

Transportation Improvement Program

2015-2018

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

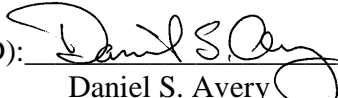
WHEREAS, it is required that the policy body of the Metropolitan Planning Organization endorse the Transportation Improvement Program as a prerequisite to expenditure of Federal Highway Administration and Federal Transit Administration funds; and

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 April 1, 2014 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):


Daniel S. Avery

(DATE): April 1, 2014

The FY 2015-2018 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.

TABLE OF CONTENTS

Chapters

I.	INTRODUCTION	1
II.	ORGANIZATION AND STUDY AREA	3
III.	TRANSPORTATION IMPROVEMENT UPDATE PROCESS	8
IV.	2035 TRANSPORTATION PLAN	22
V.	FORECAST OF AVAILABLE FUNDS	29
VI.	TRANSIT PROJECTS AND FINANCIAL ANALYSIS	36
	TOTAL OPERATING EXPENSES AND OPERATING REVENUES	36
	CITILINK ACTUAL OPERATING REVENUES	37
	FUTURE PROJECTED OPERATING BUDGETS AND FORECASTED REVENUE	37
	PROJECTED FORMULA CAPITAL FUNDS	38
	SECTION 5310 PROJECTS	39
VII.	LOCAL HIGHWAY PROJECTS	40
VIII.	LOCAL TRANSIT PROJECTS	52
IX.	INDOT HIGHWAY PROJECTS	59
X.	FY 14 STATUS REPORT FOR LOCAL & FY 13 INDOT PROJECTS	71
APPENDIX A	PUBLIC INVOLVEMENT	
APPENDIX B	PROJECT SELECTION PROCESS FORMS	
APPENDIX C	LONG RANGE PLAN – <i>PROJECT NUMBERS</i>	
APPENDIX D	SIDEWALK & CURB RAMP PROJECTS FOR 2014	
APPENDIX E	NEWSPAPER ARTICLES	

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
TAP – Transportation Alternative 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 2015, 2016, 2017 and 2018) represent committed projects by local governments. INDOT projects listed in this TIP includes projects for Fiscal Years 2015 through 2018.

II. ORGANIZATION AND STUDY AREA

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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 Bluhm – 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:

- Patrick Zaharako - Fort Wayne Representative
- Kyle Winling - 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
- Gina Gibson - 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

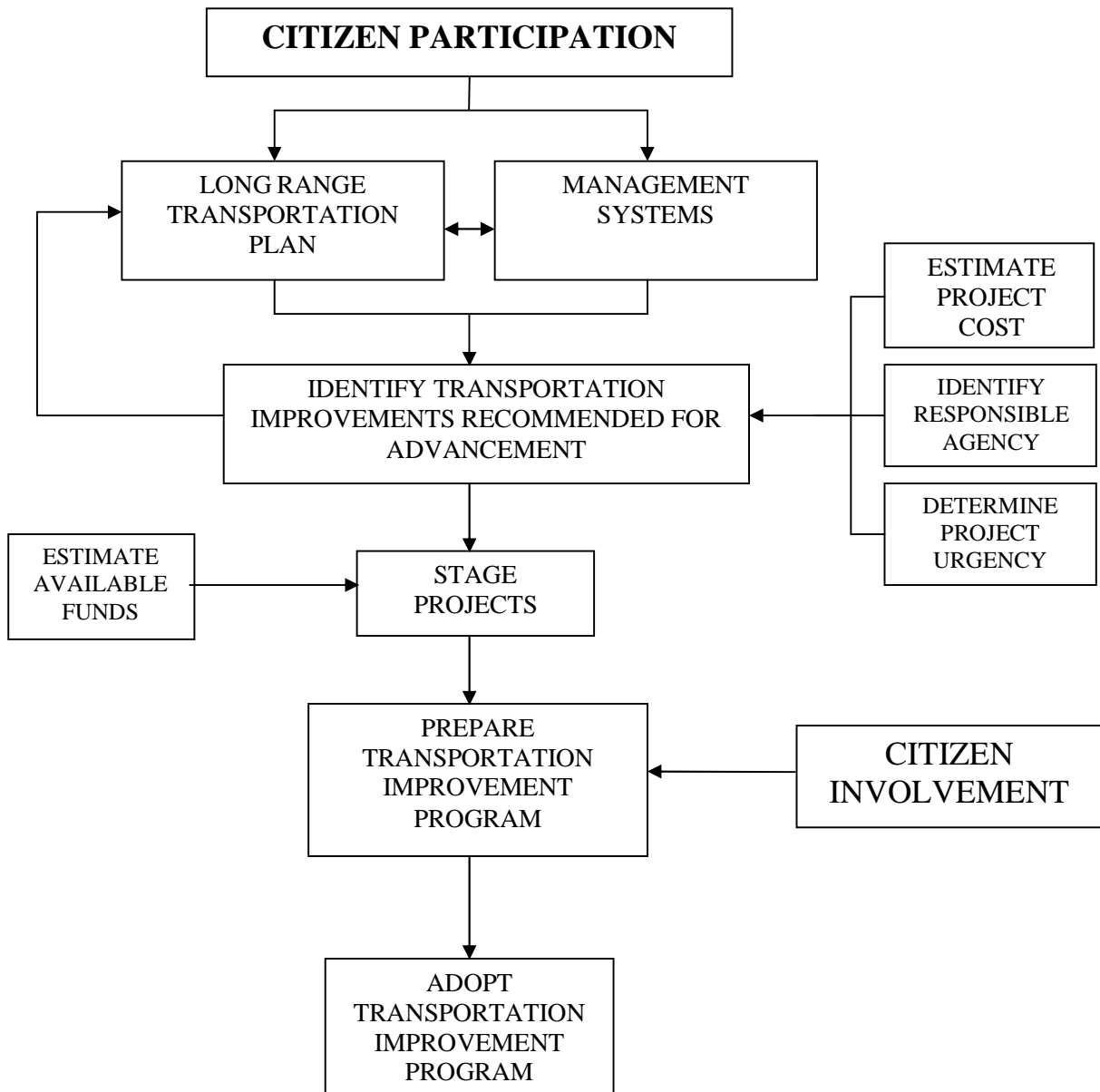
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 15–FY 18 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, 2014 to June 30, 2018 for local and state projects and January 1, 2014 to December 31, 2017 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 2015-2018 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 are funded through MAP-21 (Moving Ahead for Progress in the 21st Century), the current transportation bill approved in 2012.

Based on the report received by INDOT Policy and Budget division, the amount of available funds for programming the FY 15 – FY 18 Transportation Improvement Program is approximately 59,170,000 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 1.1 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 \$2,053,708 from State Public Mass Transportation Funds (PMTF) for FY 15. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$2,708,226 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 15 through FY 18 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 2014 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 15	\$59,170,000 *	\$57,214,000	\$1,956,000
FY 16			
FY 17			
FY 18			

As indicated above the total programmed costs are within the anticipated Surface Transportation Program Funds. Therefore, the Transportation Improvement Program FY 15 – FY 18 meets the fiscal constraint requirement.

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

Table 2**ALLOCATED FEDERAL FUNDS**

FUND TYPE		FY 15	FY 16	FY 17	FY 18
STP	Fort Wayne - New Haven - Allen County Urbanized Area	\$5,364,400	\$5,364,400	\$5,364,400	\$5,364,400
HSIP		\$1,139,000	\$1,139,000	\$1,139,000	\$1,139,000
CMAQ		\$2,029,000	\$2,029,000	\$2,029,000	\$2,029,000
Group IV Funding	Statewide allocation portion available to Allen				
STP	County and small communities in Allen	\$18,144,100	\$18,144,100	\$18,144,100	\$18,144,100
HSIP	County outside the urbanized area (areas under 5,000)	\$4,070,500	\$4,070,500	\$4,070,500	\$4,070,500
Transportation Alternative Program	Fort Wayne - New Haven - Allen County Urbanized Area	\$513,850	\$513,850	\$513,850	\$513,850
	Statewide allocation to local agencies <5,000	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000
	Statewide allocation to any area	\$10,475,000	\$10,475,000	\$10,475,000	\$10,475,000
Recreational Trails Program	Statewide allocation to local agencies	\$1,202,000	\$1,200,000	\$1,200,000	\$1,200,000
FTA 5307/5309					
Operating		\$0	\$0	\$0	\$0
Capital		\$1,063,500	\$1,441,363	\$1,774,000	\$472,000

Matching Funds

JURISDICTION	FY 15	FY 16	FY 17	FY 18
Allen County	\$3,077,300	\$337,200	\$1,367,000	\$741,500
Fort Wayne	\$1,947,600	\$467,700	\$2,372,000	\$1,714,400
New Haven	\$1,335,200	\$0	\$37,500	\$0
Grabill	\$234,200	\$0	\$0	\$0
Huntertown	\$0	\$327,500	\$0	\$0
Fort Wayne PTC				
Operating	\$7,718,398	\$8,449,041	\$8,698,745	\$8,969,531
Capital	\$194,882	\$263,769	\$320,265	\$90,500

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 2009 through 2013. 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	2009	2010	2011	2012	2013
Salaries	\$ 4,329,220	\$ 4,348,823	\$ 4,600,116	\$ 4,625,090	\$ 4,685,045
Fringe Benefits	3,179,174	3,811,347	3,404,111	3,346,056	3,513,884
Contract Services	711,172	663,556	637,008	729,722	778,321
Materials & Supplies	1,868,308	1,548,453	1,652,171	1,762,659	1,852,544
Utilities	126,358	102,288	94,669	95,112	120,695
Casualty/Liability	441,348	238,934	285,079	231,709	242,271
Taxes	925	930	931	3,197	2,750
Purchased Transportation	59,997	80,850	77,847	108,571	66,727
Other	158,644	180,315	175,095	174,074	179,832
Total Expenses	\$ 10,875,146	\$ 10,975,496	\$ 10,927,022	\$ 11,076,190	\$ 11,442,069

CITILINK ACTUAL OPERATING REVENUES					
REVENUE ITEMS	2009	2010	2011	2012	2013
Fare Revenue	\$ 1,254,491	\$ 1,226,448	\$ 1,348,000	\$ 1,407,327	\$ 1,378,905
Other	106,803	89,544	135,374	240,665	554,755
Local Assistance	5,441,709	5,330,836	5,177,480	5,375,734	5,513,252
State Assistance	1,866,978	1,903,153	1,898,399	2,058,316	1,971,789
Federal Assistance	2,205,165	2,425,515	2,367,769	1,994,148	2,023,368
Total Revenues	\$ 10,875,146	\$ 10,975,496	\$ 10,927,022	\$ 11,076,190	\$ 11,442,069

**Table 2
Future Projected Operating Budgets and Forecasted Revenue
2015-2018**

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

CITILINK OPERATING EXPENSES FORECAST				
EXPENSE ITEMS	2015	2016	2017	2018
Salaries	\$ 4,963,643	\$ 5,062,916	\$ 5,164,175	\$ 5,267,458
Fringe Benefits	4,212,543	4,469,381	4,748,893	5,053,287
Contract Services	789,542	797,438	805,412	813,466
Materials & Supplies	1,917,283	1,939,264	1,961,554	1,984,157
Utilities	132,000	132,000	132,000	132,000
Casualty/Liability	254,554	257,323	260,133	262,985
Taxes	3,727	3,783	3,840	3,897
Purchased Transportation	-	-	-	-
Other	207,040	209,079	211,138	213,217
Total Expenses	\$ 12,480,332	\$ 12,871,184	\$ 13,287,145	\$ 13,730,467
CITILINK OPERATING REVENUES FORECAST				
REVENUE ITEMS	2015	2016	2017	2018
Fare Revenue	\$ 1,645,161	\$ 1,727,419	\$ 1,813,790	\$ 1,904,480
Other	539,700	572,435	606,307	641,373
Local Assistance	5,902,872	6,079,958	6,262,357	6,450,228
State Assistance	2,053,708	2,125,588	2,199,983	2,276,983
Federal Assistance	2,338,891	2,365,784	2,404,708	2,457,403
Total Revenues	\$ 12,480,332	\$ 12,871,184	\$ 13,287,145	\$ 13,730,467

**Table 3
Projected Formula Capital Funds
2015-2018**

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
2015	\$2,342,193	\$3,768,133	\$6,110,326	\$708,844	\$0	\$708,844	\$6,819,170
2016	\$2,338,600	\$4,031,902	\$6,370,502	\$513,962	\$0	\$513,962	\$6,884,464
2017	\$2,632,584	\$4,314,135	\$6,946,720	\$250,193	\$300,000	\$550,193	\$7,496,913
2018	\$2,784,303	\$4,616,125	\$7,400,428	\$229,928	\$0	\$229,928	\$7,630,356
	FEDERAL		FEDERAL	FEDERAL	LOCAL	LOCAL	LOCAL
	CAPITAL	(DEDUCT	CAPITAL (5307)	CAPITAL	CAPITAL	CAPITAL	CAPITAL
YEAR	AVAILABLE	FMI AND CP)	PROGRAMMED	CARRYOVER	AVAILABLE	PROGRAMMED	CARRYOVER
2015	\$6,110,326	\$2,708,226	\$1,063,500	\$2,338,600	\$708,844	\$194,882	\$513,962
2016	\$6,370,502	\$2,296,555	\$1,441,363	\$2,632,584	\$513,962	\$263,769	\$250,193
2017	\$6,946,720	\$2,388,417	\$1,774,000	\$2,784,303	\$550,193	\$320,265	\$229,928
2018	\$7,400,428	\$2,483,953	\$472,000	\$4,444,475	\$229,928	\$90,500	\$139,428

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

In FY14 the Community Transportation Network applied for assistance for the purchase of one medium transit vehicle with lift and Type C passenger van with lift vehicle. 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 Type C passenger van with lift vehicle is 50,000 dollars of which eighty percent, 40,000 dollars will be paid for with federal funds. Community Transportation Network will provide the local matching dollars of 20,400 (10,400 and 10,000 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 Type C van with 110,000 miles. The Type C passenger van with lift vehicle will be replacing an existing 2001 Type C van with 106,000 miles.

The FY15 Call for Projects was issued in March 2014 with the deadline for submissions in May 2014. The anticipated award date is August 2014. An update of this funding will be made in August 2014.

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 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 2015-2018

Local TIP Projects for FY 2015-2018

URBAN PROJECTS

LOCATION <i>Project Description FY 15</i>	LPA	Phase	Total Cost	Federal Share	Funding Type
Bass Rd & Hadley Rd <i>Intersection Improvement</i>	AC	CN	\$3,420,280	\$2,736,224	CMAQ
Bethel Rd / Huguenard Rd / Till Rd <i>Intersection Realignment</i>	AC	CN	\$1,740,000	\$1,392,000	CMAQ
Broadway, Landin Rd and Rose Ave Intersection <i>Intersection Improvement</i>	NH	PE	\$200,000	\$160,000	CMAQ- Pending
Clinton St - Left-Turn Lane Alignment Package <i>Intersection Improvement</i>	FW	PE	\$111,111	\$100,000	HSIP- Pending
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd <i>Added Travel Lanes & Pedestrian Underpass</i>	FW	RW	\$1,000,000	\$800,000	STP
Gump Rd - SR 3 to Coldwater Rd <i>Road Reconstruction</i>	AC	CN	\$9,882,000	\$7,905,600	STP
Landin Rd: North River Rd to Maysville Rd <i>Road Reconstruction/Realignment</i>	NH	CN	\$6,464,000	\$5,168,800	STP
Maplecrest Rd - Lake Ave to State Blvd <i>Road Reconstruction</i>	FW	CN	\$4,600,000	\$3,680,000	STP
Minnich Rd and Tillman Rd <i>Intersection Improvement</i>	AC	PE	\$312,500	\$281,250	HSIP
State Blvd - Spy Run Ave to Clinton St <i>Added Travel Lanes</i>	FW	RW	\$2,300,000	\$1,840,000	STP
Traffic Signal Upgrade	FW	CN	\$2,596,000	\$2,596,000	HSIP
Washington Center Rd - Bridge over Spy Run Creek <i>Bridge Reconstruction</i>	AC	PE	\$187,500	\$150,000	STP
Total Federal				\$26,809,874	

LOCATION <i>Project Description FY 16</i>	LPA	Phase	Total Cost	Federal Share	Funding Type
Allen County Bridges <i>Bridge Inspections</i>	AC	PE	\$342,400	\$273,900	BR
Bass Rd - Clifty Parkway to Thomas Rd <i>Road Reconstruction</i>	AC	RW	\$926,063	\$740,850	STP
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd <i>New Trail Construction</i>	FW	CN	\$953,500	\$810,600	TE
Liberty Mills Rd & County Line Rd <i>Intersection Improvement</i>	AC	RW	\$206,250	\$165,000	CMAQ
Maplecrest Rd - State Blvd to Stellhorn Rd <i>Road Reconstruction</i>	FW	RW	\$500,000	\$400,000	STP
Minnich Rd and Tillman Rd <i>Intersection Improvement</i>	AC	RW	\$193,750	\$155,000	HSIP
Pufferbelly Trail - Fourth St to Fernhill Ave <i>New Trail Construction</i>	FW	CN	\$1,782,500	\$1,426,000	TE
St Joseph Ctr Rd - Clinton St to Campus Ct <i>Center-Left Turn Lane and Intersection Improvements</i>	FW	RW	\$250,000	\$200,000	CMAQ
Total Federal				\$4,171,350	

LOCATION Project Description FY 16	LPA	Phase	Total Cost	Federal Share	Funding Type
Six Mile Creek Trail <i>New Trail Construction</i>	FW	CN	\$874,000	\$699,200	TE/TAP
Washington Center Rd - Bridge over Spy Run Creek <i>Bridge Reconstruction</i>	AC	RW	\$125,000	\$100,000	STP
Total Federal				\$799,200	

LOCATION Project Description FY 17	LPA	Phase	Total Cost	Federal Share	Funding Type
Bass Rd - Shakespeare Blvd to Clifty Parkway <i>Road Reconstruction</i>	AC	CN	\$6,144,500	\$4,915,600	STP
Bass Rd - Thomas Rd to Hillegas Rd <i>Road Reconstruction</i>	AC	RW	\$690,325	\$552,260	STP
Broadway, Landin Rd and Rose Ave Intersection <i>Intersection Improvement</i>	NH	RW	\$187,500	\$150,000	CMAQ- Pending
Clinton St - Left-Turn Lane Alignment Package <i>Intersection Improvement</i>	FW	CN	\$722,200	\$650,000	HSIP- Pending
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd <i>Added Travel Lanes & Pedestrian Underpass</i>	FW	CN	\$10,000,000	\$8,000,000	TAP/ STP
State Blvd - Spy Run Ave to Clinton St <i>Added Travel Lanes</i>	FW	CN	\$1,500,000	\$1,200,000	STP
Total Federal				\$15,467,860	

LOCATION Project Description FY 18	LPA	Phase	Total Cost	Federal Share	Funding Type
Liberty Mills Rd & County Line Rd <i>Intersection Improvement</i>	AC	CN	\$1,062,500	\$850,000	CMAQ
Minnich Rd and Tillman Rd <i>Intersection Improvement</i>	AC	CN	\$1,726,875	\$1,381,500	HSIP
St Joseph Ctr Rd - Clinton St to Campus Ct <i>Center-Left Turn Lane and Intersection Improvements</i>	FW	CN	\$2,000,000	\$1,600,000	CMAQ
State Blvd - Clinton St to Cass St (Phase 2) <i>Added Travel Lanes/New Bridge/Pedestrian Bridge</i>	FW	CN	\$6,572,000	\$5,257,600	CMAQ/ STP
Washington Center Rd - Bridge over Spy Run Creek <i>Bridge Reconstruction</i>	AC	CN	\$1,200,000	\$960,000	STP
Total Federal				\$10,049,100	

RURAL PROJECTS

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

LOCATION Project Description FY 16	LPA	Phase	Total Cost	Federal Share	Funding Type
Carroll Rd - Preserve Blvd to Bethel Rd <i>Road Reconstruction</i>	HT	CN	\$1,637,500	\$1,310,000	Group IV

