

Transportation Improvement Program

2014-2017

NIRCC

Northeastern Indiana Regional Coordinating Council

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

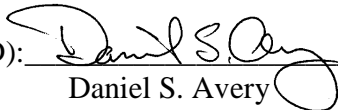
WHEREAS, it is required that the policy body of the Metropolitan Planning Organization endorse the Transportation Improvement Program as a prerequisite to expenditure of Federal Highway Administration and Federal Transit Administration funds; and

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 on June 4, 2013 and the Northeastern Indiana Regional Coordinating Council on June 6, 2013 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):


Daniel S. Avery

(DATE): June 6, 2013

RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2014-2017 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 FY2014-2017 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2014-2017 Transportation Improvement Program (TIP) is consistent with the 2035 Transportation Plan 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 2035 Transportation Plan has been circulated to the Interagency Consultation Group and there is concurrence on the project exempt/non-exempt status.

That a review of the 2035 Transportation Plan has been completed and the projects listed in the FY 2014-2017 TIP are consistent with the approved NIRCC 2035 Transportation Plan as Amended.

That no project in the FY2014-2017 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

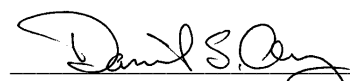
That the FY2014-2017 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

That the MPO is aware of no goal, directive, recommendation, or project identified in the Transportation Improvement Program which contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan (SIP) for the plan.

THEREFORE BE IT RESOLVED, that the Urban Transportation Advisory Board on June 4, 2013 and Northeastern Indiana Regional Coordinating Council on June 6, 2013 find the FY 2014-2017 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 6TH DAY OF JUNE, 2013.

THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL



Daniel S. Avery, Executive Director

The FY 2014-2017 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, STPG and EB
3. Special Enhancement Projects – STP
4. Railroad Crossing Safety Improvements- STP and STPG
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
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

I. INTRODUCTION

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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 2014, 2015, 2016 and 2017) represent committed projects by local governments. INDOT projects listed in this TIP includes projects for Fiscal Years 2014 through 2017.

II. ORGANIZATION AND STUDY AREA

II. ORGANIZATION AND STUDY AREA

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

The Northeastern Indiana Regional Coordinating Council (NIRCC) was formed in 1974, as a regional planning agency in the State of Indiana. The jurisdictional area of NIRCC includes Adams, Allen, DeKalb and Wells Counties in Indiana. NIRCC functions not only as the regional development agency, but also as the Intergovernmental Review Agency for this multi-county area.

The Metropolitan Planning Area (MPA) for the Fort Wayne - New Haven - Allen County Area Transportation Study is a portion of the NIRCC regional planning jurisdiction which encompasses an area of approximately 354 square miles within Allen County, 22 square miles in Whitley County, and 3 square miles in Huntington County. This area includes the City of Fort Wayne and the City of New Haven, and the Towns of Grabill, Huntertown, and Leo-Cedarville. (See Figure 1)

The Northeastern Indiana Regional Coordinating Council has created several functional groups to assist and advise it on transportation planning. Membership in these groups includes

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

NIRCC Members

- Mayor Norm Yoder, Chair - City of Auburn
- J. Philip Burt, Vice Chair - Allen County Commissioner Representative
- Councilman Roy Buskirk - Allen County Council
- Mayor Ted Ellis - City of Bluffton
- Bill Hartman - Allen County Commissioner Representative
- Mayor Tom Henry, represented by Pam Holoher - City of Fort Wayne
- Mayor Terry McDonald - Allen County Commissioner Representative
- Commissioner Donald Grogg - DeKalb County
- Councilman Alan Middleton - DeKalb County Council
- Gene Donaghy - Governor Appointee
- Commissioner Kevin Woodward - Wells County
- Councilman Todd Mahnensmith – Wells County Council
- Commissioner Larry Macklin – Adams County
- Councilman Dennis Blohm – 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
 - Roy Buskirk, Chair - Allen County Council
 - Bill Hartman - Allen County Highway Director
 - Susie Hoot - Allen County Plan Commission
- c. One representative from the City of New Haven
 - Mayor Terry McDonald, Vice Chair - Mayor of New Haven
- d. One representative from the Fort Wayne Public Transportation Corporation
 - Ken Housden - General Manager - Citilink
- e. One representative from the Fort Wayne-Allen County Airport Authority
 - 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
- Brian Sechler - Allen County Representative
- Jason Kaiser - Indiana Department of Transportation 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
- Sheila Roberson - 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)
- vacant - (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

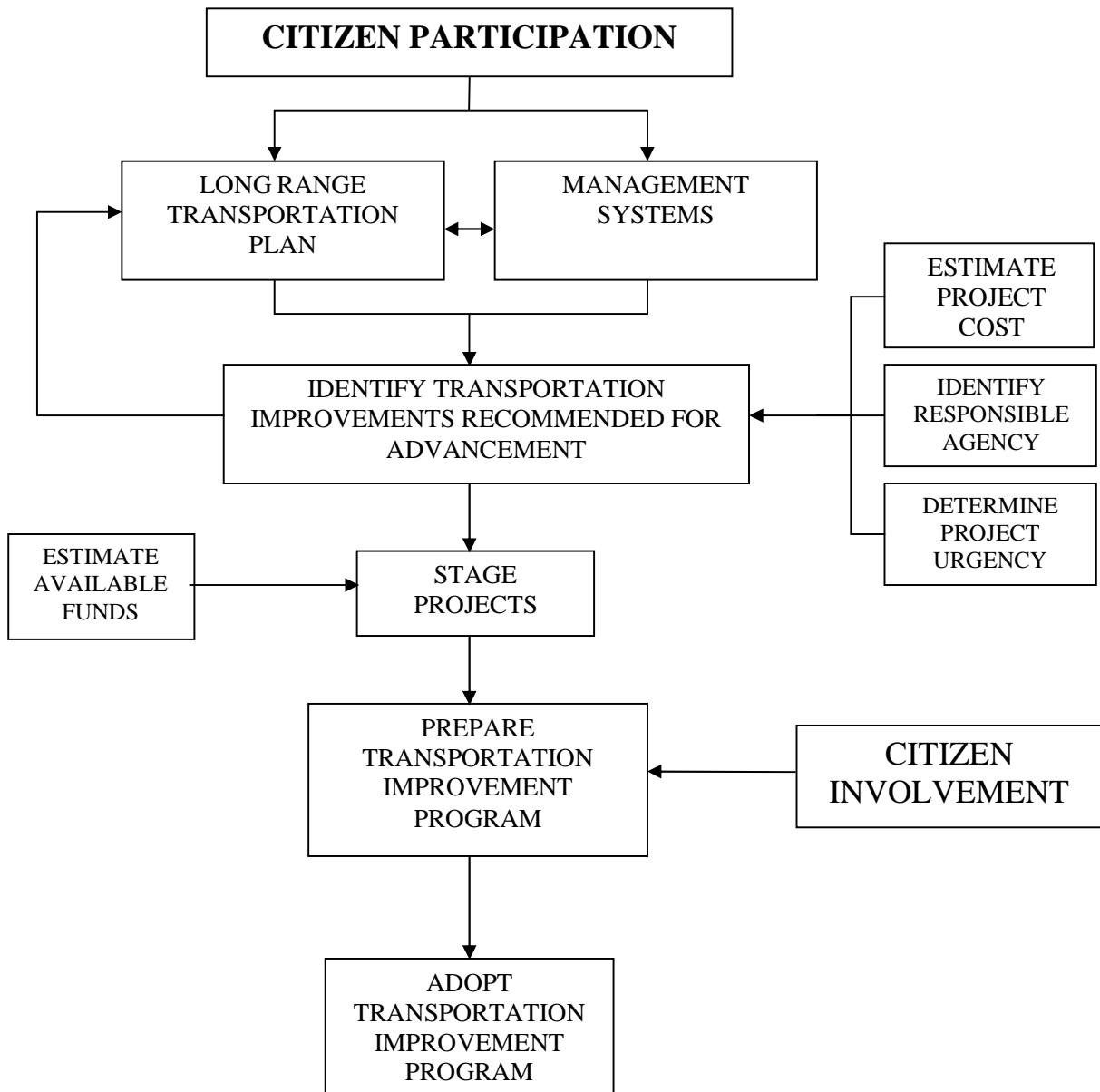
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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, 2030-II and 2035 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 14–FY 17 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 *2035 Transportation Plan* was adopted in June of 2013.

The 2035 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 2035 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 *2035 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 B.

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 2035 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, 2013 to June 30, 2017 for local and state projects and January 1, 2013 to December 31, 2016 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 2035 Transportation Plan. It has been determined that the 2035 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. 2035 TRANSPORTATION PLAN

2035 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 2035 Transportation Plan Project Identification Number, as listed in the 2014-2017 TIP, has been provided following the description for each project (XX-XXX). XX- indicates the initial plan the project was listed in, -XXX indicates the project number as listed below.

The time periods are:

Period 1 2010-2015

Period 2 2016-2020

Period 3 2021-2030

Period 4 2031-2035

Highway Improvements

Air Quality Non-Exempt Projects

New Construction

New two-lane construction

3 Connector Street – Wells Street to Spy Run Avenue (30-001)

3 Paul Shaffer Drive – Clinton Street to California Road (30(II)-002)

Interchange-new construction

3 Interstate 69 at Hursh Road (25-003)

Widening Projects

Widen to six lanes

3 Crescent Avenue – Sirlin Drive to Coliseum Boulevard (30(II)-004)

2 SR 930/Coliseum Blvd – Parnell Avenue to Crescent Avenue (10-005)

Widen to four lanes

3 Adams Center Road – State Road 930 to Moeller Road (25-006)

3 Ardmore Avenue – Covington Road to Engle Road (30-007)

4 Ardmore Avenue – Engle Road to Lower Huntington Road (30-008)

3 Bluffton Road – Winchester Road to Old Trail Road (30(II)-009)

3 Clinton Street – Auburn Road to Wallen Road (25-010)

4 Clinton Street – Wallen Road to Dupont Road/State Road 1 (25-011)

2 Diebold Road – Clinton Street to Dupont Road/State Road 1 (35-012)

2 Dupont Road – Coldwater Road to Lima Road/State Road 3 (25-013)

3 Hillegas Road – s/o Bass Road to Washington Center Road (25-014)

4 Huguenard Road – Washington Center Road to Cook Road (25-015)

2 Maplecrest Road – Lake Avenue to State Boulevard (10-016)

2 Maplecrest Road – State Boulevard to Stellhorn Road (10-017)

Widen to four lanes – continued

- 2 Maysville Road – Maplecrest Road to Koester Ditch (30-018)
- 3 Saint Joe Center Road – Reed Road to Maplecrest Road (35-019)
- 4 State Boulevard – Maysville Road to Georgetown North Boulevard (10-020)
- 2 State Boulevard – Spy Run Avenue to Clinton Street (10-021)
- 2 State Boulevard – Clinton Street to Cass Street (10-022)
- 3 Stellhorn Road – Maplecrest Road to Maysville Road (35-023)
- 3 Tonkel Road – Dupont Road/State Road 1 to Union Chapel Road (10-024)
- 3 Washington Center Road – Lima Road/State Road 3 to US 33 (25-025)

Air Quality Exempt Projects

Congestion Management Strategy Implementation**Center Turn Lane Improvement**

- 3 Auburn Road – Cook Road to Interstate 469 Exit Ramp (3-lane) (15-026)
- 3 Auburn Road – Dupont Road to Hursh Road (3-lane) (25-027)
- 3 Coldwater Road – Dupont Road to Union Chapel Road (3-lane) (25-028)
- 3 Engle Road – Bluffton Road to Smith Road (3-lane) (30-029)
- 2 Gump Road – State Road 3 to Coldwater Road (3-lane) (25-030)
- 3 Gump Road – Coldwater Road to Auburn Road (3-lane) (25-031)
- 4 Hadley Road – Illinois Road/State Road 14 to Covington Road (3-lane) (25-032)
- 4 Hadley Road – Illinois Road/State Road 14 to Bass Road (3-lane) (30(II)-033)
- 3 Maysville Road – State Boulevard to Stellhorn Road (3-lane) (25-034)
- 2 Saint Joe Center Road – Clinton Street to River Run Trail (5-lane) (10-035)
- 4 Saint Joe Center Road – Maplecrest Road to Meijer Drive (3-lane) (35-036)
- 3 Saint Joe Road – Evard Road to Mayhew Road (3-lane) (10-037)
- 4 Saint Joe Road – Maplecrest Road to Eby Road (3-lane) (25-038)

Turn Lane Extension

- 2 Jefferson Boulevard – Lutheran Hospital Entrance to Interstate 69 Ramps (25-039)

Road Reconstruction – Road Diet

- 2 Anthony Boulevard – Tillman Road to Rudisill Boulevard (35-040)
- 3 Anthony Boulevard – Rudisill Boulevard to Pontiac Street (35-041)
- 3 Anthony Boulevard – Pontiac Street to Wayne Trace (35-042)
- 3 Anthony Boulevard – Wayne Trace to Crescent Avenue (35-043)
- 2 Coliseum Boulevard/Pontiac Street – New Haven Avenue to Wayne Trace (35-044)
- 3 McKinnie Avenue – Anthony Boulevard to Hessen Cassel Road (35-045)
- 3 Oxford Street – Anthony Boulevard to Hessen Cassel Road (35-046)
- 2 Paulding Road – US 27/Lafayette Street to Anthony Boulevard (35-047)
- 2 Paulding Road – Anthony Boulevard to Hessen Cassel Road (35-048)

Intersection Reconstruction

- 2 Auburn Road and Wallen Road, Bridge over Becketts Run (35-049)
- 2 Bass Road, Hadley Road and Yellow River Road (35-050)
- 1 Bethel Road, Huguenard Road and Till Road (35-051)
- 2 Broadway and Taylor Street (35-052)
- 2 Broadway/Landin Road and Rose Avenue (35-053)
- 2 Clinton Street and Wallen Road (35-054)
- 2 Clinton Street and Washington Center/St. Joe Center Road (25-055)
- 3 Coldwater Road and Ludwig Road (35-056)
- 3 Corbin Road and Union Chapel Road (35-057)
- 3 Coverdale Road, Winters Road and Indianapolis Road (25-058)
- 2 Ewing Street, Fairfield Avenue, Superior Street and Wells Street (35-059)
- 3 Flaugh Road and Leesburg Road (30(II)-060)
- 3 Goshen Road, Lillian Avenue and Sherman Street (35-061)
- 2 Green Road and State Road 930 (35-062)
- 2 Landin Road, Maysville Road and Trier Road (35-063)
- 2 Leesburg Road and Main Street (35-064)
- 3 Rothman Road and St Joe Road (35-066)
- 2 Ryan Road and Dawkins Road (25-067)

Reconstruction and Realignment

- 3 Adams Center Road – Moeller Road to Paulding Road (35-068)
- 4 Adams Center Road – Paulding Road to Interstate 469 (35-069)
- 2 Allen County/Whitley County Line Road – US 24 to SR 14 (30-070)
- 2 Amstutz Road – Hosler Road to State Road 1/Leo Road (30(II)-071)
- 2 Bass Road – Shakespeare Blvd to Clifty Parkway (35-072)
- 2 Bass Road – Clifty Parkway to Thomas Road (35-073)
- 2 Bass Road – Thomas Road to Hillegas Road (35-074)
- 2 Bass Road – Hadley Road to Scott Road (35-075)
- 2 Carroll Road – Preserve Boulevard to Bethel Road (25-076)
- 3 Coliseum Boulevard – Hillegas Road to 1,500' e/o Hillegas Road (35-077)
- 4 Cook Road – US 33 to O'Day Road (30(II)-078)
- 1 Coverdale Road – Indianapolis Road to Airport Expressway (30-079)
- 1 Ewing Street – Baker Street to Superior Street (35-080)
- 1 Fairfield Avenue – Baker Street to Superior Street (35-081)
- 1 Flutter Road – Schwartz Road to St. Joe Road (25-082)
- 3 Goshen Avenue – State Boulevard to Coliseum Boulevard/State Road 930(35-083)
- 4 Lake Avenue – Reed Road to Maysville Road (35-084)
- 2 Landin Road – North River Road to Maysville Road (30-085)
- 3 Leesburg Road – Main Street to Jefferson Boulevard (35-086)
- 3 Moeller Road – Hartzell Road to Adams Center (30-087)
- 3 Ryan Road – Dawkins Road to US 24 (35-088)
- 2 Till Road – Lima Road to Dawson Creek Boulevard (30-089)
- 3 Wallen Road – Hanauer Road to Auburn Road (30-090)

Reconstruction and Realignment – continued

- 4 Wells Street – State Boulevard to Fernhill Avenue (35-091)
- 2 Witmer Road/Second Street – Country Shoals Lane to Main Street (30(II)-092)
- 4 Witmer Road – Schwartz Road to Country Shoals Lane (30(II)-093)

Other Highway Improvements

New Railroad Grade Separation

- 1 Anthony Boulevard and Norfolk Southern Railroad (25-094)
- 2 Airport Expressway and Norfolk Southern Railroad (15-095)

Reconstruct Railroad Grade Separation

- 1 Anthony Boulevard and CSX Railroad (25-096)
- 2 US 27/Lafayette Street and Norfolk Southern (10-097)

Interchange-Modification

- 2 Interstate 69 and Interstate 469 Interchange (NB to EB Ramp mm 215) (35-098)
- 1 Interstate 69 and State Road 1/Dupont Road (30(II)-099)
- 1 Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp) (35-100)
- 2 Interstate 469 and Auburn Road Ramp (35-101)
- 1 Interstate 469 and US 24 Interchange (25-102)
- 3 US 30/US 33 Interchange (30(II)-103)
- 2 US 24 and Bruick/Ryan Road (30-104)

Bridge Reconstruction/Modification

- 2 Anthony Boulevard Bridge over the Maumee River (35-105)
- 4 Washington Center Road Bridge over Spy Run Creek (35-106)

Additional Projects for Illustrative Purposes Only

Widening Projects - six lanes

- Clinton Street – Parnell Avenue to Auburn Road (30-107)
- Interstate 69 – Interstate 469 to US 24 (10-108)
- Interstate 69 – Dupont Road/State Road 1 to Hursh Road (25-109)
- Interstate 469 – Maplecrest Road to Interstate 69 (25-110)
- Jefferson Boulevard – Illinois Road South to Main Street (10-111)
- Jefferson Boulevard – Interstate 69 to Illinois Road South (30(II)-112)
- State Road 3 – Dupont Road to Gump Road (25-113)
- State Road 3 – Gump Road to Allen County Line (30(II)-114)
- US 24 – Interstate 69 to Homestead Road (25-115)
- US 30 – Interstate 69 to US 33 (10-116)
- US 30 – US 33 to Flaugh Road (10-117)
- US 30 – Flaugh Road to O’Day Road (25-118)

Widening Projects - four lanes

- State Road 1/Leo Road – Tonkel Road to Union Chapel Road (25-119)

Widening Projects - four lanes – continued

State Road 1/Leo Road – Union Chapel Road to Grabill Road (30(II)-120)

State Road 1/Bluffton Road – Interstate 469 to State Road 116/124 (30-121)

State Road 14/Illinois Road – West Hamilton Road to Allen/Whitley County Line Road (25-122)

State Road 37 – Doty Road to Interstate 469 (10-123)

State Road 930 – Minnich Road to Brookwood Drive (30(II)-124)

US 33 – Cook Road to O’Day Road (10-125)

US 33 – O’Day Road to State Road 205 (30-126)

Reconstruction and Realignment

Lafayette Center Road/E 900 North Road – Fogwell Parkway to US 24 (35-127)

State Road 37 – Doty Road to Cuba Road (30-128)

Interchange – Modification

Interstate 69 and Coldwater Road Interchange - Ludwig Road (30-129)

Bridge Reconstruction/Modification

Bass Road over Interstate 69 (25-130)

Hillegas Road over Interstate 69 (25-131)

US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment (25-132)

Transit Improvements

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 where ridership warrants. Potential locations include the Fort Wayne International Airport 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.
**Policies 2, 7, 8, 9, 10, & 11*
- Project 2** Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
**Policies 1 & 6*
- Project 3** 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.
**Policies 1 & 5*

- Project 4** Reduce headways on selected routes where current and potential ridership levels warrant.
*Policies 2 & 3
- Project 5** Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.
*Policies 2 & 3
- Project 6** Provide customer access to automatic vehicle locator (AVL) information for the transit system through Internet connections.
*Policy 3
- Project 7** Design and construct a satellite transfer center to serve the northern portion of the service area.
*Policy 2
- Project 8** 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).
*Policies 1, 4, & 5
- Project 9** High Priority Corridors: Designate corridors to include amenities that allow busses and para-transit vehicles 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.
*Policy 3
- Project 10** Review and update the Transit Development Plan on a four-year cycle.
- Establishing Evaluation Markers
 - Establishing Performance Measures
 - Providing continuous monitoring and evaluation
- *Policies 1, 2, 3, 4, 5, & 6

Specific Improvements from the Transit Development Plan

- Increased service frequency – routes 1, 2 and 3
- Extend evening/nighttime service hours
- Provide limited service on Sundays
- 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 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding

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 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Operational

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

Job Access Reverse Commute Related Projects 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

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: Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Transportation Enhancement (TE), Transportation Alternatives Program (TAP), Job Access Reverse Commute (JARC-Section 5316), New Freedom (Section 5317), Urban Area Formula Program (Section 5307) and Capital Program (Section 5309), and Rural Transit (Section 5322). The available funding categories will change slightly as remaining SAFETEA-LU funds are spent and the MAP-21 categories are implemented.

Based on the report received by INDOT Policy and Budget division, the amount of available funds for programming the FY 14 – FY 17 Transportation Improvement Program is approximately 60,000,000 dollars (see Table 1).

Surface Transportation Program (STP) funds are also 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 based on existing Indiana Department of Transportation Policy.

Rail Highway Crossing funds are available to both the urban and rural areas in Allen County. Projects involving warning signals or signals and gates are funded from Hazard Elimination and Protective Devices programs. The Indiana Department of Transportation administers these funds and selects projects based on statewide criteria and priorities.

The Highway Safety Improvement Program (HSIP) funds are available for both urban and rural projects in Allen County that qualify as safety projects. Projects in the urban area are approved for these funds based upon their benefit from anticipated crash reduction strategies. Rural projects are prioritized statewide based on benefits, annual average daily traffic (AADT), cost, and optimization of available funds. The urbanized area is eligible to receive approximately 1.2 million dollars from HSIP funds annually.

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.

On June 29, 2012, Congress passed the new transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). This two-year transportation bill became effective Oct. 1, 2012, and included significant changes to the Transportation Enhancement (TE) Program, the Recreational Trails Program (RTP) and the Safe Routes to School (SRTS) program as set forth in SAFETEA-LU. In MAP-21, these programs were combined and are now part of the Transportation Alternatives Program (TAP).

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

The Fort Wayne Public Transportation Corporation (FWPTC) will receive \$2,040,801 from State Public Mass Transportation Funds (PMTF) for FY 14. Through capitalization of maintenance costs, \$1,786,756 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 14 through FY 17 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 2013 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 14	\$60,000,000 *	\$59,807,000	\$193,000
FY 15			
FY 16			
FY 17			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 14 – FY 17 meets the fiscal constraint requirement.

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

Table 2**ALLOCATED FEDERAL FUNDS**

FUND TYPE		FY 14	FY 15	FY 16	FY 17
STP	Fort Wayne - New Haven - Allen County	\$5,900,000	\$5,900,000	\$5,900,000	\$5,900,000
HSIP	Urbanized Area	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000
CMAQ		\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000
Group IV Funding	Statewide allocation portion available to Allen				
STP	County and small communities in Allen	\$23,100,000	\$23,100,000	\$23,100,000	\$23,100,000
HSIP	County outside the urbanized area (areas under 5,000)	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000
Transportation Alternative Program	Fort Wayne - New Haven - Allen County				
	Urbanized Area	\$506,000	\$506,000	\$506,000	\$506,000
	Statewide allocation to local agencies <5,000	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000
	Statewide allocation to any area	\$10,500,000	\$10,500,000	\$10,500,000	\$10,500,000
Recreational Trails Program	Statewide allocation to local agencies	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
FTA 5307/5309					
Operating		\$0	\$0	\$0	\$0
Capital		\$1,328,000	\$3,284,500	\$1,441,363	\$1,578,000

Matching Funds

JURISDICTION	FY 14	FY 15	FY 16	FY 17
Allen County	\$3,746,550	\$41,300	\$1,726,400	\$212,500
Fort Wayne	\$2,465,800	\$2,752,000	\$3,126,600	\$872,200
New Haven	\$1,200,500	\$40,000	\$0	\$37,500
Grabill	\$17,000	\$234,300	\$0	\$0
Huntertown	\$16,800	\$327,500	\$0	\$0
Fort Wayne PTC				
Operating	\$6,330,002	\$7,462,779	\$7,661,064	\$7,875,232
Capital	\$243,765	\$589,029	\$263,769	\$287,882

Table 3
Source and Expenditure of Local Transportation Funds

Annual Estimates

CITY OF FORT WAYNE

Source	Available Funds	Fund Utilization
MVH and Wheel Tax Surtax	\$11,760,000	Operations, Materials, and Maintenance
LR & S	\$3,200,000	Traffic Maintenance and Modernization
CEDIT	Varies annually	Pavement Management and Matching Funds

CITY OF NEW HAVEN

Source	Available Funds	Fund Utilization
MVH and Wheel Tax Surtax	\$650,000	Construction, Reconstruction, Operations, and Materials
LR & S	\$180,000	Construction and Reconstruction
CEDIT	Varies annually	Pavement Management and other

ALLEN COUNTY

Source	Available Funds	Fund Utilization
MVH	\$6,815,000	Operations and Maintenance
LR & S	\$1,610,000	Design, Engineering, and Matching Federal Funds
Wheel Tax Surtax	\$2,945,000	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 2008 through 2012. 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 to 3 percent per year for most categories while the group medical insurance component of the fringe benefit amounts assumed a 10 percent increase per year.

The federal transit operating subsidy is approximately \$1,900,000, and the state subsidy (PMTF) is approximately \$2,050,000. 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	2008	2009	2010	2011	2012
Salaries	\$ 4,119,485	\$ 4,329,220	\$ 4,348,823	\$ 4,600,116	\$ 4,625,090
Fringe Benefits	2,839,818	3,179,174	3,811,347	3,404,111	3,346,056
Contract Services	632,860	711,172	663,556	637,003	729,722
Materials & Supplies	2,275,229	1,868,308	1,548,453	1,652,171	1,762,659
Utilities	128,304	126,358	102,288	94,669	95,112
Casualty/Liability	396,837	441,348	238,934	285,079	231,709
Taxes	3,071	925	930	931	3,197
Purchased Transportation	73,344	59,997	80,850	77,847	108,571
Other	159,589	158,644	180,315	175,095	174,074
Total Expenses	\$ 10,628,537	\$ 10,875,146	\$ 10,975,496	\$ 10,927,022	\$ 11,076,190
CITILINK ACTUAL OPERATING REVENUES					
REVENUE ITEMS	2008	2009	2010	2011	2012
Fare Revenue	\$ 1,353,984	\$ 1,254,491	\$ 1,226,448	\$ 1,348,000	\$ 1,407,327
Other	230,000	106,803	89,544	135,374	240,665
Local Assistance	4,835,260	5,441,709	5,330,836	5,177,480	5,375,734
State Assistance	2,000,446	1,866,978	1,903,153	1,898,399	2,058,316
Federal Assistance	2,208,847	2,205,165	2,425,515	2,367,769	1,994,148
Total Revenues	\$ 10,628,537	\$ 10,875,146	\$ 10,975,496	\$ 10,927,022	\$ 11,076,190

Table 2
Future Projected Operating Budgets and Forecasted Revenue
2014-2017

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

CITILINK OPERATING EXPENSES FORECAST				
EXPENSE ITEMS	2014	2015	2016	2017
Salaries	\$ 4,726,478	\$ 4,852,140	\$ 4,955,183	\$ 5,060,287
Fringe Benefits	3,532,102	3,748,735	3,975,287	4,221,505
Contract Services	755,353	762,906	770,535	778,241
Materials & Supplies	1,877,454	1,896,229	1,915,191	1,934,343
Utilities	108,564	109,650	110,747	111,854
Casualty/Liability	242,130	244,862	247,634	250,449
Taxes	4,440	4,506	4,574	4,642
Purchased Transportation	83,831	-	-	-
Other	202,520	204,532	206,564	208,617
Total Expenses	\$ 11,532,872	\$ 11,823,560	\$ 12,185,715	\$ 12,569,938
CITILINK OPERATING REVENUES FORECAST				
REVENUE ITEMS	2014	2015	2016	2017
Fare Revenue	\$ 1,432,200	\$ 1,503,810	\$ 1,579,000	\$ 1,657,951
Other	162,928	168,574	174,503	180,728
Local Assistance	5,701,099	5,801,735	5,904,383	6,009,085
State Assistance	2,040,801	2,112,229	2,186,157	2,262,672
Federal Assistance	2,195,844	2,237,212	2,341,672	2,459,502
Total Revenues	\$ 11,532,872	\$ 11,823,560	\$ 12,185,715	\$ 12,569,938

**Table 3
Projected Formula Capital Funds
2014-2017**

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
2014	\$2,662,504	\$3,093,908	\$5,756,412	\$708,844	\$700,000	\$1,408,844	\$7,165,256
2015	\$1,866,343	\$3,403,299	\$5,269,642	\$1,165,079	\$0	\$1,165,079	\$6,434,721
2016	\$42,590	\$3,743,629	\$3,786,218	\$576,050	\$0	\$576,050	\$4,362,268
2017	\$310,024	\$4,117,992	\$4,428,016	\$312,281	\$0	\$312,281	\$4,740,297
	FEDERAL	(DEDUCT	FEDERAL	FEDERAL	LOCAL	LOCAL	LOCAL
	CAPITAL	CAP/MTC.,	CAPITAL (5307)	CAPITAL	CAPITAL	CAPITAL	CAPITAL
YEAR	AVAILABLE	COMP PARATR	PROGRAMMED	CARRYOVER	AVAILABLE	PROGRAMMED	CARRYOVER
2014	\$5,756,412	\$3,162,069	\$728,000	\$1,866,343	\$1,408,844	\$243,765	\$1,165,079
2015	\$5,269,642	\$2,248,552	\$2,978,500	\$42,590	\$1,165,079	\$589,029	\$576,050
2016	\$3,786,218	\$2,338,494	\$1,137,700	\$310,024	\$576,050	\$263,769	\$312,281
2017	\$4,428,016	\$2,432,034	\$1,289,000	\$706,982	\$312,281	\$287,882	\$24,399

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

In FY13The 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 FY14 Call for Projects was issued in March 2013 with the deadline for submissions on May 10, 2013. The anticipated award date is August 2013. An update of this funding will be made in August 2013.

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 2014-2017

Local TIP Projects for FY 2013

URBAN PROJECTS

LOCATION <i>Project Description FY 13*</i>	LPA	Phase	Total Cost	Federal Share	Funding Type
Bass Rd & Hadley Rd <i>Intersection Improvement</i>	AC	RW	\$615,000	\$492,000	CMAQ
Bethel Rd / Huguenard Rd / Till Rd <i>Intersection Realignment</i>	AC	RW	\$200,000	\$160,000	CMAQ
Covington Rd Trail - Ladue lane to I-69 Bridge <i>New Trail Construction</i>	FW	CN	\$370,500	\$296,400	CMAQ
Engle Rd Trail: Jefferson Blvd to Towpath Trail <i>New Trail Construction</i>	FW	RW	\$75,000	\$60,000	TE/TAP
Flutter Rd - Maplecrest Rd to Schwartz Rd <i>Road Reconstruction/Realignment</i>	AC	CN	\$7,863,750	\$6,291,000	CMAQ/ STP
Landin Rd: North River Rd to Maysville Rd <i>Road Reconstruction/Realignment</i>	NH	RW	\$700,000	\$560,000	STP
Maplecrest Rd - Lake Ave to State Blvd <i>Road Reconstruction</i>	FW	RW	\$500,000	\$400,000	STP
Union Chapel Rd & Auburn Rd <i>Intersection Improvement</i>	AC	CN	\$1,360,000	\$1,360,000	CMAQ
			Total Federal	\$9,619,400	

*These projects are programmed for FY 13. However, depending on funding and letting dates, these project(s) may move to FY 14.

Local TIP Projects for FY 2014-2017

URBAN PROJECTS

LOCATION <i>Project Description FY 14</i>	LPA	Phase	Total Cost	Federal Share	Funding Type
*Allen County Bridges <i>Bridge Inspections</i>	AC	PE	\$297,800	\$238,200	BR
Bass Rd & Hadley Rd <i>Intersection Improvement</i>	AC	CN	\$3,335,000	\$2,668,000	CMAQ/ STP
Bass Rd - Shakespeare Blvd to Clifty Parkway <i>Road Reconstruction</i>	AC	RW	\$558,250	\$446,600	STP
Bridge Guardrail Treatments - various locations <i>Guardrail Improvements</i>	AC	PE CN	\$70,000 \$346,600	\$63,000 \$311,900	HSIP
Clinton St & Washington Center Rd <i>Intersection Improvement</i>	FW	PE	\$300,000	\$240,000	CMAQ
Engle Rd Trail: Jefferson Blvd to Towpath Trail <i>New Trail Construction</i>	FW	CN	\$685,000	\$548,000	TE/TAP
Gump Rd - SR 3 to Coldwater Rd <i>Road Reconstruction</i>	AC	CN	\$8,508,000	\$6,806,400	STP
*Liberty Mills Rd & County Line Rd <i>Intersection Improvement</i>	AC	PE	\$372,400	\$297,900	CMAQ
Maplecrest Rd - Lake Ave to State Blvd <i>Road Reconstruction</i>	FW	CN	\$4,600,000	\$3,680,000	STP
*Maplecrest Rd - State Blvd to Stellhorn Rd <i>Road Reconstruction</i>	FW	PE	\$1,120,000	\$895,000	STP
*Paulding Rd - Hessen Cassel Rd to Lafayette St <i>Road Reconstruction</i>	FW	PE	\$150,000	\$135,000	HSIP
Pufferbelly Trail - Dupont Rd to Carroll Rd <i>New Trail Construction</i>	FWT FWT	RW CN	\$250,000 \$1,375,000	\$0 \$150,000	Local RTP
Pufferbelly Trail - Fourth St to Fernhill Ave <i>New Trail Construction</i>	FW	RW	\$225,000	\$180,000	TE
*St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct <i>Center-Left Turn Lane and Intersection Improvements</i>	FW	PE	\$300,000	\$240,000	CMAQ
Total Federal				\$16,900,000	

LOCATION	Project Description	FY 15	LPA	Phase	Total Cost	Federal Share	Funding Type
*2nd Street - Shoal Ln to Main St			GR	CN	\$93,800	\$75,000	STP
	<i>Road Reconstruction</i>						
Anthony Blvd: Tillman Rd to Rudisill Blvd			FW	PE	\$300,000	\$240,000	STP
	<i>Road Reconstruction</i>						
*Bethel Rd / Huguenard Rd / Till Rd			AC	CN	\$1,740,000	\$1,392,000	CMAQ
	<i>Intersection Realignment</i>						
Broadway, Landin Rd and Rose Ave Intersection			NH	PE	\$200,000	\$160,000	CMAQ- Pending
	<i>Intersection Improvement</i>						
Clinton St - Left-Turn Lane Alignment Package			FW	PE	\$111,111	\$100,000	HSIP- Pending
	<i>Intersection Improvement</i>						
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd			FW	CN	\$953,500	\$810,600	TE
	<i>New Trail Construction</i>						
*Dupont Rd - Lima Rd (SR 3) to Coldwater Rd			FW	RW	\$1,000,000	\$800,000	STP
	<i>Added Travel Lanes</i>						
*Landin Rd: North River Rd to Maysville Rd			NH	CN	\$6,464,000	\$5,168,800	STP
	<i>Road Reconstruction/Realignment</i>						
Liberty Mills Rd & County Line Rd			AC	RW	\$206,250	\$165,000	CMAQ
	<i>Intersection Improvement</i>						
*Lincoln Highway Byway Corridor Management Plan			FW	PE	\$64,870	\$51,886	National Scenic Byways
	<i>Scenic and Historic Highways</i>						
*Maplecrest Rd - Lake Ave to State Blvd			FW	CN	\$4,600,000	\$3,680,000	STP
	<i>Road Reconstruction</i>						
*Minnich Rd and Tillman Rd			AC	PE	\$312,500	\$281,250	HSIP
	<i>Intersection Improvement</i>						
*Paulding Rd - Hessen Cassel Rd to Lafayette St			FW	CN	\$1,377,800	\$1,240,000	HSIP
	<i>Road Reconstruction</i>						
*Pedestrian Countdown Indicators on all Signalized intersections in FW			FW	PE	\$13,000	\$0	Local
	<i>Signal Modernization</i>		FW	CN	\$207,000	\$186,300	HSIP
*Project Implementation for Active Transportation Alternatives				PE	\$20,000	\$16,000	CMAQ
	<i>Bike Racks / Lockers</i>		NIRCC				
Pufferbelly Trail - Fourth St to Fernhill Ave			FW	CN	\$1,782,500	\$1,426,000	TE
	<i>New Trail Construction</i>						
*St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct			FW	RW	\$250,000	\$200,000	CMAQ
	<i>Center-Left Turn Lane and Intersection Improvements</i>						
*Signal Interconnection (91 intersections) within FW			FW	PE	\$29,200	\$0	Local
	<i>Signal Modernization</i>			CN	\$460,000	\$414,000	HSIP
*Six Mile Creek Trail			FW	CN	\$874,000	\$699,200	TE/TAP
	<i>New Trail Construction</i>						
*State Blvd - Spy Run Ave to Cass			FW	RW	\$2,300,000	\$1,840,000	STP
	<i>Added Travel Lanes</i>						
*Traffic Incident Management / Safety Analysis (UPWP)			NIRCC	PE	\$12,000	\$9,600	HSIP
	<i>Illuminated Traffic Cones</i>						
*Various Signal locations in Fort Wayne, New Haven & Allen County (Black Signal heads with Reflective Back Plates)			FW	CN	\$2,596,000	\$2,596,000	HSIP
	<i>Traffic Signal Visibility Improvements</i>						
*Washington Center Rd - Bridge over Spy Run Creek			AC	PE	\$221,000	\$176,800	STP
	<i>Bridge Reconstruction</i>						
Total Federal						\$21,653,436	

