b>TOTAL PROJECT FINANCING</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Prepared by:</b>		<b>Date:</b>	
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**PART IV**  
**CATEGORICAL EXCLUSION CLASSIFICATION CHECKLIST**  
**(CAPITAL PROJECTS ONLY)**

The following checklist identifies transit projects that are considered Categorical Exclusions (CEs) by FTA. Please check the category or categories under which your project should be classified. If your project does not fall under any of the standard categories, but you feel it meets the criterion of a CE (the project will have no significant impact on the environment), then provide project information justifying a CE classification.

The \_\_\_\_\_ capital project is a categorical exclusion  
(Name of Applicant)  
because it is for:

- Planning and technical studies which will not fund the construction of facilities or acquisition of capital equipment.
- Engineering to define the elements of a proposal or alternatives sufficiently so that environmental effects can be assessed.
- Ridesharing activities and transportation corridor fringe parking facilities.
- Program administration and technical assistance activities by the applicant to administer Section 5311 funds.
- Project administration and operating assistance to continue existing service or increase service to meet demand.
- Purchase of vehicles of the same type (same mode) either as replacements or to increase the size of the fleet where such increase can be accommodated by existing facilities or by new facilities which themselves are within a categorical exclusion.
- Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where no additional land is required and there is no substantial increase in the number of users.
- Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant physical impacts off the site where the facility is located.
- Installation of signs, small passenger and bus shelters, and traffic signs where no substantial land acquisition or traffic disruption will occur.
- Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
- Acquisition of land in which the property will not be modified, the land use will not be changed, and displacements will not occur. For projects other than FTA advance land loans, this categorical exclusion is limited to the acquisition of minor amounts of land. This is undertaken for the purpose of maintaining the current land use and preserving alternatives to be considered in the environmental process. Advance land acquisition shall not limit the evaluation of alternatives, including shifts in alignment for a construction project, which may be required in the National Environmental Policy Act process.
- Emergency repairs under 23 U.S.C. 125 which do not substantially change the design and are commenced during or immediately after the occurrence of a natural disaster or catastrophic failure.

## **PART V REQUIREMENTS AND CERTIFICATIONS**

### **1. REPORTS AND INSPECTIONS**

The \_\_\_\_\_, herein referred to as the Grantee, agrees to submit to the Fort Wayne Public Transportation Corporation, herein referred to as Citilink, such quarterly, annual or special financial and operating reports as Citilink may reasonably request. The Grantee also agrees to make available for inspection, by any duly authorized agent of Citilink, any records, documents, leases, operating and use agreements and other instruments which affect the Grantee and are pertinent to this project.

### **2. INDEMNIFICATION**

The Grantee agrees to indemnify, defend, and hold harmless Citilink, the Northeastern Indiana Regional Coordinating Council (NIRCC), or their respective agents, officers, and employees from all claims and suits for loss of or damage to property; including, the loss of use thereof and injuries to or death of persons, the property of officers, agents and employees of the Grantee or its subcontractors; and from all judgments recovered therefore, and from expenses in defending said claims, or suites, including court costs, attorney's fees and other expenses, caused by an act or omission of the Grantee and/or subcontractors, their respective agents, officers, servants and employees, and not caused by the sole fault or negligence of Citilink, NIRCC, or its respective agents, officers and employees.

### **3. GENERAL REQUIREMENTS**

The Grantee shall immediately notify Citilink of any change in conditions or of any event, which may significantly affect the Grantee's ability to perform the Project in accordance with the provisions of this Application and the subsequent Authorization.

Any proposed change in the Project, as described in this Application, must be made by the mutual consent of the Grantee and Citilink; and must have prior written approval of Citilink.

Any provision of this document (not governed by federal law and regulation, whether or not incorporated within this document) shall be construed and interpreted in accordance with the laws of the State of Indiana.

### **4. FISCAL AND ADMINISTRATIVE PROVISIONS**

The Grantee shall comply with fiscal and administrative provisions detailed in Indiana Code 36-1-8, 36-1-9, and 36-1-10 or applicable federal requirements, whichever is most restrictive.