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

LOCAL PROJECTS - NO FEDERAL FUNDING

LOCATION	Project Description	FY 15	LPA	Phase	Total Cost
Auburn Rd & Wallen Rd			AC	CN	\$2,135,000
	<i>Intersection Improvement (roundabout) w/bridge modification & sidewalks</i>				
Belle Vista Blvd - Bridge #502 over Fairfield Ditch			AC	CN	\$895,500
	<i>New Bridge Construction w/sidewalk</i>				
Ellison Rd - Bridge #228 over Graham-McCulloch Ditch			AC	RW	\$118,000
	<i>New Bridge Construction, including bridge sidewalk</i>				
Landin Rd/Maysville Rd/Trier Rd			FW	CN	\$700,000
	<i>Roundabout</i>				
Maysville Rd - Stellhorn Rd to Meijer Dr			FW	RW	\$750,000
	<i>Road Widening and Center Turn Lane with Pedestrian Facilities</i>				
Maysville Rd - Bridge #528 over Bullerman Ditch			AC	CN	\$606,600
	<i>Bridge Rehabilitation and widening, w/bridge sidewalk</i>				
Ryan Rd/Bruick Rd - Dawkins Rd to US 24			AC	RW	\$615,000
	<i>Road Reconstruction</i>				
State St - Bridge #319 over Bullerman Ditch			AC	CN	\$1,740,000
	<i>New Bridge Construction, including bridge sidewalk</i>				
West Hamilton Rd - Bridge #221 over Beal-Taylor Ditch			AC	CN	\$1,456,300
	<i>New Bridge Construction, including bridge sidewalk</i>				
				Total	\$9,016,400

LOCATION	Project Description	FY 16	LPA	Phase	Total Cost
Maysville Rd - Stellhorn Rd to Meijer Dr			FW	CN	\$3,300,000
	<i>Road Widening and Center Turn Lane with Pedestrian Facilities</i>				
Johnny Appleseed Trail - California Rd to St Joe Center Rd			FW	CN	\$352,600
	<i>New Trail Construction</i>				
				Total	\$3,652,600

LOCATION	Project Description	FY 17	LPA	Phase	Total Cost
Leesburg Rd Ext. - Main St to West Jefferson Blvd			FW	CN	\$5,000,000
	<i>New Road Construction and Intersection Improvements</i>				
Ludwig Rd at Coldwater Rd			FW	CN	\$3,500,000
	<i>Relocation and Intersection Improvements</i>				
				Total	\$8,500,000

LOCATION	Project Description	FY 18	LPA	Phase	Total Cost
Goshen Ave - State Blvd to Coliseum Blvd			FW	CN	\$8,000,000
	<i>Road Reconstruction and Roundabout</i>				

LOCATION	Project Description	FY TBD	LPA	Phase	Total Cost
Ellison Rd - Bridge #228 over Graham-McCulloch Ditch			AC	CN	\$640,000
	<i>New Bridge Construction, including bridge sidewalk</i>				
Hathaway Rd & Corbin Rd			AC	CN	\$745,200
	<i>Intersection Improvement</i>				
Ryan Rd/Bruick Rd - Harper Rd to US 24			AC	CN	\$3,500,000
	<i>Road Reconstruction</i>				
				Total	\$4,885,200

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 15 - 18

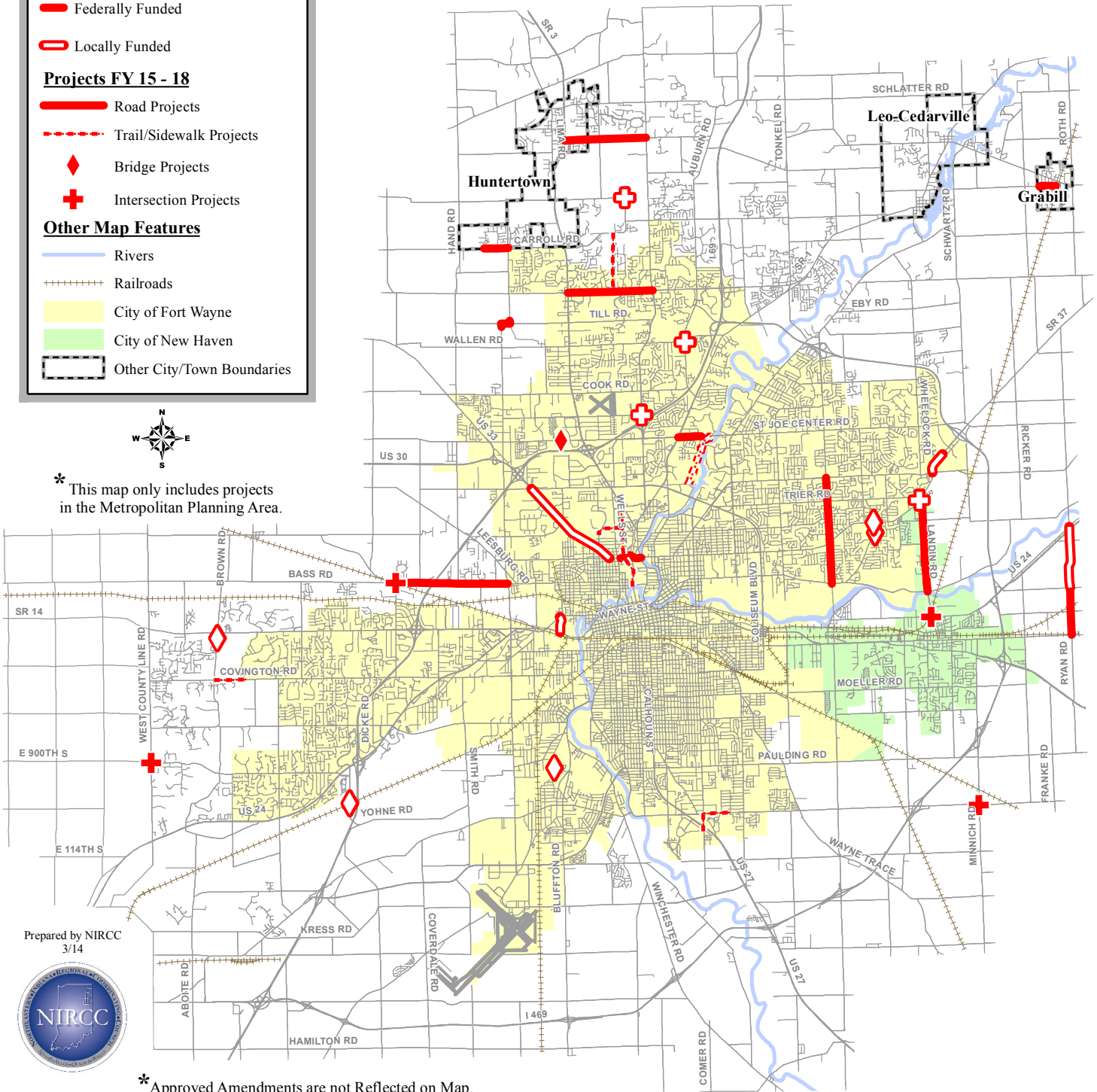
- Road Projects
- Trail/Sidewalk Projects
- ◆ Bridge Projects
- + Intersection Projects

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
3/14



* Approved Amendments are not Reflected on Map.

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
2nd St (Grabill): Shoal Ln to Main St (Road Reconstruction)	30(11)-092									
	0901974	PE	213.8	2011	171.0	0.0	42.8		GR	
		RW	85.0	2013	68.0	0.0	17.0		GR	
		CN	1171.2	2015	937.0	0.0	234.2	1	GR	
<i>Group IV</i>										
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	2	AC	14-16
<i>BR</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		3420.4	2015	2736.3	0.0	684.1	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	1167.0	2014	933.6	0.0	233.4	1	AC	
CN		6144.5	2017	4915.6	0.0	1228.9	3	AC		
<i>STP</i>										
Bass Rd: Clifty Parkway to Thomas Rd (Road Reconstruction)	35-073	1382492	RW	926.1	2016	740.9	0.0	185.2	2	AC
			CN	4171.0	TBD	3336.8	0.0	834.2		AC
<i>STP</i>										
Bass Rd: Thomas Rd to Hillegas Rd (Road Reconstruction)	pending	RW	690.4	2017	552.3	0.0	138.1	2	AC	
		CN	4072.1	TBD	3257.7	0.0	814.4		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
			CN	1740.0	2015	1392.0	0.0	348.0	1	AC
<i>CMAQ</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Broadway, Landin Rd and Rose Ave (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	1 3 NH	NH NH NH	
<i>CMAQ</i>										
Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction)	25-076 0901973	PE RW CN	284.8 84.0 1637.5	2011 2014 2016	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>										
Clinton St: Left-Turn Lane Alignment (Intersection Improvement)	pending	PE CN	111.1 722.2	2015 2017	100.0 650.0	0.0 0.0	11.1 72.2	1 2	FW FW	
<i>HSIP</i>										
Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction)	0810513	PE RW CN	148.1 117.0 953.5	2010 2013 2016	0.0 93.6 810.6	0.0 0.0 0.0	148.1 23.4 142.9		FW FW FW	13-1 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 0901798	PE RW CN CN	1226.2 1000.0 8750.0 1250.0	2011 2015 2017 2017	981.0 800.0 ¹ 7000.0 ¹ 1000.0 ²	0.0 0.0 0.0 0.0	245.2 200.0 1750.0 250.0		FW FW FW FW	
Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction)	25-030 0400584	RW CN	1000.0 9882.0	2011 2015	800.0 7905.6	0.0 0.0	200.0 1976.4		AC AC	
<i>STP</i>										
Landin Rd: North River Rd to Maysville Rd (Road Reconstruction/Realignment)	30-085 0710319	PE RW CN	400.0 625.0 6464.0	2010 2013 2015	320.0 500.0 5168.8	0.0 0.0 0.0	80.0 125.0 1295.2		NH NH NH	14-39
<i>STP</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Liberty Mills Rd & West County Line Road (Intersection Improvement/Realignment) <i>CMAQ</i>	1297238	PE	372.4	2014	297.9	0.0	74.5		AC	
RW		206.3	2016	165.0	0.0	41.3	2	AC		
CN		1740.0	2018	1392.0	0.0	348.0	4	AC		
Maplecrest Rd: Lake Ave to State Blvd (Road Reconstruction) <i>ITS Component Signals Interconnected & Online</i> <i>STP</i>	10-016 0500695	PE	540.0	2010	432.0	0.0	108.0		FW	
RW	500.0	2013	400.0	0.0	100.0		FW			
CN	4600.0	2015	3680.0	0.0	920.0	1	FW			
Maplecrest Rd: State Blvd to Stellhorn Rd (Road Reconstruction) <i>ITS Component Signals Interconnected & Online</i> <i>STP</i>	10-017 1173162	PE	1120.0	2014	896.0	0.0	224.0		FW	14-38
RW	500.0	2016	400.0	0.0	100.0	2	FW			
CN	6900.0	TBD	5520.0	0.0	1380.0		FW			
Minnich Rd and Tillman Rd (Intersection Improvement) <i>HSIP</i>	1382818	PE	312.5	2015	281.3	0.0	31.3	1	AC	14-8 14-11
RW		172.2	2016	155.0	0.0	17.2	2	AC		
CN		1535.0	2018	1381.5	0.0	153.5	4	AC		
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		FW		
CN		1782.5	2016	1426.0	0.0	356.5	1	FW		
Pufferbelly Trail North: Dupont Rd to Carroll Rd (New Trail Construction) <i>this project is scheduled to be bid in Spring 2014</i> <i>RTP</i>	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		
Ryan Rd/Bruick Rd: Dawkins Rd to US 24 (Road Reconstruction) <i>Local</i>	1173324	PE	760.0	2012	0.0	0.0	760.0			14-40
RW		615.0	2014	0.0	0.0	615.0		AC		

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
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
<i>Group IV</i>										
Ryan Rd/Bruick Rd: Harper Rd to US 24 (Road Reconstruction)	pending	CN	3500.0	TBD	0.0	0.0	3500.0		AC	14-40
<i>Local</i>										
St Joseph Center Rd: from Clinton St to Campus Ct (Center Left-Turn Lane and Intersection Improvements) <i>ITS Component - Signal Interconnection & Online</i>	25-055 0710322	PE RW CN	300.0 250.0 2000.0	2014 2016 2018	240.0 200.0 1600.0	0.0 0.0 0.0	60.0 50.0 400.0	 2 4	FW FW FW	14-7
<i>CMAQ</i>										
Six Mile Creek Trail: Southtown Centre to Lemar Dr (New Trail Construction)	0810457	PE RW CN	221.0 185.0 874.0	2010 2013 2016	165.7 112.5 699.2	0.0 0.0 0.0	55.3 72.5 174.8	 2	FW FW FW	14-26
<i>TE/TAP</i>										
State Blvd: Spy Run Ave to Cass St (Added Travel Lanes)	10-021 0400587	RW	2300.0	2015	1840.0	0.0	460.0	1	FW	
<i>STP</i>										
State Blvd: Spy Run Ave to Clinton St (Phase 1) (Added Travel Lanes) <i>ITS Component - Signal Interconnection & Online</i>	10-021 1005151	CN	1500.0	2017	1200.0	0.0	300.0	2	FW	
<i>STP</i>										
State Blvd: Clinton St to Cass St (Phase 2) (Added Travel Lanes) - STP (Bridge over Spy Run Creek) - STP (Pedestrian Bridge over State Blvd) - 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	

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
Various Signal locations in Fort Wayne, New Haven & Allen County (Black Signal heads with Reflective Back Plates) (Traffic Signal Visibility Improvements)	1400453	PE	50.0	2014	0.0	0.0	50.0		FW	14-43
		CN	2596.0	2015	2596.0	0.0	0.0	1	FW	14-43
		<i>HSIP</i>								
Washington Ctr Rd: Bridge over Spy Run Creek (Bridge Reconstruction)	35-106	PE	187.5	2015	150.0	0.0	37.5	1	AC	
	1382497	RW	125.0	2016	100.0	0.0	25.0	3	AC	
		CN	1200.0	2018	960.0	0.0	240.0		AC	
<i>STP</i>										
Auburn Rd & Wallen Rd (Intersection Improvement w/bridge modification)	n/a	CN	2135.0	2015	0.0	0.0	2135.0	1	AC	
<i>Local Funds</i>										
Belle Vista Blvd: Bridge #502 over Fairfield Ditch (Bridge Rehabilitation)	n/a	CN	895.5	2015	0.0	0.0	895.5	1	AC	
<i>Local Funds</i>										
Ellison Rd: Bridge #228 over the Graham-McCulloch Ditch (New Bridge Construction, including bridge sidewalk)	n/a	CN	118.0	TBD	0.0	0.0	118.0		AC	
<i>Local Funds</i>										
Goshen Ave: State Blvd to Coliseum Blvd (Road Reconstruction and Roundabout)	n/a	CN	8000.0	2018	0.0	0.0	8000.0	4	FW	
<i>Local Funds</i>										
Hathaway Rd-Corbin Rd Intersection (Intersection Improvements)	n/a	CN	745.2	TBD	0.0	0.0	745.2		AC	
<i>Local Funds</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction)	n/a	CN	352.6	2016	0.0	0.0	352.6	1	FW	
<i>Local Funds</i>										
Landin Rd/Maysville Rd/Trier Rd Intersection (Roundabout)	n/a	CN	700.0	2015	0.0	0.0	700.0	1	FW	
<i>Local Funds</i>										
Leesburg Rd Ext: Main St to W Jefferson Blvd (New Road Construction and Intersection Improvements)	n/a	CN	5000.0	2017	0.0	0.0	5000.0	3	FW	
<i>Local Funds</i>										
Ludwig Rd at Coldwater Rd (Relocation and Intersection Improvements)	n/a	CN	3500.0	2017	0.0	0.0	3500.0	3	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	FW		14-13
RW		750.0	2015	0.0	0.0	750.0	1	FW	14-13	
CN		3300.0	2016	0.0	0.0	3300.0	2	FW	14-13	
<i>Local Funds</i>										
Maysville Rd: Bridge #528 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk)	n/a	CN	606.6	2015	0.0	0.0	606.6	1	AC	
<i>Local Funds</i>										
State St Bridge: Bridge #319 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk)	n/a	CN	1740.0	2015	0.0	0.0	1740.0	1	AC	
<i>Local Funds</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i>	n/a	CN	1456.3	2015	0.0	0.0	1456.3	1	AC	

VIII. LOCAL TRANSIT PROJECTS FY 2015-2018

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2015

Capital Equipment Purchases (Section 5307 and 5340 Funds)

One (1) Heavy Duty Replacement Hybrid Buses	\$600,000
One (1) Replacement Minibus (Body on Chassis) ACCESS	\$85,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000

Capital Equipment Purchases (Section 5339 Funds)

Three (3) Replacement Minibus (Body on Chassis) FLEX Route	\$280,500
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Total Capital Projects	\$1,258,382
Federal Share (Section 5307 and 5340)	\$783,000
Federal Share (Section 5339)	\$280,500
State PMTF	\$0
Local Share	\$194,882

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	\$1,858,226
Complimentary Paratransit Costs (Section 5307) ²	\$350,000
5307 Special Rule Operations ²	\$500,000

Total Operating Funds	\$12,480,332
Federal Share ³	\$2,708,226
State Share	\$2,053,708
Local Share	\$7,718,398

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 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) FLEX Route	\$98,813

Total Capital Projects	\$1,705,132
Federal Share (Section 5307 and 5340)	\$1,137,700
Federal Share (Section 5339)	\$303,663
State PMTF	\$0
Local Share	\$263,769

Additional Operating Funds

CMAQ - Transit Awareness	\$81,798
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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	\$364,000

Total Operating Funds	\$12,871,184
Federal Share ³	\$2,296,555
State Share	\$2,125,588
Local Share	\$8,449,041

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2017

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$187,000
Two (2) Heavy Duty Replacement Hybrid Buses	\$1,200,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000

Capital Equipment Purchases (Section 5339 Funds)

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

Total Capital Projects	\$2,094,265
Federal Share (Section 5307 and 5340)	\$1,485,000
Federal Share (Section 5339)	\$289,000
State PMTF	\$0
Local Share	\$320,265

Additional Operating Funds

JARC - Low income Transportation to and from work	\$0
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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	\$378,560

Total Operating Funds	\$13,287,145
Federal Share ³	\$2,388,417
State Share	\$2,199,983
Local Share	\$8,698,745

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2018

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Four (4) Replacement Minibus (Body on Chassis) ACCESS	\$374,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Total Capital Projects	\$562,500
Federal Share (Section 5307 and 5340)	\$472,000
Federal Share (Section 5339)	\$0
State PMTF	\$0
Local Share	\$90,500

Additional Operating Funds

CMAQ - Transit Awareness	\$90,182
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Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$2,090,251
Complimentary Paratransit Costs (Section 5307) ²	\$393,702
Total Operating Funds	\$13,730,467
Federal Share ³	\$2,483,953
State Share	\$2,276,983
Local Share	\$8,969,531

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

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) Large Transit Vehicle		
	Total Cost	\$50,000
	Federal Share	\$40,000
	Local Share	\$10,000

*The Section 5310 funding is for FY 14. The FY 15 Call for Projects will be issued in March 2014 and the anticipated award date is August 2014. An update of this funding will be made in August 2014.