LOCATION	Project Description	FY 16	LPA	Phase	Total Cost	Federal Share	Funding Type
*Allen County Bridges			AC	PE	\$342,400	\$273,900	BR
	<i>Bridge Inspections</i>						
Bass Rd - Shakespeare Blvd to Clifty Parkway			AC	CN	\$6,144,500	\$4,915,600	STP
	<i>Road Reconstruction</i>						
Bass Rd - Clifty Parkway to Thomas Rd			AC	RW	\$562,500	\$450,000	STP
	<i>Road Reconstruction</i>						
*CCTV Cameras installed at various intersections in FW			FW	CN	\$240,000	\$192,000	CMAQ
	<i>Traffic Management</i>						
Clinton St - Left-Turn Lane Alignment Package			FW	CN	\$722,200	\$650,000	HSIP- Pending
	<i>Intersection Improvement</i>						
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd			FW	CN	\$10,000,000	\$8,000,000	TAP/ STP
	<i>Added Travel Lanes & Pedestrian Underpass</i>						
Maplecrest Rd - State Blvd to Stellhorn Rd			FW	RW	\$500,000	\$400,000	STP
	<i>Road Reconstruction</i>						
*Project Implementation for Active Transportation Alternatives				PE	\$20,000	\$16,000	CMAQ
	<i>Bike Racks / Lockers</i>		NIRCC				
Washington Center Rd - Bridge over Spy Run Creek			AC	RW	\$125,000	\$100,000	STP
	<i>Bridge Reconstruction</i>						
					Total Federal	\$14,997,500	
LOCATION	Project Description	FY 17	LPA	Phase	Total Cost	Federal Share	Funding Type
Anthony Blvd - Tillman Rd to Paulding Rd (Phase I)			FW	CN	\$1,250,000	\$1,000,000	STP
	<i>Road Reconstruction</i>						
Broadway, Landin Rd and Rose Ave Intersection			NH	RW	\$187,500	\$150,000	CMAQ- Pending
	<i>Intersection Improvement</i>						
Liberty Mills Rd & County Line Rd			AC	CN	\$1,062,500	\$850,000	CMAQ
	<i>Intersection Improvement</i>						
*State Blvd - Spy Run Ave to Clinton St			FW	CN	\$1,500,000	\$1,200,000	STP
	<i>Added Travel Lanes</i>						
*St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct			FW	CN	\$2,000,000	\$1,600,000	CMAQ
	<i>Center-Left Turn Lane and Intersection Improvements</i>						
					Total Federal	\$4,800,000	

RURAL PROJECTS

LOCATION	Project Description	FY 14	LPA	Phase	Total Cost	Federal Share	Funding Type
Carroll Rd - Preserve Blvd to Bethel Rd			HT	RW	\$84,000	\$67,200	Group IV
	<i>Road Reconstruction</i>						
Coverdale Rd - from Indianapolis Rd to Airport Exp			AC	CN	\$4,596,700	\$3,976,000	Group IV
	<i>Road Reconstruction - includes small structure replacements</i>						
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch			AC	CN	\$862,900	\$690,300	Group IV
	<i>Bridge Replacement</i>						
Total Federal						\$4,733,500	

LOCATION	Project Description	FY 15	LPA	Phase	Total Cost	Federal Share	Funding Type
2nd Street - Shoal Ln to Main St			GR	CN	\$1,171,300	\$937,000	Group IV
	<i>Road Reconstruction</i>						
Carroll Rd - Preserve Blvd to Bethel Rd			HT	CN	\$1,637,500	\$1,310,000	Group IV
	<i>Road Reconstruction</i>						
Total Federal						\$2,247,000	

LOCATION	Project Description	FY 17	LPA	Phase	Total Cost	Federal Share	Funding Type
*Ryan Rd/Bruick Rd: Dawkins Rd to Harper Rd			AC	CN	\$3,964,800	\$3,171,800	Group IV
	<i>Road Reconstruction</i>						

LOCAL PROJECTS - NO FEDERAL FUNDING

LOCATION	Project Description	FY 14	LPA	Phase	Total Cost
Auburn Rd & Wallen Rd			AC	CN	\$2,000,000
	<i>Intersection Improvement w/bridge modification</i>				
Belle Vista Blvd - Bridge #502 over Fairfield Ditch			AC	CN	\$800,000
	<i>Bridge Rehabilitation</i>				
Ellison Rd - Bridge #228 over Graham-McCulloch Ditch			AC	CN	\$640,000
	<i>New Bridge Construction, including bridge sidewalk</i>				
Fairfield Ave/Ewing St			FW	CN	\$4,500,000
	<i>One-way to Two-way Streets</i>				
Hathaway Rd & Corbin Rd			AC	CN	\$382,000
	<i>Intersection Improvement</i>				
Johnny Appleseed Trail - California Rd to St Joe Center Rd			FW	CN	\$352,600
	<i>New Trail Construction</i>				
*Maysville Rd - Stellhorn Rd to Meijer Dr			FW	PE	\$450,000
	<i>Road Widening and Center Turn Lane with Pedestrian Facilities</i>				
Maysville Rd - Bridge #528 over Bullerman Ditch			AC	CN	\$388,000
	<i>Bridge Rehabilitation and widening, bridge sidewalk</i>				
Ryan Rd/Bruick Rd - Dawkins Rd to US 24			AC	RW	\$615,000
	<i>Road Reconstruction</i>				
South St - West St to State St			NH	CN	\$137,500
	<i>Reconstruction of sidewalks, curbs, driveway approaches and pavement</i>				
State St - Bridge #319 over Bullerman Ditch			AC	CN	\$1,546,000
	<i>Bridge Rehabilitation and widening, bridge sidewalk</i>				
Van Buren St - Bridge over St Mary's River			AC	CN	\$2,500,000
	<i>Bridge Rehabilitation</i>				
West Hamilton Rd - Bridge #221 over Beal-Taylor Ditch			AC	CN	\$1,000,000
	<i>Bridge Rehabilitation and widening, bridge sidewalk</i>				
Winchester Rd - Bridge #261 over Nickleson Creek			AC	CN	\$575,000
	<i>Bridge Rehabilitation and widening</i>				
Total					\$15,886,100

LOCATION	Project Description	FY 15	LPA	Phase	Total Cost
*Maysville Rd - Stellhorn Rd to Meijer Dr			FW	RW	\$750,000
	<i>Road Widening and Center Turn Lane with Pedestrian Facilities</i>				

LOCATION	Project Description	FY 16	LPA	Phase	Total Cost
*Maysville Rd - Stellhorn Rd to Meijer Dr			FW	RW	\$750,000
	<i>Road Widening and Center Turn Lane with Pedestrian Facilities</i>				

LOCATION	Project Description	FY TBD	LPA	Phase	Total Cost
*Ryan Rd/Bruick Rd - Harper Rd to US 24			AC	CN	\$3,500,000
	<i>Road Reconstruction</i>				

Phase

PE-Preliminary Engineering

RW-Right of Way

CN-Construction

Agency

AC-Allen County

FW-Fort Wayne

GR-Grabill

HT-Huntertown

NH-New Haven

FWT-Fort Wayne Trails

Funding Categories

STP-Surface Transportation Program

CMAQ-Congestion Mitigation and Air Quality

Group IV-Rural Highway Funds

HSIP-Highway Safety Improvement Program

RTP-Recreational Trails Program

SRTS-Safe Routes to School



TE-Transportation Enhancement

TAP-Transportation Alternative Program





BR-Bridge

Local TIP






Type of Funding

-  Federally Funded
-  Locally Funded

Projects FY 14 - 17

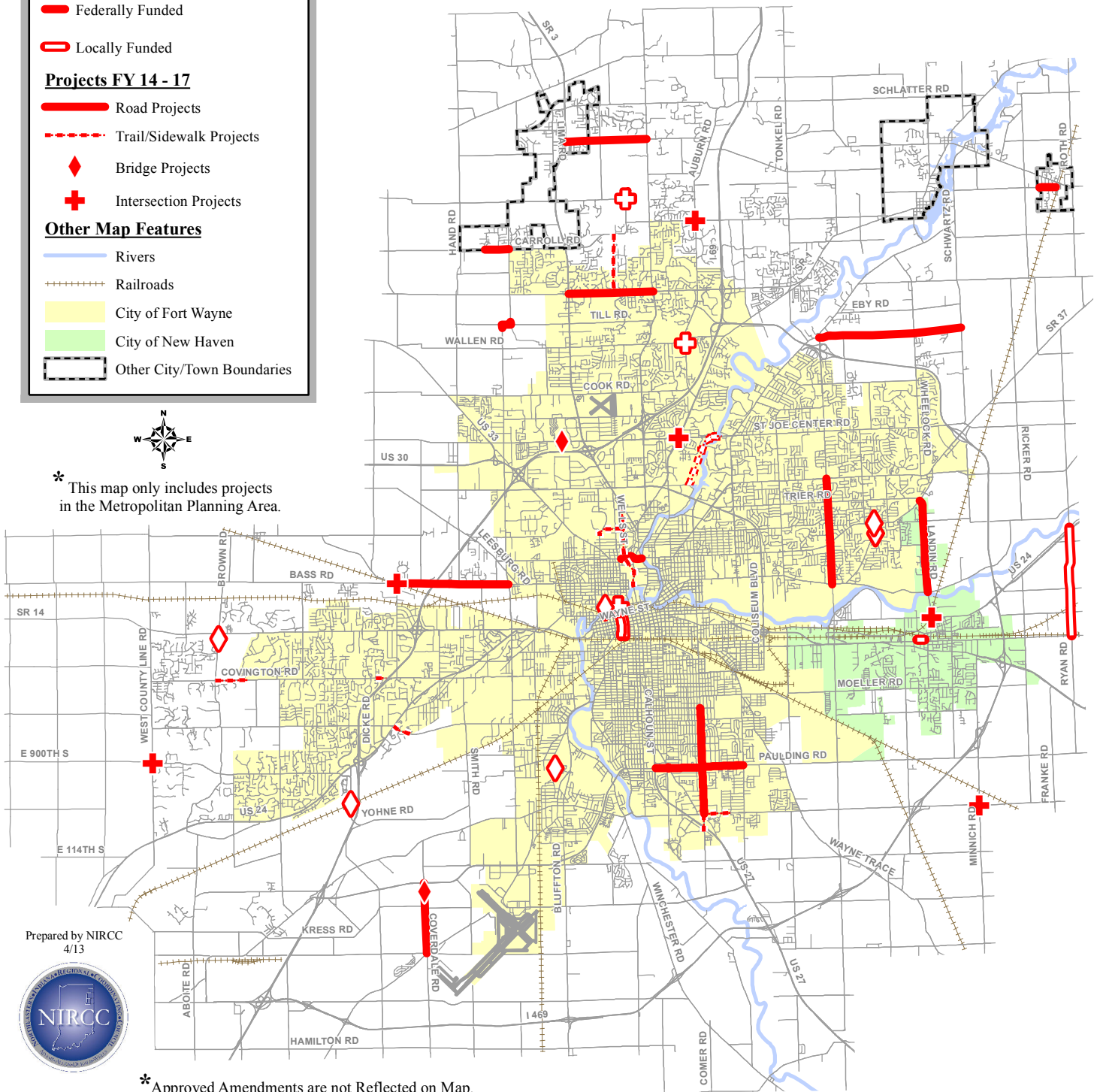
-  Road Projects
-  Trail/Sidewalk Projects
-  Bridge Projects
-  Intersection Projects

Other Map Features

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



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



Prepared by NIRCC
4/13



* Approved Amendments are not Reflected on Map.

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
*2nd St (Grabill): Country Shoal Ln to Main St (Road Reconstruction) <i>Group IV</i> <i>1 - STP</i>	30(11)-092									
		PE	213.8	2011	171.0	0.0	42.8		GR	
	0901974	RW	85.0	2013	68.0	0.0	17.0		GR	
		CN	1171.2	2015	937.0	0.0	234.2	2	GR	
		CN ¹	93.8	2015	75.0	0.0	18.8	2	GR	14-77
*Allen County Bridges (Bridge Inspections)	1382100	PE	297.8	2014	238.2	0.0	59.6	1	AC	14-17
		PE	342.4	2016	273.9	0.0	68.5	3	AC	14-16
<i>BR</i>										
Anthony Blvd: Tillman Rd to Rudisill Blvd (Road Reconstruction)	35-040 1382498	PE	300.0	2015	240.0	0.0	60.0	2	FW	
		CN	1250.0	2017	1000.0	0.0	250.0	4	FW	
<i>STP</i>										
Bass Rd & Hadley Rd Intersection (Intersection Improvements) <i>ITS Component - New Signal</i>	30-050 0902238 (0400582)									
		RW	615.0	2013	492.0	0.0	123.0		AC	
		CN	3335.0	2014	2668.0	0.0	667.0	1	AC	
<i>CMAQ</i>										
Bass Rd: Shakespeare Blvd to Clifty Parkway (includes Bridge #92 DES #1173657) (Road Reconstruction)	35-072 1382493 1173657 (0400582)	RW	558.3	2014	446.6	0.0	111.7	1	AC	
		CN	6144.5	2016	4915.6	0.0	1228.9	3	AC	
<i>STP</i>										
Bass Rd: Clifty Parkway to Thomas Rd (Road Reconstruction)	35-073 1382492	RW	562.5	2016	450.0	0.0	112.5	3	AC	
		CN	4255.0	TBD	3404.0	0.0	851.0		AC	
<i>STP</i>										
*Bethel Rd / Huguenard Rd / Till Rd (Intersection Realignment)	30-051 1005320									
		PE	250.0	2011	200.0	0.0	50.0		AC	
		RW	200.0	2013	160.0	0.0	40.0		AC	
<i>CMAQ</i>		CN	1740.0	2015	1392.0	0.0	348.0	1	AC	14-49

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Bridge Guardrail Treatments - various locations in Allen County (Guardrail Improvements)	1297753	PE CN	70.0 346.6	2014 2014	63.0 311.9	0.0 0.0	7.0 34.7	1 1	AC AC	13-45
<i>HSIP</i>										
*Broadway St/Landin Rd: North River Rd to Powers St (Road Reconstruction & Intersection Improvement)	35-053 1400694	PE RW CN	200.0 187.5 1200.0	2015 2017 TBD	160.0 150.0 960.0	0.0 0.0 0.0	40.0 37.5 240.0	2 4	NH NH NH	14-106
<i>CMAQ/STP</i>										
Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction)	25-076 0901973	PE RW CN	284.8 84.0 1637.5	2011 2014 2015	227.8 67.2 1310.0	0.0 0.0 0.0	57.0 16.8 327.5		HT HT HT	
<i>Group IV</i>										
*CCTV Cameras installed at various intersections in Fort Wayne Traffic Management	1401332	PE CN	29.2 240.0	2015 2016	0.0 192.0	0.0 0.0	29.2 48.0	1 2	FW	14-105
<i>CMAQ</i>										
Clinton St: Left-Turn Lane Alignment (Intersection Improvement)	pending	PE CN	111.1 722.2	2015 2016	100.0 650.0	0.0 0.0	11.1 72.2	2 3	FW FW	
<i>HSIP/STP</i>										
Coverdale Rd: Airport Exp to Indianapolis Rd (Road Reconstruction - includes small structure replacements)	30-079 0500892 0710345	RW CN	600.0 4596.7	2010 2014	0.0 3976.0	0.0 0.0	600.0 620.7		AC AC	13-4 13-17
<i>Group IV</i>										
Coverdale Rd: bridge # 231 over Robinson - Brindle Ditch (Bridge Replacement)	30-079 0710344	CN	862.9	2014	690.3	0.0	172.6	1	AC	
<i>Group IV - Bridge</i>										

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction)	0810513	PE	148.1	2010	0.0	0.0	148.1		FW	
		RW	117.0	2013	93.6	0.0	23.4		FW	13-1
		CN	953.5	2015	810.6	0.0	142.9	2	FW	13-1
<i>TE Funds</i>										
*Dupont Rd: Lima Rd (SR 3) to Coldwater Rd (Added Travel Lanes) <i>ITS Component - Signals Interconnected & Online</i>	25-013	PE	1226.2	2011	981.0	0.0	245.2		FW	
		0901798	RW	1000.0	2015	800.0 ¹	0.0	200.0	1	FW
	0901798	CN	8750.0	2016	7000.0 ¹	0.0	1750.0	3	FW	
		CN	1250.0	2016	1000.0 ²	0.0	250.0	3	FW	
<i>STP¹ / TAP²</i>										
Engle Road Trail: Jefferson Blvd to Towpath Trail (New Trail Construction)	1005158	PE	96.3	2011	77.0	0.0	19.3		FW	
		RW	50.0	2013	40.0	0.0	10.0		FW	
		CN	710.0	2014	568.0	0.0	142.0	1	FW	13-26 13-30
<i>TE/TAP</i>										
Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction)	25-030 0400584	RW	1000.0	2011	800.0	0.0	200.0		AC	
		CN	8508.0	2014	6806.4	0.0	1701.6	1	AC	
<i>STP</i>										
*Landin Rd: North River Rd to Maysville Rd (Road Reconstruction/Realignment)	30-085 0710319	PE	400.0	2010	320.0	0.0	80.0		NH	
		RW	625.0	2013	500.0	0.0	125.0		NH	
		CN	6464.0	2015	5168.8	0.0	1295.2	1	NH	14-39 14-51
<i>STP</i>										
*Liberty Mills Rd & West County Line Road (Intersection Improvement/Realignment)	1297238	PE	372.4	2014	297.9	0.0	74.5	1	AC	
		RW	206.3	2015	165.0	0.0	41.3	2	AC	
		CN	1062.5	2017	850.0	0.0	212.5	4	AC	
<i>CMAQ</i>										
*Lincoln Hwy Byway Corridor Management Plan: For 1913 & 1928 routes Scenic and Historic Highways	1382595	PE	64.9	2015	51.9	0.0	13.0	2	FW	14- 100
<i>National Scenic Byways</i>										

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
*Maplecrest Rd: Lake Ave to State Blvd (Road Reconstruction) <i>ITS Component Signals Interconnected & Online</i> <i>STP</i>	10-016	PE	540.0	2010	432.0	0.0	108.0		FW	
	0500695	RW	500.0	2013	400.0	0.0	100.0		FW	
		CN	4600.0	2015	3680.0	0.0	920.0	1	FW	14-52
*Maplecrest Rd: State Blvd to Stellhorn Rd (Road Reconstruction) <i>ITS Component Signals Interconnected & Online</i> <i>STP</i>	10-017	PE	1120.0	2014	896.0	0.0	224.0	1	FW	14-38
	1173162	RW	500.0	2016	400.0	0.0	100.0	3	FW	
		CN	6900.0	TBD	5520.0	0.0	1380.0		FW	
*Minnich Rd and Tillman Rd (Intersection Improvement) <i>HSIP/STP</i>	1382818	PE	312.5	2015	281.3	0.0	31.3	1	AC	14-53
		RW	170.0	TBD	153.0	0.0	17.0		AC	14-8
		CN	1535.0	TBD	1381.5	0.0	153.5		AC	14-11
*Paulding Rd: Hessen Cassel Rd to Lafayette S (Road Reconstruction) <i>HSIP</i>	35-047 35-048	PE	150.0	2014	135.0	0.0	15.0	1	FW	14-5
	1382765	CN	1377.8	2015	1240.0	0.0	137.8	2	FW	14-6
*Pedestrian Countdown Indicators on all Signalized intersections within the City of FW Signal Modernization <i>HSIP</i>	1400970	PE	13.0	2015	0.0	0.0	13.0	2	FW	14-55
		CN	207.0	2015	186.3	0.0	20.7	2	FW	14-55
*Project Implementation for Active Transportation Alternatives Bike Racks / Lockers (Element 223) <i>CMAQ</i>	1401095	PE	20.0	2015	16.0	0.0	4.0	2	NIRCC	14-75
	1592196	PE	20.0	2016	16.0	0.0	4.0	3	NIRCC	14-163
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	2014	180.0	0.0	45.0	1	FW	
		CN	1782.5	2015	1426.0	0.0	356.5	2	FW	

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
Pufferbelly Trail North: Dupont Rd to Carroll Rd (New Trail Construction)	1005570	PE	150.0	2011	0.0	0.0	150.0		FW	
		RW	250.0	2014	0.0	0.0	250.0	1	FW	
		CN	1375.0	2014	150.0	0.0	1225.0	1	FW	
<i>RTP</i>										
*Ryan Rd/Bruick Rd: Dawkins Rd to US 24 (Road Reconstruction)	1173324	PE	760.0	2012	0.0	0.0	760.0			
		RW	615.0	2014	0.0	0.0	615.0	1	AC	14-40
<i>Local</i>										
*Ryan Rd/Bruick Rd: Dawkins Rd to Harper Rd (Road Reconstruction)	1383353	CN	3964.8	2017	3171.8	0.0	793.0	4	AC	14-40 14-107
<i>Group IV</i>										
*Ryan Rd/Bruick Rd: Harper Rd to US 24 (Road Reconstruction)	1400826	CN	3217.2	2018	2573.8	0.0	643.4	5	AC	14-40 14-108
<i>Group IV</i>										
*St Joseph Center Rd/Washington Center Rd: from Clinton St to Campus Ct (Center Left-Turn Lane and Intersection Improvements) <i>ITS Component - Signal Interconnection & Online</i>	25-055	PE	300.0	2014	240.0	0.0	60.0	1	FW	14-7
	0710322	RW	250.0	2015	200.0	0.0	50.0	2	FW	
		CN	2000.0	2017	1600.0	0.0	400.0	4	FW	
<i>CMAQ</i>										
*Signal Interconnection (91 intersections) within the City of FW Signal Modernization	1400969	PE	29.2	2015	0.0	0.0	29.2	2	FW	14-56
		CN	460.0	2015	414.0	0.0	46.0	2	FW	14-56
<i>HSIP</i>										
*Six Mile Creek Trail: Southtown Centre to Lemar Dr (New Trail Construction)	0810457	PE	221.0	2010	165.7	0.0	55.3		FW	
		RW	185.0	2013	112.5	0.0	72.5		FW	
		CN	874.0	2015	699.2	0.0	174.8	2	FW	14-26
<i>TE/TAP</i>										

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
*State Blvd: Spy Run Ave to Cass St (Added Travel Lanes) <i>STP</i>	10-021 0400587	RW	2300.0	2015	1840.0	0.0	460.0	1	FW	14-46
*State Blvd: Spy Run Ave to Clinton St (Phase 1) (Added Travel Lanes) <i>ITS Component - Signal Interconnection & Online</i> <i>STP</i>	10-021 1005151	CN	1500.0	2017	1200.0	0.0	300.0	2	FW	14-46
*State Blvd: Clinton St to Cass St (Phase 2) (Added Travel Lanes) - STP (Bridge over Spy Run Creek) - STP (Pedestrian Bridge over State Blvd) - STP (Added Travel Lanes) - CMAQ <i>STP¹ / CMAQ²</i>	10-022 1005154 1005152 1005155 1005154	CN CN CN CN	3022.0 1800.0 500.0 1250.0	2018 2018 2018 2018	2417.6 ¹ 1440.0 ¹ 400.0 ¹ 1000.0 ²	0.0 0.0 0.0 0.0	604.4 360.0 100.0 250.0	3 3 3 3	FW AC FW FW	14-46
*Traffic Incident Management / Safety Analysis (UPWP) Illuminated Traffic Cones (Element 225) <i>HSIP</i>	1401096	PE	12.0	2015	9.6	0.0	2.4	1	NIRCC	14-76
*Various Signal locations in Fort Wayne, New Haven & Allen County (Black Signal heads with Reflective Back Plates) (Traffic Signal Visibility Improvements) <i>HSIP</i>	1400453	PE CN	50.0 2596.0	2014 2015	0.0 2596.0	0.0 0.0	50.0 0.0	1 2	FW FW	14-43 14-43
*Washington Ctr Rd: Bridge over Spy Run Cree (Bridge Reconstruction) <i>STP</i>	35-106 1382497	PE RW CN	221.0 125.0 1200.0	2015 2016 TBD	176.8 100.0 960.0	0.0 0.0 0.0	44.2 25.0 240.0	2 3 AC AC AC	14-54 14-62	
Auburn Rd & Wallen Rd (Intersection Improvement w/bridge modification) <i>Local Funds</i>	n/a	CN	2000.0	2014	0.0	0.0	2000.0	1	AC	

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
Belle Vista Blvd: Bridge #502 over Fairfield Ditch (Bridge Rehabilitation)	n/a	CN	800.0	2014	0.0	0.0	800.0	1	AC	
<i>Local Funds</i>										
Ellison Rd: Bridge #228 over the Graham-McCulloch Ditch (New Bridge Construction, including bridge sidewalk)	n/a	CN	640.0	2014	0.0	0.0	640.0	1	AC	
<i>Local Funds</i>										
Fairfield Ave/Ewing St (One-way to Two-way streets)	n/a	CN	4500.0	2014	0.0	0.0	4500.0	1	FW	
<i>Local Funds</i>										
Hathaway Rd-Corbin Rd Intersection (Intersection Improvements)	n/a	CN	382.0	2014	0.0	0.0	382.0	1	AC	
<i>Local Funds</i>										
Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction)	n/a	CN	352.6	2015	0.0	0.0	352.6	2	FW	
<i>Local Funds</i>										
*Maysville Rd: Stellhorn Rd to Meijer Dr (Road widening and center turn lane with pedestrian facilities)	n/a	PE	450.0	2014	0.0	0.0	450.0	1	FW	14-13
		RW	750.0	2015	0.0	0.0	750.0	2	FW	14-13
		CN	3300.0	2016	0.0	0.0	3300.0	3	FW	14-13
<i>Local Funds</i>										
Maysville Rd: Bridge #528 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk)	n/a	CN	388.0	2014	0.0	0.0	388.0	1	AC	
<i>Local Funds</i>										

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

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
South St: West St to State St (Reconstruction of sidewalks, curbs, driveway approaches and pavement) <i>Local Funds</i>	n/a	CN	137.5	2014	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	2014	0.0	0.0	1546.0	1	AC	
Van Buren St: Bridge over St Mary's River (Bridge Rehabilitation) <i>Local Funds</i>	n/a	CN	2500.0	2014	0.0	0.0	2500.0	1	AC	
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i>	n/a	CN	1000.0	2014	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	2014	0.0	0.0	575.0	1	AC	

VIII. LOCAL TRANSIT PROJECTS FY 2014-2017

FEDERAL TRANSIT ADMINISTRATION
Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2014

Capital Equipment Purchases (Section 5307 and 5340 Funds)	
One (1) Heavy Duty Replacement Hybrid Buses	\$600,000
*One (1) Replacement Minibus (Body on Chassis) FLEX Route	\$93,500
*One (1) Replacement Minibus (Body on Chassis) ACCESS	\$76,500
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 5339 Funds)	
One (1) Heavy Duty Replacement Hybrid Bus	\$600,000
Capital Equipment Purchases (Section 5309 Funds)	
*Four (4) Replacement Minibus (Body on Chassis) ACCESS	\$306,000
Total Capital Projects	\$2,047,765
Federal Share (Section 5307 and 5340)	\$898,000
Federal Share (Section 5339)	\$906,000
State PMTF	\$0
Local Share	\$243,765
Additional Operating Funds	
CMAQ - Transit Awareness	\$74,193
JARC - Low income Transportation to and from work	\$155,286
New Freedom - Transportation Above & Beyond ADA Requirements	\$94,227
Operating Funds and Preventative Maintenance Expenses	
Capitalization of Maintenance Costs (Section 5307) ²	\$1,786,756
Complimentary Paratransit Costs (Section 5307) ²	\$375,313
5307 Special Rules Operations ⁴	\$1,000,000
Total Operating Funds	\$11,532,872
Federal Share ³	\$3,162,069
State Share	\$2,040,801
Local Share	\$6,330,002

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

⁴ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

FEDERAL TRANSIT ADMINISTRATION
Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2015

Capital Equipment Purchases (Section 5307, 5309 and 5340 Funds)	
Four(4) Heavy Duty Replacement Hybrid Buses	\$2,400,000
*Three (3) Replacement Minibus (Body on Chassis) FLEX Route	\$280,500
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$30,000
Total Capital Projects	\$3,397,529
Federal Share (Section 5307)	\$2,808,500
State PMTF	\$0
Local Share	\$589,029
Additional Operating Funds	
CMAQ - Transit Awareness	\$80,000
JARC - Low income Transportation to and from work	\$161,114
Operating Funds and Preventative Maintenance Expenses	
Capitalization of Maintenance Costs (Section 5307) ²	\$1,858,226
Complimentary Paratransit Costs (Section 5307) ²	\$390,326
Total Operating Funds	\$11,823,560
Federal Share ³	\$2,248,552
State Share	\$2,112,229
Local Share	\$7,462,779

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

FEDERAL TRANSIT ADMINISTRATION
Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2016

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Two (2) Replacement Light-Duty Transit Vehicles	\$409,700
One (1) Heavy Duty Replacement Hybrid Buses	\$600,000
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 5339 funds)

One (1) Replacement Light-Duty Transit Vehicles	\$204,850
One (1) Replacement Minibus (Body on Chassis)	\$98,813

Total Capital Projects	\$1,705,132
Federal Share (Section 5307)	\$1,137,700
Federal Share (Section 5309)	\$303,663
State PMTF	\$0
Local Share	\$263,769

Additional Operating Funds

JARC - Low income Transportation to and from work	\$161,114
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Operating Funds and Preventative Maintenance Expenses

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

Total Operating Funds	\$12,185,715
Federal Share ³	\$2,338,494
State Share	\$2,186,157
Local Share	\$7,661,064

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

FEDERAL TRANSIT ADMINISTRATION
Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2017

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Six (6) Replacement Minibus (Body on Chassis) ACCESS	\$561,000
One (1) Heavy Duty Replacement Hybrid Buses	\$600,000
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 5339 funds)

One (1) Replacement Minibus (Body on Chassis) FLEX Route	\$102,000
Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$187,000

Total Capital Projects	\$1,865,882
Federal Share (Section 5307)	\$1,289,000
Federal Share (Section 5309)	\$289,000
State PMTF	\$0
Local Share	\$287,882

Additional Operating Funds

JARC - Low income Transportation to and from work	\$161,114
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Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$2,009,857
Complimentary Paratransit Costs (Section 5307) ²	\$422,177

Total Operating Funds	\$12,569,938
Federal Share ³	\$2,432,034
State Share	\$2,262,672
Local Share	\$7,875,232

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

**FEDERAL TRANSIT ADMINISTRATION
Section 5311 Funds**

**FY 2014
2013 Funding Cycle**

Allen County Council on Aging

Operating Funds	Total Cost	\$243,237
	Federal Share	\$115,756
	Local Share	\$127,481

**FEDERAL TRANSIT ADMINISTRATION
Section 5310 Funds**

**FY 2015
2014 Funding Cycle**

1. Community Transportation Network

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

2. Aging & In-Home Services of Northeastern Indiana

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

3. Recovery Health Services, Inc.

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

4. Aging & In-Home Services of Northeastern Indiana

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

5. Community Transportation Network

*Operating Funds		\$102,250
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FEDERAL TRANSIT ADMINISTRATION
Section 5310 Funds*

FY 2014
2013 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) Type C Passenger Van

Total Cost	\$50,000
Federal Share	\$40,000
Local Share	\$10,000

*Amended FY 14 Section 5310 Funds on July 29, 2013

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

*The Section 5310 funding is for FY 13. The FY 14 Call for Projects was issued in March, 2013 and the anticipated award date is August, 2013. An update of this funding will be made in August, 2013.

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 14 - FY 17)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA	A/M	
				YEAR	FEDERAL (\$1000)	PMTF (\$1000)				LOCAL (\$1000)
Citilink - Transit Operating			7312.2	2014		2040.8	5271.4	1	Citilink	
			8851.7	2015		2112.2	6739.5	1	Citilink	
			9101.5	2016		2186.2	6915.3	1	Citilink	
			9368.4	2017		2262.7	7105.7	1	Citilink	
Citilink - Capitalization of Maintenance Costs	1172565	FTA Sec. 5307	2233.5	2014	1786.8		446.7	1	Citilink	
	1172566		2322.8	2015	1858.2		464.6	1	Citilink	
	1297295		2415.8	2016	1932.6		483.2	1	Citilink	
	1382466		2512.4	2017	2009.9		502.5	1	Citilink	
Citilink - Complementary Paratransit Costs	1172569	FTA Sec. 5307	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	
	1382467		527.8	2017	422.2		105.6	2	Citilink	
5307 Special Rule Operations	1382481	FTA Sec. 5307	1250.0	2014	1000.0		250.0	1	Citilink	
*CMAQ - Transit Awareness <i>Marketing and Education Expenses</i> JARC <i>Low Income transportation to & from work</i> New Freedom <i>Transportation Above & Beyond ADA requirements</i>	1173503	CMAQ	92.8	2014	74.2		18.6	1	Citilink	14-101
	*1401486	CMAQ	100.0	2015	80.0		20.0	2	Citilink	
	1172577	FTA	310.6	2014	155.3		155.3	1	Citilink	
	1172578	Sec.	322.2	2015	161.1		161.1	1	Citilink	
	1297297	5316	322.2	2016	161.1		161.1	1	Citilink	
	1382468		322.2	2017	161.1		161.1	1	Citilink	
	1172581	FTA Sec. 5317	188.4	2014	94.2		94.2	1	Citilink	
Citilink - Capital Purchases Computer / Office Equipment	1172585	FTA Sec. 5307 & 5340	25.0	2014	20.0		5.0	4	Citilink	
	1172586		25.0	2015	20.0		5.0	5	Citilink	
	1297299		25.0	2016	20.0		5.0	6	Citilink	
	1382469		25.0	2017	20.0		5.0	7	Citilink	
Citilink - Capital Purchases AVL/Communication Subscription Costs <i>ITS Componet - Automatic Vehicle Location Equipment</i>	1172589	FTA Sec. 5307 & 5340	47.5	2014	38.0		9.5	1	Citilink	
	1172590		47.5	2015	38.0		9.5	1	Citilink	
	1297300		47.5	2016	38.0		9.5	1	Citilink	
	1382470		47.5	2017	38.0		9.5	1	Citilink	

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 14 - FY 17)

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	1172593		50.0	2014	40.0		10.0	4	Citilink	
Other Maintenance Equipment	1172594	FTA Sec. 5307 & 5340	50.0	2015	40.0		10.0	5	Citilink	
	1297301		50.0	2016	40.0		10.0	6	Citilink	
	1382471		50.0	2017	40.0		10.0	7	Citilink	
Citilink - Capital Purchases	1297303		37.5	2014	30.0		7.5	1	Citilink	
Transit Enhancements	1297304	FTA Sec. 5307 & 5340	37.5	2015	30.0		7.5	1	Citilink	
	1297305		37.5	2016	30.0		7.5	1	Citilink	
	1382472		37.5	2017	30.0		7.5	1	Citilink	
Citilink - Capital Equipment Purchases										
One (1) Heavy Duty Replacement Hybrid Buses	1382473	5339	750.0	2014	600.0		150.0	1		
One (1) Heavy Duty Replacement Hybrid Buses	1172601	5307&5340	750.0	2014	600.0		150.0	1	Citilink	
Four (4) Heavy Duty Replacement Hybrid Buses	1172602	5307&5340	3000.0	2015	2400.0		600.0	2		
One (1) Heavy Duty Replacement Hybrid Buses	1382474	5307&5340	750.0	2016	600.0		150.0	3		
One (1) Heavy Duty Replacement Hybrid Buses	1382475	5307&5340	750.0	2017	600.0		150.0	4		
*Citilink - Capital Equipment Purchases		FTA Sec.								
*One (1) Replacement Minibus (body on chassis) FLEX Route	1172603	5309	116.9	2014	93.5		23.4	1	Citilink	14-42
*Three (3) Replacement Minibus (body on chassis) FLEX Route	1172603	5307 & 5340	350.6	2015	280.5		70.1	2		14-42
One (1) Replacement Minibus (body on chassis) FLEX Route	1382476	5339	127.5	2017	102.0		25.5	2		
*Citilink - Capital Equipment Purchases		FTA Sec.								
*One (1) Replacement Minibus (body on chassis) ACCESS	1172604	5307&5340	95.6	2014	76.5		19.1		Citilink	14-12
*Four (4) Replacement Minibus (body on chassis) ACCESS	1382477	5309	382.5	2014	306.0		76.5			14-41
Six (6) Replacement Minibus (body on chassis) ACCESS	1382478	5307&5340	701.3	2017	561.0		140.3			
Two (2) Replacement Minibus (body on chassis) ACCESS	1382479	5339	233.8	2017	187.0		46.8			
Citilink - Capital Equipment Purchases		FTA Sec.								
Two (2) replacement light-duty transit vehicles	1297307	5307&5340	512.1	2016	409.7		102.4	1	Citilink	
One (1) replacement light-duty transit vehicles	1382480	5339	256.1	2016	204.9		51.2			
Citilink - Capital Equipment Purchases										
One (1) replacement minibus (body on chassis)	1297308	FTA Sec. 5339	123.5	2016	98.8		24.7	1	Citilink	

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 14 - FY 17)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA	A/M	
				YEAR	FEDERAL (\$1000)	PMTF (\$1000)				LOCAL (\$1000)
Allen County Council on Aging dba Countilink Operating Funds		FTA Sec. 5311	297.0	2013	141.0		156.0	1	ACCA	
*Recovery Health Services, Inc. One (1) Medium Transit Vehicle	1401072	FTA Sec. 5310	52.0	2015	41.6		10.4	1	RHS	14-58
*Community Transportation Network One (1) Small Transit Vehicle	1401073	FTA Sec. 5310	50.0	2015	40.0		10.0	1	CTN	14-59
*Aging & In-Home Services of NE Indiana Two (2) Low Floor Mini Van	1401074	FTA Sec. 5310	80.0	2015	64.0		16.0	1	AIHS	14-60
*Community Transportation Network Operating Funds	pending	FTA Sec. 5310	204.5	2015	102.3		102.3	1	CTN	14-104
			204.5	2016	102.3		102.3	2	CTN	14-104
*Community Transportation Network One (1) Medium Transit Vehicle w/Lift	1401075	FTA Sec. 5310	52.0	2014	41.6		10.4	1	CTN	14-1
One (1) Type C Passenger Van	1401076	FTA Sec. 5310	50.0	2014	40.0		10.0	2	CTN	14-2
Community Transportation Network One (1) Medium Transit Vehicle w/Lift		FTA Sec. 5310	52.0	2013	41.6		10.4	1	CTN	
One (1) Large Transit Vehicle w/Lift		FTA Sec. 5310	55.0	2013	44.0		11.0	2	CTN	

*Denotes an Amendment or modification to Project

IX. INDOT PROJECTS FY 2014-2017

State TIP Projects for FY 2014-2017

LOCATION <i>Project Description FY 14</i>	PHASE	TOTAL SHARE	FEDERAL SHARE
*SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch <i>Small Structure Replacement</i>	RW	\$15,000	\$12,000
SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd <i>Environmental Mitigation</i>	PE	\$8,500	\$6,800
SR 14: from 0.25 mi w/o I-69 (Hadley Rd) to 0.28 mi e/o I-69 (Magnavox Way) <i>HMA Overlay, Preventive Maintenance</i>	CN	\$250,000	\$200,000
US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>	PE RW	\$22,000 \$10,000	\$17,600 \$8,000
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	PE	\$20,000	\$16,000
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd) <i>HMA Overlay, Resurface</i>	CN	\$1,938,000	\$1,550,400
*US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood) <i>HMA Overlay, Preventive Maintenance</i>	PE	\$700,000	\$560,000
US 30: at US 33, 0.66 mi w/o I-69 <i>Interchange Modification</i>	PE RW	\$15,000 \$200,000	\$12,000 \$160,000
US 30: from 1.55 mi e/o I-469 to 10.81 mi e/o I-469 <i>Surface Treatment, Microsurface</i>	CN	\$638,700	\$511,000
US 33: from 1.56 mi n/o US 30 to 0.45 mi n/o SR 205 <i>HMA Overlay, Preventive Maintenance</i>	CN	\$2,600,000	\$2,080,000
SR 37 at SR 101 <i>Sight Distance Improvement</i>	PE RW	\$25,500 \$40,000	\$20,400 \$32,000
*SR 37: from 1.11 mi to 7.47 mi n/o I-469 (6.04 miles) <i>Patch and Rehab Bituminous Pavement</i>	CN	\$436,000	\$348,800
I-69: at SR 1 (Dupont Rd) Interchange <i>Interchange Modification, Bridge Deck Overlay, Bike/Ped Facilities</i>	CN	\$3,033,400	\$2,700,000
*I-69: Bridge over Eight Mile Creek (SBL), 6.68 mi n/of US 224 <i>Bridge Deck Overlay</i>	PE	\$45,000	\$40,500
I-69: Hillegas Rd bridge over I-69, 0.48 mi s/of US 30 <i>Bridge Deck Overlay</i>	PE	\$80,000	\$72,000
I-69: Lower Huntington Rd Bridge over I-69, 2.97 mi s/o US 24 <i>Bridge Painting</i>	CN	\$412,000	\$329,600
*I-69: NB off Ramp at the I-469 N Jct <i>Auxillary Lane Construction</i>	PE	\$20,000	\$18,000
SR 101: Bridge over Maumee River, 1.08 mi n/o US 24 <i>Debris Removal from Channel</i>	CN	\$10,000	\$8,000
I-469: from 5.51 mi s/of US 24, (I-469 over I-69 EBL & WBL) <i>Bridge Deck Overlay</i>	PE	\$160,000	\$144,000
I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30 <i>Pavement Replacement</i>	PE	\$20,000	\$18,000
I-469: Bridge over Rock Ditch, 1.31 mi e/o US 27 <i>Bridge Rehabilitation or Repair</i>	CN	\$100,000	\$80,000
I-469: WB I-469 off-ramp at Auburn Rd (RP 31+43), 0.6 mi w/o I-69 <i>Added Travel Lanes, Construct Turn Lanes</i>	CN	\$300,000	\$270,000
SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven <i>Intersection Improvement/Added Turn Lanes</i>	RW	\$300,000	\$240,000

