

Transportation Improvement Program

2016-2019

NIRCC
Northeastern Indiana Regional Coordinating Council

The FY 2016-2019 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.

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

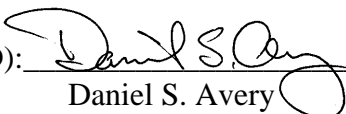
WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

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 7, 2015 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.

(SIGNED):  _____
Daniel S. Avery

(DATE): _____ April 7, 2015 _____

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LIST OF INITIALS AND ACRONYMS USED

3C - Continuing, Comprehensive, and Cooperative Planning Process
AC - Allen County
ADT - Average Daily Travel
AADT - Annual Average Daily Travel
CBD - Central Business District
CITILINK - Fort Wayne Public Transportation Corporation
CN - Construction Phase
FHWA - Federal Highway Administration
FTA-Federal Transit Administration
FW - Fort Wayne
FY - Fiscal Year
GR - Grabill
HT - Huntertown
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

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 bi-annually (every two years) 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 2016, 2017, 2018 and 2019) represent committed projects by local governments.

INDOT projects listed in this TIP includes projects for Fiscal Years 2016 through 2019.

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 Holocher - City of Fort Wayne
Mayor Terry McDonald - Allen County Commissioner Representative
Commissioner Donald Grogg - DeKalb County
Councilman Alan Middleton - DeKalb County Council
Gene Donaghy - Governor Appointee
Commissioner Kevin Woodward - Wells County
Councilman Todd Mahnensmith – Wells County Council
Commissioner Larry Macklin – Adams County
Councilman 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
 - David Bailey - 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.
 - Jason Kaiser – Technical Services Director

Non-Voting members include:

- a. Federal Highway Administration
 - Joyce Newland - Federal Highway Administration
- b. Indiana Department of Transportation, Manager; Program Development
 - Jay Mitchell - 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
- Brian Sechler - Allen County Representative
- Tiffani Barker - Allen County Representative
- Dana Plattner - Indiana Department of Transportation Representative
- Michelle Wood - Allen County Plan Commission
- Paul Spoelhof – Fort Wayne Planning

The membership of TTC is composed of the following non-voting representatives:

- Joyce Newland - Federal Highway Administration Representative
- Jay Mitchell - 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 Sector Transportation Provider)
- Duke Brown - Yellow Taxi Cab & Downtown PediTaxi (Private Sector Transportation Provider)
- Cindy Geisman - Turnstone Center
- Gina Gibson - Allen County Council on Aging
- 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

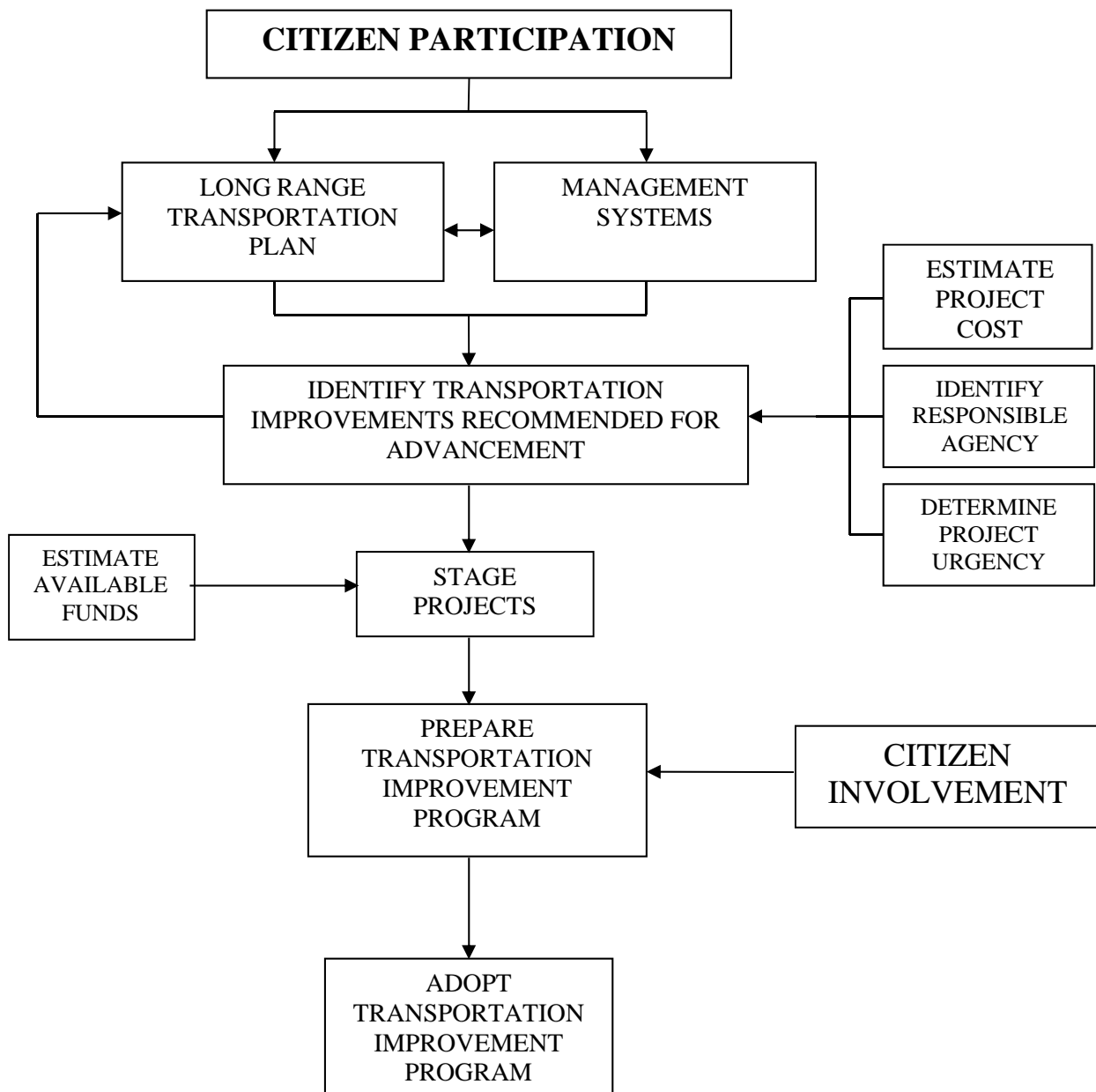
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 16–FY 19 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. Currently 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 a bi-annual (every two years) 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, 2015 to June 30, 2019 for local and state projects and January 1, 2015 to December 31, 2018 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 current 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 2016-2019 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)

1 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 Stelling 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)

Reconstruction and Realignment

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

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 Stelling 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)
- 2 Liberty Mills Rd and West County Line Road (35-065)
- 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

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

Reconstruct Railroad Grade Separation

- 2 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

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

FORECAST OF AVAILABLE FUNDS

The most limiting factor affecting transportation improvements continue to be the financial resources available to the Metropolitan Planning Organization and local public agencies within the region. The growth and development experienced in the Fort Wayne-New Haven-Allen County Transportation Study Area and the desire to encourage economic development, has only served to exacerbate this problem.

It is increasingly important to provide all implementing agencies including INDOT with good planning information on projected needs and system 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 state resources 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 Alternatives Program (TAP), Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5317), Urban Area Formula Program (Section 5307) and Capital Program (Section 5309), and Rural Transit (Section 5311). 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, and agreement on spending Prior Year Balances, the amount of available funds for programming projects in the urban area for Fiscal Years 2016 through 2019 in the Transportation Improvement Program is approximately 59,688,000 dollars (see Table 1).

Surface Transportation Program (STP) funds are also available for the rural area of Allen County for transportation projects. Allen County and communities such as Woodburn and Monroeville are eligible to apply 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. The Indiana Department of Transportation administers the “project call” and selection of projects for these funds.

Rail Highway Crossing funds are available to upgrade warning devices at in 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, priorities and funding availability.

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.

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 \$2,094,020 from State Public Mass Transportation Funds (PMTF) for FY 16. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$2,796,555 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 16 through FY 19 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 2015 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, Congestion Mitigation Air Quality, Transportation Alternatives Program and Highway Safety Improvement Program

| FISCAL YEAR | FUNDS AVAILABLE TO URBANIZED AREA | PROGRAMMED FUNDS | REMAINING FUNDS |
|----------------|--------------------------------------|------------------|-----------------|
| FY 16 | \$59,687,624* | \$61,086,800 | (\$1,399,176) |
| FY 17 | | | |
| FY 18 | | | |
| FY 19 | | | |

As indicated above the total program cost estimate is within a reasonable amount of the estimated federal funds from various transportation programs. Recognizing these numbers as estimates and factors such as: price favorability; unforeseen project cost increases and decreases for design and land acquisition; and construction cost volatility will undoubtedly affect these estimates, and the exact amount of federal funds available to the urban area is uncertain, FY2016-19 Transportation Improvement Program is reasonably constrained . Based on the estimated funds available and estimated project costs, the program is showing a slight (2.3%) over programmed amount.

*Includes annual allocations and prior year balances

Table 2
ALLOCATED FEDERAL FUNDS

| FUND TYPE | Area | FY 16 | FY 17 | FY 18 | FY 19 |
|------------------------------------|--|---------------------|---------------------|---------------------|---------------------|
| STP | | \$5,649,802 | \$5,649,802 | \$5,649,802 | \$5,649,802 |
| HSIP | Fort Wayne - New Haven - Allen County | \$1,124,303 | \$1,124,303 | \$1,124,303 | \$1,124,303 |
| CMAQ | Urbanized Area | \$2,002,743 | \$2,002,743 | \$2,002,743 | \$2,002,743 |
| TAP | | \$507,215 | \$507,215 | \$507,215 | \$507,215 |
| | Total | \$9,284,063 | \$9,284,063 | \$9,284,063 | \$9,284,063 |
| Prior Year Balances | | \$8,782,008 | \$1,757,364 | \$6,862,000 | \$5,150,000 |
| | Total Available for Programming | \$18,066,071 | \$11,041,427 | \$16,146,063 | \$14,434,063 |
| Group IV Funding | Statewide allocations to rural portions of Allen County including incorporated | \$1,310,000 | \$3,171,800 | \$2,573,800 | \$0 |
| Transportation Alternative Program | Statewide allocation to local agencies in Allen County | \$676,494 | \$546,063 | \$0 | \$0 |
| Recreational Trails Program | Statewide allocation to local agencies in Allen County | \$0 | \$0 | \$0 | \$0 |
| FTA 5307/5339/5340 | | | | | |
| Operating | | \$0 | \$0 | \$0 | \$0 |
| Capital | | \$826,813 | \$2,388,550 | \$472,000 | \$1,328,000 |
| Matching Funds | | | | | |
| JURISDICTION | | FY 16 | FY 17 | FY 18 | FY 19 |
| Allen County | | \$2,793,700 | \$2,748,200 | \$1,392,500 | \$360,000 |
| Fort Wayne | | \$1,201,600 | \$644,800 | \$3,417,500 | \$3,111,900 |
| New Haven | | \$40,000 | \$0 | \$37,500 | \$0 |
| Grabill | | \$0 | \$0 | \$0 | \$0 |
| Huntertown | | \$327,500 | \$0 | \$0 | \$0 |
| Fort Wayne PTC | | | | | |
| Operating | | \$8,340,354 | \$8,613,045 | \$8,908,963 | \$9,275,248 |
| Capital | | \$155,319 | \$356,415 | \$90,500 | \$243,765 |

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 2010 through 2014. 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 \$2,400,000, 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 | 2010 | 2011 | 2012 | 2013 | 2014 |
| Salaries | \$ 4,348,823 | \$ 4,600,116 | \$ 4,625,090 | \$ 4,685,045 | \$ 4,855,597 |
| Fringe Benefits | 3,811,347 | 3,404,111 | 3,346,056 | 3,513,884 | 3,905,386 |
| Contract Services | 663,556 | 637,003 | 729,722 | 778,321 | 962,452 |
| Materials & Supplies | 1,548,453 | 1,652,171 | 1,762,659 | 1,852,544 | 1,917,325 |
| Utilities | 102,288 | 94,669 | 95,112 | 120,695 | 147,060 |
| Casualty/Liability | 238,934 | 285,079 | 231,709 | 242,271 | 238,819 |
| Taxes | 930 | 931 | 3,197 | 2,750 | 1,948 |
| Purchased Transportation | 80,850 | 77,847 | 108,571 | 66,727 | 76,736 |
| Other | 180,315 | 175,095 | 174,074 | 179,832 | 144,847 |
| Total Expenses | \$ 10,975,496 | \$ 10,927,022 | \$ 11,076,190 | \$ 11,442,069 | \$ 12,250,170 |

| CITILINK ACTUAL OPERATING REVENUES | | | | | |
|------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| REVENUE ITEMS | 2010 | 2011 | 2012 | 2013 | 2014 |
| Fare Revenue | \$ 1,226,448 | \$ 1,348,000 | \$ 1,407,327 | \$ 1,378,905 | \$ 1,402,938 |
| Other | 89,544 | 135,374 | 240,665 | 554,755 | 649,718 |
| Local Assistance | 5,330,836 | 5,177,480 | 5,375,734 | 5,513,252 | 5,738,647 |
| State Assistance | 1,903,153 | 1,898,399 | 2,058,316 | 1,971,789 | 2,023,209 |
| Federal Assistance | 2,425,515 | 2,367,769 | 1,994,148 | 2,023,368 | 2,435,658 |
| Total Revenues | \$ 10,975,496 | \$ 10,927,022 | \$ 11,076,190 | \$ 11,442,069 | \$ 12,250,170 |

**Table 2
Future Projected Operating Budgets and Forecasted Revenue
2016-2019**

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

| CITILINK OPERATING EXPENSES FORECAST | | | | |
|--------------------------------------|----------------------|----------------------|----------------------|----------------------|
| EXPENSE ITEMS | 2016 | 2017 | 2018 | 2019 |
| Salaries | \$ 5,152,315 | \$ 5,255,361 | \$ 5,360,468 | \$ 5,467,678 |
| Fringe Benefits | 4,726,863 | 5,028,118 | 5,356,348 | 5,714,187 |
| Contract Services | 806,152 | 814,213 | 822,355 | 830,579 |
| Materials & Supplies | 1,865,597 | 1,886,260 | 1,907,211 | 1,928,456 |
| Utilities | 156,000 | 156,000 | 156,000 | 156,000 |
| Casualty/Liability | 306,232 | 308,876 | 311,559 | 314,282 |
| Taxes | 3,727 | 3,783 | 3,840 | 3,897 |
| Purchased Transportation | - | - | - | - |
| Other | 214,043 | 216,162 | 218,302 | 220,463 |
| Total Expenses | \$ 13,230,929 | \$ 13,668,773 | \$ 14,136,083 | \$ 14,635,542 |

| CITILINK OPERATING REVENUES FORECAST | | | | |
|--------------------------------------|----------------------|----------------------|----------------------|----------------------|
| REVENUE ITEMS | 2016 | 2017 | 2018 | 2019 |
| Fare Revenue | \$ 1,645,518 | \$ 1,727,794 | \$ 1,814,184 | \$ 1,904,893 |
| Other | 638,387 | 658,927 | 680,416 | 702,035 |
| Local Assistance | 6,045,623 | 6,226,992 | 6,413,802 | 6,606,216 |
| State Assistance | 2,094,020 | 2,167,311 | 2,243,167 | 2,321,678 |
| Federal Assistance | 2,807,381 | 2,887,749 | 2,984,514 | 3,100,720 |
| Total Revenues | \$ 13,230,929 | \$ 13,668,773 | \$ 14,136,083 | \$ 14,635,542 |

**Table 3
Projected Formula Capital Funds
2016-2019**

The table below shows the projected federal formula (5307 & 5339) 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 |
| 2016 | \$2,174,337 | \$3,829,707 | \$6,004,044 | \$708,844 | \$0 | \$708,844 | \$6,712,888 |
| 2017 | \$2,180,676 | \$4,097,786 | \$6,278,462 | \$553,525 | \$0 | \$553,525 | \$6,831,987 |
| 2018 | \$1,001,495 | \$4,384,631 | \$5,386,126 | \$197,110 | \$300,000 | \$497,110 | \$5,883,236 |
| 2019 | \$1,930,173 | \$4,691,555 | \$6,621,728 | \$406,610 | \$0 | \$406,610 | \$7,028,338 |
| | FEDERAL | (DEDUCT | FEDERAL | FEDERAL | LOCAL | LOCAL | LOCAL |
| | CAPITAL | CAP/MTC., | CAPITAL (5307) | CAPITAL | CAPITAL | CAPITAL | CAPITAL |
| YEAR | AVAILABLE | COMP PARATR. | PROGRAMMED | CARRYOVER | AVAILABLE | PROGRAMMED | CARRYOVER |
| 2016 | \$6,004,044 | \$2,996,555 | \$826,813 | \$2,180,676 | \$708,844 | \$155,319 | \$553,525 |
| 2017 | \$6,278,462 | \$2,888,417 | \$2,388,550 | \$1,001,495 | \$553,525 | \$356,415 | \$197,110 |
| 2018 | \$5,386,126 | \$2,983,953 | \$472,000 | \$1,930,173 | \$497,110 | \$90,500 | \$406,610 |
| 2019 | \$6,621,728 | \$3,083,311 | \$1,328,000 | \$2,210,417 | \$406,610 | \$243,765 | \$162,845 |

**SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND
INDIVIDUALS WITH DISABILITIES OPERATIONAL AND CAPITAL
ASSISTANCE AND PRIVATE ENTERPRISE PARTICIPATION**

OPERATIONAL

In FY15, the Community Transportation Network (CTN) applied for and was awarded Section 5310 Operational Assistance for the provision of 15,149 additional medical transportation trips during a two project period (2015 thru 2016). The total cost of the project is 409,000 (204,500 per year) dollars of which fifty percent, 204,500 (102,250 per year) dollars will be paid for with federal funds. CTN will provide the local matching dollars of 204,500 (102,250 per year).

CAPITAL

In FY14, Aging and In-Home Services of Northeastern Indiana (AIHS), Byron Health Center, and the Community Transportation Network (CTN) applied for and were awarded Section 5310 Capital Assistance for the purchase of vehicles.

AIHS was awarded capital assistance for the purchase of two (2) low floor mini-vans with ramps. The total cost for both low floor mini-vans is 80,000 (40,000 each) dollars of which eighty percent, 64,000 (32,000 each) dollars will be paid for with federal funds. AIHS will provide the local matching dollars of 16,000 (8,000 each) for the requested vehicles. The vehicles will be used to transport seniors and persons with disabilities to nutrition sites, medical appointments, dialysis centers, grocery stores, adult day services, social services, and well-being trips. The service area will be within the urbanized area of Allen County. The new vehicles will be replacing an existing 2006 mini-van with a ramp with 100,000 miles and an existing 2007 mini-van with a ramp with 100,000 miles.

Byron Health Center was awarded capital assistance for the purchase of one (1) medium transit vehicle with a lift. The total cost of the medium transit vehicle is 52,000 dollars of which eighty percent, 41,600 dollars will be paid for with federal funds. AIHS will provide the local matching dollars of 10,400 for the requested vehicle. The vehicle will be used transport residents with disabilities to healthcare, recreational, and social activities. The service area will be within the urbanized area of Allen County. The new vehicle will be replacing an existing 2006 Type A Passenger Van without a lift with approx. 60,000.

The Community Transportation Network was awarded capital assistance for one (1) small transit vehicle with a lift. The total cost the small transit vehicle is 50,000 dollars of which eighty percent, 40,000 dollars will be paid for with federal funds. The Community Transportation Network will provide the local matching dollars of 10,000 for the requested vehicle. The vehicle will be used to transport elderly and/or disabled persons to healthcare and adult daycare. The new vehicle will be replacing an existing 2009 Type C van with approx. 108,000 miles.

The FY15 Section 5310 Capital Assistance Call for Projects was issued in February 2015 with the deadline for submissions in April 2015. The anticipated award date is June 2015. An update of this funding will be made in August 2015.

AWARDS PROCESS

The Northeastern Indiana Regional Coordinating Council, the designated Metropolitan Planning Organization (MPO) for the Fort Wayne Urbanized Area has maintained the Transit Planning Committee (TPC) and it's subcommittee, the Transportation Advisory Committee (TAC) to

assist in the planning and evaluation of transportation services for seniors and individuals with disabilities. The TPC reviews, prioritizes, and selects the operational projects being requested from the Section 5310 Operational Assistance program. The TAC reviews, prioritizes, and selects the vehicles being requested from the Section 5310 Capital Assistance program. The Urban Transportation Advisory Board provides final approval of the selections from both the Operational and Capital Assistance programs.

PRIVATE ENTERPRISE PARTICIPATION

Participating on the TPC and TAC are private-for-profit transportation providers, which ensures their involvement in the transportation planning process. In addition, all known area providers, including private-for-profit transportation providers, are notified directly of each Section 5310 Call for Projects. 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 2016-2019

Local TIP Projects for FY 2016 - 2019

URBAN PROJECTS

| Des Number | LOCATION | Project Description | FY 16 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|--------------|--|---|-------|-------|-------|---------------------|---------------------|--------------|
| 1382100 | Allen County Bridges | Bridge Inspections | | AC | PE | \$342,375 | \$273,900 | BR |
| 1382492 | Bass Road - Clifty Parkway to Thomas Road | Road Reconstruction | | AC | RW | \$926,125 | \$740,900 | STP |
| 1400694 | *Broadway Street/Landin Road - North River Rd to Powers St | Road Reconstruction & Intersection Improvement | | NH | PE | \$640,000 | \$512,000 | CMAQ |
| 1401332 | Closed Circuit Television Cameras (CCTV) - 16 locations Fort Wayne | Traffic Management | | FW | CN | \$240,000 | \$192,000 | CMAQ |
| 0901798 | Dupont Road - Lima Road/State Road 3 to Coldwater Road | Added Travel Lanes & Pedestrian Underpass | | FW | RW | \$1,000,000 | \$800,000 | STP |
| 0400584 | *Gump Road - SR 3 to Coldwater Road | Road Reconstruction | | AC | CN | \$9,082,200 | \$7,265,700 | STP |
| 1173162 | Maplecrest Road - State Boulevard to Stellhorn Road | Road Reconstruction | | FW | PE | \$1,001,250 | \$801,000 | STP |
| 1382818 | Minnich Road and Tillman Road Intersection | Intersection Improvement | | AC | PE | \$201,444 | \$181,300 | HSIP |
| 1400970 | Pedestrian Countdown Indicators - Various locations in Fort Wayne | Signal Modernization | | FW | CN | \$207,000 | \$186,300 | HSIP |
| 0710322 | St Joe Center Road - Clinton Street to Campus Court | Center Left-Turn Lane & Intersection Improvements | | FW | PE | \$418,313 | \$334,650 | CMAQ |
| 1400969 | Signal Interconnections - 91 intersection locations in Fort Wayne | Signal Modernization | | FW | CN | \$460,000 | \$414,000 | HSIP/CMAQ |
| 0400587 | State Boulevard - Spy Run Avenue to Cass Street | Added Travel Lanes | | FW | RW | \$2,300,000 | \$1,840,000 | STP |
| 1400453 | Traffic Signal Upgrades | Traffic Signal Visibility Improvements | | FW | CN | 2,596,000 | \$2,596,000 | HSIP |
| 1592196 | *UPWP CMAQ Funds | Element 223 | | NIRCC | PE | \$20,000 | \$16,000 | CMAQ |
| Total | | | | | | \$19,434,707 | \$16,153,750 | |

| Des Number | LOCATION | Project Description | FY 17 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|--------------|--|---|-------|-------|-------|---------------------|---------------------|--------------|
| 0902238 | Bass Road and Hadley Road Intersection | Intersection Improvements | | AC | CN | \$3,420,375 | \$2,736,300 | CMAQ |
| 1382493 | *Bass Road - Shakespeare Boulevard to Clifty Parkway (& Bridges) | Road Reconstruction | | AC | CN | \$8,206,300 | \$6,085,000 | STP |
| 1401272 | Bass Road - Thomas Road to Hillegas Road | Road Reconstruction | | AC | RW | \$690,325 | \$552,260 | STP |
| 0901973 | *Carroll Road (Huntertown) - Preserve Blvd to Bethel Road | Road Reconstruction | | HT | CN | \$671,063 | \$536,850 | STP |
| 1297238 | *Liberty Mills Road and County Line Road Intersection | Intersection Improvement/Realignment | | AC | RW | \$206,375 | \$165,100 | CMAQ |
| 1173162 | Maplecrest Road - State Boulevard to Stellhorn Road | Road Reconstruction | | FW | RW | \$1,000,000 | \$800,000 | STP |
| 1382818 | Minnich Road and Tillman Road Intersection | Intersection Improvement | | AC | RW | \$172,222 | \$155,000 | HSIP |
| 0710990 | *Pufferbelly Trail - State Blvd to Fernhill Avenue | New Trail Construction | | FW | CN | \$1,872,167 | \$1,497,733 | STP/TAP |
| 1600772 | | | | | | | | |
| 0710322 | St Joe Center Road - Clinton Street to Campus Court | Center Left-Turn Lane & Intersection Improvements | | FW | RW | \$250,000 | \$200,000 | CMAQ |
| 0810457 | *Six Mile Creek - Southtown Center to Lemar Drive | New Trail Construction | | FW | CN | \$1,041,800 | \$833,440 | TAP |
| 1600541 | *UPWP - Planning (PL) Funds | for Work Program Activities | | NIRCC | PE | \$1,210,000 | \$968,000 | PL |
| 1600541 | *UPWP - Highway Safety Improvement Program (HSIP) Funds | for Work Program Activities | | NIRCC | PE | \$73,400 | \$58,700 | HSIP |
| 1382497 | Washington Center Road over Spy Run Creek | Bridge Reconstruction | | AC | RW | \$125,000 | \$100,000 | STP |
| Total | | | | | | \$18,939,027 | \$14,688,383 | |

URBAN PROJECTS

| Des Number | LOCATION | Project Description | FY 18 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|-------------------|---|--|--------------|------------|--------------|---------------------|----------------------|---------------------|
| 0901798 | Dupont Road - Lima Road/State Road 3 to Coldwater Road | | | FW | CN | \$12,250,000 | \$9,800,000 | STP/TAP |
| | | <i>Added Travel Lanes & Pedestrian Underpass</i> | | | | | | |
| 1297238 | Liberty Mills Road and County Line Road Intersection | | | AC | CN | \$1,740,000 | \$1,392,000 | CMAQ |
| | | <i>Intersection Improvement/Realignment</i> | | | | | | |
| 1382818 | Minnich Road and Tillman Road Intersection | | | AC | CN | \$1,611,111 | \$1,450,000 | HSIP |
| | | <i>Intersection Improvement</i> | | | | | | |
| 1005151 | *State Boulevard - Spy Run Avenue to Clinton Street | | | FW | CN | \$2,300,000 | \$1,840,000 | STP |
| | | <i>Added Travel Lanes</i> | | | | | | |
| 1600541 | *UPWP - Planning (PL) Funds | | | NIRCC | PE | \$875,400 | \$700,300 | PL |
| | | <i>for Work Program Activities</i> | | | | | | |
| 1600541 | *UPWP - Highway Safety Improvement Program (HSIP) Funds | | | NIRCC | PE | \$73,400 | \$58,700 | HSIP |
| | | <i>for Work Program Activities</i> | | | | | | |
| 1382497 | Washington Center Road over Spy Run Creek | | | AC | CN | \$1,200,000 | \$960,000 | STP |
| | | <i>Bridge Reconstruction</i> | | | | | | |
| 1592872 | Allen County Bridges | | | AC | PE | \$357,300 | \$285,900 | BR |
| | | <i>Bridge Inspections</i> | | | | | | |
| | | | | | Total | \$20,407,211 | \$16,486,900 | |

| Des Number | LOCATION | Project Description | FY 19 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|-------------------|--|--|--------------|------------|--------------|---------------------|----------------------|---------------------|
| 1401273 | *Bass Road - Hadley Road to Scott Road | | | AC | RW | \$2,320,288 | \$1,856,230 | STP |
| | | <i>Road Reconstruction</i> | | | | | | |
| 1400694 | *Broadway Street/Landin Road - North River Rd to Powers St | | | NH | RW | \$187,500 | \$150,000 | STP |
| | | <i>Road Reconstruction & Intersection Improvement</i> | | | | | | |
| 1173162 | Maplecrest Road - State Boulevard to Stellhorn Road | | | FW | CN | \$10,350,000 | \$8,280,000 | STP |
| | | <i>Road Reconstruction</i> | | | | | | |
| 0710322 | *St Joe Center Road - Clinton Street to Campus Court | | | FW | CN | \$3,337,500 | \$2,670,000 | CMAQ |
| | | <i>Center Left-Turn Lane & Intersection Improvements</i> | | | | | | |
| 1005154 | State Boulevard - Clinton Street to Cass Street | | | AC&FW | CN | \$1,800,000 | \$1,440,000 | STP |
| | | <i>Bridge over Spy Run Creek</i> | | | | | | |
| 1005154 | State Boulevard - Clinton Street to Cass Street | | | AC&FW | CN | \$4,584,500 | \$3,667,600 | STP |
| | | <i>Added Travel Lanes</i> | | | | | | |
| 1005154 | State Boulevard - Clinton Street to Cass Street | | | AC&FW | CN | \$625,000 | \$500,000 | CMAQ |
| | | <i>Pedestrian Bridge over State Blvd</i> | | | | | | |
| 1592872 | Allen County Bridges | | | AC | PE | \$41,700 | \$33,333 | BR |
| | | <i>Bridge Inspections</i> | | | | | | |
| | | | | | Total | \$23,246,488 | \$18,597,163 | |

LOCAL TRANSPORTATION ALTERNATIVE PROJECTS (TAP) - Federal (State Funded)

| Des Number | LOCATION | Project Description | FY 16 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|-------------------|--|-------------------------------|--------------|------------|--------------|-------------------|----------------------|---------------------|
| 0810513 | Covington Road Trail - West Hamilton Road to Beal - Taylor Ditch | | | FW | CN | \$845,300 | \$676,240 | TAP |
| | | <i>New Trail Construction</i> | | | | | | |

LOCAL RURAL HIGHWAY PROJECTS - Federal (State Funded)

| Des Number | LOCATION | Project Description | FY 17 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|-------------------|---|----------------------------|--------------|------------|--------------|-------------------|----------------------|---------------------|
| 0901973 | *Carroll Road (Huntertown) - Preserve Blvd to Bethel Road | | | HT | CN | \$1,637,500 | \$1,310,000 | Group IV |
| | | <i>Road Reconstruction</i> | | | | | | |

| Des Number | LOCATION | Project Description | FY 18 | LPA | Phase | Total Cost | Federal Share | Funding Type |
|-------------------|--|----------------------------|--------------|------------|--------------|--------------------|----------------------|---------------------|
| 1383353 | *Ryan Road/Bruick Road - Dawkins Road to Harper Road | | | AC | CN | \$3,714,500 | \$3,171,800 | Group IV |
| | | <i>Road Reconstruction</i> | | | | | | |
| 1400826 | Ryan Road/Bruick Road - Harper Road to US 24 | | | AC | CN | \$3,217,250 | \$2,573,800 | Group IV |
| | | <i>Road Reconstruction</i> | | | | | | |
| | | | | | Total | \$6,931,750 | \$5,745,600 | |

LOCAL HIGHWAY PROJECTS - No Federal Funding

| LOCATION | Project Description | FY 16 | LPA | Phase | Total Cost |
|-----------------|---|--------------|--------------|--------------|--------------------|
| | Auburn Road and Wallen Road Intersection | | AC | CN | \$2,135,000 |
| | Diebold Road - Clinton Street to Dupont Road/SR 1 | | AC & FW | PE | \$300,690 |
| | Ellison Road - Bridge over Graham-McCulloch Ditch | | AC | RW | \$118,000 |
| | Landin Road, Maysville Road and Trier Road Intersection | | FW | CN | \$700,000 |
| | Maysville Road - Bridge over Bullerman Ditch | | AC | CN | \$606,000 |
| | Maysville Road - Stelhorn Road to Meijer Drive | | FW | CN | \$3,300,000 |
| | Melbourne Drive - Kirkmore Drive to Sherbrook Drive | | NH | CN | \$227,000 |
| | South Street - West Street to State Street | | NH | CN | \$325,000 |
| | West Hamilton Road - Bridge over Beal-Taylor Ditch | | AC | CN | \$1,456,300 |
| | N. West Street & Hoff Court | | NH | CN | \$111,000 |
| | | | Total | | \$9,278,990 |

| LOCATION | Project Description | FY 17 | LPA | Phase | Total Cost |
|-----------------|---|--------------|--------------|--------------|--------------------|
| | Diebold Road - Clinton Street to Dupont Road/SR 1 | | AC & FW | RW & CN | \$2,751,500 |
| | State Street - Bridge over Bullerman Ditch | | AC | CN | \$1,740,000 |
| | | | Total | | \$4,491,500 |

| LOCATION | Project Description | FY 18 | LPA | Phase | Total Cost |
|-----------------|---|--------------|------------|--------------|-------------------|
| | Goshen Avenue - State Boulevard to Coliseum Boulevard | | FW | CN | \$8,000,000 |

| LOCATION | Project Description | TBD | LPA | Phase | Total Cost |
|-----------------|---|------------|--------------|--------------|--------------------|
| | Ellison Road - Bridge over Graham-McCulloch Ditch | | AC | CN | \$640,000 |
| | Hathaway Road and Corbin Road Intersection | | AC | CN | \$745,200 |
| | Leesburg Road - Main Street to West Jefferson Boulevard | | FW | CN | \$5,000,000 |
| | Ludwig Road and Coldwater Road Intersection | | FW | CN | \$3,500,000 |
| | | | Total | | \$9,885,200 |

LOCAL TRAIL PROJECTS - No Federal Funding

| LOCATION | Project Description | LPA | Phase | Total Cost | CN Year |
|-----------------|---|--------------|--------------|--------------------|----------------|
| | Bluffton Road - Lower Huntington Road to West Foster Park | FW | CN | \$900,000 | 2016-2017 |
| | Cougar Trail - Swinney Park to University of Saint Francis | FW | CN | \$800,000 | TBD |
| | Hanna Street - Burns Boulevard to US 27 | FW | CN | \$250,000 | 2016 |
| | Hanna Street - Wallace Street to Pontiac Street | FW | CN | \$260,000 | 2016 |
| | Illinois Road - Rockhill Park to Magnavox Way | FW | CN | \$2,400,000 | 2016 |
| | Johnny Appleseed Trail - California Road to St Joe Center Road | FW | CN | \$352,600 | 2017 |
| | Lake Avenue & Pemberton Levee - Randalia Drive to Coliseum Blvd | FW | CN | \$1,200,000 | 2016 |
| | Liberty Mills Road - Homestead Road to Middle Grove Road | FW | CN | \$260,000 | 2016 |
| | Pufferbelly Trail - Wallen Road to Washington Center Road | FW | CN | \$500,000 | 2016 |
| | St Joe Center Road Trail - Meijer Drive to Chiswell Run & Wheelock Road to Mill Ridge Run | FW | CN | \$400,000 | 2016 |
| | Summit Park Project - Washington Center Road to Ludwig Road to Lima Road | FW | CN | \$1,200,000 | 2016 |
| | | Total | | \$8,522,600 | |





Phase
 PE-Preliminary Engineering
 RW-Right of Way
 CN-Construction
 CO-Change Order
 UT-Utility
 CE-Construction Engineering
 RR-Railroad

Funding Categories
 STP - Surface Transportation Program
 CMAQ - Congestion Mitigation and Air Quality
 HSIP - Highway Safety Improvement Program
 TAP - Transportation Alternatives Program
 BR - Bridge Funds






Agency
 AC-Allen County
 FW-Fort Wayne
 GR-Grabill
 HT-Huntertown
 NH-New Haven

Local TIP

Projects FY 16 - 19

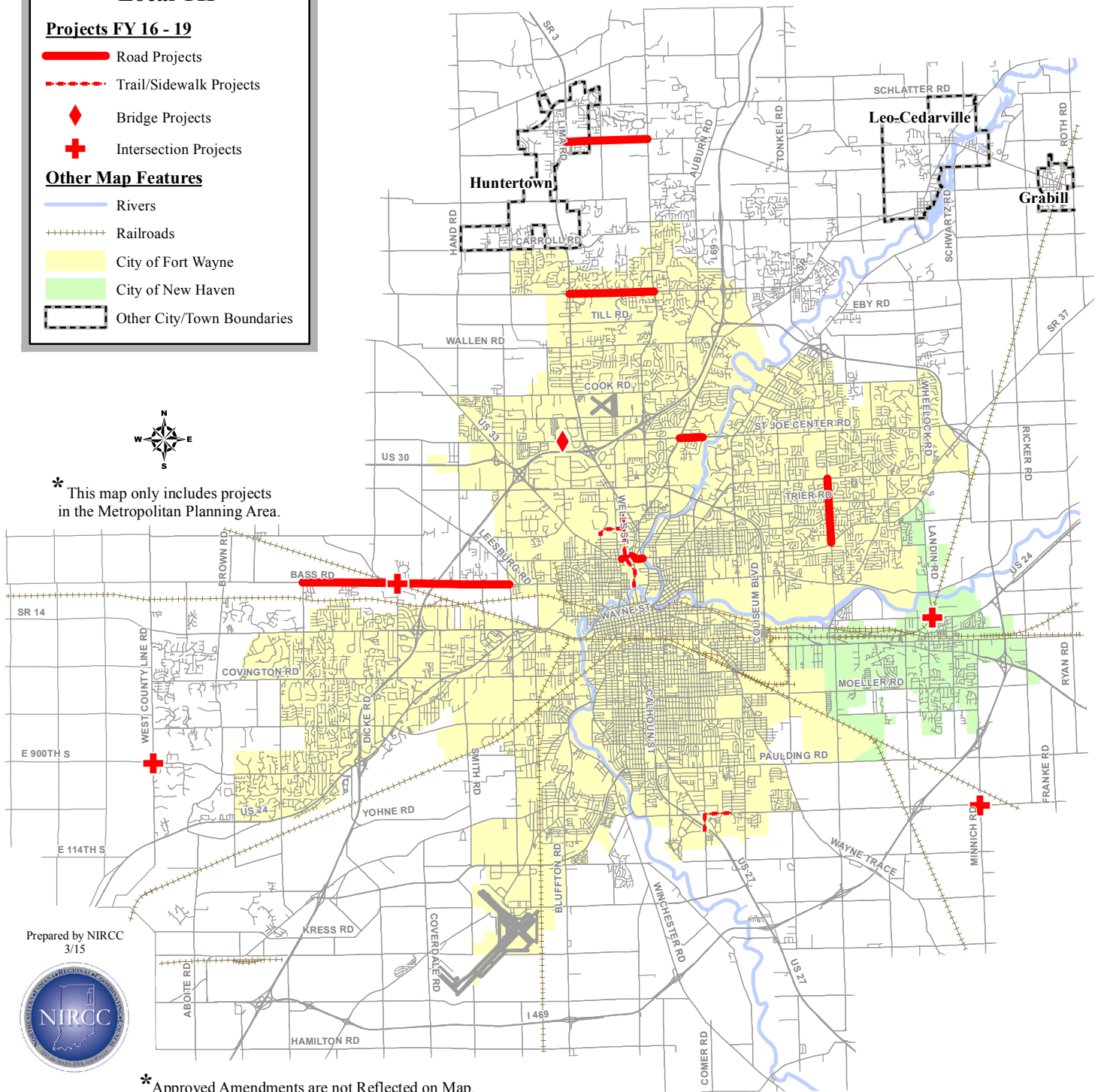
-  Road Projects
-  Trail/Sidewalk Projects
-  Bridge Projects
-  Intersection Projects

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
3/15



* Approved Amendments are not Reflected on Map.