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 15 - FY 18)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	STATE			PRI- ORITY	LPA	A/M
				YEAR	FEDERAL (\$1000)	PMTF (\$1000)			
Citilink - Transit Operating			8933.9	2015		2053.7	6880.2	1	Citilink
			9000.8	2016		2112.2	6888.6	1	Citilink
			9250.1	2017		2186.2	7063.9	1	Citilink
			9516.9	2018		2262.7	7254.2	1	Citilink
Citilink - Capitalization of Maintenance Costs	1172566		2322.8	2015	1858.2		464.6	1	Citilink
	1297295	FTA Sec. 5307	2415.8	2016	1932.6		483.2	1	Citilink
	1382466		2512.4	2017	2009.9		502.5	1	Citilink
	pending		2612.9	2018	2090.3		522.6	1	Citilink
Citilink - Complementary Paratransit Costs	1172570		437.5	2015	350.0		87.5	2	Citilink
	1297296	FTA Sec. 5307	455.0	2016	364.0		91.0	2	Citilink
	1382467		473.3	2017	378.6		94.7	2	Citilink
	pending		492.1	2018	393.7		98.4	2	Citilink
5307 Special Rule Operations	1382481	FTA Sec. 5307	625.0	2015	500.0		125.0	1	Citilink
JARC <i>Low Income transportation to & from work</i>	1172578	FTA	316.4	2015	161.1		155.3	1	Citilink
Citilink - Capital Purchases Computer / Office Equipment	1172586		25.0	2015	20.0		5.0	4	Citilink
	1297299	FTA Sec. 5307	25.0	2016	20.0		5.0	5	Citilink
	1382469	& 5340	25.0	2017	20.0		5.0	6	Citilink
	pending		25.0	2018	20.0		5.0	7	Citilink
Citilink - Capital Purchases AVL/Communication Subscription Costs <i>ITS Componet - Automatic Vehicle Location Equipment</i>	1172590		47.5	2015	38.0		9.5	1	Citilink
	1297300	FTA Sec. 5307	47.5	2016	38.0		9.5	1	Citilink
	1382470	& 5340	47.5	2017	38.0		9.5	1	Citilink
	pending		47.5	2018	38.0		9.5	1	Citilink
Citilink - Capital Equipment Purchases Other Maintenance Equipment	1172594		50.0	2015	40.0		10.0	4	Citilink
	1297301	FTA Sec. 5307	50.0	2016	40.0		10.0	5	Citilink
	1382471	& 5340	50.0	2017	40.0		10.0	6	Citilink
	pending		50.0	2018	40.0		10.0	7	Citilink

*Denotes an Amendment or modification to Project

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 15 - FY 18)

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 - Capital Purchases										
Transit Enhancements	1297305	FTA Sec. 5307 & 5340	37.5	2016	30.0		7.5	1	Citilink	
Citilink - Capital Equipment Purchases										
One (1) Heavy Duty Replacement Hybrid Buses	1172602	5307&5340	750.0	2015	600.0		150.0	1		
One (1) Heavy Duty Replacement Hybrid Buses	1382474	5307&5340	750.0	2016	600.0		150.0	3		
Two (2) Heavy Duty Replacement Hybrid Buses	1382475	5307&5340	1500.0	2017	1200.0		300.0	4		
Citilink - Capital Equipment Purchases										
Three (3) Replacement Minibus (body on chassis) FLEX Route	1172603	FTA Sec. 5339	350.6	2015	280.5		70.1	2		14-42
One (1) Replacement Minibus (body on chassis) FLEX Route	pending	5339	123.5	2016	98.8		24.7	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										
One (1) Replacement Minibus (body on chassis) ACCESS	1172604	FTA Sec. 5307&5340	106.3	2015	85.0		21.3			14-12
Two (2) Replacement Minibus (body on chassis) ACCESS	1382479	5307&5340	233.8	2017	187.0		46.8			
Four (4) Replacement Minibus (body on chassis) ACCESS	pending	5307&5340	467.5	2018	374.0		93.5			
Citilink - Capital Equipment Purchases										
Two (2) replacement light-duty transit vehicles	1297307	FTA Sec. 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	1		
Community Transportation Network										
One (1) Medium Transit Vehicle w/Lift		FTA Sec. 5310	52.0	2014	41.6		10.4	1	CTN	14-1
One (1) Type C Passenger Van			50.0	2014	40.0		10.0	2	CTN	14-2

*Denotes an Amendment or modification to Project

IX. INDOT PROJECTS FY 2015-2018

State TIP Projects for FY 2015-2018






DES #	LOCATION <i>Project Description FY 15</i>	PHASE	TOTAL SHARE	FEDERAL SHARE
1006129	SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch <i>Small Structure Replacement</i>	RW CN	\$15,000 \$50,000	\$12,000 \$40,000
1382335	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
1006170	SR 14: Bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9 <i>Bridge Deck Overlay</i>	PE	\$45,000	\$36,000
1006130	US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) <i>Small Structure Replacement</i>	RW (utilities) CN	\$10,000 \$30,000	\$8,000 \$24,000
0301145	US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line <i>Small Structure Replacement</i>	RW	\$2,000	\$1,600
1296321	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 RW	\$200,000 \$20,000	\$160,000 \$16,000
1006146	US 27: 11.51 mi n/o US 224 (over Nine Mile Drain) <i>Pipe Lining</i>	CN	\$52,000	\$41,600
9904160	US 30: at US 33, 0.66 mi w/o I-69 <i>Interchange Modification</i>	RW	\$200,000	\$160,000
0301149	US 30: BR #3 over Seegar Ditch, 2.16 mi w/o US 33 <i>Pipe Lining</i>	CN	\$129,000	\$103,200
0800143	US 30: Small Structure over a Field Run, 11.55 mi e/o SR 205 <i>Pipe Lining</i>	CN	\$129,000	\$103,200
1383251	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
1006211	SR 37 at SR 101 <i>Sight Distance Improvement</i>	RW	\$36,000	\$28,800
1296586	I-69: NB off Ramp at the I-469 N Jct <i>Auxillary Lane Construction</i>	CN	\$520,000	\$468,000
1296460	I-69: Bridge over Eight Mile Creek (NBL & SBL) 6.68 mi n/o US 224	PE	\$100,000	\$90,000
1296462	<i>Bridge Deck Overlay</i>			
1006158	SR 101: 4.97 mi s/o US 30 (over Brown Ditch) <i>Bridge Deck Overlay</i>	PE	\$15,000	\$12,000
1383079	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
1382169	I-469: bridge over North River Rd, 0.64 mi n/o US 24	CN	\$160,000	\$144,000
1382170	<i>Bridge Maintenance and Repair</i>			
1382171	I-469: bridge over Wheelock Rd, 1.92 mi e/o SR 37	CN	\$40,000	\$36,000
1382172	<i>Bridge Maintenance and Repair</i>			
1382173	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
1382161	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
1297327	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
1383411	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
1296429	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

DES #	LOCATION	Project Description	FY 15 - continued	PHASE	TOTAL SHARE	FEDERAL SHARE
0400603	I-469: (Winchester Rd) 2.63 mi e/o SR 1 to .05 mi e/o US 27 (includes 10 bridges)			CN	\$23,661,000	\$21,294,900
		<i>Road Rehabilitation</i>				
1297641	I-469: From 0.54 mi e/o I-69 to 8.92 mi e/o I-69			CN	\$1,312,000	\$1,180,000
		<i>Profiling, PCCP</i>				
0100843	SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven			RW	\$300,000	\$240,000
		<i>Intersection Improvement/Added Turn Lanes</i>		UT-CN	\$70,000	\$56,000
1006187	SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469			CN	\$732,000	\$585,000
		<i>Bridge Deck Overlay</i>				
1297250	Bridge Inspections: Statewide Underwater Bridge Inspections			PE	\$600,000	\$480,000
		<i>Bridge Inspection</i>				
1382753	Fort Wayne Triple Crown Intermodal Expansion Project			CN	\$20,800,000	\$13,000,000 ¹
		¹ <i>Provisional Project subject to TIGER V funding</i>				
0710276	Pedestrian Bridge Crossing - IPFW			PE	\$75,000	\$60,000
		<i>Bridge Inspection</i>				
1173214	Tillman Rd: at CFE RR southeast of Fort Wayne			CN	\$310,000	\$310,000
		<i>Railroad Protection</i>				
1297451	Various Bridge Inspections in FW District - Statewide			PE	\$500,000	\$400,000
		<i>Bridge Inspection</i>				
1297452	Various Bridges: statewide inspection			PE	\$500,000	\$400,000
		<i>Bridge Inspection</i>				
DES #	LOCATION	Project Description	FY 16	PHASE	TOTAL SHARE	FEDERAL SHARE
1006129	SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch			CN	\$817,000	\$653,600
		<i>Small Structure Replacement</i>				
1006170	SR 14: Bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9			CN	\$428,000	\$342,400
		<i>Bridge Deck Overlay</i>				
1006130	US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain)			CN	\$1,471,000	\$1,176,800
		<i>Small Structure Replacement</i>				
0301145	US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line			RW	\$26,000	\$20,800
		<i>Small Structure Replacement</i>				
1296321	US 27: from 5.74 mi s/of SR 930 (Petit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr)			RW	\$100,000	\$80,000
		<i>HMA Overlay, Preventive Maintenance</i>				
0300086	I-69: Bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1			CN	\$3,211,000	\$2,889,900
0300087		<i>Bridge Deck Replacement</i>				
1296053	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>				
1296933	I-69: SB at the I-469 S Jct weave area			CN	\$161,000	\$144,900
		<i>Interchange Modification</i>				
1006158	SR 101: 4.97 mi s/o US 30 (over Brown Ditch)			PE	\$55,000	\$44,000
		<i>Bridge Deck Overlay</i>				
1006213	I-469: from 5.51 mi s/o US 24, (I-469 over I-69 EBL & WBL)			CN	\$1,894,000	\$1,704,600
1006214		<i>Bridge Deck Overlay</i>				
1296429	I-469: from 0.85 mi east of US 27 to 3.14 mi south of US 30			PE	\$1,080,000	\$972,000
		<i>Pavement Replacement</i>				






DES #	LOCATION	Project Description	FY 16 - continued	PHASE	TOTAL SHARE	FEDERAL SHARE
1296277	SR 930: Bridge over NS RR, WBL, 5.07 mi w/o I-469			CN	\$684,000	\$547,200
		<i>Bridge Deck Overlay</i>				
1297250	Bridge Inspections: Statewide Underwater Bridge Inspections			PE	\$600,000	\$480,000
		<i>Bridge Inspection</i>				
1297575	Covington Road at NS Railroad Crossing in Fort Wayne			CN	\$340,000	\$340,000
		<i>Railroad Protection</i>				
1173219	IPFW Pedestrian Bridge over Coliseum Blvd			CN	\$4,140,000	\$3,312,000
		<i>Bike/Pedestrian Facilities</i>				
1297574	Nuttman Road at NS Railroad Crossing in Fort Wayne			CN	\$305,000	\$305,000
		<i>Railroad Protection</i>				
DES #	LOCATION	Project Description	FY 17	PHASE	TOTAL SHARE	FEDERAL SHARE
0301145	US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line			CN	\$89,000	\$71,200
		<i>Small Structure Replacement</i>				
1296321	US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr)			CN	\$5,177,700	\$4,142,160
		<i>HMA Overlay, Preventive Maintenance</i>				
1172175	US 27: Between 5.74 mi s/o SR 930 (Pettit Ave) to 1.01 mi s/o SR 930 (Edgewood D.			CN	\$1,571,200	\$1,256,960
		<i>Traffic Signals Modernization</i>				
9904160	US 30: at US 33, 0.66 mi w/o I-69			CN	\$2,343,000	\$1,874,400
		<i>Interchange Modification</i>				
1296460	I-69: Bridge over Eight Mile Creek (NBL & SBL) 6.68 mi n/o US 224			CN	\$1,073,000	\$965,700
1296462		<i>Bridge Deck Overlay</i>				
1006158	SR 101: 4.97 mi s/o US 30 (over Brown Ditch)			CN	\$389,000	\$311,200
		<i>Bridge Deck Overlay</i>				
1296429	I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30			CN	\$3,461,000	\$3,114,900
		<i>Pavement Replacement</i>				
0901185	I-469: EB Bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange			CN	\$396,000	\$356,400
0901186		<i>Bridge Deck Overlay</i>				
0100843	SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven			CN	\$2,568,000	\$2,054,400
		<i>Intersection Improvement/Added Turn Lanes</i>				
1297250	Bridge Inspections: Statewide Underwater Bridge Inspections			PE	\$600,000	\$480,000
		<i>Bridge Inspection</i>				
0710276	Pedestrian Bridge Crossing - IPFW			PE	\$75,000	\$60,000
		<i>Bridge Inspection</i>				
1297451	Various Bridges Inspections in FW District - Statewide			PE	\$500,000	\$400,000
		<i>Bridge Inspection</i>				
DES #	LOCATION	Project Description	FY 18	PHASE	TOTAL SHARE	FEDERAL SHARE
1006172	I-69: Hillegas Road Bridge over I-69, 0.48 mi s/o US 30			CN	\$989,900	\$890,910
		<i>Bridge Rehabilitation</i>				

Indiana Department of Transportation

Projects FY 15 - 18

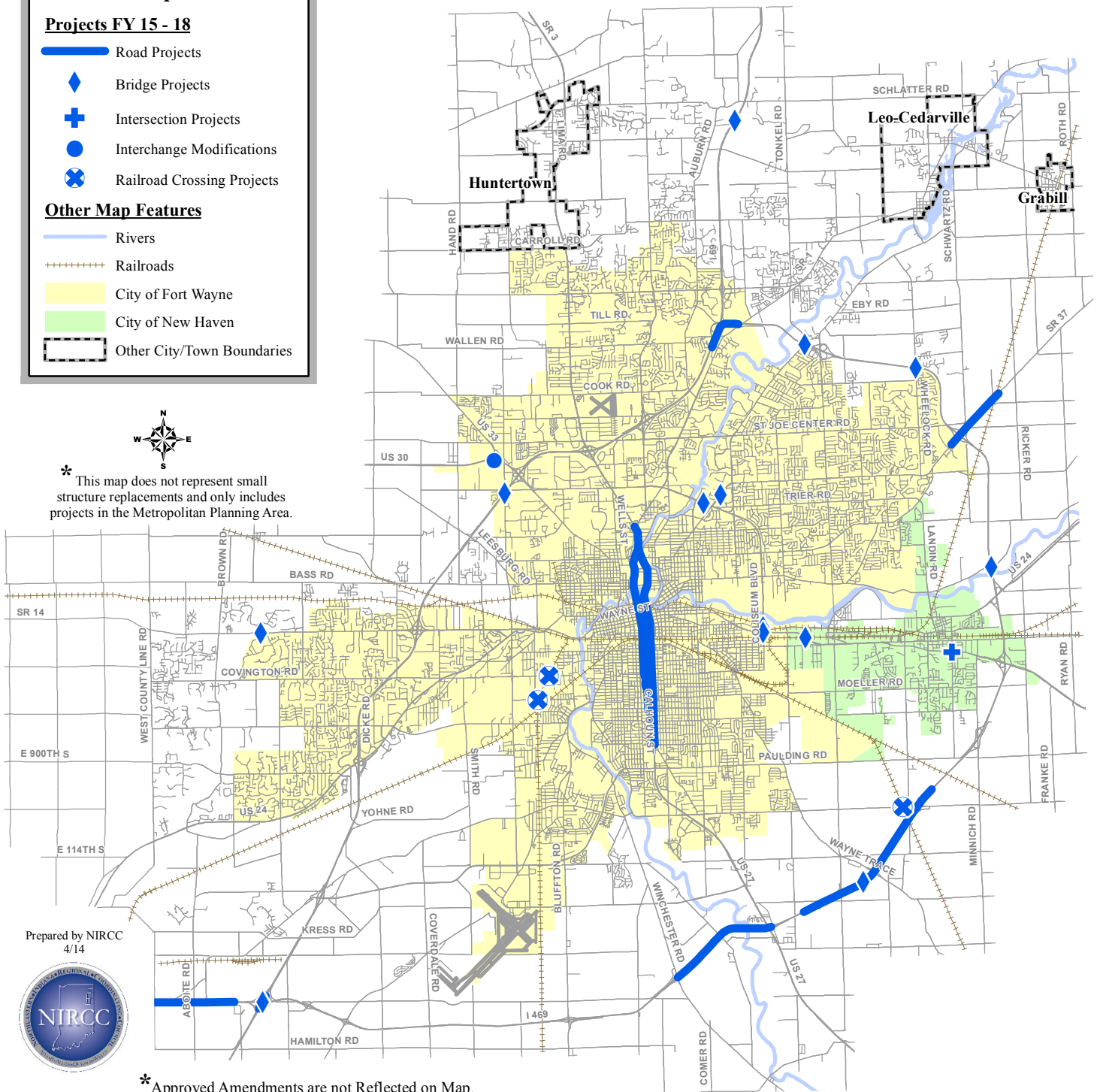
-  Road Projects
-  Bridge Projects
-  Intersection Projects
-  Interchange Modifications
-  Railroad Crossing Projects

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
4/14



* 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	25.0	2012	20.0	5.0	14-3
		PE	87.9	2013	70.3	17.6	
		PE	9.0	2014	7.2	1.8	
		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	
SR14: Bridge over Beal Taylor Ditch, 8.30 miles east of SR 9 (Bridge Deck Overlay)	1006170	PE	52.4	2014	41.9	10.5	13-9
		PE	45.0	2015	36.0	9.0	
		CN	428.0	2016	342.4	85.6	
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	11.5	2014	9.2	2.3	
		RW	10.0	2014	8.0	2.0	
		RW	10.0	2015	8.0	2.0	
		UTCN CN	30.0 1471.0	2015 2016	24.0 1176.8	6.0 294.2	
US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line (Small Structure Replacement)	0301145	RW	2.0	2015	1.6	0.4	
		RW	26.0	2016	20.8	5.2	
		CN	89.0	2017	71.2	17.8	
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	14-14
		RW	20.0	2015	16.0	4.0	
		RW	100.0	2016	80.0	20.0	
		CN	5177.7	2017	4142.2	1035.5	14-14

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

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 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
US 30: At US 33, 0.66 mile W of I-69 (Interchange Modification)	9904160	RW	5.0	2014	4.0	1.0	
		RW	200.0	2015	160.0	40.0	
		CN	2343.0	2017	1874.4	468.6	
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
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

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

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
SR 37 at SR 101 (Sight Distance Improvement)	1006211	PE	25.5	2014	20.4	5.1	14-48
		RW	4.0	2014	3.2	0.8	
			36.0	2015	28.8	7.2	
		CN ¹	0.0	2015	0.0	0.0	
¹ CN will be done in-house by INDOT							
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 (Bridge Deck Replacement)	0300086 0300087	PE	25.0	2013	20.0	5.0	
		CN	3211.0	2016	2889.9	321.1	
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	
		CN	536.5	2017	482.8	53.7	
	1296462	PE	7.9	2013	7.1	0.8	
		CN	536.5	2017	482.8	53.7	
I-69: Hillegas Road Bridge over I-69, 0.48 miles south of US 30 (Bridge Deck Overlay)	1006172	PE	6.4	2013	5.8	0.6	
		PE	22.8	2014	20.5	2.3	
		CN	989.9	2018	890.9	99.0	
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

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

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-69: SB at the I-469 S Jct weave area (Interchange Modification)	1296933	CN	161.0	2016	144.9	16.1	14-36
SR 101: 4.97 miles south of US 30 (over Brown Ditch) (Bridge Deck Overlay)	1006158	PE PE CN	15.0 55.0 389.0	2015 2016 2017	12.0 44.0 311.2	3.0 11.0 77.8	
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
I-469: EB Bridge over Houk Ditch, 2.19 mi E of US 27/US 33 interchange (Bridge Deck Overlay)	0901185 0901186	CN CN	198.0 198.0	2017 2017	178.2 178.2	19.8 19.8	
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 5.51 miles south of US 24, (I-469 over I-69 EBL & WBL) (Bridge Deck Overlay)	1006213 1006214	PE CN CN	80.0 947.0 947.0	2014 2016 2016	72.0 852.3 852.3	8.0 94.7 94.7	13-5

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

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-469: from 0.85 mi east of US 27 to 3.14 mi south of US 30 (Pavement Replacement)	1296429	PE	137.4	2014	123.7	13.7	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 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
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

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

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-469: 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
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	83.0	2014	66.4	16.6	
		RW	300.0	2015	240.0	60.0	
		UT-CN CN	70.0 2568.0	2015 2017	56.0 2054.4	14.0 513.6	
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	51.2	2014	41.0	10.2	
		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	60.0	2014	48.0	12.0	13-11
		CN	684.0	2016	547.2	136.8	13-11
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
Bridge Inspections (Statewide Underwater Bridge Inspections) (Bridge Inspections)	1297250	PE	600.0	2013	480.0	120.0	
		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	