LOCATION	Project Description	FY 14 - continued	PHASE	TOTAL SHARE	FEDERAL SHARE
SR 930: from 1.23 mi e/o US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Avenue), Bridge over St Joe River (EB & WB) <i>Added Travel Lanes</i>			CN	\$6,244,000	\$4,995,200
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469 <i>Bridge Deck Overlay</i>			PE	\$48,100	\$38,500
SR 930: Bridge over N&S RR, WBL, 5.07 mi w/of I-469 <i>Bridge Deck Overlay</i>			PE	\$80,000	\$64,000
Bridge Inspections: Statewide Underwater Bridge Inspections <i>Bridge Inspection</i>			PE	\$600,000	\$480,000
IPFW Pedestrian Bridge over Coliseum Blvd <i>Bike/Pedestrian Facilities</i>			PE	\$360,000	\$288,000
Various Bridges: statewide inspection <i>Bridge Inspection</i>			PE	\$500,000	\$400,000
Various Bridges in FW District <i>Bridge Deck Patching</i>			CN	\$760,000	\$760,000
Various Bridges in the FW District on I-469, SR 1 and SR 930 <i>Bridge Maintenance and Repair</i>			CN	\$1,325,000	\$1,060,000
Various Bridge inspections in FW District - Statewide <i>Bridge Inspection</i>			PE	\$600,000	\$480,000
Various location in FW District <i>Raised pavement Markings, Refurbished</i>			CN	\$310,000	\$310,000
Various Railroad Crossing: Statewide Passive Protection <i>Railroad Protection</i>			CN	\$390,000	\$390,000
*Various Bridge locations in the Fort Wayne District <i>Bridge Inspection</i>			PE	\$250,000	\$200,000
LOCATION	Project Description	FY 15	PHASE	TOTAL SHARE	FEDERAL SHARE
SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch <i>Small Structure Replacement</i>			RW	\$15,000	\$12,000
SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd <i>Environmental Mitigation</i>			CN	\$50,000	\$40,000
SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd <i>Environmental Mitigation</i>			PE	\$9,200	\$7,400
SR 14: Bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9 <i>Bridge Deck Overlay</i>			PE	\$45,000	\$36,000
US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>			RW	\$10,000	\$8,000
US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>			(utilities) CN	\$30,000	\$24,000
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>			RW	\$2,000	\$1,600
*US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr) <i>HMA Overlay, Preventive Maintenance</i>			PE	\$200,000	\$160,000
*US 27: 11.51 mi n/o US 224 (over Nine Mile Drain) <i>Pipe Lining</i>			CN	\$52,000	\$41,600
*US 30: BR #3 over Seegar Ditch, 2.16 mi w/o US 33 <i>Pipe Lining</i>			CN	\$129,000	\$103,200
*US 30: Small Structure over a Field Run, 11.55 mi e/o SR 205 <i>Pipe Lining</i>			CN	\$129,000	\$103,200
*SR 37: From 0.17 mi west to 1.13 mi e/o I-469 <i>HMA Overlay, Preventive Maintenance</i>			CN	\$400,000	\$320,000

LOCATION <i>Project Description</i> FY 15 - continued	PHASE	TOTAL SHARE	FEDERAL SHARE
*SR 37 at SR 101 <i>Sight Distance Improvement</i>	RW	\$36,000	\$28,800
I-69: Bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 <i>Bridge Deck Replacement</i>	CN	\$3,134,000	\$2,820,600
*I-69: NB off Ramp at the I-469 N Jct <i>Auxillary Lane Construction</i>	CN	\$520,000	\$468,000
*I-69: Bridge over Eight Mile Creek (NBL), 6.68 mi n/of US 224 <i>Bridge Deck Overlay</i>	PE	\$50,000	\$45,000
*I-69: Over I-69 from 0.31 miles s/o I-69 (Washington Ctr Rd) to 0.37 miles n/o I-69 (Elderberry Dr) <i>HMA Overlay, Preventive Maintenance</i>	CN	\$125,000	\$112,500
SR 101: 4.97 mi s/o US 30 (over Brown Ditch) <i>Bridge Deck Overlay</i>	PE	\$15,000	\$12,000
*SR 101: from 2.40 mi s/o US 24 to 0.25 mi s/o US 24 <i>HMA Overlay, Preventive Maintenance</i>	CN	\$550,000	\$440,000
*I-469: bridge over North River Rd, 0.64 mi n/o US 24 <i>Bridge Maintenance and Repair</i>	CN	\$160,000	\$144,000
*I-469: bridge over Wheelock Rd, 1.92 mi e/o SR 37 <i>Bridge Maintenance and Repair</i>	CN	\$40,000	\$36,000
*I-469: bridge over St Joe Rd WBL, 4.33 mi w/o SR 37 <i>Bridge Maintenance and Repair</i>	CN	\$15,000	\$13,500
*I-469: bridge over St Mary's River, 0.45 mi w/o US 27 <i>Debris Removal from Channel</i>	CN	\$10,000	\$9,000
*I-469: Interchange Ramps from 4.11 mi s/o US 30 to 1.21 mi s/o US 30 <i>HMA Overlay, Preventive Maintenance</i>	CN	\$260,000	\$208,000
*I-469 at the US 24 Interchange <i>Interchange Modification</i>	PE	\$100,000	\$90,000
*SR 930: Bridge over NS RR, 4.38 mi w/o US 27 <i>Bridge Deck Replacement</i>	CN	\$2,847,000	\$2,277,600
I-469: from 0.85 mi east of US 27 to 3.14 mi south of US 30 <i>Pavement Replacement</i>	PE	\$1,500,000	\$1,350,000
I-469: from I-69 south to SR 37 Jct <i>Signing Installation/Repair</i>	CN	\$300,000	\$270,000
I-469: (Winchester Rd) 2.63 mi e/o SR 1 to .05 mi e/o US 27 (includes 10 bridges) <i>Road Rehabilitation</i>	CN	\$23,661,000	\$21,294,900
*I-469: From 0.54 mi e/o I-69 to 8.92 mi e/o I-69 <i>Profiling, PCCP</i>	CN	\$1,312,000	\$1,180,000
SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven <i>Intersection Improvement/Added Turn Lanes</i>	CN	\$70,000	\$56,000
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469 <i>Bridge Deck Overlay</i>	CN	\$732,000	\$585,000
*SR 930: Bridge over N&S RR, WBL, 5.07 mi w/of I-469 <i>Bridge Deck Overlay</i>	CN	\$15,000	\$12,000
Bridge Inspections: Statewide Underwater Bridge Inspections <i>Bridge Inspection</i>	PE	\$600,000	\$480,000
*Fort Wayne Triple Crown Intermodal Expansion Project ¹ <i>Provisional Project subject to TIGER V funding</i>	CN	\$20,800,000	\$13,000,000 ¹
Pedestrian Bridge Crossing - IPFW <i>Bridge Inspection</i>	PE	\$75,000	\$60,000
*Tillman Rd at CFE RR southeast of Fort Wayne <i>Railroad Protection</i>	CN	\$310,000	\$310,000







LOCATION	Project Description	FY 15 -	continued	PHASE	TOTAL SHARE	FEDERAL SHARE
Various Bridge Inspections in FW District - Statewide				PE	\$500,000	\$400,000
	<i>Bridge Inspection</i>					
Various Bridges: statewide inspection				PE	\$500,000	\$400,000
	<i>Bridge Inspection</i>					
Various Location in Fort Wayne District				CN	\$50,000	\$50,000
	<i>Raised pavement Markings, Refurbished</i>					
Various Intersections in Fort Wayne District				CN	\$200,000	\$200,000
	<i>Raised pavement Markings, Refurbished</i>					
LOCATION	Project Description	FY 16		PHASE	TOTAL SHARE	FEDERAL SHARE
SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch				CN	\$817,000	\$653,600
	<i>Small Structure Replacement</i>					
*SR 3: bridge over Willow Creek Ditch SBL & NBL 4.19 miles s/o SR 205				CN	\$22,800	\$18,200
	<i>Bridge Maintenance and Repair</i>			CN	\$30,800	\$24,600
SR 14: Bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9				CN	\$428,000	\$342,400
	<i>Bridge Deck Overlay</i>					
US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain)				CN	\$1,061,000	\$8,488,000
	<i>Small Structure Replacement</i>					
US 24: bridge over Aboite Creek WBL, 4.11 miles w/o I-69				CN	\$9,900	\$7,900
	<i>Bridge Maintenance and Repair</i>					
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line				RW	\$26,000	\$20,800
	<i>Small Structure Replacement</i>					
*US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr				RW	\$120,000	\$96,000
	<i>HMA Overlay, Preventive Maintenance</i>					
*US 30: Pipeliner for Ditch, 0.17 miles w/o I-69				CN	\$86,000	\$68,800
	<i>Small Structure Pipe Lining</i>					
*US 30: from I-469 to 1.55 miles east of I-469				CN	\$307,500	\$246,000
	<i>Concrete Pavement Restoration (CPR)</i>					
*US 33: 0.23 miles e/o US 33 (Hillegas Rd over US 30/33)				PE	\$300,000	\$240,000
	<i>Bridge Replacement</i>					
*US 33: bridge ove Eel River, 3.30 miles s/o SR 205				CN	\$30,800	\$24,600
	<i>Bridge Maintenance and Repair</i>					
I-69: Hillegas Road Bridge over I-69, 0.48 mi s/o US 30				CN	\$921,000	\$828,900
	<i>Bridge Rehabilitation</i>					
*I-69: Pipeliner for Brandt Ditch, 0.22 mi s/o I-469 South Jct				CN	\$86,000	\$77,400
	<i>Small Structure Pipe Lining</i>					
*I-69: from RP 271.64-278.o, RP 330.1-336.1, RP 342.1-348.0				PE	\$60,000	\$60,000
	<i>Install New Cable Rail Barriers</i>					
*I-69: SB at the I-469 S Jct weave area				CN	\$161,000	\$144,900
	<i>Interchange Modification</i>					
*I-69: bridge on Yoder Rd over I-69, 7.75 miles n/o of US 224				CN	\$7,000	\$6,300
	<i>Bridge Maintenance and Repair</i>					
*I-69: bridge over Robinson Creek NBL & SBL, 1.69 miles s/o US 24				CN - NBL	\$9,100	\$8,100
	<i>Bridge Maintenance and Repair</i>			CN - SBL	\$9,100	\$8,100
*I-69: bridge over N&S RR SBL, 0.80 miles s/o US 24				CN	\$8,500	\$7,700
	<i>Bridge Maintenance and Repair</i>					
*I-69: bridge over Hadley Rd NBL, 0.97 miles s/o SR 14				CN	\$12,300	\$11,000
	<i>Bridge Maintenance and Repair</i>			CN	\$12,300	\$11,000
*I-69: Pipeliner for Branch of Robinson Ditch, 3.50 miles n/o I-469 N Jct				CN	\$108,000	\$97,200
	<i>Small Structure Pipe Lining</i>					
SR 101: 4.97 mi s/o US 30 (over Brown Ditch)				PE	\$55,000	\$44,000
	<i>Bridge Deck Overlay</i>					

LOCATION	Project Description	FY 16 - continued	PHASE	TOTAL SHARE	FEDERAL SHARE
*I-469 at the US 24 Interchange			PE	\$1,100,000	\$990,000
	<i>Interchange Modification</i>				
I-469: EB Bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange			CN	\$280,000	\$342,000
	<i>Bridge Deck Overlay</i>				
I-469: from 5.51 mi s/o US 24, (I-469 over I-69 EBL & WBL)			CN	\$1,894,000	\$1,704,600
	<i>Bridge Deck Overlay</i>				
*I-469: bridge over US 24 SBL, 1.35 miles n/o US 30			CN	\$9,600	\$8,600
	<i>Bridge Maintenance and Repair</i>				
*I-469: bridge over Maumee River NBL & SBL, 0.47 miles n/o US 24			CN	\$10,100	\$9,100
	<i>Bridge Maintenance and Repair</i>		CN	\$8,500	\$7,700
*I-469: bridge over N&S RR NBL & SBL, 0.50 miles s/o SR 37			CN	\$9,600	\$8,600
	<i>Bridge Maintenance and Repair</i>		CN	\$10,600	\$9,500
*I-469: bridge over Lafayeete Ctr Rd, 0.94 miles e/o I-69			CN-EBL	\$4,800	\$4,300
	<i>Bridge Maintenance and Repair</i>		CN-WBL	\$5,400	\$4,800
*I-469: Pipeliner for Ditch at Minnich Rd Interchange (SWL), 1.94 miles s/o US 30					
	<i>Small Structure Pipe Lining</i>		CN	\$108,000	\$97,200
*I-469: Pipeliner for Drain, 1.29 miles e/o US 27			CN	\$97,000	\$87,300
	<i>Small Structure Pipe Lining</i>				
*I-469: Pipeliner for Drain at Tillman Rd Interchange, 3.80 miles s/o US 30			CN - SWR	\$70,000	\$63,000
	<i>Small Structure Pipe Lining</i>		CN - SER	\$70,000	\$63,000
SR 930: Bridge over NS RR, WBL, 5.07 mi w/o I-469			CN	\$684,000	\$547,200
	<i>Bridge Deck Overlay</i>				
*SR 930: 0.77 mi e/o US 27 (Coldwater Rd), Add Right Turn Lanes on N,E & W approaches			PE	\$20,000	\$16,000
	<i>Intersection Improvement w/Added Turn Lanes</i>				
SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven			CN	\$3,283,000	\$2,626,400
	<i>Intersection Improvement/Added Turn Lanes</i>				
*SR 930: bridge ove N&S RR, 4.38 miles w/o I-469			CN	\$21,200	\$17,000
	<i>Bridge Maintenance and Repair</i>				
SR 930: from 0.71 miles west of I-469 (Minnich Rd) to I-469			CN	\$102,000	\$81,600
	<i>Concrete Pavement Restoration (CPR)</i>				
*Covington Road at NS Railroad Crossing in Fort Wayne			CN	\$340,000	\$340,000
	<i>Railroad Protection</i>				
*IPFW Pedestrian Bridge over Coliseum Blvd			CN	\$4,140,000	\$3,312,000
	<i>Bike/Pedestrian Facilities</i>				
*Lafayette Center Rd/CR 900N: from US 24 to Fogwell Dr (1.20 mi w/o I-69			CN	\$1,000,000	\$1,000,000
	<i>Utility Relocation</i>				
*Lafayette Center Rd/CR 900N: from US 24 to Fogwell Dr (1.20 mi w/o I-69			CN	\$255,800	\$255,800
	<i>New Bridge, other</i>				
*Nuttman Road at NS Railroad Crossing in Fort Wayne			CN	\$305,000	\$305,000
	<i>Railroad Protection</i>				
LOCATION	Project Description	FY 17	PHASE	TOTAL SHARE	FEDERAL SHARE
*SR 1: from 11.39 mi e/o I-69, Allen-DeKalb County Line to SR 8			CN	\$1,846,000	\$1,476,800
	<i>HMA Overlay, Preventive Maintenance</i>				
*US 24: N. Webster Rd over US 24, 4.53 mi w/o SR 101			CN	\$69,100	\$55,300
	<i>Bridge Deck Overlay</i>				
*US 24: over Gar Creek EBL & WBL, 6.20 mi w/o SR 101			CN	\$47,800	\$38,300
	<i>Bridge Deck Overlay</i>		CN	\$47,800	\$38,300
*US 27: Between 5.74 mi s/o SR 930 (Pettit Ave) to 1.01 mi s/o SR 930 (Edgewood Dr)			CN	\$1,571,200	\$1,257,000
	<i>Traffic Signals Modernization</i>				
*US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr			CN	\$5,177,000	\$4,142,200
	<i>HMA Overlay, Preventive Maintenance</i>				






LOCATION <i>Project Description</i> FY 17 - continued	PHASE	TOTAL SHARE	FEDERAL SHARE
US 30: at US 33, 0.66 mi w/o I-69 <i>Interchange Modification</i>	CN	\$2,343,000	\$1,874,400
*US 33: 0.23 miles e/o US 33 (Hillegas Rd over US 30/33) <i>Bridge Replacement</i>	RW	\$12,000	\$9,600
*I-69: Bridge over Eight Mile Creek (NBL & SBL) 6.68 mi n/o US 224 <i>Bridge Deck Overlay</i>	CN	\$1,073,000	\$965,800
*I-69: over NS RR.McCulloch Ditch NB & SB, 0.80 mi s/o US 24 <i>Bridge Maintenance and Repair</i>	CN	\$23,400	\$18,700
*I-69: bridge NB over Vandolah Rd, 4.07 mi n/o SR 1 <i>Bridge Maintenance and Repair</i>	CN	\$14,900	\$11,900
*I-69: bridge NB over Vandolah Rd, 4.07 mi n/o SR 1 <i>Bridge Maintenance and Repair</i>	CN	\$18,100	\$14,400
SR 101: 4.97 mi s/o US 30 (over Brown Ditch) <i>Bridge Deck Overlay</i>	CN	\$389,000	\$311,200
I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30 <i>Pavement Replacement</i>	CN	\$3,461,000	\$3,114,900
*I-469 at the US 24 Interchange <i>Interchange Modification</i>	RW	\$100,000	\$90,000
*I-469 at the US 24 Interchange <i>Interchange Modification</i>	CN	\$1,500,000	\$1,350,000
*I-469: Bridge over CFE RR EB & WB, 3.81 mi w/o US 30 <i>Bridge Thin Deck Overlay</i>	CN	\$178,800	\$160,900
*I-469: Bridge over CFE RR EB & WB, 3.81 mi w/o US 30 <i>Bridge Thin Deck Overlay</i>	CN	\$163,800	\$147,400
*SR 930: over Spy Run Creek, 0.74mi w/o US 27 <i>Bridge Maintenance and Repair</i>	CN	\$21,200	\$17,000
Bridge Inspections: Statewide Underwater Bridge Inspections <i>Bridge Inspection</i>	PE	\$600,000	\$480,000
Pedestrian Bridge Crossing - IPFW <i>Bridge Inspection</i>	PE	\$75,000	\$60,000
Various Bridges Inspections in FW District - Statewide <i>Bridge Inspection</i>	PE	\$500,000	\$400,000
*Various Bridges in FW District: SR 14 over I-69; bridge over I-469, 1.1 mi s/o SR 37 <i>Bridge Painting</i>	CN	\$436,000	\$392,400

Indiana Department of Transportation

Projects FY 14 - 17

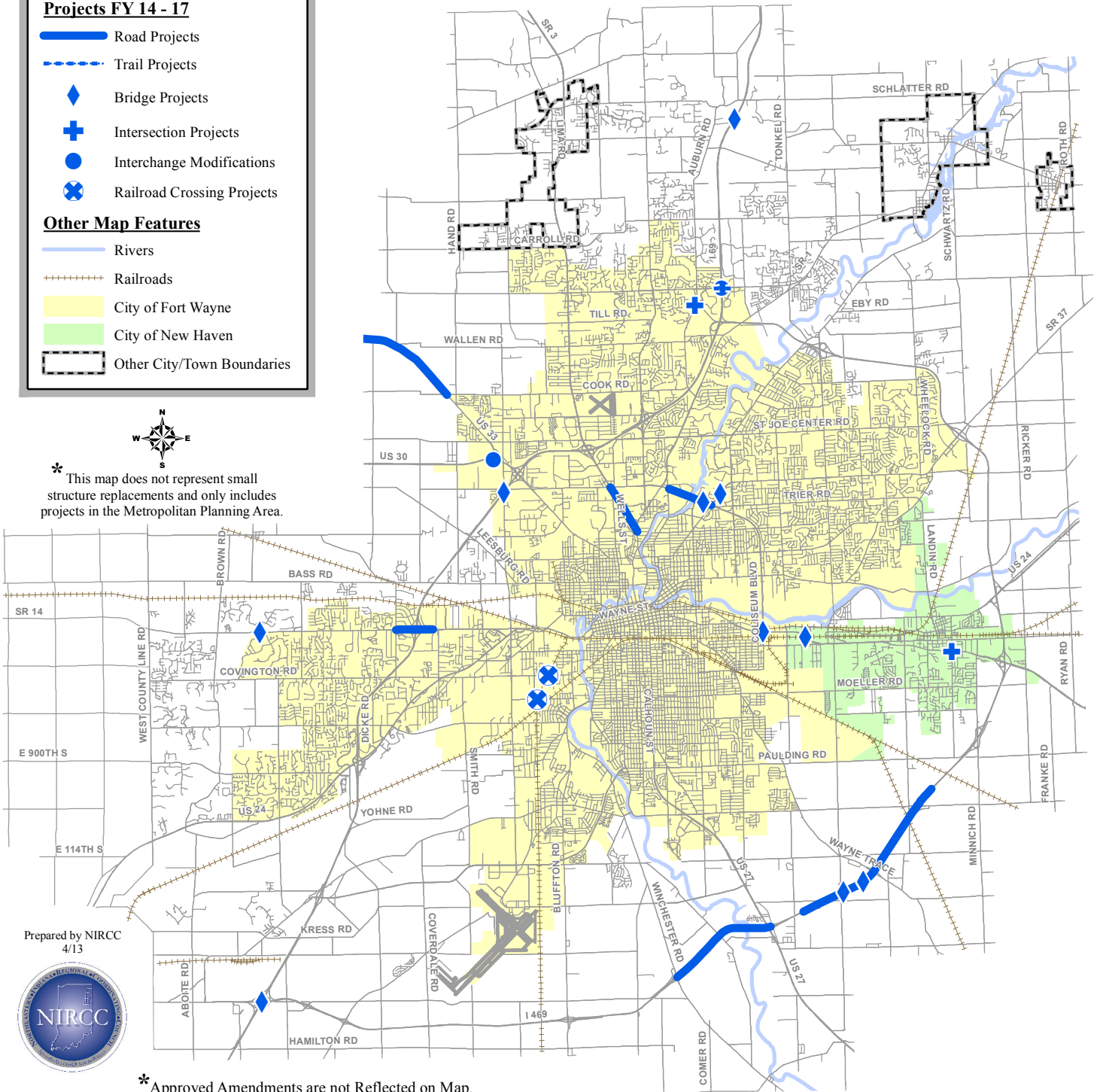
-  Road Projects
-  Trail Projects
-  Bridge Projects
-  Intersection Projects
-  Interchange Modifications
-  Railroad Crossing Projects

Other Map Features

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



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



Prepared by NIRCC
4/13



* 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: 5.85 miles east of I-69 (North Jct) (Nettlehearst Ditch) Small Structure Replacement	1006129	PE	10.0	2012	8.0	2.0	14-3
		PE	80.0	2013	64.0	16.0	
		RW	15.0	2014	12.0	3.0	
		RW	15.0	2015	12.0	3.0	
		CN	50.0	2015	40.0	10.0	
		CN	817.0	2016	653.6	163.4	
SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd Environmental Mitigation	1382335	PE	46.2	2013	37.0	9.2	13-40
		PE	8.5	2014	6.8	1.7	
		PE	9.2	2015	7.4	1.8	
*SR 1: from 11.39 mi e/o I-69, Allen-DeKalb County Line to SR 8 HMA Overlay, Preventive Maintenance	1296328	CN	1846.0	2017	1476.8	369.2	14-116
*SR 1: 1.96 mi e/o I-69 to 8.06 mi s/o SR 8 (Allen- DeKalb County Line) HMA Overlay, Preventive Maintenance	1500274	CN	2475.1	2016	1980.1	495.0	14-144
*SR 3: bridge over Willow Creek Ditch SBL & NBL 4.19 miles s/o SR 205 Bridge Maintenance and Repair	(SBL) 1400368	CN	22.8	2016	18.2	4.6	14-70
	(NBL) 1400369	CN	30.8	2016	24.6	6.2	14-71
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

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
SR14: Bridge over Beal Taylor Ditch, 8.30 miles east of SR 9 Bridge Deck Overlay	1006170	PE	45.0	2015	36.0	9.0	13-9
		CN	428.0	2016	342.4	85.6	13-9
US 24: 2.99 miles east of SR 114 (over Zentsmaster Drain) Small Structure Replacement	1006130	PE	35.0	2012	28.0	7.0	
		PE	77.7	2013	62.3	15.5	
		PE	22.0	2014	17.6	4.4	
		RW	10.0	2014	8.0	2.0	
		RW	10.0	2015	8.0	2.0	
		UTCN CN	30.0 1061.0	2015 2016	24.0 848.8	6.0 212.2	
*US 24: bridge over Aboite Creek WBL, 4.11 miles w/o I-69 Bridge Maintenance and Repair	1400424	CN	9.9	2016	7.9	2.0	14-83
*US 24: N. Webster Rd over US 24, 4.53 mi w/o SR 101 Bridge Deck Overlay	1401557	CN	69.1	2017	55.3	13.8	14-113
*US 24: over Gar Creek EBL & WBL, 6.20 mi w/o SR 101 Bridge Deck Overlay	(EBL) 1401558	CN	47.8	2017	38.3	9.6	14-114
	(WBL) 1401559	CN	47.8	2017	38.3	9.6	14-115
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line Small Structure Replacement	0301145	PE	20.0	2014	16.0	4.0	
		RW	2.0	2015	1.6	0.4	
		RW	26.0	2016	20.8	5.2	
		CN	89.0	2017	71.2	17.8	

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)							
HMA Overlay/Resurface	0400872	PE	377.9	2012	302.3	75.6	
		CN	1938.0	2014	1550.4	387.6	
*US 27: from 5.74 mi south of SR 930 (Pettit Ave) to 1.01 mi south of SR 930 (Edgewood Dr)							
HMA Overlay, Preventive Maintenance	1296321	PE	700.0	2014	560.0	140.0	14-14
		PE	200.0	2015	160.0	40.0	14-94
		RW	120.0	2016	96.0	24.0	14-94
		CN	5177.7	2017	4142.2	1035.5	14-94
*US 27: 11.51 mi n/o US 224 (over Nine Mile Drain)							
Pipe Lining	1006146	CN	52.0	2015	41.6	10.4	14-31
*US 27: Between 5.74 mi s/o SR 930 (Pettit Ave) to 1.01 mi s/o SR 930 (Edgewood Dr)							
Traffic Signals Modernization	1172175	CN	1571.2	2017	1257.0	314.2	14-37 14-95
*US 27: bridge over Houk Ditch 0.72 mi n/o I-469							
Repair or Replace Joints	1401763	CN	25.3	2016	20.3	5.1	14-126
Bridge Maintenance and Repair	1401511	CN	17.0	2017	13.6	3.4	14-127
	1401512	CN	17.0	2017	13.6	3.4	14-128
*US 27: from 7.83 mi n/o US 224 N Jct to 18.24 mi n/o N Jct US 224, Pettit Ave							
HMA Overlay, Preventive Maintenance	1296407	CN	4813	2016	3850.4	962.6	14-151

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 30: At US 33, 0.66 mile W of I-69 Interchange Modification	9904160	PE	15.0	2014	12.0	3.0	
		RW	200.0	2014	160.0	40.0	
		CN	2343.0	2017	1874.4	468.6	
US 30: from 1.55 mi e/o I-469 to 10.81 mi e/o I-469 Surface Treatment, Microsurface	1382019	CN	638.7	2014	511.0	127.7	13-34
*US 30: BR#3 over Seegar Ditch, 2.16 mi w/o US 33 Pipe Lining	0301149	CN	129.0	2015	103.2	25.8	14-32
*US 30: Small Structure over a Field Run, 11.55 mi e/o SR 205 Pipe Lining	0800143	CN	129.0	2015	103.2	25.8	14-33
*US 30: Pipeliner for Ditch, 0.17 miles w/o I-69 Small Structure Pipe Lining	1296072	CN	86.0	2016	68.8	17.2	14-92
*US 30: from I-469 to 1.55 miles east of I-469 Concrete Pavement Restoration (CPR)	1401431	CN	307.5	2016	246.0	61.5	14-102

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*US 30: bridge over Hoffman Creek, 0.65 mi w/o SR 101 Repair or Replace Joints	1401764	CN	25.3	2016	20.3	5.1	14-129
*US 30: bridge over Flatrock Creek, 0.79 mi e/o SR 101 Bridge Maintenance and Repair	1401765	CN	31.45	2016	25.16	6.29	14-130
*US 30: WB bridge over Flatrock Creek, 0.79 mi e/o SR 101 Repair or Replace Joints	1401766	CN	25.34	2016	20.272	5.068	14-130
*US 30: over Seegar Ditch EB & WB, 2.66 mi w/o US 33 EB Bridge Maintenance and Repair	1401542	CN	5.29	2016	4.232	1.058	14-147
WB Bridge Maintenance and Repair	1401543	CN	5.29	2017	4.232	1.058	14-148
*US 30: from 8.02 mi w/o I-69 (near Allen/Whitley Co Line) to I-69 HMA Overlay, Preventive Maintenance	0810227	CN	3453	2016	2762.4	690.6	14-149
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	

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*US 33: 0.23 miles e/o US 33 (Hillegas Rd over US 30/33) Bridge Replacement	1383457	PE RW	300.0 12.0	2016 2017	240.0 9.6	60.0 2.4	14-63
*US 33: bridge over Eel River, 3.30 miles s/o SR 205 Bridge Maintenance and Repair	1400375	CN	30.8	2016	24.6	6.2	14-72
*SR 37 at SR 101 Sight Distance Improvement	1006211	PE RW CN ¹	25.5 4.0 36.0 0.0	2014 2014 2015 2015	20.4 3.2 28.8 0.0	5.1 0.8 7.2 0.0	13-2 13-2 14-48 13-33
¹ CN will be done in-house by INDOT							
*SR 37: From 0.17 mi west to 1.13 mi e/o I-469 HMA Overlay, Preventive Maintenance	1383251	CN	400.0	2015	320.0	80.0	14-24
*SR 37: from 1.11 mi to 7.47 mi n/o I-469 (6.04 miles) Patch and Rehab Bituminous Pavement	1400910	CN	436.0	2015	348.8	87.2	14-57
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 Bridge Deck Replacement	0300086 0300087	PE CN	30.0 3134.0	2013 2015	24.0 2820.6	6.0 313.4	

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-69: at SR 1 (Dupont Rd) Interchange Interchange Modification (Bridge Deck Overlay) (Bike/Pedestrian Facilities)	0901298	PE	483.9	2012	435.5	48.4	
		PE	7.9	2013	7.1	0.8	
	CN	2092.1	2014	1882.9	209.2		
	1297170	CN	642.3	2014	578.1	64.2	
	1173208	CN	299.0	2014	239.2	59.8	
*I-69: Bridge over Eight Mile Creek (NBL & SBL) 6.68 miles north of US 224 Bridge Deck Overlay	1296460	PE	50.0	2015	45.0	5.0	13-7
		CN	536.5	2017	482.9	53.7	14-96
	1296462	PE	45.0	2014	40.5	4.5	13-8
		CN	536.5	2017	482.9	53.7	14-96
*I-69: Lower Huntington Rd Bridge over I-69, 2.97 mi s/o US 24 Bridge Painting Bridge Maintenance and Repair	0810111	CN	412.0	2014	329.6	82.4	13-35
	1401769	CN	33.5	2016	30.15	3.35	14-132
	1401531	CN	45.14	2017	40.626	4.514	14-133
I-69: Hillegas Road Bridge over I-69, 0.48 miles south of US 30 Bridge Deck Overlay	1006172	PE	80.0	2014	72.0	8.0	13-10
		CN	921.0	2016	828.9	92.1	13-10
*I-69 NB off Ramp at the I-469 N Jct Auxillary Lane Construction	1296586	PE	20.0	2014	18.0	2.0	14-30
		CN	520.0	2015	468.0	52.0	
*I-69: Pipeliner for Brandt Ditch, 0.22 mi s/o I-469 South Jct Small Structure Pipe Lining	1296053	CN	86.0	2016	77.4	8.6	14-35

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-69: from RP 271.64-278.0, RP 330.1-336.1, RP 342.1-348.0 Install New Cable Rail Barriers	1296262	PE	60.0	2016	60.0	0.0	14-154
*I-69: SB at the I-469 S Jct weave area Interchange Modification	1296933	PE CN	2.5 161.0	2015 2016	2.3 144.9	0.3 16.1	14-36
*I-69: bridge on Yoder Road over I-69, 7.75 miles n/o of US 224. Replace Superstructure	1400445 1401759	CN PE PE CN	7.0 39.5 180.0 1439.7	2016 2015 2016 2016	6.3 35.6 162.0 1295.73	0.7 4.0 18.0 143.97	14-84 14-123 14-153 14-124
*I-69: bridge over Robinson Creek NBL, 1.69 miles s/o US 24 Bridge Maintenance and Repair Bridge Maintenance and Repair	NB 1400446 SB 1400447	CN CN	9.1 9.1	2016 2016	8.1 8.1	0.9 0.9	14-85
*I-69: bridge over N&S RR SBL, 0.80 miles s/o US 24 Bridge Maintenance and Repair	1400448	CN	8.5	2016	7.7	0.9	14-86
*I-69: bridge over Hadley Road NBL, 0.97 miles s/o SR 14 Bridge Maintenance and Repair Bridge Maintenance and Repair	1400449 1400450	CN CN	12.3 12.3	2016 2016	11.0 11.0	1.2 1.2	14-87

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-69: Pipeliner for Branch of Robinson Ditch, 3.50 miles n/o I-469 North Jct. Small Structure Pipe Lining	1296054	CN	108.0	2016	97.2	10.8	14-91
*I-69: Over I-69 from 0.31 miles s/o I-69 (Washington Ctr Rd) to 0.37 miles n/o I-69 (Elderberry Dr) HMA Overlay, Preventive Maintenance	1401202	CN	125.0	2015	112.5	12.5	14-93
*I-69: over NS RR/McCulloch Ditch NB & SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair	1401482 1401483	CN CN	23.4 14.9	2017 2017	18.7 11.9	4.7 3.0	14-118 14-119
*I-69: bridge NB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair	1401484	CN	18.1	2017	14.4	3.6	14-120
*I-69: NB lanes at US 30 interchange weave area Interchange Modification	NB 1296929 SB 1296931	PE PE	2.5 2.5	2015 2015	2.3 2.3	0.3 0.3	
*I-69: on top of Lower Huntington Rd New Signal Installation	1500349	CN	154.0	2016	138.6	15.4	

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-69: NB & SB bridge over US 24, 3.21 mi s/o SR 14 Repair or Replace Joints	1401770	CN	25.34	2016	22.806	2.534	14-134
	1401771	CN	25.34	2016	22.806	2.534	14-135
*I-69: SB & NB bridge over NS RR, 0.53 mi n/o SR 14 Repair or Replace Joints	1401774	CN	100	2016	90	10	14-136
	1401775	CN	101.36	2016	91.224	10.136	14-137
*I-69: bridge over McCulloch Ditch & NS RR, 0.8 mi s/o US 24 Repair or Replace Joints	1401776	PE	102.974	2016	92.676	10.297	14-138
		CN	101.36	2016	91.224	10.136	14-139
*I-69: SB & NB bridge over CFE RR, 1.9 mi s/o US 30 Repair or Replace Joints	SB 1401788	CN	101.36	2016	91.224	10.136	14-141
	NB 1401789	PE	67.785	2016	61.007	6.779	14-142
		CN	101.36	2016	91.224	6.779	14-143
SR 101: 4.97 miles south of US 30 (over Brown Ditch) Bridge Deck Overlay	1006158	PE	15.0	2015	12.0	3.0	
		PE	55.0	2016	44.0	11.0	
		CN	389.0	2017	311.2	77.8	
SR 101: bridge over Maumee River, 1.08 mi n/o US 24 (Various Bridge Locations on SR 5, 13, 15, 18 101, 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

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*SR 101: From 2.40 mi s/o US 24 to 0.25 mi s/o US 24 HMA Overlay, Preventive Maintenance	1383079	CN	550.0	2015	440.0	110.0	14-23
*SR 101: from 0.18 mi n/o US 24 to 8.49 mi n/o US 24 HMA Overlay, Preventive Maintenance	1296471	CN	1413	2016	1130.4	282.6	14-152
*SR 205: pipeliner for Johnson Ditch, 2.09 mi n/o US 33 Small Structure Pipelining	1296076	RW CN	2 84	2016 2017	1.6 67.2	0.4 16.8	14-145 14-146
I-469: EB Bridge over Houk Ditch, 2.19 mi E of US 27/US 33 interchange Bridge Deck Overlay	0901185 0901186	CN CN	190.0 190.0	2016 2016	171.0 171.0	19.0 19.0	
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 0400918 0400919 0400922 0400923 0400924	CN CN CN CN CN CN CN	21192.0 298.0 455.0 502.0 288.0 445.0 481.0	2015 2015 2015 2015 2015 2015 2015	19072.8 268.2 409.5 451.8 259.2 400.5 432.9	2119.2 29.8 45.5 50.2 28.8 44.5 48.1	
I-469: from I-69 south to SR 37 Jct Signing Installation / Repair	0800202	CN	300.0	2015	270.0	30.0	

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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 5.51 miles south of US 24, (I-469 over I-69 EBL & WBL) Bridge Deck Overlay	1006213	PE CN	80.0 947.0	2014 2016	72.0 852.3	8.0 94.7	13-5
	1006214	PE CN	80.0 947.0	2014 2016	72.0 852.3	8.0 94.7	13-6
I-469: from 0.85 mi east of US 27 to 3.14 mi south of US 30 Pavement Replacement	1296429	PE	20.0	2014	18.0	2.0	13-19
		PE	1500.0	2015	1350.0	150.0	
		PE	1080.0	2016	972.0	108.0	
		CN	3461.0	2017	3114.9	346.1	
I-469: Bridge over Rock Ditch, 1.31 mi e/o US 27 Bridge Rehabilitation or Repair	1297804	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
*I-469: bridge over North River Rd, 0.64 mi n/o US 24 Bridge Maintenance and Repair	(NBL) 1382169	CN	80.0	2015	72.0	8.0	14-18
	(SBL) 1382170	CN	80.0	2015	72.0	8.0	14-18
*I-469: Bridge over Wheelock Rd, 1.92 mi e/o SR 37 Bridge Maintenance and Repair	(EBL) 1382171	CN	20.0	2015	18.0	2.0	14-19
	(WBL) 1382172	CN	20.0	2015	18.0	2.0	14-19