| Project Location (Description of Project) <i>Fund Type</i> | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Pri- ority | LPA | A/M |
|--|----------------------|-------|--------------------------|--------|---------------------|-------------------|-------------------|---------------|-----|---------------------------|
| Allen County Bridges | | | | | | | | | | |
| (Bridge Inspections) | 1382100 | PE | 297.8 | 2014 | 238.2 | 0.0 | 59.6 | | AC | 17-276 |
| | 1592872 | PE | 342.4 | 2016 | 273.9 | 0.0 | 68.5 | | AC | |
| | | PE | 357.3 | 2018 | 285.9 | 0.0 | 71.5 | 1 | AC | |
| | | PE | 41.7 | 2019 | 33.3 | 0.0 | 8.3 | 2 | AC | |
| | | PE | 410.8 | 2020 | 328.7 | 0.0 | 82.2 | 3 | AC | |
| <i>BR</i> | | PE | 42.9 | 2021 | 34.3 | 0.0 | 8.6 | 4 | AC | |
| Bass Rd & Hadley Rd Intersection | 30-050 | | | | | | | | | |
| (Intersection Improvements) | 0902238 (0400582) | RW | 615.0 | 2013 | 492.0 | 0.0 | 123.0 | | AC | |
| | | CN | 3420.4 | 2017 | 2736.3 | 0.0 | 684.1 | 2 | AC | |
| <i>CMAQ</i> | | | | | | | | | | |
| *Bass Rd: Shakespeare Blvd to Clifty Parkway (includes Bridge #92 DES #1173657 & I-69 Bridge DES #1383241) | 35-072 (0400582) | | | | | | | | | |
| (Road Reconstruction) | 1382493 | RW | 558.3 | 2014 | 446.6 | 0.0 | 111.7 | | AC | 17-285 16-247 16-26 |
| | 1173657 | CN | 625.0 | 2017 | 500.0 | 0.0 | 125.0 | 2 | AC | |
| | 1382493 | CN | 6081.3 | 2017 | 4865.0 | 0.0 | 1216.3 | 2 | AC | |
| | 1383241 | CN | 1500.0 | 2017 | 720.0 | 0.0 | 780.0* | 2 | AC | |
| <i>*Includes INDOT's share</i> | | | | | | | | | | |
| <i>STP</i> | | | | | | | | | | |
| Bass Rd: Clifty Parkway to Thomas Rd | 35-073 | | | | | | | | | |
| (Road Reconstruction) | 1382492 | RW | 926.1 | 2016 | 740.9 | 0.0 | 185.2 | 1 | AC | |
| | | CN | 4255.0 | (2020) | 3404.0 | 0.0 | 851.0 | | AC | |
| <i>STP</i> | | | | | | | | | | |
| Bass Rd: Thomas Rd to Hillegas Rd | 35-074 | | | | | | | | | |
| (Road Reconstruction) | 1401272 | RW | 690.3 | 2017 | 552.2 | 0.0 | 138.1 | 1 | AC | |
| | | CN | 4125.0 | (2020) | 3300.0 | 0.0 | 825.0 | | AC | |
| <i>STP</i> | | | | | | | | | | |
| *Bass Rd: Hadley Rd to Scott Rd | 35-075 | | | | | | | | | |
| (Road Reconstruction) | 1401273 | RW | 2320.3 | 2019 | 1856.2 | 0.0 | 464.1 | 1 | AC | 16-248 |
| | | CN | 11375.0 | TBD | 9100.0 | 0.0 | 2275.0 | | AC | |
| <i>STP</i> | | | | | | | | | | |
| *Broadway St/Landin Rd: North River Rd to Powers St | 35-053 | | | | | | | | | |
| (Road Reconstruction & Intersection Improvement) | 1400694 | PE | 640.0 | 2016 | 512.0 | 0.0 | 128.0 | 1 | NH | 16-149 |
| (1601931 bridge over Maumee River) | 1601931 | RW | 187.5 | 2019 | 150.0 | 0.0 | 37.5 | 3 | NH | 17-303 17-284 |
| | | CN | 1200.0 | TBD | 960.0 | 0.0 | 240.0 | | NH | |
| <i>CMAQ/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- ority | LPA | A/M |
|---|-----------------------|------------------------------|---|--------------------------------------|--|----------------------------------|--|---------------------|------------------------------|------------------------------|
| *Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction) | 25-076 0901973 | PE RW | 284.8 84.0 | 2011 2014 | 227.8 67.2 | 0.0 0.0 | 57.0 16.8 | | HT HT | |
| Project Let - 1-19-17 | | CN *CN^ | 1637.5 671.1 | 2017 2017 | 1310.0 536.9 | 0.0 0.0 | 327.5 134.2 | 2 2 | HT HT | 16-14 17-286 |
| <i>Group IV ^STP</i> | | | | | | | | | | |
| CCTV Cameras installed at various intersections in Fort Wayne Traffic Management | 1401332 | PE CN | 29.2 240.0 | 2015 2016 | 0.0 192.0 | 0.0 0.0 | 29.2 48.0 | 1 | FW FW | |
| <i>CMAQ Let 7-8-15</i> | | | | | | | | | | |
| *Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction) | 0810513 | PE RW CN CE | 148.1 117.0 845.3 56.9 | 2010 2013 2016 2017 | 0.0 93.6 676.2 45.5 | 0.0 0.0 0.0 0.0 | 148.1 23.4 169.1 11.4 | 1 1 | FW FW FW FW | 16-181 16-151 |
| <i>TAP</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 | 1226.2 1000.0 | 2011 2016 | 981.0 800.0 ¹ | 0.0 0.0 | 245.2 200.0 | 1 | FW FW | |
| (Added Travel Lanes) (Pedestrian Underpass) <i>STP¹ / TAP²</i> | | CN CN | 11000.0 1250.0 | 2018 2018 | 8800.0 ¹ 1000.0 ² | 0.0 0.0 | 2200.0 250.0 | 3 3 | FW FW | |
| *Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction) | 25-030 0400584 | RW CN | 1000.0 9082.2 | 2011 2016 | 800.0 7265.7 | 0.0 0.0 | 200.0 1816.4 | 1 | AC AC | 16-241 16-245 |
| Project Let - 11-10-15 | | | | | | | | | | |
| <i>STP</i> | | | | | | | | | | |
| *Liberty Mills Rd & West County Line Road (Intersection Improvement/Realignment) | 30-070 1297238 | PE RW CN | 372.4 206.4 1740.0 | 2014 2017 2018 | 297.9 165.1 1392.0 | 0.0 0.0 0.0 | 74.5 41.3 348.0 | 1 3 | AC AC AC | 16-242 |
| <i>CMAQ</i> | | | | | | | | | | |
| *Maplecrest Rd: State Blvd to Stellhorn Rd (Road Reconstruction) <i>ITS Component Signals Interconnected & Online</i> | 10-017 1173162 | PE RW CN | 1001.3 2750.0 10350.0 | 2016 2017 2019 | 801.0 2200.0 8280.0 | 0.0 0.0 0.0 | 200.3 550.0 2070.0 | 1 2 4 | FW FW FW | 17-311 |
| <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 |
|--|------------------------|--------------|-----------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------------|------------|--------------------------------------|
| Minnich Rd and Tillman Rd (Intersection Improvement) | 1382818 | PE | 111.1 | 2015 | 100.0 | 0.0 | 11.1 | 1 | AC | |
| | | PE | 201.4 | 2016 | 181.3 | 0.0 | 20.1 | | AC | |
| | | RW | 172.2 | 2017 | 155.0 | 0.0 | 17.2 | 2 | AC | |
| | | CN | 1611.1 | 2018 | 1450.0 | 0.0 | 161.1 | 3 | AC | |
| <i>HSIP/STP</i> | | | | | | | | | | |
| Pedestrian Countdown Indicators on all Signalized intersections within the City of FW | 1400970 | | | | | | | | | |
| Signal Modernization | | PE | 13.0 | 2015 | 0.0 | 0.0 | 13.0 | | FW | |
| | | CN | 207.0 | 2016 | 186.3 | 0.0 | 20.7 | 1 | FW | |
| <i>HSIP Let 7-8-15</i> | | | | | | | | | | |
| *Project Implementation for Active Transportation Alternatives Bike Racks / Lockers (Element 223) | 1401095 | PE | 20.0 | 2015 | 16.0 | 0.0 | 4.0 | | NIRCC | |
| | 1592196 | PE | 20.0 | 2016 | 16.0 | 0.0 | 4.0 | 1 | NIRCC | |
| <i>CMAQ</i> | | | | | | | | | | |
| *Pufferbelly Trail: State Blvd to Fernhill Ave (New Trail Construction) | 0710990 1600772 | PE | 301.4 | 2010 | 241.1 | 0.0 | 60.3 | | FW | 16-243 16-246 17-301 17-305 |
| | | RW | 225.0 | 2014 | 180.0 | 0.0 | 45.0 | | FW | |
| | | CN | 1872.1 | 2017 | 1497.7 | 0.0 | 374.4 | 2 | FW | |
| <i>TAP/STP</i> | | | | | | | | | | |
| *Ryan Rd/Bruick Rd: Dawkins Rd to Harper Rd (Road Reconstruction) | 35-088 1383353 | CN | 3714.5 | 2018 | 2971.6 | 0.0 | 742.9 | 3 | AC | 16-130 |
| <i>Group IV</i> | | | | | | | | | | |
| Ryan Rd/Bruick Rd: Harper Rd to US 24 (Road Reconstruction) | 35-088 1400826 | CN | 3217.2 | 2018 | 2573.8 | 0.0 | 643.4 | 3 | AC | |
| <i>Group IV</i> | | | | | | | | | | |
| *St Joseph Center Rd/Washington Center Rd: from Clinton St to Campus Ct (Center Left-Turn Lane and Intersection Improvements) <i>ITS Component - Signal Interconnection & Online</i> | 25-055 0710322 | PE | 418.3 | 2016 | 334.7 | 0.0 | 83.7 | 1 | FW | 17-302 |
| | | RW | 250.0 | 2017 | 200.0 | 0.0 | 50.0 | 2 | FW | |
| | | CN | 3337.5 | 2019 | 2670.0 | 0.0 | 667.5 | 3 | FW | |
| <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 |
|---|---|------------------------------------|-----------------------------------|----------------------|--|---------------------------|---------------------------|----------------------|----------------|----------------------------------|
| Signal Interconnection (91 intersections) within the City of FW | | | | | | | | | | |
| Signal Modernization | 1400969 | PE | 29.2 | 2015 | 0.0 | 0.0 | 29.2 | | FW | |
| | | CN | 460.0 | 2016 | 414.0 | 0.0 | 46.0 | 1 | FW | |
| <i>HSIP/CMAQ</i> | | | | | | | | | | |
| *Six Mile Creek Trail: Southtown Centre to Lemar Dr (New Trail Construction) | 0810457 | PE | 221.0 | 2010 | 165.7 | 0.0 | 55.3 | | FW | |
| | | RW | 185.0 | 2013 | 112.5 | 0.0 | 72.5 | | FW | |
| | | CN | 1041.8 | 2017 | 833.4 | 0.0 | 208.4 | 2 | FW | 16-244 16-259 |
| <i>TAP</i> | | | | | | | | | | |
| State Blvd: Spy Run Ave to Cass St (Added Travel Lanes) | 10-021 0400587 | | | | | | | | | |
| | | RW | 2300.0 | 2016 | 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 | 2300.0 | 2018 | 1840.0 | 0.0 | 460.0 | 3 | 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) - CMAQ (Added Travel Lanes) - STP <i>STP¹ / CMAQ²</i> | 10-022 1005154 1005152 1005155 | CN CN CN | 4584.5 1800.0 625.0 | 2019 2019 2019 | 3667.6 ¹ 1440.0 ¹ 500.0 ² | 0.0 0.0 0.0 | 916.9 360.0 125.0 | 4 4 4 | FW AC FW | |
| *UPWP - Planning (PL) Funds ¹ for Work Program Activities | 1600541 | PE ¹ PE ² | 1210.0 73.4 | 2017 2017 | 968.0 58.7 | 0.0 0.0 | 242.0 14.7 | 2 2 | | 17-266 NIRCC 16-177 16-179 |
| *UPWP - Highway Safety Improvement Program (HSIP) Funds ² for Work Program Activities | 1700339 | PE ¹ PE ² | 875.4 73.4 | 2018 2018 | 700.3 58.7 | 0.0 0.0 | 175.1 14.7 | 3 3 | | 17-312 NIRCC 16-177 16-180 |
| Various Signal locations in Fort Wayne, New Haven & Allen County (Black Signal heads with Reflective Back Plates) (Traffic Signal Visibility Improvements) | 1400453 | PE CN | 50.0 2596.0 | 2014 2016 | 0.0 2596.0 | 0.0 0.0 | 50.0 0.0 | | FW 1 FW | |
| <i>HSIP</i> | | | | | | | | | | |

| Project Location (Description of Project) <i>Fund Type</i> | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Pri- ority | LPA | A/M |
|--|------------------------|-------------------------|-------------------------------------|------------------------------|---------------------------------|---------------------------|-------------------------------------|-----------------------|------------------------|--------------------------------|
| Washington Ctr Rd: Bridge over Spy Run Creek (Bridge Reconstruction) | 35-106 1382497 | PE RW* CN | 221.0 250.0 1200.0 | 2015 2017 2018 | 176.8 200.0 960.0 | 0.0 0.0 0.0 | 44.2 50.0 240.0 | 2 3 | AC AC AC | |
| <i>STP</i> *Environmental Assessment Passenger Rail Service from Chicago, Illinois to Lima, Ohio | | PE | 346.6 | 2017- 2018 | 0.0 | 0.0 | 346.6 | 2 | FW | 17-304 |
| *S. Anthony Blvd: Luther St to Creighton Ave Grade Separation/New Underpass with NS RR at Wayne Trace; Increase Clearance at Existing Underpass with Genesee & Wyoming RR; Road Reconstruction | 1382496 | PE RW CN | 1620.0 5790.0 24600.0 | 2016 2018 TBD | 0.0 0.0 0.0 | 0.0 0.0 0.0 | 1620.0 5790.0 24600.0 | 1 1 | FW FW FW | 16-1 17-323 16-1 |
| <i>Local Funds</i> Auburn Rd Bridge #102 & Wallen Rd Roundabout (Intersection Improvement w/bridge modification) | n/a | CN | 2135.0 | 2015- 2016 | 0.0 | 0.0 | 2135.0 | 1 | AC | |
| <i>Local Funds</i> Bluffton Road: Lower Huntington Road to West Foster Park (New Trail Construction) | n/a | CN | 900.0 | 2016- 2017 | 0.0 | 0.0 | 900.0 | 1 | FW | |
| Cougar Trail: Swinney Park to University of Saint Francis (New Trail Construction) | n/a | CN | 800.0 | TBD | 0.0 | 0.0 | 800.0 | | FW | |
| Diebold Rd: Dupont Rd to Carmike Theatres entrance (Road Reconstruction & widening, roundabout & sidewalk) | n/a | RW & CN | 1850.0 | 2015- 2016 | 0.0 | 0.0 | 1850.0 | 1 | AC & FW | |
| <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- ority | LPA | A/M |
|--|------------------------|--------------|-----------------------------------|-----------------|-----------------------------|---------------------------|---------------------------|-----------------------|--------------|------------|
| Diebold Rd: Carmike Threatres entrance to Clinton St (Road Reconstruction & widening w/sidewalk) <i>Local Funds</i> | n/a | RW & CN | 1500.0 | TBD | 0.0 | 0.0 | 1500.0 | | AC & FW | |
| Ellison Rd: Bridge #228 over the Graham-McCulloch Ditch (New Bridge Construction, including bridge sidewalk) <i>Local Funds</i> | n/a | RW CN | 118.0 640.0 | 2016 TBD | 0.0 0.0 | 0.0 0.0 | 118.0 640.0 | 1 | AC AC | |
| Ernst Rd: Homestead Rd to 1350' e/o Homestead Rd & Graham-McCulloch Drain #4 (Road Reconstruction, replace culvert) <i>Local Funds</i> | n/a | RW & CN | 1000.0 | 2015-2016 | 0.0 | 0.0 | 1000.0 | 1 | AC | |
| Goshen Ave: State Blvd to Coliseum Blvd (Road Reconstruction and Roundabout) <i>Local Funds</i> | n/a | CN | 8000.0 | 2018 | 0.0 | 0.0 | 8000.0 | 3 | FW | |
| Hanna St: Burns Blvd to US 27 (New Trail Construction) | n/a | CN | 250.0 | 2016 | 0.0 | 0.0 | 250.0 | 1 | FW | |
| Hanna St: Wallace St to Pontiac St (New Trail Construction) | n/a | CN | 260.0 | 2016 | 0.0 | 0.0 | 260.0 | 1 | FW | |
| Hathaway Rd-Corbin Rd Intersection (Intersection Improvements) <i>Local Funds</i> | n/a | CN | 745.2 | 2017 | 0.0 | 0.0 | 745.2 | 2 | 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 |
|--|------------------------|--------------|-----------------------------------|---------------|-----------------------------|---------------------------|---------------------------|----------------------|------------|------------|
| Illinois Rd: Rockhill Park to Magnavox Way (New Trail Construction) <i>Local Funds</i> | n/a | CN | 2400.0 | 2016 | 0.0 | 0.0 | 2400.0 | 1 | FW | |
| Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction) <i>Local Funds</i> | n/a | CN | 352.6 | 2017 | 0.0 | 0.0 | 352.6 | 2 | FW | |
| Lake Ave & Pemberton Levee: Randalia Dr to Coliseum Blvd (New Trail Construction) <i>Local Funds</i> | n/a | CN | 1200.0 | 2016 | 0.0 | 0.0 | 1200.0 | 1 | FW | |
| Landin Rd/Maysville Rd/Trier Rd Intersection (Roundabout) <i>Local Funds</i> | n/a | CN | 700.0 | 2015- 2016 | 0.0 | 0.0 | 700.0 | 1 | FW | |
| Leesburg Rd Ext: Main St to W Jefferson Blvd (New Road Construction and Intersection Improvements) <i>Local Funds</i> | n/a | CN | 5000.0 | TBD | 0.0 | 0.0 | 5000.0 | | FW | |
| Liberty Mills Rd: Homestead Rd to Middle Grove Rd (New Trail Construction) <i>Local Funds</i> | n/a | CN | 260.0 | 2016 | 0.0 | 0.0 | 260.0 | 1 | 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 |
|---|------------------------|--------------|-----------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------------|------------|------------|
| Ludwig Rd at Coldwater Rd (Relocation and Intersection Improvements) | n/a | CN | 3500.0 | TBD | 0.0 | 0.0 | 3500.0 | | 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 | |
| | | RW | 750.0 | 2015 | 0.0 | 0.0 | 750.0 | | FW | |
| | | CN | 3300.0 | 2016 | 0.0 | 0.0 | 3300.0 | 1 | FW | |
| <i>Local Funds</i> | | | | | | | | | | |
| Maysville Rd: Bridge #528 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk) | n/a | CN | 606.0 | 2016 | 0.0 | 0.0 | 606.0 | 1 | AC | |
| <i>Local Funds</i> | | | | | | | | | | |
| Melbourne Dr: Kirkmore Dr to Sherbrook Dr (Replacement of asphalt) | n/a | CN | 227.0 | 2016 | 0.0 | 0.0 | 227.0 | 1 | NH | |
| <i>Local Funds</i> | | | | | | | | | | |
| Pufferbelly Trail: Wallen Rd to Washington Ctr Rd (New Trail Construction) | n/a | CN | 500.0 | 2016 | 0.0 | 0.0 | 500.0 | 1 | FW | |
| <i>Local Funds</i> | | | | | | | | | | |
| St Joe Ctr Rd Trail: Meijer Dr to Chiswell Run & Wheelock Rd to Mill Ridge Run (New Trail Construction) | n/a | CN | 400.0 | 2016 | 0.0 | 0.0 | 400.0 | 1 | FW | |
| <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 |
|--|------------------------|--------------|-----------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------------|------------|------------|
| South St: West St to State St (Reconstruction of sidewalks, curbs, driveway approaches and pavement) <i>Local Funds</i> | n/a | CN | 325.0 | 2016 | 0.0 | 0.0 | 325.0 | 1 | NH | |
| State St Bridge: Bridge #319 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i> | n/a | CN | 1740.0 | 2015-2016 | 0.0 | 0.0 | 1740.0 | 1 | AC | |
| Summit Park Project: Washington Ctr Rd to Ludwig Road to Lima Rd (New Trail Construction) <i>Local Funds</i> | n/a | CN | 1200.0 | 2016 | 0.0 | 0.0 | 1200.0 | 1 | FW | |
| West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i> | n/a | CN | 1456.3 | 2016 | 0.0 | 0.0 | 1456.3 | 1 | AC | |
| N. West St & Hoff Ct (Partial Reconstruction, curb & gutter) <i>Local Funds</i> | n/a | CN | 111.0 | 2016 | 0.0 | 0.0 | 111.0 | 1 | NH | |

VIII. LOCAL TRANSIT PROJECTS FY 2016-2019

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)

| | |
|--|-----------|
| One (1) Heavy Duty Replacement Hybrid Buses | \$600,000 |
| Computer/Office Equipment | \$20,000 |
| AVL/Communication Hardware/Subscription Cost | \$38,000 |
| Other Maintenance Equipment | \$40,000 |
| Transit Enhancements | \$30,000 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|--|----------|
| One (1) replacement minibus (body on chassis) FLEX Route | \$98,813 |
|--|----------|

| | |
|---------------------------------------|-----------|
| Total Capital Projects | \$982,132 |
| Federal Share (Section 5307 and 5340) | \$728,000 |
| Federal Share (Section 5339) | \$98,813 |
| State PMTF | \$0 |
| Local Share | \$155,319 |

Additional Operating Funds

| | |
|---|----------|
| JARC - Low income Transportation to and from work | \$0 |
| CMAQ - Transit Awareness | \$80,000 |

Operating Funds and Preventative Maintenance Expenses

| | |
|---|--------------|
| Capitalization of Maintenance Costs (Section 5307) ² | \$1,932,555 |
| Complimentary Paratransit Costs (Section 5307) ² | \$364,000 |
| 5307 Special Rule Operations ² | \$500,000 |
| Total Operating Funds | \$13,230,929 |
| Federal Share ³ | \$2,796,555 |
| State Share | \$2,094,020 |
| Local Share | \$8,340,354 |

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 light-duty transit vehicles | \$409,700 |
| 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 |
| Transit Enhancements | \$0 |

Capital Equipment Purchases (Section 5339 Funds)

| | |
|--|-----------|
| One (1) replacement light-duty transit vehicles | \$204,850 |
| Two (2) Replacement Minibus (Body on Chassis) ACCESS | \$187,000 |
| One (1) Replacement Minibus (Body on Chassis) FLEX Route | \$102,000 |

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$2,744,965 |
| Federal Share (Section 5307 and 5340) | \$1,894,700 |
| Federal Share (Section 5339) | \$493,850 |
| State PMTF | \$0 |
| Local Share | \$356,415 |

Additional Operating Funds

| | |
|---|----------|
| JARC - Low income Transportation to and from work | \$0 |
| *CMAQ - Transit Awareness | \$80,000 |

Operating Funds and Preventative Maintenance Expenses

| | |
|---|-------------|
| Capitalization of Maintenance Costs (Section 5307) ² | \$2,009,857 |
| Complimentary Paratransit Costs (Section 5307) ² | \$378,560 |
| 5307 Special Rule Operations ² | \$500,000 |

| | |
|----------------------------|--------------|
| Total Operating Funds | \$13,668,773 |
| Federal Share ³ | \$2,888,417 |
| State Share | \$2,167,311 |
| Local Share | \$8,613,045 |

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 |
| Transit Enhancements | \$0 |
| | |
| 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

| | |
|---|-----|
| JARC - Low income Transportation to and from work | \$0 |
| CMAQ - Transit Awareness | \$0 |

Operating Funds and Preventative Maintenance Expenses

| | |
|---|--------------|
| Capitalization of Maintenance Costs (Section 5307) ² | \$2,090,251 |
| Complimentary Paratransit Costs (Section 5307) ² | \$393,702 |
| 5307 Special Rule Operations ² | \$500,000 |
| | |
| Total Operating Funds | \$14,136,083 |
| Federal Share ³ | \$2,983,953 |
| State Share | \$2,243,167 |
| Local Share | \$8,908,963 |

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 2019

Capital Equipment Purchases (Section 5307 and 5340 Funds)

| | |
|--|-----------|
| 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) Heavy Duty Replacement Hybrid Buses | \$600,000 |
|---|-----------|

| | |
|---------------------------------------|-------------|
| Total Capital Projects | \$1,571,765 |
| Federal Share (Section 5307 and 5340) | \$728,000 |
| Federal Share (Section 5339) | \$600,000 |
| State PMTF | \$0 |
| Local Share | \$243,765 |

Additional Operating Funds

| | |
|---|-----|
| JARC - Low income Transportation to and from work | \$0 |
| CMAQ - Transit Awareness | \$0 |

Operating Funds and Preventative Maintenance Expenses

| | |
|---|--------------|
| Capitalization of Maintenance Costs (Section 5307) ² | \$2,173,861 |
| Complimentary Paratransit Costs (Section 5307) ² | \$409,450 |
| 5307 Special Rule Operations ² | \$500,000 |
| Total Operating Funds | \$14,635,542 |
| Federal Share ³ | \$3,083,311 |
| State Share | \$2,276,983 |
| Local Share | \$9,275,248 |

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 2018

2017 Funding Cycle

1. Community Transportation Network

*Operating Funds

| | |
|---------------|-----------|
| Total Cost | \$265,000 |
| Federal Share | \$87,000 |
| Local Share | \$178,000 |

2. Community Transportation Network

*One (1) Small Transit Vehicle w/Lift

| | |
|---------------|----------|
| Total Cost | \$53,795 |
| Federal Share | \$43,036 |
| Local Share | \$10,759 |

3. Community Transportation Network

*One (1) Medium Transit Vehicle w/Lift

| | |
|---------------|----------|
| Total Cost | \$58,160 |
| Federal Share | \$43,528 |
| Local Share | \$11,632 |

4. Community Transportation Network

*One (1) Medium Transit Vehicle w/Lift

| | |
|---------------|----------|
| Total Cost | \$58,160 |
| Federal Share | \$43,528 |
| Local Share | \$11,632 |

5. Easter Seals ARC

*One (1) Small Transit Vehicle w/Lift

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

**FY 2017
2016 Funding Cycle**

1. Community Transportation Network

*Two (2) Medium Transit Vehicle w/Lift
Small Transit Vehicle w/Lift
Large Transit Vehicle w/Lift

| | |
|---------------|-----------|
| Total Cost | \$209,000 |
| Federal Share | \$167,200 |
| Local Share | \$41,800 |

2. Easter Seals ARC

*Medium Transit Vehicle w/Lift

| | |
|---------------|----------|
| Total Cost | \$52,000 |
| Federal Share | \$41,600 |
| Local Share | \$10,400 |

3. Pathfinders

*Two (2) Low Floor Minivan w/Ramp

| | |
|---------------|----------|
| Total Cost | \$76,000 |
| Federal Share | \$60,800 |
| Local Share | \$15,200 |

4. Byron Health Center

*Low Floor Mini-van w/Ramp

| | |
|---------------|----------|
| Total Cost | \$38,000 |
| Federal Share | \$30,400 |
| Local Share | \$7,600 |

5. Community Transportation Network

*Operating Funds

\$80,000

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 16 - FY 19)

| 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 | | | 9655.2 | 2016 | | 2094.0 | 7561.2 | | Citilink |
| | | | 10058.3 | 2017 | | 2167.3 | 7890.9 | | Citilink |
| | | | 10406.1 | 2018 | | 2243.2 | 8163.0 | | Citilink |
| | | | 10781.4 | 2019 | | 2277.0 | 8504.4 | | Citilink |
| Citilink - Capitalization of Maintenance Costs | 1297295 | FTA Sec. 5307 | 2415.7 | 2016 | 1932.6 | | 483.1 | | Citilink |
| | 1382466 | | 2512.3 | 2017 | 2009.9 | | 502.5 | | Citilink |
| | 1400999 | | 2612.8 | 2018 | 2090.3 | | 522.6 | | Citilink |
| | 1500851 | | 2717.3 | 2019 | 2173.9 | | 543.5 | | Citilink |
| Citilink - Complementary Paratransit Costs | 1297296 | FTA Sec. 5307 | 455.0 | 2016 | 364.0 | | 91.0 | | Citilink |
| | 1382467 | | 473.2 | 2017 | 378.6 | | 94.6 | | Citilink |
| | 1401000 | | 492.1 | 2018 | 393.7 | | 98.4 | | Citilink |
| | 1500852 | | 511.8 | 2019 | 409.5 | | 102.4 | | Citilink |
| 5307 Special Rule Operations | 1500853 | FTA Sec. 5307 | 625.0 | 2016 | 500.0 | | 125.0 | | Citilink |
| | 1500854 | | 625.0 | 2017 | 500.0 | | 125.0 | | Citilink |
| | 1500855 | | 625.0 | 2018 | 500.0 | | 125.0 | | Citilink |
| | 1500856 | | 625.0 | 2019 | 500.0 | | 125.0 | | Citilink |
| *CMAQ <i>Transit Awareness</i> | 1500857 | FTA | 100.0 | 2016 | 80.0 | | 20.0 | | Citilink |
| | 1601866 | FTA | 100.0 | 2017 | 80.0 | | 20.0 | | Citilink 17-278 |
| Citilink - Capital Purchases Computer / Office Equipment | 1297299 | FTA Sec. 5307 & 5340 | 25.0 | 2016 | 20.0 | | 5.0 | | Citilink |
| | 1382469 | | 25.0 | 2017 | 20.0 | | 5.0 | | Citilink |
| | 1401001 | | 25.0 | 2018 | 20.0 | | 5.0 | | Citilink |
| | 1500858 | | 25.0 | 2019 | 20.0 | | 5.0 | | Citilink |
| Citilink - Capital Purchases AVL/Communication Subscription Costs <i>ITS Componet - Automatic Vehicle Location Equipment</i> | 1297300 | FTA Sec. 5307 & 5340 | 47.5 | 2016 | 38.0 | | 9.5 | | Citilink |
| | 1382470 | | 47.5 | 2017 | 38.0 | | 9.5 | | Citilink |
| | 1401002 | | 47.5 | 2018 | 38.0 | | 9.5 | | Citilink |
| | 1500859 | | 47.5 | 2019 | 38.0 | | 9.5 | | Citilink |
| Citilink - Capital Equipment Purchases Other Maintenance Equipment | 1297301 | FTA Sec. 5307 & 5340 | 50.0 | 2016 | 40.0 | | 10.0 | | Citilink |
| | 1382471 | | 50.0 | 2017 | 40.0 | | 10.0 | | Citilink |
| | 1401003 | | 50.0 | 2018 | 40.0 | | 10.0 | | Citilink |
| | 1500860 | | 50.0 | 2019 | 40.0 | | 10.0 | | Citilink |

| DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT | DES# | FUND TYPE | EST. COST (\$1000) | YEAR | FEDERAL (\$1000) | STATE PMTF (\$1000) | LOCAL (\$1000) | PRI- ORITY | LPA | A/M |
|--|---------|---------------------|--------------------------|---------------|---------------------|---------------------------|-------------------|---------------|----------|--------|
| | | | | | | | | | | |
| Citilink - Capital Purchases | | | | | | | | | | |
| Transit Enhancements | 1297305 | FTA Sec. 5307 | 37.5 | 2016 | 30.0 | | 7.5 | | Citilink | |
| | 1500861 | & 5340 | 37.5 | 2019 | 30.0 | | 7.5 | | Citilink | |
| Citilink - Capital Equipment Purchases | | FTA Sec. | | | | | | | | |
| One (1) Heavy Duty Replacement Hybrid Buses | 1382474 | 5307&5340 | 750.0 | 2016 | 600.0 | | 150.0 | | Citilink | |
| Two (2) Heavy Duty Replacement Hybrid Buses | 1382475 | 5307&5340 | 1500.0 | 2017 | 1200.0 | | 300.0 | | Citilink | |
| One (1) Heavy Duty Replacement Hybrid Buses | 1500862 | 5307&5340 | 750.0 | 2019 | 600.0 | | 150.0 | | Citilink | |
| Citilink - Capital Equipment Purchases | | FTA Sec. | | | | | | | | |
| One (1) Replacement Minibus (body on chassis) FLEX Route | 1401022 | 5339 | 123.5 | 2016 | 98.8 | | 24.7 | | Citilink | |
| One (1) Replacement Minibus (body on chassis) FLEX Route | 1382476 | 5339 | 127.5 | 2017 | 102.0 | | 25.5 | | Citilink | |
| One (1) Heavy Duty Replacement Hybrid Buses | 1500863 | 5339 | 750.0 | 2019 | 600.0 | | 150.0 | | Citilink | |
| Citilink - Capital Equipment Purchases | | FTA Sec. | | | | | | | | |
| Two (2) Replacement Minibus (body on chassis) ACCESS | 1382478 | 5307&5340 | 233.8 | 2017 | 187.0 | | 46.8 | | Citilink | |
| Two (2) Replacement Minibus (body on chassis) ACCESS | 1382479 | 5339 | 233.8 | 2017 | 187.0 | | 46.8 | | Citilink | |
| Four (4) Replacement Minibus (body on chassis) ACCESS | 1401023 | 5307&5340 | 467.5 | 2018 | 374.0 | | 93.5 | | Citilink | |
| Citilink - Capital Equipment Purchases | | FTA Sec. | | | | | | | | |
| Two (2) replacement light-duty transit vehicles | 1297307 | 5307&5340 | 512.1 | 2017 | 409.7 | | 102.4 | | Citilink | |
| One (1) replacement light-duty transit vehicles | 1382480 | 5339 | 256.1 | 2017 | 204.9 | | 51.2 | | Citilink | |
| *Community Transportation Network | | | | | | | | | | |
| Operating Funds | 1601864 | FTA Sec. | 265.0 | 2017 | 87.0 | | 178.0 | | Citilink | 17-277 |
| | 1601865 | 5310 | 265.0 | 2018 | 87.0 | | 178.0 | | Citilink | 17-277 |
| *Community Transportation Network | | | | | | | | | | |
| One (1) Small Transit Vehicle w/Lift | 1701461 | FTA Sec. 5310 | 53.8 | 2017- 2018 | 43.0 | | 10.8 | | CTN | |
| *Community Transportation Network | | | | | | | | | | |
| One (1) Medium Transit Vehicle w/Lift | 1701462 | FTA Sec. 5310 | 58.2 | 2017- 2018 | 43.5 | | 11.6 | | CTN | |
| *Community Transportation Network | | | | | | | | | | |
| One (1) Medium Transit Vehicle w/Lift | 1701463 | FTA Sec. 5310 | 58.2 | 2017- 2018 | 43.5 | | 11.6 | | CTN | |

| DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT | DES# | FUND TYPE | EST. COST (\$1000) | STATE | | | PRI- ORITY | LPA | A/M |
|--|-------------------------------|---------------------|--------------------------|-------------------------------|----------------------|----------------------|---------------|-------------------|--------|
| | | | | FEDERAL YEAR | PMTF (\$1000) | LOCAL (\$1000) | | | |
| *Easter Seals ARC One (1) Small Transit Vehicle w/Lift | 1701464 | FTA Sec. 5310 | 50.0 | 2017- 2018 | 40.0 | 10.0 | | ES | 17- |
| *Community Transportation Network Two (2) Medium Transit Vehicle w/Lift Small Transit Vehicle w/Lift Large Transit Vehicle w/Lift | 1601236 1601237 1601238 | FTA Sec. 5310 | 107.0 50.0 50.0 | 2016-17 2016-17 2016-17 | 83.2 40.0 44.0 | 20.8 10.0 11.0 | 2 2 2 | CTN CTN CTN | 16-254 |
| *Easter Seals ARC Medium Transit Vehicle w/Lift | 1601239 | FTA Sec. 5310 | 52.0 | 2016-17 | 41.6 | 10.4 | 2 & 4 | ES | 16-255 |
| *Pathfinders Two (2) Low Floor Minivan w/Ramp | 1601240 | FTA Sec. 5310 | 76.0 | 2016-17 | 60.8 | 15.2 | 3 | Path | 16-256 |
| *Byron Health Center (Recovery Health Services, Inc.) Low Floor Minivan w/Ramp | 1601241 | FTA Sec. 5310 | 38.0 | 2016-17 | 30.4 | 7.6 | 1 | RHS | 16-257 |

IX. INDOT PROJECTS FY 2016-2019

State TIP Projects for FY 2016-2019

| LOCATION <i>Project Description FY 16</i> | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|--|---------|-------|------|-------------|---------------|-------------|
| SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch Small Structure Replacement | 1006129 | CN | 2016 | \$817,000 | \$653,600 | \$163,400 |
| *SR 1: From 11.39 mi e/o I-69, Allen-DeKalb County Line to SR 8 HMA Overlay, Preventative Maintenance | 1296328 | PE | 2016 | \$180,000 | \$144,000 | \$36,000 |
| SR 1: 1.96 mi e/o I-69 to 8.06 mi s/of SR 8 (Allen/DeKalb Co. Line) HMA Overlay, Preventive Maintenance | 1500274 | CN | 2016 | \$2,475,120 | \$1,980,096 | \$495,024 |
| *SR 1: bridge over Deptmer Ditch, 1.18 mi n/o I-69 Scour Protection (Erosion) | 1592634 | PE | 2016 | \$14,000 | \$11,200 | \$2,800 |
| SR 3: bridge over Willow Creek Ditch SB & NB 4.19 mi s/o SR 205 Bridge Maintenance and Repair | 1400368 | CN | 2016 | \$22,800 | \$18,200 | \$4,600 |
| *SR 3: bridge over Willow Creek Ditch SB & NB 3.84 mi s/o SR 205 Bridge Deck Overlay | 1400369 | CN | 2016 | \$30,800 | \$24,600 | \$6,200 |
| *SR 3: bridge over Willow Creek Ditch SB & NB 3.84 mi s/o SR 205 Bridge Deck Overlay | 1500801 | PE | 2016 | \$110,000 | \$88,000 | \$22,000 |
| *SR 3: from 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pavement Restoration (CPR) | 1500802 | PE | 2016 | \$110,000 | \$88,000 | \$22,000 |
| *SR 3: from 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pavement Restoration (CPR) | 1592392 | CN | 2016 | \$32,500 | \$26,000 | \$6,500 |
| *SR 3: I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventive Maintenance | 1592638 | PE | 2016 | \$250,000 | \$200,000 | \$50,000 |
| SR 14: bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9 Bridge Deck Overlay | 1006170 | CN | 2016 | \$428,000 | \$342,400 | \$85,600 |
| US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) Small Structure Replacement | 1006130 | CN | 2016 | \$1,471,000 | \$1,176,800 | \$294,200 |
| US 24: bridge over Aboite Creek WB, 4.11 mi w/o I-69 Bridge Maintenance and Repair | 1400424 | CN | 2016 | \$9,900 | \$7,900 | \$2,000 |
| *US 24: EB over Aboite Creek, 4.11 mi w/o I-69 Bridge Maintenance and Repair | 1401507 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| *US 24: N Webster Rd over US 24, e/o SR101 Bridge Deck Overlay | 1401557 | PE | 2016 | \$11,000 | \$9,000 | \$2,000 |
| *US 24: EB over Gar Creek, 6.2 mi w/o SR 101 Bridge Deck Overlay | 1401558 | PE | 2016 | \$8,000 | \$6,000 | \$2,000 |
| *US 24: WB over Gar Creek, 6.2 mi w/o SR 101 Bridge Deck Overlay | 1401559 | PE | 2016 | \$8,000 | \$6,000 | \$2,000 |
| *US 24: From 4.8 mi w/o I-69 (Whitley/Allen Co Line) to 0.60 mi w/o I-69 (Liberty Mills) HMA Overlay, Preventative Maintenance | 1500840 | PE | 2016 | \$330,000 | \$264,000 | \$66,000 |
| *US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line Small Structure Replacement/Pipe Lining | 0301145 | PE | 2016 | \$42,000 | \$33,600 | \$8,400 |
| *US 27: Between 6.31 mi s/o SR 930 (Paulding Rd) to 1.01 mi s/o SR 930 (Edgewood Dr) Traffic Signals Modernization | 1172175 | PE | 2016 | \$319,000 | \$255,200 | \$63,800 |
| US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | 1296321 | PE | 2016 | \$120,000 | \$96,000 | \$24,000 |
| US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | | RW | 2016 | \$100,000 | \$80,000 | \$20,000 |
| US 27: from 7.83 mi n/o US 224 N Jct to 18.24 mi n/o N Jct US 224, Pettit Ave HMA Overlay, Preventive Maintenance | 1296407 | CN | 2016 | \$4,813,000 | \$3,850,400 | \$962,600 |
| *US 27: Various locations in FW District Traffic Signals Modernization | 1296424 | PE | 2016 | \$80,000 | \$80,000 | \$0 |

LOCATION Project Description FY 16 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|--|---------|-------|------|-------------|---------------|-------------|
| *US 27: NB over Houk Ditch, 0.72 mi n/o I-469 Bridge Maintenance and Repair | 1401511 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| *US 27: NB over St Marys River, 2.6 mi s/o SR930 Bridge Maintenance and Repair | 1401513 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| US 27: bridge over Houk Ditch .72 mi n/o I-469 Repair or Replace Joints | 1401763 | CN | 2016 | \$25,340 | \$20,272 | \$5,068 |
| *US 27: bridge over Houk Ditch .72 mi n/o I-469 Bridge Thin Deck Overlay | 1500787 | PE | 2016 | \$110,000 | \$88,000 | \$22,000 |
| | 1500788 | PE | 2016 | \$110,000 | \$88,000 | \$22,000 |
| *US 27: Bridge over Berning Creek NB & SB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500803 | PE | 2016 | \$90,000 | \$72,000 | \$18,000 |
| | | PE | 2016 | \$90,000 | \$72,000 | \$18,000 |
| US 30: from 8.02 mi w/o I-69 (Near Allen/Whitley Co Line) to I-69 HMA Overlay, Preventive Maintenance | 0810227 | CN | 2016 | \$3,453,000 | \$2,762,400 | \$690,600 |
| US 30: pipeliner for ditch, 0.05 mi w/o I-69 Small Structure Pipe Lining | 1296072 | CN | 2016 | \$86,000 | \$68,800 | \$17,200 |
| *US 30: Intersection of US 30 & SR 101 Other Intersection Improvement | 1298055 | PE | 2016 | \$137,000 | \$109,600 | \$27,400 |
| US 30: 0.23 mi e/o US 33 (Hillegas Rd over US 30/33) Bridge Replacement | 1383457 | PE | 2016 | \$300,000 | \$240,000 | \$60,000 |
| US 30: from I-469 to 1.55 mi e/o I-469 Concrete Pavement Restoration (CPR) | 1401431 | CN | 2016 | \$307,500 | \$246,000 | \$61,500 |
| *US 30: over Seegar Ditch EB, 2.66 mi w/o US 33 Bridge Maintenance and Repair | 1401542 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| | | CN | 2016 | \$5,290 | \$4,232 | \$1,058 |
| *US 30: WB over Seegar Ditch, 2.66 mi w/o US33 Substructure Repair and Rehabilitation | 1401543 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| US 30: bridge over Hoffman Creek, 0.65 mi w/o SR 101 Repair or Replace Joints | 1401764 | CN | 2016 | \$25,340 | \$20,272 | \$5,068 |
| US 30: bridge over Flatrock Creek, 0.79 mi e/o SR 101 Bridge Maintenance and Repair | 1401765 | CN | 2016 | \$31,450 | \$25,160 | \$6,290 |
| US 30: WB bridge over Flatrock Creek, 0.79 mi e/o SR 101 Repair or Replace Joints | 1401766 | CN | 2016 | \$25,340 | \$20,272 | \$5,068 |
| US 33: bridge over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair | 1400375 | CN | 2016 | \$30,800 | \$24,600 | \$6,160 |
| *US 33: over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair | 1401517 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| *US 33: bridge over Eel River, 3.3 mi s/o SR 205 Scour Protection (Erosion) | 1592508 | PE | 2016 | \$25,000 | \$20,000 | \$5,000 |
| *US 33: bridge over US 30 Bridge Painting | 1592680 | PE | 2016 | \$33,000 | \$26,400 | \$6,600 |
| *US 33: over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair | 1592919 | PE | 2016 | \$60,000 | \$48,000 | \$12,000 |
| *SR 37: bridge over Wann Ditch, 0.38 mi s/o SR 101 Scour Protection (Erosion) | 1592648 | PE | 2016 | \$10,000 | \$8,000 | \$2,000 |
| I-69: Bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 Bridge Deck Replacement | 0300086 | CN | 2016 | \$3,211,000 | \$2,889,900 | \$321,100 |
| | 0300087 | | | | | |
| I-69: pipeliner for Brandt Ditch, 0.22 mi s/o I-469 S Jct Small Structure Pipe Lining | 1296053 | CN | 2016 | \$86,000 | \$77,400 | \$8,600 |
| I-69: pipeliner for Branch of Robinson Ditch, 3.50 mi n/o I-469 N Jct Small Structure Pipe Lining | 1296054 | CN | 2016 | \$108,000 | \$97,200 | \$10,800 |
| *I-69: from RP 271.64-278.0, RP 330.1-336.1, RP 342.1-348.0 Install New Cable Rail Barriers | 1296262 | PE | 2016 | \$60,000 | \$60,000 | \$0 |
| | | CN | 2016 | \$210,000 | \$210,000 | \$0 |
| I-69: NB & SB lanes at US 30 Interchange Weave Area Interchange Modification | 1296929 | CN | 2016 | \$322,000 | \$289,800 | \$32,200 |
| | 1296931 | | | | | |