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
Covington Rd at NS RR in Fort Wayne (Railroad Protection)	1297575	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 ¹ Provisional Project - subject to Federal TIGER V funding ² Federal participation amount subject to change based on grant award NS = Norfolk Southern funding	1382753	PE	1900.0	2014	0.0	NS 1900.0	14-9
		CN	20800.0	2015	13000.0 ²	NS 7800.0	
IPFW Pedestrian Bridge over Coliseum Blvd (Bike/Pedestrian Facilities)	1173219	PE	360.0	2014	288.0	72.0	14-27
		CN	4140.0	2016	3312.0	828.0	
Lafayette Center Road/E 900 North Road: from US 24 to Zubrick Rd (0.60 mi W of I-69) (Reconstruction and Realignment)	1400605	PE	300.0	2014		300.0	14-44
		PE	2700.0	2015		2700.0	
		RW	4000.0	2015		4000.0	
		CN	23000.0	2016		23000.0	
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	

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
Tillman Rd at CFE RR southeast of Fort Wayne (Railroad Protection)	1173214	CN	310.0	2015	310.0	0.0	
Various Bridges: statewide inspection (Bridge Inspection)	1297452	PE	500.0	2013	400.0	100.0	13-14
		PE	500.0	2014	400.0	100.0	13-31
		PE	500.0	2015	400.0	100.0	
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	
(Actual cost per bridge TBD)							

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

X. STATUS REPORT FOR FY 2014 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 14 TIP Local Projects

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

DES #	Project	Phase	LPA	Status
1382100	Allen County Bridges	PE	AC	In Process
0902238	Bass Rd & Hadley Rd	CN	AC	Resubmitted in FY15
1382493	Bass Rd - Shakespeare Blvd to Clifty Parkway	RW	AC	In Process
1005320	Bethel Rd/Huguenard Rd/Till Rd	CN	AC	Resubmitted in FY15
1297753	Bridge Guardrail Treatments - various locations	PE	AC	In Process
1297753	Bridge Guardrail Treatments - various locations	CN	AC	In Process
0710322	Clinton St & Washington Center Rd (now listed as St Joe Ctr Rd - Clinton St to Campus Ct)	PE	FW	In Process
0901798	Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	RW	FW	Resubmitted for FY15
0400584	Gump Rd - SR 3 to Coldwater Rd	CN	AC	Resubmitted for FY15
0710309	Landin Rd - North River Rd to Maysville Rd	CN	NH	Resubmitted for FY15
1297238	Liberty Mills Rd & County Line Rd	PE	AC	In Process
0500695	Maplecrest Rd - Lake Ave to State Blvd	CN	FW	Resubmitted for FY15
1173162	Maplecrest Rd - State Blvd to Stellhorn Rd	PE	FW	In Process
1382818	Minnich Rd and Tillman Rd (previously listed in Group IV)	PE	AC	Resubmitted for FY15
1382765	Paulding Rd - Hessen Cassel Rd to Lafayette St	PE	FW	Removed
0710322	St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct	PE	FW	In Process
1382497	Washington Center Rd - Bridge over Spy Run Creek	PE	AC	Resubmitted for FY15

PROJECTS FUNDED WITH STP Group IV

DES #	Project	Phase	LPA	Status
0901973	Carroll Rd - Preserve Blvd to Bethel Rd	RW	HT	In Process
0500892	Coverdale Rd - from Indianapolis Rd to Airport Exp	CN	AC	In Process
0710344	Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	AC	In Process

PROJECTS FUNDED WITH TE/TAP/RTP

DES #	Project	Phase	LPA	Status
1005158	Engle Rd Trail - Jefferson Blvd to Towpath Trail	CN	FW	In Process
1005570	Pufferbelly Trail - Dupont Rd to Carroll Rd	RW	FW	In Process
1005570	Pufferbelly Trail - Dupont Rd to Carroll Rd	CN	FW	In Process
0710990	Pufferbelly Trail - Fourth St to Fernhill Ave	RW	FW	In Process

Federal Transit Administration
Section 5307 / Section 5309 - Funds
Fort Wayne Public Transportation Corporation
FY 2014

Capital Equipment Purchases (Section 5307/5340/5339 Funds)	STATUS
One (1) Heavy Duty Replacement Hybrid Buses	In Process
One (1) Replacement Minibus (Body on Chassis) FLEX Route	In Process
One (1) Replacement Minibus (Body on Chassis) ACCESS	In Process
Computer/Office Equipment	In Process
AVL/Communication Hardware/Subscription Cost	In Process
Other Maintenance Equipment	In Process
Transit Enhancements	In Process

Indiana Department of Transportation

DES #	LOCATION <i>Project Description</i> <i>FY 14</i>	PHASE	STATUS
1006129	SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearth Ditch	RW	Resubmitted for FY15
1382335	SR 1: 817 W. Dupont Rd, Fort Wayne about 1/2 mi s/o west Dupont Rd	PE	In Process
1297934	SR 14: from 0.25 mi w/o I-69 (Hadley Rd) to 0.28 mi e/o I-69 (Magnavox Way)	CN	In Process
1006130	US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain)	PE	In Process
	US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain)	RW	Removed
0301145	US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	PE	Removed
0400872	US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)	CN	In Process
1296321	US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr)	PE	Resubmitted for FY15
9904160	US 30: at US 33, 0.66 mi w/o I-69	PE	In Process
	US 30: at US 33, 0.66 mi w/o I-69	RW	In Process
1382019	US 30: from 1.55 mi e/o I-469 to 10.81 mi e/o I-469	CN	In Process
0810223	US 33: from 1.56 mi n/o US 30 to 0.45 mi n/o SR 205	CN	In Process
1006211	SR 37 at SR 101	PE	Removed
	SR 37 at SR 101	RW	In Process
0901298	I-69: at SR 1 (Dupont Rd) Interchange	CN	In Process
	I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 mi n/of US 224	PE	Resubmitted for FY15
1296460	I-69: Hillegas Rd bridge over I-69, 0.48 mi s/of US 30	PE	In Process
1006172	I-69: Lower Huntington Rd Bridge over I-69, 2.97 mi s/o US 24	CN	In Process
0810111	I-69: NB off Ramp at the I-469 N Jct	PE	In Process
1296586	SR 101: Bridge over Maumee River, 1.08 mi n/o US 24	CN	In Process
1297809	I-469: from 5.51 mi s/of US 24, (I-469 over I-69 EBL & WBL)	PE	In Process
1006213	I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30	PE	In Process
1296429	I-469: Bridge over Rock Ditch, 1.31 mi e/o US 27	CN	In Process
1297804	I-469: WB I-469 off-ramp at Auburn Rd (RP 31+43), 0.6 mi w/o I-69	CN	In Process
1006555	SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven	RW	Resubmitted for FY15
0100843	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)	CN	In Process
0401082	SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469	PE	In Process
1006187	SR 930: Bridge over N&S RR, WBL, 5.07 mi w/of I-469	PE	In Process
1296277	Bridge Inspections: Statewide Underwater Bridge Inspections	PE	In Process
1297250	IPFW Pedestrian Bridge over Coliseum Blvd	PE	In Process
1173219	Various Bridges: statewide inspection	PE	In Process
1297452	TSM's at Various Locations within the FW District	CN	In Process
0810110	Various Bridges in the FW District on I-469, SR 1 and SR 930	CN	In Process
1297803	Various Bridge inspections in FW District - Statewide	PE	In Process
1297451	Various location in FW District	CN	In Process
0810117	Various Railroad Crossing: Statewide Passive Protection	CN	In Process
1005821	Various Bridge locations in the Fort Wayne District	PE	In Process
1382761			

APPENDIX A

Participation Plan Transportation Improvement Program

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas that have a population exceeding 50,000 people. The preparation and submission of a TIP is necessary in order to obtain federal assistance for transportation projects within the metropolitan planning area. The regulations define the TIP as a staged multi-year program of federally assisted transportation projects. The functional groups assisting the Northeast Indiana Regional coordinating council (NIRCC) in this regard have determined a four-year program, updated annually best serves the transportation needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area.

The TIP has historically included projects selected from the Management Systems and the Transportation Plan. The TIP has also included projects from the Indiana Department of Transportation and from the Fort Wayne Public Transportation Corporation (CITILINK). The TIP has been updated annually by the Urban Transportation Advisory Board and approved by NIRCC as the Metropolitan Planning Organization (MPO). The implementing agencies with jurisdiction in the metropolitan planning area have participated on UTAB and NIRCC for many years. The TIP has served the local officials of the Fort Wayne urbanized area as a transportation capital improvement program for federally assisted projects.

The primary concern for this process is to ensure that interested parties can participate in the process with a reasonable opportunity to comment before the TIP is adopted. The process is initiated through a high level of direct public involvement in the Management Systems and the Transportation Plan (the two areas where projects are selected for inclusion in the TIP). Therefore, projects and policies selected for inclusion in the TIP should be familiar to local residents and interested parties. In addition, specific steps to inform the public and interested parties of the development and content of the TIP are described below.

The public involvement process with the TIP includes several mechanisms to fulfill this objective. These include: open board and committee meetings; citizen and agency meetings; newsletters and annual reports; release of information to the news media; posting of the TIP on the NIRCC web site; and publication of the adopted TIP document.

The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. The preparation of the TIP including project selection is primarily conducted at UTAB meetings. The UTAB meetings are scheduled for the entire calendar year and are generally on the first Tuesday of each month. The NIRCC meetings are scheduled “as needed” at least two weeks in advance. The meetings of both NIRCC and UTAB are all open to the public. Meeting notices, agendas, and minutes are sent to all interested parties including: citizens; affected public agencies; representatives of transportation agency employees; organizations representing minority and low income populations; and private providers of transportation services.

Citizen meetings are sponsored by the Council to gain public input to the transportation planning process. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for both transit and highway projects. In addition, presentations to organizations and neighborhood associations are used to supplement the citizen participation program through the exchange of information. These sessions include discussion of transit and highway improvements, and afford these groups the opportunity to comment on transportation plans and programs of the Council.

The general citizen involvement meeting held in the spring of each year will have a special emphasis on presenting and discussing the upcoming TIP. This meeting is held prior to TIP adoption to allow opportunity for public comment. Comments regarding the TIP are presented to UTAB and NIRCC. Any significant oral or written comment and response is appropriately documented in the TIP. As part of the TIP process, an annual list of federally obligated transportation projects will be published and posted on the NIRCC web site.

The Council prepares and distributes to the public annual reports and newsletters. These publications contain information on a wide range of transportation planning issues. Special sections in these publications describe the Transportation Improvement Program, display maps of project locations, and list highway and transit projects.

The meeting schedules and agendas are routinely sent to the news media one week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help them understand specifically what UTAB intends to review and approve. Special requests are made to the news media to print highway and transit projects as proposed for inclusion in the TIP. This process has been well received and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues. In addition, the results of board action are also covered by the news media.

NIRCC consults with agencies and officials responsible for other planning within the Metropolitan Planning Area as part of the transportation planning program. The TIP is developed with consideration of other planning activities within, and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

Finally, upon completion and adoption, the TIP is published as a document and made available for review in the NIRCC office. The TIP contains highway, transit, bicycle and pedestrian projects for both local and state governments within the Metropolitan Planning Area. The TIP includes responses to comments and concerns received through the participation process. Copies of the TIP are available to UTAB members, implementing agencies, and other public officials via the NIRCC website.

Public Involvement Meeting Fiscal Year 2015-2018 Transportation Improvement Program

A citizen participation meeting/open house was held on March 25, 2014 to present the projects in the Draft Fiscal Year 2015-2018 Transportation Improvement. An open comment period was also provided for citizens to offer feedback regarding both documents from March 17, 2014 to March 28, 2014. Notices were sent to over five hundred neighborhood association contacts, agencies and civic organizations. A legal advertisement was 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 2015-2018 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.

2014 OPEN HOUSE & PUBLIC COMMENT PERIOD COMMENTS / QUESTIONS

- 1) **Complete Streets:** Will all widening projects have sidewalk, curb ramps and crosswalks? Would like to see all projects include pedestrian infrastructure.

Response:

City of Fort Wayne: All streets will have sidewalks, curb ramps and crosswalks in accordance with City standards and requirements along with Americans with Disability Act (ADA) requirements. Pedestrian infrastructure is now a standard on all new construction within the City limits.

INDOT evaluates the scope of our projects on a case by case basis for pedestrian accommodations. Many of our recent added travel lane projects have new pedestrian infrastructure improvements that complement the surrounding trail and existing sidewalk facilities. We will continue to work with our city and town partners to permit sidewalks within our right of ways that are not limited access, as the need and funding permits.

New Haven: Pedestrian/bike infrastructure is programmed with all major capital street improvement projects. Although construction costs of multiuse trails/sidewalks are minimal, often times existing Right-of-Way is not available to construct such features. Acquiring the needed additional Right-of Way can be extremely expensive and often times very time consuming. Therefore it is not feasible to include construction of such features with street resurfacing projects, unless the Right-of Way is already available.

Allen County: The Allen County Highway Department routinely considers and often incorporates sidewalks, trails, paths, curb ramps and crosswalks for projects, particularly in suburban or developing areas. However, these features aren't always practical or feasible in much of the rural area we oversee. We frequently consult with NIRCC and

with Fort Wayne Trails, and try to adhere to NIRCC's Bicycle-Pedestrian Transportation Plan when possible.

- 2) **Coliseum Boulevard and Clinton Street:** Will we be able to cross safely walking Coliseum Boulevard at Clinton Street? It is not safe currently. There are no sidewalks at this point and it is crossing a four lane highway. I walk it all summer to get to dining and shopping with a white cane as I am vision impaired.

Response:

City of Fort Wayne: Coliseum Blvd is controlled by INDOT and they will need to be contacted to see about addressing this. City of Fort Wayne does support the addition of appropriate pedestrian infrastructure along Coliseum Boulevard (SR 930). The Walk Fort Wayne plan has identified and prioritized some of these areas as areas of "Highest Need" or "Medium Need". On Clinton Street, between Ridgewood Drive and Coliseum Boulevard, the Walk Fort Wayne plan has identified this section as a medium priority. These projects will be developed as funding becomes available. The Walk Fort Wayne plan is available at the following:

http://www.fwcommunitydevelopment.org/images/community_planning/docs/WalkFW_PLAN_Web1.pdf

INDOT evaluates the scope of our projects on a case by case basis for pedestrian accommodations. We will continue to work with our city and town partners to permit sidewalks within our right of ways that are not limited access, as the need and funding permits.

- 3) **Bike lanes:** Would like to see more north/south bike lanes in downtown Fort Wayne. Calhoun St, Broadway and Wells St would be great corridors for bike lanes.

Response:

City of Fort Wayne: The city is continuing to add bike lanes in the downtown area. Bike lanes along Fairfield, Ewing and Main St will be added this year. The Bike Fort Wayne plan identifies where bike infrastructure has been identified. These plans are implemented as road work along these corridors is undertaken or as funding becomes available. A copy of this plan is available at the following:

http://www.fwcommunitydevelopment.org/images/community_planning/docs/bike/Bike_Fort_Wayne_Plan.pdf

Allen County: The Allen County Highway Department follows the Manual on Uniform Traffic Control Devices (MUTCD), which includes bike lane and trail treatments. We try to abide by NIRCC's Bicycle-Pedestrian Transportation Plan when possible. We also welcome and consider input from the public, preferably in written form or by email.

- 4) **Biking:** I love biking all over the greater Fort Wayne area including but not limited to the trail system. I would be glad to make suggestions when desired. There are some currently identified bike lanes (such as Reed Road) that I would never use, and many others that are quiet and safe but not marked as suggested bike routes. We can do better and I'm

willing to help. Thanks for all the great work already completed! We are looking forward to continued expansion.

Response:

City of Fort Wayne: We appreciate your support and are looking to continue to expand the biking infrastructure around the City and County. We endeavor to make sure that bike lanes are installed in location where their use is justified.

City of New Haven: The City of New Haven does not currently have "Designated Bike Lanes" within the transportation network.

- 5) **Landin Rd improvements:** Why are eight foot trails proposed on both sides of Landin Rd?

Response: The City of New Haven held two Public Forums in 2002 for citizen input to identify areas where citizens had interest extending walkways. This resulted in the creation and adoption of the City of New Haven's "Pedestrian Walkways Master Plan" (the Plan). The Plan identified Landin Road as one of several corridors that citizens had interest in extending walkways to the northern City Limits. The City of New Haven felt due to safety issues to pedestrians, it would be necessary to provide pedestrian walkways for residents on both sides of Landin Road to eliminate the need for pedestrians to cross vehicular traffic to gain access to a walkway on the opposite side of Landin Road.

- 6) **Maplecrest Rd:** While I understand that a trail exists in the plan already, might it be possible to add a couple feet to the outside lanes to allow for designated bike lanes? As a cyclist, I highly prefer using bike lanes over trails given the option. Also, please keep the speed limit at or below 35mph, ideally 25mph.

Response: The City of Fort Wayne has evaluated the possibility of adding bike lanes to the Maplecrest Corridors that are currently under design (between Lake Avenue and State Blvd to be constructed later this year and between State Blvd and Stellhorn Road that is still under design). However due to the limited available rights-of-way and built up nature of the adjacent land, adding bike lanes to the existing roadway is not feasible. Therefore both these sections will be designed with a multi-use trail on one side and sidewalk on the other, both separated by park-strips, wherever feasible. The posted speeds will be no more than 35 MPH on both these sections.

- 7) **Sidewalks:** It would be nice to have sidewalks on Covington Road to help neighborhood residents get to the Towpath crossing on Covington Road. It is such a great trail but it's hard to get to it because there are no sidewalks (from Jefferson Blvd to Ardmore Ave).

Response: The City of Fort Wayne is working to install either sidewalks or trails along Covington Road in the future. Please be patient with us while we work towards the same goal.

- 8) **State Blvd project:** The whole area looks really nice. I'm especially excited about the Pufferbelly bridge overpass! Looks Great! The arch in the bridge railing reminds me of the East State Village sign...nice tie-in!

Response: Thank you very much for your kind words. We think the State Boulevard project will be a boon for the whole neighborhood and area. We worked very hard to try to incorporate as much input from all citizens as possible.

- 9) **Dupont Rd pedestrian underpass:** This is great! I like that it lets vehicle and pedestrian traffic both flow freely without disturbing the other one. Great work! Looking forward to using it!

Response: We are looking forward to seeing the fruit of everybody's effort come to maturity when the construction is complete. Please join us when we have the official opening of this great new pedestrian facility.

- 10) **Interstate 69 spur into downtown:** I wish you would consider studying the feasibility of a spur off Interstate 69 into downtown.

Response: INDOT does not have plans to extend I-69 to the downtown area.

- 11) **State Blvd:** Please provide an update of the status of the environmental assessment for this project and a timeline for the remaining phases of this project.

Response: The environmental assessment is nearing completion. We expect to be done within the next month or two. The right-of-way acquisition phase is next and can last between one and two years dependent upon the willingness of property owners to sell. After ROW is done, we will proceed to bidding and construction. This phase will take between 12 to 18 months to complete.

- 12) **Citilink Bus Service:** I would like Citilink buses to run hourly 24 hours a day. Run more in the evening and late at night. Run until 11pm on weeknights.

Response: Thank you for your support for increased public transit. The recently completed Bus Fort Wayne Plan (see link attached) recommends increased service frequency and extended service hours. The barrier is sufficient resources to implement this service. Passenger fares only cover about 12% of the cost (approx. \$5.00/trip). Local, state and federal tax subsidies are declining as demand increases for more service. We do our best to provide safe, courteous and dependable service at the most reasonable cost to our community. Please share your desire for improved service with your elected officials. Feel free to also contact Betsy Kachmar, 432-4977 or bek@fwcitilink.com http://www.fwcitilink.com/bus_fort_wayne_plan.htm

APPENDIX B

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.