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-469: Bridge over St Joe Road WBL, 4.33 mi w/o SR 37 Bridge Maintenance and Repair	1382173	CN	15.0	2015	13.5	1.5	14-20
*I-469: Bridge over St Marys River, 0.45 mi w/o US 27 Debris Revmoval From Channel	1382161	CN	10.0	2015	9.0	1.0	14-21
*I-469: Interchange Ramps from 4.11 mi s/o US 30 to 1.21 mi s/o US 30 HMA Overlay, Preventive Maintenance	1297327	CN	260.0	2015	208.0	52.0	14-25
*I-469: From 0.54 mi e/o I-69 to 8.92 mi e/o I-69 Profiling, PCCP	1297641	CN	1312.0	2015	1180.8	131.2	14-34
I-469 at the US 24 Interchange Interchange Modification	1383675	PE PE RW RW CN CN*	100.0 1100.0 100.0 1500.0 1500.0 6800.0	2015 2016 2017 2018 2017 2019	90.0 990.0 90.0 1350.0 1350.0 5440.0	10.0 110.0 10.0 150.0 150.0 1360.0	14-61
*Informational purposes only - outside TIP time frame							
*I-469: bridge over US 24 SBL, 1.35 miles n/o US 30 Bridge Maintenance and Repair	1400362	CN	9.6	2016	8.6	1.0	14-65

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-469: bridge over Maumee River NBL & SBL, 0.47 miles n/o US 24	(NBL) 1400363	CN	10.1	2016	9.1	1.0	14-66
Bridge Maintenance and Repair	(SBL) 1400364	CN	8.5	2016	7.7	0.9	14-67
*I-469: bridge over Lafayette Ctr Rd, 0.94 miles e/o I-69	EBL 1400383	CN	4.8	2016	4.3	0.5	14-82
Bridge Maintenance and Repair	WBL 1400384	CN	5.4	2016	4.8	0.5	14-82
*I-469: bridge over N&S RR NBL & SBL, 0.50 miles s/o SR 37	(NBL) 1400366	CN	9.6	2016	8.6	1.0	14-68
Bridge Maintenance and Repair	(SBL) 1400367	CN	10.6	2016	9.5	1.1	14-69
*I-469: pipeliner for Ditch at Minnich Road Interchange (SWL), 1.94 miles s/o US 30	1173904	CN	108.0	2016	97.2	10.8	14-88
Small Structure Pipe Lining							
*I-469: Pipeliner for Drain, 1.29 miles e/o US 27	1173908	CN	97.0	2016	87.3	9.7	14-89
Small Structure Pipe Lining							
*I-469: Pipeliner for Drain at Tillman Rd Interchange SWR & SER, 3.80 miles s/o US 30	SWR 1173909	CN	70.0	2016	63.0	7.0	14-90
Small Structure Pipe Lining	SER 1173910	CN	70.0	2016	63.0	7.0	

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Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M	
*I-469: Bridge over CFE Railroad EB & WB, 3.81 mi w/o US 30 Bridge Thin Deck Overlay	EB 1401085	CN	178.8	2017	160.9	17.9	14-156	
	WB 1401086	CN	163.8	2017	147.4	16.4	14-157	
*I-469: bridge at Stellhorn Rd & I-469, 1.10 mi s/o SR 37 Repair or Replace Joints	1401786	CN	25.34	2016	22.806	2.534	14-140	
*SR 930: 1.1 miles E of I-469 at the Intersection of Green St in New Haven Intersection Improvement/Added Turn Lanes	0100843	PE	241.3	2012	193.0	48.3		
		PE	70.0	2013	56.0	14.0		
		RW	300.0	2015	240.0	60.0	14-47	
		CN CN	70.0 2471.0	2015 2016	56.0 2120.0	14.0 530.0		
*SR 930: from 1.23 mi east of US27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Ave) Added Travel Lanes Bridge over St Joe River EB Bridge over St Joe River WB Road Construction Sign for Coliseum Traffic - ¹ Local funding - AC	0401082	PE	750.0	2012	600.0	150.0		
		PE	70.0	2013	56.0	14.0		
		RW	100.0	2013	80.0	20.0		
		1297168	CN	902.5	2014	722.0	180.5	
		1297169	CN	902.5	2014	722.0	180.5	
		0401082 1382839	CN CN	4439.0 36.3	2014 2014	3551.2 36.3 ¹	887.8 36.3 ¹	14-15
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi west of I-469 Bridge Deck Overlay	1006187	PE	76.6	2013	61.3	15.3		
		PE	48.1	2014	38.5	9.6		
		CN	732.0	2015	585.0	146.0		
SR 930: Bridge over N&S RR, WBL, 5.07 miles west of I-469 Bridge Deck Overlay	1296277	PE	80.0	2014	64.0	16.0	13-11	
		CN	684.0	2016	547.2	136.8	13-11	

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* 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: 0.77 mi e/o US 27 (Coldwater Rd), Add Right Turn Lanes on N, E & W approaches Intersection Improvement w/Added Turn Lanes	1296911	PE	20.0	2016	16.0	4.0	14-155
*SR 930: Bridge over NS RR, 4.38 mi w/o I-469 Bridge Deck Replacement	1383411	CN	2847.0	2015	2277.6	569.4	14-22
*SR 930: bridge over N&S RR, 4.38 miles w/o I-469 Bridge Maintenance and Repair	1400378	CN	21.2	2016	17.0	4.2	14-73
*SR 930: from 0.71 miles west of I-469 (Minnich Rd) to I-469 Concrete Pavement Restoration (CPR)	1401432	CN	102.0	2016	81.6	20.4	14-103
*SR 930: bridge over N&S RR WBL, 5.07 mi w/o I-469 Bridge Deck Overlay	1296277	CN	15.0	2015	12.0	3.0	14-109
*SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Maintenance and Repair	1401477	CN	21.2	2017	17.0	4.2	14-117

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
Bridge Inspections (Statewide Underwater Bridge Inspections)	1297250	PE	600.0	2013	480.0	120.0	13-3
Bridge Inspections		PE	600.0	2014	480.0	120.0	13-3
		PE	600.0	2015	480.0	120.0	13-3
		PE	600.0	2016	480.0	120.0	
		PE	600.0	2017	480.0	120.0	
*Bridge Painting: US 27, 2.6 mi s/o SR 930; SR 18, 2.07 mi w/o SR 9; SR 1010, 2.4 mi s/o SR 8	0810336						
Bridge Painting		CN	419	2016	335.2	83.8	14-150
*Covington Rd at NS RR in Fort Wayne	1297575						
Railroad Protection		PE	30.0	2013	30.0	0.0	13-24
		CN	340.0	2016	340.0	0.0	14-29
*Fort Wayne Triple Crown Intermodal Expansion Project ¹	1382753	PE	1900.0	2014	0.0	NS 1900.0	14-9
¹ Provisional Project - subject to Federal TIGER V funding		CN	20800.0	2015	13000.0 ²	NS 7800.0	
² Federal participation amount subject to change based on grant award NS = Norfolk Southern funding							
*IPFW Pedestrian Bridge over Coliseum Blvd	1173219	PE	360.0	2014	288.0	72.0	
Bike/Pedestrian Facilities		CN	4140.0	2016	3312.0	828.0	14-27
*Lafayette Center Road/CR 900N: from US 24 toFogwell Rd (1.20 mi W of I-69)	1400605						14-44
Road Reconstruction & Realignment; Bridge Rehab or Repair; New Bridge (RR grade separation); Utility Relocation		PE	530.0	2014	0.0	530.0	14-78
			2721.0	2015	0.0	2721.0	14-79
		RW	4000.0	2015	0.0	4000.0	14-80
							14-81
(#1401175, 140176, 140117, 1401366, 1401823)		CN	22188.1	2016	0.0	22188.1	14-110
							14-111
							14-112

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	305.0	2016	305.0	0.0	14-28
Pedestrian Bridge Crossing - IPFW							
Bridge Inspection	0710276	PE	75.0	2015	60.0	15.0	
		PE	75.0	2017	60.0	15.0	
*Tillman Rd at CFE RR southeast of Fort Wayne							
Railroad Protection	1173214	CN	310.0	2015	310.0	0.0	14-97
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	
Various Bridge Inspections in FW District - Statewide							
Bridge Inspection	1297451	PE	600.0	2014	480.0	120.0	13-20
		PE	500.0	2015	400.0	100.0	
		PE	500.0	2017	400.0	100.0	
Bridge Inspection QA/QC Actual cost per bridge TBD	1400933	PE	0.0	2015	0.0	0.0	14-74
*Various Bridges in Fort Wayne District: SR 14 over I-69; bridge over I-469, 1.1 mi s/o SR 37							
Bridge Painting	0810112	CN	436.0	2016	392.4	43.6	14-64

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
Various Traffic Signals in the FW District Traffic Signal Modernization	0810110	CN	760.0	2014	760.0	0.0	13-21
Various Railroad Crossing: Statewide Passive Protection Railroad Protection	1005821	PE	480.0	2013	480.0	0.0	13-29
		CN	390.0	2014	390.0	0.0	
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 locations in FW District Raised Pavement Markings, Refurbished	0810117	CN	310.0	2014	310.0	0.0	13-42
*Various locations in the Fort Wayne District Bridge Inspections	1382761	PE	250.0	2014	200.0	50.0	14-10
*Various Locations within the Fort Wayne District Raised Pavement Markings, Refurbished	0810118	CN	50.0	2015	50.0	0.0	14-98

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
*Various Intersections in Fort Wayne District							
Traffic Signal Visibility Improvements	1296260	CN	200.0	2015	200.0	0.0	14-99

X. STATUS REPORT FOR FY 2012 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 13 TIP Local Projects

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

Project	Phase	LPA	Status
Auburn Rd & Union Chapel Rd Intersection	CN	AC/INDOT	In Process
Bass Rd & Hadley Rd	RW	AC	In Process
Bethel Rd / Huguenard Rd / Till Rd	RW	AC	In Process
Bridge Guardrail Treatments - various locations	PE	AC	Resubmitted for FY14
Bridge Guardrail Treatments - various locations	CN	AC	Resubmitted for FY14
Clinton St & Washington Center Rd	PE	FW	Resubmitted for FY14
Covington Rd & Dicke Rd	CN	FW	In Process
Covington Rd Trail: Ladue Ln to I-69	CN	FW	In Process
Diebold Rd & Union Chapel Rd Intersection	CN	AC/INDOT	In Process
Diebold Rd & Union Chapel Rd Intersection	CN	AC/INDOT	In Process
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	RW	FW	Resubmitted for FY14
Flutter Rd: Schwartz Rd to Maplecrest Rd	CN	AC	In Process
Flutter Rd: Schwartz Rd to Maplecrest Rd	CN	AC	In Process
Fort Wayne CBD: Special Pavement Markings (Piano Key)	CN	FW	Removed
Gump Rd - SR 3 to Coldwater Rd	CN	AC	Resubmitted for FY14
Landin Rd: North River Rd to Maysville Rd	RW	NH	In Process
Maplecrest Rd - Lake Ave to State Blvd	RW	FW	In Process
Maplecrest Rd - State Blvd to Stellhorn Rd	PE	FW	Resubmitted for FY14
State Blvd - Spy Run Ave to Cass	RW	FW	Resubmitted for FY14
Wireless Vehicle Detection-68 intersections	CN	FW	Removed

PROJECTS FUNDED WITH STP Group IV

Project	Phase	LPA	Status
2nd Street: Shoal Ln to Main St	RW	GB	In Process
Carroll Rd - Preserve Blvd to Bethel Rd	RW	HT	Resubmitted for FY14
Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	Resubmitted for FY14
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	Resubmitted for FY14

TRANSPORTATION ENHANCEMENT (TE) & SAFE ROUTES TO SCHOOL (SRTS)

Project	Phase	LPA	Status
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	RW	FW	In Process
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	CN	FW	Resubmitted for FY15
Engle Rd Trail: Jefferson Blvd to Towpath Trail	RW	FW	In Process
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	FW	In Process
Pufferbelly Trail - Fourth St to Fernhill Ave	RW	FW	Resubmitted for FY14
Six Mile Creek Trail	RW	FW	In Process
State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	FW	In Process

**Federal Transit Administration
Section 5307 / Section 5309 - Funds
Fort Wayne Public Transportation Corporation
FY 2013**

Capital Equipment Purchases (Section 5307/5340/5339 Funds)	STATUS
Three (3) Replacement modified minivan Supervisor vehicles (5340)	In Process
One (1) Replacement maintenance truck (5340)	In Process
Rehab/Renovate Admin/Maintenance Facility (5307)	In Process
Rehab/Renovate Admin/Maintenance Facility (5339)	In Process
AVL/Communication Hardware/Subscription Cost (5307)	In Process
Other Maintenance Equipment (5340)	In Process
Computer/Office Equipment (5307)	In Process
Transit Enhancements (5307)	In Process

Indiana Department of Transportation

LOCATION <i>Project Description</i> <i>FY 13</i>	PHASE	STATUS
SR 1/Dupont Rd Trail crossing of I-69	CN	Resubmitted for FY14
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehearst Ditch	PE	In Process
SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd	PE	In Process
SR 14: from Scott Rd to West Hamilton Rd	CN	In Process
SR 14: Bridge over Beal Taylor ditch, 8.30 miles east of SR 9	PE	In Process
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line)	CN	Completed
US 24: from .49 mi w/o I-69 (Liberty Mills Rd) to .35 mi e/o I-69 (Lutheran Hospital Entrance)	CN	In Process
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain)	PE	In Process
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	PE	Resubmitted for FY14
US 27: from SR 930 to I-69	CN	In Process
US 30: at US 33, 0.66 mile w/o I-69	PE	In Process
SR 37 at SR 101	PE	Resubmitted for FY14
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1	PE	In Process
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24	CN	In Process
I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 miles north of US 224	PE	Resubmitted for FY14
I-69: Hillegas Rd bridge over I-69, 0.48 miles south of US 30	PE	In Process
SR 101: 4.97 miles s/o US 30 (over Brown Ditch)	PE	Resubmitted for FY15
I-469: from 3.99 miles S of US 30 (CF& E RR) to 1.92 miles n/o SR 37 (Wheelock Rd)	CN	In Process
I-469: from 5.51 miles south of US 24, (I-469 over I-69 EBL & WBL)	PE	In Process
I-469: Interchange ramps from 4.11 mi s/of US 30 to 1.21 mi s/of US 30	CN	Resubmitted for FY15
SR 930: from I-69 to 7.48 mi e/o I-69	CN	In Process
SR 930: 1.1 miles e/o I-469 at the Intersection of Green St in New Haven	PE	In Process
SR 930: from 1.23 mi e/o US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Avenue)	PE RW	In Process In Process
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469	PE	In Process
SR 930: Bridge over N&S RR, WBL, 5.07 miles west of I-469	PE	In Process
Amber Road & NS Railroad Crossing (.45 mile s/o US 24)	CN	In Process
Bridge Inspections: Statewide Underwater Bridge Inspections	PE	In Process
Covington Road at NS Railroad Crossing in Fort Wayne	PE	Resubmitted for FY14
Nuttman Road at NS Railroad Crossing in Fort Wayne	PE	Resubmitted for FY14
Pedestrian Bridge over Crescent Ave (IPFW)	PE	In Process
Tillman Road & CFE Railroad Crossing (750' w/o I-469)	CN	In Process
Union Chapel intersection with Diebold Rd	RW	Completed
Union Chapel intersection with Diebold Rd	CN	In Process
Union Chapel intersection with Auburn Rd	RW	In Process
Union Chapel intersection with Auburn Rd	CN	In Process
At various loctions within the Fort Wayne District (Between US 24 & I-69 Jct to US 24 & I-469 Jct)	PE CN	In Process In Process
Various Bridges: statewide inspection	PE	Resubmitted for FY14
Various Bridges in FW District	CN	In Process
Various Bridge inspections in FW District - Statewide	PE	In Process
Various Railroad Crossing: Statewide Passive Protection	PE	Resubmitted for FY14

APPENDIX A

Public Involvement Meeting Fiscal Year 2014-2017 Transportation Improvement Program

A citizen participation meeting/open house was held on March 18, 2013 and on May 22, 2013 to present the projects in the Draft Fiscal Year 2014-2017 Transportation Improvement and Air Quality Conformity Determination. An open comment period was also provided for citizens to offer feedback regarding both documents from March 15, 2013 to March 31, 2013 and from May 10, 2013 to May 31, 2013. Notices are sent to over five hundred neighborhoods, agencies and civic organizations. A legal advertisement is also placed in local newspapers to inform all citizens of the meeting. Citizens that were unable to attend the open house or other local meetings were given the option to comment on the Draft Fiscal Year 2014-2017 and Air Quality Conformity Determination through telephone calls, facsimiles, mail, and email. 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.

2013 OPEN HOUSE & PUBLIC COMMENT PERIOD COMMENTS / QUESTIONS

Comments from the March 18, 2013 Transportation Open House

- 1) **Transit:** Public transit needs to be greatly expanded in NE Fort Wayne as it is nearly non-existent. Would like to see added routes, shelters and shorter headways (less than 60 minutes).

Response: No funding for service expansion at this time. Shorter headways on existing fixed routes are top priority should funding become available. Citilink Access demand response service is provided within the city limits of Fort Wayne & New Haven.

- 2) **Clinton St (US 27) through downtown, traveling south:** There is no on-street parking, no biking facilities and vehicles travel very quickly because it is so open. This is not a comfortable environment for a downtown area. I would like to see a road diet for Clinton Street so that there is more space for walking. Street trees and furniture would be nice as well.

Response: INDOT evaluates the inclusion of all feasible bike and pedestrian design features in our project scopes. Major projects including road reconstruction, added capacity, and safety modifications and bridge replacements are primary candidates for the consideration of these accommodations. Multi-use paths are also evaluated in the scoping process and have been incorporated to several recent state projects.

- 3) **Flutter Road:** Very few vehicles use Flutter Road. Very little development is happening on Flutter Road. I do not want to see Fort Wayne continue to sprawl towards and past Flutter Road. The \$10,000,000 being spent on this project would be put to better use making inner-city streets more pedestrian friendly.

Response: Development has occurred and is expected to continue at the west end and in the area surrounding Flutter Road. Traffic levels can be expected to increase along both St Joe Road and Flutter Road from the east to access the St Joseph River crossing and I-469, bolstering the importance of the Flutter Road connection into the Maplecrest Road-St Joe Road intersection.

- 4) **Sidewalks, Trails, Bike Lanes:** I was glad to see bicycling and walking improvements/additions included in the plan. I think that all of the human-powered transportation options you can add would be beneficial to NE Indiana. This means more bike lanes, more sidewalks, more recreational trails. Things like this are quite a bit less expensive to build and bring HUGE returns to a city/area. There are many studies that show the positive effects of building more options for bicycles, joggers and walkers and I hope to see more of that incorporated into local planning.

Response: Pedestrian/bike infrastructure is included with all major capital projects. While the costs of construction of such features are minimal, the lack of available rights-of-way is typically a major setback. Acquiring these rights-of-way can be expensive and time consuming. Therefore it is not feasible to include construction of such facilities with low cost roadway improvements, unless the rights-of-way are already available.

- 5) **Sidewalks, Trails, Bike Lanes:** My concerns are how bicycling and walking are incorporated into the projects at each level? Sidewalks near schools should have the highest priority.

Response: The Bike Fort Wayne plan is the City's vision for a bikeway network. It is the City's intention to include bike facilities into road projects within the defined network of the Bike Fort Wayne plan. More information can be found at www.cityoffortwayne.org/bikefortwayne

The Walk Fort Wayne plan establishes policies to include new sidewalks and pedestrian facilities on city arterial and collector roadways. Priority sidewalk areas are identified in the plan, and were identified based on the level of current or anticipated pedestrian traffic. Schools were included in prioritizing these areas for new sidewalks. More information can be found at www.cityoffortwayn.org/walkfortwayne

- 6) **Bike Lanes:** I hope that, and would like to see, the Bike Fort Wayne Plan incorporated into the 2035 Plan. This is essential. It seems that trails are not a cost

effective manner to transport cyclists. At \$750,000/per mile it seems as though it needs to be looked at.

Response: The Bike Fort Wayne plan represents the City's vision for a bikeway network, and it's the City's intention to implement it. Many of the components of the plan are reflected in the 2035 plan. The bikeway network presented in Bike Fort Wayne is envisioned to complement the existing and growing trail network. While trails may be more expensive to construct, many cyclists continue to be more comfortable commuting on shared use pathways rather than on-street facilities.

- 7) **Maplecrest Rd at Vance Ave:** Need a lane on Vance Avenue to turn right onto Maplecrest Road so that we are not caught behind cars waiting to turn left.

Response: This turn lane will be incorporated with the widening of Maplecrest between State Blvd and Stellhorn Road which is expected to be under development by the end of the year.

- 8) **Bike Sharrows:** Thank you for adding sharrows in your plan for bicyclists (along Maplecrest Road). This kind of consideration will make it safer for bicyclists, especially at peak traffic times. I use Reed Road (currently marked with sharrows north of State Blvd) and appreciate the sharrows and signs. Thank you for the chance to comment!

Response: We are happy to hear that you are enjoying the new sharrows along Reed Rd. We plan to continue to install sharrows in the future as the bikeway expands.

- 9) **Bike Lanes:** Please add painted bike lanes along the shoulders of Dupont Road from Lima Road to Coldwater Road. Dupont Road is heavily travelled, and its connection to Dupont Hospital, the YMCA and Soloman Park makes its current configuration dangerous for bicyclists – especially bike commuters.

Response: This section of Dupont Road is under design for widening and will include a sidewalk on the north side with a multi-use trail on the south side. There will also be a grade separated crossing of Dupont Road with the Puffer Belly Trail (which is proposed to be built along the New York Central Railroad Corridor). Because of the amount of traffic on Dupont Road, a separated multi-use path as opposed to on-street bike lanes was considered to be more appropriate. The schedule for construction of this project is expected to be 2015.

- 10) **Bike Lanes:** Please add bike lanes along Clinton St from Auburn Rd to Dupont/SR 1. There are many neighborhoods along this section of roadway. Clinton is currently too narrow from Auburn Rd north to safely ride a bicycle, particularly at peak traffic times, especially during the winter morning hours when the sun is not up yet.

Response: This section of Clinton Street is two lanes with no continuous paved shoulder. It is in the transportation plan to be widened to four lanes. When this widening occurs, it will be designed to urban street standards which will include curbs, sidewalk and multi-use trail.

- 11) **Bike Lanes:** Please add bike lanes along SR 1/Leo Rd from Tonkel Rd to Grabill Rd. SR 1 is dangerous for bicyclists currently. A narrow shoulder is currently in place, but is discontinuous. A marked lane along the shoulder is preferable, especially in winter because it could easily be plowed and sanded/salted. Thank you for the chance to comment!

Response: INDOT evaluates the inclusion of all feasible bike and pedestrian design features in our project scopes. Major projects including road reconstruction, added capacity, and safety modifications and bridge replacements are primary candidates for the consideration of these accommodations. Multi-use paths are also evaluated in the scoping process and have been incorporated to several recent state projects. The addition of bike lanes would likely be in conjunction with a future added travel lanes project on this section of SR 1. However there are no plans to widen SR 1 at this location currently.

- 12) **Downtown Interchange at the Omni Source property:** use this property as a future site for an interstate interchange (e.g. I-269) delivering travelers from I-469 easily to downtown from a new I-469 interchange between US 24 & US 30. This would supporting growth for downtown and encouraging visitors outside the beltway.

Response: There is no plan to provide an Interstate route into the Downtown area. Such a plan would have significant impacts to land use in the built up areas of the City. The one-way pairs of Washington/Jefferson and Lafayette/Clinton serve as major thoroughfares into the downtown.

- 13) **Bass Road:** I noticed Bass Road is listed for improvements. That area is listed on the plans for a future bike path to Buckner Park. The road currently is very narrow particularly over some hills. It should be improved/widened to accommodate the bike path.

Response: Bass Road is currently being designed to be widened to three lanes from Scott Road to Hillegas Road. Improvements include a continuous center two-way turn lane, profile improvements (reducing the hills and valleys), and a multi-use trail separated from the roadway. The section of roadway by Buckner Park to be widen is scheduled for construction in 2016/2017.

- 14) **Anthony Blvd bridge over Maumee River/Bike Lanes:** I noticed that it is listed for reconstruction/modification. The bridge should be widened, or reduced to 2 lanes, each lane wider, to ease bike/car interaction.

Response: When this bridge is replaced by Allen County Highway later this year, the roadway will be reconfigured to provide two travel lanes (one lane in each direction) with bike lanes. The bike lanes will extend from Wayne Street to Niagara, where the Rivergreenway crosses Anthony Blvd.

- 15) **Public transportation:** We invite you to connect with Fort Wayne Area Planning Council on Homelessness. I work at the Office of Housing and Neighborhood Services (OHNS) and in our focus groups lack of public transportation is an issue we hear of. There may be opportunities to partner. OHNS administers public funding and grants to improve self-sufficiency. Thank you.

Response: Met to discuss ways we could partner. Sent preliminary proposal to see if Citilink could qualify for CDBG funding to expand our discount pass program for social service agencies. Citilink, Countilink & CTN will be participating in a panel discussion of transportation issues at the May 6th meeting of the Homeless Taskforce.

- 16) **Southeast Quadrant of the City:** Thank you for working with us over the last year to improve public transportation in the far southeast quadrant of the city. You coordinated several meetings with Citilink, Councilman Hines and city representatives that helped us to focus on the public transportation needs in the far southeast quadrant.

Residents of the far southeast quadrant of the city would like to see continued commitment of transportation options. Convenient public transportation and improved streets are part of the infrastructure that will help improve the economic development in the area.

Would like to see street improvements to Tillman Road, McKinnie Avenue or Oxford Street as main east-west streets in the southeast quadrant, from Calhoun to Hessen Cassel. We in the far southeast can appreciate the “gateway” concept for beautifying our city, but feel the priority should be improved streets.

Again, thank you for the work you do. We in the far southeast quadrant of the city do not want to be left behind in progress toward improved transportation and economic development.

Response: Tillman Road is scheduled for resurfacing this year just east of Calhoun Street to John Street.

Paulding Road has been identified for a road diet (conversion from 4-lanes to three, including a center left-turn lane and bike lanes) between Lafayette and Hessen Cassel. This would reduce left-turning crashes as well as better serve the urban type land uses in the area including bicycle traffic. The current traffic volumes in the area do not justify the need for 4-travel lanes.

Oxford and McKinnie Streets have also been identified for road diet type project (between Anthony and Hessen Cassel) (conversion from 4-lanes to three, including a center left-turn lane and bike lanes) as the amount of traffic these routes carry does not warrant the need for 4-travel lanes.

Citilink Response: Met several times with representatives from Crown Colony area asking for extension of Route 3 service. Instituted this route change with the move to our new station as a 3 month demo; which has been instituted as a permanent change. Citilink Access demand response service is provided within the city limits of Fort Wayne & New Haven.

Another suggestion to provide direct fixed route access from Crown Colony to Wal-Mart was also discussed. There is no funding at this time to add any service, and this request is not consistent with expansion priorities as expressed in the TDP/Bus Fort Wayne/2035 plans.

- 17) **Bass Road & Hadley Road Intersection:** A round-about will require too much space/property to install. Additional turn lanes and a signal would be more efficient to improve this intersection.

Response: A roundabout design is being evaluated as an option for improving this intersection. If a roundabout is the selected option, it will be designed to accommodate the current and anticipated vehicle types, including semis and large delivery trucks. Regardless of the selected design, additional right-of-way will be acquired to ensure sufficient land is available for the improvement. In many cases, roundabouts require less land than a traditional widened intersection. Roundabouts also provide improved safety, require less maintenance and may be cheaper and more cost effective at this location. For these reasons a roundabout is under consideration.

- 18) **Sidewalks and Trails:** There needs to be a complete, well connected sidewalk system. There are many locations where the sidewalk is nonexistent, incomplete or has deteriorated to a point where it is unsafe. Sidewalks that provide connectivity to the trail system should be a priority. Many neighborhoods are not safely connected to the trail system with sidewalks. A priority should be placed on constructing sidewalks along transit routes to facilitate access to the transit service.

Response: A complete, well connected sidewalk system is a goal of the Walk Fort Wayne plan. The ten year plan prioritizes new sidewalks along major roadways within the City. Priorities were selected based on a number of criteria including, but not limited to, proximity to schools, parks and transit system. More information can be found at www.cityoffortwayne.org/walkfortwayne

The City is currently working on a Trails Fort Wayne plan. One of the priorities of the plan is to improve access to trails from neighborhoods. It is likely that sidewalks will be included as a means to improve trail accessibility to neighborhoods.

- 19) **Sidewalk connections:** sidewalks need to be constructed along Bluffton Road between Brooklyn Avenue and Lower Huntington Road in Waynedale. A sidewalk should also connect from Bluffton Road to Foster Park (Dog Park and Athletic Fields) on Winchester Road. Sidewalks need to be constructed along Stellhorn Road between Maplecrest Road and Lahmeyer Road.

Response: The Walk Fort Wayne plan is the City's vision and plan for new sidewalks along major roadways. All of the mentioned roadways are identified in the plan as needing sidewalks. Additionally, many segments of the roadways mentioned are prioritized in the plan and are intended to have pedestrian facilities installed over the next ten years. For more information on the Walk Fort Wayne plan, please visit www.cityoffortwayne.org/walkfortwayne

- 20) **Public Transportation:** Transit service needs to be extended to serve the Chapel Ridge area (Maysville Road and Meijer Drive) and the Dupont Road and Lima Road commercial areas.

Response: Parkview is funding (at 100%) the new Medlink Route 15 which expands service to the PRMC in the Dupont Road area to supplement existing service provided by the Flexroute 21. Citilink Access demand response service is provided within the city limits of Fort Wayne & New Haven. Otherwise, there is no funding for service expansion at this time. Shorter headways on existing routes are top priority should funding become available.

- 21) **Sidewalks:** The Transportation Open House a few weeks ago indicated sidewalks are projected for both sides of Ludwig Road from Coldwater to west of Lima Road. Neighborhoods along that route feel a sidewalk is needed on only one side and the multi-million dollar savings might make this severely-needed project more feasible.

Local discussions have repeatedly concluded the north side is the best from Coldwater Road to at least the service road west of Logan's Restaurant. This included discussions with Smith Field.

Response: The preference and policy of the City is to promote sidewalks on both sides of the roadway. This philosophy encourages a pedestrian network that is connected and complete, and aims to establish a safe pedestrian environment for area residents.

However, depending on the characteristics of an area, exceptions are made. (Examples may include areas where the surrounding land use doesn't generate much pedestrian traffic, or natural or other physical barriers such as rivers or rail road tracks that prohibit sidewalk construction.) If it is decided that only one side of a roadway will receive a sidewalk, the side chosen to receive facilities will reflect the highest utility and service the greatest number of people in the surrounding community.

- 22) The demand for a sidewalk on Sharon Drive is such that the neighborhood association is discussing doing it ourselves in 100 foot increments as time, money, and opportunity allow. Again, asphalt is the overwhelming preference. Has anything been done to allow asphalt instead of concrete in Code?

Response: Current code does not allow for an asphalt sidewalk. There needs to be a larger discussion regarding the benefits/shortfalls of using this material for sidewalks.

Comments from the May 22, 2013 Transportation Open House

- 23) **Trails:** Would like a new bike trail for the Science Central/Fort Wayne Children's Zoo area. Also would like to have a new trail at Parkview Hospital.

Response: The Pufferbelly Trail (Fourth St to Fernhill Ave) will indirectly connect Science Central to the Fort Wayne Children's Zoo. The Pufferbelly Trail will run from Fourth Street along the west side of Clinton Street cutting over to the new pedestrian bridge over State Boulevard north to Fernhill Avenue with a trail spur to the zoo.

There is currently some trail/sidewalks within the Parkview North Hospital complex connecting (eventually if not already) to Dupont Road, Diebold Road and Union Chapel Road.

- 24) **Push Buttons:** Please examine the lights w/push buttons at the Scott & Covington intersection on the north side of street.

Response: This intersection is set up to default the green indication for east/westbound through traffic on Covington Road in the absence of any vehicles on Scott Road. As this green indication comes on by default, the pedestrian walk indication also comes on to cross the north approach of Scott Road. This eliminates the need for a push button at this location.

- 25) **Numerous Questions about Transportation Plan and Pufferbelly Trail:** Thank you for your willingness to receive comments from the general public regarding the NIRCC transportation plan and its provisions for Pufferbelly Dupont to Carroll Road.

Our personal comments are lengthy, and we apologize for that--but it is nice to have a

chance to document some widespread concerns. Many of us have felt that even though our viewpoints have been expressed in numerous forums and formats over many years, our issues have either been answered with boilerplate replies taken from the rails to trails websites or dismissed as irrelevant.

Part of the difficulty for regular citizens is knowing which among the endless related agencies and organizations actually has the power to make decisions *and* under which category any project that is of interest to us applies. Thank you for considering these questions. The Transportation Plan includes a great deal of useful information and we are grateful to NIRCC for seeking public comment.

25A. Question: What is the step-by-step process that resulted in NIRCC including *this specific segment* as a priority 1 in the Transportation Plan--specifically which individuals, agencies, and boards have made relevant decisions over the past 7-10 years and what are the dates of these relevant decisions?

Response: The bicycle and pedestrian planning efforts were initiated in the late 1990's and were incorporated as a component of the NIRCC Transportation Plan with the development of the 2025 Transportation Plan adopted in May 2000. In 2002, NIRCC organized the Northeastern Indiana Regional Bicycle and Pedestrian Forum, a group comprised of governmental parks, planning and highway agencies, advocacy groups, and special project organizations, to develop a regional bicycle and pedestrian plan. The Forum met for several years reviewing data and mapping both on and off road bicycle and pedestrian infrastructure. The 2030 Transportation Plan was adopted in April 2005 and contained a more detailed bicycle and pedestrian plan that was illustrative in nature as funding was not secured for complete implementation. The section of the Pufferbelly Trail between Dupont Road and Carroll Road was included.

In 2006 a regional planning charrette was held to expand the planning effort within the region and help solidify critical trail corridors for interconnectivity within the region. Also in 2006 the Indiana Department of Natural Resources in partnership with the Indiana Department of Transportation published the *Hoosiers on the Move, The Indiana State Trails, Greenways and Bikeways Plan*. This plan identified a State "Priority Visionary Trail" from Quabache State Park in Wells County to Pokagon State Park in Steuben County, utilizing the Pufferbelly Trail in Northern Allen County. The 2030-II Transportation Plan adopted in April 2009, and the 2035 Transportation Plan have continued to support the inclusion of the Pufferbelly Trail between Dupont Road and Carroll Road.

25B. Question: At which specific points in this process should the concerns of the property owners adjacent to this specific project have been included in the various presentations, applications, and testimonials before the relevant agencies? Given the almost total opposition by adjacent property owners since the project was first discussed, why were these opinions not included? At which times in the history of this specific segment would the opinions of those opposed to the project have made a difference?

Response: NIRCC documents all public comments made during public comment periods and open houses. Responses are prepared by the respective agencies having jurisdiction

over the subject matter of the comment. The comments and responses are presented to the Urban Transportation Advisory Board for their consideration in the decision-making process. The comments and responses are documented in the Transportation Plan and/or Transportation Improvement Program, as appropriate based on the specific comment period.

25C. Question: We have read with interest in this plan about all of the "open" meetings of groups such as INDOT, MPO, UTAB, and NIRCC--but unless those affected by the decisions of these groups are aware of the way an issue is categorized, for example "Transportation Improvement" rather than "Recreational Trail," how is the general public supposed to be aware of opportunities for input?

We consider ourselves to be relatively well-informed about public affairs, yet it has only been in the last year and a half that we have even heard of MPO and UTAB. We are not sure how we could have been able to register our comments with agencies we did not know existed, even though they have been discussing building a trail (transportation project?) close enough to our kitchen table that walkers can see what we're eating. What do the trails partners see as their obligation to share with these decision-making groups that they have heard much opposition to their master plans?

Response: NIRCC has open comment periods at least once a year for input on the Transportation Improvement Program, and more frequently during the development of a transportation plan (currently on a four year update cycle). NIRCC issues notices of the comment periods and public meetings to all interested parties. A simple request to NIRCC staff via the website, email, phone call or in person will get your name and email address on the notification list. In addition, public comment periods are advertised in the legal notice section of the News-Sentinel and Journal Gazette. NIRCC issues press releases to numerous media outlets providing the comment periods and public meeting times, dates and locations. The media publishes articles and makes public announcements regarding the opportunities to comment. In addition, NIRCC sends notices to all known Neighborhood Association Presidents and Community representatives notifying them of the public comment periods and meetings. These representatives are requested to notify their association boards and members.

NIRCC, as the Metropolitan Planning Organization (MPO) is comprised of representatives from local governments. The Urban Transportation Advisory Board includes representatives from State and Local Government Officials. These include the Cities of Fort Wayne and New Haven, Allen County, Citilink, Airport Authority and Indiana Department of Transportation. NIRCC works with these state and local agencies when developing transportation plan, identifying needs and developing viable solutions. These agencies sponsor the projects, and their respective boards, councils and elected officials must also support the projects. Comments can also be made to these agencies as the projects are approved through their procedures that also accommodate public participation and input.

25D. Question: We would like to know what the specific guidelines are that govern the trail plans presented to NIRCC, including but not limited to:

- a. **Question:** How is input from adjacent property owners sought, documented, and shared with relevant agencies? Without a personal contact in another neighborhood we would have had no way of knowing that "our" project was listed

as a transportation issue or that this NIRCC opportunity for open comments was available. Dawn Ritchie did say last week that she would make certain my name was added to the "official" notification list. Of course at this point it is too late to make a difference. We are grateful for this gesture, but wonder if the concerns of adjacent property owners **ever** matter in the grand scheme of things.

Response: As previously stated, NIRCC documents all public comments made during public comment periods and open houses. Responses are prepared by the respective agencies having jurisdiction over the subject matter of the comment. The comments and responses are presented to the Urban Transportation Advisory Board for their consideration in the decision-making process. The comments and responses are documented in the Transportation Plan and/or Transportation Improvement Program, as appropriate based on the specific comment period.

- b. **Question:** What do the trail guidelines list as the minimum setback governing the proximity of public trails to private homes and outdoor living spaces? Most of the homes along the rail corridor in question were built prior to any hint of an Indianapolis group deciding that backyards in the three LaCabreah neighborhoods and Woodmont were a good place to squeeze in a trail. Virtually all adjacent property owners were under the impression that the full 100' rail corridor existed **beyond** their property lines, with the neighborhood associations owning half of it. In reality, especially in our small villa neighborhood, the developers laid out the lots and built on their half of that 100' corridor, leaving virtually no buffer.

Response: There are currently no required setbacks. Local governmental entities are sensitive to privacy concerns and use vegetative screening to mitigate impacts.

- c. **Question:** What specific restrictions are in place in the guidelines that safeguard natural habitats and wildlife and prevent the removal of trees, and what are the stated replacement guidelines when natural areas are destroyed during trail construction?