**5. CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: \_\_\_\_\_

The Applicant agrees to comply with applicable requirements of Categories 01 - 23. \_\_\_\_\_  
(The Applicant may make this selection in lieu of individual selections below)

OR

The Applicant agrees to comply with applicable requirements of the following categories it has selected:

Definitions for each category can be found at [http://www.fta.dot.gov/documents/2007-Certs-Appendix\\_A.doc](http://www.fta.dot.gov/documents/2007-Certs-Appendix_A.doc)

- 01. Required of Each Applicant \_\_\_\_\_
- 02. Lobbying (Applies to grants in excess of \$100,000) \_\_\_\_\_
- 03. Procurement Compliance \_\_\_\_\_
- 04. Private Providers of Public Transportation \_\_\_\_\_
- 05. Public Hearing \_\_\_\_\_
- 06. Acquisition of Rolling Stock \_\_\_\_\_  
(Applies to grants for the purchase of revenue rolling stock)
- 07. Acquisition of Capital Assets by Lease \_\_\_\_\_
- 08. Bus Testing \_\_\_\_\_
- 09. Charter Service Agreement \_\_\_\_\_
- 10. School Transportation Agreement \_\_\_\_\_
- 11. Demand Response Service \_\_\_\_\_
- 12. Alcohol Misuse and Prohibited Drug Use \_\_\_\_\_
- 13. Interest and Other Financing Cost \_\_\_\_\_
- 14. Intelligent Transportation Systems \_\_\_\_\_
- 15. Urbanized Area Formula Program \_\_\_\_\_
- 16. Clean Fuels Grant Program \_\_\_\_\_
- 17. Elderly Individuals and Individuals with Disabilities Formula Program \_\_\_\_\_
- 18. Nonurbanized Area Formula Program \_\_\_\_\_
- 19. Job Access and Reverse Commute Program \_\_\_\_\_
- 20. New Freedom Program \_\_\_\_\_
- 21. Alternative Transportation in Park and Public Lands Program \_\_\_\_\_
- 22. Infrastructure Finance Projects \_\_\_\_\_
- 23. Deposits of Federal Financial Assistance to a State Infrastructure Bank \_\_\_\_\_

FTA intends that the certifications and assurances the Applicant has selected above, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during **Federal Fiscal Years 2012 thru 2013.**

**6. LOCAL ASSURANCES**

The grantee hereby assures and certifies with respect to this application for Job Access and Reverse Commute (JARC) Program funding and/or New Freedom Program Funding that:

1. The Applicant has the requisite fiscal, managerial and legal capability to carry out the JARC and/or New Freedom Program and to receive and disburse Federal funds.
2. This project was developed out of the efforts of a locally developed coordinated public transit-human services transportation plan.
3. Private for-profit transit and para-transit providers have been afforded a fair and timely opportunity by the applicant to participate to the maximum extent feasible in the planning and provision of the proposed transit services.
4. The Applicant has the maximum extent feasible coordinated with other transportation providers and users, including social service agencies capable of purchasing service.
5. Some combination of local and/or private funding sources has or will be committed to provide the required local share.

**7. VERIFICATION**

I am an officer of the applicant corporation herein and am authorized to make this verification on its behalf. The statements in the foregoing document are true to my own knowledge. By signing below, I declare that the Applicant has duly authorized me to make these certifications and assurances on the Applicant’s behalf and bind the Applicant’s compliance (attach authorizing resolution or other document witnessing this authorization). Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and administrative guidance required for each application it makes to the Federal Transit Administration (FTA) in **Federal Fiscal Years 2010 thru 2011**, as well as all other State and local assurances and certifications.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to INDOT or FTA regarding this project, and acknowledge that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implemented by U.S. DOT regulations, “Program Fraud Civil Remedies, “ 49 CFR Part 31 apply to any certification, assurance, or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance; or submission made in connection with the Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute.

In signing this documentation, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

<b>Name of Chief Executive Officer:</b>	
<b>Title:</b>	
<b>Date of grant submittal:</b>	

Signature:

\_\_\_\_\_

Chief Executive Officer

AFFIRMATION OF APPLICANT'S ATTORNEY

for \_\_\_\_\_  
(Name of Applicant)

As the undersigned Attorney for above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages, I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the project.

Date: \_\_\_\_\_  
Applicant's Attorney

Unless the Applicant seeks only an FTA university and research training grant authorized by 49 U.S.C. 5312(b), the Applicant's legal counsel is required to affirm the legal capacity of the Attorney's affirmation.