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

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

Location of sidewalks to be improved in 2014

City of Fort Wayne

Sidewalk Located On:	Street A	Street B
ST JOE CENTER ROAD	EAST PROPERTY OF YMCA	KROGER ENTRANCE
5005 HEMLOCK DRIVE	KNIGHTWAY DRIVE	END OF HEMLOCK LANE
6617 BENNINGTON DRIVE	MAPLECREST ROAD	MONARCH DRIVE
3925 HEDWIG DRIVE	HAMPSTEAD LANE	LAWFORD LANE
ST JOE CENTER ROAD	ST JOE RIVER BRIDGE EAST	PARKER BRIVE
TENNESSEE AVENUE	TECUMSEH AVENUE	ELMWOOD DRIVE
STATE BLVD	FLORIDA DRIVE	FOREST PARK BLVD
1202 ELMWOOD AVENUE	TECUMSEH STREET	KENTUCKY AVENUE
1816 CALIFORNIA AVENUE	NEVADA AVENUE	DELAWARE AVENUE
5407 DYERBROOK PASS	TATUM COURT	WYNDEMERE PASS
2933 HOBSON ROAD	VANCE AVENUE	KENWOOD AVENUE
NORTHLAND BLVD	POLO RUN INTERSECTION	
POINSETTE DRIVE	IRENE AVENUE	RALPH AVENUE
WAKEFIELD AVENUE	RIVIERA DRIVE	WARWICK AVENUE
PUTNAM STREET	WELLS STREET	CASS STREET
FOURTH STREET	WELLS STREET	CASS STREET
5414 RIVIERA DRIVE	CATALINA AVENUE	STUART AVENUE
8531 PEACHTREE	OLD ORCHARD ROAD	GREENBRIAR DRIVE
939 HOLLYHILL	CLAYBURN DRIVE	PENMOKEN DRIVE
COX DRIVE (SOUTH SIDE)	CALHOUN STREET	SOUTHCREST ROAD
COX DRIVE (SOUTH SIDE)	OAKMONT ROAD	KENT ROAD
SOUTHCREST ROAD	COX DRIVE	KENT ROAD
OAKMONT ROAD	KENT ROAD	COX DRIVE
EAST CROWN LANE	CALHOUN STREET	OAKMONT ROAD
MAYFAIR ROAD	EAST CROWN LANE	SOUTHCREST ROAD
EAST CONCOND LANE	CALHOUN STREET	DUNBAR LANE
WALTER STREET	WAYNE STREET	WASHINGTON BLVD
MAUMEE AVENUE	ROY STREET	FAIRVIEW AVENUE
CLERMONT DRIVE	ARLINGTON AVE	FAIRFIELD AVE
WINCH STREET	WABASH AVE	DUBOIS ST.
PARK AVENUE	THOMPSON AVENUE	BROADWAY
3310 WASHINGTON	FREEMAN STREET	HAWTHORN ROAD
808 GRACE AVENUE	FOX AVENUE	INDIANA AVENUE
2817 JOHN STREET	PONTIAC STREET	MCKEE STREET
6209 CHADDSFORD DRIVE	BERWYN LANE	BURNS BLVD
MURRAY STREET	LAFAYETTE STREET	BARR STREET
WALLACE STREET	MONROE STREET	CLAY STREET
EDSALL AVENUE	REYNOLDS STREET	NEW HAVEN AVENUE
OXFORD STREET	SOUTH ANTHONY BLVD	LILLIE STREET
HANNA STREET	DECATUR ROAD	PAULDING ROAD

City of New Haven

Sidewalk Located On:	Street A	Street B
ABBEY	ARY	END OF CT
ADAMS	SUMMIT	MIDDLE
ADAMS	MIDDLE	UNION
ARROW PASS	WERLING RD	SHAWNEE TRAIL
AYR	MACGREGOR DR	ABBEY CT
AYR	ABBEY CT	GREENSTONE DR
ARY	GREENSTONE DR	DUART CT
AYR	DUART CT	END OF CT
CHEROKEE RUN	CHIPPEWA GAP	IROQUOIS TRACE
DUART CT	AYR DR	END OF CT
GREENSTONE DR	AYR DR	MINNICH RD
IROQUOIS TRACE	SHAWNEE TRAIL	CHEROKEE RUN
MORRIS ST	OAK ST	END OF CT
NAVAJO CROSSING	ARROW PASS	IROQUOIS TRACE
NEWGATE CT	SUGARHILL RUN	END OF CT
OAK ST	MORRIS ST	LINCOLN HIGHWAY
SCARBOROUGH DR	MOELLER RD	SWEETWATER CT
SCARBOROUGH DR	SWEETWATER CT	GREENMOOR DR
SCARBOROUGH DR	GREENMOOR DR	STOCKBRIDGE WAY
SCARBOROUGH DR	STOCKBRIDGE WAY	END OF DR
SHAWNEE TRAIL	ARROW PASS	IROQUOIS TRACE
STATE ST	MAIN ST	CENTER ST
STATE ST	CENTER ST	SOUTH ST
STOCKBRIDGE WAY	NORTHCOVE DR	SCARBOROUGH DR
SUGARHILL CT	NORTHCOVE DR	END OF CT
SGUARHILL RUN	NORTHCOVE DR	WOODRUFF CT
SUMMIT ST	ADAMS ST	GREEN ST
SWEETWATER CT	SCARBOROUGH DR	END OF CT
THYME CT	MOELLER RD	END OF CT
WATERSIDE CT	NORTHCOVE DR	END OF CT
WOODRUFF CR	SUGARHILL RUN	END OF CT

Location of curb ramps to be improved in 2014

City of Fort Wayne

Street A	Street B
ST JOE CENTER ROAD	PRESTWICK RUN
ST JOE CENTER ROAD	ARLINGTON PARKWAY NORTH
MILL RIDGE RUN	WHEELOCK ROAD
VANCE AVENUE	DEVON DRIVE
STAFFORD DRIVE	BOSWORTH DRIVE
STAFFORD DRIVE	BELFAST DRIVE
HAZELWOOD AVENUE	OAK GROVE AVENUE
RIVER BLUFF DRIVE	NATURE TRAIL DRIVE
WINDING WAY DRIVE	NATURE TRAIL DRIVE
WINDING WAY DRIVE	CLINGMAN'S TRAIL
RIVER RANCH COURT	WINDING WAY DRIVE
EAST DRIVE	DODGE AVENUE
WEST DRIVE	DODGE AVENUE
FOREST PARK BLVD	DODGE AVENUE
FOREST PARK BLVD	EAST STATE BLVD
FOREST PARK BLVD	FOREST AVENUE
FOREST PARK BLVD	DELAWARE AVENUE
FOREST PARK BLVD	NEVADA AVENUE
FOREST PARK BLVD	VERMONT AVENUE
TENNESSEE AVENUE	ONEIDA STREET
TENNESSEE AVENUE	ST JOE BLVD
ST JOE CENTER ROAD	INLAND TRAIL
PAPER MILL CROSSING	MILLBRIDGE COURT
PAPER MILL CROSSING	LANCASHIRE COURT
INLAND TRAIL	PAPER MILL CROSSING
LARCHWOOD RUN	COBBLEWOOD COVE
INLAND TRAIL	LARCHWOOD RUN
HOBSON ROAD,CRESCENT AVENUE,STELLHORN ROAD,ST JOE ROAD	COLD SPRINGS BLVD
COOK ROAD	NORTHWOOD MIDDLE SCHOOL
BISHOP DWENGER HIGH SCHOOL	OAKLAND AVENUE
STATE BLVD	CASS STREET
JACOBS	WELLS STREET
GREENLAWN AVENUE	WELLS STREET
ARCHER AVENUE	JACOBS AVENUE
EDGEHILL AVENUE	LYKEWAY COURT
SANDERLING DRIVE	WASHINGTON CENTER ROAD
SHARON DRIVE	PEPPERTREE TRAIL
SAWGRASS TRAIL	
SAWGRASS TRAIL	
SANDERLING DRIVE	SPRING CREEK DRIVE
TATTERSHOL COURT	MONTCLAIR DRIVE
GLEN GELDER CIRCLE	MONTCLAIR DRIVE
BEAVER CREEK COURT	SANDY CREEK CROSSING
SILVER LINDEN COURT	WHITE CEDAR ROAD

City of Fort Wayne continued

Street A	Street B
RED OAK RUN	WHITE CEDAR ROAD
LAKE SHASTA COURT	LAKE MEAD DRIVE
MISTFLOWER LANE	PRIMROSE LANE
MISTFLOWER LANE	COLUMBINE DRIVE
HOPKINTON DRIVE	WILMINGTON COURT
HOPKINTON DRIVE	ACTON COURT
COVENTRY LANE	FALLS DRIVE
COVENTRY LANE AT ROUND-A-BOUT	
COVENTRY LANE	LIBRARY
COVENTRY LANE	COVENTRY PARKWAY NORTH
COVENTRY LANE	WOODSTREAM DRIVE
COVENTRY LANE	NATIONAL CITY BANK ENTRANCE
COVENTRY LANE	CONTRY PARKWAY SOUTH
KEKIONGA DRIVE	VERNON AVENUE
LOWER HUNTINGTON ROAD	KOESTER DRIVE
WAYNEWOOD DRIVE	OLD TRAIL ROAD
AMHERST DRIVE	ST. LOUIS AVENUE
AMHERST DRIVE	RESERVATION DRIVE
HOAGLAND AVENUE	NORTH CORNELL CIRCLE
HOAGLAND AVENUE	SOUTH CORNELL CIRCLE
MAXINE DRIVE	CORNELL CIRCLE
RADIAL LANE	CORNELL CIRCLE
WEST MAIN STREET	FRY STREET
CARLTON AVENUE	BROOKLYN AVENUE
INDIANA AVENUE	SAVILLA AVENUE
INDIANA AVENUE	PLYMOUTH AVENUE
MAUMEE AVENUE	LILLIE STREET
MAUMEE AVENUE	CEDAR STREET
GLASGOW AVENUE	RANDALL STREET
WARREN STREET	WINCH STREET
WARREN STREET	PITTSBURGH STREET
HAMILTON AVENUE	MONROE STREET
HAMILTON AVENUE	WARSAW STREET
FALL CREEEK PARKWAY	STILLWATER PLACE
MISTY RIVER DRIVE	STILLWATER PLACE
FOXGLOVE LANE	STILLWATER PLACE
FOXGLOVE LANE	MISTY MEADOWS COURT
SUMMIT VIEW PLACE	FOXGLOVE LANE
SUMMIT VIEW PLACE	MISTY RIVER DRIVE
SUMMIT VIEW PLACE	FALL CREEK DRIVE
COX DRIVE	CALHOUN STREET
COX DRIVE	SOUTHCREST ROAD
COX DRIVE	OAKMONT ROAD
COX DRIVE	KENT ROAD
SOUTHCREST ROAD	KENT ROAD

City of Fort Wayne continued

Street A	Street B
SOUTHCREST ROAD	EAST CROWN LANE
SOUTHCREST ROAD	MAYFAIR ROAD
OAKMONT ROAD	KENT ROAD
OAKMONT ROAD	EAST CROWN LANE
CALHOUN STREET	EAST CROWN LANE
MAYFAIR ROAD	EAST CROWN LANE
MAYFAIR	EAST CONCORD LANE
GAY STREET	BUCHANAN STREET
JOHN STREET	BUCHANAN STREET
OLIVER STREET	SENATE AVENUE
BOWSER AVENUE	SENATE AVENUE
HOLTON AVENUE	SENATE AVENUE
BARR STREET	WEIBKE STREET
BARR STREET	EAST OAKDALE DRIVE
ANTHONY BOULEVARD SOUTH	OXFORD STREET
ASHER DRIVE	LONG ROAD
BOLTON DRIVE	STAFFORD DRIVE
CLINTON STREET NORTH	ST JOE CENTER ROAD
FAIRVIEW AVENUE	MAUMEE AVENUE
FRY STREET	MAIN STREET WEST
HOPKINTON COURT	HOPKINTON DRIVE
KINGLSEY DRIVE	VANCE AVENUE
LAKE SHASTA COURT	UNITA DRIVE
LOWER HUNTINGTON ROAD	OLD TRAIL ROAD
WABASH AVENUE	WINCH STREET
WEATHERSIDE RUN	HOUNDSHILL PLACE
WEATHERSIDE RUN	ECHO HILL DRIVE

City of New Haven

Street A	Street B
ADAMS	SUMMIT
ARROW PASS	CHEROKEE RUN
ARROW PASS	SIOUX POINT
AYR	ABBEY
AYR	DUART
AYR	GREENSTONE
CENTER	STATE
CHEROKEE	PAWNEE
CHEROKEE RN	CHIPPEWA GAP
CHEROKEE RUN	IROQUOIS TRACE
E MACGREGOR	AYR
GREEN	MIDDLE
GREEN ST	UNION ST
GREENSTONE	MINNICH
IROQUOIS TRACE	NAVAJO CROSSING
LINCOLN HWY	HOMESTEAD

City of New Haven continued

Street A	Street B
MIDDLE	ADAMS
NAVAJO XING	ARROW PASS
NORTHCOVE	SUGAR HILL
NORTHCOVE	WATERSIDE
OAK	LINCOLN HIGHWAY
OAK	MORRIS
PARK	EDWARDS
PARK	HOMESTEAD
SCARBOROUGH	STOCKBRIDGE
SCARBOROUGH	SWEETWATER
SCARBOROUGH DR	GREEN MOOR DR
SCARBOROUGH DRIVE	MOELLER
SHAWNEE	IROQUOIS TRACE
SHAWNEE TRAIL	ARROW PASS
STATE	SOUTH ST
STATE ST	LINCOLN HIGHWAY
STOCKBRIDGE	NORTHCOVE
STURM	LINCOLN HIGHWAY
SUGARHILL	NEWGATE
SUGARHILL	WOODRUFF
SUMMIT	GREEN
THYME CT	MOELLER
UNION	ADAMS
WATERSIDE CT	NORTHCOVE DR
WHITE PINE DRIVE	
WOODRIDGE DR	WERLING RD
WOODRIDGE	E OF WERLING

Allen County

Street A	Street B
TUMBLEWEED BLVD	ARAPAHO TRAIL
ARAPAHO TRAIL	PICACHO DR
ARAPAHO TRAIL	CLEAR CREEK CT
ARAPAHO TRAIL	RIVER RAPIDS RUN
RIVER RAPIDS RUN	TREE TOP TRAIL
TREE TOP TRAIL	WILD MEADOWS CT
RIVER RAPIDS RUN	SUNNY MIST CT
CLEAR CREEK CT	PICACHO DR
TUMBLEWEED BLVD	COYOTE CT
TUMBLEWEED BLVD	SUNDANCE DR
TUMBLEWEED BLVD	HORSHESHOE BEND
TUMBLEWEED BLVD	MUSTANG DR
TUMBLEWEED BLVD	PALO HERDE CT
MUSTANG DR	HORSESHOE BEND
HORSESHOE BEND	SPUR CREEK CT
SUNDANCE DR	SPUR CREEK CT

Allen County continued

Street A	Street B
HORSESHOE BEND	RAINDANCE CT
HORSESHOE BEND	CAVE CREEK DR
YUMA DR	HAUSAU DR
PALO VERDE	YUMA DR
RIO CANYON RUN	RIO CANYON CT
RIO CANYON RUN	LAMESA DR
CAVE CREEK DR	WEST PALO VERDE
OAK POINTE DR	PINE OAK COVE
OAK POINTE DR	PINE GREEN COVE
OAK POINTE DR	PINE ORCHARD COVE
OAK POINTE DR	OAK POINTE TRAIL
OAK POINTE DR	PINE BANK CT
OAK POINTE DR	SPRING POND RD
SPRING POND RD	SPRING POND COVE
SPRING POND COVE	SPRING POND COVE N
SPRING OAK RD	SPRING OAK CT
OAK FALL RD	OAK WIND CT
OAK FALL RD	OAK FALL CT
TRAIL CROSSING	PALO VERDE DR
TRAIL CROSSING	ACAPAHO DR

APPENDIX E

Sidewalks, streetlights to be redone

DAN STOCKMAN
The Journal Gazette

A stretch of West Jefferson Boulevard will get new sidewalks and streetlights to match those along Harrison Square.

Members of the Fort Wayne Redevelopment Commission voted unanimously Monday to approve the \$160,000 project, which will replace sidewalks on the north side of Jefferson between Ewing and Webster streets. Officials said they do not meet accessibility standards and

have poor drainage. Even worse, they are sloped too strongly toward the street, and with The Harrison building blocking the sun, they remain icy in the winter with a slope that can send pedestrians sliding into traffic.

The project will replace the sidewalks and add the brick accents in place on the south side of the street, and upgrade the streetlights to the ornamental style used on the other side, as well. The cost will be paid for by the tax increment financing district that helped pay for the Harri-

son Square improvements.

The project will now go to bid and a contract will come before the commission next month.

The commission also approved change orders raising the price of the Clinton Street sidewalk project by nearly 50 percent – but they were costs officials expected and planned for.

Executive Director Greg Leatherman said the base bid on the project, which removed a lane of traffic on Clinton Street between Main and Berry streets to widen the sidewalk and add planters, was \$222,000. But officials knew there would be additional costs, such as dealing with the

large electric vaults underground in the area, so they were included as alternatives in the project, bringing the expected cost to about \$300,000. In addition, crews found vaults they did not expect and layers of pavement, raising the total to \$326,000.

Leatherman said about \$30,000 in additional expenses will likely come before the commission next month for unexpected costs such as unforeseen drainage problems.

The project, which is nearing completion, is expected to help market the renovated Anthony Wayne Building and The Journal Gazette building by making the area more pedestrian friendly.

Commissioners also voted to approve hiring consulting firm Crowe Horwath to see if Harrison Square has lived up to the projections the firm – then called Crowe Chizek – made in 2007. The firm did the economic impact study that said the project would directly create almost 500 jobs and nearly \$70 million in household earnings over a decade, and Leatherman said it would be helpful to know what the actual impact has been.

“It would show both to ourselves and the community whether we’ve come a long way to meeting or ex-

Upgrades, Page 3C

UPGRADES

Continued from Page 1C

ceeding what was said back in 2007,” he said. “We wanted to measure just how successful were we with the bold projections we made.”

Commissioner Casey Cox wondered if it wasn’t a conflict of interest in asking the firm to see how its own projections fared, but Leatherman said all of the num-

bers the company presents will have to be verified. The new study is expected to cost around \$15,000, with a not-to-exceed limit of \$20,000, he said.

The commission also approved issuing a request for proposals to conduct a downtown grocery store market analysis and feasibility study. That study will have a not-to-exceed cost of \$15,000.

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J 7-16-13

LOOKING FOR LOOSE BITS



By Matthew Glowicki of The News-Sentinel

Brent Kurtz, Indiana Department of Transportation crew leader, examines the Hillegas Road overpass Monday morning, looking to chip away at loose concrete. On Thursday, a piece of concrete fell from the overpass onto a vehicle. Mary Foster, a spokeswoman for INDOT, said the bridge is structurally sound and was last inspected in 2012. The concrete, she said, was likely loosened by an unreported impact with an oversized vehicle.

INDOT plans \$2.7M in interchange upgrades

The plan affects lanes, ramps on U.S. 30, U.S. 33 west of Interstate 69.

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

The Indiana Department of Transportation is planning \$2.7 million in improvements for the U.S. 30 interchanges at U.S. west of Interstate 69 to help increase traffic flow during peak driving times and make navigation for drivers getting on and off the ramps easier.