Response: When federal funds are used to construct a project, an environmental assessment based on federal guidelines is required to be prepared and approved prior to full project development. When federal funds are not used, applicable state codes and local ordinances govern the environmental impacts and any required mitigation. Permitting agencies, such as the Indiana Department of Natural Resources, may impose replacement guidelines for trees that are a certain width or larger.

- d. **Question:** Per Indiana code IC 8-4.5-6-6, what do the local trail construction guidelines list as the required decorative fencing in urban areas? A small group working to negotiate on behalf of the affected neighborhoods were told that decorative fencing will not be provided as part of the trail construction.

Response: Indiana Code IC 8-4.5-6-6 was passed by the State Legislature for a State Recreational Trails Program, which was never funded by the State Legislature. The funds being utilized for the Pufferbelly Trail between Dupont and Carroll Roads will

not utilize any state funding; therefore, this Indiana Code does not apply. The City of Fort Wayne and Fort Wayne Trails, Incorporated will work with the neighborhood to plant a vegetative buffer where a buffer no longer exists after trail construction.

- e. **Question:** What trail policies and procedures exist that limit access to trails through private property, prohibit nighttime use, and prohibit public trail parking in residential neighborhoods? While there has been much hoop-la about property values near trails increasing, adjacent property owners have asked for and not received any documentation to that effect specific to our area. Even though a recent news story quoted a 3% value added and listed one anecdote, there was no indication of where these values had increased and how close to the actual trails these properties were. Home owners a block away can, of course, be considered "near" trails, but bear none of the responsibility and invasion of privacy that adjacent owners have and do not have to convince potential buyers that their privacy and safety won't be compromised.

Response: These issues are specific to the individual entity having jurisdiction over the trail. In general, public access is not allowed through private property. There is no nighttime use prohibition on trails outside of public parks or parking prohibitions on public streets. NIRCC believes trails add value to private and public property, but understands that many factors are involved in the value of property. NIRCC does not attempt to establish a specific value increase. The City of Fort Wayne and Fort Wayne Trails, Incorporated will share information on studies done throughout the country that show increase in property values for residential homes located adjacent to trails. Dawn Ritchie will provide you copies of these studies/articles at your next meeting.

- f. **Question:** What security plans are listed in trails guidelines for monitoring the trails, especially in secluded areas that are not visible from city streets and county roads where regular patrols can take place?

Response: Security along trails is the responsibility of law enforcement agencies similar to parks and other public places. Volunteer Greenway Rangers, who have been trained by the Fort Wayne Police Department, will also assist law enforcement in monitoring the trails and helping address security or safety issues.

- g. **Question:** What is the stated schedule for routine maintenance of trails?

Response: The City of Fort Wayne has an active trail maintenance program through the Parks Department and Board of Public Works. These departments work together to maintain the trail system under their jurisdictions.

- h. **Question:** What are the specific timelines and funding plans for trail upkeep and repairs after construction is complete?

Response: The City of Fort Wayne has an active trail maintenance program through the Parks Department and Board of Public Works. While trails generally need very little maintenance, the City of Fort Wayne has a good history of trail maintenance.

25E. **Question:** How much money has been budgeted for each of the specific items listed above, and where is the money coming from to build this trail? To date, only the \$150,000 DNR grant is listed.

Response: The Pufferbelly Trail between Dupont Road and the City limits will be maintained by the City of Fort Wayne Public Works Division. The segment between the City limits and Carroll Road will be maintained by the Allen County Highway Department. Both departments have the necessary funding to maintain the trail within their maintenance budgets.

The Pufferbelly Trail between Dupont Road and the City limits will be funded with Legacy Funds and with donations. The Pufferbelly Trail between the City limits and Carroll Road will be funded with the \$150,000 Federal Recreational Trails Program grant and donations.

25F. **Question:** What guidelines and safeguards does NIRCC itself have in place to insure that any new trail construction it lists as a priority 1 does in fact enhance the quality of transportation in the northeast Indiana region? The common phrase for this segment of trail among neighbors is "The Trail to Nowhere." Most of us would rather use trails along Dupont to get to the library or shopping than bike to Pokagon, and since much of the property north of Carroll Road is not owned by trail entities, this really will be the "trail to nowhere."

Response: The Pufferbelly Trail currently provides connectivity to numerous land uses including residential, commercial, recreational and public parks. The extension north of Dupont Road will enhance the connectivity to additional developments. Fort Wayne Trails, Inc, Allen County and the City of Fort Wayne will be acquiring much of the corridor from Washington Center Road to Payton County Park and between Shoaff and Fitch Roads in 2013. The trail section just north of Carroll Road will be constructed in the near future with the assistance of the Thomas Development Team. Also, the City of Fort Wayne hopes to construct the segment from Wallen Road to Washington Center Road in the next 1 – 2 years.

25G. **Question:** Why aren't the parallel to Pufferbelly trails proposed along Lima Road enough for the connectivity that "passionate about trails" folks are so eager to have? If prior construction practices are followed, virtually all of the 50' rail corridor will be needed for construction, tearing out most of the "natural" setting that seems to appeal to people who want this trail. We like the natural setting also, which is why we built our homes where we did. Since we qualify as "older" adults, it is doubtful that we will live long enough to see any replacement trees grow to maturity, and we have environmental concerns about letting the invasive honeysuckle continue to grow so that we can maintain some semblance of privacy in our tiny villa backyard.

Response: At this time there is no commitment from the Indiana Department of Transportation to improve Lima Road north of Dupont Road that would accommodate a parallel trail. Based upon the current usage of the Pufferbelly Trail, it is evident that its alignment and location is very popular.

25H. **Question:** The Plan indicates that a "pedestrian bridge" would tie the proposed north Pufferbelly segment to what is already in place, yet the City engineer and trails officials have stated that the connecting piece will be an at-grade tunnel. When was this change made from what is stated in the Plan, and with what public input? The City traffic

engineer proposes elevating Dupont Road to accommodate an at-grade connecting tunnel for trail users wishing to cross Dupont, with construction scheduled for completion in conjunction with the widening of Dupont Road. This expensive option would increase problems in snow and ice conditions along the raised roadway and for cars trying to get out of their neighborhoods onto Dupont--already a difficult to manage task.

Response: A decision was made early in the project development process that based on the anticipated amount of pedestrian traffic, a grade separation should be provided for safe passage at Dupont Road. As the preliminary engineering work progressed on the Dupont Road project, it became evident that the most cost effective manner to provide the grade separated crossing, was to slightly elevate Dupont Road and build the trail under the road. All subsequent public meetings presented the trail passing under Dupont Road. Neighborhood access to Dupont Road will be addressed as part of the construction project.

25I. **Question:** In addition, safety and sanitation issues related to a tunnel-- an isolated enclosed space that is accessible at all hours of the night and day-- are obvious. There are no engineering solutions to feces, urine, discarded one-pot meth labs, and assault. If we must endure this trail, a pedestrian bridge would be a much better solution. Why has this idea been abandoned?

Response: The proposed design of the trail passage under Dupont Road will not create an isolated enclosed space. Natural and electrical lighting, coupled with a relatively flat and direct trail access under the road will provide a safe and open design. We are perplexed at the insinuation that feces, urine and one-pot meth labs will be problematic. The trail system does not have a problem with these issues. A pedestrian bridge would be more costly, require the acquisition of additional property and be difficult to meet ADA design standards.

APPENDIX B

Project:

System Info		points	score
1	Federal Functional Classification	Expressway 15 Arterial 10 Collector 5	
2	Existing ADT (Average of Corridor Segments)	ADT x .00075 (Max: 25pts) Enter ADT here: 0	0.00
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	
Total:		(75 max)	0

Congestion Management		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 Without Project)	LOS = F 10 LOS = E 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, vanpooling, rideshare, etc.)?</i>	5	
9	Improved Access <i>Example: reduction or limiting the number of access points that enter a major corridor</i>	5	
Total:		40 (max)	0

Safety/Crash (minimum of 3 years of data)		points	score
10	Intersection	RMV \geq 2.50 OR $I_{cc} \geq$ 1.00 20	
	<i>RMV - number of crashes/million entering vehicles OR Crash Severity Index</i>	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 AND 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 AND an I_{cc} > 1.00			
Total:		25 (max)	0

Economic Factors		points	score
12	Projected Development <i>Does the project support or enhance access and circulation to any known or potential future development?</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 areas?</i>	5	
16	Movement of People and Goods <i>Does the project enhance the movement of goods and persons?</i>	5	
Total:		30 (max)	0

Intermodal		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	
Total:		20 (max)	0

Quality of Life		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 &/or light pollution</i>	5	
23	Benefit to the community <i>Does the project provide economic, social, environmental, safety or physical benefits to the community?</i>	5	
Total:		25 (max)	0

Bonus		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.

APPENDIX C

Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
30-001	Connector Street – Wells Street to Spy Run Avenue	New two-lane construction	3
30(II)-002	Paul Shaffer Drive – Clinton Street to California Road	New two-lane construction	3
25-003	Interstate 69 at Hursh Road	Interchange - new construction	3
30(II)-004	Crescent Avenue – Sirlin Drive to Coliseum Boulevard	Widen to six lanes	3
10-005	SR 930/Coliseum Blvd – Parnell Avenue to Crescent Avenue	Widen to six lanes	2
25-006	Adams Center Road – State Road 930 to Moeller Road	Widen to four lanes	3
30-007	Ardmore Avenue – Covington Road to Engle Road	Widen to four lanes	3
30-008	Ardmore Avenue – Engle Road to Lower Huntington Road	Widen to four lanes	4
30(II)-009	Bluffton Road – Winchester Road to Old Trail Road	Widen to four lanes	3
25-010	Clinton Street – Auburn Road to Wallen Road	Widen to four lanes	3
25-011	Clinton Street – Wallen Road to Dupont Road/State Road 1	Widen to four lanes	4
35-012	Diebold Road – Clinton Street to Dupont Road/State Road 1	Widen to four lanes	2
25-013	Dupont Road – Coldwater Road to Lima Road/State Road 3	Widen to four lanes	2
25-014	Hillegas Road – s/o Bass Road to Washington Center Road	Widen to four lanes	3
25-015	Huguenard Road – Washington Center Road to Cook Road	Widen to four lanes	4
10-016	Maplecrest Road – Lake Avenue to State Boulevard	Widen to four lanes	2
10-017	Maplecrest Road – State Boulevard to Stellhorn Road	Widen to four lanes	2
30-018	Maysville Road – Maplecrest Road to Koester Ditch	Widen to four lanes	2
35-019	Saint Joe Center Road – Reed Road to Maplecrest Road	Widen to four lanes	3
10-020	State Boulevard – Maysville Road to Georgetown North Boulevard	Widen to four lanes	4
10-021	State Boulevard – Spy Run Avenue to Clinton Street	Widen to four lanes	2
10-022	State Boulevard – Clinton Street to Cass Street	Widen to four lanes	2
35-023	Stellhorn Road – Maplecrest Road to Maysville Road	Widen to four lanes	3
10-024	Tonkel Road – Dupont Road/State Road 1 to Union Chapel Road	Widen to four lanes	3
25-025	Washington Center Road – Lima Road/State Road 3 to US 33	Widen to four lanes	3
15-026	Auburn Road – Cook Road to Interstate 469 Exit Ramp (3-lane)	Center turn lane improvement	3
25-027	Auburn Road – Dupont Road to Hursh Road (3-lane)	Center turn lane improvement	3
25-028	Coldwater Road – Dupont Road to Union Chapel Road (3-lane)	Center turn lane improvement	3
30-029	Engle Road – Bluffton Road to Smith Road (3-lane)	Center turn lane improvement	3

Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
25-030	Gump Road – State Road 3 to Coldwater Road (3-lane)	Center turn lane improvement	2
25-031	Gump Road – Coldwater Road to Auburn Road (3-lane)	Center turn lane improvement	3
25-032	Hadley Road – Illinois Road/State Road 14 to Covington Road (3-lane)	Center turn lane improvement	4
30(II)-033	Hadley Road – Illinois Road/State Road 14 to Bass Road (3-lane)	Center turn lane improvement	4
25-034	Maysville Road – State Boulevard to Stellhorn Road (3-lane)	Center turn lane improvement	3
10-035	Saint Joe Center Road – Clinton Street to River Run Trail (5-lane)	Center turn lane improvement	2
35-036	Saint Joe Center Road – Maplecrest Road to Meijer Drive (3-lane)	Center turn lane improvement	4
10-037	Saint Joe Road – Evard Road to Mayhew Road (3-lane)	Center turn lane improvement	3
25-038	Saint Joe Road – Maplecrest Road to Eby Road (3-lane)	Center turn lane improvement	4
25-039	Jefferson Boulevard – Lutheran Hospital Entrance to Interstate 69 Ramps	Turn lane extension	2
35-040	Anthony Boulevard – Tillman Road to Rudisill Boulevard	Road reconstruction - road diet	2
35-041	Anthony Boulevard – Rudisill Boulevard to Pontiac Street	Road reconstruction - road diet	3
35-042	Anthony Boulevard – Pontiac Street to Wayne Trace	Road reconstruction - road diet	3
35-043	Anthony Boulevard – Wayne Trace to Crescent Avenue	Road reconstruction - road diet	3
35-044	Coliseum Boulevard/Pontiac Street – New Haven Avenue to Wayne Trace	Road reconstruction - road diet	2
35-045	McKinnie Avenue – Anthony Boulevard to Hessen Cassel Road	Road reconstruction - road diet	3
35-046	Oxford Street – Anthony Boulevard to Hessen Cassel Road	Road reconstruction - road diet	3
35-047	Paulding Road – US 27/Lafayette Street to Anthony Boulevard	Road reconstruction - road diet	2
35-048	Paulding Road – Anthony Boulevard to Hessen Cassel Road	Road reconstruction - road diet	2
35-049	Auburn Road and Wallen Road, Bridge over Becketts Run	Intersection reconstruction	2
35-050	Bass Road, Hadley Road and Yellow River Road	Intersection reconstruction	2
35-051	Bethel Road, Huguenard Road and Till Road	Intersection reconstruction	1
35-052	Broadway and Taylor Street	Intersection reconstruction	2
35-053	Broadway/Landin Road and Rose Avenue	Intersection reconstruction	2
35-054	Clinton Street and Wallen Road	Intersection reconstruction	2
25-055	Clinton Street and Washington Center/St. Joe Center Road	Intersection reconstruction	2
35-056	Coldwater Road and Ludwig Road	Intersection reconstruction	3
35-057	Corbin Road and Union Chapel Road	Intersection reconstruction	3
25-058	Coverdale Road, Winters Road and Indianapolis Road	Intersection reconstruction	3
35-059	Ewing Street, Fairfield Avenue, Superior Street and Wells Street	Intersection reconstruction	2

Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
30(II)-060	Flaugh Road and Leesburg Road	Intersection reconstruction	3
35-061	Goshen Road, Lillian Avenue and Sherman Street	Intersection reconstruction	3
35-062	Green Road and State Road 930	Intersection reconstruction	2
35-063	Landin Road, Maysville Road and Trier Road	Intersection reconstruction	2
35-064	Leesburg Road and Main Street	Intersection reconstruction	2
35-065	Liberty Mills Rd and West County Line Road	Intersection reconstruction	3
35-066	Rothman Road and St Joe Road	Intersection reconstruction	2
25-067	Ryan Road and Dawkins Road	Intersection reconstruction	2
35-068	Adams Center Road – Moeller Road to Paulding Road	Reconstruction and realignment	4
35-069	Adams Center Road – Paulding Road to Interstate 469	Reconstruction and realignment	2
30-070	Allen County/Whitley County Line Road – US 24 to SR 14	Reconstruction and realignment	2
30(II)-071	Amstutz Road – Hosler Road to State Road 1/Leo Road	Reconstruction and realignment	2
35-072	Bass Road – Shakespeare Blvd to Clifty Parkway	Reconstruction and realignment	2
35-073	Bass Road – Clifty Parkway to Thomas Road	Reconstruction and realignment	2
35-074	Bass Road – Thomas Road to Hillegas Road	Reconstruction and realignment	2
35-075	Bass Road – Hadley Road to Scott Road	Reconstruction and realignment	2
25-076	Carroll Road – Preserve Boulevard to Bethel Road	Reconstruction and realignment	2
35-077	Coliseum Boulevard – Hillegas Road to 1,500' e/o Hillegas Road	Reconstruction and realignment	3
30(II)-078	Cook Road – US 33 to O'Day Road	Reconstruction and realignment	4
30-079	Coverdale Road – Indianapolis Road to Airport Expressway	Reconstruction and realignment	1
35-080	Ewing Street – Baker Street to Superior Street	Reconstruction and realignment	1
35-081	Fairfield Avenue – Baker Street to Superior Street	Reconstruction and realignment	1
25-082	Flutter Road – Schwartz Road to St. Joe Road	Reconstruction and realignment	1
35-083	Goshen Avenue – State Boulevard to Coliseum Boulevard/State Road 930	Reconstruction and realignment	3
35-084	Lake Avenue – Reed Road to Maysville Road	Reconstruction and realignment	4
30-085	Landin Road – North River Road to Maysville Road	Reconstruction and realignment	2
35-086	Leesburg Road – Main Street to Jefferson Boulevard	Reconstruction and realignment	3
30-087	Moeller Road – Hartzell Road to Adams Center	Reconstruction and realignment	3
35-088	Ryan Road – Dawkins Road to US 24	Reconstruction and realignment	3
30-089	Till Road – Lima Road to Dawson Creek Boulevard	Reconstruction and realignment	2

Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
30-090	Wallen Road – Hanauer Road to Auburn Road	Reconstruction and realignment	3
35-091	Wells Street – State Boulevard to Fernhill Avenue	Reconstruction and realignment	4
30(II)-092	Witmer Road/Second Street – Country Shoals Lane to Main Street	Reconstruction and realignment	2
30(II)-093	Witmer Road – Schwartz Road to Country Shoals Lane	Reconstruction and realignment	4
25-094	Anthony Boulevard and Norfolk Southern Railroad	New railroad grade separation	1
15-095	Airport Expressway and Norfolk Southern Railroad	New railroad grade separation	2
25-096	Anthony Boulevard and CSX Railroad	Reconstruct railroad grade separation	1
10-097	US 27/Lafayette Street and Norfolk Southern	Reconstruct railroad grade separation	2
35-098	Interstate 69 and Interstate 469 Interchange (NB to EB Ramp mm 215)	Interchange - modification	2
30(II)-099	Interstate 69 and State Road 1/Dupont Road	Interchange - modification	1
35-100	Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp)	Interchange - modification	1
35-101	Interstate 469 and Auburn Road Ramp	Interchange - modification	2
25-102	Interstate 469 and US 24 Interchange	Interchange - modification	1
30(II)-103	US 30/US 33 Interchange	Interchange - modification	3
30-104	US 24 and Bruick/Ryan Road	Interchange - modification	2
35-105	Anthony Boulevard Bridge over the Maumee River	Bridge reconstruction/modification	2
35-106	Washington Center Road Bridge over Spy Run Creek	Bridge reconstruction/modification	4
	Additional Projects for Illustrative Purposes Only		
30-107	Clinton Street – Parnell Avenue to Auburn Road	Widening projects - six lanes	
10-108	Interstate 69 – Interstate 469 to US 24	Widening projects - six lanes	
25-109	Interstate 69 – Dupont Road/State Road 1 to Hursh Road	Widening projects - six lanes	
25-110	Interstate 469 – Maplecrest Road to Interstate 69	Widening projects - six lanes	
10-111	Jefferson Boulevard – Illinois Road South to Main Street	Widening projects - six lanes	
30(II)-112	Jefferson Boulevard – Interstate 69 to Illinois Road South	Widening projects - six lanes	
25-113	State Road 3 – Dupont Road to Gump Road	Widening projects - six lanes	
30(II)-114	State Road 3 – Gump Road to Allen County Line	Widening projects - six lanes	
25-115	US 24 – Interstate 69 to Homestead Road	Widening projects - six lanes	
10-116	US 30 – Interstate 69 to US 33	Widening projects - six lanes	
10-117	US 30 – US 33 to Flaugh Road	Widening projects - six lanes	

Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
25-118	US 30 – Flaugh Road to O’Day Road	Widening projects - six lanes	
25-119	State Road 1/Leo Road – Tonkel Road to Union Chapel Road	Widening projects - four lanes	
30(II)-120	State Road 1/Leo Road – Union Chapel Road to Grabill Road	Widening projects - four lanes	
30-121	State Road 1/Bluffton Road – Interstate 469 to State Road 116/124	Widening projects - four lanes	
25-122	State Road 14/Illinois Road – West Hamilton Road to Allen/Whitley County Line	Widening projects - four lanes	
10-123	State Road 37 – Doty Road to Interstate 469	Widening projects - four lanes	
30(II)-124	State Road 930 – Minnich Road to Brookwood Drive	Widening projects - four lanes	
10-125	US 33 – Cook Road to O’Day Road	Widening projects - four lanes	
30-126	US 33 – O’Day Road to State Road 205	Widening projects - four lanes	
35-127	Lafayette Center Road/E 900 North Road – Fogwell Parkway to US 24	Reconstruction and realignment	
30-128	State Road 37 – Doty Road to Cuba Road	Reconstruction and realignment	
30-129	Interstate 69 and Coldwater Road Interchange - Ludwig Road	Interchange - modification	
25-130	Bass Road over Interstate 69	Bridge reconstruction/modification	
25-131	Hillegas Road over Interstate 69	Bridge reconstruction/modification	
25-132	US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment	Bridge reconstruction/modification	

APPENDIX D

Citilink's revenue, ridership rise

Advertising income is up, Campuslink contract is renewed.

By WES YOUNG

wyoung@news-sentinel.com

Citilink has increased its revenue in the past year through

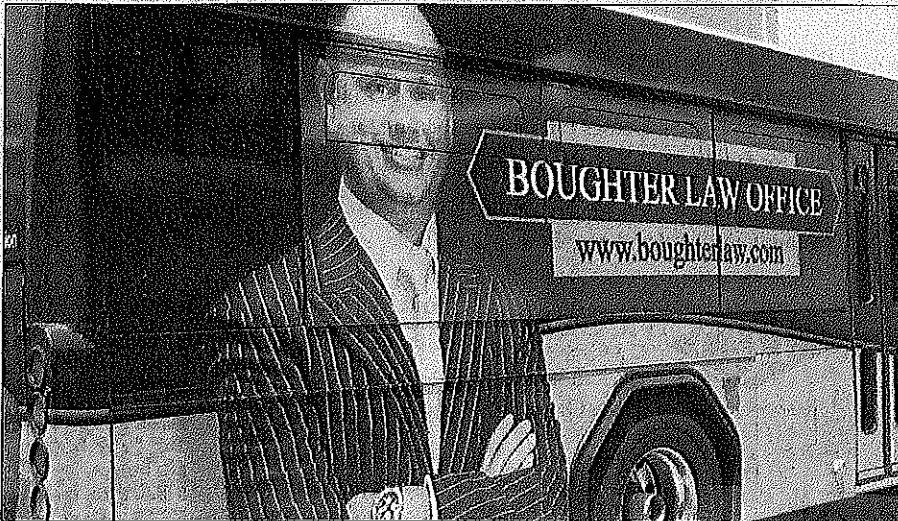
exterior bus advertisements, increased ridership and a new contract for Campuslink. The bus company might receive more cash if a buyer is found for the Superior Street bus station.

CampusLink received a two-year contract to continue service beginning Aug. 20. The Campuslink route includes

stops on Ivy Tech's Coliseum and north campuses, IPFW student housing on the Waterfield campus, and some shopping and residential areas. The route serves the general public.

Ivy Tech and IPFW have agreed to subsidize a 20 percent

See **CITILINK**, Page 4L



Since October, Citilink has been wrapping some of its buses with ads. This one is for a law firm.

By Wes Young of The News-Sentinel

YDS 7-5-12

CITILINK

Continued from Page 11.

discount on 31-day passes for the universities' students, faculty and staff. These passes can be acquired at Ivy Tech and IPFW's bursar's office.

Citilink reports that CampusLink was previously funded by a Congestion Mitigation and Air Quality grant. The grant covered the first three years of operation with a 20 percent matching grant shared equally by IPFW and Ivy Tech.

The U.S. Department of Trans-

portation will provide the new grant under its Job Access & Reverse Commute program. The grant requires a 50 percent match. IPFW and Ivy Tech have agreed to split the match equally.

Citilink General Manager Ken Housden says large grants such as the one for CampusLink are made possible by local revenue. A required 20 percent match is typical for a federal grant. Having \$50,000-\$100,000 in local income can be key to meeting these matches. "Two dollars become 10," Housden said.

One way Citilink is bringing in revenue is through exterior bus ad-

vertisements. These wraparound ads covering the outsides of buses have increased in popularity since their introduction in October. Citilink's income from bus ads March-December was \$51,850. This year it has taken in more than \$59,000. Housden expects \$20,000 to \$30,000 more by year's end.

Increased ridership has also helped. Just under 2 million rides were tallied in 2008, the year Citilink saw substantial cuts in federal funding. The number of rides this year has been between 2 million and 3 million, an 11 percent increase from 2008.

Citilink currently uses a Superior Street transfer station. That station will be closed, as one is being built at the corner of Calhoun and Baker streets.

The new station is scheduled to open Sept. 14.

Housden says the company would like to see the old station "get back into the community" - still to be a service to the community, even though the company may not own it.

But Citilink is concerned with getting money from the old station. Housden says Citilink's business is "as close to private business as you get in the public sector."

Citilink will seek more

Board reports 11% rise in ridership from 2008,

By WES YOUNG
wyoung@news-sentinel.com

Fort Wayne Public Transportation Corp's board's discussion on future funding sources for Citilink on Wednesday morning focused on ways to lobby for increased state funding.

The board agreed that Citilink could count on federal funding through the end of

this fiscal year and that ridership numbers are at exceptional levels — over capacity by Indiana Transportation Association standards — and that the funding the agency is receiving is insufficient to remedy this problem.

The board plans to approach Indiana legislators from an economical angle. The directors believe they can produce evidence that public transportation is a driving economic force. They say the service sustains people's ability to get to work

and, thus, hold a job.

Just under 2 million rides were tallied in 2008, the year Citilink saw substantial cuts in federal funding. The number of rides this year has been between 2 million and 3 million, an 11 percent increase from 2008.

One new source of income is from exterior bus advertisements, which Citilink started using last fall.

Citilink General Manager Ken Housden is awaiting results from research conducted by ITA on Ball State University's campus. He says

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TE / NATION

re funding from state



Housden

support for Citilink's cause.

Housden said studies and statistics like those being produced in the report are important to help people understand why public transportation needs more of their tax dollars.

"It's hard for a person on a

the study and its results are not yet public, but he thinks that their release will add support

12-acre farm to see the value of (public) transportation for job retention and creation," he said.

The board also discussed its reliance on ITA as a liaison between it and state legislators and considered aligning itself more with goals of transportation departments across Indiana. It theorized that it will take a united effort from Indiana transportation departments to sway the opinions of state legislators.

Concerns were also raised about the Map 21 bill that

the Chicago Metropolitan Agency for Planning reports passed both houses of Congress last month. The bill is aimed at extending highway and transportation programs, among other things. The board is unsure what this bill means for Citilink funding other than that it will readjust allocations.

Citilink is considering options for replacing buses that have sustained frame failure and salt damage. The board will look into the pros and cons of replacing these buses with refurbished ones.

Maplecrest widening to cost \$4.6M, begin this fall

Public is invited to review plans at Citizens Square, offer comments through Sept. 5.

By CHRISTIAN SHECKLER
csheckler@news-sentinel.com

A \$4.6 million project to widen Maplecrest Road between State Boulevard and Lake Avenue is set to get under way this fall, according to designs filed by Fort Wayne traffic engineers.

The city invited members of the public this week to review the plans, which call for Maplecrest to be widened to four lanes – with an additional turn lane at some points – to accommodate more traffic as part of the road's \$30 million extension from Lake south to Indiana 930 in New Haven.

Traffic planners expect the initial project – Allen County's extension of Maplecrest, which is scheduled to open by the end of 2012 – to bring a sharp increase in traffic along the north-south thoroughfare over the next two decades. According to traffic estimates, about 12,600 cars travel Maplecrest daily, with that figure expected to reach nearly 20,000 by 2032.

The widening project's estimated \$4.6 million cost would exceed earlier figures by more than \$1 million. The cost was estimated at \$3 million in 2008 and \$3.5 million more recently. City officials were not available Wednesday for an explanation of the cost increase.

Both local and federal funds would go toward the work, according to design plans. The plans will be available in the city's traffic engineering department at Citizens Square, 200 E. Berry St., with a Sept. 5 deadline for people to submit comments.

Although the widening project initially drew concern from nearby homeowners, city officials have helped quiet most of their fears, said City Councilman Tom Smith, R-1st, who represents much of Fort Wayne's east side.

"The city has stayed in very close touch with people, and I have not heard any complaints," said Smith, who had opposed the Maplecrest extension because of its possible impact on homes.

Overall, the city will need to acquire about 1 acre of residential property along the 1.5-mile stretch of Maplecrest, but no

WIDENING

Continued from Page 11

residents will be required to leave their homes, according to the plans. The project would have a direct impact on about 20 properties, including businesses.

"I'll be happy when they get it done," said Steve Ludlow, who lives near the intersection of Maplecrest and Monarch Drive, which will get a new traffic signal as part of the project.

"We need a wider street, and the stoplight will be nice," Ludlow said.

Smith said he thought city officials had done a good job reaching out to homeowners through a series of public meetings. At least one meeting last summer reportedly drew more than 80 people.

The plans also include wheelchair-accessible ramps, decorative streetlights, a landscaped median, and 8-foot trails for walking and cycling on either side of Maplecrest.

775 8-9-12

Citilink hoping to restore route cuts

BENJAMIN LANKA
The Journal Gazette

Citilink hopes next year it can restore some of the bus service it cut back in 2008.

The transit system's board of directors last week approved its \$13.2 million budget for 2013, which calls for bringing back half-hour service to some routes. The budget must still be approved by the City Council.

Returning the service will be dependent upon a few factors, said Ken Housden, Citilink general manager, including the upcoming negotiations with Citilink's union. Housden said until he is sure of what the labor costs will be and the level of support the state will provide, it wouldn't be prudent to increase transit service.

"You don't want to spend that money until you know you got it," he said. "If everything goes well, we should be able to provide some more service for our community."

The board reduced half-hour service during peak times to routes No. 2 and No. 3 in 2008 in an effort to close a budget deficit. Route No. 2 goes from the Georgetown shopping area in eastern Fort Wayne to the Time Corners shopping area on West Jefferson Boulevard. Route No. 3 travels from north of IPFW south on Fairfield Avenue to Paulding Road.

Housden said Citilink has made assumptions on what the labor costs will be for next year, but he hopes an agreement will be made by the end of the year.

He said reinstating the half-hour service likely wouldn't happen until mid-2013, and only if money is available.

The transit system's budget for next year is nearly 2.8 percent more than its 2012 budget – the maximum growth allowed by state law for next year. It will call for raising nearly \$5.2 million in property taxes, but Citilink will lose about \$633,000 of that revenue because of state tax caps.

State law requires the council to approve a budget from Citilink, which Housden expected would happen in October.

blanka@jg.net

JY 8-14-12

Coliseum congestion

INDOT announces plan to add 2 lanes in 2014.

By CHRISTIAN SHECKLER
csheckler@news-sentinel.com

More than 50,000 vehicles navigate Coliseum Boulevard each day between Parnell and Crescent avenues, making it one of Fort Wayne's busiest — and often most congested — stretches.

But motorists could get some relief in 2014, when the Indiana De-

partment of Transportation plans to start a much-needed \$5 million project that would add two lanes of traffic to Indiana 930 (Coliseum) east of Memorial Coliseum.

Highway officials believe the work will help traffic flow more quickly along one of the city's key business corridors, which funnels heavy traffic to and from IPFW, Ivy Tech Community College-North-



Avery

Coordinating Council, an area traffic planning agency. "It's something we've been trying to work on with INDOT for a number of years."

east, the coliseum and Fort Wayne's east side.

"We're pretty excited about the project," said Dan Avery, director of the Northeast Indiana Regional

Coordinating Council, an area traffic planning agency. "It's something we've been trying to work on with INDOT for a number of years."

relief coming

Regional traffic planners have been eyeing the improvements for at least 10 years, calling for the additional lanes in several of the coordinating council's long-term plans, Avery said.

Susan Doell, a project manager with INDOT, said the project is scheduled to start in spring 2014 and last throughout the construction season. No local tax dollars would go toward the project, which instead would use mostly federal

funds, Doell said.

The roughly 1.4-mile segment of Indiana 930 ranks as one of Fort Wayne's most congested thoroughfares for a variety of reasons, Avery said, including the nearby colleges, the heavily developed northeast-side suburban areas and the coliseum.

Although local traffic officials complained in 2009 that INDOT

See COLISEUM, Page 6L

COLISEUM

Continued from Page 1L

was not fully cooperating with their plans to ease traffic along the highway, Avery said Wednesday that timetables for many state projects simply depend on funding availability and priorities.

"It just takes projects awhile to rise to the top sometimes," he said.

Doell said INDOT likely would have begun the work sooner if not for the four-lane bridge over the St. Joseph River just west of Anthony, which will need to be widened, adding to the project's cost and scope.

Under the plan, the east- and westbound sides of Coliseum each will get a third travel lane, for a total of six lanes. Doell said INDOT would try to limit headaches for motorists by keeping two full lanes open throughout the project.

Avery said the improvements also could allow for a left-turn lane from eastbound Coliseum to northbound Anthony at IPFW, which previously had to be removed because cars waiting to turn left often spilled into the eastbound travel lanes.

Because INDOT tries to build projects with 20 years of

MS 8-16-12

Clinton Street into downtown reopens Friday

BENJAMIN LANKA
The Journal Gazette

By Friday evening rush hour, motorists should finally have a relatively smooth time getting in and out of downtown.

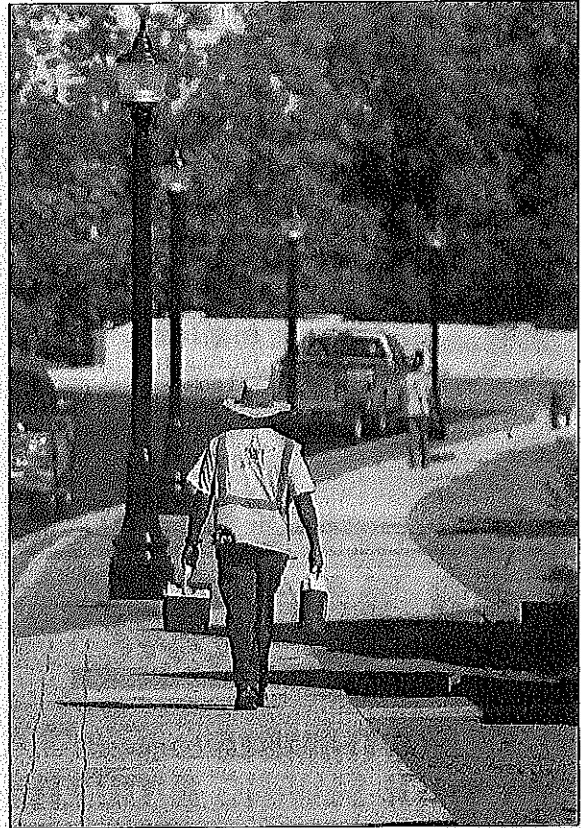
The Indiana Department of Transportation announced Tuesday it will reopen the section of Clinton Street just south of State Boulevard on Friday. Removal of the detour and the switch of traffic to the newly constructed bridge should begin by midmorning, weather permitting.

The major southbound artery into downtown that carries U.S. 27 traffic was closed in March to replace the bridge over Spy Run Creek and soften the curve of the street south of the bridge.

The \$2.1 million project also raised the bridge about 7 feet to avoid future flooding problems.

During construction, local traffic was diverted south onto one lane of the normally northbound Spy Run Avenue by using State Boulevard and Elizabeth Street.

Clinton, Page 5A



Laura J. Gardner | The Journal Gazette

State officials Friday will reopen a section of Clinton Street leading to the downtown that closed in March for road and bridge work.

CLINTON

Continued from Page 1A

Even after the street is open, there will be intermittent lane restrictions to allow contractors to rebuild the approaches to Elizabeth and Jacob streets. The entire project, including landscaping work, will be finished in late

October.

When completed, it will end a multiyear run of detours and delays on the major route into downtown from the north.

In June, the city unveiled the new Martin Luther King Jr. Memorial Bridge over the St. Marys River, just south of Spy Run Creek. That project began in the summer of 2010

and required lane closures for two years.

The northern bridge project required the entire road be closed.

This section of Clinton carried about 22,000 vehicles a day before it was closed. State officials say the reopening of Clinton is one day earlier than anticipated.

blanka@jg.net

JY 8-22-12

Clinton St. will reopen for motorists Friday

Project nearly complete on heavily traveled road.

News-Sentinel staff reports

One of the busiest routes through downtown Fort Wayne will reopen Friday after being closed over the past five months for construction, the Indiana Department of Transportation said.

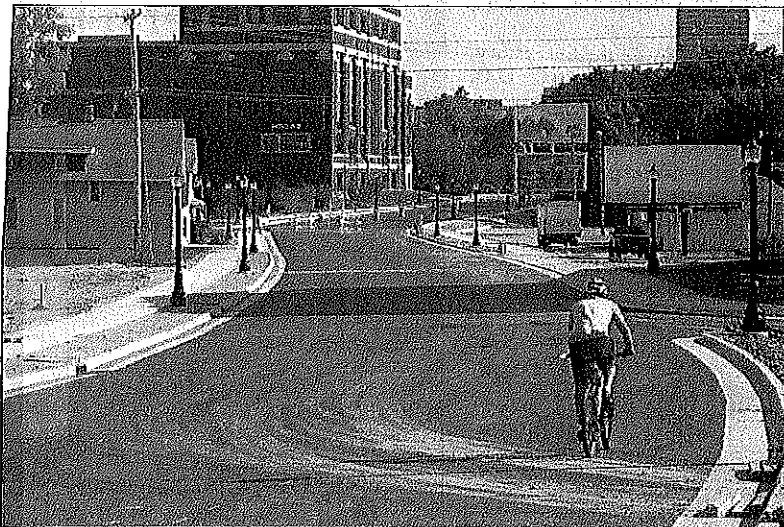
A stretch of Clinton Street (U.S. 27) just north of downtown had been closed since March so INDOT could straighten a hazardous curve and raise the bridge over Spy Run Creek. The street will be opened to traffic mid-Friday morning, IN-

DOT said in a news release.

About 25,000 cars use Clinton each day, making it one of the city's most heavily traveled north-south thoroughfares. Throughout the project, it had been closed between State Boulevard on the north and Elizabeth Street on the south.

Since the work began, south-bound traffic has been rerouted to Spy Run Avenue, which was temporarily converted to a two-way street, and Elizabeth to Clinton

See **CLINTON**, Page 3L



By Christian Sheckler of The News-Sentinel

A bicyclist rides a newly paved stretch of Clinton Street on Tuesday just north of downtown. The Indiana Department of Transportation said Clinton will reopen to traffic Friday after being closed since March for construction.