LOCATION Project Description FY 16 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|---|--------------------|-------------------|-----------------|--------------------|--------------------|--------------------|
| I-69: SB at the I-469 S Jct weave area Interchange Modification | 1296933 | CN | 2016 | \$161,000 | \$144,900 | \$16,100 |
| *I-69: From 0.64 mi s/o I-469 to 4.20 mi n/o I-469, Yohne Rd br HMA Overlay, Preventive Maintenance | 1296335 | PE | 2016 | \$17,600 | \$15,800 | \$1,800 |
| | 1296335 | CN | 2016 | \$2,491,000 | \$2,241,900 | \$249,100 |
| *I-69: Various Locations in the Fort Wayne District Install New Cable Rail Barriers | 1297947 | PE | 2016 | \$60,000 | \$60,000 | \$0 |
| *I-69: bridge on Yoder Rd over I-69, 7.75 mi n/o of US 224 | 1400445 | PE | 2016 | \$180,000 | \$162,000 | \$18,000 |
| Replace Superstructure | 1401759 | CN | 2016 | \$7,000 | \$6,300 | \$700 |
| | | CN | 2016 | \$1,439,700 | \$1,295,730 | \$143,970 |
| I-69: bridge over Robinson Creek NB & SB, 1.69 mi s/o US 24 | 1400446 | CN NBL | 2016 | \$9,100 | \$8,100 | \$1,000 |
| Bridge Maintenance and Repair | 1400447 | CN SBL | 2016 | \$9,100 | \$8,100 | \$1,000 |
| I-69: bridge over N&S RR SB, 0.80 mi s/o US 24 | 1400448 | CN | 2016 | \$8,500 | \$7,700 | \$800 |
| Bridge Maintenance and Repair | | | | | | |
| I-69: bridge over Hadley Rd NB & SB, 0.97 mi s/o SR 14 | 1400449 | CN | 2016 | \$12,300 | \$11,000 | \$1,300 |
| Bridge Maintenance and Repair | 1400450 | CN | 2016 | \$12,300 | \$11,000 | \$1,300 |
| *I-69: NB over NS RR/MuCulloch Ditch, 0.80 mi s/o US24 | 1401482 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-69: SB over NS RR/MuCulloch Ditch, 0.80 mi s/o US24 | 1401483 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-69: NB over Vandolah Rd, 4.07 mi n/o SR 1 | 1401484 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-69: over Lower Huntington Rd, 2.97 mi s/o US24 | 1401531 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-69: NB over Vandolah Rd, 4.07 mi n/o SR 1 | 1401532 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-69: SB over Vandolah Rd, 4.07 mi n/o SR 1 | 1401533 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| I-69: Lower Huntington bridge over I-69, 2.97 mi s/o US 24 | 1401769 | CN | 2016 | \$33,500 | \$30,150 | \$3,350 |
| Bridge Maintenance and Repair | | | | | | |
| I-69: NB & SB bridge over US 24, 3.21 mi s/o SR 14 | 1401770 | CN | 2016 | \$25,340 | \$22,806 | \$2,534 |
| Repair or Replace Joints | 1401771 | CN | 2016 | \$25,340 | \$22,806 | \$2,534 |
| I-69: SB & NB bridge over NS RR, 0.53 mi n/o SR 14 | 1401774 | CN | 2016 | \$100,000 | \$90,000 | \$10,000 |
| Repair or Replace Joints | 1401775 | CN | 2016 | \$101,360 | \$91,224 | \$10,136 |
| I-69: bridge over McCulloch Ditch & NS RR, 0.8 m s/o US 24 | 1401776 | PE | 2016 | \$102,974 | \$92,676 | \$10,297 |
| Repair or Replace Joints | | CN | 2016 | \$101,360 | \$91,224 | \$10,136 |
| I-69: SB bridge over CFE RR, 2.89 mi s/o US 30 | 1401788 | CN | 2016 | \$101,360 | \$91,224 | \$10,136 |
| Repair or Replace Joints | | | | | | |
| I-69: NB bridge over CFE RR, 2.89 mi s/o US 30 | 1401789 | PE | 2016 | \$67,785 | \$61,007 | \$6,779 |
| Repair or Replace Joints | | CN | 2016 | \$101,360 | \$91,224 | \$10,136 |
| *I-69: at SR 14 Interchange | 1401828 | PE | 2016 | \$160,000 | \$144,000 | \$16,000 |
| Interchange Modification | | | | | | |
| I-69: SB ramps at Lower Huntington Rd | 1500349 | CN | 2016 | \$154,000 | \$138,600 | \$15,400 |
| New Signal Installation | | | | | | |
| *I-69 at SR 3: from 1.4 mi north to 1.94 mi n/o US 30 | 1592429 | CN | 2016 | \$350,000 | \$315,000 | \$35,000 |
| HMA Overlay, Preventive Maintenance | | | | | | |
| *I-69: 0.68 mi s/o US 224 to 9.52 mi n/o US 224 | 1592633 | PE | 2016 | \$620,000 | \$558,000 | \$62,000 |
| HMA Overlay, Preventive Maintenance | | | | | | |
| SR 101: 4.97 mi s/o US 30 (over Brown Ditch) | 1006158 | PE | 2016 | \$55,000 | \$44,000 | \$11,000 |
| Bridge Deck Overlay | | | | | | |
| *SR 101: from 0.18 mi n/o US 24 to 8.49 mi n/o US 24 | 1296471 | PE | 2016 | \$200,000 | \$160,000 | \$40,000 |
| HMA Overlay, Structural | | | | | | |
| *SR 101: Bridge over Hamm Ditch, 1.49 mi n/o SR 37 | 1500781 | PE | 2016 | \$95,000 | \$76,000 | \$19,000 |
| Bridge Deck Overlay | | | | | | |
| *SR 205: pipeliner for Johnson Ditch, 2.09 mi n/o US 33 | 1296076 | PE | 2016 | \$25,000 | \$20,000 | \$5,000 |
| Small Structure Pipelining | | RW | 2016 | \$2,000 | \$1,600 | \$400 |

LOCATION Project Description FY 16 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|--|---------|----------|------------------|-------------|---------------|-------------|
| *I-469: from 5.51 mi s/o US 24, (1-469 over I-69 EB & WB) | 1006213 | PE | 2016 | \$74,000 | \$66,600 | \$7,400 |
| Bridge Deck Overlay/Deck Replacement/Superstructure Replacement | 1006213 | CN | 2016 | \$947,000 | \$852,300 | \$94,700 |
| | 1006214 | CN | 2016 | \$947,000 | \$852,300 | \$94,700 |
| I-469: pipeliner for ditch at Minnich Rd Interchange (SW), 1.94 mi s/o US 30 | 1173904 | CN | 2016 | \$108,000 | \$97,200 | \$10,800 |
| Small Structure Pipe Lining | | | | | | |
| I-469: pipeliner for drain, 1.29 mi e/o US 27 | 1173908 | CN | 2016 | \$97,000 | \$87,300 | \$9,700 |
| Small Structure Pipe Lining | | | Removed from TIP | | | |
| I-469: pipeliner for drain at Tillman Rd Interchange, 3.80 mi s/o US 30 | 1173909 | CN - SWR | 2016 | \$70,000 | \$63,000 | \$7,000 |
| Small Structure Pipe Lining | 1173910 | CN - SER | 2016 | \$70,000 | \$63,000 | \$7,000 |
| *I-469 at the US 24 Interchange | 1383675 | PE | 2016 | \$713,400 | \$642,100 | \$71,300 |
| Interchange Modification | | | | | | |
| I-469: bridge over US 24 SB, 1.35 mi n/o US 30 | 1400362 | CN | 2016 | \$9,600 | \$8,600 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| I-469: bridge over Maumee River, 0.47 mi n/o US 24 | 1400363 | CN | 2016 | \$10,100 | \$9,100 | \$1,000 |
| Bridge Maintenance and Repair | 1400364 | CN | 2016 | \$8,500 | \$7,700 | \$800 |
| I-469: bridge over N&S RR, 0.50 mi s/o SR 37 | 1400366 | CN | 2016 | \$9,600 | \$8,600 | \$1,000 |
| Bridge Maintenance and Repair | 1400367 | CN | 2016 | \$10,600 | \$9,500 | \$1,100 |
| I-469: bridge over Lafayette Ctr Rd, 0.94 mi e/o I-69 | 1400383 | CN-EBL | 2016 | \$4,800 | \$4,300 | \$500 |
| Bridge Maintenance and Repair | 1400384 | CN-WBL | 2016 | \$5,400 | \$4,800 | \$600 |
| *I-469: bridge over St Marys River, 0.45 mi w/o US 27 | 1401473 | PE | 2016 | \$4,000 | \$3,600 | \$400 |
| Debris Removal Channel | | | | | | |
| *I-469: EB over Lafayette Ctr Rd, 0.94 mi e/o I-69 | 1401521 | PE | 2016 | \$10,000 | \$8,000 | \$2,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: EB over Lafayette Ctr Rd, 0.94 mi e/o I-69 | 1401522 | PE | 2016 | \$10,000 | \$8,000 | \$2,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: EB over NS RR (NC), 0.56 mi w/o SR 1 | 1401523 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: over Dawkins Rd, 0.53 mi n/o US 30 | 1401524 | PE | 2016 | \$10,000 | \$8,000 | \$2,000 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: over St Joe Ctr Rd, 0.34 mi n/o SR 37 | 1401546 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Substructure Repair and Rehabilitation | | | | | | |
| *I-469: EB over Feighner Rd, 0.54 mi e/o I-69 | 1401547 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Substructure Repair and Rehabilitation | | | | | | |
| *I-469: EB over I-69 | 1401548 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Deck Patching | | | | | | |
| *I-469: WB over I-69 | 1401549 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| Bridge Deck Patching | | | | | | |
| I-469: bridge at Stellhorn Rd and I-469, 1.10 mi s/o SR 37 | 1401786 | CN | 2016 | \$25,340 | \$22,806 | \$2,534 |
| Repair or Replace Joints | | | | | | |
| *I-469: Pipeliner, WB on Ramp, 4.0 mi e/o US 27 | 1500829 | PE | 2016 | \$50,000 | \$40,000 | \$10,000 |
| Pipe Lining | | | | | | |
| *I-469: From 3.99 mi s/o US 30 to 1.92 mi n/o SR 37 (Wheelock Rd) | 1500836 | PE | 2016 | 40,000 | 32,000 | 80,000 |
| Concrete Pavement Restoration (CPR) | | | | | | |
| *I-469: From 0.54 mi e/o I-69 south to 2.28 mi mi e/o SR 1 (Winchester Rd) | 1500837 | PE | 2016 | 300,000 | 240,000 | 60,000 |
| Concrete Pavement Restoration (CPR) | | | | | | |
| *I-469: From 1.92 mi e/o N Jct of I-69 (St Joe Rd) to N Jct of I-69 | 1500838 | PE | 2016 | 190,000 | 152,000 | 38,000 |
| HMA Overlay, Preventive Maintenance | | | | | | |
| *I-469: from 2.1 mi s/o US 30 (at Minnich Rd) to 1.35 mi s/o US30 | 1592428 | CN | 2016 | \$175,000 | \$157,500 | \$17,500 |
| HMA Overlay, Preventive Maintenance | | | | | | |
| *I-469: 0.48 mi w/o I-69 to 0.54 mi e/o I-69 | 1592489 | PE | 2016 | \$160,000 | \$144,000 | \$16,000 |
| HMA Overlay, Preventive Maintenance | | | | | | |

LOCATION Project Description FY 16 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|---|---------|-------|------|------------------|---------------|--------------|
| *I-469: EB over St Joseph River, 1.39 mi e/o I-69 Scour Protection (Erosion) | 1592492 | PE | 2016 | \$30,000 | \$27,000 | \$3,000 |
| *I-469: WB over St Joseph River, 1.39 mi e/o I-69 Scour Protection (Erosion) | 1592493 | PE | 2016 | \$30,000 | \$27,000 | \$3,000 |
| *SR 930: 0.77 mi w/o US 27 (at Coldwater Rd), add right turn lanes on N, E & W approaches | 1296911 | PE | 2016 | \$475,000 | \$380,000 | \$95,000 |
| Intersection Improvement w/added turn lanes | | CN | 2016 | \$400,000 | \$320,000 | \$80,000 |
| SR 930: bridge over NS RR, WB, 5.07 mi w/o I-469 Bridge Deck Overlay | 1296277 | CN | 2016 | \$684,000 | \$547,200 | \$136,800 |
| SR 930: bridge over N&S RR, 4.38 mi w/o I-469 Bridge Maintenance and Repair | 1400378 | CN | 2016 | \$21,200 | \$17,000 | \$4,200 |
| | | | | Removed from TIP | | |
| SR 930: from 0.71 mi w/o I-469 (Minnich Rd) to I-469 Concrete Pavement Restoration (CPR) | 1401432 | CN | 2016 | \$102,000 | \$81,600 | \$20,400 |
| *SR 930: over Spy Run Creek, 0.74 mi e/o SR 37 Bridge Maintenance and Repair | 1401477 | PE | 2016 | \$7,000 | \$6,000 | \$1,000 |
| *SR 930: Bridge over Spy Run Creek, 0.74 mi w/o US 27 Bridge Thin Deck Overlay | 1500784 | PE | 2016 | \$30,000 | \$24,000 | \$6,000 |
| *SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 Bridge Deck Replacement & Widening | 1600227 | PE | 2016 | \$9,000 | \$5,600 | \$3,400 |
| Bridge Inspections: Statewide Underwater Bridge Inspections Bridge Inspection | 1297250 | PE | 2016 | \$600,000 | \$480,000 | \$120,000 |
| Bridge Painting: US 27, 2.6 mi s/o SR 930; SR 18, 2.07 mi w/o SR 9; SR 101, 2.40 mi s/o SR 8 Bridge Painting | 0810336 | CN | 2016 | \$419,000 | \$335,200 | \$83,800 |
| Consultant Shop Plan Review Services 2014-2018 Other Type Project (Miscellaneous) | 1298507 | PE | 2016 | \$250,000 | \$200,000 | \$50,000 |
| Covington Rd at NS RR Crossing in Fort Wayne Railroad Protection | 1297575 | CN | 2016 | \$340,000 | \$340,000 | \$0 |
| Helpers Program for Local Roads and Streets Other Type Project (Miscellaneous) | 1383183 | PE | 2016 | \$251,250 | \$201,000 | \$50,250 |
| | | CN | 2016 | \$0 | \$0 | \$0 |
| Lafayette Center Rd/CR 900N: from US 24 to Fogwell Dr (1.20 mi w/o I-69) Utility Relocation | 1401366 | CN | 2016 | \$1,000,000 | \$0 | \$1,000,000 |
| Lafayette Center Rd/CR 900N: from US 24 to Fogwell Dr (1.20 mi w/o I-69) New Bridge, other | 1401366 | CN | 2016 | \$255,800 | \$0 | \$255,800 |
| Lafayette Center Rd/CR 900N: from US 24 to Fogwell Dr (1.20 mi w/o I-69) Road Reconstruction & Realignment | 1400605 | CN | 2016 | \$22,188,100 | \$0 | \$22,188,100 |
| Nuttman Rd at NS RR Crossing in Fort Wayne Railroad Protection | 1297574 | CN | 2016 | \$305,000 | \$305,000 | \$0 |
| Software License for Statewide ATMS for FY16 ITS Program Contracted Services | 1297114 | PE | 2016 | \$1,200,000 | \$1,080,000 | \$120,000 |
| | | CN | 2016 | \$0 | \$0 | \$0 |
| Statewide O&M fee for CARS (Condition Acq & Reporting System) FY15 & FY 16 ITS Operations and Maintenance Contracts | 0800586 | PE | 2016 | \$205,000 | \$164,000 | \$41,000 |
| | | CN | 2016 | \$0 | \$0 | \$0 |
| Statewide TMC Dispatcher Operations contract for FY15 & ITS Program Contracted Services | 0800520 | PE | 2016 | \$1,150,000 | \$1,035,000 | \$115,000 |
| | | CN | 2016 | \$0 | \$0 | \$0 |
| Various Bridges in FW District: SR 14 over I-69; bridge over I- 469, 1.1 mi s/o SR 37 Bridge Painting | 0810112 | CN | 2016 | \$436,000 | \$392,400 | \$87,200 |
| Various locations along I-65, I-70, I-69, and I-74 Weigh Stations Construction/Reconstruction | 0901832 | CN | 2016 | \$85,000 | \$76,500 | \$8,500 |
| *Various locations within the Fort Wayne District Raised Pavement Markings, Refurbished | 1006220 | CN | 2016 | \$60,000 | \$60,000 | \$0 |
| *Various Intersections in the FW District Traffic Signal Modernization | 1296424 | PE | 2016 | \$150,000 | \$135,000 | \$15,000 |

| LOCATION | Project Description | FY 17 | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|-----------------|--|--------------|-------------|--------------|-------------|--------------------|----------------------|--------------------|
| *SR 1: | from 11.39 mi e/o I-69, Allen/DeKalb Co Line to SR 8 HMA Overlay, Preventive Maintenance | | 1296328 | CN | 2017 | \$1,736,200 | \$1,388,900 | \$347,200 |
| *SR 1: | 2.48 mi n/o US 224 to I-469 HMA Overlay, Functional | | 1600407 | PE | 2017 | \$260,000 | \$208,000 | \$52,000 |
| *SR 3: | I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventative Maintenance | | 1592638 | PE | 2017 | \$125,000 | \$100,000 | \$25,000 |
| *SR 3: | over willow Creek Ditch NB 4.29 mi s/o SR 205 Superstructure Replacement | | 1600290 | PE | 2017 | \$110,000 | \$88,000 | \$22,000 |
| | | | 1600291 | PE | 2017 | | | |
| SR 3: | from 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pavement Restoration (CPR) | | 1700249 | PE | 2017 | \$200,000 | \$160,000 | \$40,000 |
| *SR 14: | SR 9 to 8.48 mi e/o SR 9 (West Hamilton Rd) HMA Overlay, Preventive Maintenance | | 1600098 | PE | 2017 | \$35,000 | \$28,000 | \$7,000 |
| | | | | PE | 2017 | \$100,000 | \$80,000 | \$20,000 |
| *SR 14: | 2.44 mi w/o I-69 (Scott Rd) to 0.28 mi e/o I-69 HMA Overlay, Preventive Maintenance | | 1600115 | PE | 2017 | \$35,000 | \$28,000 | \$7,000 |
| *US 24: | N. Webster Rd over US 24, 4.53 mi w/o SR 101 Bridge Deck Overlay | | 1401557 | PE | 2017 | \$23,000 | \$18,400 | \$4,600 |
| | | | | CN | 2017 | \$69,100 | \$55,300 | \$13,800 |
| US 24: | over Gar Creek EB & WB, 6.20 mi w/o SR 101 Bridge Deck Overlay | | 1401558 | CN | 2017 | \$47,800 | \$38,300 | \$9,500 |
| | | | 1401559 | CN | 2017 | \$47,800 | \$38,300 | \$9,500 |
| US 24: | over Aboite Creek, EB, 4.11 mi w/o I69 Bridge Maintenance and Repair | | 1401507 | CN | 2017 | \$11,700 | \$9,300 | \$2,300 |
| *US 24: | From 4.8 mi w/o I-69 (Whitley/Allen Co Line) to 0.60 mi w/o I-69 (Liberty Mills) HMA Overlay, Preventive Maintenance | | 1500840 | PE | 2017 | \$244,000 | \$195,200 | \$48,800 |
| | | | | CN | 2017 | \$2,194,200 | \$1,755,300 | \$438,800 |
| 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 | 2017 | \$1,571,200 | \$1,257,000 | \$314,200 |
| US 27: | from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | | 1296321 | CN | 2017 | \$5,177,000 | \$4,142,200 | \$1,034,800 |
| *US 27: | Various locations in FW District Traffic Signal Modernization | | 1296424 | CN | 2017 | \$829,000 | \$829,000 | \$0 |
| *US 27: | NB over Houk Ditch, 0.72 mi n/o I-469 Bridge Maintenance and Repair | | 1401511 | CN | 2017 | \$17,000 | \$13,600 | \$3,400 |
| *US 27: | bridge over St Mary's River NB, 2.6 mi s/o SR 930 Bridge Maintenance and Repair | | 1401513 | CN | 2017 | \$19,100 | \$15,300 | \$3,800 |
| US 30: | at US 33, 0.66 mi w/o I-69 Interchange Modification | | 9904160 | CN | 2017 | \$2,343,000 | \$1,874,400 | \$468,600 |
| *US 30: | 0.23 mi e/o SR 9 to 8.02 mi w/o I-69 HMA Overlay, Preventative Maintenance | | 1296331 | PE | 2017 | \$15,000 | \$12,000 | \$3,000 |
| | | | | CN | 2017 | \$3,497,000 | \$2,797,600 | \$699,400 |
| US 30: | 0.23 mi e/o US 33 (Hillegas Rd over US 30/33) Bridge Replacement | | 1383457 | RW | 2017 | \$12,000 | \$9,600 | \$2,400 |
| *US 30: | EB over Seegar Ditch, 2.66 mi w/o US33 Substructure Repair and Rehabilitation | | 1401542 | CN | 2017 | \$5,300 | \$4,200 | \$1,100 |
| *US 30: | WB over Seegar Ditch, 2.66 mi w/o US33 Substructure Repair and Rehabilitation | | 1401543 | CN | 2017 | \$5,300 | \$4,200 | \$1,100 |
| *US 30: | bridge over Flatroock Creek, WB 0.79 mi e/o SR 101 Bridge Deck Overlay | | 1600194 | PE | 2017 | \$110,000 | \$88,000 | \$22,000 |
| *US 30: | bridge over Flatroock Creek, WB 0.79 mi e/o SR 101 Bridge Deck Overlay | | 1600227 | PE | 2017 | \$110,000 | \$88,000 | \$22,000 |
| US 33: | between US 30 and US 6 Curve Sign and Marking Visibility Improvements | | 1296428 | CN | 2017 | \$1,123,000 | \$898,400 | \$224,600 |
| *US 33: | over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair | | 1401517 | CN | 2017 | \$17,000 | \$13,600 | \$3,400 |
| US 33: | over Eel River Scour Protection | | 1592508 | CN | 2017 | \$170,000 | \$136,000 | \$34,000 |

LOCATION Project Description FY 17 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|---|--------------------|----------|--------------|----------------------|----------------------|--------------------|
| *US 33: 3.57 mi n/o US 30, UNT of Sutorious Ditch, RP 39-95 Small Structure Replacement | 1600411 | PE | 2017 | \$140,000 | \$126,000 | \$14,000 |
| *US 33: Bridge over Johnson Ditch 5.33 mi n/o US 30 Bridge Deck Overlay | 1700224 | PE | 2017 | \$75,000 | \$60,000 | \$15,000 |
| *SR 37: over Branch #2, Sowers Ditch, 3.05 mi n/o SR 101 Small Structure Pipe Lining | 1383542 | PE | 2017 | \$50,000 | \$40,000 | \$10,000 |
| *SR 37: over Wann Ditch Scour Protection | 1592648 | PE | 2017 | \$41,000 | \$32,800 | \$8,200 |
| I-69: Bridge over Eight Mile Creek (NB & SB) 6.68 mi n/o US 224 Bridge Deck Overlay | 1296460 1296462 | CN | 2017 | \$1,073,000 | \$965,800 | \$107,200 |
| I-69: over NS RR McCulloch Ditch NB & SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair | 1401482 1401483 | CN CN | 2017 2017 | \$23,400 \$14,900 | \$18,700 \$11,900 | \$4,700 \$3,000 |
| I-69: bridge NB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401484 | CN | 2017 | \$18,100 | \$14,400 | \$3,700 |
| *I-69: Hillegas Rd Bridge over I-69, 0.48 mi s/o US 30 Bridge Deck Replacement & Widening | 1006172 | PE CN | 2017 2017 | \$10,000 \$25,000 | \$9,000 \$22,500 | \$1,000 \$2,500 |
| *I-69 at SR 14 Interchange Interchange Modification | 1401828 | PE | 2017 | \$180,000 | \$162,000 | \$18,000 |
| *I-69: over Lower Huntington Rd, 2.97 mi s/o US24 Bridge Maintenance and Repair | 1401531 | CN | 2017 | \$45,100 | \$36,100 | \$9,000 |
| *I-69: NB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401532 | CN | 2017 | \$5,800 | \$4,700 | \$1,200 |
| *I-69: SB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401533 | CN | 2017 | \$10,800 | \$8,700 | \$2,200 |
| *I-69: 0.68 mi s/o US 224 to 9.52 mi n/o US 224 HMA Overlay, Preventative Maintenance | 1592633 | PE | 2017 | \$74,000 | \$59,200 | \$14,800 |
| *I-69: NBL over NS RR, 0.53 mi n/o SR 14 Substructure Repair and Rehabilitation | 1592908 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-69: SBL over NS RR, 0.53 mi n/o SR 14 Substructure Repair and Rehabilitation | 1592914 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-69: NBL over CFE RR, 0.81 mi n/o SR 14 Substructure Repair and Rehabilitation | 1592916 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-69: SBL over CFE RR, 0.81 mi n/o SR 14 Substructure Repair and Rehabilitation | 1592917 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-69: NB over US 24, 3.21 mi s/o SR 14 Repair or Replace Joints | 1592926 | PE | 2017 | \$30,000 | \$27,000 | \$3,000 |
| *I-69: SB over US 24, 3.21 mi s/o SR 14 Repair or Replace Joints | 1592927 | PE | 2017 | \$30,000 | \$27,000 | \$3,000 |
| *I-69: Huntington Rd over I-69, 2.97 mi s/o US 24 Substructure Repair and Rehabilitation | 1592980 | PE | 2017 | \$30,000 | \$27,000 | \$3,000 |
| *I-69: 0.47 mi n/o SR 1 to 9.46 mi n/o SR 1 HMA Overlay, Preventive Maintenance | 1600232 | PE | 2017 | \$35,000 | \$28,000 | \$7,000 |
| *I-69: S Jct of I-69/I-469 Intrchnng-Loop Ramp WB Laf Ctr to SB I-69 Small Structure Pipe Lining | 1700221 | PE | 2017 | \$50,000 | \$45,000 | \$5,000 |
| SR 101: 4.97 mi s/o US 30 (over Brown Ditch) Bridge Deck Overlay | 1006158 | CN | 2017 | \$389,000 | \$311,200 | \$77,800 |
| *SR 101: from 0.18 mi n/o US 24 to 8.49 mi n/o US 24 HMA Overlay, Structural | 1296471 | PE | 2017 | \$200,000 | \$160,000 | \$40,000 |
| *SR 101: Mourey Ditch, 2.60 mi n/o US 30 Pipe Lining | 1383552 | PE | 2017 | \$50,000 | \$40,000 | \$10,000 |
| *SR 101: Imback Ditch, 6.64 mi n/o US 30 Small Structure Pipe Lining | 1383553 | PE | 2017 | \$50,000 | \$40,000 | \$10,000 |
| SR 205: pipeliner for Johnson Ditch, 2.09 mi n/o US 33 Small Structure Pipelining | 1296076 | CN | 2017 | \$84,000 | \$67,200 | \$16,800 |
| I-469: EB bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange Bridge Deck Overlay | 0901185 0901186 | CN | 2017 | \$396,000 | \$356,400 | \$39,600 |

LOCATION Project Description FY 17 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|---|---------|-------|------|--------------|---------------|-------------|
| I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30 Pavement Replacement & Bridge Thin Deck Overlay | 1296429 | CN | 2017 | \$33,787,200 | \$30,404,480 | \$3,378,720 |
| *I-469 at the US 24 Interchange Interchange Modification | 1383675 | PE | 2017 | \$386,600 | \$347,900 | \$38,700 |
| I-469: bridge over CFE RR EB, 3.81 mi w/o US 30 Bridge Thin Deck Overlay | 1401085 | CN | 2017 | \$178,800 | \$160,900 | \$17,900 |
| I-469: bridge over CFE RR WB, 3.81 mi w/o US 30 Bridge Thin Deck Overlay | 1401086 | CN | 2017 | \$163,800 | \$147,420 | \$16,380 |
| I-469: bridge over Tillman Rd EB, 3.62 mi w/o US 30 Bridge Thin Deck Overlay | 1401087 | CN | 2017 | \$104,700 | \$94,230 | \$10,470 |
| I-469: bridge over Tillman Rd WB, 3.62 mi w/o US 30 Bridge Thin Deck Overlay | 1401088 | CN | 2017 | \$104,700 | \$94,230 | \$10,470 |
| I-469: bridge over CFE RR EB, 2.71 mi w/o US 30 Bridge Thin Deck Overlay | 1401089 | CN | 2017 | \$137,900 | \$124,110 | \$13,790 |
| I-469: bridge over CFE RR WB, 2.71 mi w/o US 30 Bridge Thin Deck Overlay | 1401090 | CN | 2017 | \$142,900 | \$128,610 | \$14,290 |
| I-469 at the US 24 Interchange Interchange Modification | 1383675 | RW | 2017 | \$100,000 | \$90,000 | \$10,000 |
| | | CN | 2017 | \$1,500,000 | \$1,350,000 | \$150,000 |
| *I-469: EB over Lafayette Ctr Rd, 0.94 mi e/o I-69 Bridge Maintenance and Repair | 1401521 | CN | 2017 | \$46,700 | \$37,400 | \$9,300 |
| *I-469: EB over Lafayette Ctr Rd, 0.94 mi e/o I-69 Bridge Maintenance and Repair | 1401522 | CN | 2017 | \$46,700 | \$37,400 | \$9,300 |
| *I-469: EB over NS RR (NC), 0.56 mi w/o SR 1 Bridge Maintenance and Repair | 1401523 | CN | 2017 | \$31,900 | \$25,500 | \$6,400 |
| *I-469: over Dawkins Rd, 0.53 mi n/o US 30 Bridge Maintenance and Repair | 1401524 | CN | 2017 | \$59,500 | \$47,600 | \$11,900 |
| *I-469: over St Joe Ctr Rd, 0.34 mi n/o SR 37 Substructure Repair and Rehabilitation | 1401546 | CN | 2017 | \$31,700 | \$25,400 | \$6,300 |
| *I-469: EB over Feighner Rd, 0.54 mi e/o I-69 Substructure Repair and Rehabilitation | 1401547 | CN | 2017 | \$16,400 | \$13,100 | \$3,300 |
| *I-469: EB over I-69 Bridge Deck Patching | 1401548 | CN | 2017 | \$10,600 | \$8,500 | \$2,100 |
| *I-469: WB over I-69 Bridge Deck Patching | 1401549 | CN | 2017 | \$10,600 | \$8,500 | \$2,100 |
| *I-469: From 3.99 mi s/o US 30 to 1.92 mi n/o SR 37 (Wheelock Rd) Concrete Pavement Restoration (CPR) | 1500836 | PE | 2017 | 336,266 | 269,013 | 67,253 |
| | | CN | 2017 | 3,944,000 | 3,155,200 | 788,800 |
| *I-469: from 2.1 mi s/o US 30 (at Minnich Rd) to 1.35 mi s/o US30 HMA Overlay, Preventive Maintenance | 1592428 | CN | 2017 | \$175,000 | \$157,500 | \$17,500 |
| *I-469: WB off ramp 1.76 mi e/o US 27 Pipe Lining | 1592490 | PE | 2017 | \$50,000 | \$40,000 | \$10,000 |
| *I-469: EB over Maplecrest Rd Substructure Repair and Rehabilitation | 1592955 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-469: WB over Maplecrest Rd Substructure Repair and Rehabilitation | 1592989 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-469: NBL over US 24 Substructure Repair and Rehabilitation | 1592985 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-469: SBL over US 24 Substructure Repair and Rehabilitation | 1592986 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-469: SBL over NS RR Substructure Repair and Rehabilitation | 1592988 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| I-469: over NS RR (Fostoria) Substructure Repair and Rehabilitation | 1592982 | PE | 2017 | \$15,000 | \$13,500 | \$1,500 |
| *I-469: unnamed tributary of Brindle Ditch 3.76 mi e/o I-69 Pipe Lining | 1600240 | PE | 2017 | \$50,000 | \$40,000 | \$10,000 |
| *I-469: from 1.76 mi e/o I-469 S Jct to 2.01 mi e/o I-469 S Jct HMA Overlay, Preventive Maintenance | 1601216 | PE | 2017 | \$50,000 | \$45,000 | \$5,000 |

LOCATION Project Description FY 17 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|---|-------------|--------------|-------------|--------------------|----------------------|--------------------|
| *I-469: from 0.89 mi e/o I-469 S Jct to 1.20 mi e/o I-469 S Jct HMA Overlay, Preventive Maintenance | 1601217 | PE | 2017 | \$50,000 | \$45,000 | \$5,000 |
| *I-469: EBL Br over Feighner Rd, 0.54 mi e/o I-69 Replace Superstructure | 1601889 | PE | 2017 | \$320,000 | \$288,000 | \$32,000 |
| *I-469: WBL Br over Feighner Rd, 0.54 mi e/o I-69 Replace Superstructure | 1601890 | PE | 2017 | \$320,000 | \$288,000 | \$32,000 |
| SR 930: 1.1 mi e/o I-469 at the intersection of Green St in New Haven Intersection Improvement/Added Turn Lanes | 0100843 | CN | 2017 | \$2,568,000 | \$2,054,400 | \$513,600 |
| SR 930: 0.77 mi w/o US 27 (at Coldwater Rd), add right turn lanes on N, E & W approaches Intersection Improvement w/added turn lanes | 1296911 | CN | 2017 | \$1,778,000 | \$1,422,400 | \$355,600 |
| SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Maintenance and Repair | 1401477 | CN | 2017 | \$21,200 | \$17,000 | \$4,200 |
| *SR 930: 1.68 mi w/o US 27 (Goshen Rd) west approach Intersection Improvement w/added turn lanes | 1401850 | PE | 2017 | \$77,000 | \$56,000 | \$14,000 |
| *SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 Bridge Deck Replacement | 1600227 | PE | 2017 | \$192,000 | \$153,600 | \$38,400 |
| *SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 Bridge Deck Replacement & Widening | 1600407 | PE | 2017 | \$100,000 | \$80,000 | \$20,000 |
| Bridge Inspections: Statewide Underwater Bridge Inspections Bridge Inspection | 1297250 | PE | 2017 | \$600,000 | \$480,000 | \$120,000 |
| Helpers Program for Local Roads and Streets Other Type Project (Miscellaneous) | 1383183 | PE | 2017 | \$251,250 | \$201,000 | \$50,250 |
| | | CN | 2017 | \$0 | \$0 | \$0 |
| *IPFW Pedestrian Bridge over Coliseum Blvd Bike/Pedestrian Facilities | 1173219 | CN | 2017 | \$4,169,281 | \$3,335,425 | \$833,856 |
| Pedestrian Bridge Crossing - IPFW Bridge Inspection | 0710276 | PE | 2017 | \$0 | \$0 | \$0 |
| Software License for Statewide ATMS for FY17 ITS Program Contracted Services | 1297115 | PE | 2017 | \$1,200,000 | \$1,080,000 | \$120,000 |
| | | CN | 2017 | \$0 | \$0 | \$0 |
| Statewide O&M fee for CARS (Condition Acq & Reporting System) FY17 ITS Operations and Maintenance Contracts | 1297116 | PE | 2017 | \$230,000 | \$184,000 | \$46,000 |
| | | CN | 2017 | \$0 | \$0 | \$0 |
| Statewide TMC Dispatcher Operations contract for FY17 ITS Program Contracted Services | 1297113 | PE | 2017 | \$1,300,000 | \$1,170,000 | \$130,000 |
| | | CN | 2017 | \$0 | \$0 | \$0 |
| Multiple Weigh Station locations in the state; Statewide PM contract for W/S Weigh Stations Construction/Reconstruction | 1173877 | CN | 2017 | \$100,000 | \$90,000 | \$10,000 |
| *Van Buren St at NS RR in Fort Wayne Railroad Protection DOT#478025T | 1500181 | PE | 2017 | \$20,000 | \$20,000 | \$0 |
| *Various Intersections in the FW District Traffic Signal Visibility Improvement | 1296261 | CN | 2017 | \$95,000 | \$95,000 | \$0 |
| *Various Locations throughout the FW District Construct ADA Approved Sidewalk Ramps | 1601183 | PE | 2017 | \$25,000 | \$20,000 | \$5,000 |
| *Various Locations throughout the FW District Bridge Maintenance and Repair | 1601701 | PE | 2017 | \$60,000 | \$48,000 | \$12,000 |
| | | CN | 2017 | \$1,000,000 | \$800,000 | \$200,000 |
| *Various Locations throughout the FW District Patch and Rehab Pavement | 1601702 | PE | 2017 | \$60,000 | \$48,000 | \$12,000 |
| | | CN | 2017 | \$1,000,000 | \$800,000 | \$200,000 |
| *Various Locations throughout the FW District Traffic Signal Visibility Improvement | 1601788 | PE | 2017 | \$15,000 | \$12,000 | \$3,000 |
| LOCATION Project Description FY 18 | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
| *SR 1: at Clay St in Leo-Cedarville Demolition, Remove Buildings, Foundations | 1602272 | PE | 2018 | \$15,000 | \$13,500 | \$1,500 |
| *SR 3: bridge over Willow Creek Ditch SB & NB 3.84 mi s/o SR 205 Bridge Deck Overlay | 1500801 | CN | 2018 | \$502,000 | \$401,600 | \$100,400 |
| | 1500802 | CN | 2018 | \$502,000 | \$401,600 | \$100,400 |

LOCATION Project Description FY 18 -

continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|--|--------------------|-------------------|----------------------|--------------------------------------|--------------------------------------|----------------------------------|
| SR 3: I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventative Maintenance | 1592638 | CN | 2018 | \$2,717,200 | \$2,173,700 | \$543,400 |
| *US 27: Between 6.31 mi s/o SR 930 (Paulding Rd) to 1.01 mi s/o SR 930 (Edgewood Dr) Traffic Signal Modernization | 1172175 | CN | 2018 | \$1,971,200 | \$1,577,000 | \$3,942,000 |
| *US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen Co Line Small Structure Replacement/Pipe Lining | 0301145 | CN | 2018 | \$89,000 | \$71,200 | \$17,800 |
| *US 27: bridge over Houk Ditch .72 mi n/o I-469 Bridge Thin Deck Overlay | 1500787 1500788 | CN PE | 2018 2018 | \$489,000 \$489,000 | \$391,200 \$391,200 | \$97,800 \$97,800 |
| *US 27: Bridge over Berning Creek NB & SB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500803 | CN CN | 2018 2018 | \$371,000 \$371,000 | \$296,800 \$296,800 | \$74,200 \$74,200 |
| *US 30: Intersection of US 30 & SR 101 Other Intersection Improvement | 1298055 | CN | 2018 | \$952,000 | \$761,600 | \$190,400 |
| US 30: 0.23 mi e/o US 33 (Hillegas Rd over US 30/33) Bridge Replacement | 1383457 | RW | 2018 | \$13,000 | \$10,400 | \$2,600 |
| *US 33: over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair | 1592919 | CN | 2018 | \$75,000 | \$60,000 | \$15,000 |
| *SR 37: over Wann Ditch Scour Protection | 1592648 | CN | 2018 | \$69,100 | \$55,300 | \$13,800 |
| I-69: Hillegas Rd bridge over I-69, 0.48 mi s/o US 30 Bridge Deck Replacement & Widening | 1006172 | CN | 2018 | \$2,320,000 | \$2,088,000 | \$232,000 |
| *I-69: Various Locations Install New Cable Rail Barriers | 1297947 | CN | 2018 | \$3,313,000 | \$3,313,000 | \$0 |
| *I-69: at SR 14 Interchange Interchange Modification | 1401828 | PE | 2018 | \$15,000 | \$13,500 | \$1,500 |
| *I-69: 0.68 mi s/o US 224 to 9.52 mi n/o US 224 HMA Overlay, Preventative Maintenance | 1592633 | PE PE/CE CN | 2018 2018 2018 | \$30,000 \$450,000 \$6,686,200 | \$24,000 \$405,000 \$6,017,600 | \$6,000 \$45,000 \$668,600 |
| *I-69: NB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair | 1592908 | CN | 2018 | \$59,000 | \$47,200 | \$11,800 |
| *I-69: NB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair | 1592914 | CN | 2018 | \$59,000 | \$47,200 | \$11,800 |
| *I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592916 | CN | 2018 | \$59,000 | \$47,200 | \$11,800 |
| *I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592917 | CN | 2018 | \$59,000 | \$47,200 | \$11,800 |
| *I-69: NB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair | 1592926 | CN | 2018 | \$26,800 | \$21,400 | \$5,400 |
| *I-69: SB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair | 1592927 | CN | 2018 | \$26,800 | \$21,400 | \$5,400 |
| *I-69: NB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair | 1592928 | CN | 2018 | \$42,800 | \$34,200 | \$8,600 |
| *I-69: SB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair | 1592930 | CN | 2018 | \$42,800 | \$34,200 | \$8,600 |
| *I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592932 | CN | 2018 | \$42,800 | \$34,200 | \$8,600 |
| *I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592933 | CN | 2018 | \$42,800 | \$34,200 | \$8,600 |
| *SR 101: from 0.18 mi n/o US 24 to 8.49 mi n/o US 24 HMA Overlay, Structural | 1296471 | CN | 2018 | \$3,763,800 | \$3,010,800 | \$752,700 |
| *SR 101: Mourey Ditch, 2.60 mi n/o US 30 Pipe Lining | 1383552 | RW | 2018 | \$5,000 | \$4,000 | \$1,000 |
| *SR 101: Bridge over Hamm Ditch, 1.49 mi n/o SR 37 Bridge Deck Overlay | 1500781 | CN | 2018 | \$684,300 | \$547,400 | \$136,900 |
| I-469 at the US 24 Interchange Interchange Modification | 1383675 | RW | 2018 | \$1,500,000 | \$1,350,000 | \$150,000 |