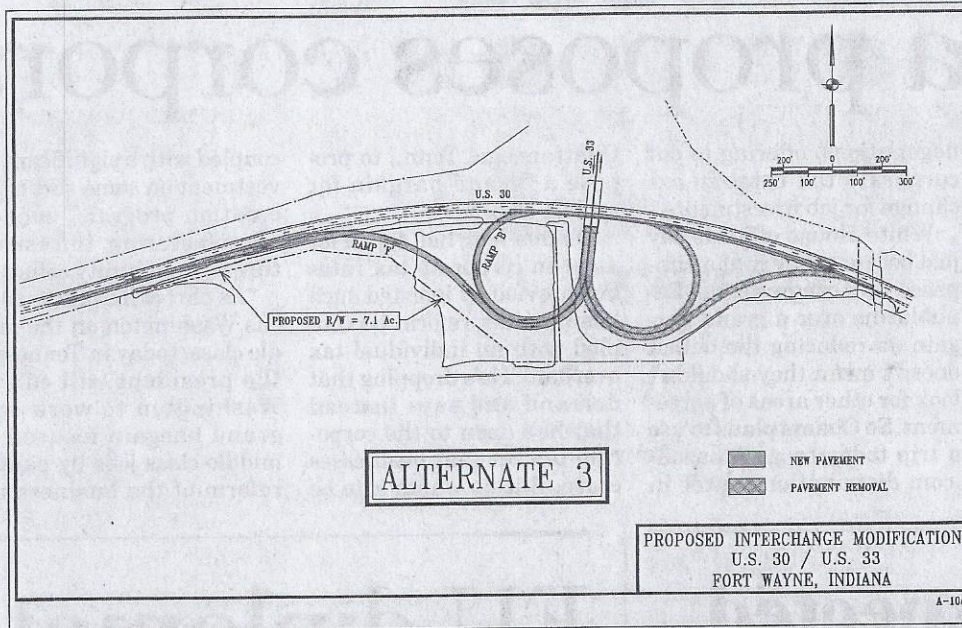
INDOT is making the improvements because of inadequate room be-

tween vehicles exiting and entering the ramp between southbound U.S. 33 to eastbound U.S. 30 traffic and eastbound U.S. 30 to southbound I-69 traffic. The more distance between the vehicles, the safer it is for drivers, said Mary Foster, PIO for INDOT.

The project will reconstruct the ramps on the south side of U.S. 30 at the interchange with U.S. 33. The current U.S. 33 South to U.S. 30 East ramp and the U.S. 30 East to US 33 North ramp in the southeast quadrant will be removed. A new U.S. 30 East to U.S. 33 North ramp will be constructed in the southwest quadrant.

See **INDOT**, Page 4L

LOCAL / FROM THE LOCAL FRONT



Voice concerns

To request a public hearing or express a concern, send comments to the attention of Mary Wright, Public Hearing Examiner at INDOT, Room N642, 100 N. Senate Ave., Indianapolis, IN 26404-2216, on or before Aug. 8.

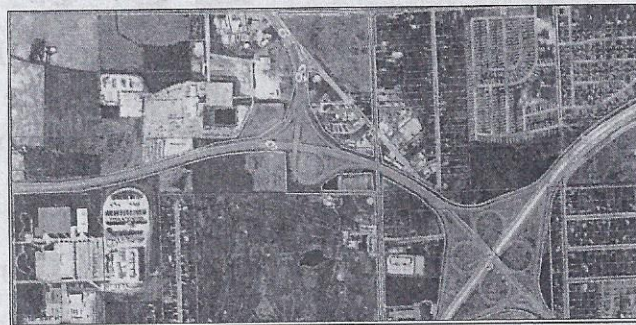
The Indiana Department of Transportation plan \$2.7 million in changes to the U.S. 30/U.S. 33 ramps to get more drivers easily on and off.

Courtesy of INDOT

INDOT

Continued from Page 11

A new U.S. 33 South to U.S. 30 East loop ramp will also be constructed in the southwest quadrant. The lane width of the ramps will be 16 feet with an 8-foot paved shoulder on the right and a 4-foot shoulder on the left. Where the 16-foot wide ramps are adjacent to each other, a concrete median barrier will be constructed.



An acceleration lane will also be constructed along U.S. 30 between U.S. 33 and the existing entrance for drivers getting on it. This will provide a continuous

lane between the U.S. 30/U.S. 33 interchange and the I-69 interchange. New lights and signs will be constructed for the new ramps.

The current plan calls for no displacement of residents or businesses and will require 10.5 acres of new permanent right of way. Currently, INDOT is planning on using state and federal funding for the project. According to Foster, construction is slated to begin August 2016.

New bridge on South Anthony months away

Local contractor expects fall start

VIVIAN SADE
The Journal Gazette

Construction on the South Anthony Boulevard bridge is expected to begin this fall and be completed next spring, county officials said Friday.

The Allen County commissioners awarded a \$1.8 million contract to Primco Inc., 7107 Smith Road, to replace the bridge. The company was the lowest of four bids, county Highway Department Director Bill Hartman said.

The bridge must be replaced because of deterioration. 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 entire bridge will have to be closed during construction, forcing a detour on one of the city's major north-south routes. Other bids included R.L. McCoy Inc., at \$1.9 million; Pioneer Associates at \$2.2 million; and Anlaan Corp. at \$2.3 million. An early engineering estimate was about \$2.3 million.

In two other road projects, the

county partnered with Whitley County in funding and pursuing federal aid.

Commissioner Nelson Peters commended Hartman for working with Whitley County officials.

The first will involve the resurfacing of West County Line Road from U.S. 24 to Bass Road, which is scheduled to be completed this summer, Hartman said.

Whitley County will pay for about 33 percent of the estimated \$400,000 project, and Allen County will fund the rest.

The second joint project involves the reconstruction of the intersections of Whitley County Roads 800 East and 900 South and Liberty Mills Road. The \$2.2 million project is 80 percent funded by federal money, so Whitley County will pay \$101,000 and Allen County will pay \$341,000. That project is expected to be completed in 2016, Hartman said.

Commissioner Therese Brown said the intersections are necessary for future growth. "There's a lot of traffic at these intersections," Brown said. "I'm glad to see these get done."

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J 7-20-13

County road funds rise by \$8.5 million

JOURNAL GAZETTE

Allen County roads, bridges and highways will benefit from a nearly \$8.5 million funding increase over the next two years, state Sen. Tom Wyss, R-Fort Wayne, announced Friday.

The funding bump comes as part of the state budget, passed by the General Assembly during the 2013 legislative session, which increased statewide transportation funding by \$210 million, according to a statement from Wyss' office.

The Allen County region is expected to receive roughly \$33,531,347 in total for roads over the next two years.

That's an \$8,475,638 increase from the current funding level, according to Wyss's office.

"When businesses and families look for a place to settle, they often prioritize an easily accessible transportation system," Wyss said in a statement. "For that reason, we must ensure that our roads are safe and reliable. With this new funding, we'll be able to do that."

The money will be dished out to the following government units:

- Allen County government will receive \$15,075,473.
- Fort Wayne city government will receive \$16,679,690.
- Grabill will receive \$69,233.
- Hometown will receive \$316,248.
- Leo-Cedarville will receive \$236,890.
- Monroeville will receive \$81,199.
- New Haven will receive \$972,677.
- Woodburn will receive \$99,937.

JY 8-3-13

Union Chapel Road and I-69 restrictions

The intersection of Union Chapel Road and Auburn Road is scheduled to be closed starting Monday for several months for construction of a roundabout. The detour for Union Chapel is Coldwater to Dupont to Diebold Road. The detour for Auburn is Dupont to Coldwater to Pion Road. Weather permitting, the intersection is expected to reopen to traffic by the end of December. The contract, which was awarded to E & B Paving based on the low bid of \$1.7 million, is scheduled to be complete by July 2014.

Additionally, the I-69/Union Chapel interchange ramps, the Union Chapel Bridge and I-69 will have intermittent restrictions over the next several days. The contractor's schedule has been planned to reduce the impact on drivers as much as possible. All work is weather permitting.

Today the contractor planned to finish the surface paving on the northeast ramp (the northbound I-69 on-ramp) and on Union Chapel.

From 9 p.m. Monday until 5 a.m. Tuesday the contractor will restrict the right lane on southbound I-69 to place surface mix asphalt on the northwest and southwest ramps (the southbound I-69 off- and on-ramps).

The northwest ramp will close while paving takes place, followed by the southwest ramp. The contractor will leave the southwest ramp open as long as possible while paving the northwest ramp.

From 9 p.m. Tuesday until 5 a.m. Wednesday the contractor will restrict the right lane on northbound I-69 to place surface mix asphalt on the southeast ramp (the northbound I-69 off-ramp). At some point during these overnight hours, the southbound I-69 left lane will have a temporary restriction for application of pavement markings.

From 9 p.m. Wednesday until 5 a.m. Thursday the contractor will restrict the northbound left lane and the southbound left lane to mill out the temporary pavement and also mill shoulder rumble strips.

- News-Sentinel staff reports

YDS 8-10-13

Cash from tax hike to repair city streets

DAN STOCKMAN
The Journal Gazette

Much of the city will be a construction zone next summer, and officials couldn't be happier.

"For years, all of us on the City Council have been hearing complaints about how bad the roads are," said Tom Smith, R-1st. "So I'm looking forward to hearing complaints about all the construction and how people can't get around because of all the streets being repaired. That will be the best complaint I've ever received."

There may be a lot of those complaints: Mayor Tom Henry and city officials announced Monday that the city's higher income tax approved this summer will pay for 50 miles of asphalt resurfacing, 10 miles of concrete street reconstruction, repairs to brick streets and dozens of other improvements next year.

On June 25, the City Council voted to raise the city's income tax from 1 percent to 1.35 percent, part of a package of tax increases and spending cuts that will create about \$13.5 million in new revenue for the city.

Officials said \$3 million will go toward city parks, \$2.8 million to hiring new police and firefighters and the rest to streets and roads.

"Poor (Public Works Director) Bob Kennedy has really had to run around the city trying to fix only the most dire streets," Henry said. "He's going to be able to sleep at night."

This year, with falling revenues from declining gas tax revenues and property tax caps, the city was able

WORK PLANNED

The increased funding available under the income tax increase will allow officials to complete dozens of street projects.

50 miles of asphalt paving, including:

- The Hillcrest neighborhood near South Calhoun Street and Paulding Road
- Reed Road from Vance to Evard
- Harris Road from Goshen to Coliseum

10 miles of concrete reconstruction, including:

- Blackhawk Community, Blackhawk Forest and Blackhawk Farms neighborhoods
- Crestwood Colony, North Sherwood Terrace, Silver Maples and Summerfield neighborhoods
- Southwick Village neighborhood near Paulding and Wayne Trace

Brick street improvements, including:

- Fourth Street from Andrew to Wells
- Butler Street from Webster to Harrison

JS 8-20-13

STREETS

Continued from Page 1A

to pave about 20 miles of asphalt streets and repair about two miles of concrete streets. As revenue has fallen, the backlog of projects officials couldn't afford to fix has grown to an estimated \$60 million worth.

Even with the increased revenues, it will take years to catch up on the backlog, officials said, but now they will

have millions of dollars more a year to address it.

"Our transportation system is critical to meeting the needs of citizens and businesses," Henry said. "By maintaining streets and roads, we're showing a strong commitment to being a growing community that values quality of life, great neighborhoods, and a thriving business climate."

Kennedy said the city has concentrated on keeping up its arterials, because those

carry most of the traffic, but that has come at the expense of the neighborhood streets, a fact city councilmen cited over and over in their debate on whether to raise the income tax.

"We're going to be investing millions of dollars back into the neighborhoods, from resurfacing to ADA curb ramps to sidewalks," Kennedy said. "We're really excited about being able to rebuild the core of the city."

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\$13.6M in local funds set for street work in 2014

Henry says the investment is expected to create 300 construction jobs.

By KEVIN LEININGER
kleininger@news-sentinel.com

The city's recent decision to increase income taxes will pay off in the form of better streets in 2014 and for years to come, Mayor Tom Henry said Monday.

At a news conference in the Indian Village neighborhood on the city's near southwest side, Henry said \$13.6 million in local funds – not counting any federal match – will be available for road projects next year. That will include 50 miles of asphalt paving, 10 miles of concrete reconstruction, 12 miles of chip-and-seal projects, sidewalk and street light improvements, and improvements to the bricks that



Henry



Kennedy

This year the city is spending about \$4 million on about 20 miles of asphalt paving and 2 miles of concrete, spokesman John Perlich said.

Henry said the investment is expected to create 300 construction jobs next year alone.

"This was politically risky at times, but it puts us in a whole new environment. We've not been able to do this before," Henry told reporters.

Public Works Director Bob Kennedy said the work will allow the city to begin regular maintenance cycles. Asphalt streets will be repaved every 15 years, he said, and concrete streets every 25 years.

Roads to be repaved include the Hillcrest neighborhood near South Calhoun Street and Paulding Road; Reed Road from Vance Avenue to Evard Road; and Harris Road from Goshen Road to Coliseum Boulevard.

See **STREET**, Page 3L

STREET

Continued from Page 1L

Concrete reconstruction will include the Blackhawk Community, Blackhawk Forest and Blackhawk Farms neighborhoods near East State Boulevard, Maplecrest Road, Trier Road and Lahmeyer Road; Crestwood Colony, North Sherwood Terrace and Silver Maples and Summerfield neighborhoods near North Clinton Street and Washington Center Road; and the Southwick Village neighborhood near Paul-

ing Road and Wayne Trace.

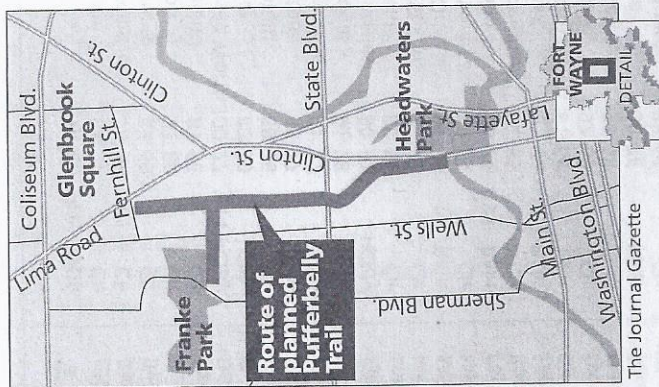
City public-works officials determine projects through use of a rating system. Staff members also work closely with neighborhood presidents and City Council members to evaluate the priorities of each council district.

Council in July approved a 0.35 percent increase in local income taxes, which city officials have also credited with the ability to hire 15 new firefighters and 20 police officers. The Parks Department also plans to invest \$3 million annually in various projects.

DS 8-20-13

Bigger trailhead plan boosts Pufferbelly

DAN STOCKMAN
The Journal Gazette



The Journal Gazette

When it's complete, it will stretch 80 miles from Pokagon State Park near the Michigan border to Oubache State Park in Bluffton, but the part of the Pufferbelly Trail most anticipated is just north of downtown Fort Wayne.

The 2.6 miles of trail between Headwaters Park and Fernhill Avenue — known as Phase 1 — is seen as key to tying the north side of the city to downtown, creating a pedestrian link from Glenbrook Square to Science Central, the Wells Street corridor, Headwaters Park, and all downtown has to offer. Not to mention its connection to the heart of the city's 70-mile trail network, and the spur that is planned to connect the trail to Franke Park and the Fort Wayne Children's Zoo.

But the trailhead planned for the

south side of Fernhill was going to disappoint at best: With only the 100-foot wide New York Central Railroad corridor to build in, plans called for 16 parking spots and a small pavilion.

"We needed much more than that, but that's all the room we had," said city Dawn Ritchie, Greenways manager for the city. "This is going to be a premier trail that provides more connectivity than any other trail we have. It was disappointing."

It was especially disheartening because in survey after survey, Ritchie said, what trail users say they want most — besides more trails — are things at trailheads such as drinking fountains and restrooms.

Meanwhile, developer Todd Ramsey was having his own problems. Business was booming at RCI Development's ice rinks at Lutheran Health SportsCenter and at SportONE Parkview Fieldhouse next door. When both had large events going on, park-

ing lots were overflowing.

"Six weekends a year, everything collides," Ramsey told the city's Redevelopment Commission this summer.

To Ramsey, the problem with the trailhead sounded more like an opportunity.

Rather than try to cram it into a parcel with no space for it and only right-in/right-out access off Fernhill, Ramsey proposed building the trailhead on the north side of the street, between the road and the fieldhouse. There would be room for a huge parking lot, a big pavilion, dozens of bike racks, restrooms and drinking fountains.

In short, the city would get the trailhead of its dreams for its premier trail and the ice arena and fieldhouse would get overflow parking.

The only catch was paying for it.

Trailhead, Page 8A

JD 8-25-13

TRAILHEAD

Continued from Page 1A

but Ramsey had an idea for that, too.

There's already a Tax Increment Financing district covering the area, a designation that takes the increased property taxes caused by development and uses them to pay for the infrastructure that made the development possible. In other words, the property owner pays the new,

higher bill for the land that now houses the development, but the extra amount paid goes to a special fund to pay for things like sewer lines, roads or streetlights.

Ramsey proposed using the existing TIF to reimburse some of his costs for building the trailhead, meaning the city would get the Taj Mahal of trailheads without having to front the cash to pay for it.

"We'll pay for it, then wait for the TIF to build up the funds and pay us back," Ramsey offered.

To the joy of trail officials, the Redevelopment Commission has taken him up on the offer. Ramsey estimated the cost at \$1 million. Redevelopment Commission Executive Director Greg Leatherman said the commission has given preliminary approval to an agreement to reimburse RCI Development up to \$478,000.

"That's the amount it would cost us if we were going to buy the land, build the shelter, the restrooms, install a turn lane, put in the lighting, all of that," Leatherman said.

"And the money comes from reimbursement of property taxes they're already paying."

The agreement will get final approval when all the paperwork is complete, such as documents guaranteeing the city use of the land and maintenance agreements.

"It provides them with the parking they say they need to attract large regional and national events and the city gets a trailhead earlier and the taxes from rink and hotel and fieldhouse pay for it, and eventually we get the in-

creased taxes, as well," Leatherman said.

Ritchie said the original trailhead would have cost about \$100,000, so the cost to taxpayers is even lower, and officials believe the benefits of the trail will more than pay for the investment required. Having pedestrian access to the core of the city will be a major boon, she said, and the federal government will pay 80 percent of the cost.

When the trail is finished – construction is scheduled to begin in 2015 and be com-

pleted in 2016 – it will also create a 2.9-mile loop from Lawton Park, up the St. Joseph River, west along State Boulevard to where the Pufferbelly will cross on a new bridge, and back to Lawton near the Dr. Martin Luther King Jr. Memorial Bridge.

"Here you've got a developer that recognizes the importance of the trail and they're so excited about it they keep asking, 'When's it going to be built?'" Ritchie said. "We're elated."

dstockman@jg.net

EDITORIALS

On the right trail

A deal between a local developer and the Fort Wayne Redevelopment Commission to build a trailhead for the Pufferbelly Trail means the project will get done more quickly, include more amenities and cost taxpayers less.

Completing the trailhead also will serve as a major milestone in building the entire 80-mile trail, which will boost economic development opportunities and quality of life in the region.

The Redevelopment Commission is finalizing a deal to use money from an existing Tax Increment Financing district to reimburse RCI Development for the costs to build the trailhead on the north side of Fernhill Avenue near the Lutheran Health SportsCenter ice rink and Sport-ONE Parkview Fieldhouse. It will include a building with restrooms and drinking fountains as well as a large parking lot to accommodate both trail users and overflow crowds from the bustling sports venues.

"It's a good deal," said Greg Leatherman, executive director for the Redevelopment Commission. "Not only is it good for the city in all the ways that are obvious – more trails and access to recreation. But (the ice rink and fieldhouse) needed more parking to be able to host larger events that bring more people to Fort Wayne. Most of these tournaments are for people from out of town. This is Visit Fort Wayne's dream come true, and the commission is able to facilitate that process."

The entire Pufferbelly Trail, once completed, will connect Ouabache State Park in Bluffton with Pokagon State Park in Angola.

The trailhead is the entry to Phase 1 of the Pufferbelly, which includes a 2.6-mile stretch of trail connecting Headwaters Park to Fernhill Avenue. It will allow greater access to Glenbrook Square and serve as a link between the north side of the city and downtown. A spur connecting the trail to Franke Park and the Fort Wayne Children's Zoo is also planned.

The original plan called for the city to build the trailhead on the south side of Fernhill, but that location would have allowed only a small parking lot and a small pavilion.



Keys

There was no space for restrooms or drinking fountains. According to surveys, those are the things trail users need, said Lori Keys, executive director of Fort Wayne Trails.

The city will reimburse RCI Development up to \$478,000 of the costs for the project out of TIF money that comes from the increased property taxes that new development in the district generates.

The developers have also agreed to maintain the entire facility, saving the city even more money.

Other phases of the Pufferbelly will extend the trail further north.

Counters installed along the trail system showed that more than 483,000 people visited in 2012. The counters also help determine where there is demand for more trails.