CLINTON

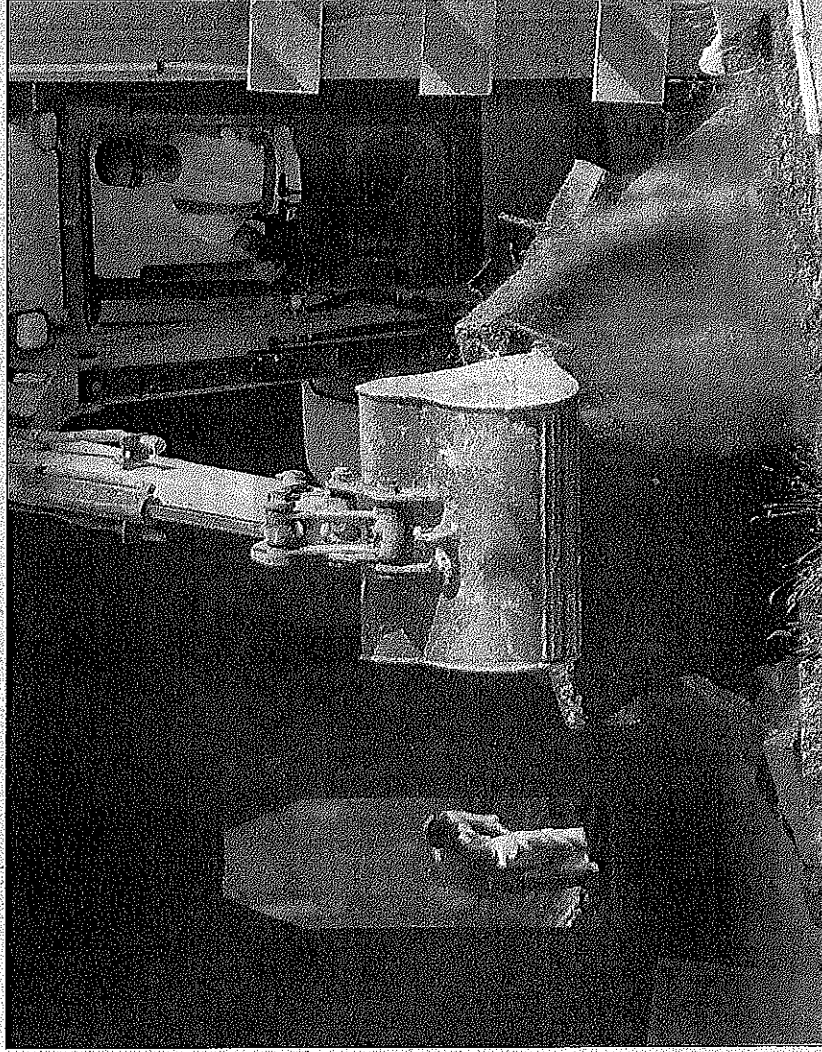
Continued from Page 1L

just north of Science Central.

Clinton will still see some ongoing lane restrictions as workers make finishing touches, with the entire project set for completion in October, the news release said.

NS 8-22-12

PART OF TRANSFER STATION'S CONSTRUCTION SIDEWALKS SMASHED



By Ellie Bogue of The News-Sentinel
A new Citilink downtown transfer station means new sidewalks, railings, curb-ramps and crosswalks for passengers to get to the station. The South Harrison Street viaduct is closed until Sept. 10 for the work.

Citilink's downtown transfer station under construction at South Harrison and Baker streets is also improving sidewalk access for riders. The South Harrison viaduct is closed to traffic through Sept. 10 as new sidewalks, railings, curb ramps and crosswalks are installed. Wednesday morning the sidewalks were being torn up in preparation for the new pavement. According to Frank Suarez, a city spokesman, the city is paying for 20 percent of the sidewalk improvements while Citilink picks up the rest. Betsy Kachmar, Citilink assistant general manager, said an opening ceremony at the transfer station for local officials and dignitaries is scheduled for mid-September.

—By *Ellie Bogue* of
The News-Sentinel

MS 8-23-12

County moves on Anthony

\$98,680 set aside for design work

DAN STOCKMAN
The Journal Gazette

The Allen County commissioners agreed Friday to spend almost \$100,000 on design work related to needed repairs of the Anthony Boulevard bridge over the Maumee River.

The bridge was closed for several weeks this summer after it was found to have structural problems. It

has since reopened with a weight limit of 12 tons and fewer lanes, but officials said those repairs are only temporary and the entire upper structure of the bridge needs to be replaced.

In fact, said Bill Hartman, Allen County highway director, the bridge itself was never meant to last as long as it did.

"It was built as a temporary bridge in the late '70s or early '80s,"

Hartman said. "Here we are."

Friday's proposal was to award Engineering Resources Inc. of Fort Wayne a \$98,680 contract to design a new structure to sit atop the supports. Hartman said he hopes construction will begin in the spring; it will take eight or nine months.

Because of the way the bridge is constructed, with all of the structural members tied together, Hartman said the bridge cannot be worked on one side at a time so it can remain partly open.

"It has to be closed," he said.

R 1, 2012

SECTION C

Anthony bridge

Commissioners Linda Bloom and Therese Brown voted to approve the award. Commissioner Nelson Peters was absent.

Spring Street bridge

The commissioners agreed to changes in the Spring Street bridge project to incorporate pedestrian accessibility requirements. The changes will add \$14,000 to the cost of the project and push back the opening of the bridge to Oct. 5.

It had been scheduled to open

Sept. 28, but Bloom said pushing the date back a week will allow officials to open the bridge when all construction is finished, rather than opening it to traffic but still having work going on.

Also approved was a \$305,430 change to the Diebold Road improvements, but the change will not cost the county any money as it is being paid for by Parkview Health. The additional work will add a left-turn lane to the intersection of Diebold and North Clinton.

dstockman@jg.net

Buses skirting S. An

Citilink learns its 18-ton vehicles far exceed aged span's 12-ton limit

**DAN STOCKMAN
AND JEFF WIEHE**
The Journal Gazette

Citilink buses are now detouring around the South Anthony Boulevard bridge — almost four weeks after the bridge reopened with drastically lowered weight limits.

The weight limit on the failing structure was dropped to 12 tons after emergency repairs made it usable until it can be replaced next year.

But Citilink buses continued to use the bridge over the Maumee River daily until The Journal Gazette

asked how much those buses weigh.

Officials looked into the question and discovered they weigh at least 18 tons. Citilink was unaware the weight limits had been lowered, Citilink assistant general manager Betsy Kachmar said.

"We were especially concerned because we thought the hybrid buses weighed even more," she said.

Fort Wayne Community Schools buses have been detouring around the bridge since the limit was lowered, even though it could likely accommodate them.

"Our buses are 11 tons without

students," FWCS spokeswoman Krista Stockman said. "So as a precaution we stopped traveling over that bridge."

Kachmar thanked the newspaper for raising the issue, saying the agency had no idea its buses weighed 50 percent more than engineers say the bridge can safely carry.

The detoured bus routes began Thursday.

Allen County Highway Department Director Bill Hartman agreed that school buses would likely be fine on the bridge, but a bus weighing 18 to 21 tons would be out of the question.

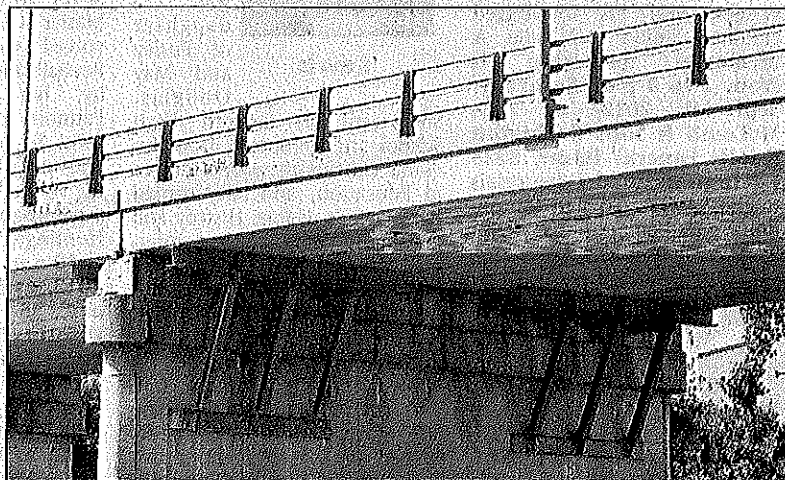
"That's a whole different story," Hartman said. "We absolutely don't

Bridge, Page 3C

7 2012

SECTION C

thony bridge



Michelle Davies | The Journal Gazette

The underside of the South Anthony Boulevard bridge reveals cracked concrete and signs of disrepair.

BRIDGE

Continued from Page 1C
want anybody hurt.”

Last week, the Allen County commissioners agreed to spend almost \$100,000 for engineers to design repairs for the 30-year-old bridge.

The bridge was closed for several weeks this summer after a routine inspection found severe structural problems. It reopened in August with the lower weight limit of 12 tons and fewer lanes, but officials described the repairs as only temporary. The entire upper structure of the bridge needs to be replaced.

Hartman said the bridge

was built in the late 1970s or early 1980s as a temporary structure, so it's not surprising it's at the end of its useful life.

Officials hope construction will begin in the spring. Because the bridge was built with all of the structural members tied together, the work cannot be done with one half remaining open. The bridge will be closed for eight or nine months.

Kachmar said having to detour to the Tecumseh Street bridge is an inconvenience but will have to be done.

“We made that work when (the bridge) was closed, and we'll use it until we can get back on it,” she said.

dstockman@jg.net

jeffwiehe@jg.net

Roundabouts in mot

Touted as safer than traffic lights

DAN STOCKMAN
The Journal Gazette

Drivers who say they don't like roundabouts had better get used to them — there are many more of them on the way.

There are six roundabouts in the Fort Wayne area, but at least nine

more are planned or being considered.

"We're going to be a roundabout county," Commissioner Linda Bloom said, adding that she loves the idea.

Drivers here have been negotiating roundabouts only for a little more than a decade, and the first

ones were greeted with complaints.

But those gripes have gradually turned to acceptance and even appreciation where the roundabouts have replaced problem intersections, such as the former "spaghetti bowl" at Pontiac and Wayne Trace.

Bill Baranowski, a civil engineer in Salt Lake City who designs roundabouts and runs the website www.roundaboutsusa.com, said complaints happen everywhere

torists' future

roundabouts are installed.

"Twenty years ago it was a big deal" when a roundabout was proposed, Baranowski said. "Now it's not a big deal to have a couple roundabouts be installed in a city every year."

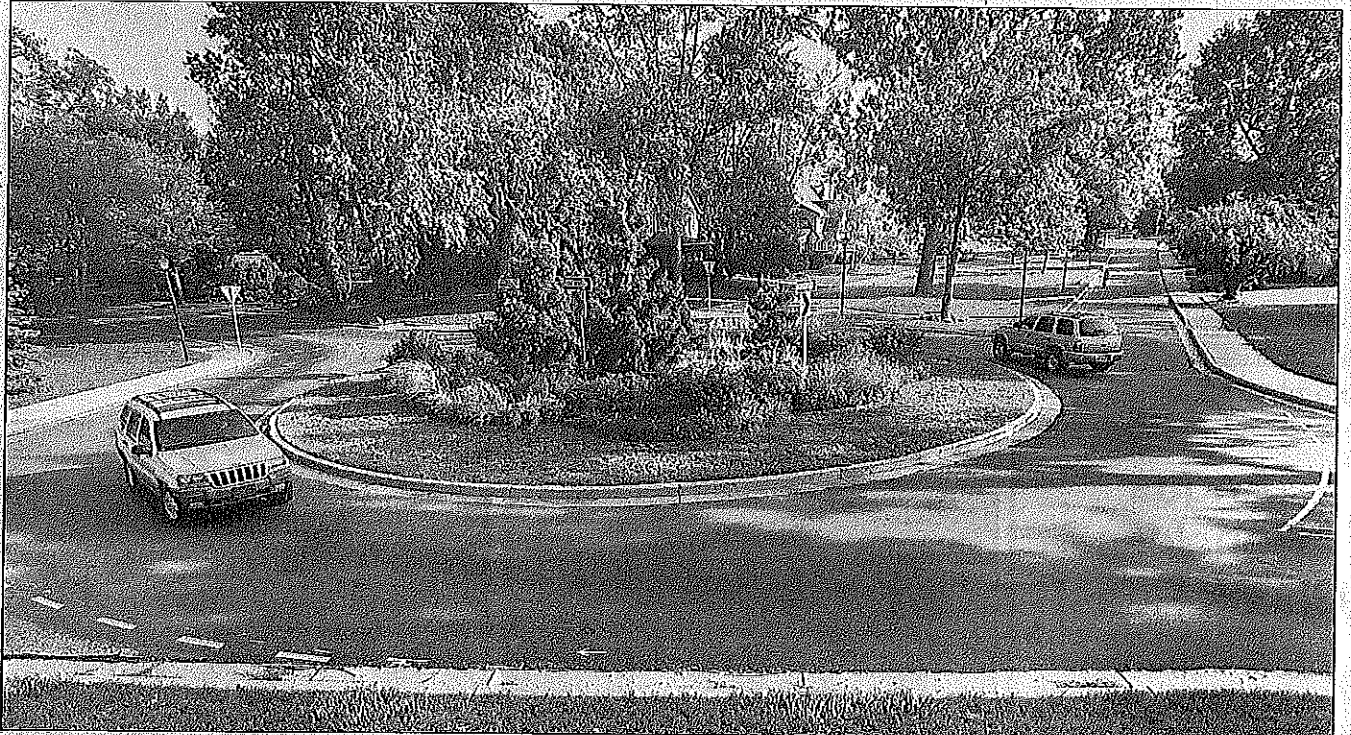
He said there are about 3,400 roundabouts in the United States — a far cry from the 25,000 in the United Kingdom and 30,000 in France, but a lot considering the first was built in

the U.S. in 1990.

He said most complaints generated by proposed roundabouts are just from a fear of the unknown.

"Take a poll, and before the project, people's first reaction is 60 (percent) to 70 percent negative," Baranowski said. "Once (the roundabout is) in, it's 60 to 70 percent positive. Well how did that happen?"

Future, Page 6A



Commuters navigate the roundabout at Old Mill and Westover roads. Nine roundabouts are planned or proposed for Fort Wayne roads.

Swikar Patel | The Journal Gazette

FUTURE

Continued from Page 1A

Their preconceptions have been destroyed by how easy it is to use a roundabout."

Roundabouts are similar to traffic circles but are smaller and require drivers to yield to traffic already in the roundabout. Officials like them because they move traffic efficiently and are safer than traffic signals.

Two of the most prominent roundabouts will be on Union Chapel Road, book-ending the new overpass and interchange at Interstate 69. The roundabouts will be used at the intersections with Auburn and Diebold roads.

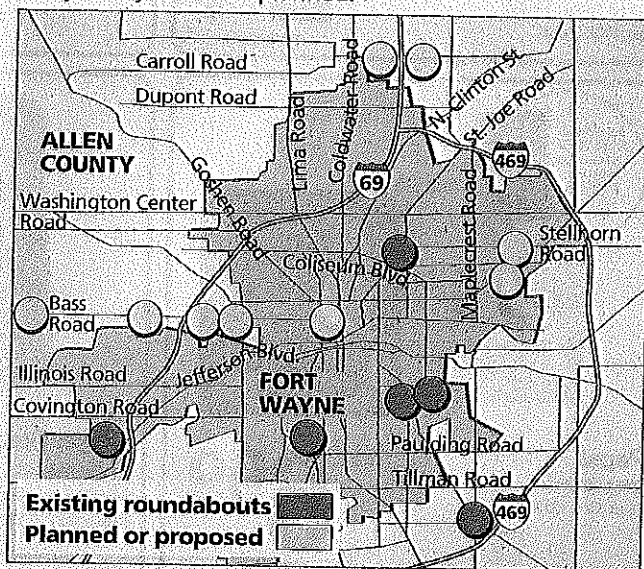
Another will be the one planned for downtown Fort Wayne at Superior, Ewing, Fairfield and Wells streets.

"Typically, it is difficult to control a five-legged intersection, so a roundabout makes more sense there," city traffic engineer Shan Gunawardena said.

They also work particularly well where one or two legs of the intersection have heavy traffic but other legs do not, which is what led to the roundabout on Coventry Lane in Aboite Township. The retirement community on the west side of the intersection was asking for a four-way-stop because residents were having trouble getting onto Coventry, Allen County Highway Director Bill Hartman said.

Round and round

The Fort Wayne area is home to several roundabouts, but many, many more are planned.



The Journal Gazette

That's the reason a roundabout is being considered for the intersection of Maysville and Stellohorn roads, Gunawardena said. Most of the traffic there is on the west leg of Stellohorn and the north leg of Maysville.

A roundabout would not only keep those busy legs moving, he said, but could do it without impeding access for the other legs.

"There's not a balanced flow of traffic there," Gunawardena said. "It's an odd configuration of roads, but we could clean it up with a neat roundabout design."

City officials are also considering a roundabout for a similar location just down the

road, at the intersection of Maysville, Trier and Landin roads.

"That's also right there where the cities of Fort Wayne and New Haven meet, so it also has a kind of gateway potential there," he said. "It's now a four-way-stop, but it's approaching the criteria for a traffic signal, but we feel a roundabout would be more appropriate."

Aesthetics are another factor – something proponents say no traffic signal will ever be able to replicate. Gunawardena uses the roundabout on Old Mill Road as an example.

"Before, it was just a wide expanse of pavement. Now it's a rose garden," he said.

"With all that pavement, it was pretty much a free-for-all traffic-wise."

"Now it's a smoother ride, there's not as much traffic noise, and it's an attractive feature for the neighborhood."

Officials say roundabouts are also much safer. Baranowski's website says studies show roundabouts reduce injury accidents as much as 76 percent.

"Typically, negotiating a roundabout is done at very low speed," Gunawardena said. "So even if there is a crash, it's a very low-speed crash."

They're also safer for pedestrians, because they have to watch for traffic from only one direction at a time.

Officials point out that they also work – unlike traffic lights after this summer's wind storm – even when the power is out, have almost no maintenance costs and save fuel and reduce pollution from idling traffic waiting for a light to change.

As for the complaints, Gunawardena said acceptance is growing.

"Nobody knew anything about bike lanes a few years ago, either. Once they get used to it, it becomes second nature," he said.

"As for the complaints, I don't think people think they have trouble negotiating a roundabout, they think other people have trouble negotiating a roundabout."

dstockman@jg.net

New Citilink station offers more comfort

Officials dedicate downtown facility.

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

Alphonso Dillard rides a Citilink bus every day. He rides the bus to the library. He rides it to shop at Time Corners and to see his doctor in Fort Wayne's far north side.

During the winter, Dillard, who is on disability, would brave the elements to wait for his connecting ride at Citilink's open-air Superior Street transfer station, which lacks basic comforts such as heating, air conditioning and bathrooms.

"In the winter, at the old transfer station, you would have to stand out in the cold," Dillard said. "It was a lot of hassle."

But Citilink riders would face fewer hassles after

STATION

Continued from Page 1A

8:15 a.m. today, when the bus service's new central station was to officially open at Baker and Calhoun streets.

Fort Wayne public and business officials joined Citilink on Friday to dedicate the new \$4.4 million station, which features restrooms, an indoor waiting area and covered bus bays to shield riders from wind, rain and snow.

The project has been in the works since 2002, but efforts to build a full-service station downtown go back to at least the mid-'90s, Citilink officials said.

"As you know, this day has been a long time coming,"



By Christian Sheckler of The News-Sentinel

A crowd gathers Friday at the new Citilink central station at Baker and Calhoun streets to dedicate the \$4.4 million station.

Citilink General Manager Ken Housden told the crowd gathered for the station's dedication.

Housden said the bigger station will keep Citilink

lines running smoothly by funneling buses through at a quicker pace – a key advantage as the service tries to increase its ridership.

The new station also will

be safer, with 37 security cameras, and will be able to accommodate bigger buses if Citilink decides to use different models in the future, Housden said.

Mayor Tom Henry pointed to the station's downtown-friendly landscaping and its location next door to the old Baker Street Station – where downtown advocates hope to bring back passenger rail – as other advantages.

For those who ride Citilink buses a combined total of more than 2 million times each year, the new station will simply make their trips safer and more comfortable, Dillard said.

"It's going to mean a lot of security – a lot of, more or less, comfort," he said. "This is a lot classier."

428 9-15-12

Years in making, transit hub opens to cheers, ribbons

DAN STOCKMAN
The Journal Gazette

Ten years after efforts to build a new downtown station began, Citilink officials cut the ribbon Friday on a new transfer hub.

Citilink General Manager Ken Housden said informal efforts actually began 16 years ago, and state Rep. Win Moses, D-Fort Wayne, said it really began in the 1980s when he was mayor.

"People gathered under storefronts, and business owners were very mad," Moses said. "The Chamber was always asking, 'Can't we do better?'"

The temporary solution then, he said, was north and south downtown transfer stations, with the

ON THE WEB

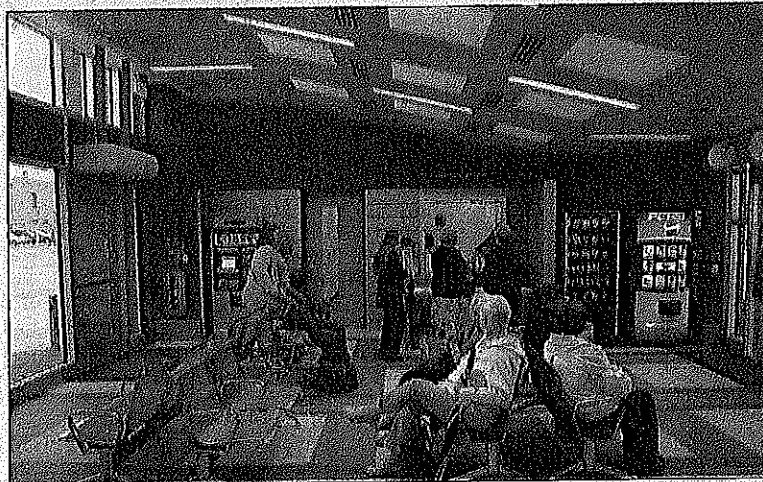
To see a **photo gallery** from this event, go to www.journalgazette.net/galleries

south one being located where the new station is today.

"People had to stand out in the cold and the wet and the rain," Moses said. But no more: "What Citilink has done is put together a first-class, beautiful transfer station."

The \$4.4 million station features a waiting room heated and cooled by a geothermal system, has restrooms, a place to buy tickets and a screen showing arrival and departures.

Transit, Page 2C



The transfer station's lobby features restrooms, a ticket kiosk and vending machines - along with heating and cooling.

J 9-15-12

TRANSIT

Continued from Page 1C

ture times. Officials said 80 percent of the cost was paid for by federal transit funds.

Board Chairman Fred Lanahan said Citilink looked at seven different sites before settling on the one it already owned on Baker Street between Harrison and Calhoun streets. It has roofs over the bus parking area, and lots of benches.

"This is going to be really, really good for the riders," Lanahan said.

He said Citilink provided 2.2 million rides last year, and the agency hopes to entice Greyhound to locate its station there and to get passenger rail service to return to the Baker Street Station across the street. Several parking spaces will be designated for passenger drop-off and pickup, taxis and Countilink buses.

"We want to make this a true transit center," Lanahan said.

The project came in on time and on budget, with the only hitch coming in the plan to have a Citilink bus drive through a ceremonial ribbon. Instead of tearing when the bus full of dignitaries hit it, it pulled out of the hands of the people holding it and went under the wheels. The crowd applauded anyway.

All transfer services move from the old station, at Superior and Clinton streets, to the new station at 8:15 a.m. today.

dstockman@jg.net

State-widening foes fear urban highway

DAN STOCKMAN
The Journal Gazette

An \$11 million upgrade to State Boulevard between Wells Street and the St. Joseph River was controversial when it was proposed four years ago.

Today, with a public hearing expected within a month or two and the plans getting closer to being finalized, it remains a subject of debate.

City Councilman John Shoaff, D-at-large, has mentioned the project repeatedly at public meetings, contending the city wants to make State Boulevard a throughway for heavy truck traffic and that city officials are not listening to neighborhood concerns.

City officials say the opposite is true: There are no plans to make State Boulevard a truck route. Plans call for numerous traffic-calming measures, and city officials say they have worked closely with many neighbors to make the best plan possible.

"State is never going to be a truck route," said Bob Kennedy, the city's director of public works. "We're not designing it for trucks, and we would never do that."

But Shoaff and Brookview Neighborhood Association President Michelle Briggs Wedaman say the 2030 Transportation Plan seems to indicate otherwise. The plan is a long-term regional planning document created by the Northeast Indiana Regional Coordinating Council. The group coordinates transportation projects so they make sense on a regional basis.

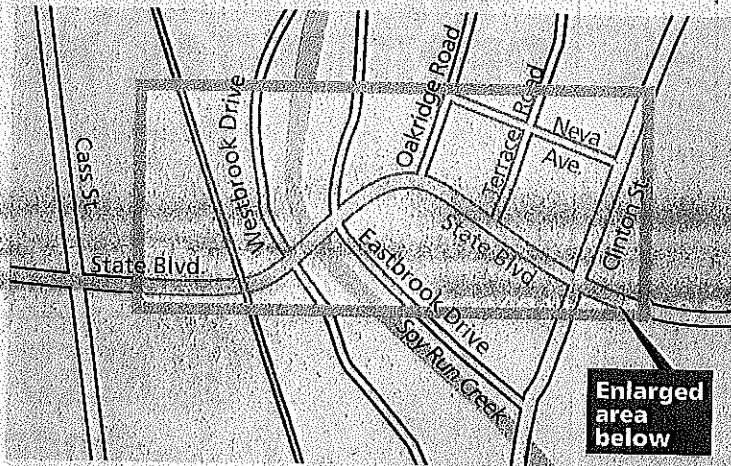
Shoaff said the plan specifically calls for making State Boulevard a major east-west artery to detour truck traffic off congested Coliseum Boulevard.

City officials said they were un-

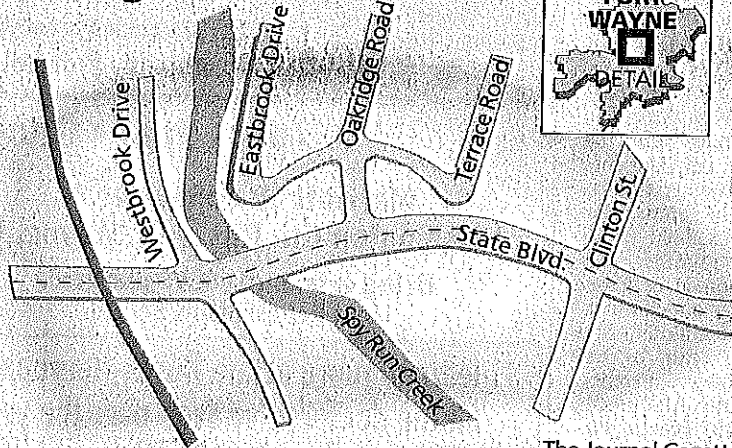
aware that provision was in the plan, that it is the opposite of city policy, and even if the provision does exist, it is the city, not NIRCC, that decides which projects to build and how to build them.

NIRCC Executive Director Dan Avery said such a provision related to State is not in the 2030 plan and that Shoaff is misinterpreting what is there.

Existing State Boulevard route



Redesigned route



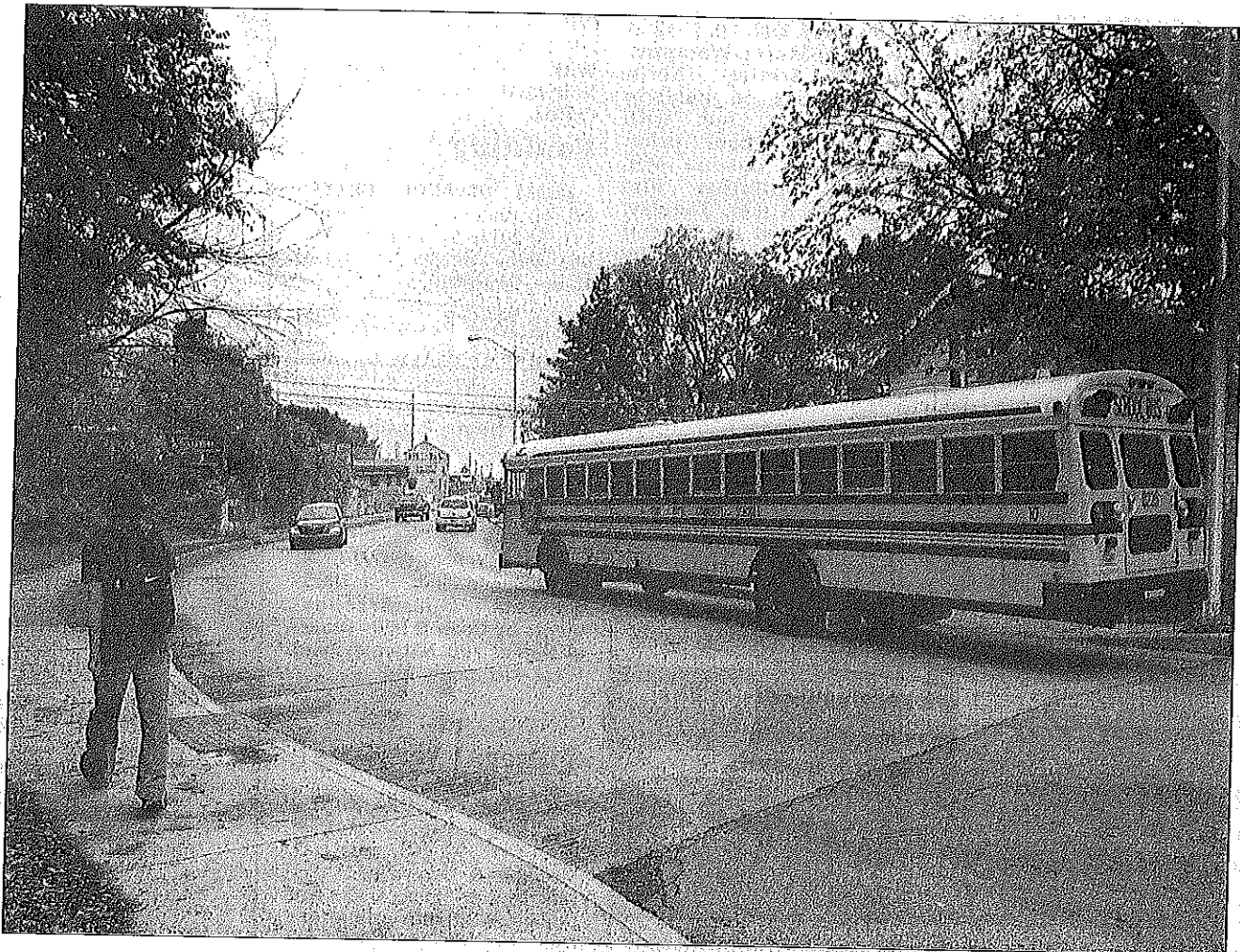
The Journal Gazette

Project details

The project proposed by the city calls for two travel lanes in each direction and a softer curve near Eastbrook and Westbrook drives to improve safety. The new alignment — which would require about \$3.2 million in property acquisitions — would

State, Page 4C

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Swikar Patel | The Journal Gazette

The city wants to widen State Boulevard from Wells Street to the St. Joseph River.

STATE

Continued from Page 1C

provide more capacity than the 20,500 vehicles that travel it daily.

Opponents say those four lanes – and a center turn lane in spots – with a straighter, elevated route to accommodate a raised bridge over Spy Run Creek, will make the road, “another wide, fast urban highway.”

“This is not what the neighborhood wants; it’s not what these neighborhoods want,” Briggs Wedaman said, pointing to a list of 15 other neighborhoods that have signed documents opposing the project.

But city officials contend the project is, in fact, what neighbors want, because they

have had at least 30 meetings on the project, including eight meetings with Brookview.

The current plan includes important changes suggested by neighbors, Kennedy said.

“Laying engineering plans on a table and having residents say which streets they want to connect is not a meaningful exploration of alternatives,” Briggs Wedaman said, who adds that the city has talked to neighbors but not in a meaningful way.

“Every time you ask a question, more questions emerge,” she said.

John Meinzen, vice president of the Spy Run Neighborhood Association, said he now wishes he had not signed the letter opposing it. The first phase of the project, from the St. Joseph River to Clinton Street, runs through

his neighborhood.

“I think they’re trying to meet the wishes of the people,” Meinzen said of the city process.

A bridge of trouble?

The alignment causing much of the debate is caused by the bridge, officials said. The structure is in need of replacement – it is the lowest-rated bridge in the county, at 28 of 100.

But because of the flooding in the area, federal guidelines require it be built 7 feet higher than the current bridge. That requires changing the route the road takes, moving it south and straightening the curves.

“It can’t stay where it is,” Kennedy said. “It would destroy the homes to the north. This way, the homes we have

to take are the ones already targeted for voluntary flood buyouts, plus those on the south side of State. But by doing that, we protect dozens and dozens of homes to the north.”

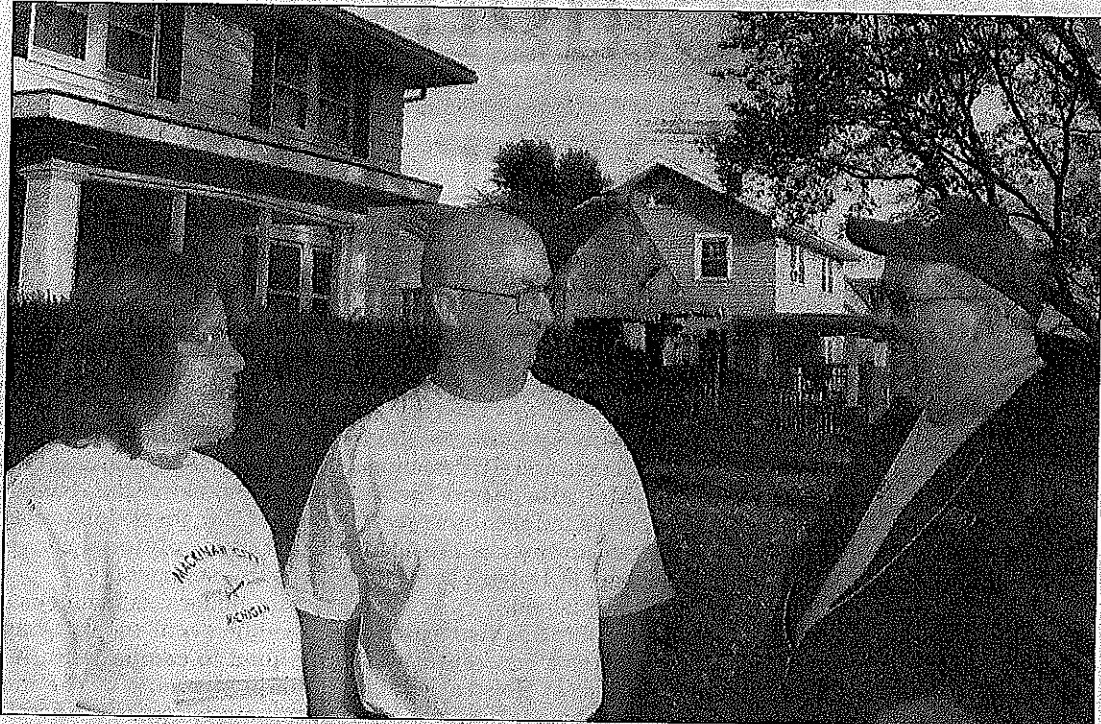
Officials say they don’t want the road to be a highway, so they’re designing it to slow traffic: There will be streetlights and trees right at the curb, and a planted median. The trees and low overhead signals will also discourage trucks.

Briggs Wedaman said neighbors just want a real look at what else might be possible.

“We’re not saying do nothing,” she said. “We’re saying there are other alternatives and the city has refused to explore those in a meaningful way.”

dstockman@jg.net

HOMEOWNERS NEED ANSWERS



By Kevin Leininger of The News-Sentinel

Peggy Roy, Mike McKinley and Joe Sale own homes in the 2200 block of Eastbrook Drive but say they're unable to maintain their properties properly because of uncertainty created by opposition to \$11 million in proposed changes to nearby State Boulevard.

Fight over State Blvd. plans leave some in limbo

Residents wanting home improvements wait for decisions



A column by
**KEVIN
LEININGER**

MIKE MCKINLEY'S ROOF leaks. Joe Sale's front porch sags. Peggy Roy's house needs work, too.

And yet each is reluctant to improve their properties in the 2200 block of Eastbrook Drive — despite genuinely seeming to care about their neighborhood, the people living nearby and their obligations as homeowners.

Meet some of the mostly unnoticed people living in the limbo created by the

bureaucratic tug-of-war between those who support \$11 million in improvements to a section of State Boulevard and opponents doing their best to stop it.

"I moved (to the Georgetown area) in 2006 when the city told me it was going to buy my home," Roy said. About 18 homes along Eastbrook and Westbrook were bought and demolished.

See **LEININGER**, Page 3A

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FROM THE FRONT PAGE

LEININGER

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Subsequently, however, the removal of Roy's house and several others for flood-control purposes was put on hold by plans to widen and straighten State between Cass Street and Spy Run Avenue — a plan being fiercely opposed by historic preservationists, at least one City Council member and the president of Roy's own Brookview Neighborhood Association.

But even if that opposition fails, construction bids won't be awarded until 2014 at the earliest, with completion long after that. And so she and the others wait, unwilling to make investments for which they are unlikely to be reimbursed even if the city does ultimately buy their properties — an ironic but logical example of how efforts to

preserve an historic neighborhood have in a way contributed to its decay.

Roy, McKinley and Sale are among the owners of about 12 homes slated for demolition — most, if not all, of whom are willing and even eager to sell, they and city officials say.

It's not that they don't like the neighborhood, despite some of the flooding and traffic headaches the State project would address. They're just tired of living with the uncertainty and economic cost it could exact.

"It took me two and a half months to find my last tenants, and I have to go with short-term leases. I'd fix the place up, but I can't renovate. I'm losing money, and it sucks," said Roy.

But that creates a Catch-22 for them and other affected homeowners. Any investments they make may

not be reimbursed by the city when it does get around to buying them out, since payment will be based on professional appraisals. But if they let the properties deteriorate, their appraised value could do likewise.

What's more, as McKinley noted, housing values in general have not exactly skyrocketed since the city first proposed a buyout in pre-recession 2006.

As I reported Saturday, Brookview President Michelle Briggs Wedaman has taken the lead in opposing the State project, crafting a letter to city officials signed by 15 neighborhood association leaders representing more than 11,000 residents. Wedaman and City Councilman John Shoaff insist the project will irreparably harm the neighborhood's historic integrity and turn the affected section of State

— now a winding, two-lane potential truck route — into a potential truck route. City officials say they are designing the changes to ensure that doesn't happen.

But Wedaman's home is not in the area most directly affected. Roy's is, and she would like opponents to consider the human cost of their position.

"I'm so for this project. It's a nightmare trying to get into State (from Eastbrook). You can't turn left (because of traffic and poor sight lines caused by the sharp curve to be removed)," McKinley said.

"People on the other side (of State) don't know the hardship (opposition to the project) has caused," Roy

said. "The people fighting it have been heard, now we have to take the initiative."

To that end, she hopes to convince City Council members that criticism of the project is not as unanimous as it may appear.

Although Spy Run Neighborhood Association Vice President John Meinzen, who signed the letter, has some concerns, he said he "doesn't agree 100 percent" with critics. He doubts those who claim State will become a popular truck route, for example.

At this point, Roy, McKinley and Sale want the plan to proceed. But they could also live with its demise. At least then they'd know, and could act accordingly.