LOCATION Project Description FY 18 -






continued

| | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|---|---------|-------|------|-------------|---------------|-------------|
| *I-469: From 0.54 mi e/o I-69 south to 2.28 mi mi e/o SR 1 (Winchester Rd) | 1500837 | CN | 2018 | 2,958,200 | 2,366,600 | 591,600 |
| Concrete Pavement Restoration (CPR) | | CN | 2018 | 250,000 | 225,000 | 25,000 |
| *I-469: over St Marys River, 0.45 mi w/o US 27 | 1592918 | CN | 2018 | \$53,500 | \$42,800 | \$10,700 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: NB over US 24, 1.35 mi n/o US 30 | 1592934 | CN | 2018 | \$58,900 | \$47,100 | \$11,800 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: SB over US 24, 1.35 mi n/o US 30 | 1592935 | CN | 2018 | \$58,900 | \$47,100 | \$11,800 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: EB over Maplecrest Rd, 3.99 mi e/o SR 37 | 1592955 | CN | 2018 | \$42,800 | \$47,100 | \$8,600 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 | 1592964 | CN | 2018 | \$39,600 | \$31,700 | \$7,900 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 | 1592974 | CN | 2018 | \$21,400 | \$17,100 | \$4,300 |
| Bridge Maintenance and Repair | | | | | | |
| *I-69: Huntington Rd over I-69, 2.97 mi s/o US24 | 1592980 | CN | 2018 | \$26,800 | \$21,400 | \$5,400 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: over NS RR (Fostoria) | 1592982 | CN | 2018 | \$37,500 | \$30,000 | \$7,500 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: NB over US 24, 1.35 mi n/o US 30 | 1592985 | CN | 2018 | \$37,500 | \$30,000 | \$7,500 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: SB over US 24, 1.35 mi n/o US 30 | 1592986 | CN | 2018 | \$37,500 | \$30,000 | \$7,500 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: SB over NS RR, 0.50 mi s/o SR 37 | 1592988 | CN | 2018 | \$37,500 | \$30,000 | \$7,500 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 | 1592989 | CN | 2018 | \$37,500 | \$30,000 | \$7,500 |
| Bridge Maintenance and Repair | | | | | | |
| *I-469: from 1.76 mi e/o I-469 S Jct at I-69 to 2.01 mi e/o I-469 S Jct at I-69 | | | | | | |
| HMA Overlay, Preventive Maintenance | 1601216 | CN | 2018 | \$200,000 | \$180,000 | \$20,000 |
| *I-469: from 0.89 mi e/o I-469 S Jct to 1.20 mi e/o I-469 S Jct | 1601217 | | | | | |
| HMA Overlay, Preventive Maintenance | | CN | 2018 | \$200,000 | \$180,000 | \$20,000 |
| *I-469: EBL Br over Feighner Rd, 0.54 mi e/o I-69 | 1601889 | CN | 2018 | \$1,645,000 | \$1,480,500 | \$164,500 |
| Replace Superstructure | | | | | | |
| *I-469: WBL Br over Feighner Rd, 0.54 mi e/o I-69 | 1601890 | CN | 2018 | \$1,645,000 | \$1,480,500 | \$164,500 |
| Replace Superstructure | | | | | | |
| *SR 930: Bridge over Spy Run Creek, 0.74 mi w/o US 27 | 1500784 | CN | 2018 | \$149,200 | \$134,300 | \$14,900 |
| Bridge Thin Deck Overlay | | | | | | |
| *SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 | 1600227 | PE | 2018 | \$47,000 | \$37,600 | \$9,400 |
| Bridge Deck Replacement | | | | | | |
| Helpers Program for Local Roads and Streets | 1383183 | PE | 2018 | \$251,250 | \$201,000 | \$50,250 |
| Other Type Project (Miscellaneous) | | | | | | |
| *Monroeville Rd at CFE RR Crossing | 1700527 | PE | 2018 | \$20,000 | \$200,000 | \$0 |
| Railroad Protection | | | | | | |
| Software License for Statewide ATMS for FY18 | 1383639 | PE | 2018 | \$1,200,000 | \$1,080,000 | \$120,000 |
| ITS Program Contracted Services | | CN | 2018 | \$0 | \$0 | \$0 |
| Statewide TMC Dispatcher Operations contract for FY17 | 1383641 | PE | 2018 | \$1,500,000 | \$1,350,000 | \$150,000 |
| ITS Program Contracted Services | | CN | 2018 | \$0 | \$0 | \$0 |
| Statewide O&M fee for CARS (Condition Acq & Reporting System) FY17 | 1383642 | PE | 2018 | \$275,000 | \$220,000 | \$55,000 |
| ITS Operations and Maintenance Contracts | | CN | 2018 | \$0 | \$0 | \$0 |
| *Van Buren St at NS RR in Fort Wayne | 1500181 | CN | 2018 | \$450,000 | \$450,000 | \$0 |
| Railroad Protection DOT#478025T | | | | | | |
| Various Bridges Inspections in FW District - Statewide | 1297451 | PE | 2018 | \$500,000 | \$400,000 | \$100,000 |
| Bridge Inspection | | | | | | |
| *Various Locations throughout the FW District | 1297948 | CN | 2018 | \$335,000 | \$268,000 | \$67,000 |
| Curve Sign and Marking Visibility Improvements | | | | | | |






| LOCATION | Project Description | FY 19 | DES# | PHASE | YEAR | TOTAL SHARE | FEDERAL SHARE | STATE SHARE |
|--|---------------------------------------|--------------|-------------|--------------|-------------|--------------------|----------------------|--------------------|
| *Various Location throughout the FW District | Raised Pavement Markings, Refurbished | | | | | | | |
| *Various Locations throughout the FW District | Construct ADA Approved Sidewalk Ramps | | 1601183 | CN | 2018 | \$416,000 | \$332,800 | \$83,200 |
| *Various Locations throughout the FW District | Traffic Signal Visibility Improvement | | 1601788 | CN | 2018 | \$20,000 | \$16,000 | \$4,000 |
| *SR 14: SR 9 to 8.48 mi e/o SR 9 (West Hamilton Rd) | HMA Overlay, Preventive Maintenance | | 1600098 | CN | 2019 | \$2,216,200 | \$1,772,900 | \$443,200 |
| *SR 14: 2.44 mi w/o I-69 (Scott Rd) to 0.28 mi e/o I-69 | HMA Overlay, Preventive Maintenance | | 1600115 | CN | 2019 | \$1,551,300 | \$1,241,100 | \$310,300 |
| US 30: 0.23 mi e/o US 33 (Hillegas Rd over US 30/33) | Bridge Replacement | | 1383457 | CN | 2019 | \$2,461,000 | \$1,968,800 | \$492,200 |
| *US 30: EB over Flatrock Creek | Bridge Painting | | 1592659 | CN | 2019 | \$128,200 | \$102,500 | \$25,600 |
| *US 30: WB over Flatrock Creek | Bridge Painting | | 1592661 | CN | 2019 | \$128,200 | \$102,500 | \$25,600 |
| *US 30: WB over Flatrock Creek | Bridge Deck Overlay | | 1600194 | CN | 2019 | \$737,100 | \$663,400 | \$73,700 |
| *US 30: EB over Flatrock Creek | Bridge Deck Overlay | | 1600238 | CN | 2019 | \$737,100 | \$663,400 | \$73,700 |
| *SR 37: over Branch #2, Sowers Ditch, 3.05 mi n/o SR 101 | Small Structure Pipe Lining | | 1383542 | RW | 2019 | \$5,000 | \$4,000 | \$1,000 |
| *I-69: 0.47 mi n/o SR 1 to 9.46 mi n/o SR 1 | HMA Overlay, Preventive Maintenance | | 1600232 | CN | 2019 | \$5,612,300 | \$5,051,100 | \$531,200 |
| *SR 101: Mourey Ditch, 2.60 mi n/o US 30 | Pipe Lining | | 1383552 | CN | 2019 | \$78,500 | \$62,800 | \$15,700 |
| I-469 at the US 24 Interchange | Interchange Modification | | 1383675 | CN | 2019 | \$6,876,000 | \$6,188,400 | \$687,600 |
| I-469: WB Ramp 1.76 mi e/o US 27 | Pipe Lining | | 1592490 | CN | 2019 | \$810,800 | \$729,700 | \$81,100 |
| I-469: over unnamed tributary of Brindle Ditch | Pipe Lining | | 1600240 | CN | 2019 | \$220,900 | \$198,800 | \$22,100 |
| *Monroeville Rd at CFE RR Crossing | Railroad Protection | | 1700527 | CN | 2018 | \$320,000 | \$320,000 | \$0 |

Indiana Department of Transportation

Projects FY 16 - 19

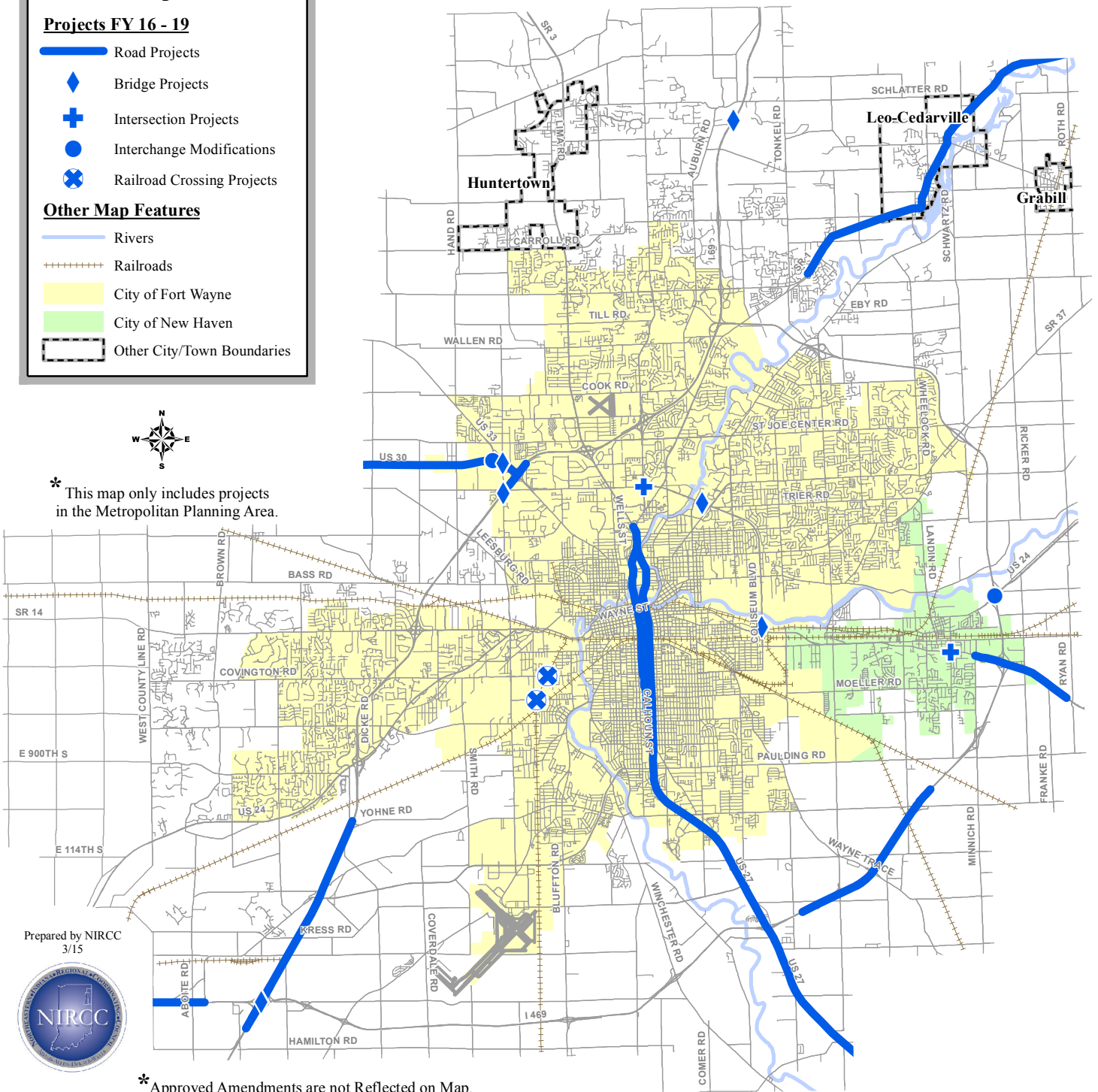
-  Road Projects
-  Bridge Projects
-  Intersection Projects
-  Interchange Modifications
-  Railroad Crossing Projects

Other Map Features

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



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



Prepared by NIRCC
3/15



* 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 mi e/o I-69 (North Jct) (Nettlehearst Ditch) Small Structure Replacement | 1006129 | PE | 10.0 | 2012 | 8.0 | 2.0 | |
| | | PE | 80.0 | 2013 | 64.0 | 16.0 | |
| | | 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: from 11.39 mi e/o I-69, Allen-DeKalb County Line to SR 8 HMA Overlay, Preventive Maintenance | 1296328 | PE | 20.0 | 2017 | 16.0 | 4.0 | 16-37 |
| | | CN | 1736.2 | 2017 | 1388.9 | 347.2 | 16-189 |
| SR 1: 1.96 mi e/o I-69 to 8.06 mi s/o SR 8 (Allen- DeKalb County Line) HMA Overlay, Preventive Maintenance | 1500274 | CN | 2475.1 | 2016 | 1980.1 | 495.0 | |
| *SR 1: bridge over Deptmer Ditch, 1.18 mi n/o I-69 Scour Protection (Erosion) | 1592634 | PE | 40.9 | 2016 | 32.7 | 8.2 | 16-205 |
| | 1592634 | CN | 93.0 | 2018 | 74.4 | 18.6 | 16-207 16-101 |
| *SR 1: 2.48 mi n/o US 224 to I-469 HMA Overlay, Functional | 1600407 | PE | 260.0 | 2017 | 208.0 | 52.0 | 16-230 |
| | 1600407 | CN | 2900.0 | 2019 | 2320.0 | 580.0 | 16-153 |
| *SR 1 SR 1 at Clay Street in Leo-Cedarville Demolition, Remove Buildings, Foundations | 1602272 | PE | 15.0 | 2018 | 12.0 | 3.0 | 17-319 |
| SR 3: bridge over Willow Creek Ditch SB & NB 4.19 mi s/o SR 205 Bridge Maintenance and Repair SB - 1400368 NB - 1400369 | 1400368 | CN | 22.8 | 2016 | 18.2 | 4.6 | |
| | 1400369 | CN | 30.8 | 2016 | 24.6 | 6.2 | |
| *SR 3: bridge over Willow Creek Ditch, 3.84 mi s/o SR 205 Bridge Deck Overlay SB - 1500802 NB - 1500801 | 1500802 | PE | 9.2 | 2016 | 7.4 | 1.8 | 16-12 |
| | | PE | 100.8 | 2017 | 80.6 | 20.2 | 16-200 |
| | | CN | 502.0 | 2018 | 401.6 | 100.4 | |
| | 1500801 | PE | 9.2 | 2016 | 7.4 | 1.8 | 16-13 |
| | | PE | 100.8 | 2017 | 80.6 | 20.2 | 16-199 |
| | | CN | 502.0 | 2018 | 401.6 | 100.4 | |
| *SR 3: from 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pavement Restoration (CPR) | 1592392 | PE | 200.0 | 2017 | 180.0 | 20.0 | 17-298 |
| | | CN | 32.5 | 2016 | 26.0 | 6.5 | 16-18 |
| *SR 3: 3.63 mi n/o I-69 to 9.0 mi n/o I-69 HMA Overlay, Preventative Maintenance | 1592498 | CN | 3129.4 | 2017 | 2503.5 | 625.9 | 16-156 |
| *SR 3: I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventive Maintenance | 1592638 | PE | 150.0 | 2017 | 132.5 | 17.5 | 16-102 |
| | | CN | 2717.2 | 2018 | 2173.7 | 543.4 | 17-294 16-184 16-206 |
| *SR 3: over Willow Creek Ditch NB 4.29 mi s/o SR 205 Superstructure Replace NB - 1600290 SB - 1600291 | 1600290 | PE | 110.0 | 2017 | 88.0 | 22.0 | 16-142 |
| | 1600291 | PE | 110.0 | 2017 | 88.0 | 22.0 | 16-143 |
| SR 14: bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9 Bridge Deck Overlay | 1006170 | PE | 45.0 | 2015 | 36.0 | 9.0 | |
| | | CN | 428.0 | 2016 | 342.4 | 85.6 | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|----------------|-------|-----------------------|------|---------------------|-------------------|----------------------------|
| *SR 14: SR 9 to 8.48 mi e/o SR 9 (West Hamilton Rd) HMA Overlay, Preventive Maintenance | 1600098 | PE | 35.0 | 2017 | 28.0 | 7.0 | 16-238 |
| | | CN | 2216.2 | 2019 | 1772.9 | 443.2 | |
| *SR 14: 2.44 mi w/o I-69 (Scott Rd) to 0.28 mi e/o I-69 HMA Overlay, Preventive Maintenance | 1600115 | PE | 135.0 | 2017 | 118.0 | 17.0 | 17-295 16-239 |
| | | CN | 1551.3 | 2019 | 1241.1 | 310.3 | |
| US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) Small Structure Replacement | 1006130 | PE | 35.0 | 2012 | 28.0 | 7.0 | |
| | | PE | 77.7 | 2013 | 62.3 | 15.5 | |
| | | PE | 22.0 | 2014 | 17.6 | 4.4 | |
| | | RW | 10.0 | 2014 | 8.0 | 2.0 | |
| | | RW | 10.0 | 2015 | 8.0 | 2.0 | |
| | | UTCN | 30.0 | 2015 | 24.0 | 6.0 | |
| | | CN | 1471.0 | 2016 | 1176.8 | 294.2 | |
| *US 24: bridge over Aboite Creek WB & EB, 4.11 mi w/o I-69 Bridge Maintenance and Repair | 1400424 | CN | 9.9 | 2016 | 7.9 | 2.0 | 16-72 |
| | | PE* | 7.0 | 2016 | 5.6 | 1.4 | |
| | 1401507 | CN | 11.7 | 2017 | 9.4 | 2.3 | |
| WB - 1400424 EB - 1401507 | | | | | | | |
| *US 24: N. Webster Rd over US 24, 4.53 mi w/o SR 101 Bridge Deck Overlay | 1401557 | PE | 11.0 | 2016 | 8.8 | 2.2 | 16-48 17-267 |
| | | PE | 23.0 | 2017 | 18.4 | 4.6 | |
| | | CN | 69.1 | 2017 | 55.3 | 13.8 | |
| *US 24: over Gar Creek EB & WB, 6.20 mi w/o SR 101 Bridge Deck Overlay | 1401558 | PE | 8.0 | 2016 | 6.4 | 1.6 | 16-49 |
| | | CN | 47.8 | 2017 | 38.3 | 9.6 | |
| | 1401559 | PE | 8.0 | 2016 | 6.4 | 1.6 | 16-50 |
| | | CN | 47.8 | 2017 | 38.3 | 9.6 | |
| EB - 1401558 WB - 1401559 | | | | | | | |
| *US 24: From 4.8 mi w/o I-69 (Whitley/Allen Co Line) to 0.60 mi w/o I-69 (Liberty Mills) HMA Overlay, Preventative Maintenance | 1500840 | PE | 30.0 | 2016 | 24.0 | 6.0 | 16-34 17-293 16-157 |
| | | PE | 244.0 | 2017 | 219.6 | 24.4 | |
| | | CN | 2194.2 | 2017 | 1755.3 | 438.8 | |
| *US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line Small Structure Replacement | 0301145 | PE | 20.0 | 2014 | 16.0 | 4.0 | 16-99 |
| | | RW | 2.0 | 2015 | 1.6 | 0.4 | |
| | | PE | 42.0 | 2016 | 33.6 | 8.4 | |
| | | RW | 26.0 | 2016 | 20.8 | 5.2 | |
| | | CN | 89.0 | 2018 | 71.2 | 17.8 | |
| *US 27: between 6.31 mi s/o SR 930 (Paulding Rd) to 1.01 mi s/o SR 930 (Edgewood Dr) Traffic Signals Modernization | 1172175 | PE | 320.0 | 2017 | 256.0 | 64.0 | 16-186 16-146 |
| | | CN | 1971.2 | 2018 | 1577.0 | 394.2 | |
| *US 27: from 5.74 mi s/o SR 930 (Pettit Ave) to 1.01 mi s/o SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | 1296321 | PE | 700.0 | 2014 | 560.0 | 140.0 | 16-188 17-309 16-188 |
| | | PE | 120.0 | 2016 | 96.0 | 24.0 | |
| | | PE | 301.0 | 2017 | 240.8 | 60.2 | |
| | | RW | 328.0 | 2017 | 262.4 | 65.6 | |
| | | CN | 5177.7 | 2018 | 4142.2 | 1035.5 | |
| US 27: from 7.83 mi n/o US 224 N Jct to 18.24 mi n/o N Jct US 224, Pettit Ave HMA Overlay, Preventive Maintenance | 1296407 | CN | 4813.0 | 2016 | 3850.4 | 962.6 | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|------------------------|--------------|-------------------------------|-------------|-----------------------------|---------------------------|--------------------------|
| *US 27: Various locations in FW District Traffic Signal Modernization | 1296424 | PE | 80.0 | 2016 | 80.0 | 0.0 | 16-90 |
| | | CN | 829.0 | 2017 | 829.0 | 0.0 | |
| *US 27: bridge over St Mary's River NB, 2.6 mi s/o SR 930 Bridge Maintenance and Repair | 1401513 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-75 |
| | | CN | 19.1 | 2017 | 15.3 | 3.8 | |
| *US 27: bridge over Houk Ditch 0.72 mi n/o I-469 Repair or Replace Joints Bridge Maintenance and Repair | 1401763 | CN | 25.3 | 2016 | 20.3 | 5.1 | 16-73 16-74 16-235 |
| | | PE* | 7.0 | 2016 | 5.6 | 1.4 | |
| | 1401511 | CN | 17.0 | 2017 | 13.6 | 3.4 | |
| | | PE* | 7.0 | 2016 | 5.6 | 1.4 | |
| *US 27: bridge over Houk Ditch, 0.72 mi n/o I-469 Bridge Thin Deck Overlay NB - 1500787 SB - 1500788 | 1500787 | PE | 9.2 | 2016 | 7.4 | 1.8 | 16-10 16-197 |
| | | PE | 100.8 | 2017 | 80.6 | 20.2 | |
| | | CN | 489.0 | 2018 | 391.2 | 97.8 | |
| | 1500788 | PE | 110.0 | 2016 | 88.0 | 22.0 | 16-11 16-198 16-15 |
| | | PE | 100.8 | 2017 | 80.6 | 20.2 | |
| | | CN | 489.0 | 2018 | 391.2 | 97.8 | |
| *US 27: Bridge over Berning Creek NB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500803 | PE | 9.2 | 2016 | 7.4 | 1.8 | 16-2 16-201 |
| | | PE | 80.8 | 2017 | 64.6 | 16.2 | |
| | | CN | 371.0 | 2018 | 296.8 | 74.2 | |
| *US 27: Bridge over Berning Creek SB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500804 | PE | 9.2 | 2016 | 7.4 | 1.8 | 16-3 16-202 |
| | | PE | 80.8 | 2017 | 64.6 | 16.2 | |
| | | CN | 371.0 | 2018 | 296.8 | 74.2 | |
| US 30: At US 33, 0.66 mile W of I-69 Interchange Modification | 9904160 | PE | 15.0 | 2014 | 12.0 | 3.0 | |
| | | RW | 200.0 | 2014 | 160.0 | 40.0 | |
| | | CN | 2343.0 | 2017 | 1874.4 | 468.6 | |
| US 30: from 8.02 mi w/o I-69 (near Allen/Whitley Co Line) to I-69 HMA Overlay, Preventive Maintenance Let 7-8-15 | 0810227 | CN | 3453.0 | 2016 | 2762.4 | 690.6 | |
| | | | | | | | |
| *US 30: Intersection of US 30 & SR 101 Other Intersection Improvement | 1298055 | PE | 30.0 | 2017 | 24.0 | 6.0 | 16-192 16-8 16-39 |
| | | CN | 952.0 | 2018 | 761.6 | 190.4 | |
| US 30: Pipeliner for Ditch, 0.17 mi w/o I-69 Small Structure Pipe Lining | 1296072 | CN | 86.0 | 2016 | 68.8 | 17.2 | |
| *US 30: 0.23 mi e/o SR 9 to 8.02 mi w/o I-69 (near Allen-Whitley County Line) HMA Overlay, Preventative Maintenance | 1296331 | PE | 15.0 | 2017 | 12.0 | 3.0 | 17-260 17-261 |
| | | CN | 3497.0 | 2017 | 2797.6 | 699.4 | |
| *US 30: 0.23 mi e/o US 33 (Hillegas Rd over US 30/33) Bridge Replacement | 1383457 | PE | 300.0 | 2016 | 240.0 | 60.0 | 16-193 |
| | | RW | 12.0 | 2017 | 9.6 | 2.4 | |
| | | RW | 13.0 | 2018 | 10.4 | 2.6 | |
| | | CN | 50.0 | 2018 | 40.0 | 10.0 | |
| | | CN | 2461.0 | 2018 | 1968.8 | 492.2 | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|------------------------|--------------|-------------------------------|-------------|-----------------------------|---------------------------|------------|
| US 30: from I-469 to 1.55 mi e/o I-469 Concrete Pavement Restoration (CPR) Let 7-8-15 | 1401431 | CN | 307.5 | 2016 | 246.0 | 61.5 | |
| *US 30: over Seegar Ditch EB & WB, 2.66 mi w/o US 33 | 1401542 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-42 |
| | | CN | 5.3 | 2017 | 4.2 | 1.1 | |
| Bridge Maintenance and Repair EB - 1401542 WB - 1401543 | 1401543 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-43 |
| | | CN | 5.3 | 2017 | 4.2 | 1.1 | |
| US 30: bridge over Hoffman Creek, 0.65 mi w/o SR 101 Repair or Replace Joints | 1401764 | CN | 25.3 | 2016 | 20.3 | 5.1 | |
| US 30: bridge over Flatrock Creek, 0.79 mi e/o SR 101 Bridge Maintenance and Repair | 1401765 | CN | 31.5 | 2016 | 25.2 | 6.3 | |
| US 30: WB bridge over Flatrock Creek, 0.79 mi e/o SR 101 Repair or Replace Joints | 1401766 | CN | 25.3 | 2016 | 20.3 | 5.1 | |
| *US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Painting | 1592659 | PE | 18.0 | 2017 | 14.4 | 3.6 | 16-233 |
| | | CN | 128.2 | 2019 | 102.5 | 25.6 | |
| *US 30: bridge over Flatrock Creek, WB 0.79 mi e/o SR 101 Bridge Painting | 1592661 | PE | 15.0 | 2017 | 12.0 | 3.0 | 16-234 |
| | | CN | 128.2 | 2019 | 102.5 | 25.6 | |
| *US 30: bridge over Flatrock Creek, WB 0.79 mi e/o SR 101 Bridge Deck Overlay | 1600194 | PE | 110.0 | 2017 | 88.0 | 22.0 | 16-137 |
| | | CN | 737.1 | 2019 | 663.5 | 73.7 | 16-175 |
| *US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Deck Overlay | 1600227 | PE | 110.0 | 2017 | 88.0 | 22.0 | 16-138 |
| *US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Deck Overlay | 1600238 | CN | 737.2 | 2019 | 663.5 | 73.7 | 16-176 |
| US 33: between US 30 and US 6 Curve Sign and Marking Visibility Improvements | 1296428 | CN | 1123.0 | 2017 | 898.4 | 224.6 | |
| US 33: bridge over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair | 1400375 | CN | 30.8 | 2016 | 24.6 | 6.2 | |
| *US 33: over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair | 1401517 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-76 |
| | | CN | 47.0 | 2017 | 43.6 | 3.4 | 17-289 |
| *US 33: bridge over Eel River, 3.3 mi s/o SR 205 Scour Protection (Erosion) | 1592508 | PE | 25.0 | 2016 | 20.0 | 5.0 | 16-98 |
| | | CN | 170.0 | 2017 | 136.0 | 34.0 | 16-162 |
| *US 33: bridge US 33 over US 30 Bridge Painting | 1592680 | PE | 33.0 | 2016 | 26.4 | 6.6 | 16-403 |
| | | CN | 233.0 | 2018 | 186.4 | 46.6 | 16-209 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|--|------------------------|----------------------|--------------------------------|------------------------------|--------------------------------|----------------------------|----------------------------|
| *US 33: over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair | 1592919 | PE CN | 60.0 75.0 | 2016 2018 | 48.0 60.0 | 12.0 15.0 | 16-89 16-129 |
| *US 33: 3.57 mi n/o US 30, UNT of Sutorious Ditch, RP 39-95 Small Structure Replacement | 1600411 | PE | 140.0 | 2017 | 126.0 | 14.0 | 17-279 |
| *US 33: over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair | 1700224 | PE | 75.0 | 2017 | 67.5 | 7.5 | 17-297 |
| *SR 37: over Branch #2, Sowers Ditch, 3.05 mi n/o SR 101 Small Structure Pipe Lining | 1383542 | PE RW | 50.0 5.0 | 2017 2019 | 40.0 4.0 | 10.0 1.0 | 16-148 16-231 |
| *SR 37: bridge over Wann Ditch, 0.38 mi s/o SR 101 Scour Protection (Erosion) | 1592648 | PE RW CN | 41.0 10.0 69.1 | 2017 2017 2018 | 24.8 8.0 55.3 | 6.2 2.0 13.8 | 16-163 16-208 16-164 |
| I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 Bridge Deck Replacement | 0300086 0300087 | PE CN | 30.0 3211.0 | 2013 2016 | 24.0 2889.9 | 6.0 321.1 | |
| *I-69: North of SR 1 (Interchange at Union Chapel Rd) Post Construction Maintenance | 0902222 | PE | 34.2 | 2017 | 30.8 | 3.4 | 17-307 |
| *I-69: Hillegas Road bridge over I-69, 0.48 mi s/o US 30 Bridge Deck Overlay | 1006172 | PE PE CN CN | 80.0 10.0 25.0 2320.0 | 2014 2017 2017 2018 | 72.0 9.0 22.5 2088.0 | 8.0 1.0 2.5 232.0 | 16-182 |
| *STP Urban Funding **match funding is from City of Fort Wayne | 1401164 | CN | 991.0 | 2018 | *792.8 | **198.2 | 17-310 16-150 |
| 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 | |
| I-69: Pipeliner for Branch of Robinson Ditch, 3.50 mi n/o I-469 North Jct. Small Structure Pipe Lining | 1296054 | CN | 108.0 | 2016 | 97.2 | 10.8 | |
| *I-69: from RP 271.64-278.0, RP 330.1-336.1, RP 342.1-348.0 (Various Location in the Fort Wayne District) Install New Cable Rail Barriers | 1296262 | PE CN | 60.0 210.0 | 2016 2016 | 60.0 210.0 | 0.0 0.0 | 16-16 |
| *I-69: from 0.64 mi s/o I-469 to 4.20 mi n/o I-469, Yohne Rd bridge HMA Overlay, Preventive Maintenance | 1296335 | PE CN | 17.6 2491.0 | 2016 2016 | 15.8 2241.9 | 1.8 249.1 | 16-7 |
| I-69: Bridge over Eight Mile Creek (NB & SB) 6.68 mi n/o US 224 Bridge Deck Overlay | 1296460 1296462 | PE CN PE CN | 50.0 536.5 45.0 536.5 | 2015 2017 2014 2017 | 45.0 482.9 40.5 482.9 | 5.0 53.7 4.5 53.7 | |
| I-69: NB & SB lanes at US 30 Interchange weave area Interchange Modification | 1296929 | PE CN | 2.5 161.0 | 2015 2016 | 2.3 145.0 | 0.3 16.0 | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|--|--|---------------|-----------------------|-----------------|---------------------|-------------------|-------------------|
| NB - 1296929 SB - 1296931 | 1296931 | PE | 2.5 | 2015 | 2.3 | 0.3 | |
| | | CN | 161.0 | 2016 | 145.0 | 16.0 | |
| I-69: SB at the I-469 S Jct weave area Interchange Modification | 1296933 | PE | 2.5 | 2015 | 2.3 | 0.3 | |
| | | CN | 161.0 | 2016 | 144.9 | 16.1 | |
| *I-69: various locations Install New Cable Rail Barriers | 1297947 | PE | 60.0 | 2016 | 60.0 | 0.0 | 16-6 |
| | | CN | 3313.0 | 2018 | 3313.0 | 0.0 | |
| *I-69: bridge over Robinson Creek NB, 1.69 mi s/o US 24 Bridge Maintenance and Repair NB - 1400446 SB - 1400447 | 1400446 1400447 | CN | 9.4 | 2016 | 8.1 | 0.9 | 16-160 |
| | | CN | 9.4 | 2016 | 8.1 | 0.9 | 16-161 |
| REMOVED FROM TIP | | | | | | | |
| I-69: bridge over N&S RR SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair | 1400448 | CN | 8.5 | 2016 | 7.7 | 0.9 | |
| | | | | | | | |
| I-69: bridge over Hadley Road NB, 0.97 mi s/o SR 14 Bridge Maintenance and Repair | 1400449 1400450 | CN | 12.3 | 2016 | 11.0 | 1.2 | |
| | | CN | 12.3 | 2016 | 11.0 | 1.2 | |
| *I-69: over NS RR/McCulloch Ditch NB & SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair | 1401482 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-69 |
| | | CN | 23.4 | 2017 | 18.7 | 4.7 | |
| | 1401483 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-70 |
| | | CN | 14.9 | 2017 | 11.9 | 3.0 | |
| *I-69: NB bridge over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401484 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-71 |
| | | CN | 18.1 | 2017 | 14.4 | 3.6 | |
| *I-69: over Lower Huntington Rd, 2.97 mi s/o US24 Bridge Maintenance and Repair | 1401531 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-81 |
| | | CN | 45.1 | 2017 | 36.1 | 9.0 | |
| *I-69: NB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401532 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-82 |
| | | CN | 5.8 | 2017 | 4.7 | 1.2 | |
| *I-69: SB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401533 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-83 |
| | | CN | 10.8 | 2017 | 8.7 | 2.2 | |
| *I-69: bridge on Yoder Road over I-69, 7.75 mi n/o of US 224. Replace Superstructure Let 7-8-15 | 1401759 1401759 1400445 1401759 | PE | 39.5 | 2015 | 35.6 | 4.0 | 16-31 |
| | | PE | 180.0 | 2016 | 162.0 | 18.0 | |
| | | CN | 7.0 | 2016 | 6.3 | 0.7 | |
| | | CN | 1439.7 | 2016 | 1295.7 | 144.0 | |
| I-69: Lower Huntington Bridge over I-69, 2.97 mi s/o US 24 Bridge Maintenance and Repair | 1401769 1401531 | CN | 33.5 | 2016 | 30.2 | 3.4 | |
| | | CN | 45.1 | 2017 | 40.6 | 4.5 | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|--------------------|-------|-----------------------|-----------------|---------------------|-------------------|----------------------------|
| I-69: NB & SB bridge over US 24, 3.21 mi s/o SR 14 Repair or Replace Joints NB - 1401770 SB - 1401771 | 1401770 | CN | 25.3 | 2016 | 22.8 | 2.5 | |
| | 1401771 | CN | 25.3 | 2016 | 22.8 | 2.5 | |
| I-69: SB & NB bridge over NS RR, 0.53 mi n/o SR 14 Repair or Replace Joints EB - 1401774 WB - 1401775 | 1401774 | CN | 100.0 | 2016 | 90.0 | 10.0 | |
| | 1401775 | CN | 101.4 | 2016 | 91.2 | 10.1 | |
| I-69: bridge over McCulloch Ditch & NS RR, 0.8 mi s/o US 24 Repair or Replace Joints | 1401776 | PE | 103.0 | 2016 | 92.7 | 10.3 | |
| | | CN | 101.4 | 2016 | 91.2 | 10.1 | |
| I-69: SB & NB bridge over CFE RR, 1.9 mi s/o US 30 Repair or Replace Joints SB - 1401788 WB - 1401789 | 1401788 | CN | 101.4 | 2016 | 91.2 | 10.1 | |
| | | PE | 67.8 | 2016 | 61.0 | 6.8 | |
| | 1401789 | CN | 101.4 | 2016 | 91.2 | 6.8 | |
| *I-69 at SR 14 Interchange Interchange Modification | 1401828 | PE | 160.0 | 2016 | 144.0 | 16.0 | 16-144 |
| | | PE | 15.0 | 2018 | 13.5 | 1.5 | 17-318 |
| | | CN | 922.5 | TBD | TBD | TBD | 16-5 |
| I-69: SB ramps at Lower Huntington Rd New Signal Installation | 1500349 | CN | 154.0 | 2016 | 138.6 | 15.4 | |
| *I-69 at SR 3: from 1.4 mi north to 1.94 mi n/o US 30 HMA Overlay, Preventive Maintenance | 1592429 | CN | 350.0 | 2016 | 315.0 | 35.0 | 16-29 |
| *I-69: 0.68 mi s/o US 224 to 9.52 mi n/o US 224 HMA Overlay, Preventive Maintenance | 1592633 | PE | 20.0 | 2017 | 18.0 | 2.0 | 16-104 |
| | | PE/CE | 450.0 | 2018 | 405.0 | 45.0 | 16-204 |
| | | CN | 6686.2 | 2018 | 6017.6 | 668.6 | 17-322 16-183 |
| *I-69: NB over NS RR, 0.53 mi n/o SR14 Bridge Maintenance and Repair | 1592908 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-124 |
| | 1592908 | CN | 134.0 | 2018 | 107.2 | 26.8 | 16-210 |
| *I-69: NB over NS RR, 0.53 mi n/o SR14 Bridge Maintenance and Repair | 1592914 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-125 |
| | 1592914 | CN | 101.8 | 2018 | 81.4 | 20.4 | 16-211 |
| *I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592916 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-126 |
| | 1592916 | CN | 101.8 | 2018 | 81.4 | 20.4 | 16-212 |
| *I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592917 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-127 |
| | | CN | 101.8 | 2018 | 81.4 | 20.4 | 16-213 |
| *I-69: NB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair | 1592926 | PE | 30.0 | 2017 | 27.0 | 3.0 | 17-290 |
| | | CN | 26.8 | 2018 | 21.4 | 5.4 | 16-51 16-107 |
| *I-69: SB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair | 1592927 | PE | 30.0 | 2017 | 27.0 | 3.0 | 17-291 |
| | | CN | 26.8 | 2018 | 21.4 | 5.4 | 16-52 16-108 |
| *I-69: NB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair | 1592928 | CN | 42.8 | 2018 | 34.2 | 8.6 | 16-53 16-109 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|------------------------|----------------------------|--|--------------------------------------|--|-------------------------------------|----------------------------|
| *I-69: SB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair | 1592930 | CN | 42.8 | 2018 | 34.2 | 8.6 | 16-54 16-110 |
| *I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592932 | CN | 42.8 | 2018 | 34.2 | 8.6 | 16-55 16-111 |
| *I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592933 | CN | 42.8 | 2018 | 34.2 | 8.6 | 16-56 16-112 |
| *I-69: Huntington Rd over I-69, 2.97 mi s/o US24 Bridge Maintenance and Repair | 1592980 | PE CN | 30.0 26.8 | 2017 2018 | 27.0 21.4 | 3.0 5.4 | 17-292 16-62 16-118 |
| *I-69: 0.47 mi n/o SR 1 to 9.46 mi n/o SR 1 HMA Overlay, Preventive Maintenance | 1600232 | PE CN | 35.0 5612.3 | 2017 2019 | 28.0 5051.1 | 7.0 531.2 | 16-240 |
| *I-69: S Jct of I-69/I-469 interchange - loop ramp from WB Laf Ctr Rd to SB I-69 Small Structure Pipe Lining | 1700221 | PE | 50.0 | 2017 | 45.0 | 5.0 | 17-296 |
| *SR 101: 4.97 mi s/o US 30 (over Brown Ditch) Bridge Deck Overlay | 1006158 | PE PE CN | 15.0 55.0 389.0 | 2015 2017 2017 | 12.0 44.0 311.2 | 3.0 11.0 77.8 | 16-185 |
| *SR 101: from 0.18 mi n/o US 24 to 8.49 mi n/o US 24 HMA Overlay, Structural | 1296471 | PE PE CN | 200.0 200.0 947.0 | 2016 2017 2016 | 160.0 160.0 852.3 | 40.0 40.0 94.7 | 16-24 16-25 |
| *SR 101: Mourey ditch, 2.60 mi n/o US 30 Pipe Lining | 1383552 | PE RW CN | 50.0 5.0 78.5 | 2017 2018 2019 | 40.0 4.0 62.8 | 10.0 1.0 15.7 | 16-136 16-232 16-232 |
| *SR 101: Imback Ditch, 6.64 mi n/o US 30 Small Structure Pipe Lining | 1383553 | PE | 50.0 | 2017 | 40.0 | 10.0 | 16-21 16-141 |
| *SR 101: Bridge over Hamm Ditch, 1.49 mi n/o SR 37 Bridge Deck Overlay | 1500781 | PE PE CN | 19.0 76.0 684.3 | 2016 2017 2018 | 15.2 61.3 547.4 | 3.8 15.3 136.9 | 16-195 16-195 16-4 |
| *SR 205: pipeliner for Johnson Ditch, 2.09 mi n/o US 33 Small Structure Pipelining | 1296076 | PE RW CN | 25.0 2.0 84.0 | 2016 2016 2018 | 20.0 1.6 67.2 | 5.0 0.4 16.8 | 16-40 16-187 |
| I-469: EB bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange Bridge Deck Overlay | 0901185 0901186 | CN | 396.0 | 2016 | 356.4 | 39.6 | |
| *I-469: from 5.51 mi s/o US 24, (I-469 over I-69 EB & WB) Bridge Deck Overlay/Deck Replacement/ Superstructure Replacement | 1006213 1006214 | PE PE CN PE CN | 80.0 74.0 1900.0 80.0 1900.0 | 2014 2016 2017 2014 2017 | 72.0 66.6 1710.0 72.0 1710.0 | 8.0 7.4 190.0 8.0 190.0 | 16-23 16-154 16-155 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|------------------------|--------------|-------------------------------|-------------|-----------------------------|---------------------------|------------|
| *I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30 | 1296429 | PE | 20.0 | 2014 | 18.0 | 2.0 | 16-190 |
| | | PE | 1500.0 | 2015 | 1350.0 | 150.0 | |
| | | PE | 830.0 | 2017 | 747.0 | 83.0 | |
| Pavement Replacement & Bridge Thin Deck Overlay | | CN | 33787.2 | 2017 | 30404.5 | 3378.7 | |
| I-469: pipeliner for ditch at Minnich Rd Interchange (SW), 1.94 mi s/o US 30 Small Structure Pipe Lining | 1173904 | CN | 108.0 | 2016 | 97.2 | 10.8 | |
| *I-469: pipeliner for drain, 1.29 mi e/o US 27 Removed from TIP | | | | | | | |
| Small Structure Pipe Lining (was completed under a previous contract) | 1173908 | CN | 97.0 | 2016 | 87.3 | 9.7 | 16-27 |
| I-469: pipeliner for drain at Tillman Rd Interchange SWR & SER, 3.80 mi s/o US 30 Small Structure Pipe Lining SWR - 1173909 SER - 1173910 | 1173909 | CN | 70.0 | 2016 | 63.0 | 7.0 | |
| | 1173910 | CN | 70.0 | 2016 | 63.0 | 7.0 | |
| *I-469 at the US 24 Interchange Interchange Modification | 1383675 | PE | 100.0 | 2015 | 90.0 | 10.0 | 16-228 |
| | | PE | 713.4 | 2016 | 642.1 | 71.3 | |
| | | PE | 386.6 | 2017 | 347.9 | 38.7 | 16-228 |
| | | RW | 100.0 | 2017 | 90.0 | 10.0 | |
| | | RW | 1500.0 | 2018 | 1350.0 | 150.0 | |
| | | CN | 1500.0 | 2017 | 1350.0 | 150.0 | |
| | CN | 6876.0 | 2019 | 6188.4 | 687.6 | | |
| I-469: bridge over US 24 SB, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1400362 | CN | 9.6 | 2016 | 8.6 | 1.0 | |
| I-469: bridge over Maumee River NB & SB, 0.47 mi n/o US 24 Bridge Maintenance and Repair NB - 1400363 SB - 1400364 | 1400363 | CN | 10.1 | 2016 | 9.1 | 1.0 | |
| | 1400364 | CN | 8.5 | 2016 | 7.7 | 0.9 | |
| I-469: bridge over N&S RR NB & SB, 0.50 mi s/o SR 37 Bridge Maintenance and Repair NB - 1400366 SB - 1400367 | 1400366 | CN | 9.6 | 2016 | 8.6 | 1.0 | |
| | 1400367 | CN | 10.6 | 2016 | 9.5 | 1.1 | |
| I-469: bridge over Lafayette Ctr Rd, 0.94 miles e/o I-69 Bridge Maintenance and Repair EB - 1400383 WB - 1400384 | 1400383 | CN | 4.8 | 2016 | 4.3 | 0.5 | |
| | 1400384 | CN | 5.4 | 2016 | 4.8 | 0.5 | |
| I-469: bridge over CFE RR, 3.81 mi w/o US 30 Bridge Thin Deck Overlay EB - 1401085 WB - 1401086 | 1401085 | CN | 178.8 | 2017 | 151.9 | 16.9 | |
| | 1401086 | CN | 163.8 | 2017 | 147.4 | 16.4 | |
| I-469: bridge over Tillman Rd, 3.62 mi w/o US30 Bridge Thin Deck Overlay EB - 1401087 WB - 1401088 | 1401087 | CN | 104.7 | 2017 | 94.2 | 10.5 | |
| | 1401088 | CN | 104.7 | 2017 | 94.2 | 10.5 | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|--|------------------------|--------------|-------------------------------|-------------|-----------------------------|---------------------------|-----------------|
| I-469: bridge over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay | 1401089 | CN | 137.9 | 2017 | 124.1 | 13.8 | |
| | 1401090 | CN | 142.9 | 2017 | 128.6 | 14.3 | |
| *I-469: bridge over St Marys River, 0.45 mi w/o US 27 Debris Removal Channel | 1401473 | PE | 4.0 | 2017 | 3.6 | 0.4 | 16-194 16-94 |
| *I-469: over Lafayette Ctr Rd, 0.94 mi e/o I-69 Bridge Maintenance and Repair | 1401521 | PE | 10.0 | 2016 | 8.0 | 2.0 | 16-77 |
| | | CN | 46.7 | 2017 | 37.4 | 9.3 | |
| | 1401522 | PE | 10.0 | 2016 | 8.0 | 2.0 | 16-78 |
| | | CN | 46.7 | 2017 | 37.4 | 9.3 | |
| *I-469: over NS RR (New Castle), EB, 0.56 mi w/o SR 1 Bridge Maintenance and Repair | 1401523 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-79 |
| | | CN | 31.9 | 2017 | 25.5 | 6.4 | |
| *I-469: bridge over Dawkins Rd, 0.53 mi n/o US 30 Bridge Maintenance and Repair | 1401524 | PE | 10.0 | 2016 | 8.0 | 2.0 | 16-80 |
| | | CN | 59.5 | 2017 | 47.6 | 11.9 | |
| *I-469: bridge over St Joseph Ctr Rd, 0.34 mi n/o SR 37 Substructure Repair and Rehabilitation | 1401546 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-44 |
| | | CN | 31.7 | 2017 | 25.4 | 6.3 | |
| *I-469: over Feighner Rd, EB, 0.54 mi e/o I-69 Bridge Maintenance and Repair | 1401547 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-45 |
| | | CN | 16.4 | 2017 | 13.1 | 3.3 | |
| *I-469: bridge over I-69 EB & WB Bridge Deck Patching | 1401548 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-46 |
| | | CN | 10.6 | 2017 | 8.5 | 2.1 | |
| | 1401549 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-47 |
| | | CN | 10.6 | 2017 | 8.5 | 2.1 | |
| I-469: bridge at Stellhorn Rd & I-469, 1.10 mi s/o SR 37 Repair or Replace Joints | 1401786 | CN | 25.3 | 2016 | 22.8 | 2.5 | |
| *I-469: Pipeliner, WB on Ramp, 4.0 mi e/o US 27 Pipe Lining | 1500829 | PE | 50.0 | 2016 | 40.0 | 10.0 | 16-41 |
| | | CN | 64.8 | 2018 | 51.8 | 13.0 | 16-147 |
| *I-469: From 3.99 mi s/o US 30 to 1.92 mi n/o SR 37 (Wheelock Rd) Concrete Pavement Restoration (CPR) | 1500836 | PE | 63.7 | 2016 | 51.0 | 12.7 | 16-35 |
| | | CN | 336.3 | 2017 | 269.0 | 67.3 | 17-268 |
| | | | 3944.0 | 2017 | 3155.2 | 788.8 | |
| *I-469: From 0.54 mi e/o I-69 south to 2.28 mi e/o SR 1 (Winchester Rd) Concrete Pavement Restoration (CPR) | 1500837 | PE | 56.0 | 2017 | 50.4 | 5.6 | 17-306 |
| | | CN | 2958.2 | 2018 | 2366.6 | 591.6 | 16-36 |
| | | CN | 2958.2 | 2018 | 2366.6 | 591.6 | |
| | | CN | 250.0 | 2018 | 225.0 | 25.0 | 17-320 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|--|------------------------|--------------|-------------------------------|-----------------|-----------------------------|---------------------------|----------------------------|
| *I-469: From 1.92 mi e/o N Jct of I-69 (St Joe Rd) to N Jct of I-69 HMA Overlay, Preventive Maintenance | 1500838 | PE | 190.0 | 2016 | 152.0 | 38.0 | 16-33 |
| | | CN | 1810.5 | 2017 | 1629.5 | 181.1 | 16-158 |
| *I-469: From 2.1 mi s/o US 30 (at Minnich Rd) to 1.35 mi s.o US 30 HMA Overlay, Preventive Maintenance | 1592428 | CN | 175.0 | 2017 | 157.5 | 17.5 | 16-28 16-106 |
| *I-469: 0.48 mi w/o I-69 to 0.54 mi e/o I-69 HMA Overlay, Preventive Maintenance | 1592489 | PE | 160.0 | 2016 | 144.0 | 16.0 | 16-95 |
| | | CN | 1623.0 | 2017 | 1460.7 | 162.3 | 16-159 |
| *I-469: WB off ramp 1.76 mi e/o US 27 Pipe Lining | 1592490 | PE | 50.0 | 2017 | 40.0 | 10.0 | 16-134 |
| | | CN | 810.8 | 2019 | 729.7 | 81.1 | 16-236 |
| *I-469: EB over St Joseph River, 1.39 mi e/o I-69 Scour protection (Erosion) | 1592492 | PE | 30.0 | 2016 | 27.0 | 3.0 | 16-96 |
| *I-469: WB over St Joseph River, 1.39 mi e/o I-69 Scour Protection (Erosion) | 1592493 | PE | 30.0 | 2016 | 27.0 | 3.0 | 16-97 |
| *I-469: over St Marys River, 0.45 mi w/o US 27 Bridge Maintenance and Repair | 1592918 | CN | 53.5 | 2018 | 42.8 | 10.7 | 16-88 16-128 |
| *I-469: NB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1592934 | CN | 58.9 | 2018 | 47.4 | 11.8 | 16-57 16-113 |
| *I-469: SB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1592935 | CN | 58.9 | 2018 | 47.4 | 11.8 | 16-58 16-114 |
| *I-469: EB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair | 1592955 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-169 16-115 |
| | | CN | 58.9 | 2018 | 47.1 | 11.8 | 16-59 |
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair | 1592964 | CN | 39.6 | 2018 | 31.7 | 7.9 | 16-60 16-116 |
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair | 1592974 | CN | 21.4 | 2018 | 17.4 | 4.3 | 16-61 16-117 |
| *I-469: over NS RR (Fostoria) Bridge Maintenance and Repair | 1592982 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-174 16-119 |
| | | CN | 37.5 | 2018 | 30.0 | 7.5 | 16-63 |
| *I-469: NB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1592985 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-171 16-120 |
| | | CN | 96.4 | 2018 | 77.1 | 19.3 | 16-223 |
| *I-469: SB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1592986 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-172 16-121 |
| | | CN | 96.4 | 2018 | 77.1 | 19.3 | 16-224 |
| *I-469: SB over NS RR, 0.50 mi s/o SR 37 Bridge Maintenance and Repair | 1592988 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-173 16-122 |
| | | CN | 37.5 | 2018 | 30.0 | 7.5 | 16-66 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|--------------------|---------------|-----------------------|-----------------|---------------------|-------------------|------------------|
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair | 1592989 | PE | 15.0 | 2017 | 13.5 | 1.5 | 16-170 |
| | | CN | 98.5 | 2018 | 78.8 | 19.7 | 16-123 16-225 |
| *I-469: unnamed tributary of Brindle Ditch 3.76 mi e/o I-69 Pipe Lining | 1600240 | PE | 50.0 | 2017 | 40.0 | 10.0 | 16-135 |
| | | CN | 220.9 | 2019 | 198.8 | 22.1 | 16-237 |
| *I-469: from 1.76 mi e/o I-469 S Jct at I-69 to 2.01 mi e/o I-469 S Jct at I-69 HMA Overlay, Preventative Maintenance | 1601216 | PE | 50.0 | 2017 | 45.0 | 5.0 | 17-272 17-316 |
| | | CN | 200.0 | 2018 | 180.0 | 20.0 | 17-280 |
| *I-469: from 0.89 mi e/o I-469 S Jct to 1.20 mi e/o I-469, S Jct HMA Overlay, Preventative Maintenance | 1601217 | PE | 50.0 | 2017 | 45.0 | 5.0 | 17-274 |
| | | CN | 200.0 | 2018 | 180.0 | 20.0 | 17-281 |
| *I-469: EBL br over Feigner Rd, 0.54 mi e/o I-69 Replace Superstructure | 1601889 | PE | 320.0 | 2017 | 288.0 | 32.0 | 17-282 |
| | | CN | 1645.0 | 2018 | 1480.5 | 164.5 | |
| *I-469: WBL br over Feigner Rd, 0.54 mi e/o I-69 Replace Superstructure | 1601890 | PE | 320.0 | 2017 | 288.0 | 32.0 | 17-283 |
| | | CN | 1645.0 | 2018 | 1480.5 | 164.5 | |
| SR 930: 1.1 mi e/o I-469 at the intersection of Green St in New Haven Intersection Improvement/Added Turn Lanes | 0100843 | PE | 241.3 | 2012 | 193.0 | 48.3 | |
| | | PE | 70.0 | 2013 | 56.0 | 14.0 | |
| | | RW | 300.0 | 2015 | 240.0 | 60.0 | |
| | | CN | 70.0 | 2015 | 56.0 | 14.0 | |
| | | CN | 2567.0 | 2017 | 2054.4 | 513.6 | |
| SR 930: bridge over N&S RR, WB, 5.07 mi w/o I-469 Bridge Deck Overlay | 1296277 | PE | 80.0 | 2014 | 64.0 | 16.0 | |
| | | CN | 684.0 | 2016 | 547.2 | 136.8 | |
| *SR 930: 0.77 mi w/o US 27 (at Coldwater Rd), add right turn lanes on N, E & W approaches Intersection Improvement w/added turn lanes | 1296911 | PE | 475.0 | 2016 | 380.0 | 95.0 | 16-17 |
| | | PE | 7.7 | 2017 | 6.2 | 1.5 | 16-191 |
| | | RW | 750.0 | 2017 | 600.0 | 150.0 | 16-191 |
| | | CN | 400.0 | 2017 | 320.0 | 80.0 | 16-191 |
| | | CN | 1778.0 | 2018 | 1422.4 | 355.6 | 16-191 |
| Removed from TIP | | | | | | | |
| Bridge Maintenance and Repair (work being completed under another project) | 1400378 | CN | 21.2 | 2016 | 17.0 | 4.2 | 16-30 |
| SR 930: from 0.71 mi w/o I-469 (Minnich Rd) to I-469 Concrete Pavement Restoration (CPR) | 1401432 | CN | 102.0 | 2016 | 81.6 | 20.4 | |
| | | | | | | | |
| *SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Maintenance and Repair | 1401477 | PE | 7.0 | 2016 | 5.6 | 1.4 | 16-68 |
| | | CN | 21.2 | 2017 | 17.0 | 4.2 | |
| *SR 930: 1.68 mi w/o US 27 (Goshen Rd), added left turn lane on west approach Intersection Improvement w/Added Turn Lanes | 1401850 | PE | 135.0 | 2017 | 108.0 | 27.0 | 17-271 |
| *SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Thin Deck Overlay | 1500784 | PE | 18.4 | 2016 | 14.7 | 3.7 | 16-196 |
| | | PE | 11.6 | 2017 | 9.3 | 2.3 | 16-196 |
| | | CN | 149.2 | 2018 | 134.3 | 14.9 | 16-9 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M | |
|---|----------------|-------|-----------------------|--------|---------------------|-------------------|--------|--|
| *SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 | | | | | | | | |
| Bridge Deck Replacement & Widening | 1600227 | PE | 9.0 | 2016 | 5.6 | 3.4 | 16-139 | |
| | | PE | 98.0 | 2017 | 78.4 | 19.6 | 16-229 | |
| | | PE | 47.0 | 2018 | 37.6 | 9.4 | 17-320 | |
| | | CN | 717.4 | 2019 | 645.6 | 71.7 | 16-152 | |
| Bridge Inspections (Statewide Underwater Bridge Inspections) | 1297250 | PE | 600.0 | 2013 | 480.0 | 120.0 | | |
| Bridge Inspections | 1297250 | PE | 600.0 | 2014 | 480.0 | 120.0 | | |
| | | PE | 600.0 | 2015 | 480.0 | 120.0 | | |
| | | PE | 600.0 | 2016 | 480.0 | 120.0 | | |
| | | PE | 600.0 | 2017 | 480.0 | 120.0 | | |
| Bridge Painting: US 27, 2.6 mi s/o SR 930; SR 18, 2.07 mi w/o SR 9; SR 101, 2.4 mi s/o SR 8 Bridge Painting Let 7-8-15 | 0810336 | CN | 419.0 | 2016 | 335.2 | 83.8 | | |
| Consultant Shop Plan Review Services 2014- 2018 Other Type Project (Miscellaneous) | 1298507 | PE | 250.0 | 2016 | 200.0 | 50.0 | | |
| Covington Rd at NS RR in Fort Wayne | 1297575 | PE | 30.0 | 2013 | 30.0 | 0.0 | | |
| Railroad Protection | | CN | 340.0 | 2016 | 340.0 | 0.0 | | |
| Helpers Program for Local Roads and Streets | 1383183 | PE | 241.3 | 2016 | 201.0 | 50.3 | | |
| Other Type Project (Miscellaneous) | | CN | 0.0 | 2016 | 0.0 | 0.0 | | |
| | | PE | 251.3 | 2017 | 201.0 | 50.3 | | |
| | | CN | 0.0 | 2017 | 0.0 | 0.0 | | |
| | | PE | 251.3 | 2018 | 201.0 | 50.3 | | |
| | | | | | | | | |
| *IPFW Pedestrian Bridge over Coliseum Blvd | 1173219 | PE | 360.0 | 2014 | 288.0 | 72.0 | | |
| Bike/Pedestrian Facilities | | CN | 4169.3 | 2017 | 3335.4 | 833.9 | 16-131 | |
| *Lafayette Center Rd/CR 900N: from US 24 to Fogwell Rd (1.20 mi w/o I-69) | 1400605 | PE | 530.0 | 2014 | 0.0 | 530.0 | | |
| Road Reconstruction & Realignment; Bridge Rehab or Repair; New Bridge (RR grade separation); Utility Relocation (#1401175, 1401176, 1401177, 1401366, 1401823) | | | | 2721.0 | 2015 | 0.0 | 2721.0 | |
| | | RW | 4000.0 | 2015 | 0.0 | 4000.0 | | |
| | | CN | 1000.0 | 2016 | 0.0 | 1000.0 | | |
| | | CN | 22188.1 | 2016 | 0.0 | 22188.1 | | |
| | | CN | 255.8 | 2016 | 0.0 | 255.8 | | |
| | | | | | | | | |
| *Monroeville Rd at CFE RR near Hoagland #532328Y | 1700527 | PE | 20.0 | 2018 | 20.0 | 0.0 | 17-314 | |
| Railroad Protection | CN | 320.0 | 2019 | 320.0 | 0.0 | | | |
| Multiple Weigh Station locations in the state; Statewide PM contract for W/S Weigh Stations Construction/Reconstruction | 1173877 | CN | 100.0 | 2017 | 90.0 | 10.0 | | |
| Nuttman Ave at NS RR in Fort Wayne | 1297574 | PE | 30.0 | 2013 | 30.0 | 0.0 | | |
| Railroad Protection | | CN | 305.0 | 2016 | 305.0 | 0.0 | | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|---|------------------------|--------------|-------------------------------|-------------|-----------------------------|---------------------------|------------------|
| Pedestrian Bridge Crossing - IPFW | 0710276 | PE | 75.0 | 2015 | 60.0 | 15.0 | |
| Bridge Inspection | | PE | 0.0 | 2017 | 0.0 | 0.0 | |
| Software License for Statewide ATMS | 1297114 | PE | 1200.0 | 2016 | 1080.0 | 120.0 | |
| ITS Program Contracted Services | 1297115 | CN | 0.0 | 2016 | 0.0 | 0.0 | |
| | | PE | 1200.0 | 2017 | 1080.0 | 120.0 | |
| | 1383639 | CN | 0.0 | 2017 | 0.0 | 0.0 | |
| | | PE | 1200.0 | 2018 | 1080.0 | 120.0 | |
| Statewide O & M fee for CARS (Condition Acq & Reporting System) | 0800586 | CN | 0.0 | 2018 | 0.0 | 0.0 | |
| | | PE | 205.0 | 2016 | 164.0 | 41.0 | |
| ITS Operations and Maintenance Contracts | 1383642 | PE | 275.0 | 2018 | 220.0 | 55.0 | |
| Statewide TMC Dispatcher Operations contract | 0800520 | PE | 1150.0 | 2016 | 1035.0 | 115.0 | |
| ITS Program Contracted Services | 1297113 | CN | 0.0 | 2016 | 0.0 | 0.0 | |
| | | PE | 1300.0 | 2017 | 1170.0 | 130.0 | |
| | 1383641 | CN | 0.0 | 2017 | 0.0 | 0.0 | |
| | | PE | 1500.0 | 2018 | 1350.0 | 150.0 | |
| | | CN | 0.0 | 2018 | 0.0 | 0.0 | |
| | | | 0.0 | 2018 | 0.0 | 0.0 | |
| *Van Buren St at NS RR in Fort Wayne | 1500181 | PE | 20.0 | 2017 | 20.0 | 0.0 | 16-133 |
| Railroad Protection DOT#478025T | | CN | 450.0 | 2018 | 450.0 | 0.0 | |
| *Various Bridges in Fort Wayne District: SR 14 over I-69; bridge over I-469, 1.1 mi s/o SR 37 Bridge Painting | 0810112 | CN | 436.0 | 2016 | 392.4 | 43.6 | 16-133 |
| *Various Locations within the Fort Wayne District Raised Pavement Markings, Refurbished | 1006220 | CN | 60.0 | 2016 | 60.0 | 0.0 | 16-19 |
| Various Bridge Inspections in FW District - Statewide | 1297451 | PE | 600.0 | 2014 | 480.0 | 120.0 | |
| | | PE | 500.0 | 2015 | 400.0 | 100.0 | |
| | | PE | 500.0 | 2017 | 400.0 | 100.0 | |
| Bridge Inspection | 1400933 | PE | 500.0 | 2017 | 400.0 | 100.0 | |
| Bridge Inspection QA/QC | | PE | 0.0 | 2015 | 0.0 | 0.0 | |
| Actual cost per bridge TBD | | | | | | | |
| *Various Intersections in Fort Wayne District | 1296261 | CN | 95.0 | 2017 | 95.0 | 0.0 | 16-258 |
| Traffic Signal Visibility Improvement | | | | | | | |
| *Various intersections in the Fort Wayne District | 1296424 | PE | 150.0 | 2016 | 135.0 | 15.0 | 16-145 |
| Traffic Signal Modernization | | | | | | | |
| *Various locations within the FW District | 1297948 | CN | 335.0 | 2018 | 301.5 | 33.5 | 17-288 16-227 |
| Curve Sign and Marking Visibility Improvements | | | | | | | |
| *Various locations within the FW District Raised Pavement Markings, Refurbished | 1296422 | CN | 96.0 | 2017 | 76.8 | 19.2 | 16-226 |
| *Various | 1593103 | CN | 483.7 | 2018 | 483.7 | 0.0 | 17-317 |
| Various locations on routes within the FW district Raised Pavement Markings, Refurbished | | | | | | | |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M |
|--|------------------------|--------------|-------------------------------|--------------|-----------------------------|---------------------------|------------------|
| *Various locations throughout the FW District Construct ADA Approved Sidewalk Ramps | 1601183 | PE CN | 25.0 416.0 | 2017 2018 | 20.0 332.8 | 5.0 83.2 | 17-264 17-265 |
| *Various locations throughout the FW District Bridge Maintenance and Repair | 1601701 | PE CN | 60.0 1000.0 | 2017 2017 | 48.0 800.0 | 12.0 200.0 | 17-269 17-262 |
| *Various locations throughout the FW District Patch and Rehab Pavement | 1601702 | PE CN | 60.0 1000.0 | 2017 2017 | 48.0 800.0 | 12.0 200.0 | 17-270 17-263 |
| *Various Locations In FW District Traffic Signal Visibility Improvements | 1601788 | PE CN | 15.0 20.0 | 2017 2018 | 13.5 18.0 | 1.5 2.0 | 17-287 |