"We are seeing so much demand for this corridor," Keys said. "We have so many anecdotal stories from people who move here and say what a big role the trails play in their decision to move here. It's so much more than an amenity. It's about the social fabric of our community."

The partnership to build the trailhead will help keep the trail-building momentum going.

JJ 8-29-13

City plan seeks \$30M bond

Would help eliminate backlog of street work by '18.

By KEVIN LEININGER
kleininger@news-sentinel.com

At an open house for contractors Tuesday, Mayor Tom Henry predicted that a "ton of projects" would keep them busy over the next several years, "no matter who the mayor is."

A four-year capital improvement plan submitted to City Council later in the day by Controller Pat Roller outlines how the city intends to do that — in part through the sale of



Roller

paid through county economic development income taxes (CEDIT) over 10 years.

Although Roller acknowledged that some council members might

Inside

City gives \$1 million to Indiana Tech for Academic Center. **Page 1L**

a \$30 million bond that would be re-

paid through county economic development income taxes (CEDIT) over 10 years. Although Roller acknowledged that some council members might prefer a "pay-as-you-go" approach to road projects and other capital improvements, she said borrowing at an expected average interest rate of 3 percent would allow the city to complete more projects more quickly.

Together with \$21 million in anticipated cash payments, the entire backlog of street repairs and improvements is expected to be completed by 2018, she said. Revenue from the bond, which would require separate City Council approval and could be issued early next year, would have to be spent

for capital projects

within three years.

Roller said the 48-page report, which was discussed but not voted upon at Tuesday's meeting, is unusually comprehensive in part because "in prior years, we didn't have as much money. If you have more money, you need internal controls." The report reflects recent recommendations of the mayor's Fiscal Policy Group and in part reflects additional revenues generated by City Council's July decision to increase local income taxes by 0.35 percent.

In 2014, the report anticipates

about \$45.27 million capital improvements. Henry said last month that \$13.6 million will be available for road projects next year. Other categories to receive improvements include parks, trails, sidewalks and public-safety equipment.

"We're blending revenue streams. Our goal is to keep every contractor working," Henry told the crowd at the open house. "Nobody in our state is doing what we're doing. Everywhere I go, people give me a thumbs-up, not a finger. That's unusual."

7/8 9-11-13

City to link sidewalks to street projects

JOURNAL GAZETTE

The city of Fort Wayne has developed a three-pronged sidewalk improvement plan for the 2014 construction season.

Officials were already planning 10 miles of concrete street reconstruction in 2014. Now, as part of those projects, contractors will also be asked to repair sidewalks and curb ramps in those areas, an efficient method of performing multiple projects in the same areas at one time, officials said.

The Board of Public Works will also bid sidewalk and curb ramp maintenance projects in other selected neighborhoods, and the Street Department will work on smaller-scale sidewalk projects in neighborhoods throughout the city.

Under the new plan, in most cases, property owners would no longer be responsible for cost-share sidewalk projects. In instances where property owners would like to have additional sidewalk improvements occur, the city is exploring options for cost-share partnerships. Officials said the city plans to invest \$500,000 in sidewalk maintenance in 2014, part of the overall \$13.6 million for street and road maintenance.

"Our sidewalk plan is an excellent way to maximize our resources and make noticeable improvements in our neighborhoods," Public Works Director Bob Kennedy said. "We know this is an issue that's important to citizens and city council members. We're looking forward to our new approach to address sidewalk needs."

JJ 9-18-13

\$500K to be spent on sidewalk repairs

News-Sentinel staff reports

The city plans to spend \$500,000 on sidewalk maintenance next year and, in a change from past practice, property owners won't have to share the cost in most cases.

Mayor Tom Henry, who in August announced the city would spend \$13.6 million on streets and other construction projects in 2014, said Tuesday that next year's improvements will include 10 miles of concrete street reconstruction that will include repairs for sidewalks and curb ramps.

In addition, the public works department will bid sidewalk and curb ramp projects in selected neigh-

borhoods that have asphalt streets. The street department will work on smaller sidewalk projects to reduce trip hazards in neighborhoods throughout the city. In general, property owners would no longer be responsible for paying part of the cost. But if they request additional sidewalk improvements, the city would explore cost-sharing options.

"Maintaining and enhancing our infrastructure is critical to being a city that's positioned for growth and success," Henry said in a statement. The improvements are made possible in part by City Council's decision in July to increase local income taxes by 0.35 percent.

YJ 9-18-13

County approves redesign of Maysville Road bridge

JOURNAL GAZETTE

The Allen County Commissioners approved a \$33,800 agreement for design work on the Maysville Road bridge over Bullerman Ditch.

The bridge has been slated for repair for a while, County Highway Director Bill Hartman said, but officials had simply planned to repair the deck on the bridge just south of East State Boulevard.

However, the box beam structure that carries the bridge needs to be replaced, Hartman said, requiring a much more extensive project. The contract with Beam Longest & Neff will pay the firm

to design a new superstructure for the bridge.

Box beam bridges can be vulnerable to corrosion when water leaks through the deck.

Hartman said construction will begin next year.

[Handwritten signature] 9-21-13

City to cap off Maplecrest

\$12.8 million tapped for widening 2-lane holdovers

DAN STOCKMAN
The Journal Gazette

Fort Wayne Board of Public Works members Wednesday approved \$12.8 million worth of contracts to widen Maplecrest Road.

The few remaining areas of Maplecrest that are still two lanes have long been targeted for widening, and the pressure has grown since the \$31 million extension connecting Maplecrest to Adams Center Road

in New Haven opened a year ago.

The federal government will pay 80 percent of the cost of the projects.

Wednesday's action approved a \$4.6 million agreement with the Indiana Department of Transportation to widen Maplecrest between Lake Avenue and State Boulevard. That section has already been designed, and the \$4.6 million will cover construction, which is due to be bid in March.

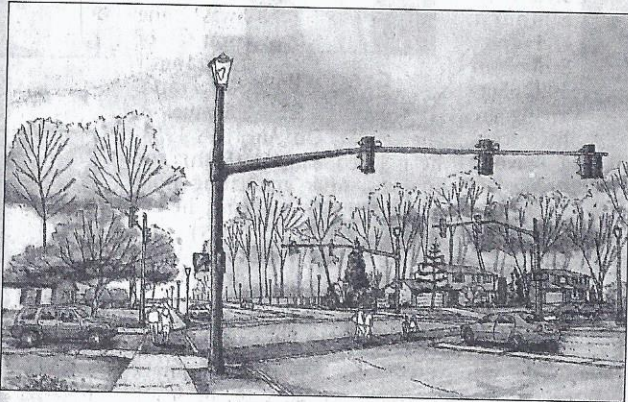
The board also approved an

\$8.15 million contract with INDOT for work on the section between State Boulevard and Stellhorn Road. The price tag covers the entire project, including design, right-of-way and construction, which is expected to happen in 2017.

Though it will be a four-lane road, with left-turn lanes where needed, City Engineer Shan Gunawardena said it will not be an urban

Project, Page 3C

Maplecrest project



Courtesy city of Fort Wayne

The Maplecrest Road widening project, shown in an artist's conception, will focus on pedestrians, the city says.

PROJECT

Continued from Page 1C

highway.

Instead, he said, the roadway — especially the section between Lake and State — is designed to slow traffic down, with narrower travel lanes, trees and streetlights planted right to the curb and landscaped medians.

“Everything is designed to make it a pedestrian scale, rather than a vehicle scale,” Gunawardena said. “There are some roads that have been

widened that are not what this project is going to look like at all.”

For example, he said, the extension south of Lake Avenue, with its wide lanes and broad shoulders, has a vastly different feel than the section between Lake and State will, but the Lake-to-State section goes through a heavily residential area.

Gunawardena said officials have worked closely with neighbors in designing the southern section and will do so with the northern section as well.

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11-14-13

Union Chapel, Auburn intersection reopening

DAN STOCKMAN
The Journal Gazette

The intersection of Union Chapel and Auburn roads is expected to open to traffic about noon today, the first time traffic will flow through the area in nearly two years.

Work began in early 2012 to build a new interchange at

Union Chapel and Interstate 69, which closed Union Chapel between Auburn and Diebold roads.

As part of that state project, Allen County built roundabouts at Union Chapel's intersections with Auburn and Diebold, and the city of Fort Wayne used the opportunity to install a larger water main in the area.

Indiana Department of Transportation officials said there is still construction work that remains to be done, including surface paving, lighting and landscaping, and the contractor will resume these activities when weather permits in the spring.

The contract completion date is July 2014.

INDOT officials said the contractor, subcontractors, and Allen County crews worked extra hours to allow the project to open to traffic earlier than anticipated this year, allowing motorists to use Union Chapel and Auburn Roads during the winter months until construction can resume.
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12-4-13

Trier Road area tapped for roundabout

DAN STOCKMAN
The Journal Gazette

The east side of Fort Wayne will be home to the city's fifth roundabout.

Board of Public Works members Wednesday approved a \$94,900 contract with Crossroad Engineers to study the intersection of Landin, Maysville and Trier roads and design a roundabout to replace the current four-way stop.

City traffic engineer Shan Gwardena said the intersection is ideal for a roundabout because it has imbalanced traffic, with a lot of cars on some legs and not many on oth-

ers and the angles are imperfect. In addition, Gwardena said, it is on the border with New Haven and so is a gateway to the city.

The study and design work will take place next year, he said, with construction slated for 2015.

The city has a roundabout on Old Mill Road, two at Pontiac and Wayne Trace, and is constructing a fourth next summer at the intersection of Fairfield Avenue and Ewing and Superior streets.

Board members also voted to spend \$519,563 to buy nearly 9,000 water meters.

Officials said about 5,000 meters will replace old meters in the

Aqua North system, which the city bought a few years ago. The rest will be used to replace meters in the Aqua Southwest system, which the city is in the process of buying.

Board members also approved spending \$510,762 to buy 6,000 iron water-meter radios and meter reading equipment. About 5,000 will be installed on the new Aqua North meters, the rest will replace any worn out or broken radios in the southwest system after the purchase.

City Utilities has been using iron water-meter radios on 73,500 of its 79,000 meters since 2003. The radios allow a city vehicle to read

meters simply by driving slowly down the street.

The board also approved a \$210,229 contract with Rothenberger Co. to replace 2,510 linear feet of water main on Fairfield Avenue, Hollis Lane and Millside Court. The new mains will replace cast iron pipes installed in the 1950s; there have been 51 breaks in the area.

The contract brings the total water main replacement contracted this year to 9.5 miles. Officials promised that a 2012 rate boost would pay for at least nine miles of replacement a year.
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12-5-13

Traffic tweak at Dupont adds flashing, clarity

JEFF WIEHE
The Journal Gazette

Motorists along Dupont Road can expect to see some changes at a few traffic lights in the very near future.

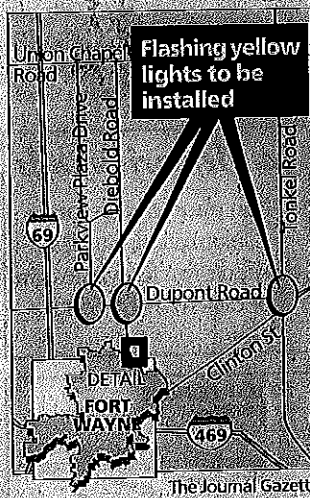
They're changes that Indiana Department of Transportation officials expect will make left turns safer than before.

Gone will be the solid green signal indicating that those turning left need to yield to oncoming traffic.

In its place, a flashing yellow arrow that indicates they are free to turn left after yielding to oncoming drivers or pedestrians.

"Research has shown flashing yellow arrows are more easily understood than the solid green balls," said Ben Schaffer, the technology services director for INDOT's Fort Wayne office.

The flashing yellow arrows are to be put in place along Dupont at the intersections with Parkview Plaza Drive, Diebold Road and Tonkel Road, INDOT officials announced at a news conference Thursday.



Dupont, Page 4C

J 12-13-13

DUPONT

Continued from Page 1C

The first one, at Parkview Plaza Drive, could be installed within days if the weather cooperates.

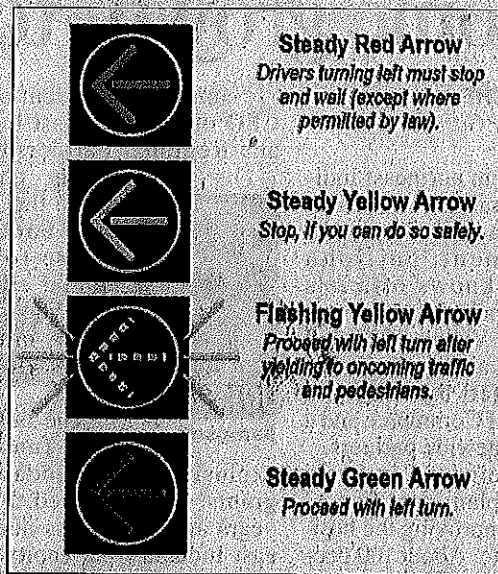
Expect the signals to be up by January, regardless, officials said.

The traffic signal's configuration will also change a bit.

Currently, a five-section light is at those intersections.

Known in the traffic industry as "the doghouse," this configuration has a solid red dot atop a set of four lights—a yellow arrow next to a solid yellow signal and a green arrow next to a solid green light are below the red light.

A series of four lights hanging straight down will soon be in place.



Courtesy IDOT

In order from top down, it will consist of a red arrow, a yellow arrow, a flashing yellow arrow and a green arrow. Drivers are to stop on the

red arrow, but should be given the flashing yellow arrow within one or two seconds afterward, according to an INDOT statement.

At left is a description of the new traffic light that is to be installed soon at three Dupont Road intersections.

"National research has shown that the (flashing yellow arrow) is more intuitive for left-turning drivers in a 'protected permissive' signal than a steady green ball, resulting in fewer crashes and moving traffic more efficiently," the INDOT statement said.

The intersections where the new signals will appear were chosen partly because of the volume of traffic in the area and partly because of the proximity to INDOT's Fort Wayne office.

Officials can monitor how the signals are working before implementing more, Schaffer said.

And officials do expect to replace most of the five-section left-turn signals with the yellow flashing turn signals throughout the city in the future.

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FORT WAYNE/ALLEN COUNTY

Maplecrest project gets national award

The Allen County Highway Department received a national award for the Maplecrest Road extension, which opened in October 2012.

County officials were presented with the Silver Award by the American Concrete Pavement Association, which also recognized local contractor Primco Inc. for "outstanding quality done on time and under budget."

The Silver Award is based on quality construction, addressing unique and unusual challenges, innovation and traffic management.

The 1.5-mile Maplecrest extension was the largest infrastructure project undertaken by the county.

The new four-lane highway, which includes four bridges, extends Maplecrest from Lake Avenue to Adams Center Road at Indiana 930 in New Haven.

J 25-14

I-69 Dupont interchange reconfigured

\$3.5 million state overhaul features diamond treatment

DAN STOCKMAN
The Journal Gazette

Construction to radically alter one of the busiest interchanges in the region is expected to begin as soon as the weather breaks.

The Urban Transportation Advisory Board got an update Tuesday on the Indiana Department of Transportation's project to convert the Interstate 69 interchange at Dupont Road and Indiana 1

IF YOU GO

Who: INDOT officials, project consultants and contractors

What: Public information meeting on the diverging diamond plan for I-69 and Dupont Road

When: 5:30-7 p.m., Feb. 17

Where: Carroll High School, 3701 Carroll Road

into a new configuration called a diverging diamond.

The \$3.5 million project was awarded to Brooks Construction, and work is expected to begin in April and be complete by October.

A diverging diamond interchange uses traffic signals at each end to have traffic cross over to driving on the left side of the road through the intersection. That allows left turns to be made without interference from cross-traffic.

It sounds and looks confusing, but Northeast Indiana Coordinating Council Director Dan Avery said people who have used them instantly become believers.

Avery said he has heard more than once that people who have gone looking for them were halfway through the interchange before even realizing it.

The interchange is one of the most congested in the region, with long delays caused by traffic trying to

Diamond, Page 4C

DIAMOND

Continued from Page 1C

turn left off I-69 onto Dupont Road or Indiana 1 and drivers on Dupont trying to turn left onto I-69.

The new configuration is expected to eliminate those problems, officials said.

Construction in one of the area's most congested areas is always an issue, which is why the project was delayed. Officials wanted to ensure the new interchange at I-69 and Union Chapel was complete before they started construction on Dupont.

The Union Chapel interchange opened to traffic in December and will be completed this spring. Officials expect traffic to remain flowing through the interchange during the entire construction project, except for two weekends.

To explain the diverging diamond project, INDOT is hosting an open house at

ON THE WEB

JG To see an **INDOT presentation** of the diverging diamond interchange planned for Dupont Road at I-69, click the PDF linked to the story at www.journalgazette.net

5:30 p.m. Feb. 17 at Carroll High School, 3701 Carroll Road. Those attending are asked to use Entrance No. 1, as the meeting will be in the auditorium.

The meeting will feature an open house session beginning at 5:30 p.m., with a formal presentation at 6 p.m., followed by a question-and-answer session.

After the formal presentation, the meeting will revert back to an open house session where the public will have an opportunity to talk with INDOT project officials, project consultants and contractors.
dstockman@jg.net

JG 2-5-14

\$3.2M awarded for Ryan Road project

More than \$3 million in federal highway funds have been awarded for the first phase of a project aimed at improving a northeast Allen County corridor. The \$3.2 million award is for the reconstruction of about 1 mile of Ryan Road between Dawkins and Harper roads. The second phase would improve Bruick Road between Harper Road and U.S. 24 to the north. The cost of the entire project is estimated at \$5.5 million, and construction is scheduled to begin in 2017.

The Ryan-Bruick corridor has become a unique and valuable transportation route, particularly because of the recent relocation of U.S. 24. The grant was included in \$86 million in statewide federal transportation funds recently announced by the Indiana Department of Transportation that includes \$47 million for road construction, \$22 million for bridges and \$14 million for bicycle and pedestrian projects.

JS 2-7-14

City wins award for trail project

The city of Fort Wayne has received the "Outstanding Trail Project Award" from the Greenways Foundation of Indiana for the fourth and fifth phases of the Rivergreenway extension from Johnny Appleseed Park to Shoaff Park. The project will connect 10 neighborhoods, including several large apartment complexes and a retirement community; IPFW; Ivy Tech Community College-Northeast; one elementary school; one middle school; two high schools; and four shopping areas. Allen County and Fort Wayne Trails are project partners.

The Greenways Foundation is a statewide charitable trust providing leadership and advocacy in the growth and use of greenways and trails.

DJ 2-26-14

State's work plans include US 27 south

Coliseum Boulevard, I-69, I-469 also tabbed

DAN STOCKMAN
The Journal Gazette

In addition to dozens of city road projects drivers will have to negotiate this summer, the state of Indiana will also be putting out huge numbers of orange barrels.

On Tuesday, the Indiana Department of Transportation updated the Urban Transportation Advisory Board on its planned projects, including a 10.4-mile resurfacing of U.S. 27 from Pettit Avenue south to the Allen County line.

The project will put new asphalt on the four-lane di-

vided highway and will be bid in July.

Other state projects in Fort Wayne include adding travel lanes to Coliseum Boulevard between Parnell and Crescent, which should ease congestion around Memorial Coliseum and IPFW. The \$6.1-million project was awarded to Primco Construction and is due to be completed by Nov. 2.

A \$218,288 project will add lanes to the off-ramp from Interstate 469 to Auburn Road, improve the intersection with Auburn and add turn lanes. The work, by Brooks Construction, is ex-

pected to be done by Oct. 25.

In April, construction is expected to start on reconfiguring the interchange of Interstate 69 at Dupont Road/Indiana 1, which will transform the congested area from a traditional diamond interchange to a diverging diamond interchange, which uses traffic signals at each end to have traffic cross over to driving on the left side of the road through the intersection. That allows left turns to be made without interference from cross-traffic.

That project is due to be completed by October.

dstockman@jg.net



Cathie Rowand | The Journal Gazette

A car slows down for potholes along Darmouth Drive. The street is among many due for repairs this year.