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

Maplecrest extension finishes

VIVIAN SADE
The Journal Gazette

More than a decade ago, Allen County Commissioner Linda Bloom found undeveloped plans from 1970 for building a north-south corridor on the east side of Allen County.

Intrigued, she dusted them off, and the journey of the Maplecrest Road Extension began.

On Tuesday, Bloom and many other county officials will celebrate a vision come true at the opening of the new connecting road in New Haven.

The project took seven years and was the most complex infrastructure road project ever undertaken locally, said Bloom, who is serving her fifth

IF YOU GO

WHAT: A ribbon-cutting ceremony to open the Maplecrest Road extension

WHEN: 11 a.m. Tuesday

WHERE: On the new highway near the Do it Best headquarters in New Haven; parking will be available on Nelson Road

term as commissioner.

It extends Maplecrest from Lake Avenue to Adams Center Road at Indiana 930 in New Haven. It features 1.5 miles of a new four-lane road with curbs and gutters and four new bridges. It also includes new storm sew-

ers, a multi-use trail that connects to the Rivergreenway, traffic signs, and three traffic signals, including one at Maplecrest's intersection with Nelson Road.

Although Bloom and others think the public will be impressed with the new road, it was not always received favorably.

"When I first pursued this, boy did I get calls and emails from people who were angry we would spend so much on a road project," she said.

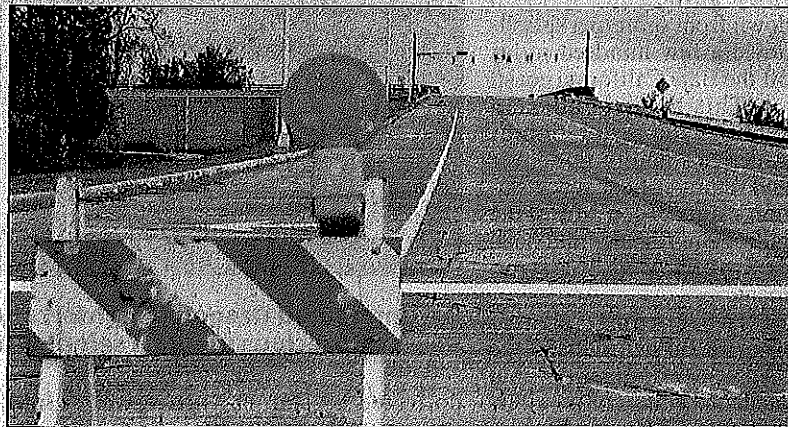
In 2005, Bloom traveled to Washington, D.C., and came back with a commitment from lawmakers for \$11 million in federal funds for the

Extension, Page 8A

ED SINCE 1863

www.journalgazette.net

shes long journey



Michelle Davies | The Journal Gazette

The grand opening of the new Maplecrest extension will be at 11 a.m. Tuesday near the Do it Best in New Haven.

EXTENSION

Continued from Page 1A

project.

"My thought was, 'Well this is great, here's the first pot of money - now, where do we get the rest?'" Bloom said.

The county ended up getting about \$14 million in federal money to help pay for the project and borrowed \$25 million on a 25-year bond, county Highway Director Bill Hartman said.

New Haven was asked to contribute \$2.4 million, and Fort Wayne will pay \$2 million. Norfolk Southern also agreed to contribute to the project, Hartman said.

Because federal funds were involved, the project was under the supervision of the Indiana Department of Transportation, Hartman said.

Work began in the spring of 2010 after Primco Inc. of Fort Wayne was awarded the construction contract for \$28.8 million.

Two years later, the cost has increased to \$31.4 million, but is still well below the engineer's original estimate of \$50 million.

"I'm very happy and pleased that it is completed," Bloom said. "It's a magnifi-

cent project."

Commissioner Therese Brown agrees.

"This has been a long time coming," Brown said. "I know there are a lot of people and a lot of county employees coming to work every day from the northeast side that are very excited about this."

Local planners estimate as many as 8,000 vehicles per day will be attracted to the new roadway from nearby existing roads and future traffic volumes are predicted to be as great as 17,000 vehicles per day, according to the county's website.

People all over Allen County are excited about the new extension, said Brian Yoh, New Haven's director of planning and economic development.

"This is a vital north-south corridor, a direct link to the Maplecrest and Georgetown area and to the industrial corridor of Adams Center Road," Yoh said.

The new road is expected to alleviate traffic on Landin Road and Coliseum Boulevard between Lake Avenue and Indiana 930, Yoh said.

Yoh said that, "generally speaking," people are happy about the extension not only in New Haven but also in Fort Wayne, particularly the

Georgetown and Maplecrest area.

"It will be mutually benefiting," he said.

On Friday, the county commissioners approved adding survey documents to the area for future project needs at a cost of \$7,488.

Relatively small expenses will continue to trickle in, so a final project cost will not be available for a few more months, Hartman said.

The largest unexpected cost on the project was more than \$1 million to deal with unpredictable soil conditions encountered as the construction crews added four bridges over railroad tracks and the Maumee River.

The approved changes were needed to remove poor soil and the remains of a decades-old dump found on the south side of the Maumee River - "dirty dirt" as Bloom likes to call it.

Crews had to install a solid base, which Hartman said was crucial to the life expectancy of the road.

Despite some glitches, Hartman said he felt the project "went great and was completed on time."

The new road will provide easier access to the Norfolk Southern railroad office and the Do it Best headquarters

and will do away with motorists encountering two railroad crossings, one of which had several fatalities, Hartman said.

"Now, an EMS or fire department crew can quickly get in and out of the Do it Best and Norfolk Southern area," Hartman said. "Before, it was just a dead zone, and hard to access."

People can also travel more safely now without having to worry about the railroad crossings, he said.

"It's a huge safety factor," he said.

vsade@jg.net

Maplecrest extension touted as link for two communities

VIVIAN SADE
The Journal Gazette

Sunny skies, cool weather and plenty of smiles prevailed as two mayors, three county commissioners and dozens of other elected officials gathered Friday to dedicate the new Maplecrest Road extension.

The dedication theme was "Connecting Communities."

The project took seven years and

is the most complex road project that has been undertaken locally, said Allen County Commissioner Linda Bloom, who was instrumental in pursuing funding for it.

It extends Maplecrest from Lake Avenue to Adams Center Road at Indiana 930 in New Haven and features 1.5 miles of a new four-lane road with curbs and gutters and four new bridges.

It also includes new storm sewers, a multiuse trail that connects to

the Rivergreenway, traffic signs and three traffic signals, including one at Maplecrest's intersection with Nelson Road.

Bloom unveiled two plaques listing the names of all involved in the project that will be posted on one of the bridges and near an entrance to the Rivergreenway.

The project's final cost is \$31.4 million, well below the engi-

Extension, Page 3C

EXTENSION

Continued from Page 1C

neer's original estimate of \$50 million, Bloom said.

The new road will provide easier access to the Norfolk Southern railroad office and the Do it Best headquarters and will do away with two railroad crossings.

Randy Rusk, spokesman for Do it Best, smiled broadly as he related the feelings of the company's 425 employees.

"Our staff could not be more excited," Rusk said. "We could not be more pleased."

Rusk said county officials treated Do it Best "like a true partner" in the project, seeking their input at every turn.

"Since 1947, we have been enclosed by trains, a river and, sometimes, floodwaters," Rusk said. "But no more."

The new road will open numerous avenues for economic development, Com-

missioner Nelson Peters said.

The construction alone was expected to have an economic impact of about \$86 million. The road's economic effect is projected to exceed \$715 million over the next 11 years, he said.

"That will add \$236 million in employee compensation and support more than 7,800 jobs," Peters said.

Fort Wayne Mayor Tom Henry and New Haven Mayor Terry McDonald both stressed the teamwork and collaborative efforts of all involved.

"This is a statement of the unification of municipalities to make something great happen," Henry said.

McDonald said the road - which opened Tuesday - has already become a "very important connection between the two communities."

"This is not just a new road," McDonald said, "but a great example of a new age of cooperation between all for the betterment of everybody."

"The team of Allen County, Fort Wayne and New Haven persevered and prevailed."

Mary Pyle and her daughter Cindy Gaumer were among the local residents who attended the ceremony.

Pyle, who lives near Maplecrest and Rothman roads, felt compelled to attend in honor of her late husband, Virgil.

Her husband was always adamant that the county proceed with the project and would voice that to anyone and everyone he met, Pyle said.

"If he had not died two years ago, he'd be standing here right next to me, very excited," Pyle said.

Gaumer and her husband, Jeremy, live on Maysville Road. Jeremy Gaumer travels daily to his job at Frontier in New Haven and before this week had no direct access.

He was on the road as soon as it opened, Gaumer said, "and loved it."

vsade@jg.net

11-3-12

County signs off on US 24 revamp study

VIVIAN SIDE
The Journal Gazette

Two counties will come together in vetting the feasibility of converting a stretch of road from Interstate 69 to Roanoke into a thoroughfare for motorists on U.S. 24.

The Allen County commissioners agreed Friday to pay half of the \$100,000 engineering fee, and Huntington County has agreed to pay the other half.

Jay Poe, chairman of the Regional Chamber of Northeast Indiana, said the group has been talking about the project for nearly two years, and he was pleased with the joint effort to get the project off the ground.

The project would enhance infrastructure along four miles between I-69 at the General Motors cloverleaf and U.S. 24 at Roanoke in eastern Huntington County. The road is known as Vine Street or East County

Road 900 North in Huntington County and Lafayette Center Road in Allen County.

Although motorists traveling from the area near GM to Huntington County are instructed to drive 13 miles north on I-69 to U.S. 24, many of them take the county road instead, Poe said.

Trains traveling the nearby Norfolk Southern line often have vehicle

US 24, Page 3C

US 24

Continued from Page 1C

traffic backed up on the county road, Poe said. As part of the study, he wants to investigate the possibility of an overpass to circumvent delays from the train traffic.

Allen County owns more than 100 acres, commonly referred to as the Lafayette Corridor, just south of the GM plant, near Vera Bradley and One Resource Group. Those development-ready properties would become even more valuable with the extension, Peters said.

The next step is to solicit bids for the study, Peters said.

J 11-3-12

Expect the Fort Wayne City Council to waste a lot of time this week debating something it has no control over.

Some council members want another government agency to change language in a plan. But all the council can do is ask. And if the other agency agrees, it could threaten millions of dollars in federal funding for local road projects, making any changes unlikely.

The issue is the city's plan to make needed improvements to State Boulevard west of Clinton Street, not the least of which is a new bridge that will improve safety and reduce flooding in the Eastbrook-Westbrook neighborhood. Councilman John Shoaff – the council member who continued to fight Harrison Square after the project was approved and most of it built – insists the city change its plan. The first step would be to convince the Northeast Indiana Regional Coordinating Council – a government agency that essentially clears road projects for federal funding approval – to change its planning documents by requiring more neighborhood input.

This despite the fact that city representatives have been talking to neighbors of the West State project for, literally, years, and more public hearings are planned.

If NIRCC had done something irresponsible or harmful, the council might have reason to ask it to reconsider. But the transportation agency was simply using language necessary to obtain federal money for streets.

JJ 11-26-12

2-way traffic rolls out today on a section of Ellison Road

VIVIAN SADE
The Journal Gazette

Drivers used to traveling on the one-way section of a road near Interstate 69 and U.S. 24 will encounter oncoming traffic beginning this evening as the road opens to two-way traffic.

A quarter-mile section of Ellison Road that connects Liberty Mills Road and U.S. 24 and runs parallel to

Interstate 69 is being converted from one-way to two-way traffic at 5 p.m., according to the Allen County Highway Department. Currently, Ellison runs one way north of Liberty Mills.

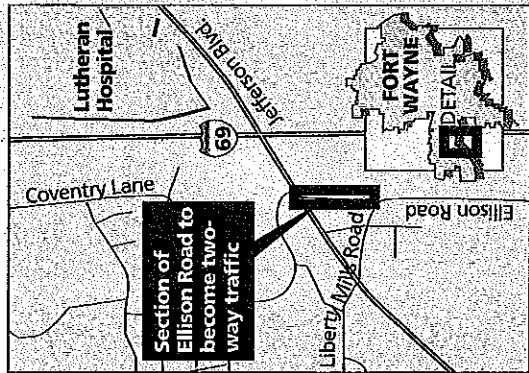
A new center turn lane along the northbound section of the connector road will improve access to hotels and other businesses.

The addition of a concrete island and signage will make Ellison's intersection with Jefferson Boulevard a

right-in/right-out only. That will permit eastbound traffic on Jefferson, which is U.S. 24, to turn right onto Ellison and for northbound traffic on Ellison to turn right onto Jefferson; other movements will not be allowed.

The county started the project in September. The timing of the switch coincides with the Indiana Department of Transportation's widening of U.S. 24 East.

vsade@jg.net



11-9-12

**FORT WAYNE-
ALLEN COUNTY**

**Fort to Port route
grand opening set**

Gov. Mitch Daniels will join federal, state and local officials, the Greater Fort Wayne Chamber of Commerce, representatives from the Fort to Port Coalition, project contractors and the Indiana Department of Transportation for a ribbon-cutting ceremony Wednesday marking completion of the U.S. 24 Fort to Port corridor connecting I-469 in New Haven with Toledo.

The ceremony will open the last stretch of the long-awaited highway, once known as the "highway of death" for its high crash rate. The last Ohio portion, from Toledo to Napoleon, opened in August.

11-10-12

US 24 'Fort to Port' stretch ready to open

Highway expected to be safer, create jobs.

By CHRISTIAN SHECKLER
csheckler@news-sentinel.com

After more than two decades of planning and construction, the U.S. 24 Fort to Port highway project is a reality, creating a safer and more business-friendly expressway between Fort Wayne and Toledo, Gov.



Daniels
Mitch Daniels will join public officials, business leaders and community members Wednesday to cut the ribbon on Indiana's \$170 million

portion of the new and improved U.S. 24 — a project that supporters believe will save lives and create jobs.

"The safety issue, of course, was primary to me," said City Councilman Mitch Harper, who helped found the original Fort to Port committee as an Indiana House member in the late '80s. "It seems like we all know someone who was killed on U.S. 24."

The old U.S. 24 was a winding, rural two-lane road on which heavy traffic, including many trucks, traveled at high speeds.

Between 34 and 41

See US 24, Page 4L

US 24

Continued from Page 11

accidents a year occurred on the old U.S. 24 from 2002 through 2006, according to the Indiana Department of Transportation.

According to INDOT estimates, about 8,000 vehicles — half of them trucks — used Indiana's portion of the highway each day.

As a child, Harper said, he remembers when trucks

would speed along the highway's curves at 65 miles per hour, which was then its speed limit.

"We had a saying, if you'd gone awhile without a fatal accident on 24, you were due," he said.

And Fort to Port advocates also believe the improved highway could help bring new employers to Allen County and keep existing jobs here.

"To me, it sends a more modernized statement for Indiana," said Mike Landram, president of the Greater Fort Wayne Chamber of

Commerce. "It does position us for some more capital improvement in the future, as well as job creation."

Landram said the new U.S. 24 may already have helped retain jobs in eastern Allen County. He pointed to BFGoodrich's \$77 million upgrade to its Woodburn plant, which he called a "substantial investment" that may have been related at least in part to the improved highway.

Harper said the improved U.S. 24 could make northeast Indiana attractive to many manufacturers be-

cause the highway will link Fort Wayne not only with Toledo, but also with Detroit and Canada.

"It makes us a more attractive location for value-added manufacturing and agriculture," Harper said. "Completion of Fort to Port is a huge advantage for this area."

The Fort to Port improvements, which include the widening of some portions of the highway and entirely new sections elsewhere, make U.S. 24 a four-lane expressway all the way to Toledo.

DJ 11-13-12

Neighbors split on plans to improve State Blvd.

Supporters cite safety; others fear negative effects.

By CHRISTIAN SHECKLER
csheckler@news-sentinel.com



Supporters and foes of a polarizing street project in a historic - but flood-prone - Fort Wayne neighborhood faced off Tuesday as each side implored City Council for support.

The public input session at the end of Tuesday's council meeting showed how sharply the State Boulevard widening project has divided neighbors who live in the residential area just west of Clinton Street. The 16 people who spoke to council were

split 50-50, for and against. Opponents of the project - which would straighten and widen State to four lanes between Clinton and Cass streets - say it would destroy the historical charm of the Brookview neighborhood, lower property values and increase truck traffic.

Brookview vice president Scott Simmons told council that city planners never gave neighborhood residents a real say in the project's design, a complaint that has been raised frequently by Councilman John

See **STATE**, Page 6A

STATE

Continued from Page 1A

Shoaff, D-at large, a chief critic of the project.

"We're not opposed to the project as a whole. We're opposed that consideration has not been given to our way of thinking," Simmons said.

"We just want an equal voice in this situation."

But others say the project is long overdue. Supporters pointed to flooding risks and safety concerns about traffic that zips around the tight curve.

"We are desperate for a resolution that this project speaks to and solves," said Susan Haneline, who lives in the 100 block of East State. "We've had a horrible hardship related to the flooding in this area."

Haneline passed around photos that showed how low-lying homes have flooded over the past 30 years, saying that the problem has

lowered her property value, driven up her insurance premiums and forced her to spend money on flood clean-up.

For city planners, a key objective of the project is to raise State by 7 to 8 feet and get rid of the most flood-prone houses to help protect neighboring homes.

Another woman, with her little boy in tow, came forward and told council members that she won't let her son play in their yard out of fear that a careless or drunken driver might take the curve too fast and slide onto their property.

But for every supporter, an opponent approached council with concerns that traffic planners would turn State into a truck route, or that a four-lane thoroughfare would destroy the historic beauty envisioned a century ago by landscape architect George Kessler when he first designed Fort Wayne's park and boulevard system.

Before construction begins on the project, it must go through a series of hearings and get approval by council.

The city is now working with neighborhood residents and historic preservationists to come up with ways to minimize the project's environmental impact, said city engineer Shan Gunawardena.

After finishing the historic and environmental-impact studies, which could take another two or three months, the plan would go to a public hearing in spring or summer 2013, Gunawardena said.

Shoaff, meanwhile, has introduced a resolution that would urge the city to start from scratch with a new focus on public input and neighborhood impact.

"There's only been one design that has even been put forward, and it has caused problems," Shoaff said. "It's clear we have a community in conflict."

NS 11-14-12

Fort to Port finally open for business

Last Indiana section finished

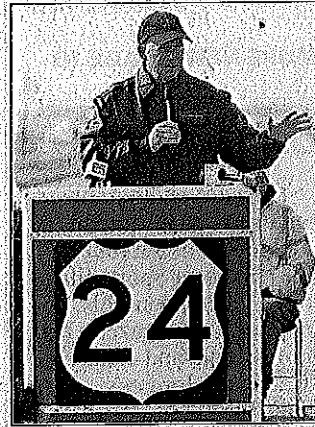
VIVIAN SADE
The Journal Gazette

Gov. Mitch Daniels joined a contingent of federal, state and local officials Wednesday to celebrate the opening of the final section of the U.S. 24 improvement project.

Dubbed the Fort to Port project, the new four-lane limited-access highway traverses northeast Indiana and northwest Ohio to connect Fort Wayne with the Port of Toledo. The corridor spans about 75 miles from Interstate 469 in New Haven to near Waterville, Ohio, south of Toledo.

The Indiana segment that officially opened Wednesday is an 11-mile stretch from I-469 to the state line that cost about \$93 million. Ohio invested \$420 million into the project and opened the last improved section in August.

"We came in \$29 million



Michelle Davies
The Journal Gazette

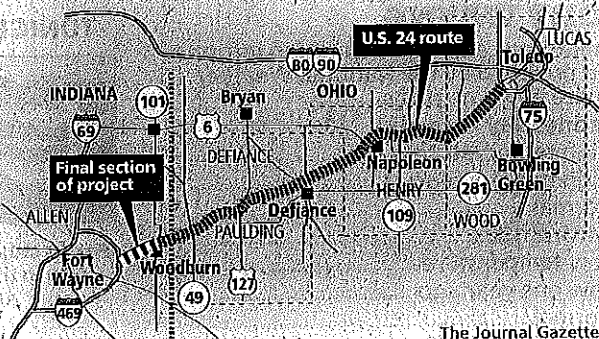
Gov. Mitch Daniels speaks at Wednesday's ceremony celebrating the opening of U.S. 24.

under the original estimate and are ahead of schedule" for completion of the project, Daniels said, crediting the

Fort, Page 6A

Fort to Port completed

The section of new U.S. 24 connecting Indiana and Ohio opened Wednesday. The 11.2-mile stretch from New Haven to the Ohio line completes the U.S. 24 Fort to Port project.



The Journal Gazette

11-15-12

FORT

Continued from Page 1A

Fort Wayne district of the Indiana Department of Transportation.

The project was one of 50 state road projects finished this year because of Major Moves money from the long-term lease of the Indiana Toll Road.

Daniels was lauded for committing \$2.6 billion to the 10-year plan to improve highway infrastructure.

"Before Gov. Daniels took office, we were told there was not even enough money to repair roads, and some infrastructure projects had been on hold for decades," state Sen. David Long, R-Fort Wayne, said.

When the governor announced the Toll Road lease, that changed, Long said.

"It was a bold, outrageous, courageous and unheard of proposal," Long said, "but had it not been for Major Moves, we would not be standing here today."

Daniels said the project offers hope and opportunity for the people of Indiana.

"Like many other states across the nation, we struggled with how to rebuild our state, but with this project and others like it, Indiana has leaped ahead of everyone else," Daniels said.

Daniels thanked a number of people, who he said "never gave up."

One of those people, Ken Knoblauch, a retired teacher at East Allen County Schools, stood at the sidelines and took photos, obviously excited.

Knoblauch coined the Fort to Port term in 1989, when he attended the first meeting of a like-minded group of people at the Woodburn Community Center.

The group was organized by Mitch Harper, a former state legislator and a current Fort Wayne city councilman.

Harper, Knoblauch and others shared concerns about the dangerous and sometimes deadly two-lane U.S. 24, which was used as a major thoroughfare by many truckers, Knoblauch said.

There were many times when he thought the project would never happen.

"There were environmental concerns, and of course it was expensive, and on top of that we were working with two states and two sets of officials," he said. "That was 23 years ago, and that's why today is so exciting."

The route will provide direct connections to Interstates 80, 90, 75, 69 and 469 and join the under-construction Hoosier Heartland Corridor that will connect I-69 in Fort Wayne to I-65 in Lafayette.

The new U.S. 24 will make it easier to travel to the Great Lakes region, officials said.

Almost 80 percent of the Major Moves projects planned from 2006 to 2011 have been completed or are under construction.

An additional \$11 billion worth of projects is expected to be completed by 2015, including the construction of 413 miles of new roads, the rehabilitation or replacement of 1,070 bridges and the resurfacing of more than 6,000 miles of Indiana highways.

vsade@jg.net

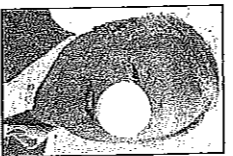
PERSPECTIVE

EDITORIALS

Unintended consequences

The City Council has already approved funding to widen State Boulevard west of Clinton Street, but Councilman John Shoaff's effort to change the project could threaten millions of dollars in federal funding for local road projects.

A resolution Shoaff introduced on Tuesday seeks to make Fort Wayne's transportation-planning process more sensitive to residents' interests. But if a government planning agency follows the request contained in the resolution, the city could lose federal money. "I'm not comfortable with the resolution 'cause it would take away federal dollars," said Councilman Tom Didier, R-3rd. "I can't support that. It's got to be tweaked before I could back it. We need that money."



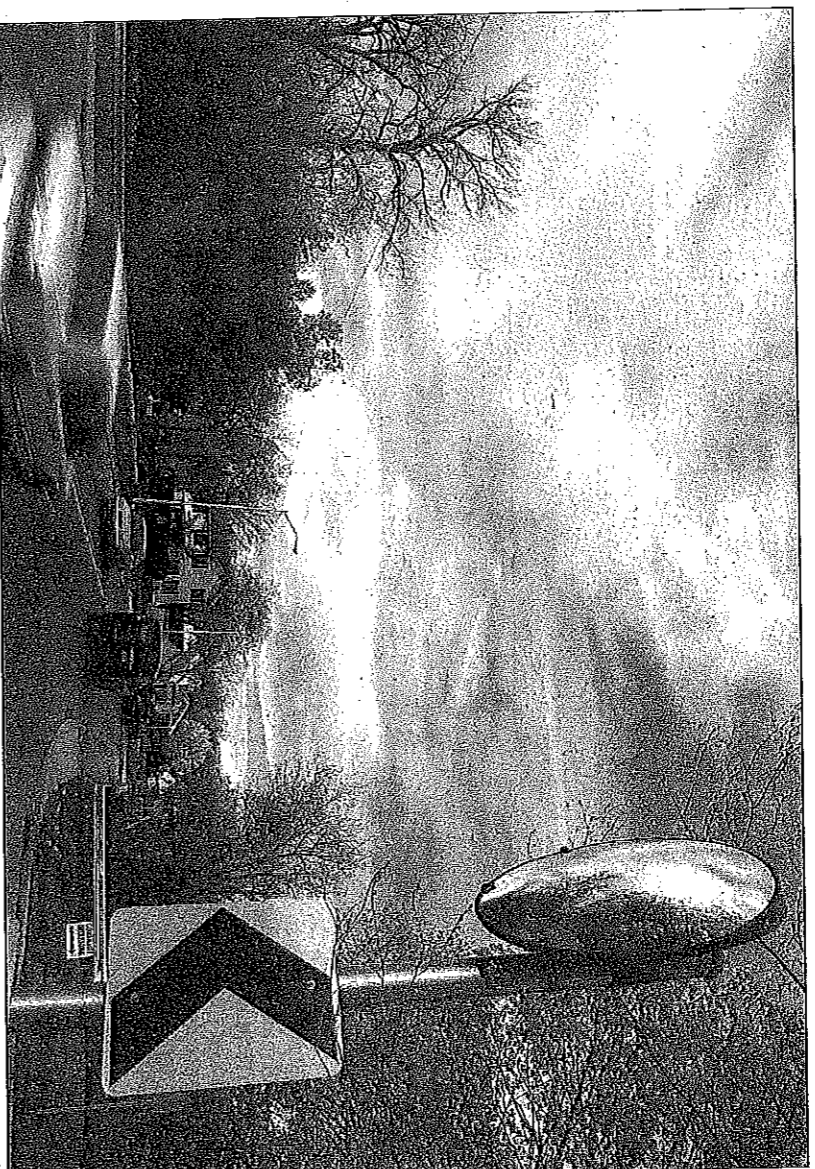
Shoaff

Shoaff's resolution calls for re-evaluating the goals of the Northeast Indiana Coordinating Council's 2030 Transportation Plan. It suggests that transportation plans use American Association of State Highway and Transportation Officials' design guidelines rather than Indiana Department of Transportation standards. One of the main functions of the coordinating council is to develop transportation plans that meet with federal government approval.

"What I'm looking for in a general way is better planning between planning officials and the community," Shoaff said. He thinks the current transportation plan is outdated and focuses too much on moving traffic, while ignoring the effects on neighborhoods and property values.

The City Council cannot change the plan, but Shoaff's resolution calls for the council to formally ask the regional transportation group to change it. If that happens, the federal government could reject it.

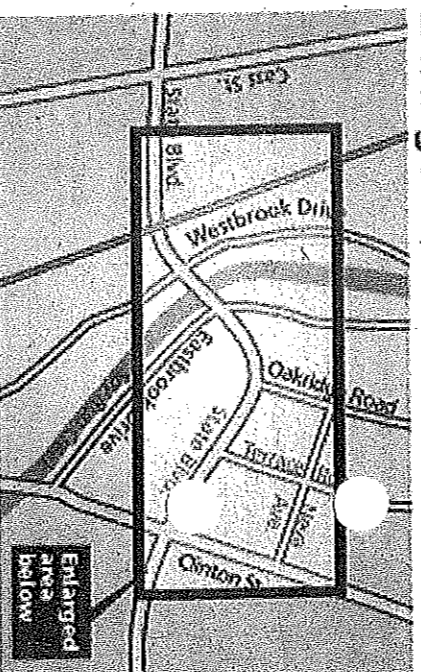
Dan Avery, executive director of NIRC, said the resolu-



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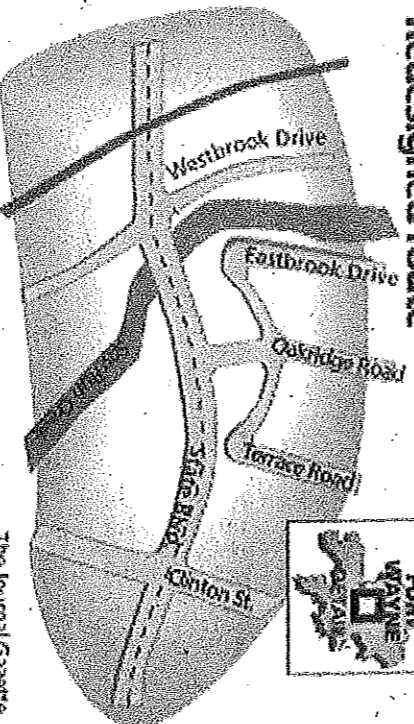
A resolution intended to change the State Boulevard project could affect many others.

Existing State Boulevard route



Enlarged area below

Redesigned route



The Journal Gazette

tion could put at risk \$27 million in federally aided projects in the city. "The process is very prescriptive. If we don't follow that (federal guidelines), we could put the federal funding in jeopardy."

It could also hamper city requests for federal transportation dollars for future projects.

The resolution appears to be little more than Shoaff's latest attempt to stymie the widening and straightening of State Bou-

levard, a project the council approved several years ago.

While council members are certainly within their rights to protect the city's quality of life, residents and their representatives should ask: Do we really want council members drawing specifications for street projects?

Didier, who represents the district where the project is located, said, "I'm for the project. I don't want to detour

from that."

The project is needed to improve safety for residents living near that stretch of the road.

Bob Kennedy, the city's director of public works, said the city already "incorporates a lot of the AASHTO standards," but they can't use all of them. Often the city has to add things that aren't a part of the federal standards after the project is completed and pay for those things out of city money. For example, the city is planning to plant trees in a grassy median as part of the State Boulevard project. The trees will improve the appearance of the neighborhood and act as a safety feature by slowing traffic. INDOT standards call for trees to be 10 feet away from streets.

City officials absolutely should keep residents' needs and concerns as the top priority when designing any project. When council members discuss the proposed resolution in two weeks, they should discuss ways to improve transportation planning and communication with residents. But they should vote against the resolution in its current form.

It is shortsighted to enact a resolution with the aim of halting one project when the long-term result could be the demise of many future projects.

Council OKs 'Legacy' spending

Mayor's first 9 proposals will use about \$20M of \$48M now available.

BY CHRISTIAN SHECKLER
csheckler@news-sentinel.com

Despite opposition by some members and a few amendments, City Council endorsed Mayor Tom Henry's first nine "Legacy" proposals for nearly \$20 million.

Each of the nine proposals, including a \$500,000 study on riverfront development and an \$8 million fund to help colleges expand

downtown, passed council with the 6-3 "supermajority" required to spend any of about \$47 million now available from the lease and sale of the old City Light utility to Indiana Michigan Power. The city will collect another \$28 million over 15 years, not including interest.

The higher education fund created the most discussion, as Councilmen John Crawford, R-at large, and Russ Jehl, R-2nd, argued that

the city should not directly subsidize colleges and universities, while administration officials said the fund would help create a more vibrant downtown.



Crawford

worth \$8 million.

Council members Marty Bender, R-at large, Tom Didier, R-3rd, Mitch Harper, R-4th, and John Shoaff, D-at large, also said they had reservations about the fund, yet all but Harper voted for it. Harper abstained.

"This is one I can't support," Crawford told city officials. "You have good reasons and a lot of good logic behind you, but I don't think it's going to be worth \$8 million."



Smith

leges to use as they please. Instead, the city would maintain the fund, and applicants would ask for money on a specific project-by-project basis, he said.

"We can support public projects,

See 'LEGACY', Page 51

'LEGACY'

Continued from Page 11

private projects, I don't care, as long as we get great bang for our buck," Smith said.

Three other expenditures - \$1 million toward a trust that buys vacant downtown buildings, \$2.1 million over three years to beautify railroad underpasses that lead downtown and \$2 million more to improve key "gateways" to the city - faced some scrutiny.

Council approved the \$1 million for the Downtown Development Trust by the minimum 6-3 vote. It amended the underpass proposal, agreeing to pay \$700,000 for the first year only. The gateway plan also passed with an amendment that would provide \$500,000 for the first year.

The other proposals passed unanimously:

- ◆ \$500,000 for the riverfront study

- ◆ \$3 million to convert Fairfield Avenue and Ewing Street to two-way traffic downtown.

- ◆ \$1 million to build or extend five city trails. The money would be a local

match for federal money.

- ◆ \$200,000 for a study on how best to make Fort Wayne a hub for youth sports.

- ◆ \$2 million to renovate the former McMillen Ice Arena into a community center.

In other business Tuesday, council:

- ◆ Approved a plan to turn the new Kroger Marketplace store at 5725 Coventry Lane, and its parking lot, into a special tax-increment financing, or TIF, district that will generate about \$150,000 in property tax revenue each year to help pay for a new trail from Homestead Road to the store.

- ◆ Approved a resolution, authored by Shoaff, that urges the city to provide more opportunities for public input in the design of street projects that could affect neighborhoods, such as the proposed widening of State Boulevard just east of Clinton Street. Under the resolution, which is not legally binding, the city has agreed to use a more sensitive approach unless it goes against state guidelines or jeopardizes federal highway funding.

Deal offers Citilink route to Parkview on Dupont

Hospital is funding service, set to begin Jan. 7.

By KEVIN LEININGER
kleininger@news-sentinel.com

Public bus service in Fort Wayne is taking a big step forward – and the private sector will pay for most of the improvements.

With the help of about \$200,000 from Parkview Hospital, Citilink will begin five-days-a-week service between Parkview's old campus on

Randallia Drive and its new regional medical center on Dupont Road, effective Jan. 7.

In addition, Greyhound and a new entry into the market – Megabus – will soon be using Citilink's new \$4 million transfer station at Harrison and Baker streets.

Parkview's subsidy of the new route is crucial, Citilink General Manager Ken Housden said, be-

cause otherwise Citilink could not run buses beyond its service territory, which in this case is Dupont Road. Parkview's new campus is on the north side of the road, "and the closest we can come now is about a half-mile away," Board Chairman Fred Lanahan said.

Service to Parkview's old campus will also accommodate the adjacent Veterans Administration medical

See CITILINK, Page 3A

CITILINK

Continued from Page 1A

center.

The Parkview route will run hourly 8 a.m.-5 p.m. Monday-Friday, with the standard fare of \$1.25. But the route also means Citilink will have to offer direct-response service to riders with disabilities, meaning they can now be taken to Parkview north and adjacent medical offices.

"This is a wonderful thing to be able to do," said Lanahan, who hopes the deal with Parkview – which was years in the making – can be duplicated with other private-sector funding sources. Citilink already operates "Campuslink" with the help of Ivy Tech and IPFW.

Citilink's transfer station was designed to accommodate inter-city buses, and

that is precisely what the addition of Greyhound and Megabus will provide, Housden said. Greyhound currently operates out of a former gas station at Lafayette Street and Washington Boulevard, and Citilink will become its ticket agent after the move takes effect in a few weeks.

Megabus, which began operations in 2006, bills itself as offering "luxury single- and double-deckers (with) free Wi-Fi, and at-seat plug-ins." The company says it has served more than 22 million customers in more than 120 American cities. Its tickets – some of which sell for as little as \$1 – will be available online, Housden said. Greyhound and Megabus routes will be scheduled so they do not arrive and depart at the same time.

In other business Thurs-

day, the Citilink board approved a new contract with about 100 unionized employees calling for a 2 percent raise in the first and second years and a 2.5 percent increase in the third. In addition, Bruce Miller – currently at Concordia Theological Seminary – was hired as controller.

Greyhound currently operates out of this former gas station at Lafayette Street and Washington Boulevard.

478 12-14-12

Council OKs 9 Legacy proposals

DAN STOCKMAN
The Journal Gazette

The City Council approved all nine of Mayor Tom Henry's proposals Tuesday for spending money from the Legacy Fund.

Henry had proposed spending about \$20 million over the next four years; that was pared back slightly after some members suggested funding only the first year of some multiyear proposals.

Still, administration officials were jubilant.

"I feel good about it. Very good," said Community Development Director John Urbahns, who presented the proposals. "It's the culmination of a two-year process, and I think they recognized the unprecedented community input on this."

The Legacy Fund is money from the lease and sale of the city's old electric utility, City Power & Light. There is about \$47 million on hand; an additional \$28 million will come in over the next 12 years. The city is setting aside \$30 mil-

lion to be available for large projects in the future.

The projects came after nearly two years of developing recommendations for the money, sifting through more than 1,000 ideas from the community and creating the broad goals for how to use it.

The first project considered by the council – and the one that could be first to actually begin – was a study costing up to \$500,000 examining riverfront development in

Legacy, Page 5A

www.journalgazette.net

Wed

LEGACY

Continued from Page 1A

downtown Fort Wayne. That measure was approved unanimously.

An \$8 million Higher Education Opportunity Fund, however, was more contentious. The fund would be used as matching funds to help colleges and universities move facilities downtown.

"Good government does not give straight cash benefits to private entities," said Russ Jehl, R-2nd.

John Crawford, R-at large,

said he could not support spending money on projects that will likely happen anyway. Mitch Harper, R-4th, abstained to avoid a conflict of interest, as he and his wife teach college courses. The measure passed 6-2, just making the six votes required by rules the council put on spending from the fund.

The proposal to give \$1 million to a trust that purchases or options downtown properties of strategic value passed 6-3, with Crawford, Harper and Jehl opposed.

Two of the proposals were modified slightly after Crawford proposed limiting multi-

year funding to one year with approval needed for ensuing years. The amended proposals – \$700,000 to beautify overpasses that would serve as gateways to downtown with unique signs and art light; and \$500,000 for way-finding signs, corridor enhancements and interchange beautification along and adjacent to city's major gateway corridors – passed unanimously.

The other four proposals passed unanimously and unchanged:

■ \$3 million to convert Ewing and Fairfield from one-way to two-way, plus a

roundabout at Superior Street

■ \$1 million for the local match needed for previously committed federal dollars for several city trail projects

■ Up to \$200,000 for a study on becoming regionally/nationally recognized in youth/prep sports

■ \$2 million renovation of the former McMillen Ice Arena into a community center

In other business, the council voted unanimously to approve a new Tax Increment Finance district in Aboite Township to pay for a trail along West Liberty Mills Road.

dstockman@jg.net

Handwritten: J 12-12-12

PPRSPROGNVRE

EDITORIALS

The road to success

Citilink is working to restore some of the service it was forced to cancel several years ago because of funding cuts. But whether the local public transportation system is successful rests largely with state lawmakers.

Despite a 23 percent increase in ridership, Citilink was forced to increase bus fares and make service cuts in 2008 because of a budget deficit.