Grouped Projects

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs (TIPs) allow projects that are not considered to be of appropriate scale for individual identification to be combined or grouped under a single listing. Such listings are grouped by function, work type, and /or geographic area and must be consistent with the exempt project classification contained in the Environmental Protection Agency's Transportation Conformity Regulations (40 CFR part 93). Such projects are usually non-controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are undertaken to correct existing problems/deficiencies, enhance preservation, or improve safety. They may be the result of successful grant applications by local governments or entities.

For the reasons noted above, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification rather than Amendment simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Northeastern Indiana Regional Coordinating Council (NIRCC), the Fort Wayne Metropolitan Planning Organization (MPO) are shown in Table IX-a. The list was developed cooperatively with INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

When projects fitting within a Grouped Project category are identified by INDOT they will be forwarded to the MPO with a commitment of funding (within financially constrained balances available on a statewide level) for inclusion in the TIP. Project information will include estimated costs, type of funds and fiscal year. Fiscal constraint for grouped projects is maintained by the state transportation agency on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table IX-a: FY 2016-2019 TIP Grouped Projects

| Grouped Project Category | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Sponsor |
|--|-------------------|------|------------------|----------------|---------|
| 1. Pavement Preservation | -330.0 | 2016 | -264.0 | -66.0 | INDOT |
| | 3433.4 | 2017 | 3090.1 | 343.3 | |
| | 0.0 | 2018 | 0.0 | 0.0 | |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| 2. Bridge, Culvert & Small Structure Preservation | -25.2 | 2016 | -22.0 | -3.2 | INDOT |
| | 377.0 | 2017 | 316.6 | 60.4 | |
| | 74.1 | 2018 | 59.3 | 14.8 | |
| | 2845.7 | 2019 | 2527.2 | 318.5 | |
| 3. Signing, Marking, Striping & Rumble Strips | 0.0 | 2016 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2017 | 0.0 | 0.0 | |
| | 0.0 | 2018 | 0.0 | 0.0 | |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| 4. Traffic Signal & Lighting System Improvements | 0.0 | 2016 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2017 | 0.0 | 0.0 | |
| | 0.0 | 2018 | 0.0 | 0.0 | |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| 5. Guardrail & Median Protection/Cable Barriers | 0.0 | 2016 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2017 | 0.0 | 0.0 | |
| | 0.0 | 2018 | 0.0 | 0.0 | |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| 6. Rail Crossing Protection | 0.0 | 2016 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2017 | 0.0 | 0.0 | |
| | 0.0 | 2018 | 0.0 | 0.0 | |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| 7. Bicycle/Pedestrian Facilities <i>(identified in local or state Transition Plans to meet requirements of ADA)</i> | 0.0 | 2016 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2017 | 0.0 | 0.0 | |
| | 0.0 | 2018 | 0.0 | 0.0 | |
| | 0.0 | 2019 | 0.0 | 0.0 | |

X. STATUS REPORT FOR FY 2014 & FY 2015 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 14 & FY15 TIP Local Projects

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

| DES # | Project | Phase | LPA | Status |
|---------|---|---------|-------|-------------------------------|
| 1382100 | Anthony Blvd - Tillman Rd to Rudisill Blvd | PE & CN | FW | Removed |
| 0902238 | Bass Rd & Hadley Rd | CN | AC | Resubmitted for FY17 |
| 1382493 | Bass Rd - Shakespeare Blvd to Clifty Parkway | RW | AC | In Process |
| 1005320 | Bethel Rd/Huguenard Rd/Till Rd | CN | AC | In Process |
| 1297753 | Bridge Guardrail Treatments - various locations | PE | AC | In Process |
| 1297753 | Bridge Guardrail Treatments - various locations | CN | AC | In Process |
| 1400694 | Broadway St/Landin Rd - North River Rd to Powers St | PE | NH | Resubmitted for FY16 |
| | Clinton St - Left-Turn Lane Alignment | PE | FW | Removed (funded 100% locally) |
| 1401332 | CCTV Cameras installed at various intersections in Fort Wayne | PE | FW | In Process |
| 0810513 | Covington Rd Trail - West Hamilton Rd to Beal-Taylor Ditch | CN | FW | Resubmitted for FY16 |
| 0901798 | Dupont Rd - Lima Rd (SR 3) to Coldwater Rd | RW | FW | In Process |
| 0400584 | Gump Rd - SR 3 to Coldwater Rd | CN | AC | Resubmitted for FY16 |
| 0710309 | Landin Rd - North River Rd to Maysville Rd | CN | NH | In Process |
| 1297238 | Liberty Mills Rd & County Line Rd | PE | AC | In Process |
| 1297238 | Liberty Mills Rd & County Line Rd | RW | AC | Resubmitted for FY16 |
| 1382595 | Lincoln Hwy Byway Corridor Management Plan - For 1913 & 1928 Routes | PE | FW | In Process |
| 0500695 | Maplecrest Rd - Lake Ave to State Blvd | CN | FW | In Process |
| 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 FY16 |
| 1382765 | Paulding Rd - Hessen Cassel Rd to Lafayette St | PE | FW | Removed |
| 1400970 | Pedestrian Countdown Indicators on all Signalized Intersections within the City of FW | PE | FW | In Process |
| 1400970 | Pedestrian Countdown Indicators on all Signalized Intersections within the City of FW | CN | FW | Resubmitted for FY16 |
| 1401095 | Project Implementation for Active Transportation Alternatives | PE | NIRCC | In Process |
| 0710322 | St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct | PE | FW | Resubmitted for FY16 |
| 0710322 | St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct | PE | FW | Resubmitted for FY17 |
| 1400969 | Signal Interconnection (91 intersections) within the City of FW | PE | FW | In Process |
| 1400969 | Signal Interconnection (91 intersections) within the City of FW | CN | FW | Resubmitted for FY16 |
| 0400587 | State Blvd - Spy Run Ave to Cass St | RW | FW | Resubmitted for FY16 |
| 1401096 | Traffic Incident Management / Safety Analysis (UPWP) | PE | NIRCC | In Process |
| 1400453 | Various Signal locations in FW, NH & AC (black signal heads w/reflective back plates) | PE | FW | In Process |
| 1400453 | Various Signal locations in FW, NH & AC (black signal heads w/reflective back plates) | CN | FW | Resubmitted for FY16 |
| 1382497 | Washington Center Rd - Bridge over Spy Run Creek | PE | AC | In Process |

PROJECTS FUNDED WITH STP Group IV

| DES # | Project | Phase | LPA | Status |
|---------|--|-------|-----|----------------------|
| 0901973 | Carroll Rd - Preserve Blvd to Bethel Rd | RW | HT | In Process |
| 0901973 | Carroll Rd - Preserve Blvd to Bethel Rd | CN | HT | Resubmitted for FY16 |
| 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 |
| 0901974 | Second St - Country Shoal Ln to Main St | CN | GR | In Process |

PROJECTS FUNDED WITH TE/TAP/RTP

| DES # | Project | Phase | LPA | Status |
|---------|---|-------|-----|----------------------|
| 1005158 | Engle Rd Trail - Jefferson Blvd to Towpath Trail | CN | FW | Completed |
| 1005570 | Pufferbelly Trail - Dupont Rd to Carroll Rd | RW | FW | Completed |
| 1005570 | Pufferbelly Trail - Dupont Rd to Carroll Rd | CN | FW | Completed |
| 0710990 | Pufferbelly Trail - Fourth St to Fernhill Ave | RW | FW | In Process |
| 0710990 | Pufferbelly Trail - Fourth St to Fernhill Ave | CN | FW | Resubmitted for FY17 |
| 0810457 | Six Mile Creek Trail - Southtown Centre to Lemar Dr | CN | FW | Resubmitted for FY17 |

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

| DES # | Capital Equipment Purchases (Section 5307/5340/5339 Funds) | STATUS |
|--------------|---|---------------|
| 1382473 | One (1) Heavy Duty Replacement Hybrid Buses | In Process |
| 1172603 | One (1) Replacement Minibus (Body on Chassis) FLEX Route | In Process |
| 1172604 | One (1) Replacement Minibus (Body on Chassis) ACCESS | In Process |
| 1172601 | One (1) Heavy Duty Replacement Hybrid Bus | In Process |
| 1382477 | Four (4) Replacement Minibus (Body on Chassis) ACCESS | In Process |
| 1172602 | Four(4) Heavy Duty Replacement Hybrid Buses | In Process |
| 1172603 | Three (3) Replacement Minibus (Body on Chassis) FLEX Route | 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 | Project Description | FY 14 | PHASE | STATUS |
|----------------------|---|---------------------|-------|-------|----------------------|
| 1006129 | SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch | | | RW | In Process |
| 1006129 | SR 1: 5.85 mi e/o I-69 (North Jct) over Nettlehearst Ditch | | | CN | In Process |
| 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 | Completed |
| 1006170 | SR 14: bridge over Beal-Taylor Ditch, 8.30 mi e/o SR 9 | | | PE | In Process |
| 1006130 | US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) | | | PE | In Process |
| 1006130 | US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) | | | RW | In Process |
| 1006130 | US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) | | | UTCN | In Process |
| 0301145 | US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line | | | PE | In Process |
| 0301145 | US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line | | | RW | In Process |
| 0400872 | US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd) | | | CN | Completed |
| 1296321 | US 27: from 5.74 mi s/of SR 930 (Pettit Ave) to 1.01 mi s/of SR 930 (Edgewood Dr) | | | PE | In Process |
| 1006146 | US 27: 11.51 mi n/o US 224 (over Nine Mile Drain) | | | CN | In Process |
| 9904160 | US 30: at US 33, 0.66 mi w/o I-69 | | | PE | In Process |
| 9904160 | 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 |
| 0301149 | US 30: BR #3 over Seegar Ditch, 2.16 mi w/o US 33 | | | CN | In Process |
| 0800143 | US 30: Small Structure over a Field Run, 11.55 mi e/o SR 205 | | | 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 | In Process |
| 1006211 | SR 37 at SR 101 | | | RW | In Process |
| 1006211 | SR 37 at SR 101 | | | CN | In Process |
| 1383251 | SR 37: from 0.17 mi w/o to 1.13 mi e/o I-469 | | | CN | In Process |
| 1400910 | SR 37: from 1.11 mi to 7.47 mi n/o I-469 (6.04) | | | CN | In Process |
| 0300086 & 0300087 | I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR1 | | | CN | Resubmitted for FY16 |
| 0901298 | I-69: at SR 1 (Dupont Rd) Interchange | | | CN | Completed |
| 1296460 | I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 mi n/of US 224 | | | PE | In Process |
| 1296462 | I-69: Bridge over Eight Mile Creek (NBL & SBL), 6.68 mi n/of US 224 | | | PE | In Process |
| 1006172 | I-69: Hillegas Rd bridge over I-69, 0.48 mi s/of US 30 | | | PE | In Process |
| 0810111 | I-69: Lower Huntington Rd Bridge over I-69, 2.97 mi s/o US 24 | | | CN | In Process |
| 1296586 | I-69: NB off Ramp at the I-469 N Jct | | | PE | In Process |
| 1296586 | I-69: NB off Ramp at the I-469 N Jct | | | CN | In Process |
| 1296933 | I-69: SB at the I-69 S Jct weave area | | | PE | In Process |
| 1401759 | I-69: bridge on Yoder Road over I-69, 7.75 mi n/o US 224 | | | PE | In Process |
| 1401202 | I-69: over I-69 (on Coldwater Rd) from 0.31 mi s/o I-69 to 0.37 mi n/o I-69 | | | CN | In Process |
| 1296929 | I-69: NB lanes at US 30 interchange weave area | | | PE | In Process |
| 1296931 | I-69: NB lanes at US 30 interchange weave area | | | PE | In Process |
| 1006158 | SR 101: 4.97 mi s/o US 30 (over Brown Ditch) | | | PE | In Process |
| 1297809 | SR 101: Bridge over Maumee River, 1.08 mi n/o US 24 | | | CN | In Process |
| 1383079 | SR 101: from 2.40 mi s/o US 24 to 0.25 mi s/o US 24 | | | CN | In Process |
| 0400603 | I-469: (Winchester Rd) 2.63 mi e/o SR 1 to 0.51 mi e/o US 27 | | | CN | In Process |
| 0800202 | I-469: from I-69 south to SR 37 Jct | | | CN | In Process |
| 1006213 | I-469: from 5.51 mi s/of US 24, (I-469 over I-69 EBL & WBL) | | | PE | In Process |
| 1006214 | I-469: from 5.51 mi s/of US 24, (I-469 over I-69 EBL & WBL) | | | PE | In Process |
| 1296429 | I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30 | | | PE | In Process |
| 1297804 | I-469: Bridge over Rock Ditch, 1.31 mi e/o US 27 | | | CN | In Process |
| 1006555 | I-469: WB I-469 off-ramp at Auburn Rd (RP 31+43), 0.6 mi w/o I-69 | | | CN | In Process |
| 1382169 | I-469: bridge over North River Rd, 0.64 mi n/o US 24 | | | CN | In Process |
| 1382170 | I-469: bridge over North River Rd, 0.64 mi n/o US 24 | | | CN | In Process |
| 1382171 | I-469: bridge over Wheelock Rd, 1.92 mi e/o SR 37 | | | CN | In Process |
| 1382172 | I-469: bridge over Wheelock Rd, 1.92 mi e/o SR 37 | | | CN | In Process |
| 1382173 | I-469: bridge over St Joe Road WBL, 4.33 mi w/o SR 37 | | | CN | In Process |
| 1382161 | I-469: bridge over St Marys River, 0.45 mi w/o US 27 | | | CN | In Process |
| 1297327 | I-469: interchange ramps from 4.11 mi s/o US 30 to 1.21 mi s/o US 30 | | | CN | In Process |
| 1297641 | I-469: from 0.54 mi e/o I-69 to 8.92 mi e/o I-69 | | | CN | In Process |
| 1383675 | I-469: at the US 24 interchange | | | PE | In Process |
| 0100843 | SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven | | | RW | In Process |
| 0100843 | SR 930: 1.1 mi e/o I-469 at the Intersection of Green St in New Haven | | | CN | In Process |
| 0401082 | 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 |

| DES # | LOCATION <i>Project Description FY 14</i> | PHASE | STATUS |
|--------------|--|--------------|---------------|
| 1006187 | SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469 | PE | Completed |
| 1006187 | SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469 | CN | In Process |
| 1296277 | SR 930: Bridge over N&S RR, WBL, 5.07 mi w/of I-469 | PE | In Process |
| 1296277 | SR 930: Bridge over N&S RR, WBL, 5.07 mi w/of I-469 | CN | In Process |
| 1383411 | SR 930: bridge ove NS RR, 4.38 mi w/o I-469 | | |
| 1297250 | Bridge Inspections: Statewide Underwater Bridge Inspections | PE | In Process |
| 1382753 | Fort Wayne Triple Crown Intermodal Expansion Project | PE | Removed |
| 1382753 | Fort Wayne Triple Crown Intermodal Expansion Project | CN | Removed |
| 1173219 | IPFW Pedestrian Bridge over Coliseum Blvd | PE | In Process |
| 1400605 | Lafayette Center Rd/CR 900N: from US 24 to Fogwell Rd (1.20 mi w/o I-69) | PE | In Process |
| 1400605 | Lafayette Center Rd/CR 900N: from US 24 to Fogwell Rd (1.20 mi w/o I-69) | RW | In Process |
| 0710276 | Pedestrian Bridge Crossing - IPFW | PE | In Process |
| 1173214 | Tillman Rd at CFE RR southeast of Fort Wayne | CN | In Process |
| 1297452 | Various Bridges: statewide inspection | PE | In Process |
| 0810110 | TSM's at Various Locations within the FW District | CN | In Process |
| 1297803 | Various Bridges in the FW District on I-469, SR 1 and SR 930 | CN | In Process |
| 1297451 | Various Bridge inspections in FW District - Statewide | PE | In Process |
| 0810117 | Various location in FW District | CN | In Process |
| 1005821 | Various Railroad Crossing: Statewide Passive Protection | CN | In Process |
| 1382761 | Various Bridge locations in the Fort Wayne District | PE | In Process |
| 0810118 | Various Locations within the Fort Wayne District | CN | In Process |
| 1296260 | Various Intersections in Fort Wayne District | CN | In Process |

APPENDIX A

Participation Plan (April 2015)

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 Northeast Indiana Regional coordinating council (NIRCC) has determined a four-year program, updated in coordination with the Indiana Department of Transportation Statewide Transportation Improvement Program (STIP), will serve the transportation needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. NIRCC and INDOT will coordinate and collaborate on the development of the TIP and STIP, including public participation activities.

The TIP includes roadway, transit and bicycle/pedestrian projects selected from the Management Systems and Transportation Plan. The TIP includes projects from Local Public Agencies, Indiana Department of Transportation and Fort Wayne Public Transportation Corporation (CITILINK). The TIP has historically been updated annually, however beginning in Fiscal Year 2015 the TIP will sync with the STIP. The TIP will be developed under the direction of the Urban Transportation Advisory Board. The implementing agencies with jurisdiction in the metropolitan planning area have participated on UTAB and NIRCC for many years. This includes the Indiana Department of Transportation; Citilink as the only public transit operator in the urban area; and the Fort Wayne-Allen County Airport Authority. 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 Management Systems and Transportation Plan are key 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 TIP. During years involving TIP updates, the meeting will be held prior to TIP adoption to allow opportunity for public comment. In addition, when Air Quality Conformity and analyses are required, information on the conformity process and analyses will be available for public review and comment in commensurate with the citizen involvement meetings and comment period. A Draft TIP will also be posted on the NIRCC website for review during the comment period. Comments regarding the TIP are presented to the Urban Transportation Advisory Board. When significant oral or written comments are received, a summary, analysis, and report on the disposition of comments will be documented in the Final Transportation Improvement Program. As part of the TIP process, an annual list of federally obligated transportation projects is 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. NIRCC will notify affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, pedestrian walkways, bicycle

transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process when development of the TIP is initiated.

Finally, upon completion and adoption, the TIP is published as a document and made available for review in the NIRCC office and in an electronic format on the NIRCC website. 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.

It is also important to remember that participation and public input does not terminate at the Transportation Improvement Program phase of project development. Project development affords additional opportunities for input on final project scope, design, scheduling, traffic maintenance and many other aspects of project construction and/or implementation. Local Public Entities, Citilink and INDOT sponsor board meetings, public information meetings, public hearings and other opportunities to discuss project and program development. Many communities also have capital improvement plans that contain information of projects, and typically before funds can be committed to major projects, several boards and councils must approve the expenditures. Local agencies often hold public information meetings with affected residents and businesses prior to, and during project construction. Environmental assessments and studies also may include formal public hearings during the design and project development phase. These meetings and associated discussions provide additional forums for public participation.

Public Involvement Meeting Fiscal Year 2016-2019 Transportation Improvement Program

A citizen participation meeting/open house was held on April 1, 2015 to present the projects in the Draft Fiscal Year 2016-2019 Transportation Improvement. An open comment period was also provided for citizens to offer feedback regarding both documents from March 18, 2015 to April 3, 2015. 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 2016-2019 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.

Comments from the April 1, 2015 Transportation Open House

- 1) ***Comment/Question:*** St Joe Center Road project: Will the eastbound exclusive right turn lane into Walgreens/shopping center be combined with the eastbound exclusive right turn lane into Paper Mill Bluffs?
Response from City of Fort Wayne: With the proposed improvements we will be eliminating this right turn lane into Walgreens as well as the left turn lane into Inland Trail. The existing sidewalk is outside of the existing right-of-way (on the utility easement) and we will be relocating it to the existing right-of-way. To accommodate this sidewalk and a 6-foot park strip separation, we will be eliminating the right-turn lane into Walgreens and there will not be a right-turn lane into Inland Trail. With a four lane section in an urban area, we don't believe the additional impacts of a dedicated right-turn lane are cost effective. Similar intersections at Dartmouth Drive, Riviera Drive and River Run Trail function well without a dedicated right-turn lane.
- 2) ***Comment/Question:*** SR3/Lima Road: Cracking of roadway surface needs repairs (near Lima Valley).
Response from Indiana Department of Transportation (INDOT): This is longitudinal cracking that is occurring along the joints of the SR 3 added travel lanes project from Ludwig Road to Dupont Road. INDOT is aware of the situation and will be maintaining it appropriately.
- 3) ***Comment/Question:*** Union Chapel Road roundabouts at I-69: Can anything be done to reduce speeds through the two interchange roundabouts? Because of the dog-bone design there is not the traditional roundabout radius to slow through traffic down (on Union Chapel). Many motorists travel through these two roundabouts at excessive speeds.
Response from Indiana Department of Transportation (INDOT): The best solution is for motorist to travel at the advisory speed through the interchange

area. Law enforcement will be notified of the concern, but the effectiveness of enforcement is relative to the limited amount of time law enforcement can dedicate to monitoring this area. As development occurs around the interchange area, additional roadway modifications should help to reduce travel speeds through the interchange area.