City details \$20 million in street improvements

DAN STOCKMAN
The Journal Gazette

Mayor Tom Henry on Thursday unveiled the list of construction projects for this summer, a nine-page list of projects totaling more than \$20 million.

Some of those projects are already moving through the approval and bidding process through the Board of Public Works. Henry's announcement revealed the entire list of projects planned, including 50 miles of paving, 10 miles of concrete reconstruction, work on brick streets, 12 miles of chip and seal repairs, hundreds of sidewalk repairs and curb ramps.

This is the first year of a five-year blitz of construction projects meant to catch up on a \$50 million backlog of projects the city has fallen behind on because of falling gas tax revenue. It's being paid for by an increase in the local income

ON THE WEB



For a PDF of the complete list of street improvement projects, click this story at www.journalgazette.net

tax.

"This is going to make us the envy of many other cities," Henry told a group of reporters, construction officials and neighborhood representatives standing in a single-digit wind chill at McMillen Park.

"We're going to put the city of Fort Wayne on the map."

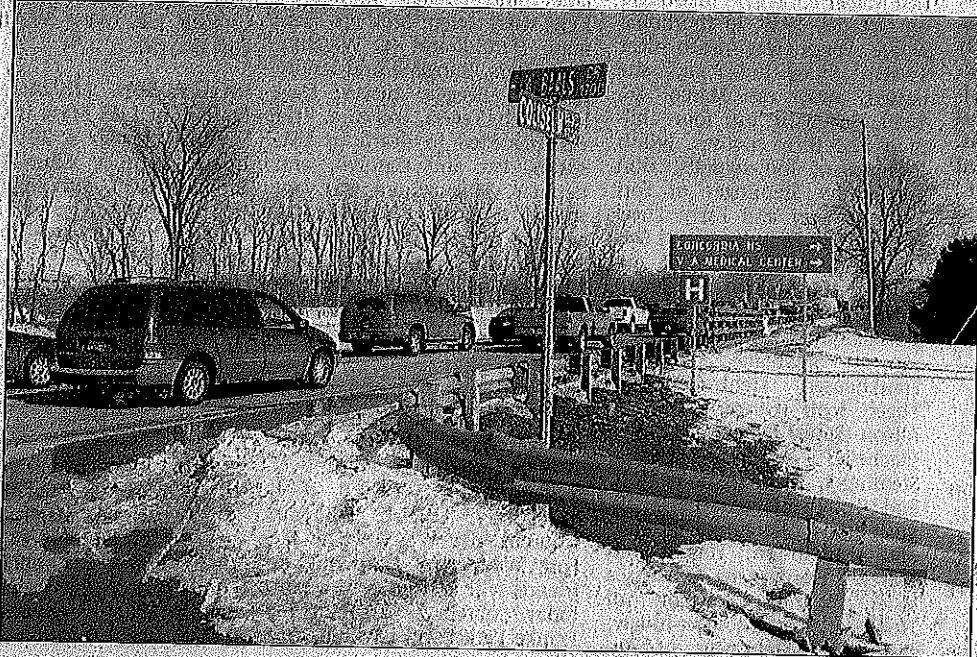
The projects are spread across the city, from Coldwater Road north of Dupont to Airport Drive.

"If any of you want to start a business, the orange cone business would be a good one to start about now," Henry said.

dstockman@jg.net

2/3-7-14

TRAFFIC COULD SLOW ON COLISEUM



By Jaclyn Goldsborough of The News-Sentinel

Construction to start

Running errands on Coliseum Boulevard? Commuting from home to work on Anthony Boulevard? Making your way to IPFW? Your trip might get much longer as crews prepare for construction.

On Monday, work will start on the Coliseum Boulevard bridge over the St. Joseph River near Johnny Appleseed Park, a stretch of one of Fort Wayne's major arteries that averages about 50,000 vehicles per day, according to 2012-13 Indiana Department of Transportation information.

There will be lane restrictions 9 a.m.-4 p.m. daily for the westbound inside lane of

Coliseum Boulevard from Crescent Avenue to H.W. Baals Drive. There will also be a lane restriction for one northbound left-turn lane on Anthony Boulevard to Coliseum.

These lane restrictions will allow Primco to construct a temporary bridge on the inside westbound lane of Coliseum for the bridge and trail improvement project.

It is anticipated that this work will last through the end of the month.

By Jaclyn Goldsborough of The News-Sentinel

DS 3-7-14

BRIEFS

FORT WAYNE/ ALLEN COUNTY Road extension gets another honor

Allen County's Maplecrest Road extension has received an Engineering Excellence Honor Award from the American Council of Engineering Companies of Indiana - the second national award recognizing the project.

The awards, presented Thursday in Indianapolis, honor engineering achievements by Indiana consulting engineering firms.

The \$31.4 million Maplecrest extension was opened to traffic in October 2012 and represents one of the largest infrastructure projects in Allen County's history.

The 1.5-mile east corridor connector extends Maplecrest from Lake Avenue to Adams Center Road at Indiana 930 in New Haven. American Structurepoint was the engineering firm for the project.

The project previously earned a Silver Award from the American Concrete Pavement Association.

2/3-9-14

Land buy advances trailhead relocation

DAN STOCKMAN
The Journal Gazette

The Fernhill trailhead for the long-awaited Pufferbelly Trail will be a little more expensive than officials had planned.

Last summer, RCI Development proposed moving the planned trailhead from the south side of Fernhill Avenue — where it would have only right-in, right-out access, little parking and a small pavilion — to the north side of the street, where it could have full access off Ice Way, a huge parking lot, a bigger pavilion, public restrooms and drinking fountains.

In return, the city's Re-development Commission would reimburse about half of the expected \$1 million cost and the ice rinks at Lutheran Health SportsCenter and at SportONE Parkview Fieldhouse would get overflow parking, which is badly needed during tournaments.

Even better for the city, RCI would be reimbursed through the tax increment finance district already on the site, so the developer would be paid out of the property taxes they were already paying in.

On Monday, however, commissioners learned of a wrinkle in the plans: The property in question has a mortgage on it, meaning that if there were ever a foreclosure, the access rights to the land would be subordinate to the mortgage and the public

could lose its right to use the land.

Greg Leatherman, acting executive director of the Re-development Commission, said officials have reached an agreement allowing the commission to buy the land in question for \$107,000. That would release the mortgage from the portion needed for the trailhead and guarantee public access and 37 parking spaces regardless of what happens with the rest of the property.

Once again, Leatherman said, payment will be through reimbursement using TIF funds collected from development in the area.

"We're not going to write a check to anybody," Leatherman said, adding that the reimbursement will come only when it is verified that RCI has upheld its part of the agreement. RCI is already being reimbursed for about \$1.2 million worth of improvements on the site, such as building Ice Way.

Some of the plans for the site are fluid, officials said, because SportONE Parkview Fieldhouse is considering a major expansion of its building because of demand, meaning the trailhead's public restrooms could be part of the expanded field house.

Commissioners voted unanimously to move forward with finalizing the deal, subject to their approval of a final agreement once it is negotiated.

dstockman@jg.net

JJ 3-11-14

FRIDAY, MARCH 14, 2014

PUBLIC NOTICE
Public Comment Period
and Informational Meeting on
Fiscal Year 2015-2018 Transportation
Improvement Program

Notice is hereby given that a public comment period will commence on March 17, 2014 for the Draft FY 2015-2018 Transportation Improvement Program. The comment period includes the Draft FY 2015-2018 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 March 28, 2014. An Open House will be held to discuss the Draft FY 2015-2018 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Tuesday, March 25, 2014 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 Draft FY 2015-2018 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 FY 2015-2018 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 Friday, March 21, 2014 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.
3-14 1113229 hspaxlp

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Improvement Program

Notice is hereby given that a public comment period will commence on March 17, 2014 for the Draft FY 2015-2018 Transportation Improvement Program. The comment period includes the Draft FY 2015-2018 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 March 28, 2014. An Open House will be held to discuss the Draft FY 2015-2018 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Tuesday, March 25, 2014 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 Draft FY 2015-2018 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 FY 2015-2018 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 Friday, March 21, 2014 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.
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\$30 million set for road project near GM plant

Officials credit team approach, legislative push for its approval

PAUL WYCHE

The Journal Gazette

Northeast Indiana officials say teamwork assisted lawmakers in moving forward with several initiatives — including \$30 million to widen Lafayette Center Road near the General Motors Co. truck plant.

On Wednesday, a throng of more than 50 business and government leaders trumpeted the end of the recent legislative session that resulted in funding from the Indiana Department of Transportation.

"That road was never meant for the kind of traffic it gets," John Sampson, president and CEO of the Northeast Indiana Regional Partnership, said after the gathering at Indiana Tech. "We don't know when construction could begin, but we got it."

Allen County Highway Director Bill Hartman said construction is more than a year away.

"The final designs have to be approved by the state and the right of way has to be acquired," he said.

In addition to the road work, Hartman said construction crews will build a bridge to span over train tracks at Lafayette Center Road to alleviate traffic that frequently is a headache to industrial companies in the area.

Hartman said about 8,500 vehicles travel the thoroughfare daily — 17 percent of the traffic is semis.

Sampson and others, including Senate President Pro Tem David Long, R-Fort Wayne, said local cooperation was a key to earmarking the road money.

"The clear and unified voice with which northeast Indiana spoke during this past session enabled us to act confidently and decisively to support the priorities identified by this region," Long said in a statement.

"The collaboration between northeast Indiana business and government leaders ensures that we are setting the best policy possible, and at the end of the day, our economy will benefit," he said.

GM spokeswoman Stephanie Jentgen said the expansion and widening of the 4-mile stretch will benefit other businesses in the area.

"These upgrades will be nice and hopefully attract other (companies) as well," she said.

Officials also praised the lawmakers' phase-down of the corporate income tax to 4.9 percent that will take place over a six-year period.

The approval of a single county executive system of government, which Allen County voters could decide on this fall, also was celebrated.

pwyche@jg.net

JY 3-20-14

**FORT WAYNE-ALLEN
COUNTY**

**Transportation plan
up for review**

The Northeastern Indiana Regional Coordinating Council invites all citizens to an open house to review the Draft Fiscal Year 2015-2018 Transportation Improvement Program.

The event is 4-6 p.m. Tuesday in the Omni Room of Citizens Square downtown.

The Draft Fiscal Year 2015-2018 TIP includes transit, highway, pedestrian and bicycle projects that use federal funds in Allen County during the next four years. Staff will be present to answer questions and take comments.

If you are unable to attend and wish to review the Draft Fiscal Year 2015-2018 Transportation Improvement Program projects, you can visit the NIRCC office where material will be available for review. You may also view the materials at NIRCC.com.

The intent of the comment period and the open house is to solicit input and comments from the public regarding the documents. NIRCC will accept comments through Friday.

JJ 3-23-14

Stay safe, avoid tickets: Big road projects coming

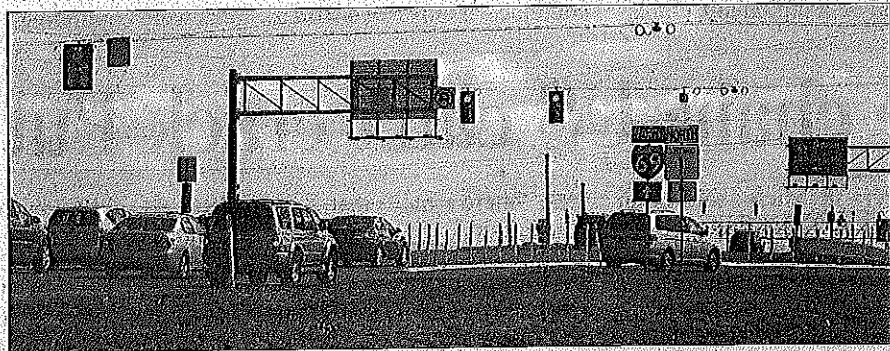
From dodging snow piles to dodging traffic cones, the months ahead will be challenging as millions of dollars in roadwork gets underway. But that's a good thing, right?

One of those projects – widening Lafayette Center Road from the General Motors assembly plant to Roanoke – is an unexpected and welcome addition to the scheduled work, although it won't reach the construction stage until spring 2016.

The \$30 million project was approved for state funding last week, allowing for design work to begin. It's been on local officials' wish list for some time, but the cost was prohibitive for local budgets.

Dan Avery, executive director of the Northeast Indiana Regional Coordinating Council, said regional support made the difference, as Huntington County officials pushed for the Allen County project.

When finished, the road will provide safer, easier access from In-



Michelle Davies | The Journal Gazette

Among sites of road work this year: Dupont Road and Interstate 69.

terstate 469 to U.S. 24 in Roanoke.

Projects already in the works should have drivers on alert. The Indiana Department of Transportation designates next week as Work Zone Awareness Week, the ceremonial start to the construction season.

Motorists are reminded that speeding in a work zone carries the risk of fines of up to \$1,000 for speeding and up to \$5,000 for reckless driving. The death or injury of a highway worker can result in a fine of up to \$10,000 and an eight-year prison sentence.

It's motorists who are most at risk in work

zones, however. Of 13 work-zone fatalities last year, all were drivers or passengers.

Northeast Indiana has five highway projects under way:

■ Coliseum Boulevard in Fort Wayne, where travel lanes are being added between Parnell and Crescent avenues.

■ Dupont Road in Allen County, where the "diverging diamond" interchange is being built at Interstate 69.

■ Indiana 14 in Allen County, where lanes are being added between West Hamilton and Scott roads.

■ Indiana 19 in Elkhart County, where lanes are being added.

■ U.S. 20 in Elkhart County – another lane-addition project between County Road 17 and Ind. 15.

The state projects are in addition to the local work, including work on the Coliseum Boulevard bridge over the St. Joseph River.

The infrastructure repairs and improvements will require motorists' patience, but we're guessing that most will prefer construction delays to sleet, snow and ice.

JA 4-5-14

Roundabout may be 'transformational' for area

\$4 million project could boost development.

By KEVIN LEININGER
kleininger@news-sentinel.com

Sometime early this summer, a \$4 million project will reconstruct a major intersection and return two streets to two-way traffic. But city officials insist that, in the long run, the temporary headaches will be good for everybody — in a roundabout way.

As a "Legacy" project funded with proceeds from the sale of the



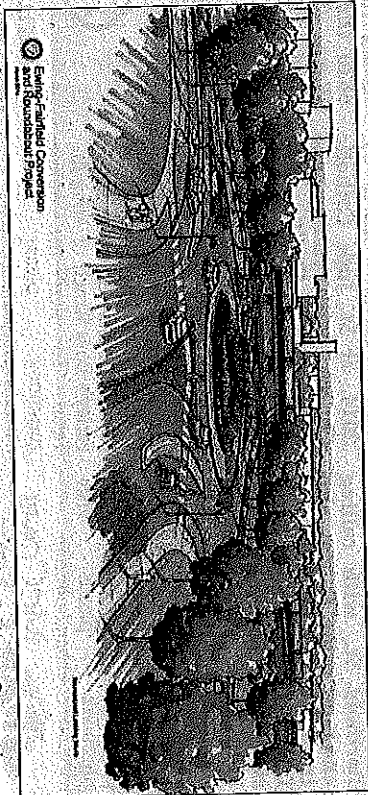
Shan Gunawardena

is supposed to be "transformational." And it will more than qualify, city Traffic Engineer Shan Gunawardena said.

He said trees, shrubs and other landscaping will replace parking

See **PROJECT**, Page 51

City Light electric utility, the area's latest roundabout coming to Ewing Street, Fairfield Avenue, Superior Street and Wells Street just north of downtown is



Ewing-Fairfield-Superior and Roundabout Project

Construction of this \$4 million roundabout at the Ewing-Fairfield-Superior-Wells intersection is expected to begin in June and could spur development in the area, city officials say.

Courtesy: Image

DS 4-10-14

PROJECT

Continued from Page 11.

lots and the 170-foot circular roundabout will more smoothly move 25,000 vehicles through the intersection every day.

The elimination of one-way traffic on Fairfield and Ewing will make the area more attractive to residents, businesses and developers, he said. The center may eventually receive a fountain, sculpture or other focal point.

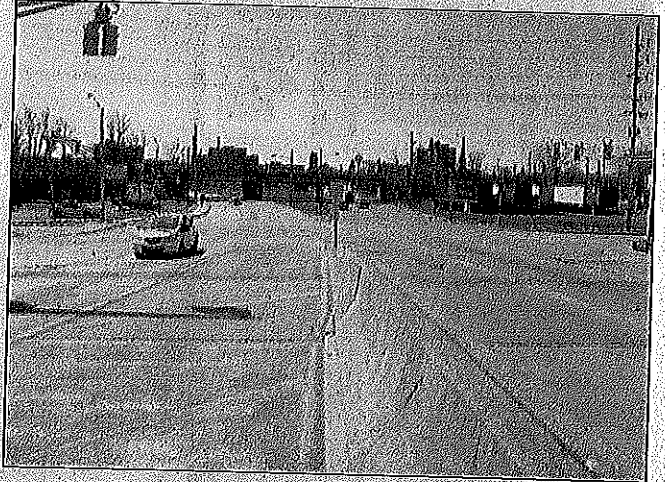
City Utilities spokesman Frank Suarez said the two streets were made one way decades ago - nobody is quite sure when - to accommodate the nearly 10,000 people who worked at the nearby General Electric complex. But with that operation now closed, slower two-way is considered more

compatible with the city's recent efforts to attract and keep more people downtown.

Gunawardena said construction bids could be opened in May, with work beginning in June and completion in the fall. Traffic lights have already been installed on Ewing and Fairfield to accommodate two-way traffic when it comes, and the intersection is expected to remain open during most of the project.

"It's a complicated intersection, and the roundabout is ideal for dealing with it," he added.

Although the area near Ewing and Fairfield has already seen several improvements in recent years - most notably Parkview Field and the city's Harrison Square project - Suarez said the changes will help continue that trend. The University



By Kevin Leininger of The News-Sentinel

This is how the intersection of Ewing Street, Fairfield Avenue, Superior Street and Wells Street looks today.

of Saint Francis is already in the process of developing a downtown campus, and Redevelopment Director Greg Leatherman said the two-way streets should make 3.6 acres of city-owned land west of Parkview Field more

attractive to potential developers of a proposed residential-commercial project.

Main Street between Jackson Street and Maiden Lane will also be narrowed from four lanes to three, Gunawardena said.

Pedestrian paths set for Bass Road

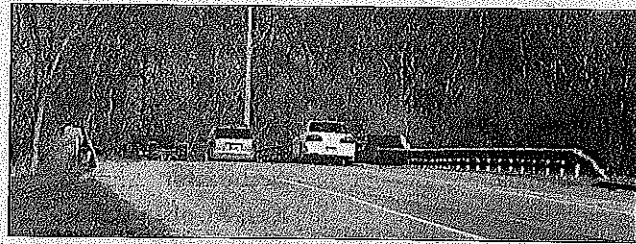
VIVIAN SADE
The Journal Gazette

Pedestrian paths will be added to an existing Bass Road bridge deck over Interstate 69 after the Allen County commissioners approved an agreement Friday.

The bridge pact between the county, the Indiana Department of Transportation and Northern Indiana Regional Coordinating Council will allow the widening of a bridge deck to accompany pedestrian paths along Bass Road.

INDOT is paying for the bridge work, and it "only made sense to add the pedestrian paths," said Mike Thomson, an engineer with the Allen County Highway Department.

INDOT will pay the projected \$600,000 cost for bridge deck maintenance and updates and has agreed



Michelle Davies | The Journal Gazette

This Bass Road bridge, which crosses over Interstate 69, will be widened to add pedestrian paths.

to reimburse the county for the cost of the pedestrian path portion of the project.

Bids for the project are expected to go out next year, and construction could start soon after and continue into 2016, Thomson said.

In a related project, the commissioners approved a \$14,000 traffic study of the Hadley Road railroad crossing to determine the fastest path measurements for two planned roundabouts.

The pedestrian bridge

agreement and the traffic study are part of a larger five-phase Bass Road project that will take place in the next few years.

The plans include intersection upgrades, widening, trails and road shoulder, drainage and bridge improvements.

The estimated cost of the entire project is \$38.5 million, with federal funding covering about 80 percent of the project's cost.

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JG 4-26-14