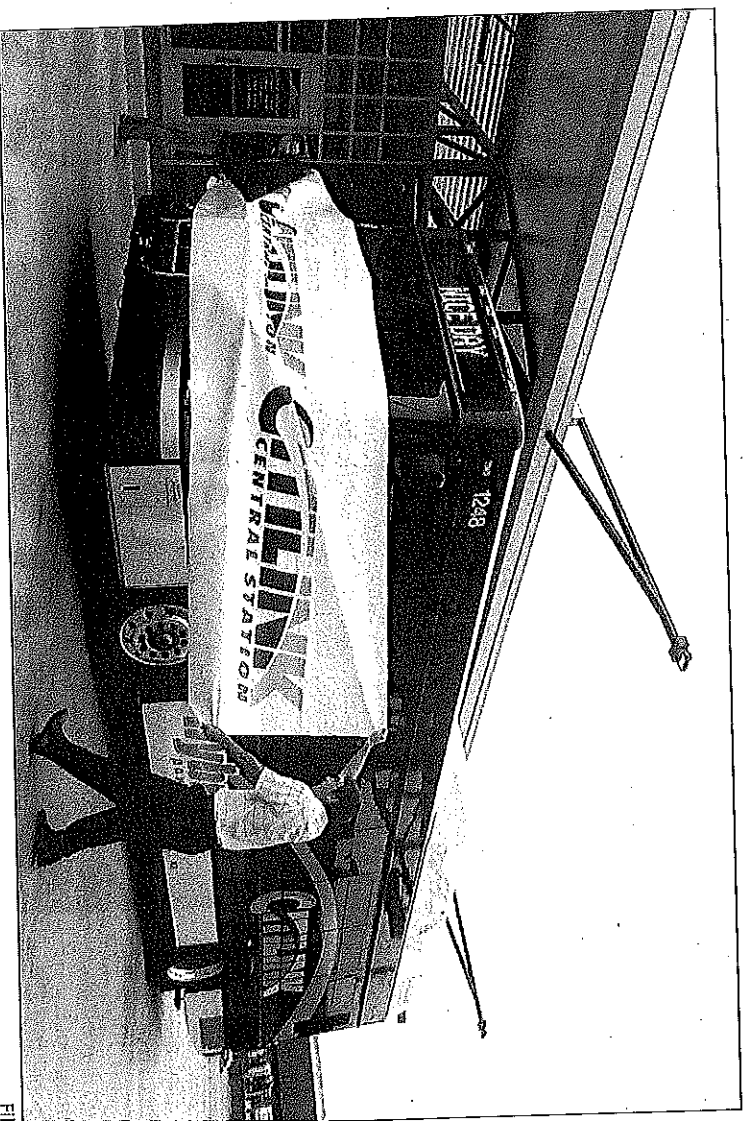
Ridership has continued to increase, by an average of 3.4 percent each year. Citilink needs to be able to meet that growing demand for service by extending hours of service, running routes more frequently and adding additional routes in the future.

The arrival of five new hybrid buses will help Citilink's effort.

Hybrid buses get 50 percent better fuel efficiency compared to regular diesel buses. That savings will help significantly with fuel costs. Citilink now has 14 hybrid buses in a total fleet of about 50 buses.

But a more stable source of state funding is also needed.

"It takes a consistent funding source, not just a one-shot deal, because it doesn't really do anyone any good to restore service only to have to yank it away again because of another funding shortage," said Betsy Kachmar, assistant general manager at Citilink. Like most local units of



Citilink "cut the ribbon" on its new central station in 2012. The bus service is closely monitoring several bills at the Statehouse that could have an effect on its future.

TO LEARN MORE

A link to the Ball State research, as well as some interesting statistics about Citilink, is available at www.fwcitilink.com.

government, Citilink has to deal with the decreased revenue that was a result of the state's property tax caps.

Citilink officials, along with public transportation supporters throughout Indiana, are urging state lawmakers to make the state's Public Mass Transit Fund a dedicated funding source in the state budget. They also want the fund increased so that it keeps up with inflation and the increase in the number of public transportation providers.

Indiana had 18 public transportation companies in 1980; that has grown to 66.

"Over time the number of public transportation systems has increased," Kachmar

said. "The concern is that everybody's piece of the pie gets smaller."

Citilink officials are also closely watching the progress of House Bill 1011, which would allow a city or county council to adopt an ordinance to give public transportation agencies revenue from that council's share of income taxes. And public transit advocates have a rally at the Statehouse scheduled for Wednesday to push their case.

The wisdom of Citilink's effort to expand service and its argument for increased funding received some empirical support from studies released Monday by Ball State University's Center for

Business and Economic Research.

"The reason why the Indiana Transportation Association chose Ball State is because they've done similar economic modeling for other industries and have a reputation for being conservative and doing quality work," Kachmar said.

The research found that even using conservative assumptions, ridership is expected to more than double by 2035.

It also concluded that a significant portion of that increase would likely come from affluent urban and suburban residents. Currently, only 9.6 percent of the ride surveyed had an income exceeding \$50,000 annually.

The research also showed that for each dollar spent on public transit, more than \$1 of benefit is realized.

\$1.2 million OK'd for bridge replacements

VIVIAN SADE
The Journal Gazette

The Allen County commissioners plan to spend about \$1.2 million to replace two bridges on Carroll Road in northwest Allen County.

County Highway Director Bill Hartman told the commissioners Friday that both the bridges are on a one-mile stretch of Carroll Road, near Taylor and Madden roads, just east of U.S. 33.

Primco Inc. of Fort Wayne was the low bidder of four contractors, coming in \$332,519 below engineering estimates, Hartman said. The construction is a county project and will be paid with local funds, he said.

The bridges include one over Martin Johnson ditch and one over Geller ditch.

The bridge over Martin Johnson ditch will be completely replaced and the Geller ditch bridge will be rehabilitated, said Dan Allen, chief project manager at the highway department. Both bridges will be widened, he said.

Construction is expected to begin soon and completion is set for May 2014, Allen said.

Carroll Road will probably be closed at some point with detours on Madden and Taylor Roads, since crews will be working on both bridges at once, Allen said.

"That's the plan, but we don't yet have a firm schedule," he said. "Building bridges is a long, tedious task. This has been an active project since 2000."

The current bridges are com-

Bridges, Page 3C

BRIDGES

Continued from Page 1C

pletely safe for motorists, Allen said, adding they are inspected every two years for safety.

Carroll Road is heavily traveled by staff, students and parents of Northwest Allen County Schools, and the county will publicize the dates of construction and outline the detour as soon as possible, Allen said.

"We have already contacted Northwest Allen County Schools and they are on board with this project," he said.

Road maintenance

The commissioners approved a highway department claim for maintaining 1,369 miles of roads, up 14 miles from the year before.

The county certifies its total road mileage each year with the Indiana Depart-

ment of Transportation to receive state funding for road repairs and maintenance. The county receives about \$6,000 a mile, which goes into a fund dedicated for highway use, Hartman said.

More than nine miles of old U.S. 24 accounted for the bulk of the newly acquired roads. The state transferred the old highway to the county when it finished the new U.S. 24, known as the Fort to Port project from Fort Wayne to Toledo.

About five miles of roads came from new subdivisions, while the county lost about one-tenth of a mile to Fort Wayne annexations, Hartman said.

vsade@jg.net

J 2-9-13

Multiyear Bass Road makeo

County to add trails, broaden I-69 bridge

VIVIAN SADE

The Journal Gazette

Allen County officials approved the beginning stages of a multimillion-dollar road and trails project Tuesday.

County Council members approved \$1.8 million for the highway project that will completely rebuild

about 4.5 miles of Bass Road.

The project is slated to be completed in 2020 and cost \$35 million overall, county Highway Director Bill Hartman said.

After federal reimbursement, the county's cost will be about \$7 million, or 20 percent, Hartman said.

The heavily traveled Bass Road has a chip-and-seal surface over gravel.

"That will be torn out, and we will rebuild the road and bring it up to standard," Hartman said.

Over improvements include widening the bridge over Interstate 69 and adding walking trails along the entire stretch of road, including the bridge, which will provide access to Buckner Park from the east, Hartman said.

The road will be widened and turning lanes will be added.

The project will include at least two and potentially four roundabout intersections at Hadley, Thomas, Kroemer and Scott roads. A final decision on the number and locations

27, 2013

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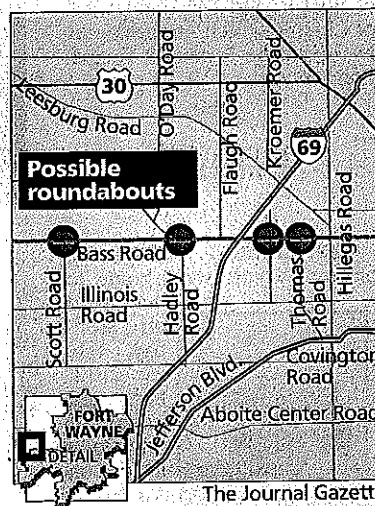
will be made after construction begins, Hartman said.

Utility location and right-of-way work is expected to begin next year with construction set to begin in 2014, Hartman said.

"We have about \$2.6 million reserved for this project," he said.

The county will need about \$5.8 million for local costs once the construction begins, Hartman said.

Should Fort Wayne annex any



Bass Road, Page 5C

The Journal Gazette

BASS ROAD

Continued from Page 1C

portion of the site during construction, city officials have agreed to complete the project, Hartman said.

Soil and water

The council agreed to reinstate the \$19,500 budget of the Allen County Soil and Water Conservation District, which was eliminated in the fall, and to take over the financial administration of the district.

Forced to make cuts during budget hearings, the Allen County commissioners elected not to pay for the district's operating costs, which are normally about \$20,000.

"I just don't think the com-

missioners understood what the district does and how important it is," said County Councilman Roy Buskirk, R-at large, who is a liaison to the district's board.

The state funds the district \$10,000 for base operations, and those funds are also used for federal grant programs when possible, said Greg Lake, Allen County Soil and Water Conservation District director.

Lake and an administrative secretary are paid a total of \$119,000 and the district relies on the county for its operational costs.

Currently the district has active programs in area river watersheds and works with landowners and farmers to address water quality and sediment issues.

vsade@jg.net

Also OKs \$1.6M for
widening of Bass Road.

In other business, council approved \$1.6 million toward the widening of Bass Road between Hillegas and Scott roads – a project that will cost about \$35 million, will begin in 2014 and be completed in stages through 2020. The Bass Road Bridge over Interstate 69 will be widened and various intersections upgraded.

MS 2-27-13

Greyhound to run out of Citilink hub

DAN STOCKMAN

The Journal Gazette

For years, local officials have hoped to combine the Greyhound and Citilink bus stations. Now it is happening.

Starting Tuesday, Greyhound will conduct all travel operations from the Citilink Central Station, 121 W. Baker St. From there, the company will continue to provide two daily schedules, transporting passengers to Chicago, Detroit, Indianapolis and Toledo.

"We're pleased to relocate to this facility and continue providing local residents with safe and affordable travel services," said Deborah Laney, Greyhound Lines' area manager. "This new location provides Greyhound passengers with easy connectivity to local transportation through Citilink and more national travel options with Miller Trailways."

The Citilink Central Station opened in September after years of effort. The \$4.4 million station features a waiting room heated and cooled by a geothermal system and has restrooms, a place to buy tickets and a screen showing arrival and departure times.

In December, Megabus began operating out of the Citilink station when it bought 16 Fort Wayne routes from Lakefront Lines. Seats can be booked at us.megabus.com up to 45 days in advance, with a few seats sold for \$1 each on every bus. Then, another limited number of seats are sold for \$3 each. Prices increase in stages as the departure dates near and availability shrinks.

Greyhound will have hours at the station from 7 to 11 a.m. and 1 to 6 p.m. Monday through Saturday. For Greyhound ticket information in Fort Wayne, call 423-9525 or go to www.greyhound.com.

dstockman@jg.net

D 2-20-13

\$1M directed to city streets

It will make small dent in massive repair backlog.

By CHRISTIAN SHECKLER
csheckler@news-sentinel.com

A one-time infusion of \$1 million into neighborhood streets and sidewalks won't fix Fort Wayne's \$65 million backlog of unfunded projects — but it's a start, City Council members said Tuesday.

The panel voted 9-0 to take \$1 million of interest generated by the

and John Crawford, R-at large — originally sponsored a bill earlier this year to use about \$2.1 million of interest from the Legacy fund created from the lease and sale of the old City Light utility to Indiana Michigan Power.

Council members agreed with Mayor Tom Henry's administration to lower the amount to \$1 million because a special fiscal policy group formed by the mayor is expected this month to propose some

long-term solutions to the backlog of repairs.

"I wish it would have been the \$2.1 million, but I'll take the \$1 million," said council President Tom Didier, R-2nd.

City officials have said they plan to spend about \$2 million on street resurfacing projects this year, a total that includes both concrete and asphalt streets. The \$1 million infusion will provide about \$167,000 more for each council district.

WS 3-6-13

Roadwork, roundabouts delayed

DAN STOCKMAN
The Journal Gazette

The traffic situation on Union Chapel Road will get worse this summer before it gets better.

Allen County highway officials said this week they plan to close the intersections at Auburn and Diebold roads consecutively for 90 days each so the roundabouts can be completed. That's six months of clo-

sures. The area has been under construction since the Indiana Department of Transportation began rebuilding the bridge and creating an interchange with Interstate 69. That project, which includes roundabouts at each end of the bridge for the off-ramps and on-ramps, is expected to be completed this summer.

Allen County, meanwhile, is building roundabouts to the east and

west, at the intersections of Diebold and Auburn roads, respectively.

In an effort to get them finished this summer, county Highway Department Director Bill Hartman said, they will close one intersection entirely for 90 days and then the other.

Officials want all the work finished this summer so that next year work can begin on rebuilding the I-69 interchange with Indiana/Du-

ly I-69 interchange

port Road. In the meantime, city of Fort Wayne officials are using the roundabout construction as a chance to upgrade a water main in the area. City Utilities' Andrew Schipper told the Board of Public Works on Wednesday that the construction plans in the area kept conflicting with the 12-inch water main that supplies water to the east side of

When officials examined the water pressure and flow in the area, they realized the main needed to be upgraded. So while the area is torn up and the pipes have to be moved anyway, they'll replace about 400 feet of water pipe with larger, 16-inch mains.

Board members approved spending about \$75,000 in spending on the project.

I-69

dstockman@jg.net

JS 3-14-13

Anthony bridge

Temporary span from '70s too weak

DAN STOCKMAN
The Journal Gazette

Allen County is another step closer to the replacement of a vital bridge across the Maumee River.

The Anthony Boulevard bridge must be replaced because of deterioration of the structure. Officials put a weight limit of 12 tons on the bridge last year, forcing trucks and buses to go around.

Replacing the structure will require everyone to go around — the en-

tire bridge will have to be closed during construction, officials said, forcing a detour on one of the city's major north-south routes.

The Allen County commissioners Friday approved paying \$15,000 for engineering work Norfolk Southern Railroad will require to ensure the bridge work does not cause problems with the tracks just a few feet south of the structure.

Officials hope to have the engineering done so construction can begin in July. They want to have the

detour nears

for trucks, buses

work done by mid-December.

County Highway Director Bill Hartman said the engineering work on the bridge is about 90 percent done, with the last remaining piece being the railroad work.

Hartman estimated replacing the bridge will cost about \$2 million, which will come from the county's major bridge fund. The replacement has not been advertised for bids yet.

The span was built in the early 1970s as a temporary bridge, Hartman said. After an iron truss bridge

was removed, officials considered raising the bridge to cross both the river and the railroad tracks, so the temporary bridge was put in while that was designed.

But that never happened, and four decades later, the temporary bridge is at the end of its useful life.

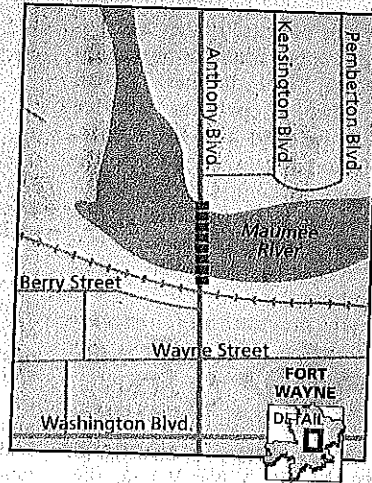
Hartman said the entire deck will have to be removed, and the caps on top of the piers will be reconstructed to accommodate modern, stronger support beams under the deck.

"Luckily, all the foundation work is in good condition," he said. "It lasted 40 years; it did a good job."

dstockman@jg.net

Bridge closing

Construction on the Anthony Boulevard bridge is to begin in July. This will close Anthony at the bridge for several months.



Covington Road to close at I-69 until November

News-Sentinel staff reports

Covington Road will be closed to all traffic at the bridge over Interstate 69 for bridge replacement from 8 a.m. Thursday until November. The work will be performed by Primco for the Indiana Department of Transportation.

A detour will use Hadley Road, Indiana 14/ Illinois Road and Scott Road. Traffic is encouraged to avoid the area and use alternate routes.

INDOT planned the work to begin in 2012, which had an estimated cost in December 2009 of \$4.2 million to widen and replace the bridge said by an INDOT spokeswoman to be functionally obsolete. The project was to widen the two-lane span to incorporate a 10-foot bike and pedestrian trail.



File photo by Kevin Leininger of The News-Sentinel
The yellow car at left turns onto Covington Road from Dicke Road while the truck at the right prepares to cross the Covington Road bridge over Interstate 69. The bridge will be closed until November for replacement.

NS 4-17-13

Section of Ewing near ballpark to be 2-way

DAN STOCKMAN
The Journal Gazette

The city announced plans more than a year ago to convert Fairfield and Ewing streets back to two-way thoroughfares, but apparently the change will be made gradually.

Traffic officials announced Monday that one block of Ewing will become two-way starting Wednesday, despite the rest of the project — which includes a roundabout at Superior Street — not coming until next year.

“The need is now,” Public Works spokesman Frank Suarez said. “The need is immediate and we think there will be more need as the area develops.”

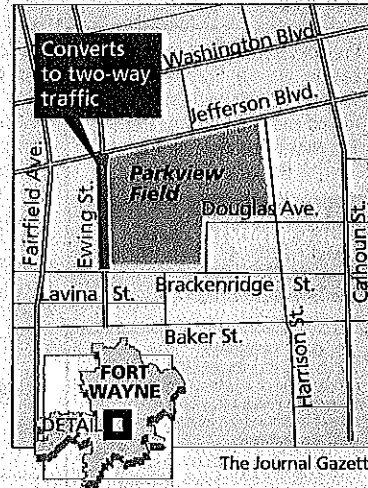
Starting Wednesday, Ewing between Jefferson Boulevard and Brackenridge Street will become two-way.

That will enable traffic to turn south from Jefferson onto Ewing to access the parking garage under The Harrison or Brackenridge and stadium parking.

Currently, getting from Jefferson

Road changes

Ewing Street between Jefferson Blvd. and Brackenridge St. becomes two-way on Wednesday



The Journal Gazette

to the main entrance of Parkview Field requires driving south on Fairfield, then east on Baker Street, and

2-way, Page 3C

2-WAY

Continued from Page 1C

north on Ewing.

The intersection of Ewing and Brackenridge will become an all-way stop to reduce confusion and help facilitate traffic through the area.

Suarez said traffic engineers believe any confusion caused by yet another street in

the area changing from one-way to two-way will be outweighed by better access to The Harrison and Parkview Field.

“We’re not just doing it one block at a time, this block is being done because it’s needed,” Suarez said. “This is a good move for businesses in the area.”

Suarez said the conversion will also incorporate streetscape and sidewalk improvements and the addition of a

bike lane to the street.

Officials have said they hope it will generate interest from developers since the city’s Redevelopment Commission voted to purchase most of the block in an effort to draw a housing development.

Next year, officials plan to make both Fairfield and Ewing two-way between Baker and Superior, where a roundabout will replace the intersection at the foot of the

bridge over the St. Marys River.

In the meantime, regardless of whether drivers are trying to get to The Harrison or Parkview Field, driving in the area will become easier, as officials are reopening all lanes of traffic on Jefferson.

Several lanes have been closed for months as work crews widened a sidewalk between The Harrison and the Embassy Theatre.

dstockman@jg.net

DS 4-30-13

2-way traffic s

Stretch between Jefferson, Brackenridge changing.

News-Sentinel staff reports

If you drive on Ewing Street between Brackenridge Street and Jefferson Boulevard, be prepared for a big change starting Wednesday.

Ewing will be converted to two-way traffic between Jefferson and

Brackenridge.

The section of Ewing between Baker Street and Brackenridge will remain one-way northbound, with the left lane of Ewing becoming a left-turn-only lane onto Brackenridge.

The intersection of Ewing and Brackenridge streets will become

et for Ewing

an "all-way stop" to reduce confusion and help move traffic through the area, according to a news release from the city.

The conversion is being made to provide better access to the new Harrison complex, according to the release.

And in other big news for weary travelers on West Jefferson Boulevard, all lanes on Jefferson Boule-

vard also will be opened to traffic, as the work on Jefferson in front of the Harrison is finally complete.

In the future, the city will convert Ewing Street and Fairfield Avenue to two-way traffic all the way between Baker and Superior streets.

This project is still under design and is expected to be under construction next spring.

7/8 4-30-13

RAILROAD CROSSING UPGRADED



Courtesy photo
The Amber Road railroad crossing south of U.S. 24 in southwestern Allen County has completed an upgrade with train-activated warning bells, flashing lights and gates. The upgrade is part of the Federal Aid Rail-Highway Crossing Program, administered by the Indiana Department of Transportation Traffic Safety. Before, the crossing just had crossbuck warning signs.

DS 4-17-13

www.journalgazette.net

INDOT hosts meeting on plans for area

JOURNAL GAZETTE

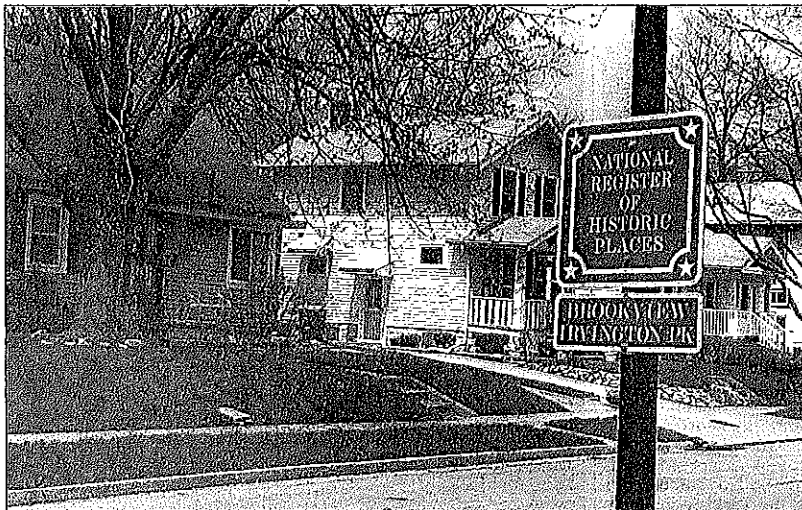
The Indiana Department of Transportation will host an open house to discuss transportation plans in northeast Indiana from 4 to 7 p.m. Thursday at 5333 Hatfield Road.

INDOT has also published a draft of the Statewide Transportation Improvement Program that lists transportation projects using federal funds from 2014 to 2017. More information is available at www.in.gov/indot/3132.htm.

J 4-24-13

PERSPECTIVE

EDITORIALS



The Journal Gazette

Indiana Landmarks has placed State Boulevard and the Brookview-Irvington Park neighborhood on its annual 10 most-endangered sites list. Landmarks wants city officials and residents to have a dialogue about improving the State Boulevard project.

Historic cooperation

The controversy over city plans to widen and straighten State Boulevard landed the surrounding neighborhood a spot on a state historic preservation group's newly released "10 Most Endangered List." But its inclusion on the list will more likely help city planners *improve* the project than derail it.

"We thought we might be able to build a constructive dialogue around that project," said Marsh Davis, president of Indiana Landmarks. "That whole area was thoughtfully designed with parkways and curving streets. It's a very complicated project. You've got all those issues that need to be addressed: flooding, traffic congestion. But at the same time, we need to preserve the historical essence of the neighborhood."

Indiana Landmarks added the Brookview-Irvington Park Historic District and State Boulevard to its list released Thursday.

Opponents of the project have long worried the proposed changes would damage the historic and charming neighborhood.

Davis said he knows the issue has been brewing for about five years.

But now that the project is in its more advanced stages, "we hope we can weigh in more heavily in the process."

City leaders think the project will be an improvement for the neighborhood while also alleviating traffic and flooding problems that plague that stretch of State Boulevard.

"The proposed design is more in line with the planned boulevard system than what currently exists," said Bob Kennedy, director of public works.

The plan calls for tree-lined streets, planted medians and connecting sidewalks.

The city not only supported the neighborhood's historic designation, but the city's historic preservation staff helped with the application. Brookview-Irvington Park Historic

District was listed on the National Register of Historic Places by the U.S. Department of the Interior in March 2011.

"We were always operating under the assumption that the neighborhood was a historic district long before it got that designation," city spokesman Frank Suarez said.

Kennedy said that already the few discussions city staff have had with Davis have been helpful.

The project approval process through the state and federal highway departments requires a historic preservation expert's independent assessment of how the project will affect the neighborhood.

"The state historic preservation office has been very supportive of our mitigation efforts so far," Kennedy said. But more feedback is needed from residents about what measures they want included in the project to ensure it protects and enhances the historic aspects of the neighborhood they want to preserve.

"We welcome the input from the state landmark group. We think it will help enhance the project as we move forward," Suarez said.

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DAN STOCKMAN
The Journal Gazette

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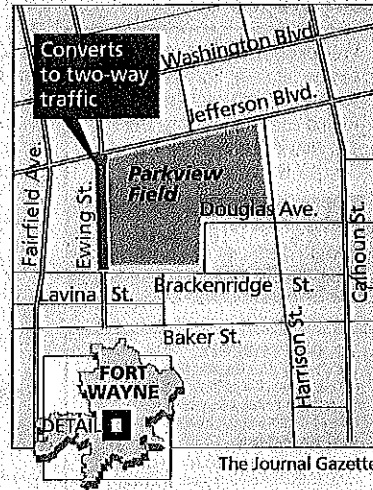
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dstockman@jg.net

Handwritten: 4-30-13

Meeting to discuss public transport

Residents wanting more information about a plan to improve public transportation in Fort Wayne are invited to a meeting 5:30-7 p.m. Wednesday in the lower-level Omni Room at Citizens Square, 200 E. Berry St.

The goal of the "Bus Fort Wayne" plan is to increase use of public transportation and to establish it as a viable choice. The plan seeks to educate residents, improve ridership experience and sources of additional funding.

The full draft of the plan can be found at www.fwcitilink.com by clicking on "news and events."

Public transportation officials will be at the meeting Wednesday.

-News-Sentinel staff reports

NS 5-3-13

Bus plan

Residents have an opportunity on Wednesday to review and comment on the draft version of the Bus Fort Wayne plan. During the open house, the public can also tour Citilink and Countilink buses and talk with Citilink officials.

The bus plan is the next step in a city effort to develop a comprehensive plan for local public and alternative

transportation. City planners have already completed Bike Fort Wayne and Walk Fort Wayne plans.

"It seems reasonable to have a bus plan too to go along with the idea of having a complete plan for alternative transportation," said Betsy Kachmar, assistant general manager at Citilink. "It's part of the whole Complete Streets effort."

Kachmar said Citilink has used the planning process, and the information gathered for the plan to create a brochure they shared with legislators (the brochure is available at www.fwcitilink.com under resources).

"Transit advocates statewide have used that as a guide, and we're pretty proud of that," Kachmar said.

She said one thing the plan addresses is making bus service easier to use for people who are not regular customers.

"That's what the plan is all about," she said. "How do we get to a quality system that more people will use and will like to use?"

J 5-6-13

PUBLIC NOTICE

Public Comment Period and Informational Meeting on Air Quality Transportation Conformity Analysis/Determination for Allen County 2035 Transportation Plan and FY2014-2017 Transportation Improvement Program

Notice is hereby given that a public comment period will commence on May 10, 2013 for the Draft Air Quality Conformity Analysis and pending Air Quality Transportation Conformity Determination for Allen County. The comment period includes the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for the 2035 Transportation Plan and the FY2014-2017 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on May 31, 2013. An Open House will be held to discuss the Air Quality Conformity Analysis from 4:00 p.m. to 6:30 p.m. on Wednesday, May 22, 2013 in the Omni Room, Room 045, Citizen Square, 200 East Berry Street, Fort Wayne, Indiana. The Open House will be conducted by staff of the Northeastern Indiana Regional Coordinating Council. The intent of the comment period and public meeting is to solicit comments from the public regarding the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for Allen County, the 2035 Transportation Plan and the FY2014-2017 Transportation Improvement Program. This public notice and time established for public review and comment on the Transportation Improvement Program, satisfies the program of projects notice requirements of the Federal Transportation Administration Urbanized Area Formula Program (Section 5307) for the Fort Wayne Public Transportation Corporation/Citilink.

The Draft Air Quality Conformity Analysis for Allen County, the 2035 Transportation Plan, and Draft FY2014-2017 Transportation Improvement Program are available for review at the Northeastern Indiana Regional Coordinating Council, Citizen Square, 200 East Berry Street, Suite 230, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. You may also view the materials on our website at www.nircc.com. Comments can be submitted by mail to the address provided above, by e-mail to dan.avery@co.allen.in.us or by phone at (260) 449-7309. With advance notice NIRCC can make accommodations for persons with disabilities and persons requiring auxiliary aids for the hearing and visually impaired. In addition, accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made with advance notice. Please contact the NIRCC Office at (260) 449-7309 by Monday, May 15, 2013 should accommodations be needed. If you have any questions or would like more information about these materials or the Open House, please contact NIRCC by phone, mail or email.

5-10 1057915 hspaxlp

N/S 5-10-13

Transportation planning

The Northeast Indiana Regional Coordinating Council will conduct an open house Wednesday to give residents an opportunity to comment on the 2014-17 Transportation Improvement Program.

This is the plan that determines all local road, pedestrian and bicycle projects that receive federal dollars.

The plan is available online at NIRCC.com

Also on Wednesday, the Indiana Department of Transportation is having a public hearing for a proposed project in New Haven. The project includes the reconstruction of the Indiana 930 intersection at Green Street. The purpose of the project is to improve sightlines and traffic flow. But the project will require approximately 1.8 acres of additional right-of-way.

J 5-20-13

Street detours are just a click away

'Tis the season for ice cream cones and orange cones. This summer the city of Fort Wayne has nearly 30 miles of local street paving and repair projects scheduled.

The city is spending \$4.8 million in local money and an additional \$10 million in federal dollars on road projects.

Most of the projects will make needed improvements to neighborhood streets, where temporary street closures will inconvenience only a few homeowners at a time.

But several of the projects include major streets, such as Taylor Street and Stellhorn and Covington roads, which will require more detours.

To make it easier to avoid the closures, the city has posted the street repair schedule on the city website at cityoffortwayne.org/streets.

JJ 5-28-13

Sidewalks to safely connect northeast schools

SARAH JANSSEN
The Journal Gazette

For next school year, students attending five different schools could have a new, safe route to class.

Work has begun on a \$387,000 project that will add and improve sidewalks on the city's northeast side, providing a safe route to school for students who walk or ride their bikes, said Dawn Ritchie, Greenways manager for the city of Fort Wayne.

In 1969, about half of all students walked or bicycled to school, but today less than 15 percent of all school trips are made by walking or biking. More than half of all children arrive at school by car, according to the Indiana Department of Transportation.

The city received a \$250,000 grant through the Indiana Safe Routes to School Program, which is based on a federal program, toward the construction of nearly

1 mile of sidewalk that will connect 11 neighborhoods with five schools.

The changes will also connect the neighborhoods' residents with the stores and restaurants in Georgetown Square and a branch of the Allen County Public Library.

The connectivity to business is a bonus to the city's top concern of connecting schools with residents, Ritchie said.

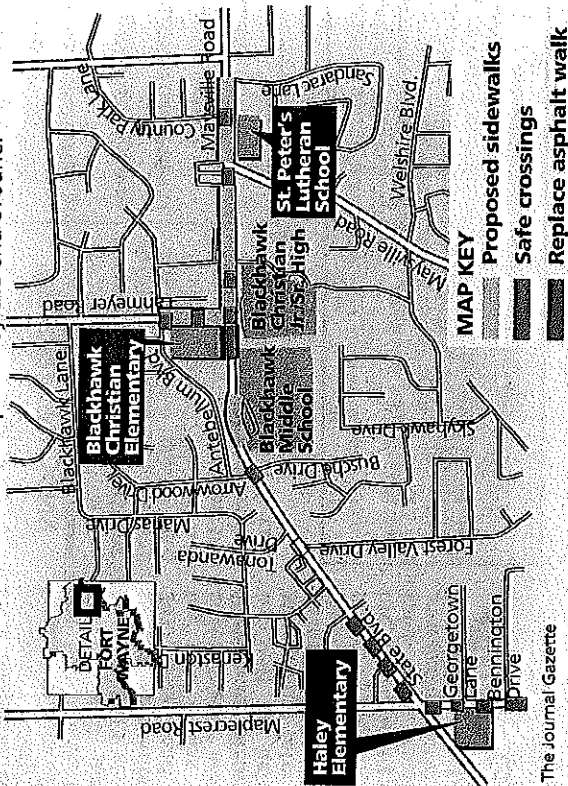
The city is excited to give residents the option of walking or biking to get where they need to go. Connecting neighborhoods through sidewalks and trails has been a priority of Mayor Tom Henry, she said.

Since the beginning of the month, crews have been working to put in storm drains and were expected to start work on the sidewalk last week. The project will also provide accessible curb ramps for those with disabilities and safe crossings. It is expected to be completed by the end of June.

sarah.janssen@jg.net

Sidewalk project set

The city of Fort Wayne is working on a \$387,000 sidewalk project that will connect 11 neighborhoods and five schools. The map below shows the areas where new sidewalks will be constructed and others will be improved. The plan also includes safe crossings and storm drain work. The project is expected to be completed by the end of June.



The Journal Gazette

JS 5-28-13

City leading state with trail growth

DAN STOCKMAN
The Journal Gazette

The city's trails are more popular than ever and continue to expand faster than any trail system in the state, Board of Public Works members heard Wednesday.

Trails manager Dawn Ritchie told the board that Visit Fort Wayne officials say information about trails is regularly one of the top requests and that many groups using Grand Wayne Center build trail activities into their events.

Ritchie also said the myth that trails hurt property values has been disproved in studies, including one by the National Parks Service that found that, nationally, recreational trails increase property values by an average of 3 percent.

She told the board about a Realtor who helped a family moving to Fort Wayne find a temporary home that happened to be next to a trail. When they were ready to look for a permanent home to buy, they refused to look at any that were not on a trail.

"Our parks and our trails definitely improve the quality of life in Fort Wayne," Ritchie said.

She said Fort Wayne now has 70.5 miles of trails, with an additional three miles under construction, more than any city in the state, including Indianapolis.

The city has installed counters on several trails to gauge their use; last year they tallied 483,000 people on the trails, including a peak of 62,363 in April. Officials

hope to top 500,000 users this year.

Ritchie said the city's efforts have brought in \$12 million from the state and federal governments for trail construction in the last six years, and that the system continues to grow. Current projects include connecting Shoaff Park to IPFW that, thanks to a temporary gravel section, could be complete this year, with a permanent paved trail to come.

Officials are also making plans for the Six Mile Trail, which would follow Trier Ditch from the trail system's southern terminus at Tillman Park to its eastern terminus in New Haven, creating a 26-mile loop around southeast Fort Wayne.

Work is also beginning on the Pufferbelly Trail, which will eventually stretch 80 miles from Pokagon State Park in Steuben County to Ouabache State Park near Bluffton.

"We want to connect neighborhoods and make our community as safe as possible for pedestrians," Ritchie said.

The city is also working on a comprehensive trail plan, which it hopes to have adopted by the fall. Ritchie said she wants public input on the plan and encouraged people to call 427-6002 with ideas for the trails.

"I'd love to hear what you have to say," she said. "We always want to hear your input."

For more information on the trails, including maps, go to www.fortwayneparks.org and www.fwtrails.org.

dstockman@jg.net

20-year county transportation plan OK'd

Blueprint required for federal funds; Shoaff votes no

DAN STOCKMAN
The Journal Gazette

Allen County now has a blueprint for the next two decades of transportation improvements.

Urban Transportation Advisory Board members Tuesday approved the Northeastern Indiana Regional Coordinating Council's 2035 Transportation Plan for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area.

The council is the regional transportation planning agency — required for the millions of dollars in federal transportation money that flows to local gov-

ernments including New Haven, Allen County, Fort Wayne International Airport and CitiLink. The area gets about \$20 million a year in federal funding, which requires a regional transportation plan to ensure projects make sense and are not in conflict.

The council analyzes traffic flow, forecasts traffic flow, suggests areas for improvement and makes sure proposals fit

with the city-county comprehensive land-use plan, which governs development.

But the projects are decided by the member agencies that make up the council. Those agencies retain all their discretion over those projects. For example, the city of Fort Wayne projects must still be approved by the Board of Public Works

Plan, Page 3C

PLAN

Continued from Page 1C

and the City Council. Major projects can require public hearings.

Democrat John Shoaff, at-large Fort Wayne city councilman and the Plan Commission's representative to the board, cast the lone "no" vote

against the 2035 Transportation Plan. For months, Shoaff has said there is not enough coordination between land-use planners and transportation planners and that projects are approved without taking into account the impacts they have on neighborhoods and road maintenance budgets.

He said he would like the City Council to approve each of the projects before it is

added to the transportation plan.

Regional council Executive Director Dan Avery pointed out that Shoaff's role as the Plan Commission's representative is to provide that coordination and said that including projects on the 20-year plan is the initial step in the process, not the last, as major projects still go through the normal approval

process, including in some cases public hearings.

Shoaff said each project should get a public hearing before it is even put into the process.

"It might take longer," he said, "but it would be worth the public engagement."

The 2035 Transportation Plan can be seen at www.nircc.com.
dstockman@jg.net

J 6-5-13

City employees prepare to reopen Auburn Road after Thursday's ribbon-cutting ceremony.

\$2.9 million Auburn Road project opens

JOURNAL GAZETTE

Mayor Tom Henry and other community leaders celebrated the completion of the Auburn Road transportation project during a ribbon-cutting ceremony Thursday.

The project includes two traffic lanes in each direction, a center turn lane, a traffic signal, new gutters, curbs and storm sewers, a trail on the north side of the road and

sidewalk on the south side, both connecting to Cook Road and allowing safe crossing of Interstate 69. At least 125 trees were planted to replace vegetation cleared for the project.

"As this area has grown, it has become more difficult for motor vehicles, and it has been nearly impossible for pedestrians to walk to Northrop High School, Shawnee Middle School and Holland

Elementary. I'm glad we can make this investment into our future," Henry said. "These improvements strengthen neighborhoods in the area by making our transportation system safer for cars, pedestrians and bicyclists.

"These are critical long-lasting infrastructure improvements that will make our community vibrant for years to come."

Officials said the project

offers safer connections for children in the Auburn Farms and Concordia Gardens neighborhoods and links pedestrians in eight neighborhoods along Cook Road.

"The project looks good, and it is very much appreciated by the residents in the area. I think the traffic signal is going to improve safety as we come in and out of our neighborhood," said Jerry Cook, Concordia Gardens

Neighborhood president.

Money for the \$2.9 million project came primarily from the Indiana Department of Transportation, which contributed \$2.5 million.

"This intersection has been plagued by congestion and unsafe conditions for many years," City Engineer Shan Gunawardena said. "With this new design, traffic will flow more smoothly and safely in this very busy area."

26-14-13