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 Arterial Collector | 15 10 5 | |
| 2 | Existing ADT (Average of Corridor Segments) | ADT x .00075 Enter ADT here: 0 | (Max: 25pts) 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 LOS = E LOS = D LOS = C or higher | 20 15 10 0 | |
| 7 | Future Operations (Year 2030 LOS Without Project) | LOS = F LOS = E | 10 5 | |
| 8 | Alternative Transportation Modes <i>Does the project promote increased transit ridership? Does the project support or promote increased use of other modes of transportation (i.e. bicycles, 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 | |
| | RMV - number of crashes/million entering vehicles OR Crash Severity Index | 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 | 1 |
| 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 | 1 |
| 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 | 2 |
| 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 | 3 |
| 15-095 | Airport Expressway and Norfolk Southern Railroad | New railroad grade separation | 2 |
| 25-096 | Anthony Boulevard and CSX Railroad | Reconstruct railroad grade separation | 2 |
| 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

FORT WAYNE SIDEWALK & CURB REPAIRS

| | |
|------------------------------|--------------------|
| 4008 Willshire Estates Drive | curbs |
| 5412 Damask Drive | curbs and sidewalk |
| 6510 Oakmill | sidewalk |
| 6931 Creekwood Trail | curbs |
| 8323 Castle Pines Place | curbs |
| 8733 Crestfield Court | curbs |
| 1604 California Avenue | sidewalk |
| 1707 California Avenue | sidewalk |
| 1806 California Avenue | sidewalk |
| 1915 California Avenue | sidewalk |
| 2115 California Avenue | sidewalk |
| 2317 Leroy Avenue | sidewalk |
| 2513 Meadows Parkway | curbs |
| 1018 Rivermet Avenue | sidewalk |
| 1033 Edgewater Avenue | sidewalk |
| 11009 Turnberry Place | curbs |
| 8409 Hialeah Lane | curbs |
| 1004 West Washington Blvd | sidewalk |
| 1018 West Berry Street | sidewalk |
| 1020 West Washington Blvd | sidewalk |
| 1126 West Rudisill Blvd | sidewalk |
| 1147 West Rudisill Blvd | sidewalk |
| 1214 West Berry Street | sidewalk |
| 1223 Westover Road | sidewalk |
| 1241 West Berry Street | sidewalk |
| 1241 West Washington Blvd | sidewalk |

| | |
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| 1302 West Wayne Street | sidewalk |
| 1307 Rockhill Street | sidewalk |
| 1319 West Wayne Street | sidewalk |
| 1907 Sinclair Street | sidewalk |
| 3126 Hoagland Avenue | sidewalk |
| 340 W. Suttentfield Street | sidewalk |
| 4023 Meda Pass | sidewalk |
| 4702 Crestwood Drive | sidewalk |
| 615 Nuttman Avenue | sidewalk |
| 805 West Wayne Street | sidewalk |
| 809 Kinsmoor | sidewalk |
| 825 Wilt Street | sidewalk |
| 833 Thieme Drive | curb |
| 835 West Berry Street | sidewalk |
| 932 West Berry Street | curb |
| 438 East Dewald Street | sidewalk |
| 4707 Lillie Street | sidewalk |
| 4741 Reed Street | sidewalk |
| 707 North Melody Circle | sidewalk |
| 7716 Newlin Drive | curb |
| Fort Wayne Public Sidewalk Curb Ramps | |
| 6510 Oak Forest Trail and 6511 Oak Forest Trail | |
| Asher Drive and Greythorne Drive | |
| Bent Willow Drive and Welshire Blvd | |
| Blairwood Drive and Forest Valley Drive | |
| Forest Downs Drive and Forest Valley Drive (north) | |
| Forest Downs Drive and Forest Valley Drive (south) | |

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|---|--|
| Forest Wood Drive and Forest Valley Drive | |
| Forestview Drive and Forest Valley Drive | |
| Goeglein Road and Oklahoma Trail | |
| Lakeland Lane and Forest View Drive | |
| Lakeland Lane and Forest Wood Drive | |
| Maysville Road and Country Park Lane | |
| Mill Ridge Run and Wheelock Road | |
| Red Clover and Kerrigan's Way | |
| Scarlet Ct and Algate | |
| St Joe Center Road and Prestwick Run | |
| St Joe Ctr Rd and Arlington Parkway North | |
| Stratford Drive and Belfast Drive | |
| Stratford Drive and Bosworth Drive | |
| Thornbriar Lane and private street | |
| Vance Avenue and Devon Drive | |
| Burning Tree and Chapelwood Place | |
| East Drive and Dodge Avenue | |
| Forest Park Blvd and Delaware Avenue | |
| Forest Park Blvd and Dodge Avenue | |
| Forest Park Blvd and East State Blvd | |
| Forest Park Blvd and Forest Avenue | |
| Forest Park Blvd and Nevada Avenue | |
| Forest Park Blvd and Vermont Avenue | |
| Hazelwood Avenue and Oak Grove Avenue | |
| Hike Lane and Shell Drive | |
| Hobson Rd,Crescent Avenue,Stellhorn Rd, St Joe Rd | |
| Inland Trail and Larchwood Run | |

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|--|--|
| Inland Trail and Paper Mill Crossing | |
| Larchwood Run and Cobblewood Cove | |
| Paper Mill Crossing and Lancaster Court | |
| Paper Mill Crossing and Millbridge Court | |
| River Bluff Drive and Nature Trail Drive | |
| River Ranch Court and Winding Way Drive | |
| St Joe Center Road and Inland Trail | |
| Tennessee Avenue and Oneida Street | |
| Tennessee Avenue and St Joe Blvd | |
| West Drive and Dodge Avenue | |
| Winding Way Drive and Clingman's Trail | |
| Winding Way Drive and Nature Trail Drive | |
| 5105 Goldfinch Ln and 5108 Goldfinch Lane | |
| 6215 and 6216 Merlin Drive | |
| Archer Avenue and Wells Street | |
| Beckett's Ridge Lane and Bridle Creek Crossing | |
| Catbird Ave and Fowler Place | |
| Catbird Ave and Goldfinch Lane | |
| Catbird Ave and Macy Lane | |
| Catbird Ave and Tanager Blvd | |
| Cook Road and Cold Springs Blvd | |
| Edgehill Avenue and Jacobs Avenue | |
| Greenlawn Avenue and Wells Street | |
| Jacobs and Cass Street | |
| Merlin Drive and Downy Avenue | |
| Merlin Drive and Finch Lane | |
| Merlin Drive and Goldfinch Lane | |

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| Merlin Drive and Macy Lane | |
| Merlin Drive and Pin Tail Place | |
| Merlin Drive and Plover Circle | |
| Merlin Drive and Warbler Drive | |
| Pin Tail Place and Tanager Blvd | |
| Sanderling Drive and Lykeway Court | |
| Sanderling Drive and Spring Creek Drive | |
| Sawgrass Trail and Peppertree Trail | |
| Sharon Drive and Washington Center Road | |
| State Blvd and Oakland Avenue | |
| Teal Drive and Downy Avenue | |
| Amherst Drive and Reservation Drive | |
| Amherst Drive and St. Louis Avenue | |
| Beaver Creek Court and Sandy Creek Crossing | |
| Glen Gelder Circle and Montclair Drive | |
| Hopkinton Drive and Acton Court | |
| Hopkinton Drive and Wilmington Court | |
| Hopkinton Drive and Wilmington Court | |
| Kekionga Drive and Vernon Avenue | |
| Lake Shasta Court and Lake Mead Drive | |
| Lower Huntington Road and Koester Drive | |
| Mistflower Lane and Columbine Drive | |
| Mistflower Lane and Primrose Lane | |
| Red Oak Run and White Cedar Road | |
| Silver Linden Court and White Cedar Road | |
| Tattershol Court and Montclair Drive | |
| Waynewood Drive and Old Trail Road | |

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|--|--|
| Calhoun Street and East Crown Lane | |
| Carlton Avenue and Brooklyn Avenue | |
| Cox Drive and Calhoun Street | |
| Cox Drive and Kent Road | |
| Cox Drive and Oakmont Road | |
| Cox Drive and Southcrest Road | |
| Fall Creek Parkway and Stillwater Place | |
| Foxglove Lane and Misty Meadows Court | |
| Foxglove Lane and Stillwater Place | |
| Glasgow Avenue and Randall Street | |
| Hamilton Avenue and Monroe Street | |
| Hamilton Avenue and Warsaw Street | |
| Hoagland Avenue and North Cornell Circle | |
| Hoagland Avenue and South Cornell Circle | |
| Indiana Avenue and Plymouth Avenue | |
| Indiana Avenue and Savilla Avenue | |
| Maumee Avenue and Cedar Street | |
| Maumee Avenue and Lillie Street | |
| Maxine Drive and Cornell Circle | |
| Mayfair and East Concord lane | |
| Mayfair Road and East Crown Lane | |
| Misty River Drive and Stillwater Place | |
| Oakmont Road and East Crown Lane | |
| Oakmont Road and Kent Road | |
| Radial Lane and Cornell Circle | |
| Southcrest Road and East Crown Lane | |
| Southcrest Road and Kent Road | |

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| Southcrest Road and Mayfair Road | |
| Summit View Place and Fall Creek Drive | |
| Summit View Place and Foxglove Lane | |
| Summit View Place and Misty River Drive | |
| Warren Street and Pittsburgh Street | |
| Warren Street and Winch Street | |
| West Main Street and Fry Street | |
| Barr Street and East Oakdale Drive | |
| Barr Street and Weibke Street | |
| Bowser Avenue and Senate Avenue | |
| Gay Street and Buchanan Street | |
| Holton Avenue and Senate Avenue | |
| John Street and Buchanan Street | |
| Oliver Street and Senate Avenue | |

New Haven Sidewalk Improvements—Public Works Projects

Landin Road (Des. No. 0710319)

Curb Ramps:

1. Landin Road and Landin Pointe Boulevard 3 new ramps
2. Landin Road and Landin Parke Boulevard 2 new ramps
3. Landin Road and Aragon Mills Drive 2 new ramps
4. Landin Road and Shordon Road 2 new ramps
5. Landin Road and Parent Road 4 new ramps
6. Landin Road and Placid Park Drive 2 new ramps
7. 17,425 Lineal Feet of new 8' walk
8. 255 Lineal Feet of new 5' walk
9. 485 Lineal Feet of new 6' walk

South Street (SIP-2010-04)

Curb Ramps:

1. West Street and South Street 2 new ramps
2. South Street and Oak Street 2 new ramps
3. State Street and South Street 2 new ramps
4. 1,500 Lineal Feet of 5' walk

The South Street project will improve the width of side walk from its present 4' width to a 5' width. This project will eliminate three severe barriers, two moderate barriers and one minor barrier from the City of New Haven's ADA Transition Plan.

Allen County 2015 Curb Ramp List

| Subdivision | Street location | # of Ramps |
|-----------------------|--|------------|
| Oak Crossing | Brandy Oak Run @ Creek Gap Ct. | 3 |
| | Brandy Oak Run @ Oak Chase Ct. | 3 |
| | Brandy Oak Run @ Oak Crossing | 3 |
| | Brandy Oak Run @ Oak W Ct. | 3 |
| | Brandy Oak Run @ Holly Oak Rd. | 4 |
| | Holly Oak Rd. @ Ridge Gap Run | 3 |
| | 11114 Crested Oak Ct. | 1 |
| | | 20 |
| The Oaks | Honey Oak Run @ Old Oak Trail | 1 |
| | 10902 Old Oak Ct. | 1 |
| | 10911 Old Oak Ct. | 1 |
| | 4835 Holly Oak Rd. | 1 |
| | 4834 Holly Oak Rd. | 1 |
| | 10731 Oakbriar Ct. | 1 |
| | 10722 Oakbriar Ct. | 1 |
| | 4802 Oak Knob Run | 1 |
| | 10922 Dupont Oaks Blvd | 1 |
| | Dupont Oaks Blvd @ Martin Creek Crossing | 2 |
| | 4515 Martin Creek Ct. | 1 |
| 4514 Martin Creek Ct. | 1 | |
| | | 13 |
| Oak Point | Pine Green Cv @ Pine Orchard Cv | 2 |
| | 11124 Pine Orchard Cv | 1 |
| | Oak Point Dr. @ Pine Orchard Cv. | 6 |
| | 11122 Oak Point Tr. | 1 |
| | Oak Point Tr. @ Oak Point Dr. | 4 |
| | Pine Bank Ct. @ Oak Point Dr. | 2 |
| | 11107 Pine Bank Ct. | 1 |
| | Spring Oak Rd. @ Oak Point Dr. | 3 |
| | Spring Pond Cv. North. @ Spring Pond Cv. | 2 |
| | Spring Pond Cv. @ Spring Pond Rd. | 3 |
| | 5719 Oak Point Dr. | 1 |
| | 5718 Oak Point Dr. | 1 |
| | 6122 Spring Pond Rd | 1 |
| 11126 Spring Pond Cv. | 1 | |
| | | 29 |

Pheasant Run

| | |
|------------------------------------|----|
| Hemphill Dr. @ Greenleaf Dr. North | 4 |
| Hemphill Dr. @ Rivertree Dr. | 3 |
| Hemphill Dr. @ Burr Oak Dr. | 2 |
| Hemphill Dr. @ Greenleaf Dr. South | 4 |
| Hemphill Dr. @ Pine Tree Dr. | 1 |
| Hemphill Dr. @ Harbor Walk Dr. | 2 |
| Hemphill Dr. @ Hailstone Ln. | 2 |
| | 18 |

| | |
|-------------------------|----|
| Proposed Ramps for 2015 | 80 |
|-------------------------|----|

APPENDIX E

3-31-15 NS

Fort Wayne trails help runners' workouts

Cheers to Fort Wayne trails system! Having been a runner and triathlete competitor for many years, I can really attest to how the trails have changed the format and dynamics of my workouts.

Using the trails as links through the city and to safely get to the less traveled rural areas on bike workouts is a huge bonus and so much safer. My runs are so much better on the Greenway instead of playing in traffic, more scenic, less interrupted and clearly safer.

The advent of the city maintaining the trails during snowfalls these past couple of winters with specialized equipment has been an absolutely priceless benefit of living in Fort Wayne. I, like many others, refuse to take to the treadmill in the winter; running outdoors in whatever the weather is the way for me.

The trails are also a great benefit for the many on-foot and bike commuters who use these pathways as their primary road system.

I hope visitors and residents alike in Fort Wayne understand what the value of this asset really is. Hats off to Lori Keys and her staff at Fort Wayne Trails, along with the city of Fort Wayne and the Parks Department for all of the efforts and successes. I can't wait to see the north/ south connectors come into reality.

Randy Strebig

Maumee Avenue project will improve safety, aesthetics

By KEVIN LEININGER
kleininger@news-sentinel.com

A dangerous curve on one of Fort Wayne's busiest streets is going to be straightened — a project officials say will improve public safety and enhance the area near Indiana Tech's law school.

"We've been looking at doing this for a long time," city traffic engineer Shan Gunawardena said, referring to the planned improvements to Maumee Avenue between University and Harmar streets just east of downtown. The 850-foot project, expected to cost between \$500,000 and



Gunawardena

\$1 million, is scheduled for next year and will remove a curve Gunawardena said has contributed to numerous accidents, including the deaths of two motorcyclists in 2009.

But the project will also improve the view in the East Central neighborhood. Straightening the one-way street will make the Indiana Tech Law School more visible — the institution will

See MAUMEE, Page 5A



By Kevin Leininger of The News-Sentinel

The city plans to straighten an 850-foot section of Maumee Avenue, removing a dangerous curve and improving the view of the law school at Indiana Tech, which will pay for property acquisition and the demolition of one building.

MAUMEE

Continued from Page 1A

pay to acquire three properties and demolish one building — and new sidewalks, trees and other landscaping is also planned, Gunawardena said.

"This will be a positive

change for our neighborhood, and we are happy to team up with the city to make it happen," said Matt Bair, Indiana Tech's director of marketing and communications.

A gateway monument in a small park on the south side of Maumee will be relocated to Nuckols Park on

the north side of the street.

"When we look at that corridor, it's about (improving) safety more than anything else. There have been several accidents there," said Gunawardena.

The project also received an unexpected boost in late 2013 when an old brick building in the path of the

new roadbed developed structural problems and was the subject of an emergency demolition order after being declared unsafe by the Allen County Building Department and the city's Neighborhood Code office. The project would have cost much more had that not occurred, Gunawardena said.

Dupont, Lafayette Center top upcoming road projects

PAUL WYCHE

The Journal Gazette

Nearly \$75 million is set to be spent over the next four years for improvement projects targeting Fort Wayne area streets, roads and other passageways.

The thoroughfare work is funded through an 80-20 split, with federal dollars picking up most of the tab and local and state sources paying the rest.

The Northeastern Indiana Regional Coordinating Council on Wednesday hosted a transportation planning open house at Citizens Square to give residents a chance to see where the orange barrels

will sprout in the years to come.

The biggest local project is a \$12.2 million plan to improve Dupont Road between Lima and Coldwater roads. It includes widening the roadway to four lanes with a center turn lane where needed.

The proposed design has a trail on the south side and a sidewalk on the north side. A pedestrian underpass is included in this project. The underpass will continue the Pufferbelly Trail from Parkview YMCA/Salomon Farm Park on the south side to the north.

Construction is scheduled for 2017.

The largest project is a \$22.1 million enhancement to La-

fayette Center Road that the Indiana Department of Transportation is funding this year. The work will include road reconstruction and realignment from U.S. 24 in Roanoke east to Fogwell Parkway.

Rose Newman is a neighborhood association president on Fort Wayne's northwest side. More residents should attend informational meetings, she said.

"You have to know what's going on if you want to have a say," Newman said. "This group does a good job of getting the word out."

Some projects are further along than others, and the bidding pro-

Road, Page 2C

ROAD

Continued from Page 1C

cess could result in costs rising or falling, officials said.

But a project's cost doesn't necessarily reflect its affect on motorists, said Stacey Gorsuch, a principal planner with the Northeastern Indiana Regional Coordinating Council.

For example, the Bass Road and Hadley Road intersection is part of the \$3.4 million Bass widening project from Hillegas Road to Scott Road. The intersection will be redesigned into a roundabout after many alternative plans were reviewed. It's hoped the roundabout will

improve safety and ease congestion.

Dan Avery, executive director of the coordinating council, said residents appreciate the informal open houses, which are required under federal law.

"They can see what the designs look like and things like that," Avery said. "Some of the plans are a couple of years out, which gives people a chance to think about what they're seeing. They can offer modifications or alternatives."

pwych@jg.net

4/2/15 JG

Event aims to promote good side of rivers

News-Sentinel staff reports

A River Summit Conference next week in Fort Wayne aims to begin repairing the reputation of the city's three rivers.

"The public has some information about the rivers, but it's very unbalanced," said Dan Wire, executive director of the Tri-State



Wire

Watershed Alliance, which is organizing the summit. People hear about the risk of flooding and the combined-sewer overflows that hit the rivers after heavy rain or snow melt, but they don't hear about the opportunities rivers present, he said.

"Eighty percent of the time, we have not told people that it's fine to fish in the rivers, it's fine to boat on the rivers, it's fine to look for birds along the river," Wire said.

The heart of the conference Thursday is a daylong presentation, during which attendees can choose among more than a dozen individual sessions covering issues ranging from agricultural impact and flood plains to riverfront revitalization, economic opportunities and recreation.

Family Day on Saturday will provide opportunities to experience the rivers up close and learn more about the history of the area.

This is the schedule:

■ 6-7:30 p.m. Wednesday at Grand Wayne Center: Opening event and social features nationally known experts Keith Bowers of

See **RIVERS**, Page 3A

RIVERS

Continued from Page 1A

Biohabitats and Chad Pre-gracke of Living Lands &

Waters, who will explain the challenges and opportunities in improving rivers. There is no fee.

■ 8:30 a.m.-4:30 p.m. Thursday at Grand Wayne

Center: River Summit Conference. There is a \$25 registration fee.

■ 9 a.m.-3 p.m. Saturday, downtown Fort Wayne: Family day. There is no fee.

For additional information and conference details, visit www.omirivers.org/portal/event/river-summit-2015/.

4/4/15 NS

Citilink promotes transportation day

Public transportation ad-

vocates and elected officials are invited to join Citilink for a media event promoting Stand Up 4 Transportation Day at 10 a.m. April 9 at the Citilink Central Station, 121 W. Baker St.

The event will emphasize the need for federal transit funding, which expires May 31. The event will feature a brief presentation, followed by a short ride on Route 7 to the Urban League and back.

Anyone planning to attend should contact Betsy Kachmar, Citilink assistant general manager, at bek@fwcitilink.com or at 432-4977.

3/27/15 JG

Transportation open house

A transportation planning open house will be held 4-6:30 p.m. April 1 in the Omni Room of Citizens Square, 200 E. Berry St. The public is invited to review the draft FY 2016-2019 Transportation Improvement Program, which includes transit, highway, pedestrian and bicycle projects funded with federal funds in Allen County during the next four years. Staff will be present to answer questions.

Those unable to attend can review the materials at nircc.com. Comments will be accepted through April 3 at Citizens Square Suite 230, by phone at 449-7309, email to Dan.Avery@co.allen.in.us or www.nircc.com.

-*News-Sentinel staff
reports*

3/27/15 NS

MARCH 26, 2015

THURSDAY

L

\$20M in street and trail work planned

City Utilities to invest \$35 million in sewer projects.

News-Sentinel staff reports

Mayor Tom Henry announced Wednesday that, for the second year in a row, the city will invest more than \$20 million in transportation infrastructure, including streets, sidewalks, ramps and trails. City Utilities will also invest more than \$35 million this year, improving neighborhood

sewer and water infrastructure. The utility projects will improve service for more than 25,000 residents, Henry said.

Henry, who is seeking re-election this year, has said he plans to make a similar investment in neighborhoods in 2016 and beyond.

"Careful planning leads to major improvements for neighborhoods that will strengthen our

community for generations to come," Henry said in a statement. "We continue to make significant investments in our neighborhoods. By working together, our neighborhoods are strong and vibrant. We're making an impact and building on our momentum."

This year's street investment of \$21 million includes 12 miles of concrete street reconstruction, 53.5 miles of asphalt paving, 12 miles of chip and seal resurfacing, 8 miles

of sidewalks, 5 miles of trails, 1,820 Americans with Disabilities Act ramps, and 30 miles of curbs.

City Utilities will continue to replace about 9 miles of water main each year, build storm pipes to reduce basement backups and street flooding, and construct sanitary pipes coupled with plant improvements.

The 2015 construction projects will be out for bids over the next two months.

N/S



Cathie Rowand | The Journal Gazette

For the second straight year, Fort Wayne is investing more than \$21 million to improve streets, sidewalks and trails. The city will also invest in building sidewalk ramps compliant with the Americans With Disabilities Act.

‘Almost every area’ of city to get infrastructure fixes

DAVE GONG

The Journal Gazette

Fort Wayne city officials announced \$21 million in neighborhood investments on Wednesday as they formally unveiled the list of infrastructure improvement projects, including streets and sewers, residents can expect to see this year.

“Almost anywhere you go this year, you’ll see a lot of orange traffic cones,” said Public Works Director Bob Kennedy.

Standing in the Hillcrest neighborhood on the city’s south side, Mayor Tom Henry – along with Kennedy and other city officials – unveiled the list of transportation proj-

ON THE WEB

■ To view the **entire list** of 2015 transportation projects, go to www.cityoffortwayne.org/images/stories/2015_public_works_projects.pdf

ects planned for 2015. The plan is to complete 12 miles of concrete street reconstruction; 53.5 miles of asphalt paving; 12 miles of chip and seal resurfacing; eight miles of sidewalk; five miles of trail; 1,820 ramps compliant with the Americans with Disabilities Act; and 30 miles of curb improvements.

This year’s total infrastructure investment is more than \$55 million, \$21 million of which will go toward neighborhood improve-

ments. About \$35 million will go toward sewer and water repairs. City officials have said this is the second year the city has invested more than \$20 million in neighborhood streets, sidewalks and curbs and is part of a long-term plan that aims to reduce the backlog of city streets in need of repair.

“On top of the neighborhoods, we touch probably almost every area of the city,”

Upgrades, Page 5A

UPGRADES

Continued from Page 1A

Kennedy said. "We'll be doing nearly 80 miles of street improvements this year, including resurfacing major

arterial streets."

The 18-page list of this year's improvements include projects on Main Street from Maiden Lane to VanBuren Street downtown; Crescent Avenue from State Boulevard to Anthony Boulevard; and Pettit Avenue from

Calhoun Street to Lafayette Street. The full list of projects is available on the city's website.

Henry noted in his remarks that some residents have expressed concern over the amount of money being spent to revitalize the city's downtown.

With Wednesday's announcement, the mayor described the city's neighborhoods as "the backbone of our community."

"We have to make sure that neighborhoods are strong thriving places for people to live, for businesses to invest and for visitors," he said. "To make sure that we have housing stock and we have streets and roads and curbs and ADA ramps that really reflect what our city is all about, and that's the quality of place in our community."

Speaking to quality of place, residents of the Hillcrest neighborhood Wednes-

day expressed their gratitude at having their streets repaired.

"We want to thank City Council and the mayor and everybody for picking our neighborhood to be repaired, and we are very excited about it," resident Cheryl Herpst said. "We feel that it is going to be a really good improvement, and we love it."

Investing in neighborhood infrastructure is important for a city trying to grow, local Realtor Jeff Vaughn said.

"When buyers come into our city, they're measuring neighborhoods by pride of ownership and reinvestment," he said. "When they see projects like this, they become very satisfied that this is a neighborhood of choice and that this is a neighborhood that they can invest in, they can feel safe in, and they know their money is going to be returned to them on a very good investment."

dgong@jg.net

3/26/15 JG

Wetlands forum scheduled for May

Representatives of the

Army Corps of Engineers will discuss its regulatory process for waterways and wetlands at a public forum at 1 p.m. May 14 at the downtown Allen County Public Library.

The Army Corps' Detroit District said Tuesday that staff members who review permit applications and enforce permit laws and regulations will be available to answer questions at the forum.

Information is available by calling 313-226-1325 or going to www.lre.usace.army.mil and searching "Waterways, Wetlands, and You! 2015."

- Journal Gazette

3/18/15 JG

Cameras to assist at city's intersections

For emergencies, not enforcement

DAVE GONG
The Journal Gazette

The Fort Wayne Board of Public Works on Wednesday approved the installation of 16 closed-circuit television traffic cameras.

The cameras are one of four contracts with the Indiana Department of Transportation approved by the board for traffic signal improvements.

City engineer Shan Gunawardena said the cameras

will be used to monitor road conditions at some of the city's busiest intersections and assist emergency personnel during traffic incidents. The cameras are not expected to be used for law enforcement purposes, he said, although emergency personnel, including 911, the fire department, the street department

and traffic operations will all have access to the system.

The city also wants to extend access to the cameras to the Indiana Department of Transportation and state police.

"One of the problems we've heard from the police department is particularly on Coliseum Boulevard, when

there's an incident, the incident is called in as an address location, and it's difficult for officers to know whether the address is on the public right-of-way or on private property," Gunawardena said.

Providing emergency personnel with access to the camera feeds will allow them to view exactly where a col-

lision has taken place, reducing response times, he said.

Eight of the cameras will be placed at intersections along Coliseum Boulevard, along with five on Lafayette Street. There also will be one camera at each of the intersections at Parnell Avenue

Cameras, Page 7A

CAMERAS

Continued from Page 1A

and State Boulevard, Spy Run Avenue and State Boulevard, and Anthony Boulevard and Washington Boulevard.

Public Works Director Bob Kennedy said there's already a similar camera at the intersection of Calhoun Street and Tillman Road, which the city uses mainly for flood-control purposes. The camera helps public works employees monitor the height of the St. Marys River during heavy rain or flood events.

The total project cost to install the additional cameras is \$240,000 - 80 percent of which will be paid for with federal money.

Even though the city has said it doesn't intend for the cameras to be used for law enforcement purposes, Kelly Sharp, director of communications and education for the American Civil Liberties Union of Indiana, said the organization has concerns about traffic cameras similar to its concerns about similar technology, such as drones.

"Depending on how gov-

ernment uses the technology, and how the information collected is monitored, shared and stored, there is always potential for misuse or abuse," Sharp said in an email. "That's why an open and transparent policy governing how the technology will be used and shared is very important."

Sharp noted that traffic camera technology can be used for a lot of positive purposes but needs to be used in a way that doesn't violate citizens' rights.

"So in that sense it still needs to be accessed in a way that is constitutional, and for law enforcement, if they should be granted access, that would mean getting a search warrant," she said.

The board also approved three other traffic signal projects Wednesday. Traffic signal heads at 300 intersections around the city will be replaced with LEDs for better energy efficiency, and back plates will be installed to improve the signals' visibility for added safety. Pedestrian indicators across Fort Wayne will be replaced with countdown signals that notify pe-

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JUNCTION

Continued from Page 11A

more often with the types of perspectives that asphyxiate progressive communities. I even watched as buildings were torn down and the idea occasionally dismissed by those who didn't share my optimism or outlook or had other plans of their own in mind. Along the way there were naysayers (and surely still are), and the road to completion is long and there really aren't any guarantees.

Late last year, that idea — a rail-themed attraction that would house the 765 steam locomotive on the north side of the St. Marys River east of Wells Street — was rolled into the master plan for the riverfront. Early this year, that idea became the centerpiece to Phase 1 of the riverfront plan. The city and its consultants had come to believe in its important cultural and economic benefits, and the idea came to land only a few feet from where it was originally envisioned. I've long held that it would help the city say something about itself and help the world discover its story.

"Talent retention" is another popular term in economic development circles — and for good reason. I was retained by that vision at Parkview Field. Along the way, I was fueled by the community, CEOs and city planners who put up with me and heard me out. Support and acknowl-

edgment came from the city, the regional partnership, Young Leaders of Northeast Indiana, Wells Street Corridor, and numerous neighborhood associations and organizations.

As riverfront development takes hold, and dialogue continues about the region's urban core and attracting and retaining talent, I hope readers will recognize the potential in people who are invested in their community. I hope that civic and business leaders will continue to value the important, intangible invitations created by the city's brick-and-mortar efforts. I hope that the community will go out of its way to charge young people, women and minorities with joining the conversation, too. Don't just include these people on committees — put them on the ground floor.

I challenge the community to combat its own negative self-fulfilling prophecies and its obsession with narrow thinking. I challenge the established guard and private sector to step out of the shadows and into the warm sunlight of revitalization.

How many hundreds more like me are about to make that critical decision to stay or to leave?

If I've ever had any agenda beyond pushing this idea from inception to creation, it was to discover whether or not 20-somethings could have an effect on the city. And they can.

So, what are you waiting for?

Transportation open house to be held March 24

The Indiana Department of Transportation will host a public open house 4-7 p.m. March 24 at the Fort Wayne District Sub District Building, 5333 Hatfield Road, to discuss the Statewide Transportation Improvement Program.

The STIP is a four-year planning document that lists all projects expected to be funded during those years, including pavement and bridges, and projects that address safety, congestion, mobility and emergency response. The document also includes details about funding various means of transportation.

INDOT officials will be available to address questions and solicit input on a variety of topics.

If special accommodations are needed because of disability or language issues, contact Rickie Clark at 1-317-232-6601 or email rclark@indot.in.gov.

For more information, contact the INDOT Fort Wayne District Customer Service Center at 1-866-227-3555 or NEinformation@indot.in.gov.

— *News-Sentinel staff*
reports

3/16/15

Road to change

Area united on its list of infrastructure needs

In today's economic world, no town, no city and no county is an island. There is now a general realization in northeast Indiana that we will succeed as a region or fail as one.

That wasn't always the case. Road and highway funding, for instance, is crucial to regional economic development. But major road and highway projects don't stop at city or county lines, so they become realities only when

state or federal funding is available. With the possible exception of Indianapolis, one city, or even one county, can't make the case for such projects.

"In the past, we have missed out on some funding," said Northeast Indiana Regional Partnership's Courtney Tritch, "because we didn't speak with one voice."

Monday, with a consensus of support from regional mayors, commissioners and economic development departments, the partnership released its first-ever wish list of the projects designed to foster economic development by connecting northeast Indiana with other markets.



Tritch

The 13 proposed projects include improvements that would make it easier for trucks to access I-69 and I-80/90 in order to enhance commerce within the area and

better connect companies here with Indianapolis, southeast Indiana, Chicago, South Bend and Elkhart, and Ohio and Michigan.

The projects were placed into three categories of regional need. Three large projects were in the first tier:

- Making U.S. 30 a full access-controlled freeway from Fort Wayne to Chicago.
- Using U.S. 33 and other roads to form a northwest-southeast corridor through the region.
- Improvements to U.S. 6, a major artery for trucks carrying steel from northwest Indiana.

Tritch, the partnership's vice president of marketing, said the projects were prioritized after input from the region's 10 local economic development organizations.



File

"Each county had to fill out economic development profiles for a scoring system that we had devised," Tritch said. The system ranked projects by economic impact, amount of commercial truck traffic, feasibility

research completed and evidence of local support. "We were looking for projects that connect us better to the interstates," Tritch said.

The Mayors' and Commissioners' Caucus and the Regional Chamber of Northeast Indiana endorsed the list, and the partnership plans to reach out to other areas affected by the projects.

The Northeast Indiana Regional Coordinating Council – which represents four counties within the partnership's 10-county area, is behind the interstate-projects list as well. The coordinating council has a separate list – the 2035 Transportation Plan – to improve and maintain roads, bridges, rail lines and other transportation infrastructure within the Allen County urban area, said Dan Avery, the council's executive director. That list is designed to solve safety, congestion and environmental issues as well as foster economic development.

The lists are used for lobbying the Statehouse and to qualify for federal funds. But both federal and state funding are threatened by reductions in gas-tax revenue. And neither the legislature in Indianapolis nor Congress wants to tackle increasing the gas tax.

"I think it's on a lot of people's minds, but no one commits to finding a solution," Avery said.

"If we don't stand up – the citizens of Indiana – and express that we want better roads, better bridges, the legislature won't take that action," he said. And, Avery added, "there's a cost to not doing it."

It's encouraging that the region has its priorities sorted for roads and highways. But lists are just lists without the money to get the projects accomplished.

3/10/15 JG

I-469 road work to begin Monday

West traffic moved to east lane

DAVE GONG
The Journal Gazette

Drivers can expect about two years of road construction and lane restrictions along a stretch of Interstate 469, as a \$24.4 million repavement project gets ready to start Monday.

Weather permitting, traffic on I-469 between Bluffton and Tillman roads will be restricted to one lane in each direction.

Motorists can expect to see heavy equipment placing segments of temporary barriers.

INDOT spokeswoman Toni Mayo said that after the barriers are placed, construction crews will begin building temporary crossover lanes in order to shift westbound traffic to the eastbound side of I-469.

"We're going to push traffic to the eastbound lanes first, which means that we're going to construct all the westbound sides of the bridges and the westbound side



The Journal Gazette

of the repavement project first," she said.

Once westbound traffic begins to shift to the eastbound lane, the westbound ramps onto I-469 from Winchester Road will close.

The work is the first part of a larger construction project to rehabilitate three bridge decks crossing Sny-

I-469, Page 3C

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I-469

Continued from Page 1C

der Ditch, the St. Marys River, and U.S. 27.

The project will also repave a portion of I-469 starting about a half mile west of Winchester Road to just under a mile east of U.S. 27, Mayo said. The project will also address ongoing drainage problems along the

route, Mayo said.

The existing concrete pavement will be completely removed and replaced with asphalt.

"We've had complaints about that section of the road for years," she said.

Construction on westbound I-469 is expected to end late this fall, with all lanes open by winter 2015.

"When it comes to winter time, we're going to open the lanes again so it's easier

for traffic to move around," Mayo said.

"Come next spring, we're going to push the eastbound traffic to the westbound side, and complete the work on the eastbound side of I-469."

The entire construction project is expected to be complete by October 2016.

Mayo said more information and updates will be available as construction progresses.

dgong@jg.net

WILCO - 3000

PUBLIC NOTICE

Public Comment Period and Informational Meeting on Fiscal Year 2016-2019 Transportation Improvement Program

Notice is hereby given that a public comment period will commence on March 18, 2015 for the Draft FY 2016-2019 Transportation Improvement Program. The comment period includes the Draft FY 2016-2019 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 April 3, 2015. An Open House will be held to discuss the Draft FY 2016-2019 Transportation Improvement Program from 4:00 p.m. to 6:30 p.m. on Wednesday April 1, 2015 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 2016-2019 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 Transit Administration Urbanized Area Formula Programs (Section 5307 and 5310) for the Fort Wayne Public Transportation Corporation/Citilink.

The Draft FY 2016-2019 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 27, 2015 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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OPINION

Blazing trails on urban pathways

A friend of mine was driving from the Lutheran Hospital area to Jefferson Pointe on West Jefferson Boulevard recently when she almost hit someone walking at night and wearing dark colors.

In fact, she's seen people walking that route more than once, she said.

During the last several years, the city has worked to curb issues with roadside safety by investing in 67 miles of trails and sidewalks in Fort Wayne alone, and so far, they're doing a great job. I use the Aboite Trails on Illinois Road every summer near my parents' house. It's fun exploring new neighborhoods by foot or bike.

But it got me wondering whether two of Fort Wayne's highways that are busy with car traffic – West Jefferson Boulevard and Illinois Road – will ever be fully accessible for foot and bike traffic, too.

The answer is yes, said City Utilities spokesman Frank Suarez, and it's happening on Illinois Road as soon as this year.

The Fort Wayne Trails group is planning trails and sidewalks to link southwest Fort Wayne to downtown through Jefferson Pointe, and the shopping center is expected to be fully accessible from downtown by the end of next year.

The plan sounds like a great idea because it brings together two pedestrian-friendly parts of town, not to mention all the shops and neighborhoods along Illinois Road.

There are 7,789 people within one mile of the project, and 70,929 people within three miles, according to U.S. census data.

Dawn Ritchie, greenways



KARA HACKETT

CORRECTION

A chart published with the March 7 column about local college students using Citilink services incorrectly attributed the data about students riding campusLink buses at local universities.

The data were not representative of the total number of people who have used a Citilink/campusLink bus; those numbers are not tracked. Instead, the data represented the total number of discount Citilink 31-day unlimited ride passes sold at various local universities.

manager for the city, said the project will be completed in two phases, with a sidewalk and trail system from the Interstate 69 overpass on Illinois Road extending to Jefferson Pointe and linking into the downtown trails and sidewalks.

The first phase this year will be the trails and sidewalks from Magnavox Way near Menards to the intersection at Lagro Drive. The south side of the road will be a 10-foot asphalt trail, and the north side will be a 5-foot concrete sidewalk.

Then next year, the project picks up at the Lagro Drive intersection and extends through Jefferson Pointe to the trails in Rockhill Park near where Illinois Road meets Jefferson Boulevard.

The city is already in preliminary talks with the Indi-



File

A more urbanized version of the Towpath Trail will connect far southwest Fort Wayne with Jefferson Pointe and, eventually, downtown.

ana Department of Transportation about bridging the I-69 interchange on Illinois Road to fully connect the southwest side to downtown.

"Once we get the Illinois Road trail built, INDOT will work with us to get a bridge," Ritchie said.

What won't be happening for now is a sidewalk along Jefferson in that stretch my friend was talking about.

Ritchie said although Jefferson and Illinois were both determined to be "medium-need" pedestrian priority areas in the city's 2009 Walk Fort Wayne study, Illinois Road has more storefront accessibility with the entrances to businesses right along the highway.

Mario Trevino, manager of transportation engineering services for the city, said that as more of Jefferson Boulevard develops, it is being rezoned to be more pedestrian-friendly, so it's just a matter of time before Jefferson is fully accessible, too.

"We haven't forgotten about Jefferson," Ritchie said. "It will become more pedestrian-friendly as it develops."

For now, if you want to get from the Lutheran Hospital area to downtown, the tow path along the old Wabash and Erie Canal route is

a safer option than walking along the highway. But it's a more indirect route, too, so I can see why people might try walking along West Jefferson Boulevard for a direct route to some of the shopping centers.

"There is a shoulder on Jefferson that serves as a walking area," Suarez said. "But it's not necessarily a leisurely walk."

If you try it, just make sure you wear bright colors.

Kara Hackett is social media writer for The Journal Gazette. To see more of her work throughout the week and participate in the conversation, go to www.journalgazette.net/coffeebreak, where this column first appeared.

3/14/15 JG

City advances West State plan

Opponents still see 'badly conceived project'

DAVE GONG
The Journal Gazette

The Fort Wayne Board of Public Works on Wednesday approved a contract for right-of-way services on the planned West State Boulevard reconstruction project.

The \$451,875 contract will be 80 percent funded with federal money, with the city and county making up the remaining 20 percent.

Assistant City Engineer Patrick Zaharako told the board the contract with American Structurepoint Inc. – which provided the city with preliminary engineering work for the project in 2008 – is for appraisal work on about 70 parcels of land the city needs to acquire for right-of-way purposes before construction can move forward.

“This work would be

authorized and take about a year to complete, so construction can start later next year,” Zaharako said.

The land that needs to be acquired includes 11 homes north of the existing State Boulevard. Public Works spokesman Frank Suarez said the city had already planned to buy those homes because they are located

Existing State Boulevard route



Redesigned route



PROJECT

Continued from Page 1C

within Spy Run Creek's flood plain.

On Monday, the Federal Highway Administration released the results of an environmental assessment, which found that the project will cause "no significant impact on the natural and human environment," allowing the city to move the project forward.

First proposed in 2008 and approved by the City Council in 2009, the reconstruction would widen a portion of West State Boulevard from Spy Run Avenue to Cass Street and would replace the bridge over Spy Run Creek in order to comply with federal standards.

The widened road will include four lanes of traffic and a center turn lane. The first phase of the project, which runs from Spy Run Avenue to North Clinton Street, will start in 2016, while construction on the remainder of the project is expected to finish in 2017. The total project cost is an estimated \$11 million.

Suarez said the bridge — which is the lowest-rated in Allen County — needs to be raised at least 7 feet, which means the bridge and the road need to be moved south and straightened to avoid demolishing numerous homes to the north of the existing

roadway.

The existing State Boulevard will become a residential street in the Brookview neighborhood, and Oakridge Road will extend farther south to connect with the new State Boulevard.

The project includes streetscape and sidewalk improvements and will soften the curve near Eastbrook and Westbrook drives to improve driver and pedestrian safety. A pedestrian bridge taking the Pufferbelly Trail over State Boulevard is also part of the project.

When the proposal was first introduced, some City Council members and neighborhood residents who were concerned with the scope and design of the project worried that West State Boulevard would become a high-speed thoroughfare for trucks.

Public Works officials have previously said there were never any plans to turn West State Boulevard into a truck route, and Suarez said Wednesday that the city collaborated closely with neighborhood residents during the planning process.

Councilman John Shoaff, D-at large, was an early opponent of the reconstruction project. On Wednesday, he said his view of the project hasn't changed.

"I think it's a badly conceived project with respect to the welfare of the city," he said. "It was conceived by a

regional planning body, and I think they saw it as dealing with regional traffic, but I don't think it's appropriate to bring regional traffic through residential neighborhoods."

Michelle Briggs Wedaman, president of the Brookview Neighborhood Association, said that while the city did hold public meetings at the neighborhood's request to seek public input on the project, they were not conducted in a meaningful way.

"The things I've witnessed in the last eight years as a part of this have included bullying, alienating, frightening and deeply saddening behavior," she said.

Briggs Wedaman said that since learning of the project, she and many others who reside in the neighborhoods adjacent to the project — as well as design, historic resource, economic development and transportation planning officials — have expressed concerns with the city's plans and have recommended alternative solutions to the traffic problems.

She said those concerns remain largely unaddressed and said residents continue to feel that their questions and concerns with design, safety and the effect on flooding in the area — as well as neighborhood access and vitality — are still being ignored.

"This will simply create another fast, straight arterial, lacking in character, interest,

safety," she said. "It promises to decrease property values, overall quality of life, safety, connectivity and character."

While many residents' concerns remain the same as they were several years ago, Briggs Wedaman said that many area residents have "re-signed ourselves to the city's message that citizen inquiry and input was unwelcome, and the project overall."

To herself and others, she said, the project plans remain "deeply saddening."

"In widening, straightening and elevating State Boulevard and removing the southern portion of the Brookview Neighborhood, the city is bulldozing the design of master designer Arthur Shurcliff, celebrated as one of the world's top landscape architects and planners," she said.

"If landscapes like Brookview's are to be modified, great care and attention must be taken in their redesign. That is not happening now in Fort Wayne, and future generations will join us in asking why not. It's tragic, a huge lost opportunity for all of Fort Wayne."

dgong@jg.net

City house might be added to the National Register

News-Sentinel staff reports

The National Park Service has received nominations for historic properties to be added to the National Register of Historic Places in 14 states, including a North Anthony Boulevard home that was built in the 1920s by William Hagerman of the Buesching-Hagerman and Co. Construction Co., according to a news release.

The two-story brick house, located at 2105 N. Anthony Blvd., was on the North Anthony Historic Home and Garden Tour in June 2010, and it sports a stone porch on its front and a stone fireplace on the south end, according to a News-Sentinel article describing the tour. The house was intentionally built on high ground to prevent it from flooding because Hagerman witnessed the flood of 1913. The basement is nearly 8 feet tall and built of poured concrete walls and ceiling.

Hagerman's grandchildren said at that time the house's basement was designated as a bomb shelter during the 1950s.



File photo by Cindy Larson of The News-Sentinel

This house, at 2105 N. Anthony Blvd., has been nominated to be added to the National Register of Historic Places.

3/7/15 NS

State Boulevard widening plan gets federal OK

11 homes to be razed in 2016-17 project.

By KEVIN LEININGER
kleininger@news-sentinel.com

In a move that will please some and disappoint others, a long-delayed project to widen and straighten a portion of West State Boulevard is at last moving forward.

That was assured this week when the city received notification that the Federal Highway Administration's environmental assessment determined that the \$11 million project will have "no significant impact on the natural and human environment."

As a result, the Board of Works this week is expected to consider a contract to begin right-of-way acquisition, which will include the demolition of about 11 homes, accord-

ing to spokesman Frank Suarez. The federal approval is critical, he said, because the federal government will pay for 80 percent of the cost, with the city and county covering the rest.

Construction is expected to begin next year and conclude in 2017, Suarez said.

The project, which will widen State to five lanes between Clinton and Cass streets and remove a sharp curve that city officials consider dangerous, has long been opposed by some nearby residents and preservationists who say the changes would harm the historic integrity of the Brookview-Irvington Park

See **STATE**, Page 5A



News-Sentinel file photo

This section of West State Boulevard will be widened and straightened in an \$11 million project to be completed in 2017.

STATE

Continued from Page 1A

Neighborhood, which was designed by noted landscape architect Arthur Shurcliff in 1917 and made Indiana Landmarks' list "10 most endangered" list three years ago. Historic preservation group ARCH last year proposed an alternate design it said would improve traffic flow while protecting the neighborhood.

Owners of the homes to be razed by the project may be happy the wait is over, as

many have expressed frustrations over delays that left their properties in limbo, often receiving little or no improvements because of the uncertainty.

"If this is going to happen, they should hurry up," said Peggy Roy, who owns a home on Eastbrook Drive. "A delay was never our intention. We wanted to explore other options." The environmental impact study had been scheduled for completion as early as 2013, but was delayed in part because of concerns from preservationists and others.

3/3/15 NS

\$2 million Lilly grant set to help support riverfront projects

News-Sentinel staff reports

The Community Foundation of Greater Fort Wayne was to announce today the receipt of a \$2 million matching grant from the Lilly Endowment that will support grants in Allen County and the city of Fort Wayne's riverfront development efforts.

Under Phase VI of the Giving Indiana Funds for Tomorrow (GIFT) program, the Community Foundation will use the money to match two types of gifts. Up to \$1 million in gifts to the foundation's Community Grantmaking Fund will be matched \$1-for-\$1. That fund is used to provide grants to local

To contribute

To make a donation online, go to www.cfgfw.org and click the "Donate Now" button. Or mail a check to: Community Foundation of Greater Fort Wayne, 555 E. Wayne St., Fort Wayne, IN 46802. Write "Community Grantmaking Fund" in the memo section of the check.

charitable organizations.

In addition, GIFT Phase VI will also provide \$1 million in matching funds to gifts contributed to a fund at the Community Foundation to promote riverfront development. These gifts will be matched 50 percent, or \$1-for-\$2. When

See **GRANT**, Page 3A

GRANT

Continued from Page 1A

the Community Foundation has raised \$2 million, the Lilly Endowment match will provide an additional \$1

million, providing a total of \$3 million for the city's riverfront development efforts.

The matching period for gifts made under Phase VI ends March 31, 2016, or whenever the matching limit is reached, whichever

comes first.

The Community Foundation had assets of more than \$143 million as of Dec. 31, and awarded \$4.9 million in charitable grants and scholarships in last year. Its mission includes creating per-

manent endowments and fostering philanthropy.



3/3/15 NS

OPINION

Counterproductive cut to mass-transit budget



KENT MCDANIEL

Kent McDaniel is executive director of the Indiana Transportation Association, which represents public transportation, intercity and bus operators in Indiana. He wrote this for Indiana newspapers.

If you've seen a wheelchair lift on a public bus, odds are good it was made by a Hoosier. If you were to look under the hood of a shuttle or paratransit bus, you might see an Indiana-made hybrid engine. In fact, if you were to disassemble just about any transit bus on the road today, you'd have a good chance of finding a number of parts manufactured, assembled, distributed or sold by fellow Indiana residents.

In all, more than 60 transit manufacturers and suppliers operate in Indiana, employing thousands of Hoosiers. An additional 3,500 people work for transit systems.

Transit is big business in Indiana.

And that means that investments in transit help to create jobs for Hoosiers – at the same time those investments help other Hoosiers get to their jobs. So, why has transit spending in

Rising reliance on industry fuels need for more cash

Indiana been stagnant for seven years, and why does it face the threat of actually being cut this year?

The truth is, transit is a good investment for Indiana: Every dollar we invest in public transit delivers more than \$3.11 in benefits.

Nonetheless, the state's Public Mass Transportation Fund has remained at \$42.5 million for seven years. Now Gov. Mike Pence wants to cut an additional 3 percent from transit this year – even though doing so could cost Hoosiers jobs and stifle Hoosiers' ability to get to work.

The Indiana Transportation Association and our partners at the Indiana Citizens' Alliance for Transit are proposing a better solution.

Because of increasing ridership and the trend toward a more transit-reliant society,

Indiana needs a \$60 million mass transportation budget to meet basic transit demands.

Indiana also needs legislation that would allow communities to create local funding initiatives to design, build, operate, finance and maintain existing services for local public transportation. This would help establish new, stable local funding sources.

And, because so many Indiana companies either manufacture buses or parts, Indiana should create a grant program that provides funds to communities that purchase transit vehicles either made in Indiana, are assembled here or use parts made here.

Measures like those would have an effect from the Michigan border to the Ohio River. For example, they would help the 1,000 employees at Winamac's BraunAbility, which

manufactures and sells wheelchair lifts used on buses and other vehicles. They would give a boost to workers at Princeton's Nidec Corp., which supplies components that Cummins subsidiary Crosspoint Kinetic uses to develop hybrid-power systems for paratransit and shuttle buses. And they would help dozens of other transit-related businesses grow and employ more Hoosiers.

Of course, the effect goes well beyond the transit industry to local and state economies. According to a study by Ball State University's Center for Business and Economic Research, Indiana has annually accrued at least \$466.5 million in benefits due to fixed-route transit, and 60 percent of Hoosiers who use transit do so to get to work (to earn a living) or to school (to improve their earning power).

Getting people to work means creating tax revenue for local and state governments. More reliable transportation means less turnover for employers. Taking commuting workers out of individual cars means large institutions, especially colleges, can reduce costs associated with parking. And creating incentives works: When Ivy Tech Community College Northwest and Gary Public Transportation Corp. created a partnership offering discounted fare to students, ridership increased 130 percent. Similar programs in Lafayette with Purdue University and in Bloomington with Indiana University have proven just as successful.

Put all of this together, and the case for an increased investment in transit in Indiana makes sense. Transit creates jobs and gets people to their jobs. In a time when our elected officials say "Jobs are Job One," transit offers a way to get the job done.

2/24/15 JG

EDITORIAL

City gets rollin' on the rivers

Ambitious plan is tempered by key realities

The river development plan unveiled last week is ambitious and creative. It can bring a new dimension to downtown development. That, in turn, will be good for all of Fort Wayne.

With a nod to realism, the planners want their vision to materialize in phases, starting with the north and south shores of the St. Marys near the Wells Street bridge. But as envisioned and presented at the "big reveal" last week, the finished product would comprise 310 acres and 2.6 miles of riverfront.

The planners envision an archipelago of year-round parks that would include a beach, a promenade, riverfront restaurants, shops and apartments, wildlife-study areas, places to launch paddleboats and canoes, and all manner of outdoor activities, including hiking, skating and cross-country skiing. They would incorporate and expand existing attractions, including Science Central, the Old Fort and the historic Nickel Plate steam locomotive No. 765, which would be available for tours and rides from a roundhouse complex called Headwaters Junction.

For those who want some-



Courtesy SWA Group and City of Fort Wayne

In a rendering, revelers enjoy the revamped riverfront by night. The Wells Street bridge anchors the development.

thing a little less traditional, the planners would dredge a cove near the area where the three rivers converge, then drench the area with color from a huge circular light. Visitors could savor an evening breeze and enjoy the view from a widened, pedestrian-friendly Columbia Street bridge or other vantage points.

Some concerns need to be kept in mind as the efforts move forward.

Granted, it once was hard for some to envision a successful baseball stadium downtown. But at the mo-

ment, it is difficult to imagine people flocking to the north bank of the river at Wells Street to get some fresh air on their lunch hour.

The areas adjacent to the proposed developments that funnel people into new attractions will affect how successful the early stages of development could be. Some of the attractions would be a long walk from most downtown destinations, and parking could be a challenge. None of the new development will make sense if people have to struggle to get there or if they can reach it only

by going through areas that aren't perceived as safe and pedestrian-friendly.

Additionally, before a lot of public money is invested in the riverfront plan, the city needs to address the rising angst of those who fear that its efforts to build a world-class downtown are crowding out concern about the future of other areas — particularly the southeast side.

A thriving downtown is indeed a key to the whole city's success. And funding some portion of the river-revitalization project is certainly a valid use of a major chunk of

the "transformative" Legacy Fund. But as the administration has stated, private involvement must augment those funds.

Fort Wayne, though, is to be congratulated for dreaming big on river development. Some elements of the proposal may change radically; some may never become reality. But the cornucopia of citizen-generated ideas, the sheer breadth of the plan and the overflow crowd at the plan's unveiling on a dismal winter evening all reflect a growing sense of optimism about what the city is capable of.

Rivers vital part of city's energy flow

Rivers are a beautiful and energetic part of our city. When I write "energetic," I mean that in the scientific sense: they move energy through our city. I've been lucky



**CHRISTER
WATSON**

to live near the River-greenway bike path and have used it frequently with my son. I usually start on the St. Mary's just west of downtown

and follow either the St Marys south, the St. Joe north or the Maumee east. Although they can be improved, our rivers are an amazing connection to our natural world. I have been happy to see so many other people sharing my enthusiasm for this connection, and I have strong hopes that the proposed improvements will allow even more people to feel this connection.

Rivers are an active, dynamic connection between us and the natural world. Biking along any of our rivers, you quickly notice how they meander and flow. The rivers are always finding the lowest path along the ground, almost hugging the earth as they flow. As a physicist, I think of this as the river trying to find the lowest energy path. Over centuries the rivers have changed the earth as well, reshaping

Development must take care to keep natural connections



File

Maintaining the beauty of the city's rivers must be factored into development proposals.

ing their path to form bends and even loops. It's a fascinating thing that rivers don't tend to straighten over time. These bends form because if a river flows straight, it becomes unstable, like a pencil balanced on its end. Just as a pencil will fall over given a small tap, the rivers will form bends given a little push.

Listening to and watching the wind over the river is like nothing else. If you look closely, you can notice small ripples form along the water surface. These ripples are very small versions of ocean waves. They will be straight lines and flow as the wind keeps them going. Energy is literally flowing

from the air into the water. In a boat, you can see how the energy from an oar creates ripples that flow out in circles. I always like watching to see how far out I can follow the circles before they get lost in the chaos of the rest of the river.

In the depth of this winter, I have always tried to notice when the river is frozen over. Sometimes just one side of the river is frozen while the other side remains flowing. Somehow, the cold doesn't drain the energy from the water equally. No matter the season, the rivers are part of the flow of energy through our city.

The rivers are a natural en-

tertainment unlike any other attraction downtown. It's worth, however, noticing how each of the rivers is unique and what improvements would mean. Immediately west of where the rivers meet, the St. Marys has vegetation that blocks the view of the river for significant stretches. The St. Joe, on the other hand, has quite a bit of concrete built along it. Although that may be necessary to prevent severe flood damage, it also makes the river feel less connected to its surroundings. The Maumee is pretty wooded, although you can see a bit more of the river from the bike path than is true along the St. Marys. You have to spend a

bit of time to get out east of town, however, to really enjoy it. It doesn't count as walkable from any downtown attractions.

As the community is shown ever more specific proposals for improving the riverfront, we should be focused on what changes will give us all a better, natural connection to the rivers. I am enthusiastic about having the opportunity to feel closer to the river without having to bike for 30 minutes along the Maumee. Developing the St. Marys makes a lot of sense because it is more naturally attractive and still connected in a way that is not true of the St. Joe. However, I also worry that there will be so much development that the river might feel more concrete than earth. The initial plans to more actively manage the vegetation along the St. Marys are promising. The proposed promenade and deck could also be the right balance. They could both potentially make it easier for people to get physically close to the river and experience its beauty. However, a lot will depend on how the follow-up proposals keep the natural attraction of the rivers in focus.

Christer Watson, a Fort Wayne resident, is an associate professor of physics at Manchester University. Opinions expressed are his own. He wrote this for The Journal Gazette, where his columns appear on the first and third Tuesday of each month.

2/17/15 JG

Could a conservative back more transit funds?

It's possible if local officials and riders do their part too.



A column by KEVIN LEININGER

THAT BIG, NOISY thing rumbling down the street may look like a Citilink bus, but it's really both a chicken and an egg, posing the question that cuts to the heart of a new campaign to boost state funding for public transit.

Which should come first: more riders or more money?

To Citilink General Manager Ken Housden, a self-confessed conservative in an industry often perceived as "progressive," the answer is painfully obvious: He needs the cash.

"I would look at my conservative friends and say, 'We've done our part. Now I'm asking you to hold up your end,'" said Housden, who as president of the Indiana Transportation Association is a key player

See **LEININGER**, Page 3A



File photo by Kevin Leininger of The News-Sentinel

Citilink General Manager Ken Housden, who also serves as president of the Indiana Transportation Association, says increased state funding for mass transit would boost ridership and the economy.

'Fort Report'

This week's guest will be Citilink Assistant General Manager Betsy Kachmar, who will discuss a campaign to increase funding for public transportation in Fort Wayne and statewide. The episode will premiere at 5:30 p.m. Saturday on Comcast Channel 57 and FiOS Channel 27 and later at news-sentinel.com.

2/19/15 NS

LEININGER

Continued from Page 1A

in the so-called "INvest INtransit" campaign that hopes to persuade legislators to boost state funding for public transportation which, at \$42.5 million, has been flat for seven years and would be cut 3 percent under Gov. Mike Pence's proposed budget.

But has Citilink done all it can to earn its \$889,000 share of the additional \$17.5 million that would be provided under a bill introduced by Rep. Randy Truitt, R-Lafayette? Housden insists it has, and makes a compelling case — up to a point.

Not long after he arrived in Fort Wayne seven years ago, Citilink responded to dwindling revenue and rising fuel costs by boosting the standard fare from \$1 to \$1.25 and by laying off some drivers, eliminating some routes and reducing the frequency of others from 30 minutes to one hour. The move saved money, but annual ridership dropped from about 2.1 million to about 1.8 million and has only recently returned to pre-cut levels.

Many and perhaps even most Citilink riders are low-income people who rely on the bus to get around. But people who have their own car or other transportation options don't want to wait an hour for a bus.

That extra \$889,000 would allow Citilink to restore the 2008 cuts and, he hopes, provide the convenience that would recapture some of those lost "choice" riders. It would also help make up for the \$750,000 Housden said Citilink has lost because of property tax caps.

Public transportation ridership is also up statewide, increasing 15 percent between 2004 and 2013. Even so, just over 1 percent of Hoosiers regularly use public transportation to get to work compared with 5 percent nationally. Sixty-six transit agencies serve 82 of the state's 92 counties, up from 18 systems in 1978 and 39 in 1997 — another reason state funding has not kept pace with the need, according to the Indiana Citizens Alliance for Transit.

And, like any good conservative, Housden insists a healthy public transportation system is good for the economy, accounting for \$1 billion in annual economic impact in Indiana alone.

That all sounds good, but lobbying is necessarily blind to contrary possibilities. Housden says Citilink's unionized employees

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have offered concessions over the past few years, especially regarding health care, but with contract negotiations now underway this is the time to explore whether savings are not only possible but justified.

Citilink's annual \$13.4 million budget also suggests alternatives. Although the state provides about 19 percent of the system's revenue, and the federal government 18 percent, local funds account for 48 percent and fares 13 percent. With an \$18 trillion debt and Republican-controlled Congress, more federal funding is unlikely despite President Obama's proposal to spend \$144 billion on public transportation over six years.

But surely it's not too much to ask whether local residents should do more to

fund local transportation. Despite the possible impact on ridership, a modest fare increase should not be off the table.

Neither should a boost in local taxes, and a proposal by freshman GOP state Sen. Liz Brown, a former city councilwoman, would provide flexibility in that regard — assuming local officials would have the desire to use it.

Still, Housden is right: You shouldn't have to be a tree-hugging, car-hating, global-warming alarmist to see the value of at least a basic level of public transit, even in places like Fort Wayne, where the lack of dense population and job clusters makes the service less self-sufficient or attractive to people with choices.

If you expect people to get the education and jobs needed to keep them off

welfare, you should see some value in making sure they can get where they need to go — especially when Citilink may have to compensate for Fort Wayne Community Schools' transportation cuts.

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

Higher bus ridership of benefit to us all

There is a great need for public bus transportation in Indiana. Unfortunately, state funding for systems such as Citilink all 61 public transit systems throughout Indiana has remained at \$42.5 million annually for seven years.

Public transportation ridership has grown 15 percent from 2004 to 2013, and many more folks would ride our buses in Indiana if we had the funding to offer more frequent service and service to other parts of our cities. With these points in mind, I ask for your support and the support of your state legislators for House Bill 1215, which will raise state funding for public bus transportation in Indiana \$60 million yearly. That will allow Citilink and the other transit systems in Indiana to offer more bus service on the street for workers, students and seniors who use and need this service.

Please remember: More riders on buses means fewer cars on roads and highways and less wear and damage on them, reducing repair costs for all of us.

FRED LANAHAN
Chairman

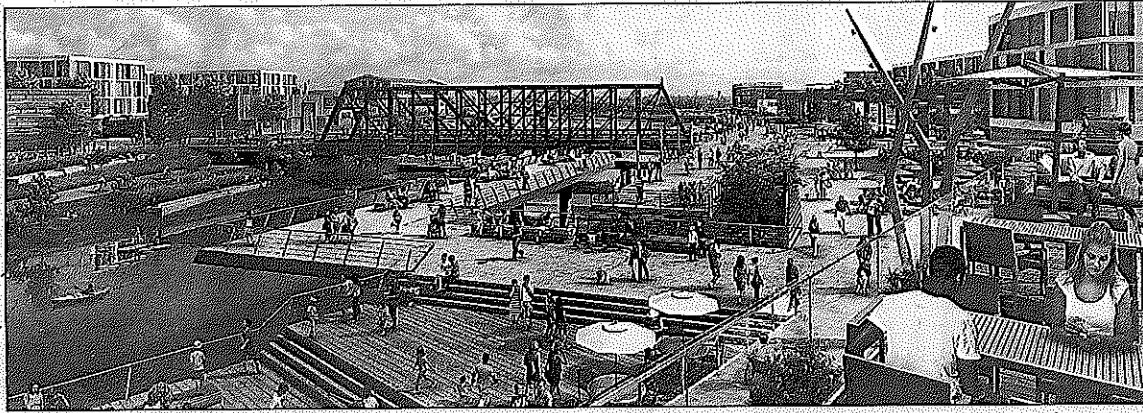
Fort Wayne Public Transportation Corp.

2/17/15 JG

Letters

Letters from our readers. Letters are edited for brevity, clarity and accuracy. We edit letters for brevity, clarity and accuracy. Names, addresses and phone numbers are included. Send letters to: 600 W. Main Street, Fort Wayne, IN 46801; Fax: 260-461-1111; Email: letters@jg.net.

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Renderings courtesy SWA Group/City of Fort Wayne

Overflowing with ideas



KARA HACKETT

Supporters like me were undoubtedly excited and impressed Wednesday night when the city unveiled its master plan for the Fort Wayne riverfront.

After months of anticipation and public meetings, we saw a cohesive plan for what the SWA Group that did the study has in mind for 2.6 miles of the St. Marys riverfront downtown and, more importantly, we got a glimpse at the first tangible steps toward making it a reality.

But in case you aren't convinced that riverfront development is a good idea, let me give you three reasons to share some of our excitement.

1. There's something for everyone.

The plans for riverfront development use different parts of the river for different things, so you're bound to find something you like.

Nature lovers will be able to go birding or enjoy the rivers from Bloomingdale and Guldin parks with features like an urban ecology center and piers for easy access to the water.

The confluence of the three rivers is also set aside for nature, with a simple ring of light celebrating the space at night and bridges connecting neighborhoods across the banks where people can sit and talk.

More active adults and kids will be excited about Lawton Park with a beach and food truck plaza, as well as a new

Riverfront plans are all-inclusive

adventure park by Science Central with zip lines, a children's play area and a skate park or BMX course.

Shoppers and diners can wander the waterfront promenade along the north and south banks of the St. Marys, where a deck-like pathway will be home to mixed-use housing and retail spaces.

Even history buffs have something to look forward to with the roundhouse train station for the historic 765 engine near the Wells Street Bridge and improved access to the Old Fort.

"I like the variety," Fort Wayne resident John Renz said at Wednesday night's meeting.

2. The plans accentuate our city's assets.

The designs don't attempt to make something completely foreign work in Fort Wayne. They take concepts that are already successful here and expand on them.

Take The Deck at Hall's Gas House, for example.

The bar and dining area on the St. Marys River is so popular that it's notoriously difficult to get a table in the summer, and it recently got approved for a 3,300-square-foot expansion.

At the riverfront meeting Wednesday night, the room was buzzing with excitement about The Deck's expansion and how it will feed into other aspects of riverfront activity.

Linda Deprisco and Katie Kohlbacher of Fort Wayne already frequent The Deck, and



it's making them excited for more deck-like spaces, such as the promenade and another large public deck between the Wells Street and Harrison Street bridges.

The proposed riverfront deck has different levels for walking, dining or shopping, and like The Deck at Hall's Gas House, it takes flooding and river levels into consideration with its various features, the SWA group said.

If you enjoy the Fort Wayne trail system, you'll probably enjoy the riverfront promenade, which is a walking path along the north and south banks of the St. Marys with multiple crossover points so you aren't stuck on one side.

The riverfront plans also draw attention to places budding with potential like Wells and Superior streets where we already have cute local shops and the makings of a walkable, village-like atmosphere.

3. The master plans are grandiose, but we're starting small and practical.

You might roll your eyes at the riverfront plans when you see them all at once.

But phase one of the project

begins with simple cleanup efforts and the promenade walkway.

Pam Holocher, the city's planning and policy director, said efforts toward tangible development on the river start with more maintenance and programming, such as clearing the river view and educating citizens about our rivers and water quality.

Ten-year-old Fiona Quinn was excited about the riverfront plans on Wednesday night and anxious to get started making them more visible.

"I loved it, and I want to volunteer to help clean it up," Fiona said.

The city is also planning more river awareness events, such as Riverpalooza, put on by Mayor Tom Henry's Youth Engagement Council this spring.

Events such as this will get us enjoying the rivers now with features including Fort Wayne's first-ever Dragon Boat races.

As we break ground on phase one of the project, which is the promenade or walkway, the city plans to address parking issues downtown as well.

Something I've noticed around town is that people usually like to experience things themselves before they wholeheartedly support new ideas.

Drawing attention to the rivers and building the promenade first will hopefully help more people see the potential with their own eyes.

Kara Hackett is social media writer for The Journal Gazette. To see more of her work throughout the week and participate in the conversation, go to www.journalgazette.net/coffeebreak, where this column first appeared.

2/16/15 JG

'Wow' is word driving city on developing riverfront

JOHN CRAWFORD

Hundreds of eager citizens turned out on a snowy night on Wednesday to hear the results of the Riverfront Development Study that was commissioned to explore riverfront development in Fort Wayne.

After the presentation of the master plan, enthusiasm remains extremely high. The Legacy Task Force identified this as the No. 1 priority for Legacy Fund investment.



Dr. John Crawford is a Republican at-large Fort Wayne city councilman. He wrote this for The Journal Gazette.

I believe this is a perfect project for public investment. This is what the Legacy Fund should be used for – big, bold ventures that would not occur without public investment priming the pump. This leads to excitement and energy that attracts private dollars.

Riverfront development can be the next big thing in Fort Wayne and expand on the city's transformation begun with expansion of the Grand Wayne Center, the building of Parkview Field and the current Ash Brokerage project. This growth enhances economic development throughout the city.

The study correctly concluded that the Promenade is the first phase that should be started to seed additional development. This phase will probably require primarily public funds to proceed.

We should move with all deliberate speed on this. Land acquisition is likely required; the city should complete this first step so we can begin to seek bids for construction. Funds to pay for construction of the Promenade can then be secured from Legacy and other public funds, foundation grants, developers and donations. Everyone needs to be on board with this initial phase monetarily to get things moving quickly.

Riverfront Fort Wayne needs to have the "wow" effect on people. We want young people to be impressed with the energy of a growing downtown with many exciting amenities. The quality of place and quality of life are now prime drivers in economic development.

Young professionals with skills for the jobs of the future have opportunities to locate in many cities. If we have a vibrant, dynamic downtown, we increase our chances of attracting them to Fort Wayne. Companies with the jobs of the future can also locate in many places.

Today, companies with jobs follow people and locate in cities with the workforce they need.

Cities that provide the fundamentals of good infrastructure, keeping taxes as low as possible, and regulations minimal plus have an attractive place to live will win the race for the future.

But we must do "wow" with wisdom.

When I voted at City Council to proceed with the Harrison and the ball park, it was a difficult decision. That endeavor proved to be key to the momentum we now have downtown. However, many of the contracts and agreements required for those projects could have been crafted better. That experience should guide us in getting riverfront development done with the best value for the citizens.

Let's move decisively and quickly on riverfront development to keep the enthusiasm and momentum alive. Economic development will follow; in fact, it has already begun with expansion of Fort Wayne Outfitters and The Deck at Hall's Gas House. The study is complete, the citizens like the plan, so let's get on with it without delay.

2/9/15 JG

Meeting for \$30M road project planned

Lafayette Center would be widened.

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

First proposed when General Motors came to Allen County 30 years ago, work could begin next year on a \$30 million road project that officials say will improve traffic and boost economic development.

"It's the final section of the 'Hoosier Heartland Corridor' and will be a big boost for commerce near Interstate 69," Allen County Commissioner Nelson

On the road

WHAT: Open house on Lafayette Center Road project
WHEN: Wednesday, with open house at 5:30 p.m. and public hearing at 6:30 p.m.
WHERE: UAW Local 2209 hall, 5820 E. County Road 900N (Lafayette Center Road)

Peters said of plans to widen and improve Lafayette Center Road/County Road

See **PROJECT**, Page 5A



By Kevin Leininger of The News-Sentinel

Lafayette Center Road is a mostly two-lane road between the General Motors plant and Roanoke, but a \$30 million project will widen the road and add a bridge over the Norfolk-Southern Railroad tracks. The project will require 109 acres of right of way, possibly claiming 11 homes.

PROJECT

Continued from Page 1A

900N from the GM truck plant near Interstate 69 to Roanoke — a distance of about 3.4 miles. Allen and Huntington county officials and Indiana Department of Transportation representatives will host a public meeting Wednesday to



Peters

outline the project, which was funded in its entirety by the Indiana General Assembly last year in a vote that was called the top priority for area legislators.

Although the improvements were originally envisioned as an incentive to land the truck plant and to improve access to it once built, widening and improving the road and replacing a grade-level railroad crossing with a bridge will have added benefits, officials say.

The "Hoosier Heartland Corridor" refers to improvements to U.S. 24 between Lafayette and Fort Wayne, and the area near the GM plant has already begun to develop and will

continue to do so because of improved access, Peters said.

"I think one of the reasons NorthPoint Development took options on Stonebridge Business Park was that they knew the project was coming," he said, referring to the Kansas City firm's purchase of 40 acres in a county-owned park on Lafayette Center Road and purchase of an option to buy 84 acres more. The land could additionally be home to a GM supplier.

Despite the idea's origin in the mid-1980s, little happened until 2010, when the Hoosier Heartland Corridor Task Force approached the Allen and Huntington county commissioners to support the project and seek state funding for it.

At Wednesday's meeting, officials will explain the project and seek public comment. An environmental review earlier this year determined the project will have "no significant impact," and construction will require 109 acres of right of way — possibly claiming 11 homes — and 2.7 acres of temporary right of way.

The road will remain open during construction, which could be complete in 2017.

2/10/15 NS

Maumee panel asks state for \$900,000

DAVE GONG

The Journal Gazette

The Maumee River Basin Commission is asking for a significant bump in its biennial budget request.

Rodney Renkenberger, executive director of the Maumee River Basin Commission, said the commission has to apply every two years to the state's budget agency for funding. When the commission was originally formed, Renkenberger said annual funding was about \$75,000 a year. Now, with budget cuts, the agency only gets about \$50,000 per year.

The commission is lobbying for \$900,000 for 2016 and 2017. Renkenberger said the \$900,000 request is a one-time thing and the commission would return to its existing annual funding for the 2018-19 biennium.

"We're lobbying our local legislators for \$900,000 to get us to a point where we have some leverage money again," Renkenberger said. "We use it as seed money to leverage federal grants."

The Maumee River Basin Commission has a "proven track record" of leveraging state funds for those grants, which typically come from the Federal Emergency Management Agency, Renkenberger said.

If appropriated, Renkenberger said the commission would receive the \$900,000 in two \$450,000 installments, one in 2016 and one in 2017. There are also restrictions on how much of the appropriated money the commission can use each quarter. The commission would be able to use only up to \$112,500 each quarter.

Board President Al Frisinger said the legislators the commission have spoken to already seemed receptive to the idea. Frisinger said he came away from a meeting with Sen. Dennis Kruse, R-Auburn, and Rep. David Ober, R-Albion, feeling optimistic about the request.

"I think from what I got from Sen. Kruse and from Rep. Ober was that they were very much on board with having an agency that can make them feel like their actions toward appropriation of money toward this body is the right thing to do," Frisinger said. "We have to follow up with a couple other (legislators), but in doing that hopefully it's going to come through."

The commission also reviewed updates to its Zone A floodplain mapping project, which aims to fully map the floodplains in the Maumee River Basin, particularly the streams that the Indiana Department of Natural Resources and FEMA do not study.

"The DNR and FEMA do not map floodplains for any stream that has a drainage area less than one square mile," Renkenberger said. "We had to determine the one square mile cutoff point for each stream that had never been studied by the DNR or FEMA, and do studies from that cutoff point down to where another stream had been studied."

It's a huge accomplishment for

Maumee, Page 4C

MAUMEE

Continued from Page 1C

the Maumee River Basin, because it will be the first area in the state to have mapped 100 percent of its floodplains.

"We've been at this for almost a year now, and it was a good size project," Renkenberger said.

It's important to study the area's floodplains, because it can help deter people from buying property or building homes in those areas subjected to heavy flooding.

"When we do mitigation projects, we do a lot of acquisition of homes in the floodplain," Renkenberger said. "If we do something on a preventative basis to keep homes from being built on

a floodplain to begin with, we're saving a lot of money down the road (on future acquisitions)."

dgong@jg.net

Diebold redo for retail site OK'd

PAUL WYCHE

The Journal Gazette

A \$7 million shopping plaza on Fort Wayne's north side can proceed.

The Allen County Redevelopment Commission on Tuesday issued a confirmatory resolution for Dupont Corner that will include a \$3.6 million road widening and improvement on Diebold Road, which will benefit the retail mall.

The Fort Wayne City Council and the Allen County Plan Commission also signed off on the road plan.

Developer Don Steinger began his plan to build a nine-tenant retail center with a big box anchor two years ago. This spring, he said crews will break ground on a MidWest America Federal Credit Union branch.

He said Mike's Carwash



will buy property at the plaza, and Steinger expects to clinch a deal soon with a supercenter chain. The 300,000-square-foot shopping complex will rise at the southeast corner of Diebold and East Dupont roads.

In 2013, Steinger listed possible tenants including a restaurant, hair salon and pharmacy. The businessman now says he will sell property at the site instead of leasing space to businesses.

Steinger said the change in direction is an attempt to be more shrewd about the project. He said once his company builds Dupont Center, it won't be responsible for maintenance.

Steinger has said Parkview is a big reason for his choosing the Dupont Road location. Even before the more than half-billion-dollar Parkview Regional Medical Center debuted in March 2012, the facility created considerable buzz among developers.

Residential, retail, office and complementary medical service projects are among the ventures that have either

been established or talked about for the corridor.

"I still say we're just scratching the surface out there," Steinger said.

Mark Royse, director of economic development for Allen County Planning Services, presented the road widening and improvement proposal at a Board of Commissioners meeting last month.

Royse said funding for the road plan is a joint effort between the city and the county. The county is working on establishing a tax-increment financing district to pay for the project.

The TIF money would be awarded based on Steinger getting the shopping plaza off the ground, Royse said. Property taxes collected from the retail center would repay the \$3.6 million.

pwyche@jg.net

2/11/15 JG

2/3/15 NS

Group seeks boost in transit funding

News-Sentinel staff reports

Supporters of public transportation in Indiana have started a campaign to increase state funding which, at \$42.5 million, has been flat for seven years. The Indiana Citizens' Alliance for Transit and others are starting the INvest INtransit campaign to urge legislators to change that trend.

Rep. Randy Truitt, R-Lafayette, has introduced a bill that would boost funding to \$60 million, but Gov. Mike Pence has included a 3 percent cut for transit funding in his proposed state budget for fiscal years 2016 and 2017. Mayor Tom Henry has supported increased funding.

In Indiana, public transportation ridership was up 15 percent from 2004 to 2013, according to the Indiana Department of Transportation's 2013 Indiana Public Transit Annual Report. For more information, visit www.indianacat.org.

2/13/15 NS

Work on Maplecrest project to continue all summer

By **BOB CAYLOR**

bcaylor@news-sentinel.com

Road work continues squeezing traffic through a bottleneck much of the way from Lake Avenue to State Boulevard. It's part of what the city calls the Maplecrest Road enhancement project, a \$6.1 million program of improvements that is 80 percent funded by federal dollars, said Frank Suarez, a spokesman for the city of Fort Wayne.

The work is on schedule but won't be substantially completed until around the second week of August. The finishing touches, including landscaping, are scheduled to wrap up around mid-October.

The project includes:

- New stormwater and water main pipes, which are being laid by contractors now.
- A trail 8 feet wide on one side and a sidewalk 5 feet wide on the other.
- A landscaped median in portions

of the area.

- A center turn lane in portions of the area.
- Additional travel lanes in each direction.
- A new traffic signal at the intersection of Monarch Drive, nearly Haley Elementary School.

The rest of the Maplecrest improvement project will include the area from State to Stellhorn. Suarez said city officials expect that work to begin construction in 2018.



By Bob Caylor of The News-Sentinel
Ongoing work resumes early Thursday morning along Maplecrest Road north of Lake Avenue.

City Council OKs trail project design firm

DAVE GONG

The Journal Gazette

A trail and sidewalk project planned for the Waynedale area took a step forward Tuesday.

In a preliminary vote, the Fort Wayne City Council approved a contract with VS Engineering to design the 1.5-mile trail and sidewalk project along Bluffton Road from Lower Huntington Road to Winchester Road. The planned trail will connect to the Rivergreenway

at West Foster Park.

The cost of the contract approved Tuesday is \$101,859.

"We anticipate that the trail will run along the east side of the road, and the sidewalk on the west side," said Kate Riordan, a transportation planner for the city. "This project comes out of the Walk Fort Wayne Plan and has been identified as a high-priority project."

The Walk Fort Wayne Plan is an initiative from the mayor's office to repair, update and add to Fort

Wayne's sidewalks and trails.

Riordan said there is little pedestrian infrastructure along Bluffton Road. By building the trail and sidewalks, Waynedale residents will have foot and bicycle access to businesses along the road and connectivity with the city's existing trail system.

Waynedale residents have been waiting for a project like this for years. In November, the community group Waynedale Trails and Sidewalks Initiative – which has been

pushing for more trails in that part of the city since 2012 – presented the city with a check for \$20,200 to pay for a topographical survey required for the project.

The sidewalk and trail will be constructed in two phases, the first in 2016 and the second in 2017.

The city maintains about 64 miles of Allen County's 83 miles of trails. Businesses and community groups sometimes help provide funding for the trails.

Councilman Mitch Harper, R-

5th, who represents the district where the sidewalk and trail project will be located, did not attend Tuesday's meeting, but Councilman John Crawford, R-at large, said he spoke with Harper earlier in the day and said he was very supportive of the plan.

"His constituents have been asking for it a long time, and he thinks it's a very good project, so he just wanted me to say that," Crawford said.

dgong@jg.net

2/4/15 JG

Waterloo Depot restoration is back on track

News-Sentinel staff reports

By early 2016, Amtrak riders will meet their trains at Waterloo in a restored historic depot instead of the current station, which town officials compared to a "bus stop" in announcing the restoration.

In 2010, Waterloo was awarded a \$1.8 million grant from the U.S. Department of Transportation to aid in restoring the Waterloo Depot, but many changes in the project almost lost the town its federal funding. Now the work is set to go, according to a Thursday announcement from the town.

The Waterloo Train Station Improvements Project will complete a 10-year community effort of replacing the existing shelter and returning the historic Waterloo Depot to passenger use. The current Amtrak stop is a set of enclosed metal and plexiglass shelters beside the boarding platform. This project will move the historic depot to the southeast corner of Center and Van Vleck streets, closer to the existing Amtrak boarding area. The building will be open for passengers. In

See **DEPOT**, Page 3A

1/30/15 NS

DEPOT

Continued from Page 1A

addition, the grant will fund construction of a new long-term asphalt parking lot with attractive lighting, landscaping, sidewalks, Americans with Disabilities Act-compliant accessible ramps and walkways leading to the existing boarding platform. New crosswalks and electronic passenger information displays will be installed.

At present, the Waterloo station has the third-highest ridership of any Indiana station with competition from South Bend for that position; only Indianapolis and Lafayette have more riders. The station is served by Amtrak's Capitol Limited from Chicago to Washington, D.C., and the Lake Shore Limited from Chicago to New York City and Boston with four trains each day. Waterloo has seen a 35 percent increase in Amtrak passengers since 2009. In 2013, 25,764 passengers used the Amtrak station.

In 2005, Waterloo received a Transportation Enhancement Grant through the Indiana Department of Transportation to rehabilitate the historic depot. Like many frontier towns, Waterloo was a product of the railroad, which gave local people access to larger markets. When the project is complete, part of the building will be open daily for train passengers and the other half of it will continue to be available for community use.

A&Z Engineering of Fort Wayne will design the parking lot and oversee construction. Martin Riley Architects of Fort Wayne will ensure that the historic quality of the building will be preserved. Sturtz Public Management Group of Churubusco will assist with contractual oversight and project management consulting.

Invest more in Citilink

There is enough growth in Fort Wayne and enough ridership on the buses to warrant more investments in the city's public transportation (Citilink). The buses that operate in Fort Wayne operate at very restricted times and do not operate on the

overnight transit or Sunday. The city of Fort Wayne should invest more money into its transit system.

There need to be more buses to support the local economy, including the employment and educational needs for the local transit system.

The buses need to operate more frequently and 24/7.

Rick Fidler

1/30/15 NS

Waterloo rail station upgrade revived

Historic depot, built in 1800s, to be relocated

DAVE GONG

The Journal Gazette

A project to update the Waterloo Train Station in DeKalb County is finally moving forward after years of delays and funding concerns.

The project will replace an existing bus stop-style shelter at the Amtrak stop in Waterloo – which currently consists

of metal and Plexiglas – by moving the town's historic train depot closer to the station. The U.S. Department of Transportation awarded the town of Waterloo a \$1.8 million grant in 2010 to put toward building the new station, and in 2012, the town was awarded an additional \$4.4 million from Amtrak.

That funding would have helped accommodate a request from Norfolk Southern – which shares the line with Amtrak – to include two passenger boarding platforms west of Center Street.

Unfortunately, when the sequester hit the U.S. government in 2013, Amtrak lost funding for the Waterloo project, Town Manager Tena Woenker said.

“We thought we were going to lose (the project), because now we can't build the platforms that they wanted us to build,” she said. “But without the additional Amtrak funding, we were able to modify the project by deciding to move our current depot, rather than building a new one.”

Waterloo's historic train depot – built in the late 1800s

and restored in 2010 – will be moved from its current location about 1,000 feet east of the Amtrak station to immediately across the street from the platform.

Woenker said the move will make things more comfortable for the 60 passengers who catch the train in Waterloo each day.

“What's existing is one of those Plexiglas bus huts, and it's not fun to stand out there ... it's uncomfortable, it's open to the elements, and it's

Waterloo, Page 4C

WATERLOO

Continued from Page 1C

rience,” she said.

It's not the first time the depot has been moved. It was uprooted from its original location in the 1980s to save it from demolition.

The project will also address lighting concerns surrounding the existing station. Woenker said two of the trains that stop in Waterloo each day come in after dark. More lighting, in addition to new sidewalks, crosswalks and a new paved parking lot will all contribute to a better experience for Amtrak passengers, she said.

While much of the project cost will pay for the new sidewalks and parking lot, Woenker said nearly a third of the project cost is in a new electronic display system that will update passengers about their train's status in real time. Currently, passengers have to call an 800 number or go online to find updates on their train.

“We're very excited to do this for the people who come

to Waterloo for the train,” Woenker said.

Once it's moved, the town hopes to make the depot a welcoming place for passengers to wait.

“We're hoping we can make the depot really nice, put up some pictures of historical things, and some souvenirs that we've picked up as well,” she said. “There will also be staff there to help with questions.”

The plan is to have the depot moved and open for use by May 2016, but Woenker said the town thinks it can have it open sooner, provided the state's historic preservation office approves the move sooner than anticipated. Once the depot is moved, the rest of the project will be completed in a matter of months.

“(The historic preservation office) is probably the biggest key right now to our timeline,” she said. “Since we worked with them to restore the building five years ago, we want to make sure we follow all the rules they want us to follow so we keep it up to par with their requirements.”

dgong@jg.net

1/30/15 JG

Commissioners OK Diebold work

Plans for Dupont Corner plaza move ahead

PAUL WYCHE
The Journal Gazette

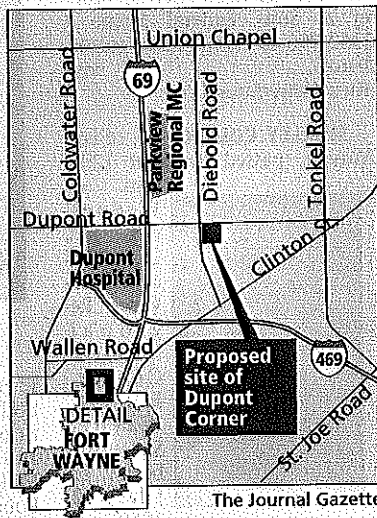
A Fort Wayne businessman hopes city and county officials will smooth the path for his proposed \$7 million shopping plaza.

Allen County commissioners Friday approved a \$3.6 million road widening and improvement project on Diebold Road, which would benefit the Dupont Corner plaza. The Fort Wayne City Council and the Allen County Plan Commission also signed off on the road plan.

Developer Don Steininger began his quest to build a nine-tenant retail center with a big-box anchor in 2013. This spring, he said crews will break ground on a MidWest America Federal Credit Union branch.

Mike's Carwash is lined up to buy property at the plaza, and Steininger said he is close to clinching a deal with a major general merchandise chain. The 300,000-square-foot shopping complex is planned for the southeast corner of Diebold and East Dupont roads.

Two years ago, Steininger listed a variety of possible tenants including a restaurant, hair salon and



pharmacy. The businessman now says he will sell property at the site instead of leasing space to businesses.

"It's better that way and less risk for us to have to build something and maintain it," Steininger said.

He said the project's proximity to Parkview Regional Medical Center will make the plaza attractive to

Diebold, Page 3C

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DIEBOLD

Continued from Page 1C

retailers.

"The infrastructure is complete," Steininger said. "We just need Diebold Road constructed."

Mark Royse, director of economic development for Allen County Planning Services, presented the proposal during Friday's meeting. He said if the Redevelopment Commission approves the road improvements, Steininger can continue to move forward.

A public hearing on the matter is set for Feb. 10.

Royse said funding for the road plan would be a joint ef-

fort between the city and the county.

The county is working on establishing a tax-incremental financing district to pay for the project.

The TIF money would be awarded based on Steininger getting the shopping plaza up and rolling, Royse said. Property taxes collected from the retail center would repay the \$3.6 million, he said.

In other business, the commissioners held the Board of Finance of Allen County annual meeting.

Treasurer Susan Orth revealed that interest from taxes collected in the county rose nearly 55 percent to \$459,309 last year.

The county treasurer invests county funds in various

banks, government securities and CDs to reap interest to use to help run county government, make up for potential budget shortfalls and related purposes.

While the increase is encouraging, Orth said she doubts the county will ever return to receiving the kind of annual interest collected before the recession. In 2007, total interest was more than \$8.4 million.

pwych@jg.net

**Let us know
your
Perspective
letters@jg.net**

Diebold widening plan moves ahead

Council votes 7-2; funding, drainage concern dissenters

DAVE GONG
The Journal Gazette

A proposed road-widening project is moving forward despite concerns from some Fort Wayne City Council members.

Speaking before the council Tuesday night, city traffic engineer Shan Gunawardena said the project will widen Diebold Road between Dupont Road and Clinton Street from two lanes to five, which will include a left-turn lane where necessary. There will also be a sidewalk on the east side of the road and a trail to the west.

"We'll do street lighting, and we've also looked at a roundabout to be located at the entrance right at Carmike Cinemas, which is also going to be the entrance to the main site," he said.

The council voted 7-2 in favor

of the project in a preliminary vote Tuesday.

Gunawardena said funding for the \$3.6 million project will be a joint effort between the city and the county. The county is working on setting up a tax-increment financing district to help pay for the project.

"(The city) will be reimbursed from that TIF eventually," he said, adding that there has been a commitment from the county to reimburse the city with funds earned through the tax-increment financing district.

Councilman Mitch Harper, R-4th, expressed concern over a lack of clarity regarding spending on the project aside from TIF money.

"If there was a pro forma that was saying, 'Here's what we look at the entire project, here's what we expect to be right-of-way donated, here's what's expected to be paid out of TIF,' it would be clear to me as to what that would be," he said.

Harper said that in the past, when major developments were

Plan, Page 5C

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PLAN

Continued from Page 1C

planned – such as the development of Glenbrook Square – the developer was required to put in traffic lanes, pay for traffic lights and make other necessary improvements.

"We don't do that today," he said. "We have a new retailer from out of town come in, and essentially they don't contribute taxes to support the commonwealth, but they get things installed for them."

Harper voted against the measure during the council's preliminary vote.

Councilman John Shoaff, D-at large, also did not vote

for the project. In addition to financing concerns, Shoaff said he is also concerned with the amount of hard-surface road the city is installing, which he said can have a negative impact on drainage and flooding.

"In aggregate, the more you add this hard surface, the more (you add to the city's drainage system)," he said. "Also, what we're learning is, and the thing that worries some of us, is as we increase our reach out into the county – sprawl – we're getting greater maintenance expenses relative to the population."

dgong@jg.net

25 acres added to protected wetlands

JEFF WIEHE

The Journal Gazette

It's the 25-acre wetland home of native trees, grass and shrubs.

And now, the land along Amber Road between Eagle and Arrowhead marshes in southwest Allen County is protected, the newly acquired preserve of the local land trust Little River Wetlands Project.

Named Buttonbush Bottoms after a native wetland shrub found on the site, the preserve was donated by Denyel M. Bond and her mother,

Patricia Hulse.

The land had been for sale, according to Betsy Yankowiak, director of preserves and programs for the Little River Wetlands Project. Project officials talked with the owners off and on about making a deal for the land over the course of a few years, but it wasn't until recently that the owners decided to donate the preserve.

"They understand the importance of wildlife," Yankowiak said.

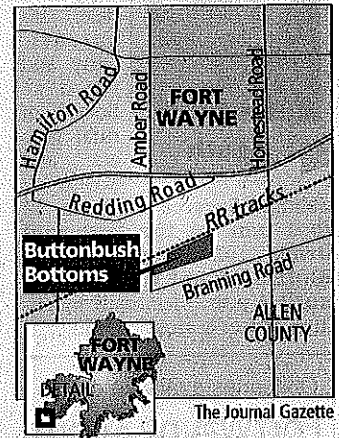
A loop trail will be developed this year to welcome

visitors, according to a release from the Little River Wetlands Project.

Buttonbush Bottoms is the project's fifth wetland nature preserve in the area, bringing its total protected land to just under 1,200 acres.

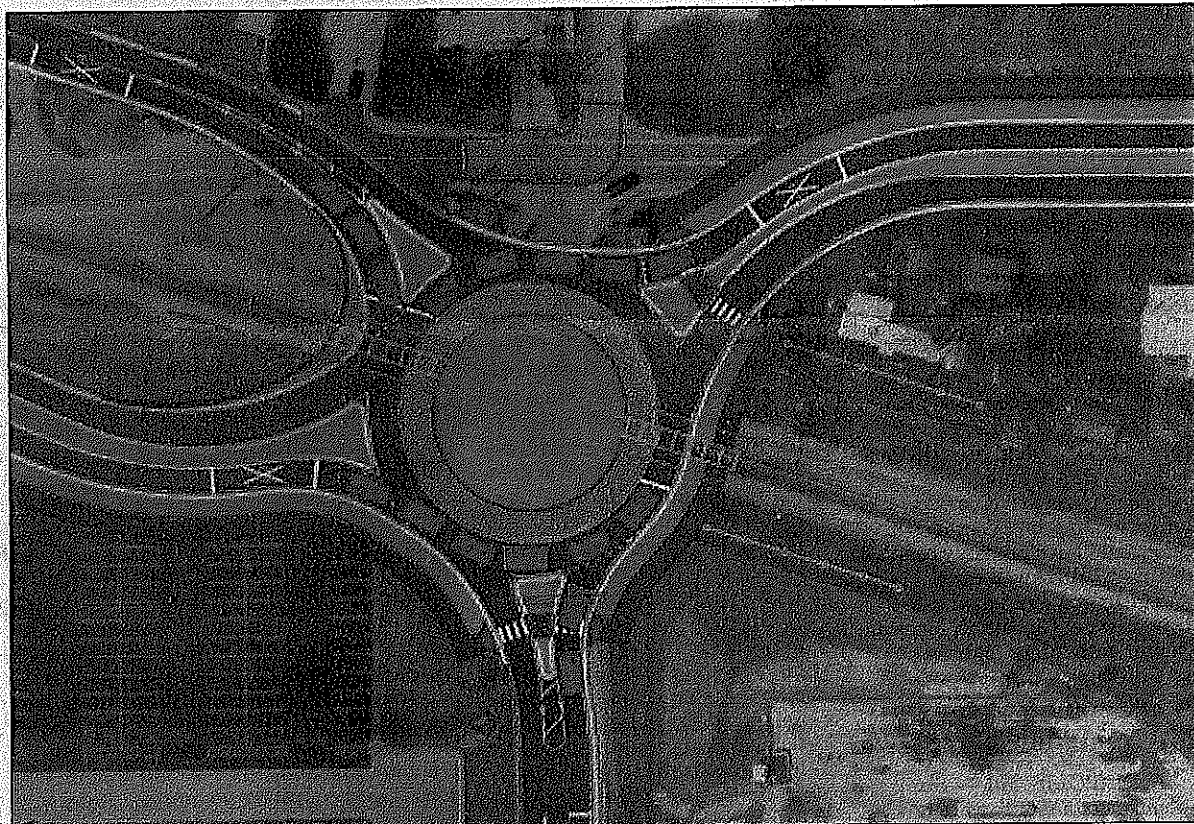
"We are very grateful to Ms. Bond and Ms. Hulse for their generous gift of land so close to several of our existing preserves," said Amy Silva, Little River Wetland Project executive director. "Wildlife will be able to move easily between these protected areas."

jeffwiehe@jg.net



1-28-15 JG

Bass Road redesign features 4 roundabouts



Courtesy images

The roundabout at Hadley, Yellow River and Bass roads — with a railroad track running through it — will improve safety and traffic flow, county highway officials say.

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

The redesign of a long-planned \$40 million road-improvement project will produce four new roundabouts — one of them intended to improve traffic flow and safety at an especially challenging intersection.

"We started off with the intent of just widening the road and improving a couple of intersections," Allen County Highway Department engineer Mike Thornson said of the plan to upgrade the 4.4-mile stretch Bass Road between Scott and Hillegas roads. "But the residents were concerned that if you improve the road, you will also get an increase in speed."



Thornson

So, nearly three years after county highway officials met with residents to explain the original design, the department will host a second public meeting



The current intersection of Bass Road, center, with Hadley, bottom, and Yellow River, top left, forces traffic to come together with other vehicles and trains at odd angles.

Public meeting

WHAT: Public meeting on Bass Road project
WHEN: 6 p.m. Wednesday
WHERE: Pointe Church, 5335 Bass Road

this week to outline changes that include widening the bridge over Interstate 69 and roundabouts at Thomas,

Flaugh and Hadley and Yellow River roads.

The roundabouts are key to the redesign, Thornson said, because they have been proven to reduce speed and improve safety while maintaining traffic flow. Federal studies show roundabouts reduce crashes by 35 percent

See **BASS**, Page 5A

BASS

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and severe crashes by 76 percent.

The Hadley-Yellow River intersection proved especially challenging, however, because of its odd angles and the presence of railroad tracks that cross two of the roads. And so, with the help of the Indiana Department of Transportation, the plan will produce the area's first roundabout with railroad tracks running through it. The new configuration means motorists will approach the tracks at right angles instead of the sharp angles that can now reduce visibility.

The I-69 bridge will be rehabilitated and widened to accommodate a 10-foot multiuse path. The entire stretch of Bass Road will be widened from two to three lanes, with curbs, gutters, right-turn lanes and a path. The redesign will require about 2 more acres than the original plan.

Bass was once a light-

"We started off with the intent of just widening the road and improving a couple of intersections. But the residents were concerned that if you improve the road, you will also get an increase in speed."

— ALLEN COUNTY HIGHWAY DEPARTMENT ENGINEER
MIKE THORNSON

ly traveled rural road, but that began to change in 2002 when developer Joe Zehr proposed four subdivisions along the corridor. Other projects followed, boosting daily traffic from 2,600 vehicles in 1998 to more than 6,100 today. Plans to improve the corridor began soon thereafter, with an engineer's report in 2005 followed by initial design work in 2009 and the 2012

public hearing that preceded the redesign. Comments about the changes should be submitted by Feb. 5 to Ben Harvey at bharvey@structurepoint.com.

The project will be 80 percent federally funded and completed in stages, starting with the Hadley/Yellow River intersection as early as this year. The entire project could be complete by 2020, Thornson said.

River group aims to stop polluted runoff



By Ellie Bogue of The News-Sentinel

Abigail King, vice president of Save Maume stands on the banks of the Maume River outside her home on Niagara Drive. The group will hold a watershed conference Jan. 24.

By ELLIE BOGUE
 ebogue@news-sentinel.com

Save Maume is working to stop polluted runoff in the upper Maume watershed, one ditch at a time.

The local grass-roots organization is hosting an implementation conference Jan. 24 to look at an Upper Maume River Watershed Management Plan and to involve businesses, government agencies, nonprofits and the public in understanding the plan and making a difference.

The watershed plan literally has a five-year shelf life, said Abigail King, executive director of Save Maume. The \$279,000 plan was funded through a federal grant through the Clean Water Act. It provides the Environmental Protection Agency with a snapshot of the problems and land issues in a watershed area. The Clean Water Act says the federal government needs to have this snapshot before it can move ahead on releasing any federal dollars to an area for environmental improvements. The money for the snapshot was awarded to the soil conservation districts in Allen County and Defiance County in Ohio. Together they put the plan together and ultimately turned out the 400-page document.

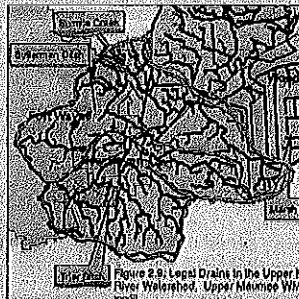
"We need to implement this plan," King said. "I don't just want it to gather dust on the shelf."

The conference will explain this plan, develop a plan of action, help form partnerships, and brainstorm innovative practices and nontraditional ways to implement them.

King said they want people at the conference to understand the existence of many different geographical watershed locations and political boundaries that must be crossed to

Watershed plan

The conference will be held 9 a.m. to 3:30 p.m. Jan. 24 at Indiana Tech Law School, 1120 E. Washington Blvd. For more information, go to <http://savemaume.org>. The cost is \$10, which includes lunch.



Courtesy photo

Save Maume will address how to clean up the upper Maume watershed in the Fort Wayne area by targeting three ditch areas that drain into the Maume River.

deal with the issue of clean water in the Maume River.

"It's not just, 'Hey, put in a rain barrel and plant a rain garden.' Some of these issues are innate. They are issues that are basic to our government structure," King said.

King and her group condensed the original 400-page plan into a 16-page document. Save Maume is concentrating on the urban areas. Ditch by ditch, yard by yard, members are hoping to make a difference. Save Maume is targeting three ditch areas in the watershed: Trier Ditch, Bullerman Ditch and Sixmile Creek. They all drain into

the Maume. King said her group will start with Bullerman Ditch, to re-vegetate buffer strips and riparian areas on both sides. People may ask why planting a few trees or not mowing up to the edge of the ditch on their property makes a difference, but King said it creates an awareness, and if many people make a small change, in time it makes a big improvement.

King said the idea is to first praise those landowners who have property adjacent to the ditches and are using foliage on the banks to retain soil and lessen runoff, and then contact those who are not doing so with some suggestions for better runoff practices.

King hopes that as more people in the community become educated about clean water practices they will collectively apply pressure on those who are not. Government agencies and politicians will be more likely to respond favorably to a collective group, King said, instead of individuals.

"Once the majority of the people believe in something it will overflow and it has to happen," King said.

Of course there will be some stumbling blocks. Many city ordinances may not match up with clean water drainage practices they are advocating. For example, there are ordinances about long grasses and long foliage along the sides of ditches that could be a code violation.

Save the Maume started as a small group to clean up the Maume on Earth Day. Since 2005, Earth Day celebrations of the all-volunteer organization has removed more than 12 tons of trash from Fort Wayne's Maume, St. Joseph and St. Mary's rivers and many feeder streams.

Council OKs stream funds

Relocation, costing \$2.5 million, to improve Till Road

DAVE GONG

The Journal Gazette

The Fort Wayne City Council unanimously approved nearly \$2.5 million Tuesday for a project to relocate part of Beckett's Run Stream.

City Utilities' Mike Kiester told the council the project will take place along the north side of Till Road and the southern portion of Salomon Farm Park.

"Beckett's Run Creek runs right along - literally almost into - Till Road along this. There's no room for any side work for the road to stabilize it, guard rails or anything else," he said. "So we're going to relocate the ditch up through the park property and some property that City Utilities purchased recently."

Kiester said a bridge will also be built for Salomon Farm Park to help visitor

access on the south side of the property. In total, about 3,000 feet of the creek will be relocated.

Recent cold weather has made it possible for Atlas Excavating - the contractor performing the work - to get started earlier than planned, Kiester said, causing the measure to be brought before the council earlier than expected.

"It's some low ground, there's a lot of wetlands in

the area," he said. "Right now, this is one of those few opportunities, the ground's frozen, (Atlas Excavating) would like to get in there and get started and take advantage of as much of this winter weather as they can."

Councilman Tom Didier, R-3rd, said he fields numerous constituent calls concerning Till Road and Beckett's Run Stream - which lie inside his district - mostly about cars speeding through the area. Till Road is "ex-

Council, Page 5C

COUNCIL

Continued from Page 1C

tremely dangerous" where it gets close to the stream, he said.

"That road gets extremely narrow where the creek is at," Didier said.

"So this is a true asset that we're fixing here. It needs it bad."

Councilman Mitch Harper, R-4th, described this particular section of road as one of the most dangerous in the city.

"This is one of the worst areas in Fort Wayne where a roadway, where a minor accident, a slight mistake by a driver could result in a fatality or serious injury simply because of the configuration of the road," he said.

"And that that's going to be relocated, I think is a

blessing with the traffic that's now utilizing Till Road because of the development out there."

The Indiana Department of Transportation will also be providing \$750,000 in reimbursement to go toward

the project at Beckett's Run Stream, Kiester added, because of mitigation efforts that would need to be completed along Till Road as part of the ongoing project to widen Lima Road.

dgong@jg.net

1-14-15 JG

City touts street, sidewalk fixes

DAVE GONG

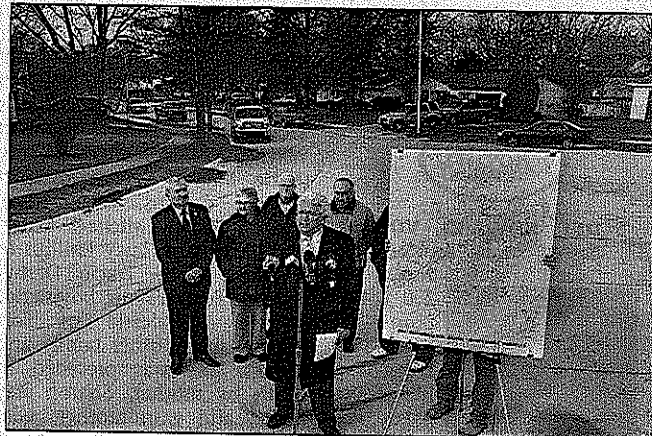
The Journal Gazette

As the 2014 construction season comes to a close, city officials and Southwick neighborhood residents Monday reflected on what's been described as an "unprecedented" neighborhood infrastructure investment.

"What you see around you is a reflection of what (Public Works Director) Bob Kennedy and his staff have been doing all summer," Mayor Tom Henry said. "Beneath you is new concrete streets that we've put here in the Southwick neighborhood, because we committed ourselves several months ago to investing more in the infrastructure of our city."

This year, the city invested \$20 million as part of a five-year plan to catch up on a backlog of aging streets, curbs and sidewalks.

Kennedy said the backlog of needed street repairs "is something we've inherited probably over the last 40-50 years." In the past, cities and towns relied on Motor Vehicle Highway tax funds to pay for streets and roads, Kenne-



Cathie Rowand | The Journal Gazette

Bob Kennedy, Fort Wayne Public Works director, speaks about the \$20 million in neighborhood street work that took place this year.

dy said. However, the income from the tax has "never been able to fund the type of repairs that are needed."

The \$20 million annual investment came as a way to address the problem of "over 60 miles of bad concrete streets we have and asphalt streets," Kennedy said, making this the first time the city administration has taken a "proactive approach" to neighborhood street repairs.

"As a matter of fact, in 2013, we were only able to

spend about \$4 million to \$5 million on streets and curbs and sidewalks and the like in Fort Wayne," Henry said. "What we were able to do with that \$20 million was invest in over 100 neighborhoods throughout the city of Fort Wayne, in all six council districts."

Overall, Kennedy said crews completed 50 miles of asphalt paving, 12 miles of concrete reconstructions and 12 miles of concrete sidewalk repairs. The city also

performed brick street work, and 10 miles of chip and seal street repairs.

"I've been here for about 26 years," Southwick resident Nita Seabaugh said. "And this is the very first time that the city has recognized us on the southeast side of town, and the streets are just wonderful."

Seabaugh said dealing with the construction "wasn't so much fun, trying to get to our homes," but residents knew that the result would be worth the inconvenience.

Fort Wayne can expect another \$20 million investment toward the city's neighborhood street infrastructure in 2015, as well, Kennedy said.

Some of the projects include Pursley Drive street improvements, Runnion Avenue sidewalk improvements, Arlington Park-area concrete street repairs, and Eagle Lake concrete street repairs.

A full list of planned 2015 street improvement projects can be found on pages eight through 10 of the city budget. The budget is available at www.cityoffortwayne.org/budgets/2015-budget.html.
dgong@jg.net

12/2/14 JG

Waynedale joins trails list

Project includes sidewalks on Bluffton Road in 2 years

DAVE GONG
The Journal Gazette

Waynedale residents will have easy access to Fort Wayne's trail system and a new stretch of sidewalk in the next two years.

The Board of Public Works on Wednesday approved spending \$20,200 for a topographic survey for a planned 1.5-mile trail and sidewalk project along Bluffton Road.

"There's a group of Waynedale

residents who are very excited about connecting to our trail system, and for the last couple of years, they've been raising funds," Greenways manager Dawn Ritchie said Wednesday. "They presented a check to us yesterday for \$20,200 to pay for the topographic survey."

That group is the Waynedale Trails and Sidewalks Initiative, which has been pushing to connect to Fort Wayne's trails since 2012.

"The overall goal (of the initia-

tive) is really to encourage trails in the area," group member Alex Cornwell said. "We see Waynedale as a place that should be connected to trails that currently isn't."

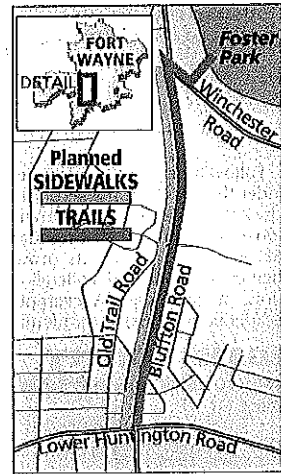
The initiative has been raising money to support the project through events and donation jars at high-traffic area businesses.

The most recent event, Cornwell said, was Oct. 27 at Curly's Village Inn, 4205 Bluffton Road.

"We try to do monthly fundrais-

ers for that cause, and we were just blessed to have the amount (the city) needed to start the survey work on this," said Camille Garrison, one of the organizers of the Waynedale group. "The community is just turning out like crazy, and they're so supportive and excited about the opportunity to have those trails and sidewalks."

While connecting to trails is certainly one of the initiative's main goals, Cornwell said a second issue the project targets is the lack of side-



Trails, Page 4C

The Journal Gazette

www.journalgazette.net

TRAILS

Continued from Page 1C

walks along Bluffton Road.

"That's one of the highest-traffic roads in the area, with some low-income housing on it," he said. "There is limited or no sidewalks for residents to use, so it's situations like that where it's really a safety concern more than anything."

The trail and sidewalk project will run along Bluffton Road from Lower Huntington Road to Winchester Road, Ritchie said, and will tie into the Rivergreenway at Foster Park West.

"This project is a Walk Fort Wayne priority, and it's also part of the state visionary trail that will run between the Pokagon State Park in Angola and the Ouabache State Park in Bluffton," Ritchie said.

The Walk Fort Wayne Plan is an initiative from the mayor's office to repair, update and add to Fort Wayne's existing sidewalks and trails.

The city maintains 64 of Allen County's 83 miles of

trails, Public Works spokesman Frank Suarez said Wednesday. Local businesses and groups often partner with the city to help provide funding for the trails. The city has built more than 50 miles of trails since taking over the Fort Wayne Greenways Department from the Parks Department in 2005. Since then, popularity of area trails has increased significantly.

"The boom caught on countywide as groups like Aboite New Trails, the Greenways Consortium and Northwest Allen County Trails raised grass-roots funding to build trails in specific geographic areas to complement the city's commitment," Suarez said in an email. "Those three groups have now become Fort Wayne Trails Inc."

The project will be done in two phases, Ritchie said — the first in 2016 and the second in 2017.

Because of the timeline and the work that still needs to be completed before the bidding process starts, Suarez said the total cost of the project is not known. dgong@jg.net



Cathie Rowand | The Journal Gazette

Crews work on widening Flutter Road near Wheelock Road, a task complicated by subpar soil conditions.

Soil issue raises road cost

County to spend extra \$682,655 on Flutter repaving

DAVE GONG
The Journal Gazette

Unforeseen challenges to part of an ongoing construction project to widen and pave Flutter Road will cost the county more than expected.

During their meeting Friday, the Allen County commissioners approved a \$682,655 increase to the project, raising the cost to

about \$7.5 million.

The engineer's estimate for the project was \$6.8 million, and the project was originally bid at \$6.75 million.

However, Commissioner Linda Bloom said that since the county is splitting the cost of the work with the Indiana Department of Transportation, the county will have to pay only 20 percent of the increase, or \$136,531.

The state will pay the remaining 80 percent, she said.

That means the county's share of the project cost is now about \$1.5 million.

Two miles of a 3-mile stretch of the project – from Maplecrest Road to Schwartz Road – is where construction ran into problems, said Bill Hartman, director of the Allen County Highway Department.

Subpar soil conditions – the soil beneath the roadway was too unstable to support the weight of the vehicles going over it – under that stretch of the road is the reason for the increased costs, Hartman said.

“There were some mitigation items put into the contract for soils that seemed to be subpar, but it just wasn't near enough to take care of the problem,” Hartman said.

The typical process used to

Road cost, Page 2C

ROAD COST

Continued from Page 1C

mitigate problems with bad soil includes treating it with lime or cement for stability, Hartman said. Geogrid material is then laid down, with stone on top of that, followed by asphalt.

Geogrid is a plastic grid used to reinforce soil beneath roads or structures. Often, Hartman said, that's enough to stabilize a road.

"We've had great success with that in a lot of other locations, but in this location, it just didn't work," he said. "We've had a very unusual situation with this project."

Though Hartman said crews can run into bad soil situations during any road project, the issue with Flutter Road was not typical.

"We went to extraordinary circumstances and dug it all out and put riprap down, and then stone and then asphalt," he said. "This was an extreme solution."

Riprap comprises a layer of large stones that help stabilize the ground underneath a road.

Crews had to excavate lower to find more solid ground on which to lay the riprap, Hartman said. In one spot, crews had to dig 9 feet down to reach the more stable earth.

Despite the soil issue, Hartman said the project is still on track to finish on time. The work is scheduled to be completed in early August.

11/1/14

5K/10K run to raise money for trails

A local 5K/10K to help raise money for local trails will kick off Sunday afternoon.

The third annual Trail Blazer 5K/10K will start at 2 p.m. at Summit Middle School on Homestead Road.

The event's goal is to raise money to connect more local trails.

More than 900 runners and walkers turned out for last year's event.

With several trails projects underway in the area, the Fort Wayne Trails organization wants to continue the effort to connect as many of Fort Wayne's 81 miles of trails as possible.

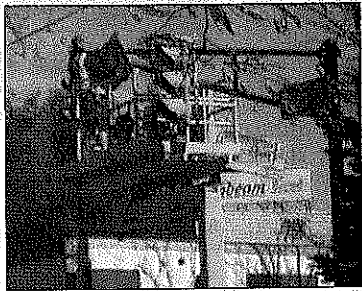
- Journal Gazette

10/18/14 JG

Fairfield reopens as 2-way street

By LISA M. ESQUIVEL LONG
lesquivel@news-sentinel.com

A worker, shown at right, puts up a no-turn sign on Main Street at Ewing Street as directions change on some downtown streets Wednesday afternoon. Ewing is now blocked north of that intersection, and Fairfield parallel to it is now two-way. The city is building a roundabout with those streets and Superior and Wells.



Photos by Lisa M. Esquivel Long of The News-Sentinel

RIGHT: A car, right, waits Tuesday afternoon on the just-reopened Fairfield Avenue at Main Street. Fairfield is now two-way downtown.



10/9/14 NS

Transportation guide available

The Northeastern Indiana Regional Coordinating Council and its Transportation Advisory Committee are making available to the public copies of its recently updated Transportation Resource Guide, which provides information on the public, nonprofit and private transportation resources available in the Allen County area.

The guide provides a

brief description of services including eligibility, general hours of operation and contact information for each provider, including Citilink, Aging and In-Home Services of North-east Indiana, Community Transportation Network, St. Vincent de Paul "Carevan," Access United Transportation, Benson Transport, By His Grace, Companion Transportation, Gibson Mobility, J&A Mobility Transportation, Ride Express, out-of-town bus and shuttle services, and local taxi services.

The new guide has been produced as both a brochure that can be distributed and an informational poster that can be posted at locations throughout the community. The guide is available at no cost for download and reproduction at www.nircc.com.

10/1/14 NS

Fort Wayne Trails starts fund drive

Group hopes to raise \$125,000 for more trail connections.

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

The final Trek the Trails ride of the season, an 8-mile ride to Foster Park and back, happened Tuesday evening.

Fort Wayne Trails was on hand to start an effort to raise \$125,000 by Thanksgiving.

Summit City Bikes donated \$7,500 to the cause Tuesday, bringing the total to \$25,500 so far.

Of the 81 miles of trails, 64 are connected. With the trails costing

about \$125 per foot to build, a successful fundraising drive over the next five years could help connect 100 miles of safe, convenient trails in the city.

New projects are underway in every quadrant of Allen County. The top projects include northwest – Pufferbelly Trail, northeast – IPFW to Shoaff Park connection, southeast – Southtown Centre/Six Mile Creek Trail, southwest – Covington Trail, and Waynedale – Bluffton Road connection to Foster Park.



By Ellie Bogue of The News-Sentinel

Bicyclists ride down a trail Tuesday evening during was the final Trek the Trails ride of the season. The riders left from the Dr. Martin Luther King Jr. Memorial Bridge in downtown Fort Wayne and went to Foster Park before looping back to the bridge.

PRO EDITOR: LISA ESQUIVEL LONG

PHONE: 461-8244

EMAIL: M

10/1/14 NS

Advocates of trails in southeast may soon see action

Officials hope to start on projects in next few years.



A column by KEVIN LEININGER

IT'S HUMAN NATURE to want what you don't have, and to wonder why other people seem to have more of something than you do — even when the commodity in question is

something as seemingly mundane as paved trails.

But although the issue is not as clear-cut as advocates and statisticians make it appear, it would be wrong to suggest that members of group working to bring more trails to southeast Fort Wayne are driven by nothing more than envy. That's because safe alternative forms of transportation are especially important in low-income neighborhoods — and the southeast side has hardly any trails on which people can safely

See LEININGER, Page 4A

LEININGER

Continued from Page 1A

walk or bike.

It does have plenty of sidewalks, however, which is why the issue is, well, complicated.

"There are 80 miles of trails in other areas" but hardly any southeast, said Linda Brooks, a leader of the Urban Trails Project Committee, which has been working for the past three years or so to bring more trails to an area members insist is underserved. For Brooks, the mission is both longstanding and personal: She was a member of the city's Rivergreenway Consortium in the 1980s, which laid the foundation of Fort Wayne's ever-grow-



News-Sentinel photo by Kevin Leininger

Urban Trails Project Committee members Charles Howard, left, Linda Brooks, James Redmond and Jonathan Ray gather on the sidewalk in front of Zion Lutheran Church, 2313 S. Hanna St., which is considerably wider than most of the sidewalks lining Hanna Street. Committee members say southeast Fort Wayne has not received its fair share of trails, and have made a wider trail along Hanna Street their top priority.

ing network of trails. She is also a director of Step Up to Fitness, a business that promotes good health and physical exercise.

"Obesity is a killer in the urban community," she said.

Brooks said a survey of about 500 people revealed overwhelming support for trails — support she said she has attempted to relay to Mayor Tom Henry. "But he was always too busy," she said. Other city officials have been contacted, however, about the group's plans for nine southeast-side trails, starting with one along Hanna Street from the Maumee River on the north five miles south to Tillman Road. The route would give residents access to other trails as well as a variety of social agencies and businesses on or near Hanna, she said.

"There are only 1.5 miles of trails southeast, and before they extend one to Angola, they should make it right," said Jonathan Ray, president of the Fort Wayne Urban League. "People don't feel safe in those bike lanes (in the streets)." And even if people had to give up part of their yard to make room for trail, he said, "You have to give up something to get something."

That hasn't happened, some committee members suspect, because the southeast side lacks the political and economic clout enjoyed by other parts of town.

City officials, however, say they have heard the group's concerns and hope to respond with several southeast-side trail projects over the next few years, including work in the Renaissance Pointe area, McKinnie Avenue, Hessen Cassel Road, Anthony Boulevard and improvements linking the southeast side with New Haven. Work is also planned along Hanna Street, and next week City Council is expected to consider a bid for a trail near Oxford Street, according to City Utilities spokesman Frank Suarez.

But even a glimpse at the city's sidewalk map reveals something interesting: The southeast side

may not have many trails, but it has an abundance of sidewalks, often on both sides of the street — far more than in most newer areas, where some neighborhoods have sidewalks on only one side of the street, if that. The sidewalks may not be as wide as Brooks and her allies might like, but they do provide "connectivity."

The city's trail coordinator, Dawn Ritchie, said adding trails in older neighborhoods is often more complicated by the need to acquire right-of-way or to remove mature trees from par strips or parking from streets.



The Towpath Trail is 5.5 miles and took seven years to build," she said. "Hanna is 5.5 miles, too."

In other words, the city is asking for patience — and suggesting it will be rewarded.

That may not satisfy those who expect statistical parity, but it is a start.

"We're glad when people make requests," Suarez said. But not as glad as Brooks and he group will be when some of them are granted.

BAD TIMING

Less than two months before a referendum that could restructure Allen County government, the Commissioners on Friday gave a boost to those who want to replace the three-member board with a single executive.

With Therese Brown previously scheduled to be at a family event, two commissioners were needed to do business — business that was to have included a public hearing on a



proposed \$14.8 million, 27,000-square-foot expansion of the Memorial Coliseum's Expo Hall. Nelson Peters showed up, but Linda Bloom didn't. The meeting was canceled after an hour-long wait, with no business done.

Peters supports the proposed change, saying it would improve efficiency. Bloom doesn't.

This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. Email Kevin Leininger at kleininger@news-sentinel.com or call him at 451-8355.

Pedestrian bridge across Coliseum to link campuses

JAMIE DUFFY

The Journal Gazette

Students trying to cross Coliseum Boulevard on foot where IPFW and Ivy Tech sit across from each other face some peril.

That will change in two years when most of the construction on an open pedestrian bridge across that busy state road will be finished, according to a spokeswoman for the Indiana Department of Transportation, the agency that will oversee the project.

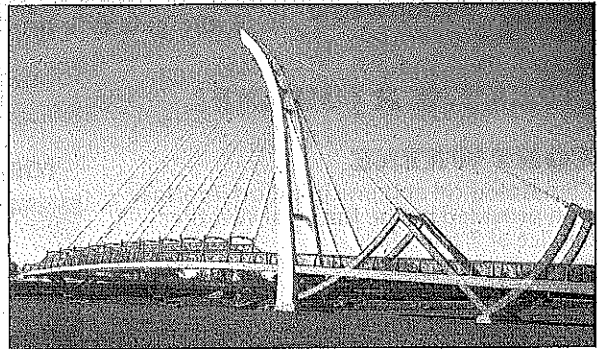
For the moment, students use an extensive Rivergreenway system, a walkway that cuts under Coliseum Boulevard. But when rain or flooding comes, the underground passageway can't be used, IPFW spokesman John Kaufeld said.

"This will be a dry bridge," he said.

The asymmetrical bridge will feature a concrete deck and "some pretty nice lighting," said Kurt Heidenreich, president of Engineering Resources Inc., the Fort Wayne firm that designed the bridge.

The bridge is estimated to cost about \$4.5 million and

Bridge, Page 4A



Courtesy Engineering Resources Inc.

An artist's rendering shows a pedestrian bridge planned for Coliseum Boulevard.

9/19/14 JB

BRIDGE

Continued from Page 1A

will take two construction seasons to finish, said Toni Mayo of the Fort Wayne IN-DOT office. It will be ready for foot traffic at the end of the first construction season in 2016.

About 80 percent of the funding comes from the federal government, and both schools have been asked to contribute. Neither school could supply numbers.

Engineering Resources was also responsible for the design of the Willis Family Bridge over Crescent Boulevard and the Ron Venderly Family Bridge that crosses the

St. Joseph River.

The new bridge could eliminate the need for some Ivy Tech students who also take classes at IPFW to drive across the street and park. IPFW has three parking garages that students can use for free.

About 1,000 Ivy Tech students also attend classes at IPFW. Fewer IPFW students

would take classes at Ivy Tech, since it is a two-year vocationally based college, Kaufeld said.

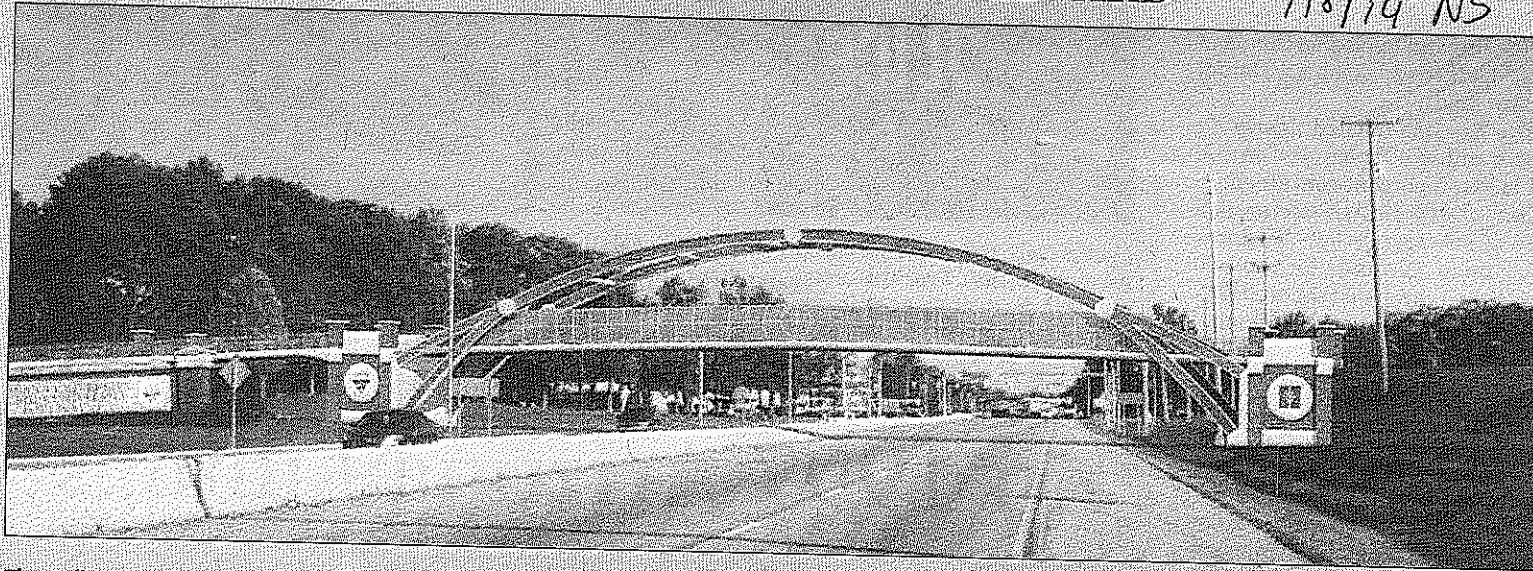
But he could foresee some of his campus's students making the trek across the 3,667-foot bridge for the vaunted Ivy Tech cafeteria.

"It has a very nice student-run cafeteria," Kaufeld said.

jduffy@jg.net

BRIDGE OVER BUSY BOULEVARD

9/18/14 NS



The Indiana Department of Transportation is planning to erect a 3,600-foot-long pedestrian and bicycle bridge over Indiana 930 (Coliseum Boulevard) between IPFW and Ivy Tech. Construction could begin in 2016.

Courtesy image

Walkway to link IPFW, Ivy Tech set for 2016

By KEVIN LEININGER

kleininger@news-sentinel.com

The IPFW campus is in line for its third pedestrian bridge – which would give the adjacent Ivy Tech campus its first.

After years of planning, the Indiana Department of Transportation is moving ahead with construction of a 3,667-foot span across Indiana 930 (Coliseum Boulevard) linking the two north-side campuses. The project recently passed a historic-impact review by the Federal Highway Administration and



Kaufeld

construction is expected to begin in early 2016, according to IPFW spokesman John Kaufeld.

“The main purpose is to serve as an alternate route for the Rivergreenway, which currently goes under the (Johnny Appleseed) bridge but gets cut off during floods,” he said. “But it will also connect the two campuses” safely without students having to cross busy Coliseum Boulevard.

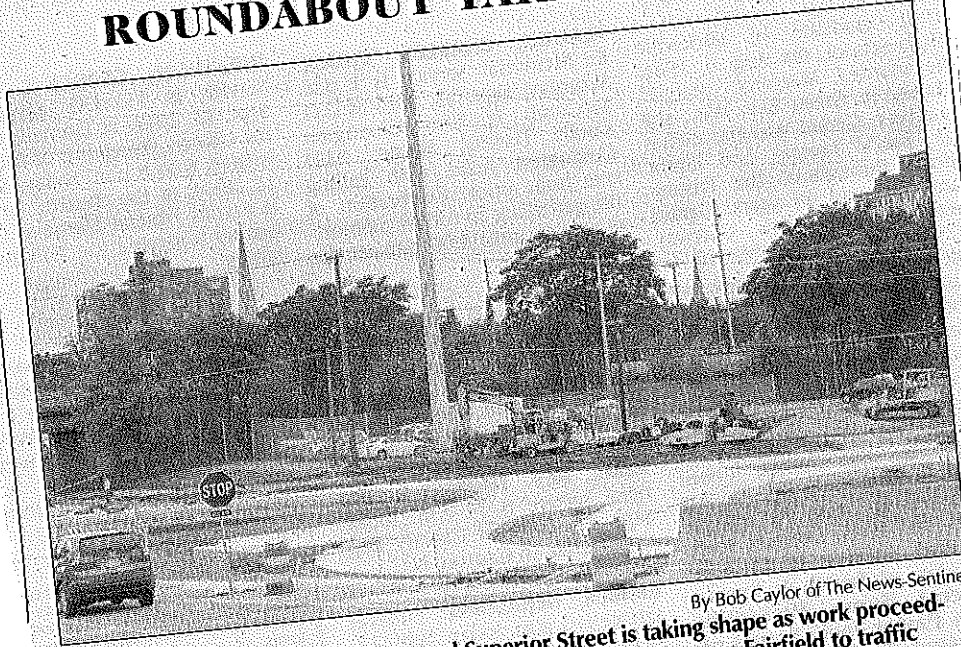
The project is still being designed, but

when IPFW officials sought INDOT funds in 2009, they estimated the cost at \$4.5 million. Ivy Tech and IPFW were also expected to share some of the expense.

The still-unnamed bridge would be the third for IPFW.

The Willis Family Bridge across Crescent Avenue, named for local businessman Don Willis, who donated \$3 million to IPFW, opened in 2003. The Ron Venderly Family Bridge across the St. Joseph River opened in 2008 and was named after the Venderly Family Foundation donated \$1 million toward its \$2.8 million cost.

ROUNDAABOUT TAKING SHAPE



By Bob Caylor of The News-Sentinel

The roundabout at Fairfield Avenue and Superior Street is taking shape as work proceeded Thursday. Fort Wayne officials say the project is on track to open Fairfield to traffic sometime between the end of September and the second week of October. The complete project will be open to motorists by the end of November. See more on city road work on Page 3L.

METRO EDITOR: LISA ESQUIVEL LONG

PHONE: 461-8244

EMAIL:

9/4/14 NS
Road closures, open house

Pearl Street will be closed at the intersection of Fairfield Avenue today-Sept. 15. This closure will be for the installation of storm lines and concrete repair as a part of the Ewing/Fairfield Roundabout Project in downtown.

An open house will be held for the Lafayette Center Road/County Road 900 N project 6-8 p.m. Monday at Cornerstone Alliance Church, 5833 East 900 North, Roanoke. Displays will be available for view at 5:30 p.m.

Members of the project design team, Indiana Department of Transportation Fort Wayne District staff and local officials will be available to address concerns.

For more information about the meeting, contact Huntington County Surveyor Jay Poe at 1-260-358-4856.

regularly by customers or visitors, should be located within city limits and should be located one-half mile or less from a trail.

Property owners should call 311 if they are interested in having a bike rack installed.

"This is a great way to promote healthier lifestyles and economic development," Henry said in a statement.

"I encourage local businesses to take advantage of the free bike racks and build their customer base so it includes people who pedal as well as those who drive."

The city's Bike Fort Wayne Plan calls for bike racks to be installed throughout the community, particularly at businesses and visitor destinations.

The Bike Fort Wayne Plan is a City Council-approved strategy to promote active transportation as a way to lessen traffic congestion and air pollution, as well as to promote healthier lifestyles.

To date, the city has installed about 225 bike racks. Most of the funding comes from federal Congestion Mitigation and Air Quality Improvement dollars.

- Journal Gazette

City will install 75 free bike racks

Fort Wayne Mayor Tom Henry said Friday that the city will make available 75 bike racks, with free installation, to qualifying commercial property owners.

In order to qualify, properties should be frequented

9/11/14 56

NS 8/21/14

Project will sharpen traffic lights' visibility

Reflective backplates should boost safety.

By KEVIN LEININGER
kleininger@news-sentinel.com

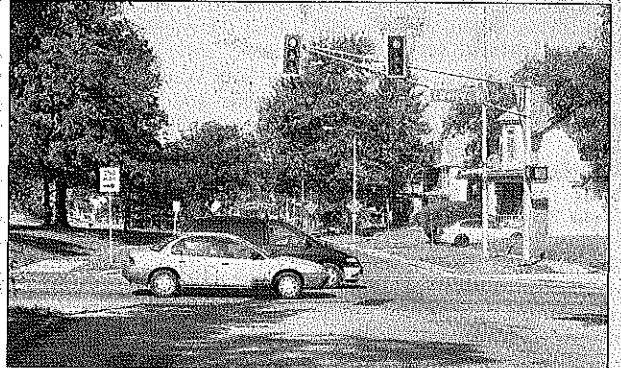
Traffic lights don't do much good if motorists can't see them.

So, with the help of nearly \$2.6 million from the federal government, the city will soon install reflective backplates on 298 signals in Fort Wayne and 24 more in New Haven and unincorporated Allen County, according to Traffic Engineer Shan Gunawardena.

The backplates — black trimmed in yellow — improve safety by making lighted signals more visible, he said.

The city's Board of Works approved the project Wednesday, and bids could be awarded this fall, with work to begin later this year. A few backplates have already been installed in response to specific visibility complaints, Gunawardena

See **LIGHTS**, Page 3L



By Kevin Leininger of The News-Sentinel

Thanks to a \$2.6 million federal grant, 298 traffic signals in Fort Wayne and 24 more in New Haven and Allen County will soon be equipped with backplates like these installed recently at Lafayette Street and Creighton Avenue. The backplates make the lighted signals more visible and improve safety, officials say.

LIGHTS

Continued from Page 1L

said.

At the same time, the grant will allow workers to replace the LED (light-emitting diode) lights on all traf-

fic signals. Before the lights were converted to LED about 12 years ago, they had to be replaced once a year, Gunawardena said.

In addition to a longer lifespan, the LED signals reduce energy costs by 80 percent.

